

Nodal growth with transit 'the answer'

From page 1.

committee.

Mr. Gladki said he hopes the report will move Greater Toronto Area politicians and senior staff to plan for growth on a regional scale, centred on dense areas called nodes and served by adequate transit systems.

York has just entered an ambitious partnership to build rapid-transit in the region and Planning Commissioner Bryan Tuckey said residential densities here are increasing.

But Mr. Gladki said build-

ing with higher density is not enough — our main roads must be both transit- and pedestrian-friendly, he said. "It's the pattern of development that's important, it's the form of development that's important."

The report says throughout the suburban regions the design of arterial roads "creates a hostile environment for pedestrians." York's design standards, it says, place traffic lights 350 to 500 metres apart, a distance too great for pedestrians to cross.

York plans to widen many of its arterial roads, but Mr.

Gladki said it is only by reducing lanes of traffic, adding medians and trees, and minimizing the spaces between buildings that you can create attractive mixed-use areas where people feel comfortable getting out of the car and walking.

Newmarket Councillor Tony Van Bynan said Baby Boomers are becoming more interested in having personal service and "atmosphere" where they shop.

Newmarket wants to take advantage of this trend by redeveloping its downtown, primarily on Water Street south of Davis Drive. "It's seen its share of blight," Mr. Van Bynan, chairperson of Newmarket's downtown revitalization committee said this week.

The town has told neighbourhood groups, merchants and property owners it wants to preserve the nature of the area and will rebate a portion of taxes for property owners who made improvements, he said. "What we want to do is take advantage of what the main street offers and build on that."

York hopes redevelopment along its southern Hwy. 7 corridor will slow the spread of new development further north. The strip plazas that line the highway in Markham are a terrible use of space, said Bill O'Donnell, a regional councillor for Markham.

But Mr. O'Donnell said the trend to denser development depends on the will of residents, many of whom say



BILL O'DONNELL: Residents move to communities for 'small town experience', councillor says.

they moved to places like Markham for a "small town" experience and don't want that to change.

"We may never see the end of the cul-de-sac, for example, because it's still a place where people think it's desirable to buy a home."

But Debbe Crandall, executive director of Save The Oak Ridges Moraine, said urban settlement boundaries the province has set to protect the moraine will fail "if we don't do something about directing growth."

Ms Crandall, a member of the province's smart growth management panel for the Golden Horseshoe as well as a sub-group which will attempt to write a smart growth strategy plan, said people must start planning for areas in the GTA and beyond as if they were interconnected.

"We may never see the end of the cul-de-sac, for example, because it's still a place where people think it's desirable to buy a home."

—Bill O'Donnell, Markham regional councillor

Notice of Liquor Licence Application



The following establishment has applied to the Alcohol and Gaming Commission of Ontario for a liquor licence under the Liquor Licence Act:

Application for a Sale Licence

Village Grill & Chophouse
(formerly known as Pine Apple Inn & Bakehouse (The))
149 Main Street, Town of Markham
Unionville (including outdoor area)

Any resident of the municipality may make a written submission as to whether the issuance of the licence is in the public interest having regard to the needs and wishes of the residents. Submissions must be received no later than **June 22, 2002**. Please include your name, address and telephone number. If a petition is submitted to the Commission, please identify the designated contact person.

Note:

The AGCO gives the applicant details of any objections.

Submissions to be sent to:
Licensing and Registration Department
Alcohol and Gaming Commission of Ontario
20 Dundas St. W., 7th Floor
Toronto, ON M5G 2N6
Fax: 416-326-5555
E-mail: licensing@agco.on.ca



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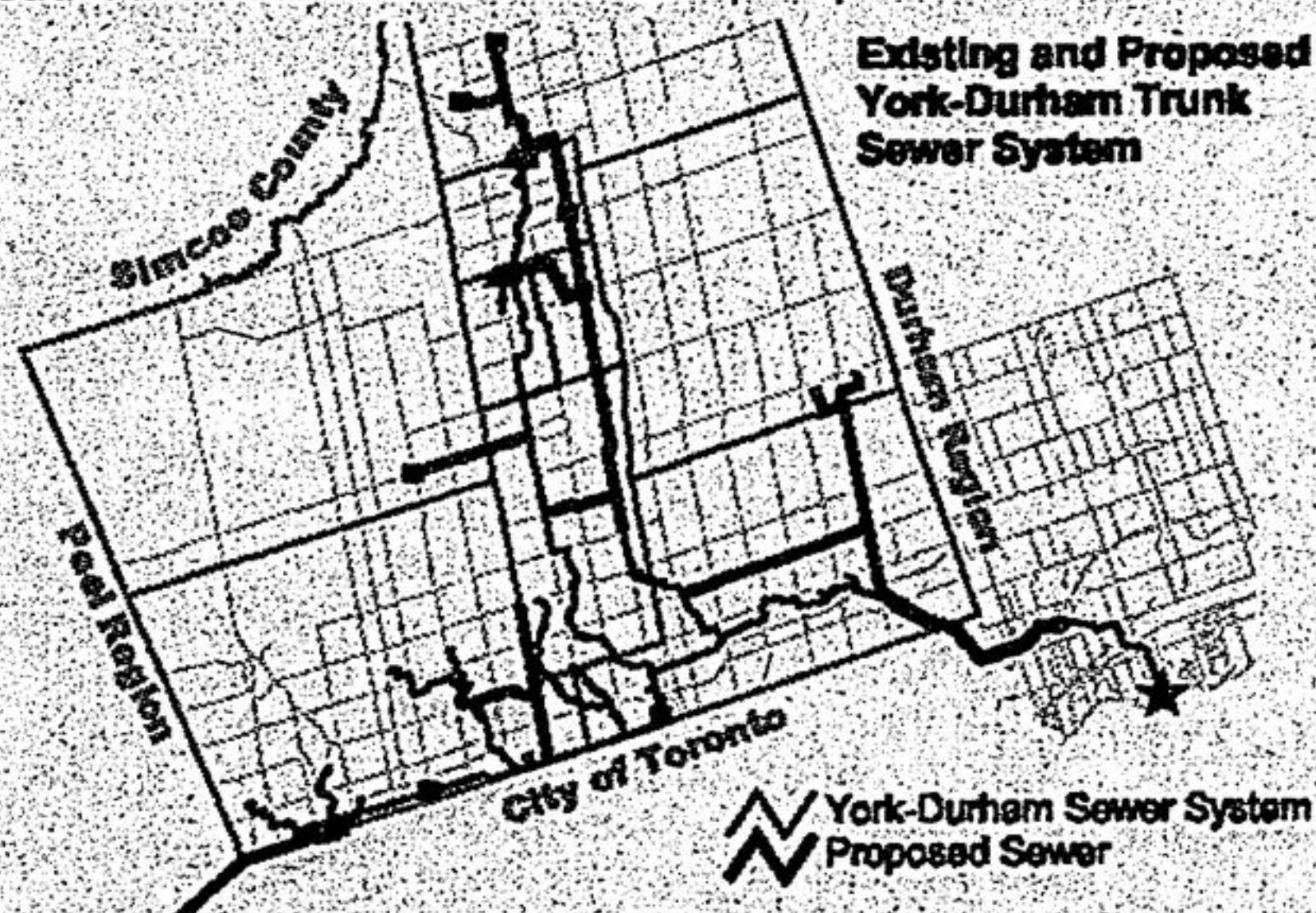
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NOTICE OF COMPLETION York-Durham Trunk Sewer System Master Plan Update

In 1997, the Regional Municipality of York completed the Master Plan Study for the York-Durham Trunk Sewer System (YDSS). The map below identifies the municipalities in York Region serviced by the YDSS. The 1997 Master Plan Study identified and reviewed sewage servicing alternatives necessary to meet current sanitary sewage servicing needs and future growth as identified in the Regional Official Plan (ROP). Several priority and strategic projects to be implemented during the planning period were described in the Master Plan. Priority projects were those required to address pending problems in the existing system and were identified for implementation within 5 years of the 1997 Master Plan. Strategic projects were those required within 10 years to service predicted development and to provide key components of the ultimate YDSS servicing scheme.

Approximately five years have passed since the Master Plan was completed. As York Region continues to experience one of the highest growth rates in the Greater Toronto Area, wastewater demands on the YDSS have continued to grow in proportion to the number of residents and employees serviced by the system. Local sewer systems in Newmarket, Richmond Hill, Aurora, Markham and Vaughan will continue to rely on the YDSS to convey and treat sanitary wastewater. Looking further ahead, extensions to the communities of King City, Stouffville, Holland Landing and Queensville are well into the planning stages. The YDSS Master Plan has been updated to ensure timely decision-making on this important infrastructure, considering the recent assumption of specific trunk sewers by the Region, a new 2036 planning forecast and implementation status of 1997 Master Plan projects. Proposed YDSS Priority and Strategic projects including future extensions to satellite communities have been confirmed through the Master Plan Update.

The YDSS Master Plan including the 2001 Update was carried out in accordance with the master plan provisions of the



June 2000 Municipal Engineers Association Municipal Class Environmental Assessment document. The 2001 YDSS Master Plan Update report is available for review and comment at the following location:

The Regional Municipality of York
Transportation and Works Department
17250 Yonge St., 1st Floor
Newmarket, ON L3Y 6Z1

With respect to implementation of the YDSS servicing strategy, it is important to note that in order to fulfill remaining Class Environmental Assessment requirements individual projects identified in the 2001 Master Plan Update will require additional documentation/investigations at a project-specific level. This will also include further consultation leading to the filing of a project specific Notice of Completion to review agencies and the public.

For further information on the YDSS Master Plan Update please contact any one of the following individuals listed below:

- | | |
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