

Project 1: German Mills Settlers Park

1. Location

- Start: John Street, east of Don Mills Road
End: Leslie Street, north of Steeles Avenue
- Ward: 2
- Approximate Length: 1,100 m
- Connects with:
 - Existing north-south on-road facility on Leslie Street; and
 - Proposed on-road facility on John Street.

2. Rationale

- This project involves improvements to an existing pathway, and forms part of the proposed “Lake to Lake” route identified in the York Region Pedestrian and Cycling Master Plan.
- The route is identified in the Markham Pathways and Trails Master Plan.
- The pathway section is heavily used by walkers and cyclists and connects directly to a significant valley pathway system immediately south of Steeles Avenue in the City of Toronto.

3. Observations and Considerations

- Refer to accompanying drawing sheet 1 A-1.

4. Detail Design Notes

- Facility Type: Off-road multi-use pathway
- Typical Cross Section: minimum 3.5m to accommodate service vehicle access to underground utilities
- Key Design Elements to be Considered:
 - Upgrade surface to asphalt surface on existing base;
 - Consider cyclist rub rail along section immediately south of John Street;
 - Improve pathway signage at John and Leslie Street junctions to guide users to the next section of off-road pathway;
 - Raise elevation of pathway bed in low lying areas to improve pathway surface drainage, particularly on north side of existing pathway bridge;
 - Investigate pathway culverts to ensure they functioning properly;

- Remove and replace asphalt on south side of existing bridge, in particular those locations where roots from nearby vegetation have compromised the asphalt surface.

- Key Constraints: None
- Structures Required: None
- Road Crossings: None

5. Public / Stakeholder Consultations

- Notification of Construction

6. Approval Process

- TRCA for stream bank stabilization in the vicinity of the existing pathway bridge
- No further approvals are anticipated for these pathway improvements
- A Class EA is not required prior to construction.

7. Opinion of Probable Cost

Opinion of Probable Cost (Capital)					
Item	Description	Unit	Estimated Quantity	Estimated Unit Price	TOTAL
1	Upgrade existing granular surface pathway to asphalt	Linear metres	1100m	\$80	\$88,000
2	Add Rub Rail on valley side of trail immediately south of John Street	Linear metres	150m	\$75	\$11, 250
3	Stream bank repairs in the vicinity of the existing bridge	allowance	1	\$40,000	\$40,000
4	Repair damaged bridge decking	allowance	1	\$3,000	\$3,000
	Total:				\$ 142,250

8. Next Steps

- Develop design and specifications
- Coordinate with TRCA regarding permitting requirements for work in the vicinity of the existing bridge
- Seek approval to proceed through Development Services
- Tender and construct