



INFORMATION REPORT
TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7

www.newmarket.ca
info@newmarket.ca
905.895.5193

September 12, 2016

REPORT – INFORMATION REPORT # 2016-34

TO: Mayor and Members of Council
SLT/OLT

SUBJECT: Hillview Drive/Davis Drive Connection

ORIGIN: Development & Infrastructure Services/Planning & Building Services

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.

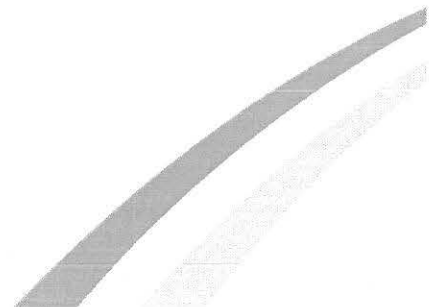
In accordance with the Procedure By-law, any Member of Council may request this Information Report be placed on an upcoming Committee of the Whole agenda for discussion through the Clerks office.

Discussion

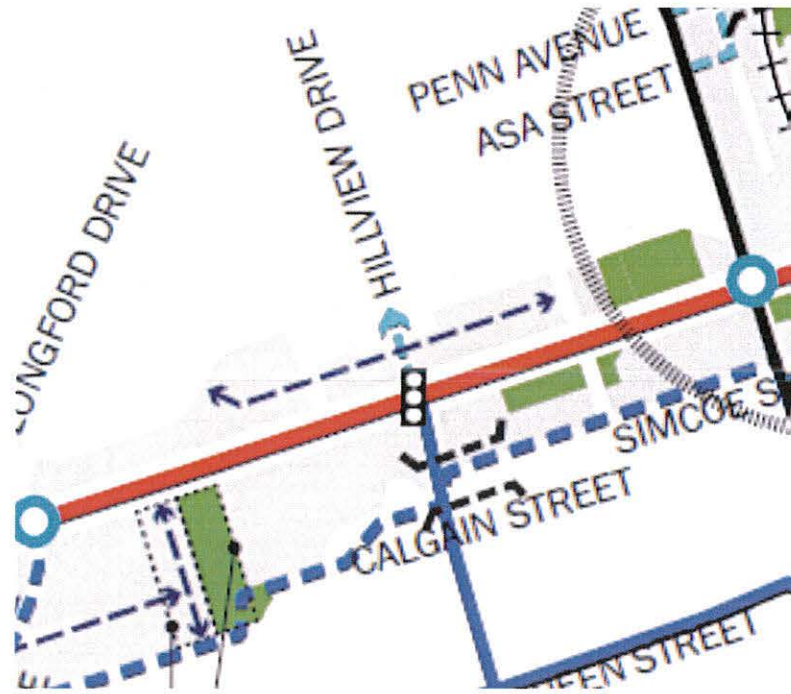
A key component of the development of the Urban Centres Secondary Plan was an associated Transportation Plan, including an Active Transportation Network Plan. Together, these documents provide for an intensified, mixed use community with improved access and mobility to, through, and within the Yonge/Davis corridors. In regard to the area between Davis Drive and Hillview Drive, the Secondary Plan contemplates a future public road connection between Davis Drive and Hillview Drive, along with an east-west private road/lane running from Penn Avenue to Vincent Street. An associated pedestrian connection would have been included with the future public road.

Further, the Active Transportation Network Plan contemplates the use of Lorne Avenue up to Davis Drive as a primary route, and Penn Avenue as a secondary route. While a pedestrian connection between Davis Drive and Hillview Drive is not specifically identified through the Active Transportation Network, such a connection could allow for a primary or secondary active transportation connection to be continued from Davis Drive to Penn Avenue.

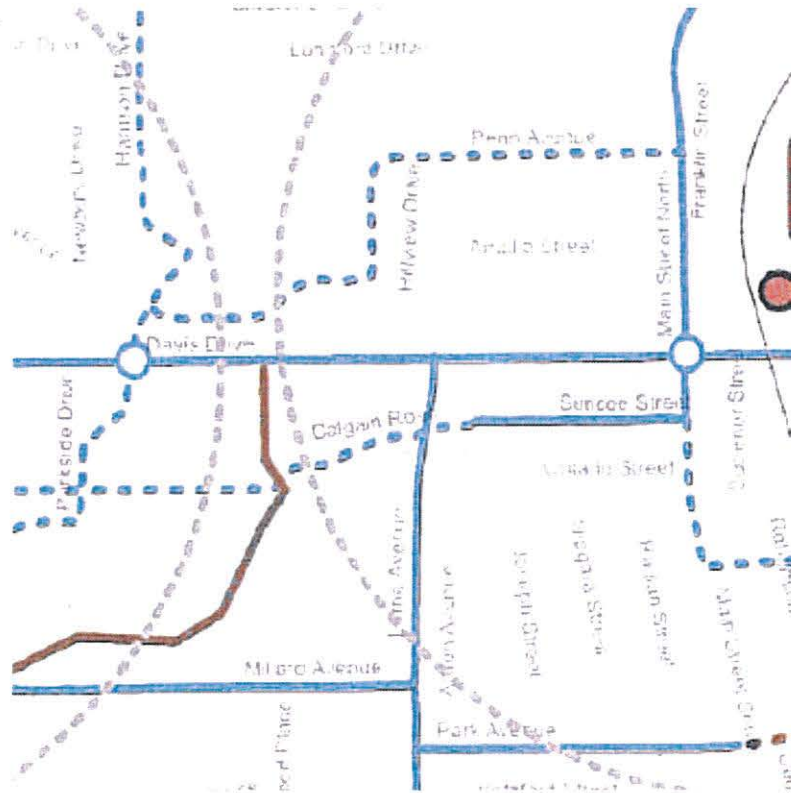
The following drawings show the Secondary Plan transportation provisions and Active Transport Network plan in the Davis Drive/Hillview Drive area:



Secondary Plan Excerpt (Schedule 5 – Street Network)



Active Transportation Network Excerpt



Staff has further reviewed the opportunity to create a road connection between Davis Drive and Hillview Drive as contemplated by the Secondary Plan and has come to the determination that, for technical reasons, a road connection is not feasible. The grades between Davis Drive and Hillview Drive vary between approximately 6.25% and 17%, with an average grade of approximately 10%, which exceeds the Town's current road design standard of 6%. Further, a potential vehicular connection (Hill Street - currently barricaded) already exists immediately to the west of Hillview Drive. If opened, this road could serve as the vehicular connection into the neighbourhood as contemplated in the Secondary Plan, although it would function as a right-in-right-out as opposed to a full-moves intersection, as would have existed if the Hillview Drive connection would have proven feasible. Removing the Hill Street barricade at some point in the future would provide for a better grid road system, increased community connectivity and decreased reliance on Longford Drive, and to a lesser extent Main Street North. Hill Street would need to be reviewed for both geometric design and road condition, and public consultation would be sought regarding traffic pattern changes in the area; however, overall access to the entire community would be improved.

With regard to pedestrian connection opportunities, staff previously provided two options to Council, being an accessible 3m wide multi-use asphalt trail connection (approximately \$472,481.86), or an accessible 1.5m – 2m sidewalk connection (approximately \$410,245.44), exclusive of land and other costs. Upon reviewing the available options to create this connection, it is staff's position that the preferred action is to seek to secure a pedestrian connection as part of any future development application by the private landowner(s).

Conclusion

Based on the grades in the area and the potential opportunity to use Hill Street as a future alternate road connection, it is staff's intention to: (1) revise Schedule 5 (Street Network) of the Urban Centres Secondary Plan to remove the road connection between Davis Drive and Hillview Drive as part of a formal public planning process and future report to Council; and (2) focus efforts on a potential future Hill Street connection to ultimately achieve the Secondary Plan objective.

Also as noted, it is staff's position that a future pedestrian connection between Davis Drive and Hillview Drive is best secured and achieved through a future development application on these lands.

CONSULTATION

Any proposed changes to the Urban Centres Secondary Plan will include a formal public process as legislated by the *Planning Act*.

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

There is no budget impact associated with this report.

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.


Assistant Director of Planning


Director of Planning & Building Services


Commissioner of Development &
Infrastructure Services