



**PLANNING & BUILDING SERVICES**  
TOWN OF NEWMARKET  
395 Mulock Drive  
P.O. Box 328  
Newmarket, ON L3Y 4X7

www.newmarket.ca  
info@newmarket.ca  
905.895.5193

November 19, 2015

**JOINT DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES AND ENGINEERING SERVICES REPORT 2015-44**

TO: Committee of the Whole

SUBJECT: Proposed Trail from Yonge Street to Rita's Avenue

ORIGIN: Engineering Services/Planning and Building Services

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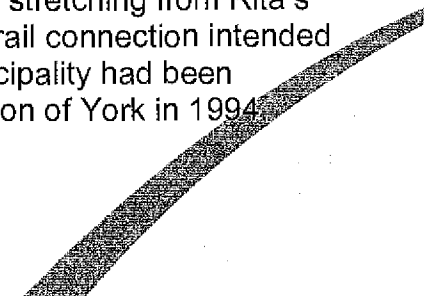
**RECOMMENDATIONS**

**THAT Joint Development & Infrastructure Services/Planning and Building Services/Engineering Services Report 2015-44 dated November 19, 2015 regarding a proposed trail from Yonge Street to Rita's Avenue be received and the following recommendation(s) be adopted:**

- 1. THAT Council endorse Option 2 contained in this report as the preferred option for the proposed trail connection from Rita's Avenue to Yonge Street;**
- 2. AND THAT Staff organize and hold a Public Information Centre;**
- 3. AND THAT the costs associated with the proposed land transfer are borne by the Town;**
- 4. AND THAT the trail connection from Rita's Avenue to Yonge Street be included in the 2016 Capital Budget with a provision of \$630,000 to be funded from reserves;**
- 5. AND THAT the 2015 Capital Budget for Rita's Avenue Trail Connection of \$304,399 be cancelled.**

**Background**

Through the 2012 subdivision agreement between Landmark Estates (1209104 Ontario Limited) and the Town of Newmarket, a strip of land, measuring 9.2 metres in width stretching from Rita's Avenue to Yonge Street was conveyed to the Town for the purposes of a trail connection intended to be constructed in 2015. The intention to convey these lands to the municipality had been contemplated since the plan was originally draft plan approved by the Region of York in 1994.



Residents on Tom Taylor Crescent attended the August 25, 2014 Committee of the Whole meeting presenting a petition to Council requesting reconsideration of the implementation of this trail/walkway.

At the September 8, 2014 Council meeting, the following recommendations were adopted:

**THAT any construction plans and future work on the proposed walkway on Tom Taylor Crescent be immediately halted;**

**AND THAT staff explore all options associated with alternate treatments, including conveyance and naturalization for that area and report back to Committee of the Whole.**

Staff brought forward a subsequent report to the April 13, 2015 Committee of the Whole meeting recommending Council direct staff to implement the trail and organize the required Public Information Centre. Council received the report and ultimately adopted the below recommendation:

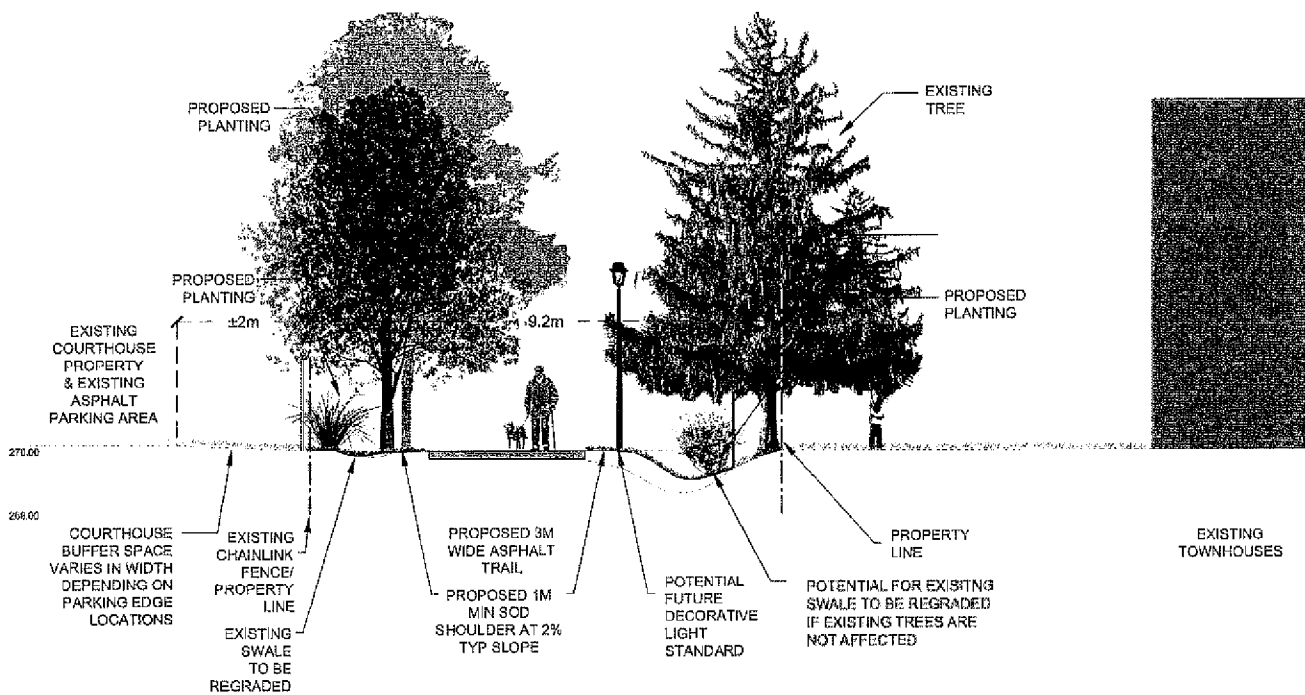
**THAT Staff bring back a report with the intent of significantly reducing the impact that the trail will have on residents' properties by lessening the size and right-of-way of the path, preserving existing trees, plantings, privacy fence and low impact lighting.**

Engineering services retained Stantec Consulting Ltd. to prepare a study to assess the feasibility of developing the proposed trail. The objective of the study being to analyse the general physical conditions of the study area and recommend design options for a trail system that will have minimal environmental impact while maintaining pedestrian safety and accessibility.

The report recommends two options which are outlined below.

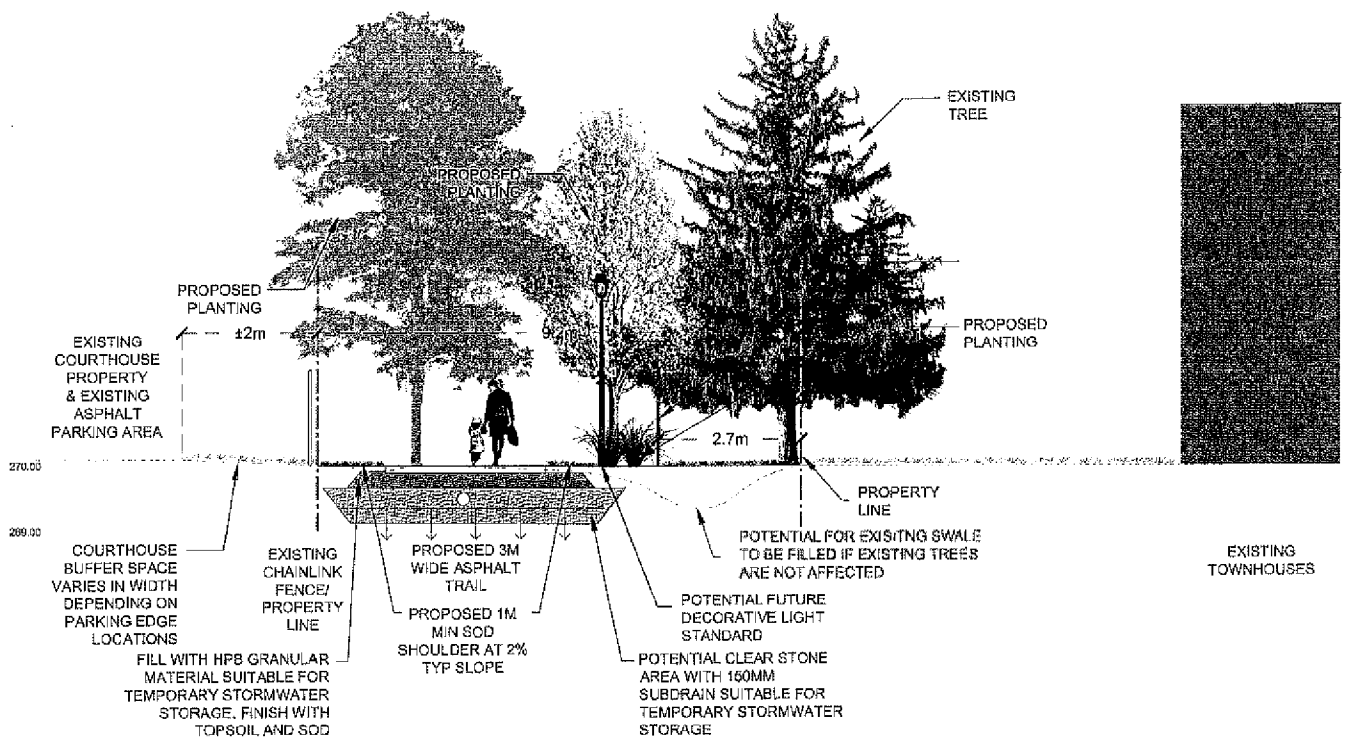
**Summary of Option #1:**

- 3.0m wide asphalt trail (2% cross slope). Trail base to be determined during detailed design phase, following recommendations from future geotechnical investigations.
- 1.0m wide sodded shoulders per each side of trail (2% cross slope).
- Trail Alignment is centred within open space between the Courthouse property and rear lot line of the townhomes.
- Minimize import and exporting of materials. Detailed design to aim for a cut and fill balance.
- Tree removal will be required. Individual trees to be identified by project arborist during detailed design phase.
- Preliminary cost for Option #1 is \$465,000.00
- Option #1 provides an opportunity to extend the rear residential lots by 1 metre to the north of the existing rear lot property line.



**Summary of Option #2:**

- 3.0m wide porous hard surface (i.e. porous concrete) with 2% cross slope above granular base layers that support temporary storage of storm water and infiltration.
- 1.0m wide sodded shoulders per each side of trail (2% cross slope).
- Trail Alignment is located closer to Courthouse property (approximately 1 metre south of existing chain link fence to proposed edge of trail).
- Provides greater separation between trail and existing rear lot line of the townhomes.
- Requires filling in of existing depressions and import of additional material.
- Trees along chain link fence south of courthouse property will require removal. Trees closer to town house properties will be impacted less. Individual trees to be identified by project arborist during detailed design phase.
- Preliminary cost for Option #2 is \$630,000.00
- Option #2 provides an opportunity to extend the rear residential lots by 2.7 metres to the north of the existing rear lot property line.



The Capital Projects Parks Development Coordinator has reviewed the report and the recommended options and provided the following comments.

Engineering Services strongly recommends that the Town proceed with the development of a trail connection from Rita's Avenue to Yonge Street as it is the last and crucial connection required to complete the west to east trail network indirectly from Bathurst to Yonge Streets which will promote more walking and biking to the proposed intensification area. Both trail options are feasible but each one has different conditions. Characteristics of Option 1 and Option 2 may be merged to create a hybrid; however, that has not been shown in the feasibility report and can be further examined through detailed design. The following chart lists the pros and cons of Trail Option 1 and Trail Option 2.

<b>Option 1</b>	
<p style="text-align: center;"><u>Pros</u></p> <ul style="list-style-type: none"> <li>• Less Expensive</li> <li>• More trees are preserved and protected</li> <li>• Space for additional trees to be planted along the shared property line with the Courthouse.</li> <li>• Minimal grading and disruption to the existing site.</li> <li>• Can take all regular maintenance vehicular traffic.</li> </ul>	<p style="text-align: center;"><u>Cons</u></p> <ul style="list-style-type: none"> <li>• Only provides existing residents with a 1 metre extension to their backyard.</li> <li>• The 1 metre extension drops off into a swale at that point.</li> <li>• Existing trees along the shared property line between the Town and the existing residents may conflict with or be affected by the proposed decorative wood fence.</li> <li>• May flood or become saturated during high storm periods (to be determined during detailed design)</li> </ul>

<b>Option 2</b>	
<p style="text-align: center;"><u>Pros</u></p> <ul style="list-style-type: none"> <li>• Provides existing residents with approximately a 2.7 metre extension to their backyard.</li> <li>• The proposed 2.7 metre extension would see the swale filled in to create a flat sodded area.</li> <li>• Introduces the use of permeable paving and encourages infiltration rather than conveying water to the storm sewer.</li> <li>• More aesthetically pleasing - whole site will appear new and clean (complete makeover).</li> <li>• Site will be safer for users with minimal grade change.</li> <li>• More flat ground suitable for additional shrub and perennial planting.</li> <li>• Requirement for winter maintenance, both financially physically, (ie ploughing, salting, and chipping ice) is reduced and possibly even eliminated.</li> <li>• Risk of flooding is reduced or even possibly eliminated (to be determined during detailed design).</li> </ul>	<p style="text-align: center;"><u>Cons</u></p> <ul style="list-style-type: none"> <li>• More Expensive</li> <li>• More trees will be removed to accommodate the closer trail alignment to the Courthouse property line.</li> <li>• Less space to plant trees along the courthouse property line – May need to discuss removal of courthouse fence and share the cost in planting trees on the property line.</li> <li>• Extensive grading and disruption to the site.</li> <li>• Additional fall maintenance – Permeable concrete surface requires leaves and debris to be blown out or vacuumed up from the pores in the surface to ensure surface remains permeable.</li> <li>• Cannot take heavy vehicular traffic (Regular vehicle size such as pick-up truck or car is acceptable.)</li> </ul>

Other notes to consider:

1. The swale along both south and north property lines cannot be filled in without incorporating the use of Permeable paving.
2. The pedestrian trail lighting is a provisional item that may be removed to lower the cost; however, it will be more difficult and more expensive to add it in at a later date in Option 2 because of the underground water storage and infiltration gallery.
3. A feature seating node and a place making feature are included in both budget options at the trail entrance off of Yonge Street. These items are important elements to creating character and a sense of place; however, if necessary they may be reduced due to budgetary constraints.

Land Conveyances

Both options above include conveyance of land to adjacent property owners. To support the conveyances, a reference plan would be required and there would be fees associated with the

land transfer to the adjacent residents. As the conveyances would be to properties that have been developed by way of a condominium corporation, Legal Services are reviewing the appropriate process to address the transfer of land. It is not anticipated to be a significant cost.

## **CONCLUSION**

Based on the above, staff are recommending Council endorse Option 2 as the preferred option. This option provides for the Low Impact Development design. As the Town and Lake Simcoe Region Conservation Authority are strongly encouraging Low Impact Development design in current developments, it is important to lead by example in progressive stormwater management techniques. This option also provides for a larger conveyance to the adjacent property owners which will assist in mitigating privacy concerns along with the proposed fencing and landscaping.

This proposed trail would link the existing east-west trail system from Billy Watson Park on Bathurst Street through the road network and existing walkways between roads to Yonge Street.

## **BUDGET IMPACT (CURRENT AND FUTURE)**

In 2014 Council approved a budget of \$310,000 funded from reserves; Staff recommends cancelling this prior project and budget approval and setting a new budget of \$630,000 funded from reserves as part of the 2016 budget process representing a net increase of \$320,000.

It should be noted there may be opportunities to reduce the trail implementation costs through the detailed design stage. Grant opportunities may also be available through the LSRCA for the Low Impact Design feature. Costs associated with the conveyance of land and organizing and holding the required Public Information Centre of approximately \$5,000 have been included in the project costs estimate.

## **PUBLIC CONSULTATION**

As recommended by this report as per the Town's policy when establishing new trails, a Public Information Centre (PIC) will be held to garner input from the community. Notice of the PIC will be provided by mail, posted on the Town's website and included in the Town Page in the ERA.

## **BUSINESS PLAN AND STRATEGIC PLAN LINKAGES**

The continued development of pedestrian trails has linkages to the Community Strategic Plan as follows:

Living Well – health safety and the environment is a focus of the Official Plan, promoted through the development of recreational opportunities and the protection of the Town's natural heritage.

Well Equipped & Managed – providing exceptional community, recreational and cultural opportunities to encourage personal interest and development, promote activity and enrich lives.

Well Planned & Connected – enhancing travel to, from and within the community, while providing a variety of linkages through neighbourhoods.

Well Respected – inspire partnerships and cooperation between all stakeholders, acting as a champion for cooperation and collaboration.

CONTACT

For more information on this report, contact: Mike Ashworth at 905-953-5300, ext. 2510 [mashworth@newmarket.ca](mailto:mashworth@newmarket.ca) or Dave Ruggle at 905-953-5300, ext 2454; [druggle@newmarket.ca](mailto:druggle@newmarket.ca)

Attachments


A - Location Map

  
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Commissioner, Development and  
Infrastructure Services

  
\_\_\_\_\_  
Director of Planning & Building Services

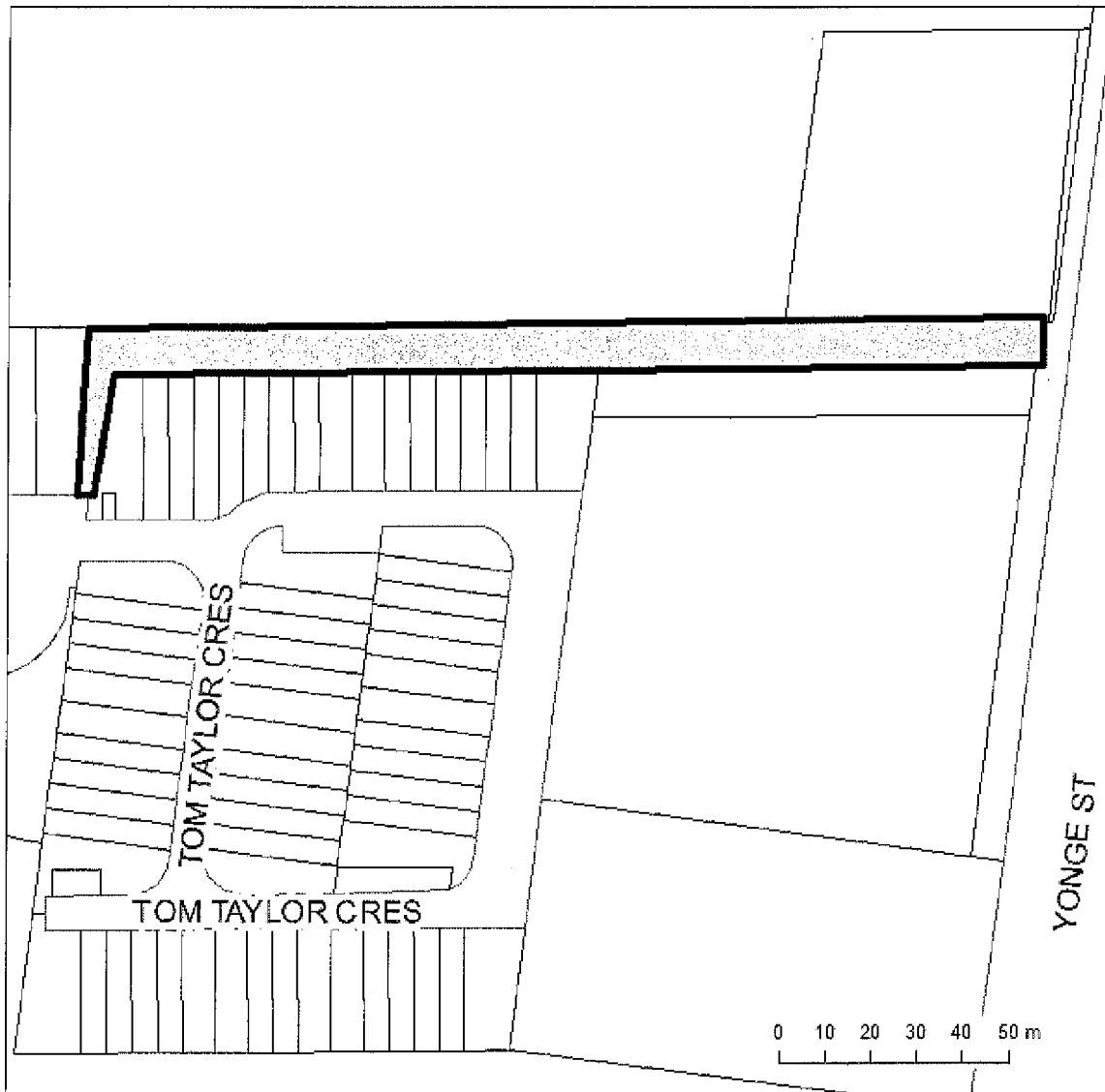
  
for \_\_\_\_\_  
Director of Engineering Services

  
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Capital Projects Parks Development Coordinator

  
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Senior Planner - Community Planning



## LOCATION MAP Trail Connection from Rita's Ave. to Yonge Street



Subject Lands

TOWN OF NEWMARKET PLANNING DEPARTMENT



Designed & Produced by Information Technology - GIS Group, November 2015. Land Parcel Boundaries - © TerraSeal Inc. and its suppliers. All rights reserved. NOT A PLAN OR SURVEY. 2015. 200mg - Town of Newmarket, 2015. DIGITAL FILE: This mapping is based on the 2014/15 aerial photo product compiled using Leica Registry System records and remote surveys and control points where available. This mapping is a representation of the earth's surface and provides estimates of area and distance. This map has been produced for illustrative purposes only. It is not a substitute for a legal survey.  
 T104 Services/Planning/Development/related documentation/2015 Scale street/location map rita to yonge.mxd