**Westgate Secondary Plan & Official Plan Amendment Details**

**1309 & 1335 Carling Avenue**

**D01-01-15-0021**

**Third Set of Comments from the Civic Hospital Neighbourhood Association (CHNA)**

 The Civic Hospital Neighbourhood Association (CHNA) has provided two previous submissions on the proposed Westgate development. CHNA has the following additional comments on the latest set of documents:

Community Transportation Study

 The study states: "*Through consultation with MTO it has been indicated that an upcoming study will examine the impacts and feasibility of removing the existing Westbound Carling Avenue onramp to Highway 417. While the results of that study would impact the analysis contained in this report, no details were available at the time of writing. The MTO closure study should consider the impact of intensification in the area that would be influenced by the proposed closure, including the subject development."*

* It is now becoming clear that MTO is going to remove this onramp. Shouldn't the MTO closure study be included with other studies?

 CHNA is a disappointed with the cursory references to pedestrian and cycling infrastructure in the Transportation Study.

* With the 2014 zoning review, arterial streets such as Carling are expected to be transformed into streets that resemble main streets rather than arterials.  The transportation networks associated with this long-term Westgate development does not appear to reinforce this long-term vision.

Westgate Master Plan

 This document states: *"The Carling corridor will be increasingly pleasant and inviting for pedestrians, of all abilities, and support cyclists via a well-connected and safe network of pathways and lanes."*

* While there is a reference to a "cycling track" along the north side of Carling in the Westgate Secondary Plan, there is no depiction of the design of such a track (other than a dotted line) and it does not seem to be reflected in the Master Concept Site Plan.  It would be nice to see a design of this track.
* CHNA does not see anything in the Secondary Plan or the Transportation Study that shows a re-design of the Carling or Merivale streetscapes that contribute to making the streets pleasant and inviting for pedestrians other than trees on the development side of the sidewalk. Pedestrians will still have to walk along a sidewalk that is only a few feet from speeding Carling Avenue vehicular traffic.

Prepared by Kathy Kennedy

Chair, Planning & Development

CHNA

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