

Report of the Commissioner of Public Works

Assumption of Jurisdiction of Two Township of King Roads

1. Recommendations

1. Council approve the assumption of the following sections of road (as shown in Appendix A) such that they are added to the Regional road system effective June 1, 2024:
 - a. Keele Street from north limit of Lloydtown/Aurora Road to south limit of Davis Drive.
 - b. 17th Sideroad from east limit of Jane Street to west limit of Dufferin Street from the Township of King to York Region.
2. The Regional Solicitor prepare any necessary bylaws.
3. The Regional Clerk forward this report to the Township of King.

2. Purpose

This report responds to a request from the Township of King for the Region to assume jurisdiction of Keele Street, from Lloydtown/Aurora Road to Davis Drive, and 17th Sideroad, from Jane Street to Dufferin Street (see map Appendix A).

Key Points:

- Road assumption from a local municipality to the Region, or from the Region to a local municipality, is subject to the [Regional Road Assumption Policy](#)
- Keele Street, from Lloydtown/Aurora Road to Davis Drive, and 17th Sideroad, from Jane Street to Dufferin Street, meet Regional Road Assumption Policy criteria for assumption of jurisdiction
- Staff recommend the subject roads be assumed and added to the Regional road system as requested by the Township of King

3. Background

June 2023, Township of King requested the Region assume jurisdiction for a four-kilometer section of Keele Street and a four-kilometer section of 17th Sideroad

At the Township of [King's June 12, 2023 Council meeting](#), a motion to request transfer of Keele Street, from Lloydtown/Aurora Road to Davis Drive, and 17th Sideroad, from Jane Street to Dufferin Street was carried.

Township of King's Council resolution included further requests for intersection improvements, a pedestrian crosswalk and revision of the Parking and Stopping on Regional Roads Bylaw. Discussions about timing and next steps are underway with local municipal staff for these additional requests. Intersection modifications and pedestrian crosswalk installation requests will be considered by staff in adherence with the [Traffic and Pedestrian Signal Policy](#). Revision to the Parking and Stopping on Regional Roads Bylaw will be considered and reported back to Council through a future report.

Road assumption requests are subject to the Regional Road Assumption Policy

Council approved the [Regional Road Assumption Policy](#) (the Policy) in June 2014, including criteria for consideration when transferring jurisdiction of a road, either from a local municipality to the Region or from the Region to a local municipality. Review criteria categories include Regionally Significant Transportation Network, Existing Corridor and Environmental Conditions and Issues, and Financial and Operating Costs.

For a road to serve a Regional function, it must support the Region's transportation plans and objectives, as defined by the Transportation Master Plan, Regional Official Plan and Vision. To form part of the Regional road network, a road 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 and fill a gap where one currently exists
- Provide a direct link to the provincial highway system
- Support an existing or planned rapid transit route or connection to a major transit hub

4. Analysis

Keele Street and 17th Sideroad meet the Regional Road Assumption Policy

Keele Street is under the Region's jurisdiction from Steeles Avenue to Lloydtown/Aurora Road, a distance of 24 kilometres. The four-kilometre section of Keele Street, from Lloydtown/Aurora

Road to Davis Drive, connects to the Regional road corridor to the south and meets the Regional Road Assumption Policy criteria. This road segment connects Lloydtown/Aurora Road and Davis Drive, both of which are under the Region's jurisdiction.

Wellington Street and Aurora Road are under the Region's jurisdiction from York-Durham Line to Dufferin Street, a distance of 22 kilometres. The four-kilometre section of 17th Sideroad, from Jane Street to Dufferin Street, connects the Regional road corridor to the east and meets the Regional Road Assumption Policy. This road segment connects Jane Street, Keele Street and Dufferin Street, which are all under the Region's jurisdiction.

Infrastructure investigation will confirm environmental conditions, issues and future asset management needs

Staff have assessed the condition of the road and are generally satisfied with its state of repair. Staff will proceed with geotechnical and environmental investigations to assess the detailed condition of the road corridors and identify any issues with drainage, traffic noise and access. Assessment of the existing and environmental conditions on the proposed assumption of Keele Street and 17th Sideroad will confirm future capital needs associated with the proposed road assumption for inclusion in future capital plans and budgets as part of the broader asset management program.

Subject to Council approval, the proposed effective date for the road assumption is June 1, 2024.

5. Financial

Financial impacts related to these road assumptions include road reconstruction and rehabilitation, on-going asset management, and road operations (including winter maintenance and landscaping costs) of eight kilometers of roadway. For the period from June 1, 2024 to December 31, 2024 the financial impact is estimated to be \$216,000.

For the 10-year budget period from 2025 to 2034, the financial impact is estimated to be \$15.28 million. The majority of costs are pavement reconstruction on Keele Street within the 10-year horizon. Pavement on 17th Sideroad is in good condition and will require minor asset preservation work within the 10-year horizon. A financial impact breakdown is shown in Table 1.

Table 1
Road Assumption Financial Impacts

	2024 Expenditure (June 1 to December 31)		10-yr Budget Forecast (2025 to 2034)	
	Keele Street	17 th Sideroad	Keele Street	17 th Sideroad
Road reconstruction/ rehabilitation	-	-	\$9,600,000	\$660,000
Ongoing asset management	-	-	\$1,440,000	\$1,440,000
Road operations and maintenance	\$78,000	\$78,000	\$990,000	\$990,000
Street tree and landscaping	\$30,000	\$30,000	\$80,000	\$80,000
Subtotal	\$108,000	\$108,000	\$12,110,000	\$3,170,000
Total Assumption	\$216,000		\$15,280,000	

6. Local Impact

This report responds to a road assumption request from the Township of King. Subject to Council approval, staff are working with Township of King staff to complete the road assumption. If ownership is assumed, York Region will assume all costs to maintain and operate the subject roads, providing a financial benefit to Township of King.

The subject roads meet policy criteria for assumption of jurisdiction. These eight kilometers of roadway are a logical extension of existing Regional road corridors and will provide efficiency for road maintenance and operations.

7. Conclusion

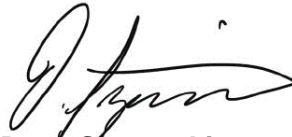
Consistent with the Regional Road Assumption Policy, staff recommend assumption of a four-kilometer section of Keele Street, from Lloydtown/Aurora Road to Davis Drive and a four-kilometer section of 17th Sideroad, from Jane Street to Dufferin Street from Township of King to the Region.

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



Recommended by:

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Dave Szeptycki
Acting Commissioner of Public Works



Approved for Submission:

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December 7, 2023
15829836

Appendix A – Location Map

