

The Regional Municipality of York

Committee of the Whole
Transportation Services
November 5, 2020

Report of the Commissioner of Transportation Services

Royal Orchard Boulevard Ramps at Bayview Avenue City of Markham

1. Recommendations

1. Council agree to transfer the jurisdiction of the Royal Orchard Boulevard ramps at Bayview Avenue to the City of Markham conditional on the lands remaining designated public highway and/or other municipal use and subject to City of Markham directing any compensation back to the Region that may be received from future disposal of any portion of the lands.
2. The Regional Solicitor prepares the necessary bylaws.
3. The Regional Clerk circulates this report to the City of Markham.

2. Summary

This report responds to a City of Markham Council resolution dated [June 23, 2020](#) and Development Services Committee Report dated [June 8, 2020](#) and seeks Council authorization to transfer the jurisdiction of the Royal Orchard Boulevard ramps at Bayview Avenue from York Region to the City of Markham.

Key Points:

- York Region constructed the Royal Orchard Boulevard ramps at Bayview Avenue as part of the Bayview Avenue grade separation at the CN Bala Subdivision in the 1970's.
- The City of Markham has requested transfer of these ramps so the collector road network can be reconfigured concurrent with planned development in the area.
- Based on an assessment against the Regional Road Assumption Policy, staff has concluded the Royal Orchard Boulevard ramps at Bayview Avenue do not serve a strictly Regional function and could be transferred to the City of Markham.
- Subject to Council approval, staff will work with City of Markham to complete the road transfer.

3. Background

Bayview Avenue was grade-separated at the CN Bala Subdivision in the 1970's

York Region completed the Bayview Avenue grade separation at the CN Bala Subdivision in the 1970's. Due to its proximity, the Royal Orchard Boulevard intersection was moved and reconfigured. Attachment 1 shows the original intersection configuration before the grade separation was constructed and Attachment 2 shows the existing split ramp configuration.

York Region has ownership and jurisdiction over the Royal Orchard ramps

As a result of York Region being the proponent of the grade separation and construction of the Royal Orchard Boulevard ramps, the ownership and jurisdiction over the ramps has remained with York Region.

Proposed redevelopment for Toronto's Ladies' Golf Course and Shouldice Hospital provides an opportunity to improve the local road network

City of Markham staff has indicated that redevelopment activities are proposed for the Toronto Ladies' Golf Course and Shouldice Hospital lands adjacent to the west Royal Orchard Boulevard ramp. As part of the Shouldice Hospital redevelopment, re-alignment and southerly extension of the west ramp to intersect with Bayview Avenue opposite Green Lane is being proposed.

The re-alignment and extension of the west ramp to align with Green Lane at Bayview Avenue will provide a continuous local collector road from Yonge Street to Leslie Street, and improve east-west connectivity for general traffic, transit, cycling and pedestrian trips. This would also eliminate the need for the east ramp, providing opportunities to use the road allowance for other purposes such as public open space or potentially private commercial use as noted in the Financial section below.

4. Analysis

Based on the Regional Road Assumption policy, the Royal Orchard Boulevard ramps at Bayview Avenue serve a more local function

Council approved the [Regional Road Assumption Policy](#) in June 2014. The Policy is used when considering the transfer of jurisdiction of a road either from a local municipality to the Region, or from the Region to a local municipality. This Policy establishes the criteria and issues to be considered when recommending to Council whether jurisdiction of a road should be transferred.

For a road to serve a Regional function, it must meet one of the following functions:

- Perform a cross-boundary, inter-regional or inter-municipal function;
- Provide a logical connection in the Regional Road network;
- Provide a direct link to the Provincial highway system; or
- Support an existing or planned rapid transit route or connection to a major transit hub.

The Royal Orchard Boulevard ramps at Bayview Avenue do not strictly meet any of the functional criteria listed.

Based on an assessment against the requirements of the Regional Road Assumption Policy, staff concluded the ramps do not serve a Regional function and could be transferred to the City of Markham.

Transferring the jurisdiction of the Royal Orchard ramps will not impact any future improvements to Bayview Avenue

In August 2017, York Region completed the Bayview Avenue Class Environmental Assessment from Steeles Avenue to Elgin Mills Road. The Environmental Assessment identifies future road widening of Bayview Avenue. When determining the limits for the road allowance transfer, the ultimate requirements for Bayview Avenue will be protected.

5. Financial

There would be some minor costs to complete the road transfer, including preparation of a reference plan and land registration. Staff recommends any external costs required to administer the road transfer be shared equally between the City of Markham and York Region. There are sufficient funds in the approved Roads and Transit Capital Budget to cover the anticipated costs.

Markham staff has indicated that once the west ramp is extended to align with Green Lane, the east ramp may no longer be required for access, and the road allowance may be repurposed. Staff has no issues with repurposing the road allowance once transferred to the City of Markham, provided the lands remain dedicated public highway and/or service a municipal use, such as an expansion to the adjacent Drake Park. Should the road allowance be sold by the City of Markham in the future, any financial gain is to be transferred to York Region since the Region incurred the original cost to purchase the lands. This obligation will be reflected in a Memorandum of Understanding regarding this transfer between York Region and the City of Markham.

6. Local Impact

Subject to Council approval of the road transfer, staff will work with City of Markham staff to complete the transfer. The connection of Royal Orchard Boulevard to the west leg of the existing Bayview Avenue at Green Lane intersection will provide a better connection for local travellers destined to Bayview Avenue than the existing ramp configuration.

7. Conclusion

Staff recommends the transfer of the Royal Orchard Boulevard ramps at Bayview Avenue to the City of Markham, as requested by City of Markham Council.

The Regional Solicitor will prepare the necessary bylaws for the road transfer. A copy of this report will be shared with the City of Markham.

For more information on this report, please contact Brian Titherington, Director, Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
Commissioner of Transportation Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

October 16, 2020
Attachments (2)
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