



**INFORMATION REPORT**  
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October 27, 2015

## **REPORT – INFORMATION REPORT # 2015-30**

TO: Mayor and Members of Council  
SLT/OLT

SUBJECT: Hillview Drive/Davis Drive Connection

ORIGIN: Development & Infrastructure Services

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### **COMMENTS**

The purpose of this Information Report is to advise Members of Council and SLT/OLT on the status of the land between Hillview Drive and Davis Drive as it relates to the issue of connectivity.

**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 through the Clerks office.**

### **Previous Development on Hillview Drive**

Hillview Drive is a cul-de-sac local street located north of Davis Drive that was the subject of a zoning by-law amendment application and consent applications to accommodate an infill development of six residential lots in 1998/99. The consent applications were referred to the OMB where the Town and applicant agreed to a settlement of the matters, including a land exchange to accommodate a turning circle. As noted in the Board's Order, "The turning circle will prevent the future extension of Hillview Drive to Davis Drive." At the request of the Town, the Board withheld its final order until such time as the Town advised that certain conditions were completed by the Owner to the satisfaction of the Town, including entering into a Development Agreement with the Town. In 2005, having received confirmation from the Town that the necessary conditions had been satisfied, the Board issued its order. Consistent with the settlement between the Town and the Owner, the required Development Agreement included the following clause: "The Owner acknowledges that access to this plan shall be from Hillview Drive and no access to Davis Drive shall be permitted."

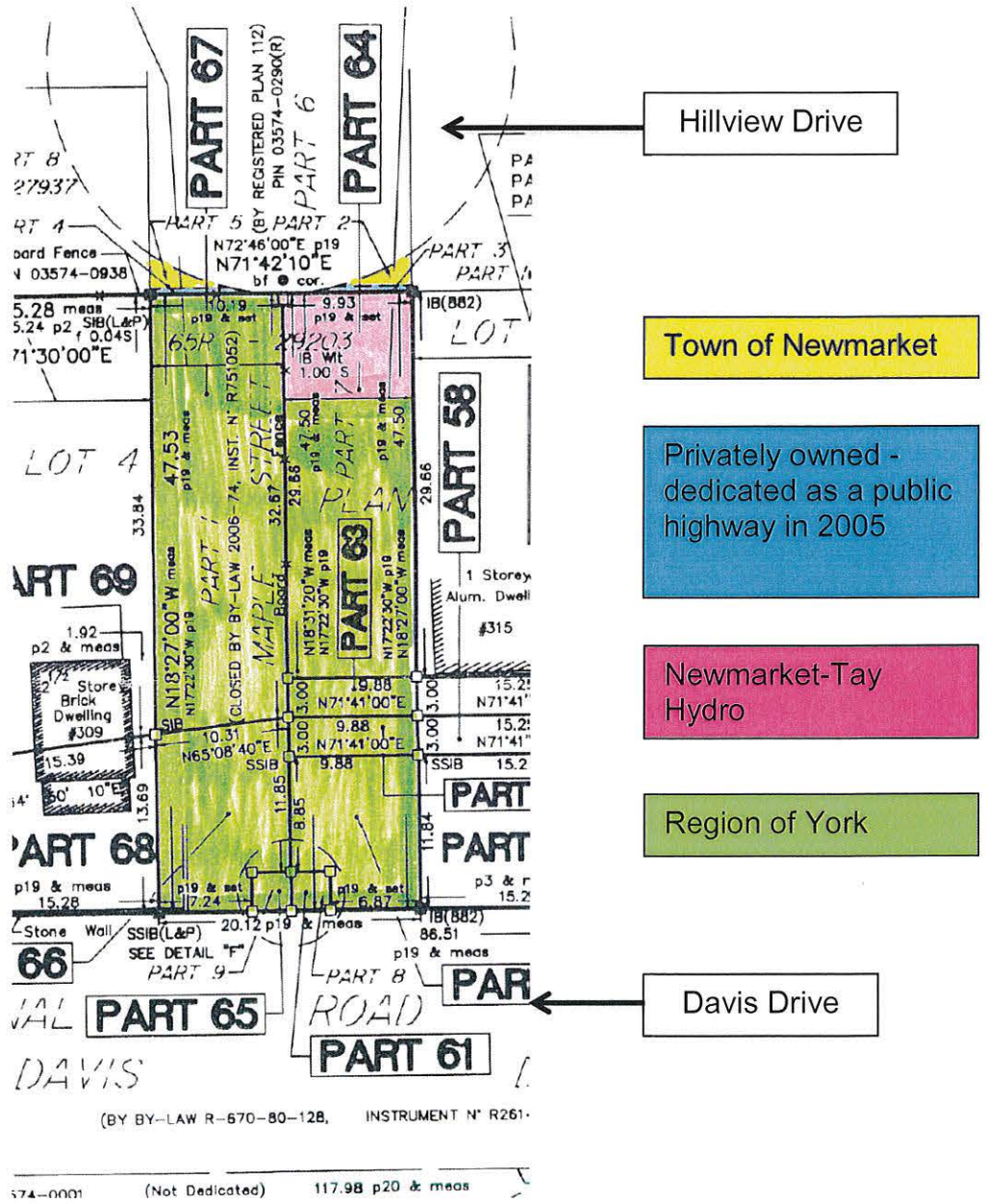
As part of the infill development, the Town retained ownership of two small parcels of land at the end of Hillview Drive, and also created a 1 foot reserve which is currently shown to be in private ownership but which was dedicated as a public highway in 2005. Legal staff has advised that public highway dedication and land ownership are separate matters, and that should Council wish to proceed with a pedestrian connection, further review will be required to determine whether the dedication bylaw registered on title is sufficient to transfer title of the lands to the Town. If it is not sufficient, then further steps are required to transfer title of this reserve.

**Sale of Unopened Hillview Drive Road Allowance**

Around the same time as the development of the lots, the Town declared the balance of the unopened road allowance north of Davis Drive as surplus and sold these lands to the adjacent property owners of 309 and 315 Davis Drive. The land transfers were completed in 2006, equally dividing the unopened 20 metre right-of-way to both adjacent property owners.

As part of YRRTC's land acquisition and expropriation process associated with the rapidway project, the majority of 309 and 315 Davis Drive are now in the Region's/Metrolinx's ownership, with the balance owned by Newmarket-Tay Hydro.

The drawing below outlines the current ownership in this area:



## **Pedestrian Walkway Linkage to Davis Drive**

In 2011 the VivaNext Implementation Task Force directed Engineering Services staff to investigate the feasibility of providing a pedestrian walkway link from Hillview Drive south to Davis Drive as part of the VivaNext Rapid Transit Project. Information from that request has been updated for this report to reflect current costs (where known) and Town standards, as follows:

- The Town's standard concrete sidewalk width is 1.8 metres;
- The Town's standard for a pedestrian connection between residential lots from one street to another is a 3 metre wide asphalt path with a 1.2m black vinyl chain link fence on the shared property lines, along with 1 set of P-Gates at each entrance;
- The Town's standard multi-recreational trail is a 3 metre wide asphalt trail with a 1 metre sod recovery zone on each side;
- The proposed land for a future pedestrian connection between Davis Drive and Hillview Drive has a significant grade change ranging from approximately 6.25% up to 17% slope;
- Each parcel of land is approximately 9 to 11 metres wide.

### **Option 1**

Due to the significant slope, both parcels of land currently owned by the Region, along with the parcel owned by Newmarket-Tay Hydro, would be required to develop an accessible 3 metre wide multi-use trail connection. The total length of asphalt trail would be approximately 100 metres long (including switchbacks to address slope) with an estimated cost (including P-Gates, grading, sodding, terraseeding, asphalt trail, armour stone retaining walls, wood guard rail, lighting, landscaping, site furniture, placemaking feature, design, contract admin, geotechnical testing and investigation, survey, and 10% contingency) of \$472,481.86.

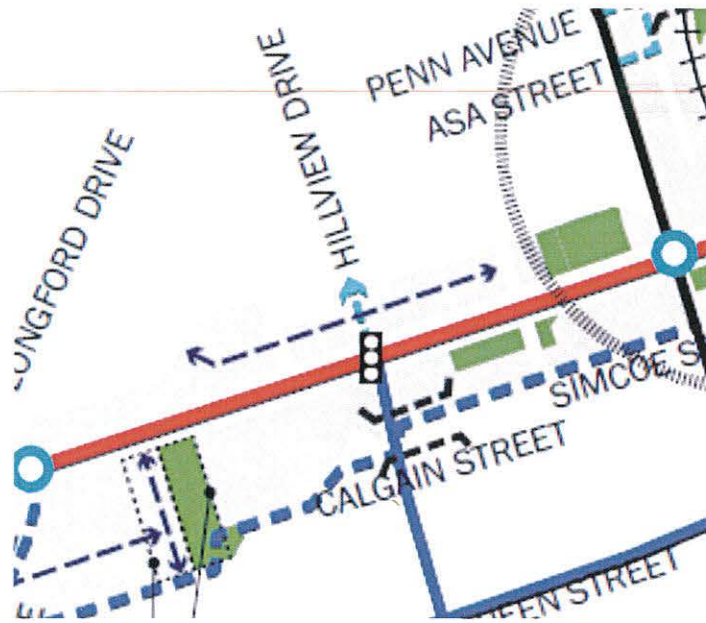
### **Option 2**

It may be possible to achieve an accessible sidewalk connection using only half of the land depending on the width of sidewalk (1.5 to 2 meters). The total length of concrete sidewalk would be approximately 80 meters long (including switchbacks to address slope) with an estimated cost (including P-Gates, grading, sodding, terraseeding, concrete sidewalk, armour stone retaining walls, wood guard rail, lighting, landscaping, site furniture, placemaking feature, design, contract admin, geotechnical testing and investigation, survey, and 10% contingency) of \$410,245.44.

The above costs do not include land costs, legal costs, and applicable taxes. The Town's future annual maintenance budget and capital replacement costs would also need to be considered. Both options will require a survey to further determine the exact feasible width of each pedestrian connection type (i.e. asphalt trail or concrete sidewalk).

### Future Local Road in the Secondary Plan

As shown in the following map, the Secondary Plan contemplates a future local road in this location connecting Davis Drive to Hillview Drive, and which would also intersect with an east-west private road/lane that would run from Penn Avenue to Vincent Street as shown below. It is anticipated that this arrangement would occur over the medium to long-term with re-development of this area in the future.



### Further Considerations

At the present time, a connection initiated by the Town would require reacquisition of some or all of the remaining former road allowance not used by the Region for the Davis Drive widening. In the context of a review of surplus land parcels post implementation of the vivaNext bus rapidway, the Town can explore the potential for such reacquisition and the costs involved. This may involve discussions on the property in isolation or in the context of combinations of parcels.

Alternatively, the Town can also attempt to secure a connection between Hillview Drive and the Davis Drive corridor through the development review process as these lands develop. This would be in keeping with implementing the Secondary Plan directions. Depending on the future development proposal, the design for such a connection, whether pedestrian or otherwise, could be further refined through the application submission materials and municipal review, as well as the requisite public consultation and Council approvals.

## **CONSULTATION**

Consultation was carried out with Legal Services and Engineering Services in the preparation of this report.

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

Increasing connectivity relates to the following branches of the Community Strategic Plan:

*Well-planned & connected:* improved interconnectivity and interaction amongst neighbours and neighbourhoods

## **HUMAN RESOURCE CONSIDERATIONS**

Not applicable to this Information Report.

## **BUDGET IMPACT**

The estimated cost to construct a pedestrian connection between Davis Drive and Hillview Drive, including P-Gates, grading, sodding, terraseeding, asphalt trail or concrete sidewalk, armour stone retaining walls, wood guard rail, lighting, landscaping, site furniture, placemaking feature, design, contract admin, geotechnical testing and investigation, survey, and 10% contingency, ranges from approximately \$410,000 to \$473,000 as noted above, exclusive of taxes, land and legal costs, and on-going maintenance costs.

## **CONTACT**

For more information on this report, contact J. Unger, Assistant Director of Planning, 905-953-5321, ext. 2452, or by email at [junger@newmarket.ca](mailto:junger@newmarket.ca).

  
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