

Clause 8 in Report No. 16 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on November 17, 2016.

8

Yonge Street and Davis Drive Streetscape Master Plan Update
Town of Newmarket

Committee of the Whole recommends:

1. Receipt of the communication from Paul Jankowski, Commissioner, Transportation Services, dated November 1, 2016 containing amendments to the report dated October 20, 2016 from the Commissioner of Transportation.
2. Adoption of the following recommendations contained in the *amended* report dated October 20, 2016 from the Commissioner of Transportation Services:
 1. Council approve the Yonge Street and Davis Drive Streetscape Master Plan Study, subject to Town of Newmarket Council endorsement.
 2. The Regional Clerk forward this report to the Clerk of the Town of Newmarket.

Report dated October 20, 2016 from the Commissioner of Transportation Services now follows:

1. Recommendations

It is recommended that:

1. Council approve the Yonge Street and Davis Drive Streetscape Master Plan Study, subject to Town of Newmarket Council endorsement.
2. The Regional Clerk forward this report to the Clerk of the Town of Newmarket.

2. Purpose

This report recommends approval of the Yonge Street and Davis Drive Streetscape Master Plan Study to support the Newmarket Urban Growth Centre and development of the Yonge Street and Davis Drive Regional corridors. An Executive Summary is provided in Attachment 1.

3. Background and Previous Council Direction

Streetscape Master Plans provide a framework and clear vision and design direction for our major urban corridors

Vision and clear design direction is fundamental to creating vibrant, coordinated and attractive streets in York Region. In 2012, Council adopted the South Yonge Street Corridor Streetscape Master Plan which outlined a clear vision for Yonge Street for the Cities of Vaughan and Markham and Town of Richmond Hill. The master plan is being used to inform development applications and, as a condition of approval, developers are required to implement or contribute to the streetscape treatment within the boulevard fronting their property. The Streetscape Master Plan received a 2012 Canadian Society of Landscape Architects Regional Citation Award.

In 2015, York Region and the Town of Newmarket jointly initiated a study to develop a coordinated Streetscape Master Plan

The Yonge Street and Davis Drive Streetscape Master Plan Study (Plan) focusses on a vision for segments of Yonge Street and Davis Drive outside the vivaNext rapidway (Attachment 2). The vision builds on the foundation established by the rapid transit streetscape design and will ensure a coordinated treatment in accordance with Regional and Town of Newmarket streetscape policies, documents, design vision and character.

In February 2015, Council authorized staff to retain a consultant for the Yonge Street and Davis Drive Corridor Streetscape Master Plan. Led by York Region, in partnership with the Town of Newmarket, the project provides direction on boulevard streetscape design for both the Yonge Street and Davis Drive corridors. Timing of the plan is critical to maximize design opportunities within the boulevard and ensure seamless coordination with the Yonge Street north of Davis Drive to Green Lane detailed design capital roads project.

The Plan builds on the Town of Newmarket Official Plan and Urban Centres Secondary Plan policies

The vision builds on a foundation established by the vivaNext rapid transit streetscape design. Completing the vision for Yonge Street and Davis Drive ensures continuity and a coordinated treatment in accordance with the Regional Official Plan and the Town of Newmarket Official Plan and Urban Centres Secondary Plan policies.

Development proposals along Yonge Street and Davis Drive require a coordinated and consistent streetscape master plan vision

The Growth Plan for the Greater Golden Horseshoe (2006) and Regional Official Plan identify Yonge Street and Davis Drive as significant corridors that will undergo intensification. The Town of Newmarket has received development applications for high-density residential/mixed use developments and anticipates more applications in the future. As a condition of approval, developers are required to implement or contribute to streetscaping within the boulevard fronting their property. A consolidated streetscape master plan will provide a framework and design direction for Regional and local planning staff and the development community. This will create consistency and assists in expediting approvals for development applications.

4. Analysis and Implications

The Streetscape Master Plan vision for Newmarket's two major urban corridors is a vibrant, green and active streetscape

The Plan's vision is to create a vibrant, green and active streetscape that includes irrigated, raised boulevard planters with street trees supported by soil cell technology, median planters, shrubs and perennials. The streetscape integrates smart, sustainable, low impact design on both Yonge Street and Davis Drive. To create active corridors for pedestrians and cyclists, the project team explored design alternatives that would provide the safest and most comfortable accommodation. The Plan is an investment in building Newmarket Centre, the Region's provincially-designated Urban Growth Centre in the north part of York Region. A vibrant, green and active streetscape can provide a return on investment by supporting transit and transit-oriented development, increasing pedestrian activity, supporting retail and, accordingly over time, increasing lease

rates for retail floor space, business and property taxes and new private sector businesses.

The Streetscape Master Plan builds on opportunities on Yonge Street and Davis Drive and addresses interface with Viva rapidway

A key aspect of the Plan is to recognize the context of the Viva design and address the interface, location and material choices at transition points to create a seamless streetscape.

The Yonge Street north segment of the Plan protects for a potential future Viva bus rapidway on Yonge Street, identified in both Metrolinx's Regional Transportation Plan and the 2016 Transportation Master Plan. The interim plan will feature a landscaped median that can be converted into bus rapid transit. Until then, the median could integrate public art, banner poles and accent lighting features.

Road design standards and transit needs were considered in the Streetscape Master Plan

The Plan is comprehensive and considers both land use and transportation needs and impacts. Yonge Street has evolved from a highway through the Town of Newmarket to a Regional road moving goods and people, and is evolving further into an urban transit corridor where high-density transit-oriented development is planned.

Accordingly, the study was expanded to include an in-depth analysis on how the Region's road design standards can evolve to meet the vision and future needs of Newmarket Centre.

The study process included extensive stakeholder collaboration and consultation including workshops and a public meeting

A project team was initiated to ensure collaboration on development of the Plan. The team was made up of Regional and local municipal representatives. Regional representation included Traffic Safety, Roads and Traffic Operations, Capital Planning and Delivery, Community Planning, Transportation Planning, Forestry and York Region Rapid Transit Corporation. Agencies and stakeholders, such as Newmarket Hydro and Lake Simcoe Region Conservation Authority, were also consulted at key milestones to inform them of the study's progress and ensure consistency with their respective plans and policies.

The study integrates the comments from the Town Council Workshop and a public meeting held in November 2015. Newmarket Council is anticipated to endorse the Plan on October 31, 2016.

York Region is working with the Town of Newmarket on reviewing levels of service and maintenance on streetscape

Council has adopted standards for streetscape design on Regional roads in order to maintain consistency in appearance and costs. As the Plan is implemented through site plan development, the Region will continue to maintain grassed boulevard (where applicable), street trees, intersection treatments, medians and YRT improvements. Regional costs to maintain the streetscape will be monitored and reflected in future budget submissions.

The Town of Newmarket would be responsible for maintenance of streetscape features exceeding the Regional standard. These include lighting, enhanced paving, public art, street furniture, lay-by parking, specialized planting, gateway features and signage.

The Transportation Master Plan provides clear direction on transferring boulevard jurisdictional responsibility to York Region

Further to Council's adoption of the Transportation Master Plan in June 2016, the Region will work, in time, with local municipalities to transfer responsibility for construction and maintenance of boulevard elements. This will ensure residents are best served with context-sensitive streetscape design on Regional roads. It is anticipated the transfer of boulevard jurisdiction of Regional roads will begin after 2019.

The Plan advances the 2016 Transportation Master Plan and Vision 2051 by building complete communities and vibrant streets

Successful coordination of streetscape elements create a good public realm fostering active vibrant centres and corridors that engage the public, encourage growth, connect people, goods and services and make our communities more welcoming and inclusive. It is through innovative actions the Region will continue to develop strong, caring and safe communities.

5. Financial Implications

The cost of capital elements of the Plan will be approximately \$36.5 million over 20 years

Projected costs to implement the Plan are proportionate to the South Yonge Street Corridor Streetscape Master Plan and realistic given the time horizon of the Plan. In the absence of funding for the York Viva Rapid Transit, the Plan anticipates an approximate 20-year period for full implementation. The estimated annual average capital cost of implementing the streetscape is \$1.75 million, which will be funded through a combination of development and the Region's Capital Budget for its 10-Year Roads Capital Construction Program.

The Yonge Street North capital project is being designed in accordance with the Plan and will be constructed in 2020 as per the 2016 10-Year Roads Capital Construction Program. As development occurs along Yonge Street and Davis Drive, segments of the Plan will be implemented incrementally. The Plan is based on a partnership model between York Region, Town of Newmarket and the development community.

Estimated capital and annual maintenance costs (in 2016 dollars) for the Plan is summarized in Table 1. These costs exclude the cost of road construction, underground power distribution, other utilities and public art.

Table 1
Capital and Maintenance Costs of Streetscape Improvements

Streetscape Master Plan Segment	Total Cost of Streetscape Improvements (excluding HST) (\$M)	Annual Maintenance of Streetscape (excluding HST) (\$000's)
Yonge Street North	\$13.1 (\$7.6/km)	\$344 (\$190/km)
Yonge Street South	\$7.5 (\$4.6/km)	\$151 (\$90/km)
Davis Drive East	\$9.1 (\$6.0/km)	\$200 (\$145/km)
Davis Drive West	\$6.8 (\$5.0/km)	\$225 (\$145/km)
Total Cost	\$36.5 (\$5.3M/km)	\$920 (\$570/km)

Capital and maintenance costs of this Plan are comparable with the South Yonge Street Corridor Streetscape Master Plan

The cost of Yonge Street and Davis Drive Streetscape Master Plan will cost \$5.3M/km which is comparable to other major urban streetscape corridors in York Region. The South Yonge Street Corridor Streetscape Master Plan costs an average of \$8.2M/km and the vivaNext streetscape costs an average of \$6.6M/km. Approximately 30 per cent of the annual maintenance cost is attributed to weeding, pruning, mulching, fertilizing, plant replacement and operation of the irrigation system.

Yonge Street north of Davis Drive to Green Lane construction is planned to begin in 2020 per the 2016 10-Year Roads Capital Construction Program

The capital project for Yonge Street north of Davis Drive to Green Lane is being designed in accordance with direction from this Plan and protects for the future Yonge Street York Viva Rapid Transit corridor. It contemplates an ultimate design on the boulevard streetscape elements and an interim design on the landscape median, which may be converted to bus rapid transit in the future.

Town of Newmarket will pursue funding and partnership opportunities to maximize investment in streetscape initiatives on the Yonge Street North project

York Region has budgeted for Yonge Street North in accordance with the Towards Great Regional Streets level of streetscape. In order to achieve the overall vision for the corridor, it is important that funding and partnership opportunities are leveraged. Partnerships with the development community, private sector and the Town of Newmarket are vital to ensuring successful implementation of the Plan.

6. Local Municipal Impact

The Yonge Street and Davis Drive Streetscape Master Plan has been developed in partnership with Town of Newmarket staff

Implementation of the Plan will be collaboration between the Region, the Town of Newmarket and the private sector. The Plan builds on investments in rapid transit along Newmarket's Regional Centre to create a streetscape vision for the Town's

urban spines, which connect neighbourhoods in Newmarket. Streetscape design creates attractive communities, encourages social interaction, supports the local economy, reflects local character and elevates York Region's civic image.

7. Conclusion

Strong partnerships are essential to achieving the vibrant, green and active vision for Yonge Street and Davis Drive in Newmarket

Yonge Street and Davis Drive are higher order transit and intensification corridors that support Newmarket Centre. The Town of Newmarket requested the Region lead and cost-share a Streetscape Master Plan Study to develop a vision for Yonge Street and Davis Drive outside the vivaNext corridors. The Region collaborated with the Town of Newmarket, various stakeholders and adjacent local municipalities to develop a vibrant, green and active streetscape vision.

The Plan provides clear design direction to ensure Yonge Street North is designed and constructed in alignment with the vision. The Plan also provides a clear framework for the Region and Town of Newmarket to implement all development applications along Yonge Street and Davis Drive.

It is recommended Council approve the Yonge Street and Davis Drive Streetscape Master Plan Study.

For more information on this report, please contact Stephen Collins, Director, Infrastructure Management and PMO, at ext. 75949.

The Senior Management Group has reviewed this report.

October 20, 2016

Attachments (2)

#7066650

Accessible formats or communication supports are available upon request

NOVEMBER 2016



Attachment 1



YONGE STREET & DAVIS DRIVE STREETScape MASTER PLAN

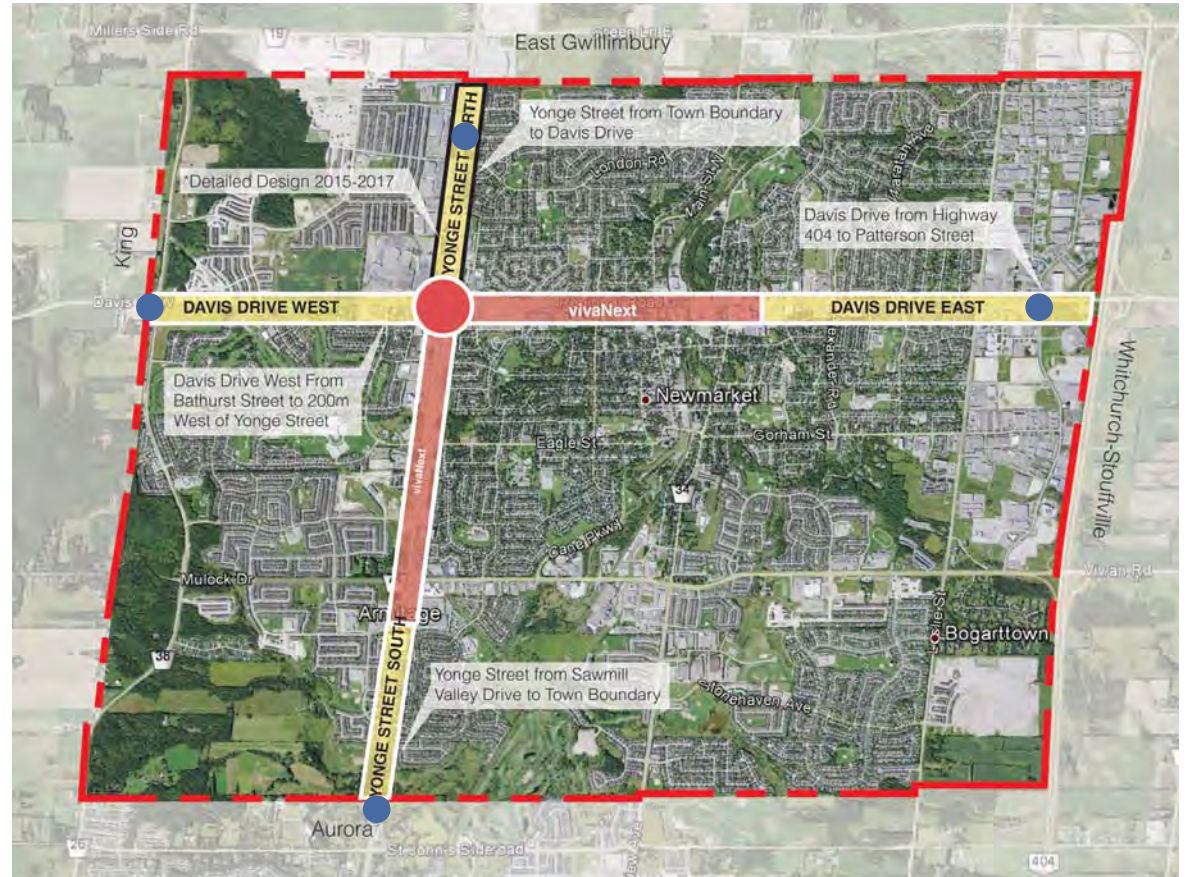
EXECUTIVE SUMMARY

INTRODUCTION

Yonge Street and Davis Drive have been identified as key locations for intensification, growth and development in the Town of Newmarket. A major transformation of these corridors is imminent, with public and private sector projects already in the works. The Streetscape Master Plan (Plan) focuses on the segments of Yonge Street and Davis Drive outside of the vivaNext corridors. The Plan defines how primarily car-oriented corridors could be transformed into a walking, cycling and transit-oriented community space. The Plan will guide streetscape development and provide recommendations to strengthen place making in the Town of Newmarket. The Plan will contribute to an atmosphere that is livable and promotes social interaction and community engagement.

STREETSCAPE MASTER PLAN OBJECTIVES

1. Establish a vision incorporating urban design principles.
2. Develop a bold and unified streetscape vision for the Town of Newmarket that responds to the local context.
3. Create a hierarchy of spaces/streetscape typologies.
4. Provide pedestrian accessibility.
5. Develop placemaking opportunities.
6. Visually tie into vivaNext streetscape and Town of Newmarket Gateways.
7. Establish a strong wayfinding strategy.



● Streetscape Gateways
 Project Limits

THE VISION

The vision for the Yonge Street & Davis Drive Streetscape Master Plan is to create Vibrant, Green & Active Streetscape.

As the Town of Newmarket transforms from its suburban past to its urbanized future, an attractive public realm will encourage people to live, work and play in these newly-developed communities and public spaces. Wide sidewalks, safe bike lanes and convenient public transit will provide options for community transportation. The new streetscape will act as a catalyst for development and subsequently enhance the activities in the adjacent private lands.

The focus at the visioning stage was to develop a streetscape plan for Yonge Street and Davis Drive that builds on the transformation of the public realm through a placemaking approach incorporating urban design principles that:

- Foster a lively and livable street
- Inspire high quality design
- Embrace art and culture
- Create a climate of economic success
- Cultivate a sustainable environment

YONGE STREET & DAVIS DRIVE STREETScape MASTER PLAN VISION



VIBRANT

STREETScape DESIGN PRINCIPLES

ARCHITECTURAL BUILT FORM,
PLACEMAKING, PUBLIC ART



Architectural & Streetscape Design Interface

Built form should encourage an animated street front and contain visual interest.

Theming & Corridor Identity

Each corridor should possess a unique context sensitive identity that caters to its specific conditions.

Streetscape Transition

The streetscape should transition into adjacent streetscapes gracefully.



Screening

Landscape screening should be used to provide a visual buffer where appropriate.

Transit Stops & Coordinated Street Furniture

A cohesive design and material should be used throughout the corridors.

Outdoor Space & Public Art

High quality open spaces should aid in creating a strong sense of place.

GREEN STREETS AND
ENVIRONMENTALLY PROGRESSIVE DESIGN



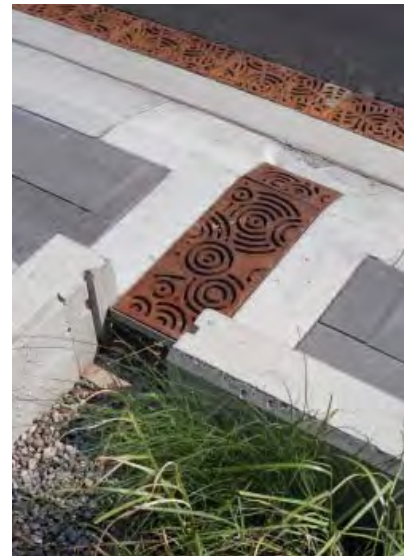
Environmentally Progressive Design Strategies that reduce the urban heat island effect, reduce stormwater runoff and enhance natural features should be employed.

Street Trees

Context-appropriate street trees should be implemented to optimize the urban canopy.

Paving

Paving should be environmentally sustainable and enhance placemaking.



ACCESS AND WAYFINDING



Barrier-Free Access

Paths should be continuous, safe, unobstructed and AODA compliant.

Wayfinding

Unique and accessible wayfinding strategies should be used.

Pedestrian Linkages

Unobstructed pedestrian sidewalks should connect local destinations.

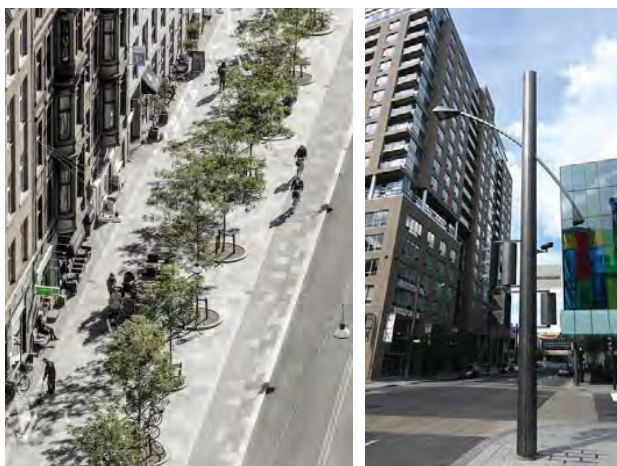
Cycling Infrastructure

Context-appropriate cycling infrastructure should encourage safe transit.

Crosswalks

Crosswalks should cater to all users.

FUNDAMENTALS OF PUBLIC REALM DESIGN



Multi-Modal

Balance the needs of all users: pedestrians, cyclists, transit users and motorists.

Safety

Active transportation infrastructure should maximize safety and security.

Utilities

Minimize the visual impact of utilities through undergrounding and screening techniques

Lighting

Coordinated unique lighting should enhance placemaking.

IMPLEMENTATION AND MAINTENANCE*



Policy Updates

Development Review

Public Utilities Coordination Committee

Town of Newmarket Public Art Policy and Plan

Collaboration between York Region and Town of Newmarket

Capital Construction

Funding Strategies

* Refer to page 20 for further detail

STREETScape MASTER PLAN

The Plan provides a context-sensitive approach that supports mixed-use environments with attractive streets, high quality urban design and a distinct sense of place. The Yonge Street & Davis Drive Streetscape Master Plan design advances the following design objectives:

- Create a Complete Street that caters to all users, not just motorists
- Provide safe accessible pedestrian sidewalks
- Design safe and continuous cycling infrastructure
- Expand the urban forest
- Improve community identity and pride
- Implement Low Impact Development sustainable strategies within the public realm

Boulevard Cycle Tracks in Urban Areas



Street Trees Define the Boulevard Edge



Multi-Use Path in Low Density Areas



Corridors Accessible for All Users

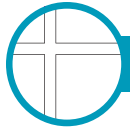


Landscape Buffers the Multi-Use Path



Animated Public Realm



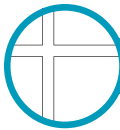


Yonge Street North STREETScape

The Yonge Urban Streetscape Typology is applicable for the length of the Yonge Street North corridor. Characterized by distinctive urban placemaking elements such as cycle tracks, street trees in grates and public art, this design responds to the urbanized future of the Town of Newmarket.



Perspective rendering of the Yonge Street North Gateway at Aspenwood Drive



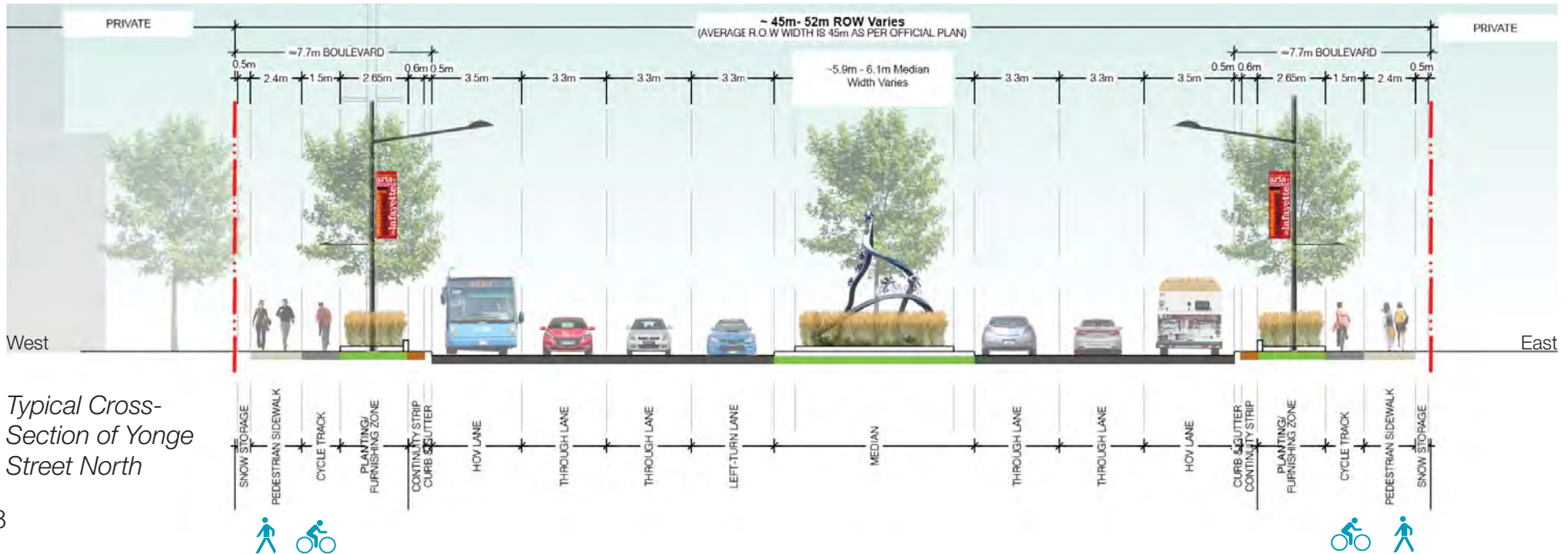
Yonge Street North URBAN STREETScape TYPOLOGY

KEY FEATURES

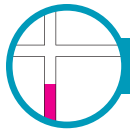
- Interim condition which protects the median for the future vivaNext BRT
- Planted median with public art to establish a strong sense of place
- Street trees with understorey planting
- Pedestrian amenities including benches, trash receptacles and lighting
- Raised cycle track promotes active transportation
- Clear pedestrian routes
- Right Size geometry:
 - 3.3 metre through lane
 - 3.5 metre curbside lane
 - 3.3 metre turn lane
 - 2.4 metre sidewalk
 - 1.5 metre bike lane



Plan of the Yonge Street North Gateway at Aspenwood Drive



Typical Cross-Section of Yonge Street North

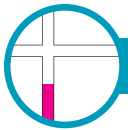


Yonge Street South STREETScape

The Green Streetscape Typology is applicable for the length of the Yonge Street South corridor. The corridor is characterized by enhanced green infrastructure such as street trees with understorey planting flanking a multi-use path that connects into the local trail system.



Perspective rendering of the Yonge Street South at the Nokiidaa Trail



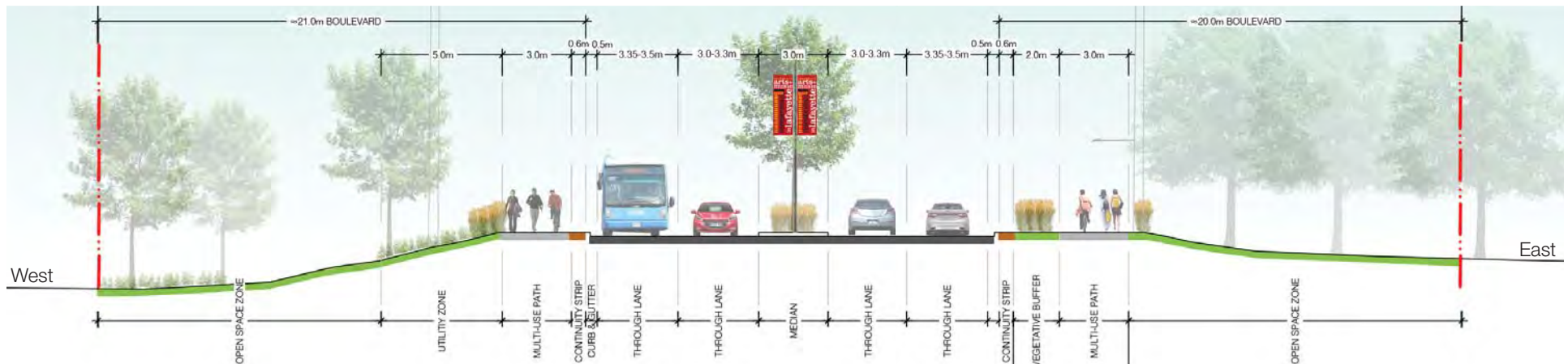
Yonge Street South GREEN STREETScape TYPOLOGY

KEY FEATURES

- Street trees in softscape with understory planting
- Pedestrian amenities including benches, trash receptacles and transit shelters
- Planted median with shrubs and trees
- Two through lanes in either direction
- Multi-use path
- Landscape buffer segregates cyclists and pedestrians using the multi-use path from vehicular traffic
- Banners provide visual interest and a space for conveying information about Town events
- Signature lighting provides illumination for pedestrians, cyclists and vehicles
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre MUP

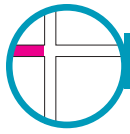


Plan of the Yonge Street South Gateway at St. Johns Sideroad



Typical Cross-Section of Yonge Street South





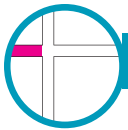
Davis Drive West STREETScape

Davis Drive West uses two streetscape typologies in order to respond to the surrounding context: Green and Davis Urban Streetscape Typology.

The rendering illustrates the gateway at Bathurst Street and Davis Drive, which employs the Green Streetscape typology with canopy trees planted in a bed of ornamental grasses.



Perspective rendering of the Davis Drive West Gateway at Bathurst Street

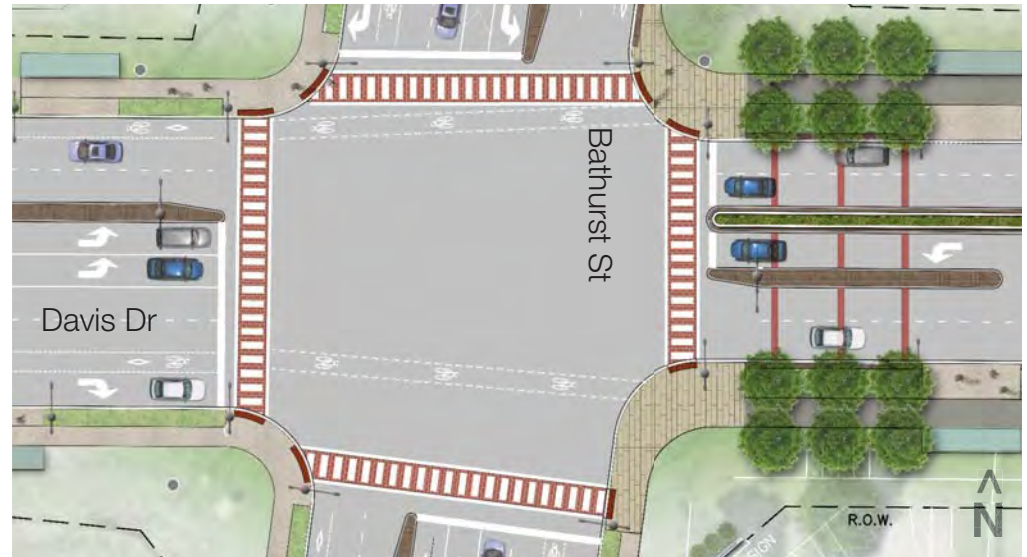


Davis Drive West GREEN STREETScape TYPOLOGY (BATHURST STREET TO WEST OF EAGLE STREET)

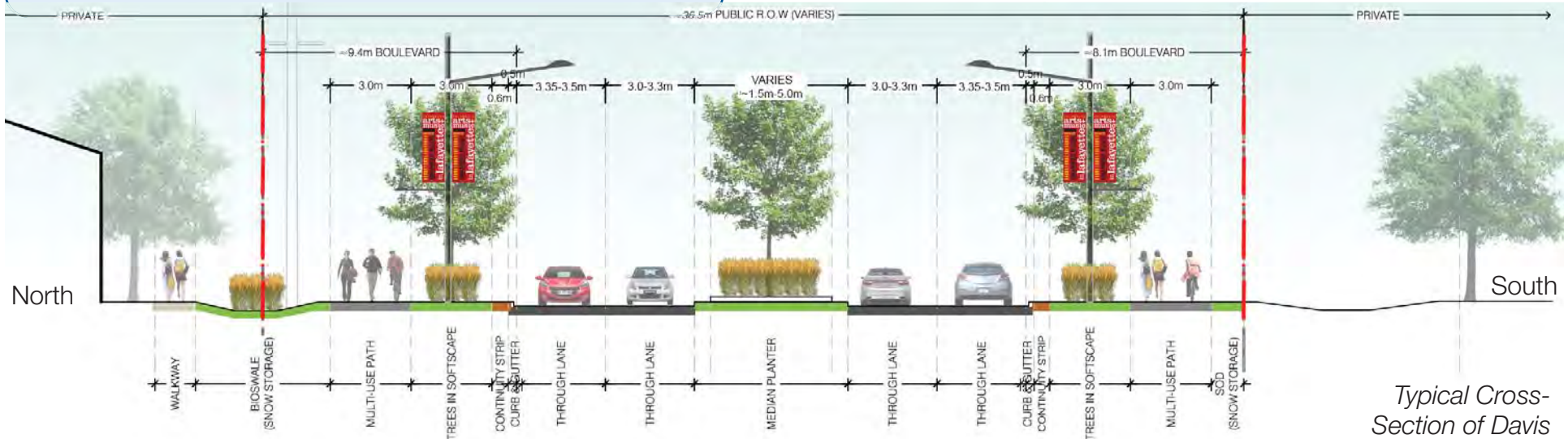
The Green Streetscape Typology includes a multi-use path with a landscape buffer to serve the surrounding low-density residential neighbourhoods.

KEY FEATURES

- Multi-use path with landscaped buffer encourages active transportation
- Street trees with understorey planting
- Pedestrian amenities including benches, trash receptacles, lighting, and transit shelters
- Planted median minimizes the scale of the expansive right-of-way
- Two through lanes in either direction
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre MUP

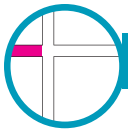


Plan of the Davis Drive West Gateway at Bathurst Street and Davis Drive



Typical Cross-Section of Davis Drive West





Davis Drive West

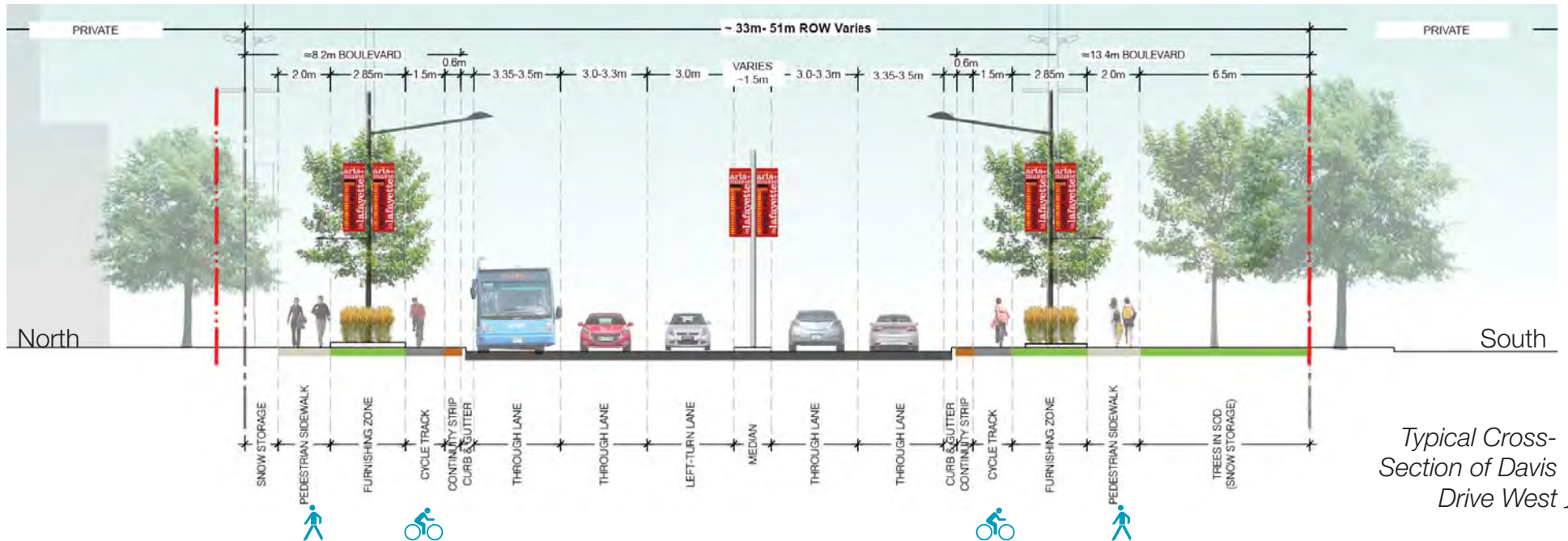
DAVIS URBAN STREETScape TYPOLOGY (WEST OF EAGLE STREET TO YONGE STREET)

The Davis Urban Streetscape Typology contains a pedestrian sidewalk and a raised cycle track, separated by a planting/furnishing zone.

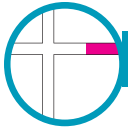
Plan of a signalized intersection along the Davis Urban segment of Davis Drive West

KEY FEATURES

- Street trees in grates and planters with understorey planting
- Cycle track with a landscape buffer from pedestrian sidewalk minimizes conflict
- Cycle track extends from Yonge Street to west of Eagle Street to the GO Bus Terminal driveway
- Public realm transitions seamlessly with private realm
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer



Typical Cross-Section of Davis Drive West



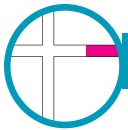
Davis Drive East STREETScape

Davis Drive East uses two streetscape typologies in order to respond to the surrounding context: Green and Davis Urban Streetscape Typology.

The rendering illustrates the Green Streetscape typology with canopy trees planted in a bed of ornamental grasses. The plant material provides a green buffer for pedestrians and cyclists from roadway traffic.



Perspective rendering of the Davis Drive East in a low density residential neighbourhood



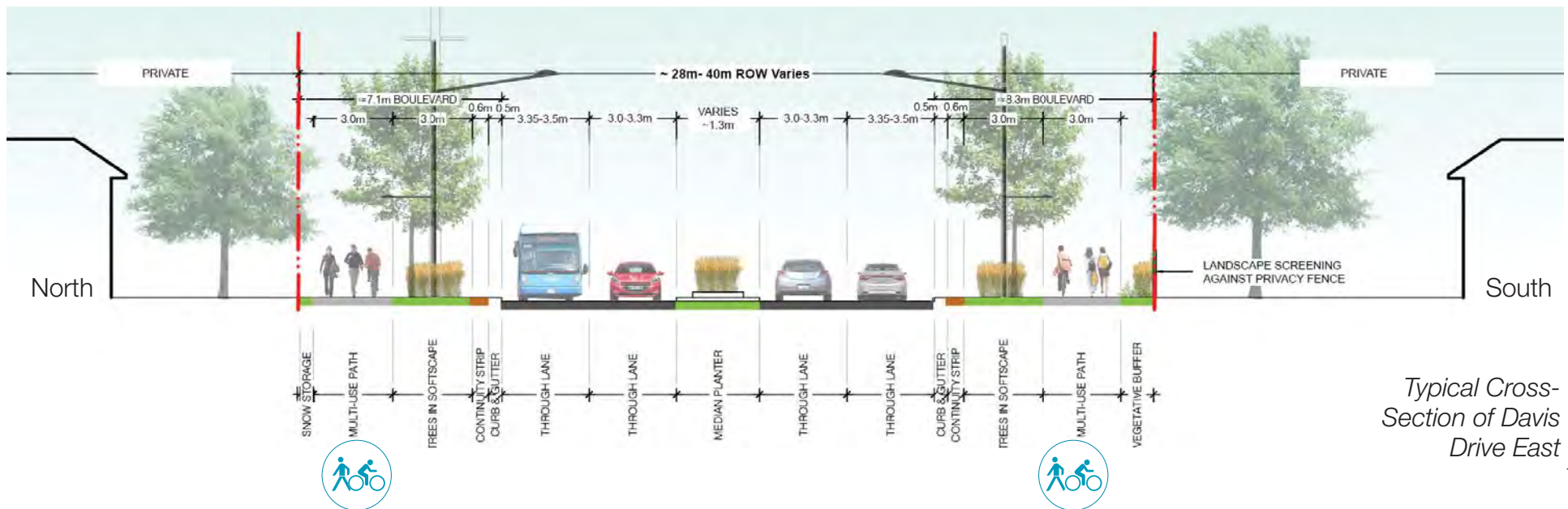
Davis Drive East GREEN STREETScape TYPOLOGY (PATTERSON STREET TO LESLIE STREET)

The Green Streetscape Typology contains a multi-use path with a landscape buffer to serve the surrounding low-density residential neighbourhoods.

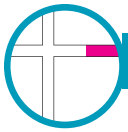
Plan of a signalized intersection along the Green segment of Davis Drive East

KEY FEATURES

- Multi-use path for pedestrians and cyclists with vegetated buffer from vehicular traffic
- Street trees in softscape with understorey planting
- Landscape screening of varied privacy fences creates visual cohesion along rear lot residential properties
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 3.0 metre MUP



Typical Cross-Section of Davis Drive East



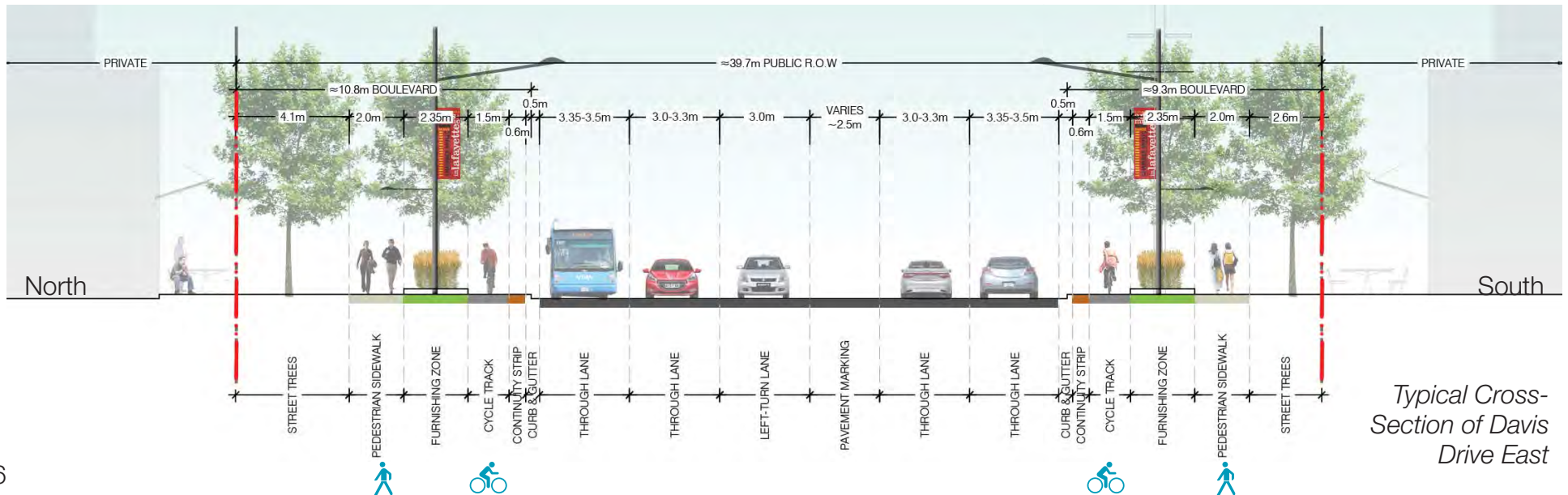
Davis Drive East DAVIS URBAN STREETScape TYPOLOGY (LESLIE STREET TO HIGHWAY 404)

The Davis Urban Streetscape Typology contains a pedestrian sidewalk and a raised cycle track, separated by a planting/furnishing zone.

KEY FEATURES

- Curbside raised cycle track with buffer
- Street trees in grates and planters with understorey planting
- Furnishing/planting zone buffer between cycle track and pedestrian sidewalk
- Right Size geometry:
 - 3.0- 3.3 metre through lane
 - 3.35-3.5 metre curbside lane
 - 3.0 metre turn lane
 - 2.0 metre sidewalk
 - 1.5 metre bike lane with a 0.6 metre buffer

Plan of the Davis Drive East Gateway at Harry Walker Parkway



Typical Cross-Section of Davis Drive East

MATERIAL PALETTE

The Streetscape Master Plan provides a cohesive material palette that promotes Low Impact Development through such elements as permeable surfaces and context-appropriate planting.



Lighting image courtesy of Technillum

Streetscape furnishing images courtesy of KDA

PRELIMINARY CAPITAL COSTS (IN 2016 DOLLARS) BY STREETScape CORRIDOR

Preliminary Capital Costs by streetscape corridor:

STREETScape CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM	CORRIDOR COST
Yonge Street North	1.8	\$7,368,000	\$13,042,000
Yonge Street South	1.7	\$4,353,000	\$ 7,488,000
Davis Drive West	1.9	\$4,728,000	\$ 9,125,000
Davis Drive East	2.5	\$4,737,000	\$ 6,822,000

TOTAL COST: \$36,477,000

The Preliminary Capital Costs includes:

- Material and installation of boulevard and median streetscape elements
- Gateway elements
- Street lighting
- Streetscape furniture including benches, trash receptacles and bike parking

The Preliminary Capital Costs does **not** include:

- Roadway elements
- Utility relocation*
- Traffic signals
- Bus shelters

* The preliminary cost for undergrounding hydro is approximately \$ 3,500/ linear metre or \$ 3.5 million/ kilometre (not including the relocation of other utilities). The preliminary cost for the relocation of a hydro pole is approximately \$30,000 each.

CAPITAL COSTS COMPARISON

The Capital Costs for the Yonge Street & Davis Drive Streetscape Master Plan compared with other streetscape Capital Costs within York Region.

STREETScape	AVERAGE COST (MILLION) / KM
Yonge Street & Davis Drive Streetscape Master Plan	\$5.3 M
South Yonge Street Corridor Streetscape Master Plan	\$8.2 M
vivaNext Streetscape	\$6.6 M

PRELIMINARY MAINTENANCE AND OPERATIONS COSTS (IN 2016 OLLARS) BY STREETScape CORRIDOR

Order of Magnitude Maintenance and Operations Capital Costs for each streetscape corridor:

STREETScape CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM/ YEAR	CORRIDOR COST/ YEAR
Yonge Street North	1.8	\$194,000	\$344,000
Yonge Street South	1.7	\$ 88,000	\$151,000
Davis Drive West	1.9	\$144,000	\$225,000
Davis Drive East	2.5	\$143,000	\$200,000

TOTAL COST: \$920,000

The Order of Magnitude Maintenance and Operations Costs assumes four season maintenance of the boulevard and median including:

- Cleaning and wet vacuum sweeping of boulevard hardscape surfaces
- Routine snow removal of boulevard surfaces
- Irrigation of boulevard and median planting
- Trees and shrub maintenance
- Repair of special features (planters, banners, gateway banding, etc.)
- Crosswalk pavement markings

The Order of Magnitude Maintenance and Operations Costs does **not** include:

- Snow removal in the roadway
- Maintenance of traffic signals and street lights
- Roadway maintenance and repair

IMPLEMENTATION

Achieving the Plan requires commitment and partnerships for its design, implementation and ongoing maintenance. Public realm improvements create vibrant walkable communities and will encourage people to want to live, work and play in the Town of Newmarket.

Implementation requires a coordinated approach between York Region, the Town of Newmarket and stakeholders, including vivaNext, York Region Transit, Newmarket Hydro, utility companies, Ministry of Transportation of Ontario, Lake Simcoe Region Conservation Authority, local businesses, developers and private land owners.

Key points for implementation include the following:

POLICY

Strategy

- Official Plan and Zoning By-law Updates
- Development Charges By-law Updates

Initiatives

- Tax Increment Funding
- Federal Gas Tax Fund

Design/Construction

- Special Area Development Charges By-laws

DEVELOPMENT

Strategy

- Private developers shall be required to contribute to enhancement of the public realm and streetscape.



Visioning Workshop

UTILITIES

Strategy

- Buried hydro poles allow a smaller lot line setback that ultimately increases the developable area and can create a return on investment to developers.
- A Public Utilities Coordinating Committee (PUCC) can establish long term strategic coordination of utility locations including hydro, gas, telecommunications and existing utility re-locations.

Initiatives

- York Region and the Town of Newmarket may consider developing a Special Policy Area By-law outlining hydro installation standards for new areas of intensification on Yonge Street and Davis Drive through a cost-sharing plan with Newmarket Hydro and private developers.

Design/Construction

- In the preliminary engineering stage, it is important to identify and protect an ideal duct bank location along the corridor for the purposes of burying hydro. The proposed duct bank location should be situated to minimize disruption to the executed streetscape elements in the future as the corridor intensifies and funding becomes available to underground electrical services.

PUBLIC ART

Strategy

- The Town has a Public Art Policy and Plan that will guide the installation of public art along the Yonge Street and Davis Drive corridors.

Initiatives

- Section 37 of the Planning Act may be used as an implementation strategy for public art.

Design/Construction

- Detailed design of the public realm should provide public art of civic scale in highly visible locations along the Yonge Street and Davis Drive corridors.

COLLABORATION

It is important the various departmental decision makers work closely to ensure the design, implementation, and maintenance of capital and redevelopment projects along the Yonge and Davis corridors are being met in accordance with the Yonge Street & Davis Drive Streetscape Master Plan.

CAPITAL CONSTRUCTION

There are two capital projects underway that currently correspond with this streetscape study:

- Yonge Street (Davis Drive to Green Lane)
- Bathurst Street and Davis Drive intersection improvements

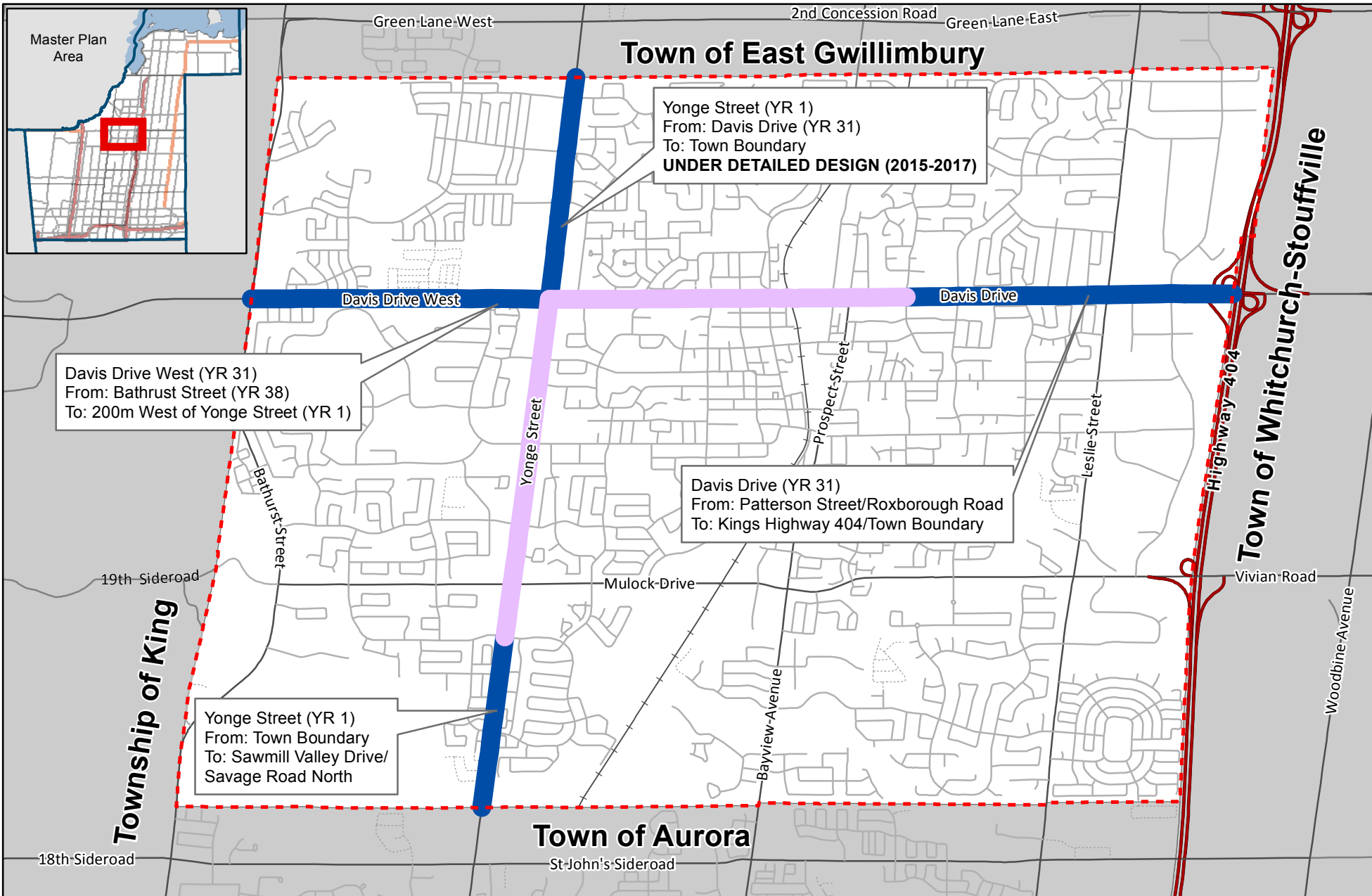
The implementation of the Yonge Street & Davis Drive Streetscape Master Plan will be integrated with Yonge Street North and Bathurst Street capital projects with support from York Region Municipal Streetscape Partnership Program in order to optimize construction scheduling and costs.

FUNDING STRATEGIES

Funding is an integral aspect to the realization of this Master Plan. The Streetscape will likely employ a number of different funding sources including some or all of the following:

- York Region Municipal Streetscape Partnership Program
- Public Private Partnerships
- Development Charges
- Section 37- Ontario Planning Act
- Site Plan Approval
- Business Improvement Area funding
- Ministry of Transportation of Ontario
- Private sector sponsors
- Lake Simcoe Region Conservation Authority



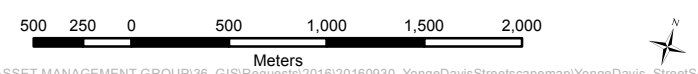


yorkmaps **York Region**

Produced by:
The Regional Municipality of York
Infrastructure Management & Project
Management Office, Transportation
Services, October 2016

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Streetscape Master Plan
Scope of Yonge Street and Davis Drive
Streetscape Master Plan - November 3, 2016



Legend

	Streetscaping Scope
	vivaNext Scope
	Town of Newmarket



Office of the Commissioner
Transportation Services

Memorandum

To: Committee of the Whole

From: Paul Jankowski, Commissioner, Transportation Services

Date: November 1, 2016

Re: **Amendment – Agenda Item D.2.5, Yonge Street and Davis Drive Streetscape Master Plan Study Report and Attachment 1**

The Report of the Commissioner of Transportation Services titled “Yonge Street and Davis Drive Streetscape Master Plan Study Town of Newmarket” requires amendment as a result of a transposition error.

The error affects the Financial Implications section of the report and the associated attachment “Yonge Street and Davis Drive Streetscape Master Plan Executive Summary”.

The required corrections are as follows:

Financial Implications

1. The first talking header should read, “**The cost of capital elements of the Plan will be approximately \$41.5 million over 20 years**”. (Report incorrectly uses \$36.5 million). In the paragraph following, the estimated annual average capital cost of implementing the streetscape should read \$2.1 million and not \$1.75 million.
2. Table 1, is updated as follows:

**Table 1
Capital and Maintenance Costs of Streetscape Improvements**

Streetscape Master Plan Segment	Total Cost of Streetscape Improvements (excluding HST) (\$M)	Annual Maintenance of Streetscape (excluding HST) (\$000's)
Yonge Street North	\$13.3 (\$7.4/km)	\$349 (\$194/km)
Yonge Street South	\$7.4 (\$4.4/km)	\$149 (\$88/km)
Davis Drive West	\$9.0 (\$4.7/km)	\$274 (\$144/km)
Davis Drive East	\$11.8 (\$4.7/km)	\$357 (\$143/km)
Total Cost	\$41.5 (\$5.3M/km)	\$1,129 (\$143/km)

Attachment 1 Pages 18 and 19

The table presented on Attachment 1, Page 18 Executive Summary, should be replaced with:

PRELIMINARY CAPITAL COSTS (IN 2016 DOLLARS) BY STREETSCAPE CORRIDOR

Preliminary Capital Costs by streetscape corridor:

STREETSCAPE CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM	CORRIDOR COST
Yonge Street North	1.8	\$ 7,368,000	\$ 13,262,400
Yonge Street South	1.7	\$ 4,353,000	\$ 7,400,100
Davis Drive West	1.9	\$ 4,728,000	\$ 8,983,200
Davis Drive East	2.5	\$ 4,737,000	\$ 11,842,500

TOTAL COST: \$ 41,488,200

The table presented on Attachment 1, Page 19 Executive Summary, should be replaced with:

PRELIMINARY MAINTENANCE AND OPERATIONS COSTS (IN 2016 DOLLARS) BY STREETScape CORRIDOR

Order of Magnitude Maintenance and Operations Capital Costs for each streetscape corridor:

STREETScape CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM/ YEAR	CORRIDOR COST/ YEAR
Yonge Street North	1.8	\$ 194,000	\$ 349,200
Yonge Street South	1.7	\$ 88,000	\$ 149,600
Davis Drive West	1.9	\$ 144,000	\$ 273,600
Davis Drive East	2.5	\$ 143,000	\$ 357,500

TOTAL COST: \$ 1,129,900

Respectfully submitted,

Paul Jankowski
Commissioner, Transportation Services

Attachment (1)

/sb

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PRELIMINARY CAPITAL COSTS (IN 2016 DOLLARS) BY STREETScape CORRIDOR

Preliminary Capital Costs by streetscape corridor:

STREETScape CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM	CORRIDOR COST
Yonge Street North	1.8	\$ 7,368,000	\$ 13,262,400
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Davis Drive West	1.9	\$ 4,728,000	\$ 8,983,200
Davis Drive East	2.5	\$ 4,737,000	\$ 11,842,500

TOTAL COST: \$ 41,488,200

The Preliminary Capital Costs includes:

- Material and installation of boulevard and median streetscape elements
- Gateway elements
- Street lighting
- Streetscape furniture including benches, trash receptacles and bike parking

The Preliminary Capital Costs does **not** include:

- Roadway elements
- Utility relocation*
- Traffic signals
- Bus shelters

* The preliminary cost for undergrounding hydro is approximately \$ 3,500/ linear metre or **\$ 3.5 million/ kilometre** (not including the relocation of other utilities). The preliminary cost for the relocation of a hydro pole is approximately \$30,000 each.

CAPITAL COSTS COMPARISON

The Capital Costs for the Yonge Street & Davis Drive Streetscape Master Plan compared with other streetscape Capital Costs within York Region.

STREETScape	AVERAGE COST (MILLION) / KM
Yonge Street & Davis Drive Streetscape Master Plan	\$ 5.3 M
South Yonge Street Corridor Streetscape Master Plan	\$ 8.2 M
vivaNext Streetscape	\$ 6.6 M

PRELIMINARY MAINTENANCE AND OPERATIONS COSTS (IN 2016 DOLLARS) BY STREETScape CORRIDOR

Order of Magnitude Maintenance and Operations Capital Costs for each streetscape corridor:

STREETScape CORRIDOR	LENGTH (KM)	AVERAGE COST/ KM/ YEAR	CORRIDOR COST/ YEAR
Yonge Street North	1.8	\$ 194,000	\$ 349,200
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Davis Drive West	1.9	\$ 144,000	\$ 273,600
Davis Drive East	2.5	\$ 143,000	\$ 357,500

TOTAL COST: \$ 1,129,900

The Order of Magnitude Maintenance and Operations Costs assumes four season maintenance of the boulevard and median including:

- Cleaning and wet vacuum sweeping of boulevard hardscape surfaces
- Routine snow removal of boulevard surfaces
- Irrigation of boulevard and median planting
- Trees and shrub maintenance
- Repair of special features (planters, banners, gateway banding, etc.)
- Crosswalk pavement markings

The Order of Magnitude Maintenance and Operations Costs does **not** include:

- Snow removal in the roadway
- Maintenance of traffic signals and street lights
- Roadway maintenance and repair

MAINTENANCE AND OPERATIONS COSTS COMPARISON

The Order of Magnitude Maintenance and Operations Capital Costs for the Yonge Street & Davis Drive Streetscape Master Plan compared with other streetscape Maintenance and Operations Capital Costs within York Region.

STREETScape	AVERAGE COST/KM/ YEAR
Yonge Street & Davis Drive Streetscape Master Plan	\$ 144,000
South Yonge Street Corridor Streetscape Master Plan	\$ 300,000
vivaNext Streetscape (Highway 7)	\$ 190,000