

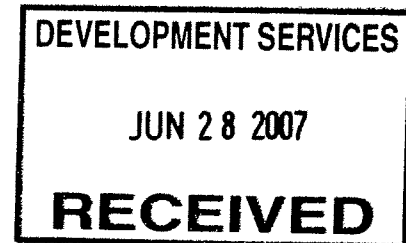
York Region

Jeri Baud

Regional Clerk's Office
Corporate Services Department

June 21, 2007

Ms. Sheila Birrell
Town Clerk
Town of Markham
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3



Dear Ms. Birrell:

**Re: Renaming of Ninth Line
Town of Markham**

The Council of the Regional Municipality of York, at its meeting held on Thursday, June 21, 2007, adopted, without amendment, the attached Clause No. 5, Report No. 6 of the Transportation and Works Committee.

By the adoption of the foregoing clause, Regional Council has authorized the following:

1. Ninth Line (Y.R. 69), curving from the Ninth Line (Y.R. 69), south of Highway 407 to Donald Cousens Parkway, in the Town of Markham, be named Box Grove By-pass (Y.R. 69) as shown in *Attachment 1*.
2. The future roadway to be constructed from south of Highway 407 and continuing south-westerly to connect to Ninth Line (Y.R. 69), as shown in *Attachment 1*, in the Town of Markham, be named Donald Cousens Parkway (Y.R. 69).
3. The original Ninth Line (Y.R. 69), north and south of 14th Avenue, will be transferred to the Town of Markham, and remain as Ninth Line (Y.R. 69).
4. The attached report titled "Traffic Regulations and Road Dedication" be endorsed by Regional Council.
5. The Regional Solicitor prepare the necessary amendments to the by-laws.
6. The Regional Clerk forward this report to York Regional Police, EMS, Markham Fire and Emergency Services, and the Clerk of the Town of Markham.

7. That the four-way stop condition at the intersection of the existing Ninth Line and 14th Avenue not be removed and that staff conduct a study of the area, including investigation of the current road alignment and other safety issues and intersection improvements that may be required, and report back in the fall of 2007.

A copy of Clause No. 5, Report No. 6 of the Transportation and Works Committee, is attached for your information.

Sincerely,



Denis Kelly
Regional Clerk
B. Bridle
Attachment

Copy to: Commissioner of Transportation and Works

Clause No. 5 in Report No. 6 of the Transportation and Works Committee was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting on June 21, 2007.

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**RENAMING OF NINTH LINE
TOWN OF MARKHAM**

The Transportation and Works Committee recommends that:

- 1. The communication from and deputation by Tom Farrar, Chair, Box Grove Community Association, be received;**
- 2. The deputation by Jim Beauchamp, resident, Markham, be received;**
- 3. The recommendations contained in the following report, May 31, 2007, from the General Manager, Roads, be adopted with the following additional recommendation:**
 - 7. That the four-way stop condition at the intersection of the existing Ninth Line and 14th Avenue not be removed and that staff conduct a study of the area, including investigation of the current road alignment and other safety issues and intersection improvements that may be required, and report back in the fall of 2007.**

1. RECOMMENDATIONS

It is recommended that:

- 1. Ninth Line (Y.R. 69), curving from the Ninth Line (Y.R. 69), south of Highway 407 to Donald Cousens Parkway, in the Town of Markham, be named Box Grove By-pass (Y.R. 69) as shown in *Attachment 1*.**
- 2. The future roadway to be constructed from south of Highway 407 and continuing south-westerly to connect to Ninth Line (Y.R. 69) , as shown in *Attachment 1*, in the Town of Markham, be named Donald Cousens Parkway (Y.R. 69).**
- 3. The original Ninth Line (Y.R. 69), north and south of 14th Avenue, will be transferred to the Town of Markham, and remain as Ninth Line (Y.R. 69).**
- 4. The attached report titled "Traffic Regulations and Road Dedication" be endorsed by Regional Council.**
- 5. The Regional Solicitor prepare the necessary amendments to the by-laws.**

6. The Regional Clerk forward this report to York Regional Police, EMS, Markham Fire and Emergency Services, and the Clerk of the Town of Markham.

2. PURPOSE

This report is to obtain Council approval to name a portion of the new by-pass of Box Grove, south of Highway 407, Box Grove By-pass, in response to a request from Town of Markham Council.

3. BACKGROUND

On March 29, 2007, a report titled "Traffic Regulations and Road Dedication" (*Attachment 3*) was presented to Regional Council. This report was to amend the Road Consolidation By-law R-1107-96-126 to define the road section, road name and Regional road number and amend the Regional traffic by-laws to cover all applicable traffic regulations for the changes to Ninth Line as a result of the reconstruction and ongoing development. There was some concern with the intended name of this road section and this report was referred back to the Commissioner of Transportation and Works with a request to consult with the Town of Markham to verify the road names.

The Region has received a request (*Attachment 2*) from Town of Markham Council to rename a portion of Ninth Line in the vicinity of Box Grove. This area is currently being developed and Ninth Line is being realigned to take traffic away from the Hamlet of Box Grove. The new Ninth Line will be constructed to Regional arterial road standards and will replace the existing Ninth Line in the Regional road system.

Staff of the Town of Markham and Markham Fire and Emergency Services have expressed a potential safety concern with existing and future road names in the area of Box Grove. It is now appropriate to consider renaming Regional roads in this area.

In addition, since the March 29, 2007 report was submitted, the Box Grove Community Association has expressed concerns over the removal of the four-way stop condition at the intersection of the existing Ninth Line and 14th Avenue.

4. ANALYSIS AND OPTIONS

Ninth Line is a Regional road on a north-south alignment located in the eastern portion of the Town of Markham. It provides a continuous route between Steeles Avenue, at its south limit, through the Town of Markham continuing north to eventually connect to Main Street in Whitchurch-Stouffville. Ninth Line also intersects 14th Avenue in the Hamlet of Box Grove creating an "all-way" stop condition.

There are several large ongoing residential developments in the area east and west of Ninth Line, between Steeles Avenue and Highway 407. As part of these developments, a new alignment of Ninth Line has been constructed that will divert traffic around the

hamlet of Box Grove. In addition to a new Ninth Line, another roadway (Donald Cousens Parkway) will be constructed that will connect the existing south portion of Ninth Line to the north-east and eventually Highway 407 (*Attachment 1*). Both of these roadways will become Regional roads and have been designed to Regional standards.

Once these roadways are complete and opened to traffic, a portion of the original Ninth Line, north and south of 14th Avenue, will be transferred to the Town of Markham. In order to avoid the possibility of having two roadways with the same name, it is necessary to rename at least one of these roadways.

4.1 Naming Proposal

Regional staff has discussed the renaming of these roads in the area of Box Grove with staff of the Town of Markham. An agreement has now been reached on the proposal to rename sections of Ninth Line to avoid any possible confusion. The proposal eliminates the duplication of road names.

Town of Markham Council has requested that the new by-pass be named Box Grove By-pass. This will eliminate any duplication of the Ninth Line name and avoid all the residents currently with an address on Ninth Line from having to change their address.

4.2 Traffic Control at 14th Avenue and Existing Ninth Line

Staff has reviewed the proposal to change the four-way stop condition at 14th Avenue and the existing Ninth Line to a stop for north-south traffic only as presented in the March 29, 2007 report titled "Traffic Regulations and Road Dedication" (*Attachment 3*). Residents in the Legacy Drive subdivision are concerned about not being able to access 14th Avenue from Legacy Drive once the four-way stop is removed.

The subdivision is located in the north-west quadrant of the intersection of Ninth Line and 14th Avenue and has three access roads, two that intersect the existing Ninth Line, Rouge Bank Drive which is signalized and Winterbury Drive, and Legacy Drive that intersects 14th Avenue. With the development of the new subdivisions east of Ninth Line and the new by-pass, Rouge Bank Drive will be extended to the by-pass and the new intersection will be signalized. This will maintain and provide access for the residents to the new by-pass.

The intersection of the new by-pass and 14th Avenue will be signalized which should provide sufficient gaps in traffic to allow residents from Legacy Drive to access 14th Avenue. Staff will be monitoring the traffic in this area once the new by-pass is open to traffic and will make any traffic signal timing adjustments required to maximize traffic flow.

5. FINANCIAL IMPLICATIONS

The financial implications associated with this report involve roadway signage. These costs are estimated to be minimal and can be accommodated within the Roads operating budget.

6. LOCAL MUNICIPAL IMPACT

Town of Markham Council has requested that the new by-pass around Box Grove be named Box Grove By-pass. This will avoid confusion when dispatching emergency vehicles to this area and will allow all the residents currently with addresses on Ninth Line to keep their address. The recommendations in this report satisfy the Town of Markham Council recommendation and are acceptable to Police, Fire, and EMS.

7. CONCLUSION

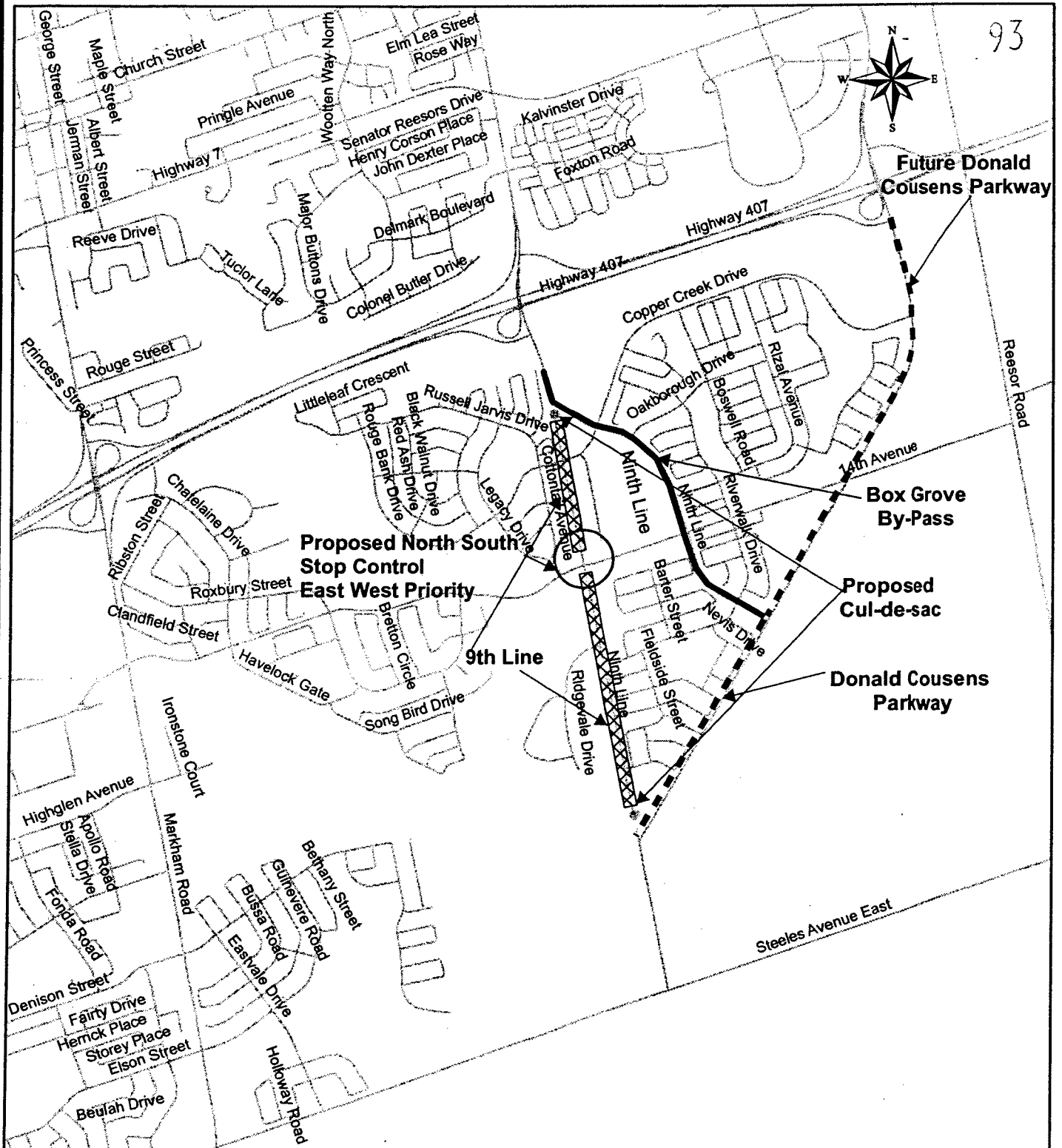
It is proposed that the road names as shown in *Attachment 1* be approved by Council and that the attached report (*Attachment 3*) titled "Traffic Regulations and Road Dedication" be endorsed by Regional Council.

For more information on this report, contact Brian Harrison, Director, Operations, Roads Branch at extension 5205 in the Transportation and Works Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)

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LOCATION PLAN

Proposed Name Changes

Ninth Line (Y.R.69)

Town of Markham

Proposed Box Grove By-Pass

Future Donald Cousens Parkway

Proposed Old Ninth Line to be Transferred



TRANSPORTATION AND WORKS

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APPENDIX

A



April 18, 2006

REPORT TO DEVELOPMENT SERVICES COMMITTEE

SUBJECT: Consideration of the appropriate name for the existing 9th Line in the Box Grove Community
CONTACT/AUTHOR: Robert Tadmire, Coordinator of Geomatics / GIS Advocate

RECOMMENDATION:
 That the report entitled "Consideration of the appropriate name for the existing 9th Line in the Box Grove Community", dated April 18, 2006, be received;

THAT the Region of York be requested to transfer to the Town of Markham the portion of the existing 9th Line, north and south of 14th Avenue, which will be by-passed by the re-aligned 9th Line when the re-alignment becomes operational;

That the portion of the existing 9th Line, north and south of 14th Avenue, which will be by-passed by the re-aligned 9th Line, be renamed Old 9th Line, and a by-law to rename the road be considered by Council at a meeting after the road is transferred to the Town;

AND THAT the Clerk be authorized to provide notice in accordance with notice By-law 2002-275, prior to Council considering the street name change.

EXECUTIVE SUMMARY:

Not applicable

FINANCIAL CONSIDERATIONS:

None at this time.

Valerie Shuttleworth, M.C.I.P., R.P.P.
 Director of Planning & Urban Design

Jim Baird, M.C.I.P., R.P.P.
 Commissioner of Development Services

LINKS TO COMPREHENSIVE INFORMATION

Purpose

Background

Options/Discussion

Financial Template

Environmental Considerations

Accessibility Considerations

Engage 21st Considerations

Business Units Consulted & Affected

Attachments:

Report No. 3 of the Transportation and Works Committee
Regional Council Meeting of March 29, 2007

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TRAFFIC REGULATIONS AND ROAD DEDICATION
NINTH LINE
TOWN OF MARKHAM

(Regional Council at its meeting on March 29, 2007 referred the following Clause to the Commissioner of Transportation and Works for a further report after consulting with the Town of Markham.)

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 23, 2007, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Road Consolidation By-law R-1107-96-126 be amended to include the Ninth Line (Y.R. 69), curving from the Ninth Line (Y.R. 69), south of Highway 407, to the east and south, crossing 14th Avenue (Y.R. 71) and proceeding south and west back to the Ninth Line (Y.R. 69), north of the CN crossing as shown on *Attachment 1* with this amendment taking effect when the Ninth Line (Y.R. 69) is complete and opened to traffic.
2. The traffic regulations covering Through-Highway designation and speed limits as outlined in Tables A and B in *Attachments 2 and 3* be made applicable for the Ninth Line (Y.R. 69).
3. The portion of the original Ninth Line (Y.R. 69), from the new alignment of Ninth Line (Y.R. 69) southerly for an approximate distance of 800 metres, to the north right-of-way limit of 14th Avenue (Y.R. 71), be transferred to the Town of Markham when the Ninth Line (Y.R. 69) is complete and opened to traffic.
4. The portion of the original Ninth Line (Y.R. 69), from the south right-of-way limit of 14th Avenue (Y.R. 71) for an approximate distance of 1,200 metres, to the new alignment of Ninth Line (Y.R. 69), be transferred to the Town of Markham when the Ninth Line (Y.R. 69) is complete and opened to traffic.
5. The existing "all way" stop at Ninth Line (Y.R. 69) and 14th Avenue (Y.R. 71) be rescinded and 14th Avenue (Y.R. 71) be designated as the Through Highway.
6. The Regional Solicitor prepare the necessary amendments to the by-laws.

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Regional Council Meeting of March 29, 2007

7. The Regional Clerk forward this report to the Chief of Police and to the Clerk of the Town of Markham.

2. PURPOSE

The new Ninth Line diverts from the existing alignment of Ninth Line in a south easterly direction, and intersects 14th Avenue approximately 700 metres east of the current intersection of Ninth Line and 14th Avenue. It then continues in a south easterly direction for approximately 800 metres to the Canadian National Rail line where the alignment of Ninth Line then changes to a south westerly direction as it parallels the rail line. The roadway then continues on a south west direction for approximately 1,100 metres where it re-connects with the existing alignment of the original Ninth Line.

With the future opening of the new Ninth Line, amendments to the Road Consolidation By-law R-1107-96-126 are required to define the road section, road name and Regional road number. In addition, the Regional traffic by-laws must now be amended to cover all traffic regulations applicable to this section of the Ninth Line.

3. BACKGROUND

There is a large development taking place east of the existing Ninth Line between Highway 407 and the CN rail line in the Town of Markham. The area is known as the Box Grove Planning District. A key component of the development of these lands is the realignment of Ninth Line. The extent of the Box Grove Planning District is identified in Official Plan Amendment 92 and covers approximately 320 hectares including the hamlet of Box Grove. The planning for the Box Grove secondary plan commenced in 1998 and received approval from the Town of Markham in February 2000. After referral to the Ontario Municipal Board, the secondary plan was approved in the fall of 2003.

Included in this development is the construction of a new Ninth Line to take traffic off the existing Ninth Line and away from the hamlet of Box Grove. The new Ninth Line will be constructed to Regional arterial road standards and will replace the existing Ninth Line in the Regional road system. The existing Ninth Line will be transferred to the Town of Markham and renamed. The new Ninth Line is nearing completion and it is appropriate to dedicate the new road and apply the traffic by-laws.

For the traffic regulations on the new Ninth Line to be enforceable, they must be included in the Region's traffic by-laws. The regulations for these roadways are in accordance with the *Highway Traffic Act* and must now form part of the following Regional traffic by-laws:

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- Through-Highway designation
- Speed limit

The amendments to the Region's traffic by-law are summarized in Tables A and B in *Attachments 2 and 3* appended to this report.

4. ANALYSIS AND OPTIONS

The following traffic regulations will take effect upon opening of each road section and must be adopted into the Regional by-laws:

- Through-Highway designation, Ninth Line from the south limit of Highway 7 and the north limit of Steeles Avenue.
- 60 km/hour, on the Ninth Line from the north limit of Steeles Avenue to 150 metres north of the north limit of 16th Avenue.

For these traffic regulations to be enforceable, they must be included in the Region's traffic by-laws. These regulations must now be adopted and the Regional by-laws amended to include all appropriate traffic regulations for these sections of Ninth Line. It is essential that all traffic regulations be incorporated into Regional traffic by-laws to enable York Regional Police to carry out enforcement.

Regional staff will carry out detailed operational assessments and review traffic operations, in both the winter and summer months, and make recommendations for any changes or the need to implement additional by-laws.

Currently, there is an "all way" stop control at the intersection of existing Ninth Line and 14th Avenue. Upon opening of the new Ninth Line, and as recommended in this report, 14th Avenue will become the through highway. At this location, and in accordance with the revised road network, old Ninth Line, under the jurisdiction of the Town of Markham, will not continue through and will become a cul-de-sac north and south of 14th Avenue. As traffic volumes on Ninth Line at this intersection will be substantially lower after Ninth Line becomes a cul-de-sac, an "all way" stop control will not be warranted and a "two way" stop control, for northbound and southbound traffic, will be implemented.

The transfer of the sections of Ninth Line, as described in Recommendation 3 and 4, have been discussed with Town of Markham staff and they concur with this road transfer.

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Regional Council Meeting of March 29, 2007

5. FINANCIAL IMPLICATIONS

The costs associated with the manufacturing and installation of additional signs are included in the 2007 Roads Budget and Business Plan.

6. LOCAL MUNICIPAL IMPACT

The transfer of the existing sections of Ninth Line from 14th Avenue north approximately 800 metres, and from 14th Avenue south approximately 1,200 metres, has been discussed with Town of Markham staff. The Town of Markham is in agreement with the transfer and will be responsible for the operation and maintenance of these sections of Ninth Line after the transfer.

7. CONCLUSION

With the future opening of the new Ninth Line, from the existing alignment of Ninth Line through to 14th Avenue, continuing in a south easterly direction to parallel the Canadian National Rail line, and ultimately re-connecting with the existing alignment of the original Ninth Line, amendments to the Road Consolidation By-law R-1107-96-126 are required.

The Regional traffic by-laws must be amended to include all appropriate traffic regulations. It is essential that all traffic regulations be incorporated into Regional traffic by-laws. These amended by-laws will allow York Regional Police and Municipal Enforcement Officers to enforce the current posted traffic regulations.

Regional staff will carry out detailed operational assessments and review traffic operations on these sections of roadway and make recommendations for any changes or the need to implement additional by-laws.

For more information on this report, contact Brian Harrison, Director, Operations, Roads Branch at extension 5205 in the Transportation and Works Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)