



DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING
SERVICES
TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7
www.newmarket.ca
planning@newmarket.ca
905.895.5193

June 16, 2014

**DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES –
PLANNING REPORT 2014-25**

TO: Committee of the Whole

SUBJECT: Official Plan Amendment # 11 - Active Transportation Network
File No: NP-13-02

ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Development and Infrastructure Services/Planning & Building Services – Planning Report 2014-25 dated June 16, 2014 regarding Official Plan Amendment # 11 – Active Transportation Network to the Town of Newmarket Official Plan be received and that the following recommendation be adopted:

- 1. THAT Official Plan Amendment # 11 - Active Transportation Network as contained in Attachment 1 be adopted by Council and forwarded to the Region of York for approval.**

COMMENTS

1. Purpose of the Report

The purpose of this report is to:

- report to Council on the comments received in response to Draft Active Transportation Network Amendment # 11; and
- recommend the adoption of OPA # 11.

2. Background

August 2012

The Town initiated a Town-wide active transportation study in August 2012 to be completed within the same time frame as the Secondary Plan.

May and June 2013

In May and June of 2013 the Active Transportation Network was the subject of a series of public meetings and workshops in conjunction with the Newmarket Urban Centres Secondary Plan. Specific invitations were extended to the cycling community to participate in the focus group workshops.

October 2013 (Draft Official Plan Amendment # 11 - Active Transportation Network)

In conjunction with the Draft Newmarket Urban Centre Secondary Plan (OPA # 10), Draft Official Plan Amendment # 11 was formally circulated to internal departments and external agencies in October 2013. Direct notice was given to all stakeholders that provided input and comment, including the members of the focus groups. The Active Transportation Network amendment was made available on the Town's website.

Two Open Houses were held in the afternoon and evening of October 10, 2013.

Notice of the Statutory Public Meeting was provided through the Era on September 26, 2013, followed by two subsequent notices in advance of the Statutory Public Meeting scheduled for October 28, 2013.

Postcard flyers were distributed to all the postal routes within and adjacent to the area of the Secondary Plan the week prior to the Statutory Public Meeting. The Statutory Public meeting was held on October 28, 2013.

In response to the input from the public engagement, the Active Transportation Network Summary Report was produced in March 24, 2014 and contains the summary of the comments received, identifies the recommended Active Transportation Network and identifies both on and off-road priorities for the next 5 years and their associated costs.

The Active Transportation Summary Report is attached as Attachment 4 – Active Transportation Summary Report (March 2014).

3. Details of the Amendment

The proposed amendments to the Official Plan identify both on and off-road routes for active transportation that will be included as a new Schedule D to the Official Plan, replacing the current Schedule D – On-Street Bike Lanes Plan. Associated amendments to the text are also included.

Official Plan Amendment # 11 consists of 2 categories as outlined below. The details of the amendment are addressed in **Attachment 1 - Amendment # 11 Active Transportation Network as Recommended for Adoption**.

- Item 1** Text amendments to include appropriate references and provisions related to the Active Transportation Network in the Official Plan.
- Item 2** Replace Schedule D On-Street Bike Lane Plan with the Active Transportation Network.

4. Comments Received

The comments received through the early workshops and public are summarized in the Active Transportation Summary Report (Attachment 4). The comments received in response to the Draft Official Plan Amendment #11 at/or following the Statutory Public Meeting in October 2013 are summarized in Attachment 2.

In response to the comments, a number of modifications were made to the Draft amendment for the Active Transportation Network, including:

- re-orientation of the underpass/overpass symbol at Water Street and the Tom Taylor Trail;
- added additional on-road and off-road segments to the Network, e.g., William Roe Blvd. and Towercrest Drive, Avenue Road, College Manor Drive, connection through the Toth farm west of Upper Canada Mall, trail connections west of Woodspring, between Yonge Street and the Twinney Recreational Complex, and in the area of the Magna Centre.

The recommended Active Transportation Network is attached in Attachment 1. Attachment 3 contains Figure 6 from the Active Transportation Summary Report, and identifies the main changes from the **Draft** Active Transportation Network.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

The Town-wide Active Transportation Amendment and associated public engagement process meets the following strategic directions:

Well-planned and Connected

- ensuring Long term Strategy matched with short-term action plan
- furthering the provisions of the Official Plan
- Improved inter-connectivity and interaction amongst neighbours and neighbourhoods

Well-respected

- Being a champion for co-operation and collaboration
- Promoting engagement in civic affairs

Well-equipped & Managed

- Clear vision of the future and aligned corporate/business plans

Living well by:

- implementing traffic and growth management strategies

CONSULTATION

In addition to the public, internal and external consultation generally described above, consultation was carried out with Engineering Services, Public Works Services, Recreation and Culture Services, Corporate Communications and members of Council.

HUMAN RESOURCE CONSIDERATIONS

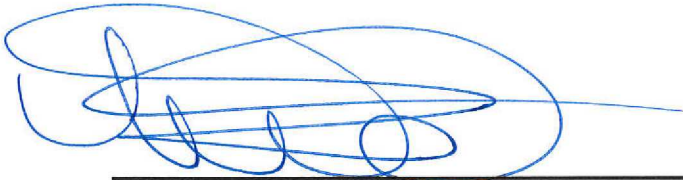
Additional resources may be required to implement the Active Transportation Network.

BUDGET IMPACT

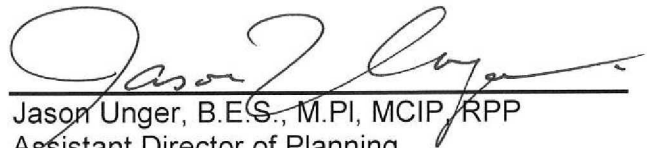
The implementation of the Active Transportation Network will impact the Town's capital budget. The implementation of the recommended 5 year priorities as identified in the Active Transportation Summary Report and is estimated at \$8-9 million. The implementation of these projects is at Council's discretion.

CONTACT

For more information on this report, contact Marion Plaunt, Senior Planner, Policy at 905 953-5300 x.2459 or at mplaunt@newmarket.ca.



Marion Plaunt, MES, MCIP, RPP
Senior Planner – Policy
Planning & Building Services



Jason Unger, B.E.S., M.PI, MCIP, RPP
Assistant Director of Planning
Planning & Building Services



Richard Nethery, B.E.S., MCIP, RPP
Director of Planning & Building Services



Rob Prentice
Commissioner
Development and Infrastructure Services

Attachments

Attachment 1	Official Plan Amendment # 11 – Active Transportation Network
Attachment 2	Comments Received
Attachment 3	Figure 6 Recommended Active Transportation Network Identifying Changes from the Draft Network
Attachment 4	Active Transportation Summary Report (March 2014)

Attachment 1

Official Plan Amendment # 11 to the Town of Newmarket Official Plan

Active Transportation Network

June 16, 2014

Official Plan Amendment # 11 to the Town of Newmarket Official Plan

Active Transportation Network

INDEX

PART A THE PREAMBLE

The Preamble provides an explanation of the amendment, including the location and purpose of the proposed amendment, summary of the planning context and supporting studies, an overview of the public participation process, and a summary of the changes to the Town of Newmarket Official Plan, but does not form part of this amendment.

PART B THE AMENDMENT

The Amendment describes the additions, deletions and/or modifications to the Town of Newmarket Official Plan, and constitutes Official Plan Amendment #11.

Format of the Amendment

The Format of the Amendment explains how the amendment is structured.

Details of the Amendment

- | | |
|---------------|--|
| Item 1 | Text amendments to include appropriate references to the Active Transportation Network in the Official Plan. |
| Item 2 | Replace Schedule D (On-Street Bike Lane Plan) with the Active Transportation Network. |

PART A THE PREAMBLE

1.0 PURPOSE AND LOCATION

The Active Transportation Network, attached as Schedule D applies Town-wide and identifies both pedestrian and cycling priorities within both the street right of way and off-road.

2.0 PLANNING CONTEXT AND SUPPORTING STUDIES

The Provincial Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan and the Newmarket Official Plan are committed to promoting active transportation as a means of shifting to more sustainable modes of transportation, providing transportation choices and reducing traffic congestion. Active transportation also promotes a more active lifestyle and includes benefits to health and air quality.

2.1 Active Transportation Network Summary Report (March 24, 2014)

In August 2012, the Town of Newmarket initiated an Active Transportation Study to define a comprehensive Active Transportation Network for the Town. The intent of the study was to refine the On-Street Bike Lane and Off-Street Trails plans in Schedules D and E of the Town of Newmarket Official Plan.

The study identified key *active transportation* origins and destinations within the Town, including schools, recreational facilities, transit stations and major employment and shopping centres. Existing *active transportation* mode shares were also analyzed to determine existing locations of higher intensities of walking and cycling.

The network identifies primary and secondary *active transportation* corridors, including both cycling facilities within the road right-of-way and off-road linkages. These corridors are intended to function as the "spines" of the *active transportation* network, with dedicated facilities for cycling and a well-defined pedestrian friendly environment. The focus of the network is to serve commuting trips – to school, to work, to shops. The primary and secondary corridors would be supported by a tertiary network of local streets and trails that would feed the network's "spines".

The Summary Report identifies priorities over the next five years and provides an estimated capital cost of the off-road and on-road priorities identified on Appendix B of the Report.

2.2 Parks Policy Development Manual (November 2012)

The existing parks and open space system within the Town has been studied and documented in the Town's Parks Policy Development Manual which was approved by Council in November 2012 and envisions a parks, trails and open space system in Newmarket to serve a diverse range of residents and visitors year round. The Manual also identifies a conceptual trail system that contributes to the Active Transportation Network. The Manual recommends the preparation of a comprehensive Trails Master Plan to build upon the recommendations contained in the Manual.

3.0 PUBLIC PARTICIPATION PROCESS

A draft town-wide Active Transportation Network was incorporated into the Newmarket Urban Centres Directions Report and released for public comment in May 2013. Based on the comments received through this consultation process as well as the response to the Draft Active Transportation Network (October 2013), the network was revised and a recommended Active Transportation Network has been prepared as part of this amendment.

PART B THE AMENDMENT

Format of the Amendment

Amendment #11 to the Town of Newmarket Official Plan consists of the following proposed modifications to the text and Schedules to the Official Plan.

Sections of the Official Plan proposed for modifications are identified as "**Items**".

Item 1 identifies the changes to the text of the Official Plan, while Item 2 identifies the changes to the Official Plan Schedules.

Where additions to the existing text are proposed, they are identified in "**bold**". Where the text is proposed to be deleted, it is shown in "~~strikethrough~~". Where appropriate, unchanged text has been included for context and does not constitute part of Amendment #10.

Details of the Amendment

(This is the operative part of Official Plan Amendment # 11)

Item 1 Text amendments to include appropriate references to the Active Transportation Network in the Official Plan.

1. 8.0 Parks and Open Space

a) Revise Policy 8.2.5 as follows:

8.2.5 A system of pedestrian and bicycle trails shall be developed providing internal circulation within residential neighbourhoods, as well as to the larger community and the Historic Downtown Centre. Trail design elements shall be sympathetic to the surrounding environment. The Trail System will connect Open Space areas, parks, schools, shopping, valleylands and other community facilities and provide an alternative means of access than the automobile. ~~The redevelopment of existing uses, the approval of residential plans of subdivision, new lots created through Consent, and the development of new Open Space areas~~ **New development and redevelopment** shall include provision for the establishment of a system of walkways and/or bikeways in accordance with the conceptual linkages **Network** shown on Schedule D, **Active Transportation Network** ~~On-Street Bike Lane Plan, and Schedule E, Off-Street Trails Plan., which are shown for information.~~ Changes to the trail system may occur without amendment to this Plan.

2. 15.6 ~~Pedestrian, and Bicycle and~~ Active Transportation Network

Policies

1. In all new development and redevelopment, consideration **implementation of the Active Transportation Network, identified on Schedule D, shall be a priority.** ~~shall be given to pedestrian and bicycle movement.~~
 2. A system of safe and secure pedestrian walkways and/or bicycle **facilities** paths within **the Urban Centres** ~~centres of high activity such as the Yonge-Davis Provincial Urban Growth Centre, the Yonge Street Regional Centre, the Regional Healthcare Centre and the Historic Downtown Centre,~~ as well as **linkages between the Urban Centres** ~~areas to and the existing~~ residential neighbourhoods in the Town, shall be encouraged.-
 3. Sidewalks shall be provided on public road right-of-ways, **to encourage walking and to create a safe and accessible pedestrian environment throughout the Town.** ~~where appropriate.~~
 4. Bicycle **facilities** paths and pedestrian trails and walkways shall be provided throughout the parks and open space system in accordance with the conceptual linkages shown on Schedule D, **Active Transportation Network** ~~On-Street Bike Lane Plan and Schedule E, Off-Street Trails Plan.~~
 5. Where appropriate and feasible, ~~the Town as existing streets are upgraded and/or maintained and new streets are developed, the Town may secure~~ acquire **additional** right-of-way **width** to accommodate off-road trails and on-street bike facilities **and sidewalks.** The following right-of-way widths shall generally be required for cycling facilities within the **road** right-of-way:
 - ~~5 metres for off-road trails~~
 - 1.25 to 2.0 metres. for on-street bike routes
 6. **The Off-road network conceptually identified on Schedule D, Active Transportation Network and on Schedule E, Off-Street Trails Plan will be developed by the Town as funding is available. The following widths will generally be required for local trails through to multi-use paths:**
 - 1 to 5 metre.** ~~for off-road~~
- Where appropriate, or where physical space is limited, cycling and pedestrian facilities may be separated.**
7. **The Primary Active Transportation Network will be the highest priority for completion, with the Secondary Active Transportation Network as the second highest priority.**
 8. **The Primary Active Transportation Network is designed to complement the Regional cycling network and assist residents and**

employees of Newmarket to quickly and efficiently access local neighbourhood and community attractors and generators as well as transit stations.

9. Corridors identified as comprising part of the Primary Active Transportation Network within the road ROW within the Urban Centres identified on Schedule D will incorporate dedicated bike facilities that are separated from mixed traffic, preferably by grade separation or physical barriers, for the majority of their length.
10. The Secondary Active Transportation Network is designed to further increase accessibility to all Newmarket neighbourhoods and provide direct connections to the Primary Network. The Secondary Active Transportation Network will be the second highest priority for completion. Corridors identified as comprising part of the Secondary Active Transportation Network within the road ROW within the Urban Centres identified on Schedule D will incorporate, at minimum, on-street bike facilities.
11. For properties within the Urban Centres, rights-of-way required for the completion of the *active transportation* network identified on Schedule D shall be conveyed to the Town of Newmarket as a condition of the applicable *Planning Act* application or, in some cases, may be acquired by the Town and the cost of acquisition recovered through cost sharing agreements with benefitting landowner.
126. Pedestrian and bicycle facilities **will provide appropriate widths that allow accessibility for** persons with disabilities, where feasible.
13. In addition to designing for accessibility devices, consideration will be given in the design of the Active Transportation Network to accommodate emerging modes of transportation, including, but not limited to Segway's, kick bikes, long boards and other similar modes.
14. A Detailed Trail Implementation Plan ~~Comprehensive Trails Master Plan~~ will be developed to build upon the recommendations of the Town's Park Policy Development Manual.
15. A detailed Active Transportation Plan within the Street Right of Way will be developed to prioritize the network, undertake design considerations, including the desired street cross-section(s).
16. Minor changes to the location or alignment of the Active Transportation Network identified on Schedule D or the Off Street Trails Plan, identified on Schedule E will not require an amendment to this Plan provided the general intent and purpose of the route is maintained.

Item 2 Changes to the Official Plan Schedules

Replace Schedules D (On-Street Bike Lane Plan) with a new Schedule D - Active Transportation Network, which identifies the Primary and Secondary Active Transportation Network for facilities both within the street right-of-way and off-road.

Town of Newmarket

[illegible]

(Page intentionally blank)

Attachment 2

Comments Received in Response Official Plan Amendment # 11

Draft Active Transportation Network

OPA # 11 Summary of Comments Received			
Source	Comment	Response	Recommendation
Luc Andrew Sagar	That the Active Transportation Schedule identify an underpass/overpass at Water Street for the Tom Taylor Trail	Underpass/overpass is identified on Draft Schedule D (September 2013)	Continue to identify the future underpass/overpass but re-orient the symbol for the underpass/ overpass to align with the Tom Traylor Trail to more accurately reflect its location.
Robert Spencer	That the Active Transportation Schedule connect William Roe Blvd. east from Yonge Street along Towercrest Drive easterly to Lorne Avenue.	Agree with Recommendation	Schedule D to include the recommended connection.
Dave Sorensen ¹	Requested clarification on a number of points with respect to the Active Transportation Network	See attached questions and staff response under Attachment 2.	No specific changes to the policy or Schedule are recommended.
	An off road link through the Glenway former golf course would create a safer off-road connection and a tunnel should be considered for the off-road crossing of Davis Drive.	The assumption in the short term is that the off-road AT on the Hydro Corridor would require users to cross at the lights at Crossland and link back to the Hydro corridor. Future consideration would need to be given to a potential future bridge/underpass through the detailed studies referred to above.	No change recommended at this time.

¹ The staff response to the detailed questions posed by Mr. Sorensen is attached in below.

	Too many disconnects in the off-road Plan. Priority should be to make these connections especially.	Tertiary off-road and on-road connections are being proposed through the Glenway subdivision process. As you may be aware there are a number of tertiary connections throughout the Town to supplement and feed into the AT Network. A connected off-road system is ideal, but not always able to be achieved.	
--	---	--	--

	Harry Walker is a wide road and should not be a priority.	Provides AT connection to one of the Town's key employment areas.	No change recommended.
	There should be bike lanes on Main Street north of Davis Drive.	Main Street north of Davis is identified as part of the Primary AT Network. The northerly portion end is currently identified as a priority (See Appendix B)	No change necessary.

1. Bob Spencer

Further to our discussion at the meeting in the library, I mentioned that the Active Transportation map is missing one link. It is William Roe Blvd. east from Yonge Street connecting to Towercrest Drive thence easterly to Lorne Avenue. The map looks great; it is easy to read. After investigating the routes I was surprised at the amount of existing interconnections that provide access to most of the town, and look forwards to the full build out of the plan.

2. Luc Sugar

The Town of Newmarket is developing the Active Transportation Network as part of their Official Plan update. I am recommending that a grade separated facility at the Water Street crossing be identified in the draft version of the Active Transportation network plan. I am in favour of protecting the long term implementation of either an underpass or overpass connecting the north side with the south side of Water Street on the Tom Taylor Trail. If Newmarket Council adopts the recommended Active Transportation plan in the next few months then there is policy that can help staff pursue this crossing initiative in the future. I believe it is an important first step and I hope you will be a strong advocate for this long term grade separation initiative.

Thank you for your time and consideration.



Planning and Building Services

TOWN OF NEWMARKET www.newmarket.ca
395 Mulock Drive planning@newmarket.ca
P.O. Box 328, STN Main T: 905.953.5321
Newmarket, ON L3Y 4X7 F: 905.953.5140

MAY 27, 2014

MEMORANDUM

TO: DAVE SOVRAN

FROM: MARION PLAUNT

RE: COMMENTS ON THE NEWMARKET ACTIVE TRANSPORTATION NETWORK

The following is in response to the Questions you posed. I have embedded my response within your comments for ease of reference.

Can you clarify where future bike lanes will be going?

Response: Figure 6 identifies the Active Transportation Network (ATN). The network assumes that pedestrian and cycling facilities will be provided within the ROW and Off-road routes identified.

It is not clear on Figure 1.

Response: Figure 1 identifies existing plans and conditions which was the starting point to build the AT Network.

In referring to the sketches on pp 19-20, the lanes on Existing Minor Collector streets outside the Secondary Plan area appear very narrow once bike lanes are added. If this were done on my street (Crossland Gate) this would create an inadequate space for buses which run on this route. In addition, it would create a street with no street parking. Has this been addressed?

Response: The ROW would need to be evaluated on an individual basis at the time of detailed design and may require reconfiguration to ultimately accommodate all that is proposed, e.g., curbs may move, width of the travel lane may need to be widened or reduced(as you will note

**the travel lanes vary between 3.0-4.0 m depending on the function).
Narrower travel lanes tend to slow vehicular speeds.**

Did the Figure 3 study lead to the priority rank order of various initiatives as in Appendix C?

The study seems to be very outdated given our current reality. For eg., it shows zero bicycle and pedestrian trips west of Yonge St. Hard to believe.

Response: No. Figure 3 is from the 2006 Transportation for Tomorrow Survey and was the background or benchmark to ascertain historic travel patterns. The data is somewhat dated (2006) but is the most recent data available when the report was prepared. See Page 3 and 4.

The priorities in Appendix C are based on Appendix B.

As a corollary question, will these initiatives be affected once updated development approvals are included? In terms of safety, activity and destination realities, how will the growing intensification, both within and outside of the Growth Corridor, affect these initiatives - particularly the on-street routes (Figures 3 & 4)

Response: Appendix B identifies the 0-5 year priorities. Priorities after that will be subject to the Recommended Studies identified in Section 5 - Detailed Trail Implementation Plan and Detailed Active Transportation Plan within the Right of Way.

Figure 5: The Town is proposing to add 3 roads, 2 of them traffic-light controlled, in a small stretch on Davis Drive. This is also a stretch that will be adding at least 5,500 motor vehicles between Yonge/Davis and Bathurst given new approved developments. Two issues obviously stem from this. Traffic flow here will now have 3 light-controlled intersections, 1 additional non-light controlled (?), a new gas station (with likely and entrance and exit onto the east-bound lanes) and all these additional vehicles. This seems like a painful way to enter and exit the Town. The second opportunity is that the pedestrian crossing is at Crossland and Hwy 9. The opportunity is to make a linkage to the Active Transportation Network and have it avoid this intersection by building a tunnel underneath.

At this point, the off-road stretch in this area crosses the road further west and does not align with the lights at all. How will that work? Would be better if it could be linked with the Glenway east lands and cross 'together' under Hwy 9 forming a direct link to the network on the north side of Hwy 9 (refer to p 10)

Response: The assumption in the short term is to that the off-road AT on the Hydro Corridor would require users to cross at the lights at

Crossland and link back to the Hydro corridor. Future consideration would need to be given to a potential future bridge/underpass through the detailed studies referred to above.

An opportunity to create a green corridor through the Glenway property was proposed in order to create this more direct link going up the former 2nd hole and going up to the west side of the existing stormwater pond by the entrance to the community. The advantage of this approach could add additional green space plus a safer off-road linkage to the northern trail system (rather than relying on Eagle or Crossland Gate which will both become much busier in the near future).

What is the prioritized timeframe for all this, since both the primary and secondary priority initiatives appear to have the same 0-5 year timeframe.

In my view there are too many 'disconnects' in the Off-road plan. Those who cycle on such off-road paths are possibly less inclined to switch back and forth to on-road options. I would prioritize a means to ensuring that the off-road system truly becomes a 'network' by finding ways of connecting all its constituent parts.

Response: Tertiary off-road and on-road connections are being proposed through the Glenway subdivision process. As you may be aware there are a number of tertiary connections throughout the Town to supplement and feed into the AT Network. A connected off-road system is ideal, but not always able to be achieved.

Would like to see on-road bike lanes on Main Street north of Davis, however this might or might not fit the priorities at this time. For cycling, it could be safer.

Response: Main Street north of Davis is identified as part of the Primary AT network. The north end is currently identified as a priority (See Appendix B)

Re Harry Walker Road being high on the current priority list (p28): this is already a very wide road so if the Town is looking to save money or defer this expense till later, I would drop this one further down the list, *in spite of the fact* that it leads to businesses on that side of Town.

What updated data support this priority list?

Response: Harry Walker Blvd. is a key employment area in the Town and is scheduled for upgrades in the 0-5 year time frame and is therefore identified as a priority.

By prioritizing the west of Yonge St. area last, current patterns from the 2006 U of T study will be reinforced instead of working to influence future behavior change first where it appears to be most in need.

What will bike lanes look like? Painted bike symbol, painted lane or just a painted line such as on Bathurst? etc.

Response: The AT study did not deal with this level of detail. This level of detail will be addressed with the detailed design.

What are the plans for future Davis St. bike lanes? I only see a priority between Bathurst and the GO Terminal but not going further east.

Response: The priority is to complete the connection to the bus terminal and the mall - two key destinations.

Given that the OMB is now communicating that intensification is potentially permitted everywhere in the built boundary, this is a great initiative and should be made official as soon as possible, even if future amendments are required. Also, any lands which might need to be expropriated to make it happen, should be identified immediately.

A point of clarification: Ruth Victor stated under oath at a recent OMB Hearing that this Active Transportation Network was already part of the Newmarket OP. Is this true?

Response: The recommended AT Network is part of a number of plans including the current Official Plan Schedules e.g., Schedule D- On-Street Bike Lane Plan and Schedule E Off-Street Trails Plan. All current Plans are identified on Figure 1, e.g., Town OP.

OPA # 11 AT Network as recommended, would replace Schedule D to the Official Plan.

Comments on Selected Comments:

YES, to library expansion or at the very least, a focus on some sort of cultural 'expansion'. The Town has a dearth of infrastructure in this regard, theatre, music etc., especially since the York University idea will not be happening.

I disagree with the comments of Mr. Smith regarding limiting the focus on cycling; 3 issues there: if the infrastructure isn't there, people will cycle less. Address that and it will increase. Secondly, the topography has hills but isn't as daunting as he suggested. Thirdly, if the municipality is serious about meeting its population and job growth targets, then there will be more people working locally and inclined to use non-motorized transportation alternatives.

There is a lack of green space and the Secondary Plan process has put a number on that shortfall, particularly in the NW quadrant (Table 3, p57 of the Urban Centres report). What is troubling is that the exact location of the biggest shortfall has not been described, nor has a solution to this shortfall been specifically linked to planned specific actions. Also, I am reminded that the NW quadrant is huge. So, where is the shortfall? Is there greenspace remaining that can address shortfalls that lie within priority areas? How will this be addressed and when?

Response: The Directions Report addressed the shortfall in more detail (See Page 54 of Directions Report. Although the population may vary somewhat from the Directions populations the issue remains essentially the same.

Strategic properties for parkland have been identified in the Secondary Plan as “Parks and Open Space” (See Schedule 6). In addition, policy to deal with parkland dedication as applications proceed is included. The Town is undertaking the development of an alternative parkland dedication By-law to address the future requirements in keeping with the provisions of Section 42 (3) of the *Planning Act*.

Other Comments:

Staff correspondence to Marianneville Developments was directly objected to by the OMB adjudicator in a recent Hearing, indicating that alternate land use opportunities should have been considered for the Glenway lands years ago, and, in the view of the community, this could have included what to do with the green space (or at the very least, *parts* of it) that could have contributed to the green space deficit already identified through this process.

We require a Motorist AND cyclist education program initiative to re-educate the population on both the approach as well as proper travelling etiquette in order to proactively address road safety issues (i.e., vehicle/cyclist collisions, ‘dooring’ etc.). Also, I’d recommend tracking any such incidents pro-actively. This has not been done in Toronto until recently and failure to do so misses opportunities for capturing real data on how the initiative is working and how it can be improved.

Great to have the addition of Public Art.

NO to bonusing if it means adding ‘floors’ beyond the current by-laws.

Just a thought: at this point in the planning process we have an opportunity to create ‘public spaces’ that are unique, potentially ‘themed’ and do NOT resemble other ‘cookie-cutter’ open space approaches that we see in other new developments in the GTA.

Response:

Thank you for the above constructive comments. They will be taken into consideration in the finalization of the Plan.

Is the GO Station planned to be a Mobility Hub or will it in future be moved to a centralized location on Yonge St. together with the Viva Next?

Response: The role of the Go bus station will be taken into consideration in conjunction with the Mobility Hub Study identified for the Go-train station area as well as the master planning for the Upper Canada Mall (See Policy 5.3.4 and Policy 9.3.2.1 of the Revised Draft Secondary Plan, March 24, 2014)

Are there any plans or discussions to augment the potential of the Main Street Heritage District and River Walk Commons by developing some sort of open space, or other walkways, stores etc. on the east side of the river?

Response: See proposed parks on Schedule 6. Also the Tom Taylor Trail is located on the east side of the river to Water Street and on the west side of the river north of Queen Street to Davis Drive. A new trail is proposed on the east side of the river between Queen Street and Davis Drive.

Figure 6 Recommended Active Transportation Network Identifying Changes from the Draft Network



Attachment 4

Active Transportation Network Summary Report

March 24, 2014