



Report to: Development Services Committee

Meeting Date: June 8, 2020

SUBJECT: Royal Orchard Boulevard Ramps Jurisdictional Transfer
(Ward 1)

PREPARED BY: Loy Cheah, Senior Manager, Transportation, Ext. 4838

RECOMMENDATION:

1. That the Report entitled “Royal Orchard Boulevard Ramps Jurisdictional Transfer (Ward 1)” be received; and
2. That The Regional Municipality of York (“York Region”) be requested to initiate the transfer of jurisdiction process of the Royal Orchard Boulevard ramps at Bayview Avenue to the City in accordance with the Regional Road Assumption Policy; and
3. Staff be directed to report back on work with York Region staff to identify the necessary steps including legal, financial, environmental and operational actions to effect the transfer of jurisdiction of the Royal Orchard Boulevard ramps at Bayview Avenue to the City; and further
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

This report initiates the jurisdictional transfer of the Royal Orchard Boulevard ramps at Bayview Avenue from York Region to the City and seeks Council approval to take the necessary legal, environmental and operational actions to process the transfer of jurisdiction.

BACKGROUND:

In the mid-1970’s, Bayview Avenue was grade separated from the CN Bala Subdivision. Due to its proximity to this grade separation, the Royal Orchard Boulevard intersection with Bayview Avenue also had to be reconfigured to the current split ramp design, which is not ideal but still provided full turning movements onto Bayview Avenue. See Photos 1 and 2 below.

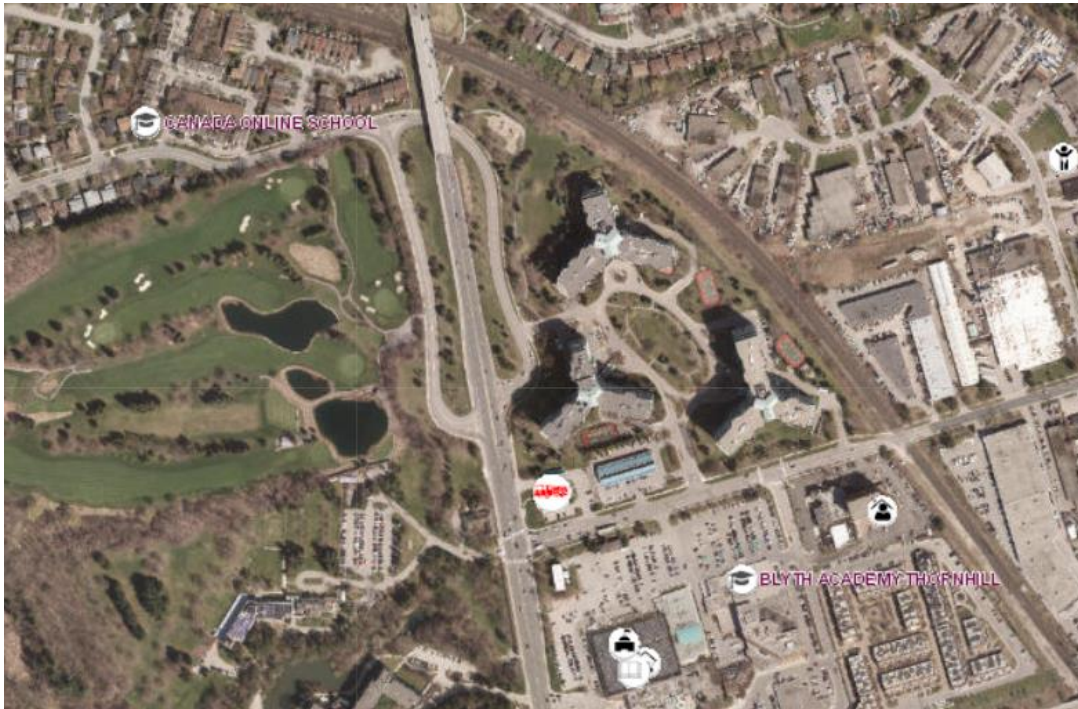
Photo 1

1970 Aerial Photo - Intersection of Bayview Avenue and Royal Orchard Boulevard



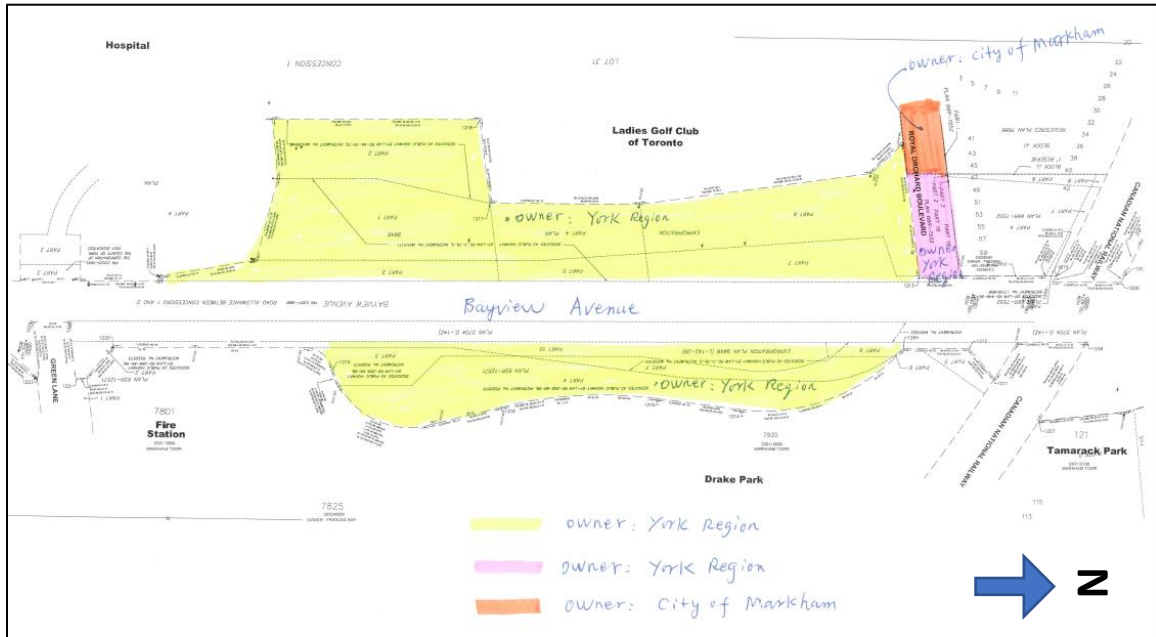
Photo 2

2019 Aerial Photo – Royal Orchard Boulevard West and East Ramps and Bayview Avenue grade separation with CN Bala Subdivision



That grade separation work was carried out by York Region. As the original intersection of Bayview Avenue and Royal Orchard Boulevard was under the jurisdiction of York Region, the jurisdiction of the new ramps remained with York Region. The extents of the ramp jurisdiction and land ownership are shown in Figure 1 below.

Figure 1: Jurisdiction and Land Ownership of Royal Orchard Boulevard Ramps



Re-development activities are now occurring on the Toronto Ladies’ Golf Course and proposed for the Shouldice Hospital lands adjacent to the west Royal Orchard Boulevard ramp. These activities provide an opportunity to review the street network layout in the area, in terms of access to those lands, the Royal Orchard Boulevard connection to Bayview Avenue and east-west transportation network connectivity in general.

OPTIONS/ DISCUSSION:

Royal Orchard Boulevard ramps serve a local transportation function

Royal Orchard Boulevard serves a local transportation function rather than a Regional function. It provides medium distance connectivity and local access for adjacent properties. The proposed reconfiguration described below will clarify that local function.

Development proposal provides an opportunity to re-align and extend Royal Orchard Boulevard

A concept plan has been suggested by the landowner of the Shouldice Hospital lands. It incorporates a re-alignment and southerly extension of the west Royal Orchard Boulevard ramp to intersect with Bayview Avenue opposite Green Lane as shown in Figure 2.

Figure 2: Conceptual Re-Alignment and Extension of Royal Orchard Boulevard West Ramp



(Source: 7750 Bayview Avenue Limited Partnership)

Development planning process will be streamlined with the transfer of jurisdiction

Transferring jurisdiction of the Royal Orchard Boulevard ramps, particularly the west ramp, to the City, would facilitate the review and approval of re-development plans of the Toronto Ladies' Golf Course and Shouldice Hospital lands as these lands would no longer be fronting onto a Regional road and will not be subjected to Regional vehicular access and design requirements.

Opportunities available for future re-purposing of lands occupied by east ramp

If the proposed reconfiguration of Royal Orchard Boulevard is carried forward, the east Royal Orchard Boulevard ramp would become mostly redundant as a traffic connector. This redundancy may open up other possible changes and uses for the associated lands.

East-west road network connectivity will be improved with reconfiguration

Through the proposed re-alignment and extension of Royal Orchard Boulevard to align with Green Lane at Bayview Avenue, east-west road network connectivity will be improved, providing a continuous collector road from Yonge Street to Leslie Street, a distance of roughly four kilometers. In addition to improving the road network

connectivity, this re-configuration will improve east-west connectivity to transit on Yonge Street, Bayview Avenue and Leslie Street, and for the cycling network.

Needs of the future Bayview Avenue widening will have to be considered

York Region has an approved environmental assessment to widen Bayview Avenue. This future project will maintain the grade separation with the CN Bala Subdivision with a widened structure. The associated land requirements for this structure will need to be considered in determining the limits of lands to be transferred or conditions imposed on the transfer.

Other considerations for the jurisdictional transfer may include environmental, legal and financial matters

In accordance with the Regional Road Assumption Policy and in addition to the above factors, other considerations for the transfer of jurisdiction include the environmental condition of the lands occupied by the ramps, the structural and pavement condition of the ramps and any legal or financial matters outstanding on these ramps and lands associated with them.

Conclusion

In summary, the Regional jurisdiction of the Royal Orchard Boulevard ramps at Bayview Avenue is a 1970s remnant of the grade separation of Bayview Avenue over the CN Bala Subdivision. These ramps do not serve any Regional road or traffic function and its current configuration creates split intersections with Bayview Avenue, making east-west connectivity difficult.

Transferring the jurisdiction of these ramps to the City and constructing a proposed re-alignment and extension of Royal Orchard Boulevard to align with Green Lane at Bayview Avenue will improve east-west connectivity for vehicular, transit and cycling movements. In addition, it will facilitate the processing of development applications on the Toronto Ladies' Golf Course and future proposals for the Shouldice Hospital lands and access points. It could also potentially free up land currently occupied by the Royal Orchard Boulevard east ramp for alternative uses.

Therefore, staff recommend that the City request York Region to initiate the transfer of jurisdiction process of the Royal Orchard Boulevard west and east ramps to the City as soon as possible and for staff to report back on work with York Region to identify all necessary steps to effect this jurisdictional transfer.

FINANCIAL CONSIDERATIONS

It is expected that carrying out the recommendations of the report will only require administrative steps to be taken by City and Regional staff. Subject to discussion with York Region, potential minor costs associated with legal survey, preparation of the environmental site assessment for soil/groundwater contamination may be shared with York Region.

Staff will report back on the final arrangement of the City taking over jurisdiction of the Royal Orchard Boulevard ramps, including costs related to the operation and maintenance, and future life cycle replacement costs of these ramps going forward.

Currently, the City has an on-going, annual agreement with York Region for the City to provide cost-neutral, winter road maintenance on the Royal Orchard Boulevard ramps. Upon completion of the jurisdictional transfer, at roughly 0.7 km long and 1.4 lane-kms of road, the annual winter operating cost of these ramps will be approximately \$6,400 per 2019/2020 actual winter maintenance rate. This jurisdictional transfer will also impact the Operations operating and maintenance budget in the amount of \$9,170.00/hectare.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The report recommendations align with the City's Strategic Plan goal of a "Safe & Sustainable Community" in relation to building a comprehensive transportation network in partnership with other levels of government.

BUSINESS UNITS CONSULTED AND AFFECTED:

Operations and Environmental Services Departments has been consulted and support the recommendations in this report.

RECOMMENDED BY:

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Director, Engineering

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Commissioner, Development Services