

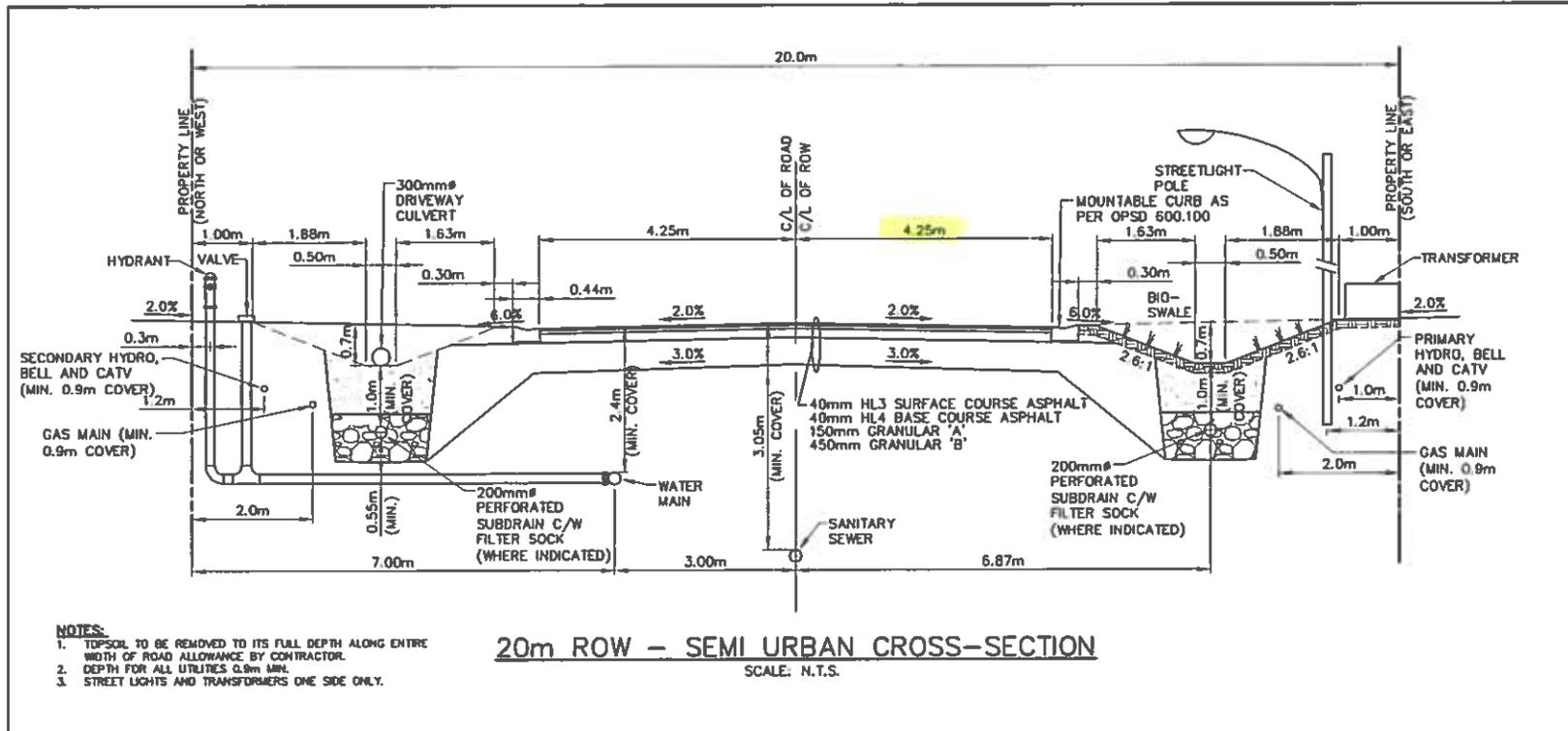
Residents of Crestview Court – Plateau East Subdivision

Signed Petition Received by the Clerk's Department –
June 11, 2018

Plateau East Subdivision is comprised of 39 lots. Of the 39 lots, 37 property owner's support the deletion of a proposed “gravel walkway” on Crestview Court.

1ST SUBMISSION

Valve	5.5	At each valve
Service Saddle	2.3	At each service saddle
Tees, elbows etc.	2.3	On each fitting for 150mm - 150mm pipe
Tees, elbows etc.	5.5	On each fitting for 200mm - 300mm pipe



- INCLUDE K
- D. MAINTENAN
- E. MAINTENAN
- 404.020.
- F. DROP STRI
- G. RESIDENTIA
- (MIN. 150
- CONNECTIO
- H. RESIDENTIA
- mm x 100
- 38 mm M
- PAINTED G
- ELEVATION
- WATERMAIN**
- A. ALL WORK
- B. MINIMUM C
- SERVICE L
- WATERMAIN
- C. WHERE SP
- COVER AS
- DEPTH OF
- DEPTH OF
- WATER MAJ
- D. ALL VALVE
- COLDSTREA
- E. THRUST E
- TERMINATE
- RESTRAINEI
- CONDITION:
- THAN 200
- PVC SHALL
- (SEE CHAF
- 1103.010 ,
- F. CATHODIC
- STANDARD
- G. RESIDENTIA
- 'A' EMBED)
- H. RESIDENTIA
- TESTING T)
- OF THE SE
- I. ALL WATER
- TO BE SUJ
- J. HYDRANTS
- K. HYDRANTS
- 1.2 m LOT
- MARKER TC
- L. ALL PVC
- OTHER CC
- CONNECTIV

CONTRACT DRAWINGS
 CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST BE REPORTED TO THE ENGINEER BEFORE COMMENCING WORK. DRAWINGS ARE NOT TO BE SCALED.
 C.C. TATHAM & ASSOCIATES LTD. CLAIMS COPYRIGHT TO THIS DOCUMENT WHICH MAY NOT BE USED FOR ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF C.C. TATHAM & ASSOCIATES LTD.

CONTRACT DRAWINGS
 LEGAL SURVEY INFORMATION AND LOT DIMENSIONS SHOWN ON THIS PLAN ARE TAKEN FROM A DRAFT PLAN OF SUBDIVISION PREPARED BY ZUBEK, EMO, PATTEN AND THOMSEN LIMITED, DATED JUNE 7, 2013, WHICH MAY NOT BE FINAL AND ARE NOT GUARANTEED. THE FINAL REGISTERED PLAN OF SUBDIVISION SHALL BE REFERRED TO FOR CONFIRMATION OF THE DATA.

IBM#1 - ELEVATION: 201.364m
 ELEVATIONS ON THIS PLAN ARE GEODETIC AND ARE REFERRED TO THE NAIL & WASHER IN HYDRO POLE LOCATED ON EAST SIDE OF OSLER BLUFF ROAD, JUST NORTH OF EXISTING ENTRANCE ON WEST SIDE OF ROAD.
IBM#2 - ELEVATION: 203.473m
 ELEVATIONS ON THIS PLAN ARE GEODETIC AND ARE REFERRED TO THE NAIL & WASHER IN HYDRO POLE LOCATED ON EAST SIDE OF OSLER BLUFF ROAD, JUST SOUTH OF FIELD ENTRANCE.

NO.	REVISIONS	DATE	INITIAL
1.	FIRST SUBMISSION	JULY 31/15	DRT

APPROVED

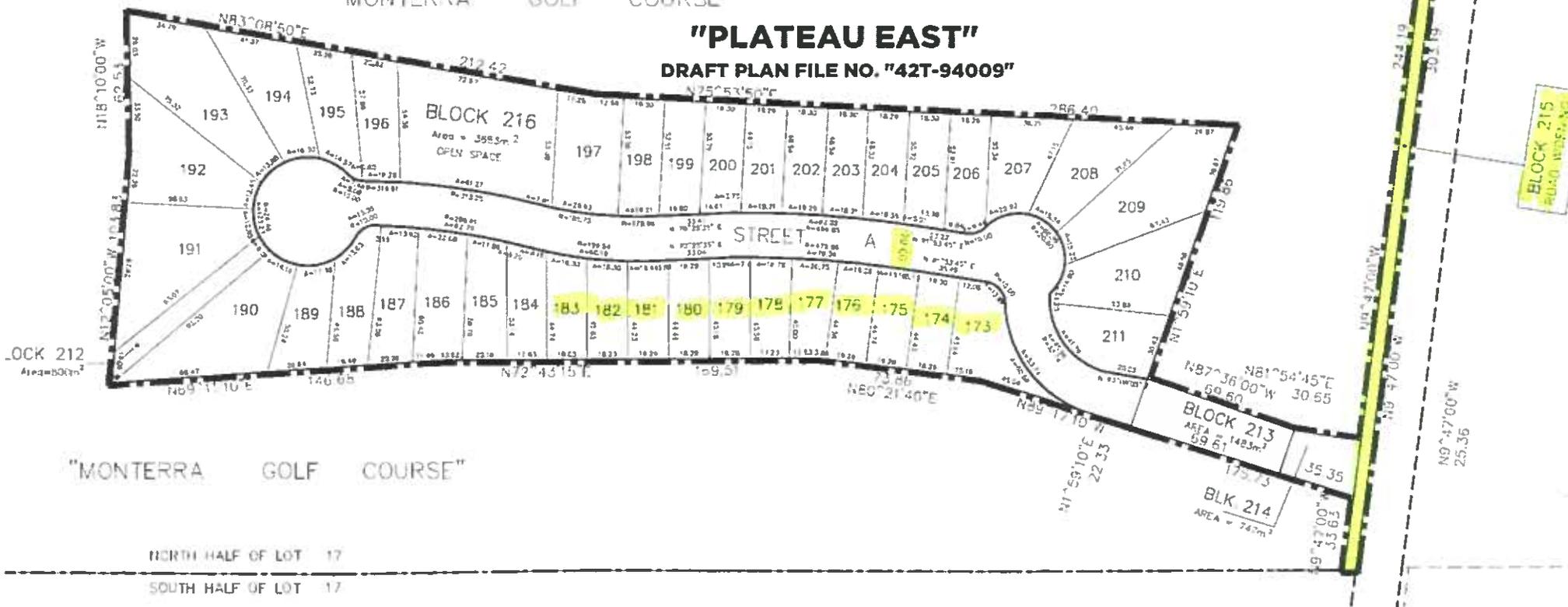
LOT 16
LOT 17

N73°07'30"E
5.22

"MONTERRA GOLF COURSE"

"PLATEAU EAST"

DRAFT PLAN FILE NO. "42T-94009"



BLOCK 215
AREA = 148.5m²

Block 212
Area = 603m²

"MONTERRA GOLF COURSE"

NORTH HALF OF LOT 17
SOUTH HALF OF LOT 17

RECEIVED VIA EMAIL - Derek Boyne

From: Michael Benner
Sent: June 1, 2018 3:57 PM
To: 'Derek Boyne' [REDACTED]
Subject: RE: Plateau East - Crestview Court Trail Surface (Bike Trail)

Hi Derek,

Sorry for not getting back to you sooner. There is certainly merit in your observations and, I think, elimination of the trail and creating bike lanes on the roadway could be supported by staff if we received such direction from Council. The reason why we would need Council direction is that the trail was part of the Master Development Agreement that proposed linkages amongst all the development backing on to the Monterra Golf Course.

Your request for reconsideration could be made to Council through correspondence, email would work, or by appearing as a delegation to the one of the upcoming Council meetings. I would suggest targeting the June 18th Council meeting as Council goes on summer break in July and August and it would be good to have the trail issue resolved this summer. After receiving your correspondence or delegation, Council would refer the matter to staff for follow up.

Hope this helps and please do not hesitate to contact me should you wish to discuss this further.

Thanks,

Michael

From: Derek Boyne [REDACTED]
Sent: June 1, 2018 12:57 PM
To: Michael Benner <mbenner@thebluemountains.ca>
Subject: FW: Plateau East - Crestview Court Trail Surface (Bike Trail)

Michael, just following up on my email below.

Can you please provide us a response.

Regards,

[REDACTED]
Derek Boyne
[REDACTED]
[REDACTED]
[REDACTED]

From: Derek Boyne
Sent: May 27, 2018 8:12 PM
To: mbenner@thebluemountains.ca
Subject: Plateau East - Crestview Court Trail Surface (Bike Trail)

Michael you have likely received several emails and/or calls from many of the residents of Crestview Court with respect to the proposed trail surface to be run along the south side of Crestview Court.

We are residents of Lot [REDACTED] and while I am not a planner, I do have an understanding of the entitlement process having worked for a variety of real estate developers over the past 30+ years including Intrawest where I held the position of Director, Development & Construction at Blue Mountain. I have searched the Towns website with respect to this project and don't really understand why the trail surface has been proposed in its current location.

Firstly, in a report to Council, staff recommended a reduction in the minimum front yard setback from 7.5m to 6.0m for Blocks 173 to 183 or Lots #1 to #11 inclusive (see attached plan). The net effect of this decision for these particular lots is that we are now limited to 6.0m deep driveway (assuming that the garage is built to the minimum dimension permitted), which is basically the depth of a traditional parking stall found at any parking lot. For those owners with larger vehicles and/or rear bike mounts attached to their vehicle, there is a strong likelihood that the tail end of the vehicle and/or bike rack will project into the pathway of the bike trail. The bike path should not be adjacent to lots where the minimum front yard setbacks were reduced to 6.0m.

The initial plan of subdivision application had a 20.0m wide ROW, designed to semi-urban standards (see attached cross-section). This cross-section accommodated a **8.5m wide road** with no trail surface. The approved and as constructed cross section changed the 20.0 ROW to a 6.0m wide road with 1.5m wide shoulders on each side for a **total road width of 9.0m**. Included in the ROW was a 1.5m trail surface. This raises the question as to why staff recommend and/or approved a rural urban design vs a semi urban design. The Towns OPA general policies for roads (Section 7.2(4)) state ***"To facilitate the safety and maintenance of the road system, it shall be policy of this plan that all developments or new land use provide adequate off-street parking"***. In my opinion this policy is at risk with the decision to place a bike trail along the southern edge of the ROW, where homes are located only 6.0m away with cars taking up the full 6.0m depth of driveway. Furthermore to keep the trail clear of vehicles, any resident parking a second car on the north side of the trail will in all likelihood force the second vehicle onto the paved shoulder or perhaps the pavement. If the intent of the policy is to keep cars off the roads then this design fails.

Sections 6.2(3) & 6.2(6) goes on to state ***"development agreements shall provide for the dedication to the municipality of new public pathways in accordance the Town's engineering standards"***; ***"Paved or concrete pathways shall generally be required for internal walkways within a subdivision areas"*** and finally ***"The location and design of pathways shall be..... shall generally be a minimum of 6 metres in width"*** The 1.5m limestone screenings "trail surface" running along the south side of Crestview Court falls short of many of these parameters.

In my opinion the Town had an opportunity to create a bike path route by incorporating a bike lane into the semi urban ROW design with a painted/dedicated 1.5m wide stripped bike lane as part of the overall 8.5m wide paved road. I was recently involved in an business park sub-division project in Oakville, where bike lanes were added (see attached photos) just prior to assumption of the road that services

employment land (zoned E2). I am also being asked to incorporate painted bike lines into the road system for an industrial sub-division that is zoned MP (industrial prestige). If other municipalities can approve/tolerate bike lanes as part of the road network/system in areas of high traffic (offices with parking ratios of 4/1000 as well as tractor trailer movements), then why couldn't staff accept a striped bike lane on a 20.0m wide ROW that services less than 40 homes and connects to a striped asphalt bike path that is less than 1.0m wide along CR-21.

Work on the proposed trail surface should be stopped and the concept of a pathway be re-visited. The road has not been assumed and the final lift of asphalt is at least another year or two away, so now is the time to re-visit this decision. If a 6.0m wide road can accommodate the local traffic, then why not make use of the paved shoulders to create a bike lane. By adjusting the centre line of road and making use of the current shoulders, a bike path can easily be incorporated into the road system with minimal and/or no additional cost. The removal of the trail surface will also result in a much safer environment for cyclists and/or those using the trailer especially with respect to lots 1-11.

I would be happy to meet and discuss this matter in greater detail. In the meantime, feel free to call me at [REDACTED]

Regards,

Derek Boyne
[REDACTED]