



INFORMATION REPORT
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**DEVELOPMENT & INFRASTRUCTURE SERVICES- JOINT PLANNING AND BUILDING
SERVICES AND ENGINEERING SERVICES REPORT –
INFORMATION REPORT 2014-44**

TO: Mayor Van Bynen
Members of Council
Chief Administrative Officer
SLT

SUBJECT: Greenbelt Cycling Route

ORIGIN: Planning and Building Services and Engineering Services

PURPOSE OF THIS REPORT

The purpose of this report is to update Council and SLT on minor modifications to the Greenbelt Cycling Route within Newmarket. This report replaces the Information Report circulated in October 2014. The October Report was delayed consideration due to the election schedule and was scheduled to be dealt with at the first meeting in January 2015.

COMMENTS

In accordance with the Procedure By-law, any Member of Council may request this Information Report be placed on an upcoming Committee of the Whole agenda for discussion.

Background

In June 2014 the Council endorsed a proposed alignment of the Greenbelt Route within the Town of Newmarket as proposed by the Waterfront Regeneration Trust. The June 16, 2014 staff report may be accessed through the following link:

<http://newmarket.siretechnologies.com/sirepub/cache/2/gst5rftoagqengif2azzlx3h/1485910202014114532440.PDF>

The Greenbelt Cycling Route extends from Niagara Region to Northumberland County and is intended to provide a cycling tourism experience in southern Ontario. The route through Newmarket is identified on Map 1.

Since June 2014 a number of technical considerations have been raised that requires modifications to the location of the cycling route. These are outlined below.

West of Yonge Street

The route originally was planned to follow the current park trail through Armstrong Family Park, however, the access to the trail within the Armstrong Family Park does not have a curb cut to facilitate easy access by cyclists from Joe Persechini Drive onto the park trail.

An alternate route is recommended on Shoniker Drive, connecting to a short Town owned block that connects to the main trail. See Attached Map 2.

From staff's perspective, the recommended alternative route is preferred for two reasons, namely: the trail would be maintained on the road rather than traverse through a neighbourhood scale park and the rerouting would remove the need to undertake a curb cut at the park.

East of Yonge Street

East of Yonge there are two trail routes- an alternate on-road unsigned route along Yonge Street and a second route along Savage Road to Foxtail Trail that connects to the Tom Taylor Trail. (See Map 1)

It has been noted that Foxtail Ridge is a one-way street for the short segment (+/- 35 m) south of Savage Road. This would require that cyclists would be going the "wrong way" on this one way street. In order to prevent this, and to continue to identify Foxtail Ridge as the route, a separate north bound route would need to be identified on Widdifield Ave. to Cassie Road to connect back to Savage Road.

It is staffs' opinion that two routes, a northbound and a southbound route, would be confusing to the cycling public.

Two options have been considered as described below:

1. Savage Road - Cassie Road - Widdifield Ave. - Foxtail Ridge - Tom Taylor Trail; and
2. Savage Road - Jelly Ave. - Bosworth Crt.- Tom Taylor Trail.(See Attached Map 3)

Staff is recommending Option 2 for the following reasons:

- it provides a more direct and intuitive route to the Tom Taylor Trail than Option 1;
- it includes a greater length on the Tom Taylor Trail and therefore a more scenic cycling experience;
- it provides a more direct connection to Newmarket's Historic Downtown and therefore provides an opportunity, with appropriate directional signage, to encourage a side trip to the historic Downtown and thereby enhance the tourism opportunities of the route.

Directional and way-finding signage is being implemented by the Greenbelt Trust in conjunction with the posting of the Greenbelt Cycling Route. In addition to the typical signage, staff recommends that signage include direction to Newmarket's Historical Downtown in the area of Jelly Avenue and Botworth Crt.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

This report supports the following components of the Strategic Plan:

Living Well - emphasis on active lifestyles and recreational opportunities: and
Well-connected – providing for walking and biking trails, paths and lanes.

CONSULTATION

Consultation has occurred with the Waterfront Trust, York Region and Engineering Services.

HUMAN RESOURCE CONSIDERATIONS

a) Not applicable to this report.

BUDGET IMPACT

Operating Budget (Current and Future)

None at this time.

Capital Budget

None at this time.

CONTACT

For more information on this report, contact Marion Plaunt, Senior Planner, Policy at 905 953-5300 Ext. 2459 or at mplaunt@newmarket.ca.



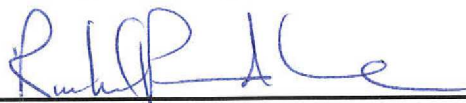
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Greenbelt Route Aurora / Newmarket

Trail Length: 13.2km Map 16 of 26

www.greenbelt.ca
Map Updated November, 2014

Legend / Légende

Greenbelt Route

- On-road / Sur la route
- Off-road / Hors route
- On-road - extra caution required / Sur la route - redoublez de vigilance
- 2km Distance Marker / Distance (km)

Points of Interest

- Conservation Area / Zone de protection de la nature
- GO Station / Gare GO
- Parking / Stationnement
- Shopping Centre / Centre commercial

Land Use

- Built-up / Secteur bâti
- Park, Natural Area / Parc, Espace naturel
- Greenbelt

Connecting Routes

- Lake to Lake Route

Map Notes:

- Busy road, cyclists may also use sidewalk on south side of Mulock. Hairpin entrance to trail on southwest corner of Sawmill Drive and Mulock Drive. Route à fort trafic, les cyclistes peuvent emprunter le trottoir du côté sud de Mulock. Entrée à angle aigu du sentier à l'intersection sud-ouest des routes Sawmill et Mulock.
- Narrow path. Cyclists must use caution and dismount at boardwalk. Yonge Street can be used as alternate unsigned route. Sentier étroit. Les cyclistes doivent descendre de vélo au trottoir. La rue Yonge peut être empruntée à titre de route de remplacement sans signalisation.
- Ongoing construction. Be alert to road conditions and occasional detours. Construction continue. Ayez conscience des conditions routières et des détours occasionnels.
- Alternate on-road route. Unsigned. Voie alternative sur route. Sans indications.

Scale: 0 to 2 km

Elevation Above Sea Level (metres): 320, 300, 280, 260, 240

Trail continues on Map #15

Trail continues on Map #17

Map 2 West of Yonge Street - Original Proposed and Alternate Preferred Route for the Waterfront Trust Trail

