



COMMUNITY SERVICES – ENGINEERING SERVICES
TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7

www.newmarket.ca
info@newmarket.ca
905.895.5193

December 1, 2014

**JOINT REPORT
DEVELOPMENT AND INFRASTRUCTURE COMMISSION – ENGINEERING SERVICES
AND CORPORATE SERVICES COMMISSION – PROCUREMENT SERVICES REPORT ES2014-60**

TO: Committee of the Whole

SUBJECT: Tom Taylor Trail West – Lake to Lake Route (Water St to Cane Parkway)

ORIGIN: Director, Engineering Services

RECOMMENDATIONS

THAT Development and Infrastructure Commission – Engineering Services and Corporate Services Commission – Procurement Services Report – ES2014-60 dated November 26, 2014 regarding the Tom Taylor Trail West – Lake to Lake Route be received and the following recommendations be adopted:

- 1. THAT \$348,333 be allocated from the General Capital Reserves to the project;**
- 2. AND THAT the \$34,000 grant from the Landowner Environmental Assistance Program (LEAP) through the Lake Simcoe Region Conservation Authority (LSRCA) also be allocated to the project;**
- 3. AND THAT, as recommended by the Manager, Procurement Services, Tender T2014-24 “Tom Taylor Trail West Side Fairy Lake”, be awarded to Hawkins Contracting Services Limited of Stouffville, Ontario at a cost of \$644,492.65, exclusive of all applicable taxes, subject to the approval in Recommendations 1 and 2, and that, upon approval of this recommendation, the Procurement Services Department notify the other Bidders after award of the Tender;**
- 4. AND THAT this contract be executed by the Department Head and Manager, Procurement Services, as per the Procurement By-law.**

BACKGROUND

In 2008, York Region developed its first Pedestrian and Cycling Master Plan (PCMP). A strategic recommendation in the PCMP was to develop a Lake Simcoe to Lake Ontario cycling route and walking trail using a system of off-road and some limited on-road connections. The link was proposed to provide residents and visitors with a continuous regional cycling and walking connection as a major recreational amenity for both residents and visitors to York Region and the City of Toronto. The Tom Taylor Trail is currently a major cycling and pedestrian connector through Aurora, Newmarket, and East Gwillimbury and is planned to be part of the future Lake to Lake Route.

COMMENTS

A report dated January 23, 2013, which was presented to the Town's Committee of the Whole, contained the following recommendations (see Attachment 1):

1. **THAT York Region be provided with a copy of the report recommending Option # 2 – Modified as the Town's preferred route option;**
2. **AND THAT Town staff coordinate with Region staff, the proposed improvements to the York Durham Sanitary Sewer Forcemain alignment and the proposed Lake to Lake Cycling and Walking Trail, as part of the proposed improvements to Cane Parkway and, enter into cost sharing arrangements with the Region of York for the Cane Parkway works;**
3. **AND THAT Town staff be directed to apply for funding under the Region of York's "Pedestrian and Cycling Municipal Partnership Program" and further review the results of the application with Town Council prior to proceeding with the trail improvements on the west side of Fairy Lake.**

The recommendations presented in January 2013 were ratified by Town Council at its meeting of February 11, 2013, with the following addition:

4. **AND THAT a public meeting be held in conjunction with the capital improvements, specifically lighting and pavement.**

The following comments should also be noted, as they address the recommendations above:

1. York Region has been provided with a copy of the Town's preferred route (Option 2) and is in agreement with the route. A copy of the map showing Option 2 can be found in Attachment 1.
2. Town staff has been communicating with York Region staff regarding their proposed forcemain. York Region is agreeing to conduct the works by open trenching in the area of Cane Parkway. The forcemain construction is tentatively scheduled in two (2) years' time. York Region's design is in its early stages and therefore, a cost sharing arrangement can only be considered once the Region's works are at a sufficient design stage.
3. An application was made to York Region under its "Pedestrian and Cycling Municipal Partnership Program" (PCMPP) and as a result, York Region will be providing \$166,667 for the project, as outlined in the "Budget Impact" section of this report. (NOTE: In addition to the York Region PCMPP program, an application was also made by Staff to the LSRCA's Landowner Environmental Assistance Program (LEAP) funding program. As a result of that application, an additional \$34,000 has been granted to the Town under the LSRCA's LEAP program.)
4. A public meeting was held on February 13, 2014, as required by Council.

An original budget and project estimates for this project were done in 2012. At that time, the work was lesser in scope and nature, and staff estimated the works at \$360,000. Only two (2) elements were considered in the project scope of work at the time:

- Excavation and Paving the Trail, at \$225,000, and
- High Pressure Sodium Lighting of the Trail, at \$135,000

Since 2012, new technical standards were adopted by the Town. Furthermore, an increased scope of work was necessary to meet certain new requirements that were not necessary in 2012. The following list describes the additional items and altered scope of work required to be able to undertake the project in 2015:

- Bio-swales, as recommended by the Lake Simcoe Region Conservation Authority (LSRCA). Bio-swales are “Low-Impact Development” (LID) landscape elements that are designed to remove silt and pollutants from surface water runoff. Such LID elements support the Town of Newmarket’s goal to lead the way in environmental initiatives aimed at climate change and are an essential component of the Lake Simcoe protection initiative;
- New bridge over the Fairy Lake tributary at William and Andrew Street (including removal of existing culverts);
- Amour Stone retaining wall and River Stone (to support the lake bank at the narrows along Andrew Street which will allow for the required 5m wide platform forming the base of the 3m wide trail);
- Sculptural element at the Water Street entrance to promote the Town’s Heritage, as this was the location where Newmarket was founded when the Grist Mill was constructed in 1801;
- New specification adopted by the Town that now requires LED Lighting;
- Additional new lighting required between the existing bridge over the Holland River and the start of the proposed trail at Lorne Avenue (approx. 140 metres);
- Permeable pavement around existing trees at Water Street (required to improve tree longevity);
- Radial trenching to improve water distribution to the tree root system;
- Miscellaneous items such as benches, bike rack, and ‘P’ gates;
- Additional tree plantings, as required by the LSRCA;
- Consulting fees for design and contract administration.

In addition to the above, it should also be noted that material costs have risen since the original budget was calculated in 2012. Such has been the case with:

- Asphalt
- Lighting – wiring, luminaires, pedestals, poles, etc.
- Concrete for site furniture pads and curbing

The Bid call was advertised on Biddingo and our Bid Opportunity Website. The Bid closed on Thursday November 6th, 2014, 3:00 pm. Eight (8) Bids were received by the Corporate Services – Procurement Services Department. The bids are summarized in the table below.

Name of Bidder	Official Bid Amount
Midome Construction Services Ltd	\$ 1,195,000.00
Camino Construction Inc	\$ 779,107.00
Mopal Construction Limited	\$ 707,123.00
Garden Grove Landscaping Inc.	\$ 694,352.25
Cambium Site Contracting Inc	\$ 667,320.55
Latitude 67 Ltd	\$ 663,123.00
Rutherford Contracting Ltd.	\$ 661,256.17
Hawkins Contracting Services Limited	\$ 644,492.65

Copies of all eight (8) responsive Bids were sent to the designated department and to the Town's Engineering Consultant for review.

The Engineering and Procurement Departments are confident that the recommended Contractor has the experience, capability and equipment to successfully complete this project and that the contract prices are fair and reasonable.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Well Respected - Strive to be respected and valued for our exceptional customer service, quality of life, judgment and innovative programs and services while striving to preserve our heritage and environment.

CONSULTATION

The Tom Taylor Trail West side of Fairy Lake - Lake to Lake Route involved a great deal of consultation. There was consultation with residents at a Public Information Centre and additional consultation with internal departments and external groups, including Procurement, Public Works, Finance, the Town's Arborist, Heritage Newmarket Advisory Committee, the Historical Society, York Region and the Lake Simcoe Region Conservation Authority. The Town's Treasurer was consulted to advise on the appropriate source of budget in the preparation of this report.

HUMAN RESOURCE CONSIDERATIONS

Staffing levels are not immediately impacted by the recommendations in this report; however a projected budget impact follows.

BUDGET IMPACT

Operating Budget:

If council directs staff to maintain this section of trail in the winter months, plowing and salting are estimated to cost \$1500 to \$2000. Cost of lighting the trail year round is estimated at less than \$1,000.

Capital Budget:

The revised cost estimate for this project is now **\$909,000**. This includes the \$644,493 for the tender as well as \$264,507 for contingencies, engineering fees, contract administration and taxes.

Based on this estimate, additional budget is being requested in the amount of **\$382,333** to allow the Town to proceed with the award of the subject contract. The various sources of funding are shown in the table below:

2013 Capital Budget (Voluntary Trail Contribution)	\$ 360,000	
2014 Capital Budget (Pedestrian & Cycling Municipal Partnership Program (York Region))	<u>\$ 166,667</u>	
TOTAL APPROVED BUDGET/FUNDING		\$ 526,667
Landowner Environmental Assistance Program (LSRCA) Grant	\$ 34,000	
General Capital Reserve	<u>\$ 348,333</u>	
TOTAL ADDITIONAL BUDGET REQUESTED		<u>\$ 382,333</u>
TOTAL REVISED COST ESTIMATE		<u>\$ 909,000</u>

The Town applied to York Region for funding under its Pedestrian & Cycling Municipal Partnership Program (PCMPP) for this project. As part of the 2014 Budget process, the Region will be allocating **\$166,667** in funding to the Town's project.

During 2014 staff also took the initiative to apply for funding through LSRCA's Landowner Environmental Assistance Program (LEAP). LSRCA has awarded the Town **\$34,000** under the LEAP program, as a result of including Bio-swales and converting the existing culvert into a pedestrian bridge over the Fairy Lake tributary at William and Andrew Street. As a result of receiving this grant, staff requests that Council authorize the use of these funds as intended for this project.

Additional budget in the amount of **\$382,333** is required to proceed with the award of the tender. The Treasurer has recommended that **\$34,000** for the LEAP Grant be allocated to this project and that **\$348,333** be made available from the General Capital Reserves.

CONTACT

For more information on this report, please contact: Rachel Prudhomme, M.Sc., P.Eng., Director, Engineering Services at ext. 2501 or via email to rprudhomme@newmarket.ca

Prepared by:



Gord MacMillan, P.Eng., PMP
Acting Manager, Capital Projects



Gord Sears, CPPO, CPPB
Manager, Procurement Services



Rachel Prudhomme, M.Sc., P.Eng
Director, Engineering Services



Anita Moore
Commissioner, Corporate Services



Peter Noehammer, P. Eng.
Commissioner, Development &
Infrastructure Services



Bob Shelton, P.Eng.
Chief Administrative Officer

Attachment 1



DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7
www.newmarket.ca
info@newmarket.ca
905.895.5193

January 23, 2013

DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT ENGINEERING SERVICES 2013 - 05

TO: Committee of the Whole

SUBJECT: Proposed Lake to Lake Cycling Route and Walking Trail
Trail Route Options Assessment – Fairy Lake

ORIGIN: Director, Engineering Services

RECOMMENDATION

THAT the Development & Infrastructure Services Commission – Engineering Services Report 2013 - 05 dated January 23, 2013, be received and the following recommendations be adopted:

- 1. THAT York Region be provided with a copy of the report recommending Option #2 - Modified as the Town's preferred route option;**
- 2. AND THAT Town staff coordinate with Region staff, the proposed improvements to the York Durham Sanitary Sewer Forcemain alignment and the proposed Lake to Lake Cycling and Walking Trail, as part of the proposed improvements to Cane Parkway and, enter into cost sharing arrangements with the Region of York for the Cane Parkway works.**
- 3. AND THAT Town staff be directed to apply for funding under the Region of York's "Pedestrian and Cycling Municipal Partnership Program" and further review the results of the application with Town Council prior to proceeding with the trail improvements on the west side of Fairy Lake.**

BACKGROUND

The Region of York introduced their proposal for a "Lake to Lake Cycling and Walking Trail" (Trail) to the Town with the objective of creating a "key tourist and recreational destination for family and recreational users connecting Lake Simcoe and Lake Ontario."

Town and Region staff met in July 2012 to review and discuss the Region's proposed Trail through the area of Fairy Lake following the Tom Taylor Trail alignment. Town staff, in discussion with the Region, focused their comments on the Tom Taylor Trail between Mulock Drive and Timothy Street, as outlined in this report.

The Town's concerns were outlined to the Region which included the possibility that the proposed Trail may attract competitive cyclists/cycling groups to the Tom Taylor Trail which is intended for recreational and family use, as oppose to high speed competitive cycling. Concerns were also expressed with respect to the number of special events occurring along the Tom Taylor Trail in Fairy Lake Park, resulting in the Tom Taylor Trail being closed during these special events.

The Region reviewed the concerns outlined by the Town and confirmed that "Cycling clubs do not typically use these type of recreational trails as they prefer to use on-road high speed routes where they will not be in conflict with pedestrians." As such, the Region anticipates that the Trail will primarily be used by local residents and families for recreational use. The Region, as part of their review of Town concerns, also considered four (4) possible options to re-route the Trail to avoid the key area within Fairy Lake Park where special events occur.

The proposed Trail south of Mulock Drive and north of Timothy Street would be a continuation of the Tom Taylor Trail with a crossing at Water Street at the proposed signalized intersection at Doug Duncan Drive (approval pending). The following are four (4) options as provided by the Region focusing on the area between Mulock Drive and Timothy Street and the Town's comments with respect to each option proposal. Please refer to the attached map showing the options:

OPTION #1

Region Proposal:

Travel south from Water Street along Tom Taylor Trail on the east side of Fairy Lake.

Town Comments:

The Tom Taylor Trail through this area is closed occasionally during special events and is near capacity (pedestrian/user volume) during peak periods. As such, Town staff does not recommend Option #1.

OPTION #2

Region Proposal (Region's preferred option):

This proposal would see the Trail constructed south from Water Street along the west side of Fairy Lake to approximately Cane Parkway. At this point the Trail would be constructed on the west edge of the playground area parallel to Cane Parkway, connecting back to the Tom Taylor Trail south of the playground area.

Town Comments;

This option is recommended by staff with modifications as follows (**referred to as Option#2 – Modified**):

Construct Trail along the west side of Fairy Lake from Water Street southerly to Cane Parkway. At this point continue with the Trail alignment within the Cane Parkway road

allowance between the playground area and parking lot on the east side. The Region are proposing to construct a second sanitary sewer forcemain adjacent to the existing York Durham Sanitary Sewer (YDSS) under a separate capital project. Construction of this section of Trail would be coordinated and carried out in conjunction with the Region's YDSS modifications and the Town's proposed reconstruction of Cane Parkway. Coordination of these noted projects would minimize impact to the Tom Taylor Trail as well as reducing construction costs and disruption in the local area. There would also be the need for the Town and Region to review and confirm cost sharing arrangements for the proposed Cane Parkway works.

With respect to constructing the Trail along the west side of Fairy Lake between Water Street and Cane Parkway, the Town's approved 2013 Capital Budget has identified trail improvement works at this location to be completed in 2013. Staff is recommending that the Town apply for funding under the Region of York's "Pedestrian and Cycling Municipal Partnership Program" and further review the results of the application with Town Council before proceeding with the proposed trail improvement works.

Therefore, staff recommends that **Option #2 – Modified**, be reviewed with Region staff to coordinate the noted proposed capital works and cost sharing arrangements.

OPTIONS #3 & #4

Region Proposals:

These 2 proposals include the Trail along Water/Eagle Street, William St. Andrew St. and Lorne Ave., and Cane Parkway (Option #4), eventually connecting to the Tom Taylor Trail north the existing parking lot on the east side of Cane Parkway.

Town Comments:

Staff does not recommend these two options, as these proposed alignments may create traffic safety issues (narrow road allowances, bus route, fire route traffic volume, etc.) and possible impact on local residential streets (parking restrictions). As well, both Andrew Street and William Street are scheduled for reconstruction in 2013 and the current approved design does not provide for a cycling or walking trail.

PUBLIC CONSULTATION

No public consultation was undertaken for the preparation of this report. Input and comments were received from Community Services and our Planning Department.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Well Respected.

Strive to be respected and valued for our exceptional customer service, quality of life, judgment and innovative programs and services while striving to preserve our heritage and environment.

HUMAN RESOURCE CONSIDERATIONS

No impact to current staffing levels.

BUDGET IMPACT

Operating Budget (Current and Future)

There is no impact to the Operating Budget at this time; however there may be incremental operating and maintenance costs subject to confirmation of the 'level of service' for the proposed Trail. These incremental costs will be identified and reported in the future.


Capital Budget

There will be an impact to future Capital Budget to carry out proposed Town related works. These capital costs will be confirmed in the future, subject to cost sharing arrangements with the Region of York.

CONTACT

For more information on this report, please contact Rick Bingham at 905-895-5193 extension 2505; rbingham@newmarket.ca.

Prepared by:


Rick Bingham, C.E.T.,
Manager, Engineering and Technical Services


Jim G. Koutroubis, B.Eng., P.Eng.
Director, Engineering Services


for Rob Prentice,
Commissioner, Development and Infrastructure Services

ES 2013 - 05
Proposed Lake to Lake Cycling Route and Walking Trail
Trail Route Options Assessment - Fairy Lake
Page 5 of 5

