

# KENNEDY STATION

## PUBLIC REALM MASTER PLAN

Spring 2025 Engagement Summary

*Prepared by City Planning*

*City of Toronto*

*June 2025*



# Executive Summary

## Introduction:

The Kennedy Station Public Realm Master Plan Spring 2025 engagement summary represents the second phase of engagement for the Kennedy Station Public Realm Master Plan Study.

## How we engaged:

City staff gathered feedback in-person through an open house at the Don Montgomery Community Recreation Centre and online through a digital survey.

Approximately 75 people were engaged in-person and 575 people reached online, resulting in over 600 comments from 362 responses and 91 completions of the survey.

## What we heard:

Feedback provided covered the following themes:

- Access, Connections, & Street Design
- Commercial & Retail Space
- Cycling Infrastructure
- Decommissioned Scarborough Rapid Transit (SRT) Infrastructure
- Development Projects
- Don Montgomery Community Recreation Centre & Community Facilities
- Driving & Vehicle Access
- Green Space & Greenery
- Hydro Corridor (Gatineau Corridor Trail)
- Intersections

- Noise
- Parking
- Passenger Pick up & Drop Off (PPUDO)
- Public Transit
- Rail Setback
- Safety, Accessibility, & Comfort
- Strip Plazas
- Traffic & Congestion
- Transit, Corner, Gateway, Underpass & Linear Plazas
- Wayfinding

## Engagement Reflections:

Providing multiple ways to engage and reducing barriers to involvement supported increased participation in the engagement process.

Based on initial public feedback received, adjustments to materials were made to improve the engagement process.

City staff have reviewed the Master Plan to reflect public feedback where appropriate, feasible and within the scope of the study to address key takeaways.

# Introduction

The Kennedy Station Public Realm Master Plan Spring 2025 engagement summary represents the second phase of engagement for the Kennedy Station Public Realm Master Plan Study. It provides an overview of engagement activities, feedback received and reflections on the engagement process.

## Background

The City of Toronto is developing the Kennedy Station Public Realm Master Plan to provide public realm guidance for the Kennedy Station area. It will set out a long-term 30+ year vision to support the transformation of the public realm in the Study Area as it experiences growth, redevelopment, and transit investment.

The Study Area includes properties fronting Eglinton Avenue East and extends from Ionview Road to the west and Falmouth Avenue to the east (See Figure 1).

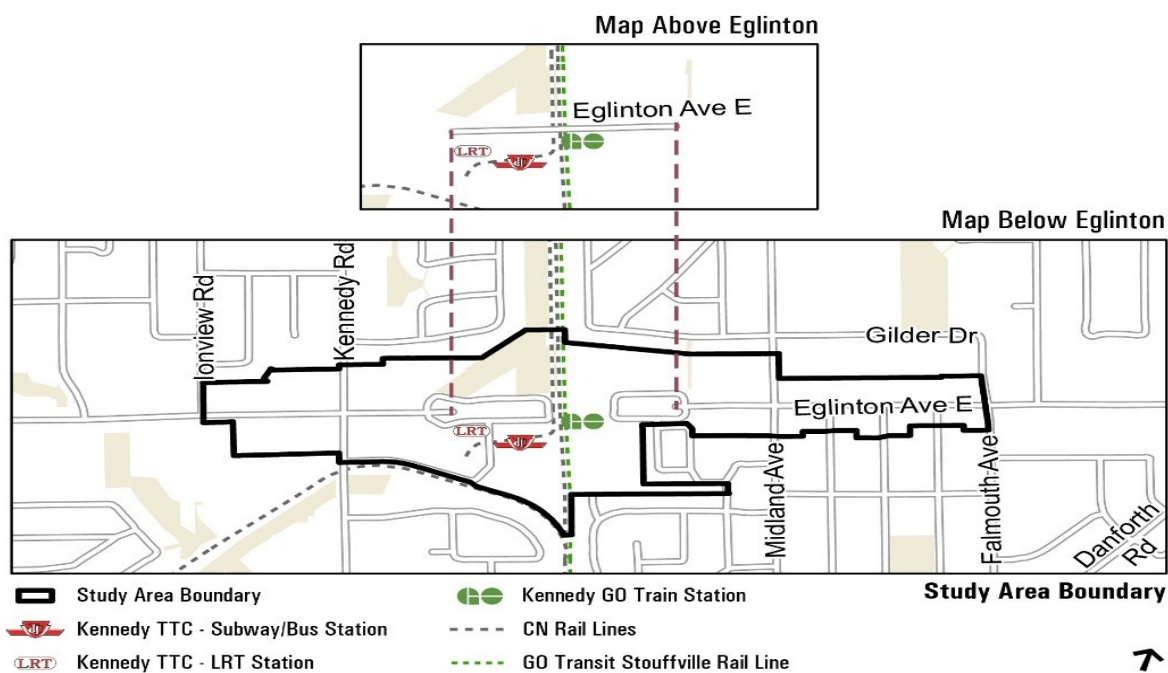


Figure 1. Study Area Map

In the Fall of 2024, City Planning working with partner divisions and agencies, completed a series of in-person and online engagement activities. These activities aimed to share information and seek feedback focused on the challenges and desired improvements to open spaces as well as the walking, cycling, driving or transit experience in the area. Details and summary of the fall engagement can be found on the study webpage under 'Information & Reports': [Kennedy Station Public Realm Master Plan](#).

Engagement feedback gathered in the Fall informed the draft Kennedy Station Public Realm Master Plan ("Master Plan"). The draft Master Plan included a Vision, Guiding Principles, Public Realm Moves, Additional Considerations, Conceptual Phasing, and Design Demonstrations.

The draft Master Plan was used as the basis for engagement that occurred in Spring 2025 and focused on gathering feedback about the draft and if anything was missing from the Master Plan.

The following summary reflects what was heard through the Spring engagement process.

# How We Engaged

In-person and online opportunities to provide feedback were achieved through:

- An in-person open house at the Don Montgomery Community Recreation Centre from 11:00 am to 7:00 pm on March 27, 2025.
- An online survey available from March 5 to April 3, 2025. The survey was made available through the study webpage, sent by postcard to over 15,000 addresses within an approximate 1 km radius of the Study Area, and posted in community spaces.



Approximately 75 people were engaged and participated in-person and 575 people reached online, resulting in over 600 comments from 362 respondents and 91 completions of the survey.

Questions asked by City staff focused on the Master Plan's:

- **Vision Statement:** outlining a concise overall objective and aspiration of the Master Plan.
- **Guiding Principles:** a series of statements categorized into four themes, reflecting desired actions and outcomes to be facilitated through the Master Plan.
- **Public Realm Moves & Additional Considerations:** Specific elements and features to be implemented to achieve the Vision and Guiding Principles.
- **Conceptual Phasing:** area specific recommendations for public realm improvements and the general time period in which they should be implemented.

# What We Heard

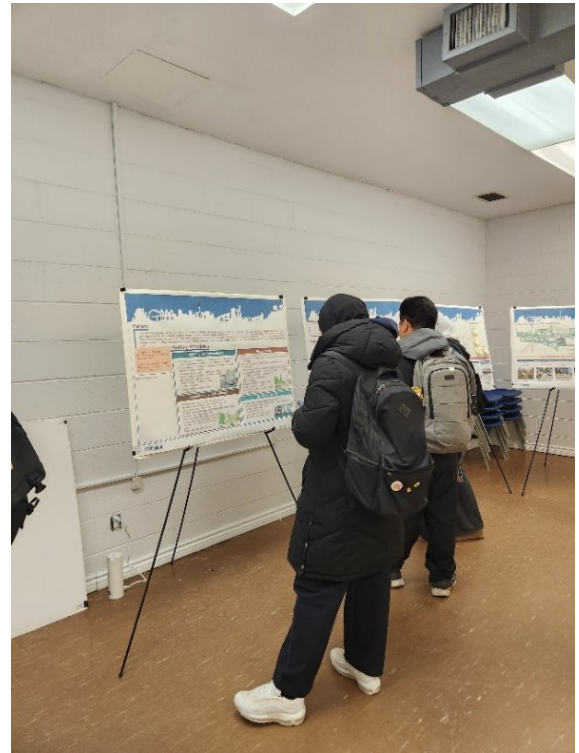
Below is a high-level summary of the feedback received in-person and online. Some feedback is relevant to various thematic headings, though is organized under the theme most applicable. Where possible Microsoft Copilot was used to support generation of the summary, with review and revision by City staff to ensure accuracy.

## Vision Statement & Guiding Principles

Through the online survey and during the open house attendees had the opportunity to read the Vision and Guiding Principles. Feedback was received through sticky notes, conversations with staff, and an open-ended textbox on the online survey.

### What We Heard:

- Support a vibrant local economy by offering diverse and affordable commercial spaces within walking distance, that meet community needs and enable small and local businesses to thrive.
- Emphasize nature, tree cover, and greenery in urban design to support climate resilience and community well-being.
- Improve multimodal transportation options, parking availability, and station access to support seamless and inclusive mobility.
- Ensure transit infrastructure is safe, accessible, and easy to navigate for all users through thoughtful design and amenities.
- Consider the existing community by ensuring any changes create minimal disruption and support existing community infrastructure and its needs (e.g. Don Montgomery Community Recreation Centre).



## Public Realm Moves & Additional Considerations

During the in-person open house attendees had the opportunity to review and provide comments on the public realm moves and additional considerations. Reference images, mapping and outcome statements were included in the materials presented. The Public Realm Moves and Additional Considerations included the following:

- Creating a more permeable street network
- Improving the pedestrian circulation network
- Supporting a safer and well-connected cycling network
- Creating an efficient vehicular network
- Strengthening the parks and open space system
- Expanding the urban tree canopy (area covered by trees) and supporting green streets (street design that supports storm water management)
- Improving the streetscapes
- Exploring opportunities for Indigenous place-keeping
- Elevating public art
- Creating a comfortable public realm year-round



## What We Heard:

- Improve the comfort, clarity, and accessibility of transit services, transit infrastructure and the surrounding area to better serve all users. Include more lighting, signage, weather protection, and functioning elevators, as well as better wayfinding, entrance design and visibility.
- Enhance pedestrian and cyclist access with safe and direct routes that connect key destinations with amenities and better sightlines.
- Foster public spaces that support local culture, art, events, and everyday gathering, with seating and opportunities for retail and seasonal activities (e.g. Coffee shop, farmer's markets, etc.).
- Prioritize meaningful green spaces and resilient landscaping to create a welcoming and sustainable environment.
- Address traffic flow, vehicular access, congestion issues, and parking availability.
- Prevent loss of nearby shops and amenities during construction. Plan for community benefit with clear communication and interim solutions during the construction of transit.

Feedback related to the Public Realm Moves and Additional Considerations are also reflected and further detailed under the section 'Conceptual Phasing'.

## Conceptual Phasing

In-person and online participants had the opportunity to review and provide comment on the proposed list of recommendations for public realm improvements and their proposed location. Comments have been generalized and categorized based on feature or recommendation, where appropriate.

## What We Heard:

### *Access, Connections, & Street Design:*

- Participants expressed support and desire for creating new, direct, and well-planned connections. These included east-west links over the rail corridor and north-south links over Eglinton Avenue East to improve access across the rail corridor, access to the transit station, and better integrate the community.
- Participants recommended that pedestrian and cyclist infrastructure be enhanced with safe, accessible, and pleasant routes for walking and cycling. Participants suggested improvements to bridges, tunnels, and protected paths to encourage active transportation and community use.
- Participants conveyed support and desire for improving access to key destinations, including connections to the GO Station, Don Montgomery Community Recreation Centre, and other local amenities. Participants specified that connections should be convenient, inclusive, and not require detours or fare-paid zones.
- Participants indicated a need to reduce barriers and limit the impact of physical divides such as the rail corridor and Eglinton Avenue East overpass through redesign, removal, or alternative routes.
- Participants requested that infrastructure and public spaces be designed to be safe, comfortable, and accessible by including features like lighting, seating, signage, green elements, and Accessibility for Ontarians with Disabilities Act (AODA) compliant access. Comments included support for design that allows 24/7 usability and meets the needs of all users.
- Participants noted that the promotion of active transportation should be balanced with other modal needs and impacts to the community. Participants cautioned that planning must also consider car access for families and those with mobility needs and avoid impacts like traffic restriction, congestion or unsafe local streets.

### Proposed Underground East-West Pedestrian and Cycling Tunnel Under the Rail Corridor:

- The proposed underground tunnel was seen as a priority for improving connectivity, especially in the winter or bad weather.

- Participants raised concerns about the safety, cost-effectiveness, and construction impact, particularly near the Don Montgomery Community Recreation Centre.
- Participants suggested that the tunnel should be pedestrian only, completed in phase one, and complemented by a north-south cycle path.

#### Sidewalks:

- Participants voiced interest in improving sidewalk infrastructure in the area, by creating, extending and widening sidewalks, particularly on Eglinton Avenue East service roads and Kennedy Road to better accommodate pedestrians and cyclists.
- Participants expressed support and opposition to narrowing the roadway width of Eglinton Avenue East north-western service road to make space for sidewalks.
- Designs suggested for Transway Crescent varied, with requests for pedestrian access to be improved, and for it not to allow pedestrian use.

#### Mid-Block Connections:

- Mid-block connections were supported by participants for their potential to improve efficiency, enhance safety, and provide more direct access but concerns were raised over potential negative impact on traffic.

#### Multi-Use Paths:

- Participants were supportive of improving walking and cycling access around Kennedy Station through expanding multi-use paths (MUPs) particularly along Transway Crescent, Eglinton Avenue East service roads, and near the Don Montgomery Community Recreation Centre.
- Participants requested that multi-use paths be well-lit, direct, and safe routes with seating at short distances and amenities such as bathrooms and garbage receptacles.
- Participants were in support of creating multi-use paths to connect to the GO Station and proposed Bike Share station but expressed concern about routing it through the open space south of the Don Montgomery Community Recreation Centre.
- Participants expressed support for a north-south multi-use path connection east of Rainbow Village and mentioned the existing path.

#### Woonerf/Shared Street:

- Participants expressed support for pedestrians and cyclists sharing space, but raised concerns about safety, enforcement, and unclear design regarding the woonerf/shared street permitting vehicle access.
- Participants suggested that safe and efficient passenger pick-up and drop-off (PPUDO) is important for the woonerf/shared street, especially with reduced parking in the area.

#### *Commercial & Retail Space:*

- Participants shared a desire for more retail opportunities and local stores including coffee shops and grocery stores that support the daily needs and walkability of the community.

#### *Cycling Infrastructure:*

- Participants expressed support for the addition of protected and connected bikeways, particularly along Kennedy Road, Eglinton Avenue East, and Midland Avenue, as well as through corridors like the hydro corridor and decommissioned Scarborough Rapid Transit (SRT) corridor.
- Participants in support of bikeways suggested that bikeways should be protected with separated lanes, be continuous, be integrated into the larger cycling network, include separate traffic signals for cyclists, and include bike parking that is safe and monitored.
- Participants in support of bikeways held design quality as critical to successful bikeways, with bikeways needing safe, intuitive routes that do not compromise pedestrian or vehicular safety and to avoid designs with inconsistent barriers, lack of transition, and lack of signage.

- Participants expressed opposition to bikeways on major arterials like Kennedy Road, Midland Avenue and Eglinton Avenue East. Participants raised concerns that bikeways are underutilized in the winter, create traffic congestion with the risk of diversion of cars to residential side streets, increase safety risks due to cyclists not following road rules, and a reduction in road capacity for vehicles in already congested areas.
- Participants in opposition to bikeways suggested that cyclists should use alternative routes, such as the hydro corridor, instead of main roads and raised concern about need for bikeways on major arterials if they are also proposed routes along the underpass/service roads.
- Participants raised concerns that cycling infrastructure may not serve the majority, especially in a city where cycling is seasonal, and many rely on cars. Participants noted that pedestrian access, transit and vehicle flow should take precedence, particularly in high-traffic urban areas or near destinations like the Don Montgomery Community Recreation Centre Arena.
- Bikeways proposed in front of Rainbow Village received mixed reactions from participants, with support for encouraging active transportation and concern over prioritizing cyclists.

#### **Bike Share/ Bike Share Stations:**

- Participants expressed support for Bike Share stations, with the view that Bike Share promotes sustainability, reduces congestion, and assists with first/last mile connections.
- Participants recommended that multiple stations are added quickly and integrated with protected bike lanes.
- Participants voiced concerns about the safety, placement, and cost of Bike Share/Bike Share stations and the view that they are non-essential or low priority at this time.

#### ***Decommissioned Scarborough Rapid Transit (SRT) Infrastructure:***

- Participants expressed interest in repurposing it into green space that supports recreation, community use, and greening the area overall.
- The infrastructure was envisioned as a park-like setting with walking trails, native plants, public art, and amenities like bathrooms and garbage receptacles, with the potential for spaces like Evergreen Brickworks or New York's High Line to be used as inspiration.
- Participants suggested that the historical value should be preserved through heritage designation or commemorative art that honours the legacy and history of the SRT.
- Other uses were proposed including a north-south bike path, housing development, recommissioning the SRT, and dedicated bus lanes to relieve other challenges identified in the area.
- Participants mentioned concerns about preservation and up-keep, such as high maintenance costs and the city already having limited capacity to manage aging assets.
- Participants shared an interest in removing the structure for redevelopment, to avoid future maintenance issues, and to time removal with ongoing construction.

#### ***Development Projects:***

- Participants suggested that construction should be accelerated for the 2444 Eglinton Avenue East development proposal. Participants noted that it should be family-friendly, include green space and recreation, and improve the streetscape.
- Participants raised concerns about the density, livability of the units, and availability of visitor parking for the proposed development at 2444 Eglinton Avenue East.
- Participants raised questions about existing properties in the area being demolished/redeveloped.

#### ***Don Montgomery Community Recreation Centre & Community Facilities:***

- Responses from participants emphasized the vital role of the Don Montgomery Community Recreation Centre, especially for disadvantaged families, youth and the wider area. Frustration was expressed over prolonged disruption, poor communication, lack of improvements, and use of the parking facilities for commuter parking.



- There were requests from participants to preserve, modernize and expand the community recreation centre with more parking and better amenities.
- Suggestions included relocating the community recreation centre and/or redeveloping it into a mixed-use development.
- Participants conveyed opposition to any removal of the community recreation centre, noting that the centre should remain community-focused and not be repurposed for private development.

#### *Driving & Vehicle Access:*

- Participants raised concerns that limiting vehicle access will push traffic onto residential streets, creating safety risks for families, and will potentially impact transit or transit expansion in the future.
- Participants questioned where vehicles will go if access is reduced or removed, noting that cars are essential as they serve practical needs like transporting children and equipment.
- Participants mentioned an interest in diverse auto-options such as electric cars.



#### *Green Space & Greenery:*

- Participants shared support for the expansion of green spaces and tree planting, with feedback received emphasizing their role in climate resilience, pollution control, erosion prevention, and creating a more pleasant urban environment.
- Including green street elements as a part of transit infrastructure was suggested by participants to enhance the public realm and encourage micromobility.
- Participants suggested that green spaces use native plants, larger soil volumes for tree health, and low-maintenance ground cover like succulents.
- Participants raised concerns about maintenance responsibilities, wildlife protection, and ensuring that green streets do not impede traffic flow.
- Attention was raised on the need for heavy parking enforcement in newly greened areas and caution around removing fences that currently help protect urban wildlife.

#### *Hydro Corridor (Gatineau Corridor Trail):*

- Participants saw the hydro corridor as a valuable and well-used space with strong potential for enhancement into a safe, green and multifunctional space.
- Suggestions for the hydro corridor included several enhancements, such as:
  - adding lighting (with sensitivity to wildlife), seating, public bathrooms, and garbage receptacles;
  - planting more trees, reducing mowing, and encouraging native vegetation and wildlife education;
  - adding parks, playgrounds, sports courts, outdoor gyms, and community gardens;
  - extending and improving the trail for pedestrians and cyclists, with better signage and easier navigation; and
  - improving access to adjacent properties and extending the trail south of Eglinton Avenue East.
- Participants not in favour of hydro corridor public realm improvements noted it should not be improved at the expense of other things.

### *Intersections:*

- Responses varied regarding which users to prioritize at intersections. Participants suggested that public transit and pedestrians should be prioritized over cars and, in some cases, over cyclists due to safety concerns and low cycling popularity.
- Participants suggested that cycling, pedestrians and buses can be accommodated through intersection designs such as protected intersections and daylighting.
- Other design elements suggested by participants for the intersection included an emphasis on human scaled design.
- Participants raised concerns about the winter maintenance of protected intersections, as well as underrepresentation of car users and their needs including maintaining left-turn lanes and congestion reduction.
- Participants suggested improvements to intersections to support pedestrians and cyclists including countdown clocks, and advance pedestrian signals.
- Adding a signalized intersection at Transway Crescent and Kennedy Road was viewed as urgent by participants due to high pedestrian traffic, proximity to a school, and frequent accidents.
- Participants shared concerns about the signalized intersection at Transway Crescent and Kennedy Road due to potential increase in car congestion and the need to time it effectively due to its proximity to the Eglinton Avenue East and Kennedy Road intersection.

### *Noise:*

- Participants raised background noise as an issue, specifically from the GO rail platform.

### *Parking:*

- Participants expressed support for reducing parking and using space for alternative uses, including the view that parking lot conversions were a way to reduce traffic and promote transit use.
- Participants conveyed support for surface parking being converted into spaces like mixed-use development with affordable housing, public spaces, or green infrastructure.
- Participants suggested that a design competition be held for redeveloping parking lots.
- Participants expressed opposition to changes to parking in the area. Participants shared parking should remain and more parking is needed to support commuter parking at the TTC and GO station, for parents and children in hockey that use the community recreation centre, and for those who require cars for accessibility or to transport families/goods.
- Participants interested in more parking or preserving existing parking suggested that a permanent parking lot or multi-storey parkade and interim solutions like converting the bus bay into parking are needed, as well as implementing reserved or paid parking with advanced booking to help manage demand.
- Participants opposed to converting parking lots view parking reduction and a lack of parking as creating safety concerns by pushing cars onto residential streets and creating challenges for the intended use of remaining parking like the Don Montgomery Recreation Centre's south parking lot.
- Participants suggested that parking in the Study Area provide dedicated options for transit users to avoid overflow into community spaces.
- Where redevelopment was proposed, participants suggested to move parking underground.
- Participants requested clarity about how parking will be accommodated around the station.

### *Passenger Pick up & Drop Off (PPUDO):*

- Participants suggested that more taxicab/drop off spaces are needed.
- Participants questioned the presence/lack of car share options.

### *Public Transit:*

- Participants shared the completion of new transit infrastructure should be the focus, with the desire for new and existing infrastructure to be integrated to avoid transfers and well-connected to all other transit modes. Participants requested that transit infrastructure should include clear signage and pathways.
- Participants suggested that the LRT should be underground or covered.
- Participants suggested that Rapid TO bus lanes should be removed and viewed them as creating congestion and pushing traffic onto residential streets.
- Participants noted that good bus service is essential for improved public spaces to be effective, and that Scarborough Rapid Transit is missed and needs a viable interim solution.

### *TTC Stop Relocation:*

- Participants expressed both support and opposition for moving the TTC stop on the Eglinton Avenue East north-western service road.

### *Redirecting Buses:*

- Participants shared support for redirecting buses with the view that it is a reasonable way to use the rail setback east of the rail corridor and limit disruption to public spaces created for community use.
- Participants identified the redirection of buses as not preferred.

### *Scarborough Busway:*

- Participants expressed support for the construction of the Scarborough Busway with the view that it is the highest priority, long overdue and needing to be accelerated.
- Suggestions from participants on the Scarborough Busway included making it competitive with the previous Scarborough Rapid Transit system, presenting a clear plan for completion, and removing RapidTO bus lanes upon its opening.

### *Rail Setback:*

- Participants raised questions about how the rail setback will impact development and whether a sound barrier will be included.
- Participants requested for the existing setback to remain, with a suggestion that it should be enhanced visually, rather than left as a plain field.

### *Safety, Accessibility, & Comfort:*

- Participants requested increased cleanliness, additional lighting, and better winter maintenance.
- Participants recommended that increased safety measures be implemented including public realm features in areas that are dark and secluded (e.g. Underpass), more constable patrols and emergency call stations, as well as reducing unintended uses of the area.
- Participants suggested that accessibility be enhanced with ramps, seating, tactile surfaces, and better shelter access, especially for the elderly and those with mobility challenges.

### *Strip Plazas:*

- Participants expressed support for transforming strip plazas (especially their underutilized parking areas) with site improvements, housing and/or mixed-use developments, and specific interest in redeveloping Knob Hill Plaza.
- Participants raised concerns that removing parking could harm local business.
- Participants suggested allowing commuter parking within strip plaza parking lots.
- Participants recommended changes to strip plazas including aesthetic upgrades (e.g. paving, repainting), better user experience, and reconfiguring entrances for safer access.
- Timing was considered by participants, with comment on the further underutilization of strip plaza parking areas as more accessibility and active transportation are implemented.
- Participants suggested that the recommendation for strip plaza improvements is revisited when phases one and two of the Master Plan are underway.



### *Traffic & Congestion:*

- Participants voiced concerns that adding bikeways on Eglinton Avenue East could worsen and restrict already heavy traffic, noting both Kennedy Road and Eglinton Avenue East being extremely busy and not ideal for cycling.
- Participants recommended that traffic and pedestrian uses are studied.

### *Transit, Corner, Gateway, Underpass, & Linear Plazas:*

#### *Transit Plaza:*

- Participants shared support for transit plazas, with the view that they represent a needed change in the area.
- Participants expressed an interest in using the transit plaza for pick up and drop off.
- Opposition to transit plazas were expressed by participants, particularly converting Transway Crescent into a transit plaza. Participants in opposition raised concerns about traffic flow and access.

#### *Corner Plazas:*

- Participants generally saw corner plazas as beneficial for improving pedestrian movement.

#### *Underpass Plaza:*

- Participants in support of the underpass plaza note that a dedicated space would improve safety, as children already use the general area for biking/skating.
- Participants opposed to the underpass plaza shared concerns about the traffic restriction pushing cars into residential streets, raising safety issues, and the loss of vehicular access potentially hindering future transit expansion.
- The extension of the underpass plaza to 2444 Eglinton Avenue East was viewed positively by participants who saw it as prioritizing pedestrians and community use.
- The extension of the underpass plaza to 2444 Eglinton Avenue East was viewed negatively by participants who saw it as creating traffic and access issues.

#### Linear Plaza South of the Bus Terminal:

- Participants expressed support for the linear plaza with comments noting it would enhance the public realm and create community gathering space.
- Participants expressed opposition to the linear plaza with comments noting traffic flow should be prioritized.
- Participants questioned the removal of parking and drop-off as they were seen as core needs on the site.

#### Eglinton East Light Rail Transit (EELRT) Linear Plaza:

- Participants' responses on the EELRT linear plaza included desire for parking and drop-off access to be preserved.
- Participants raised concerns that replacing parking with a plaza will reduce access, worsen crowding, and impact safety. Support for the removal of parking was expressed only if demand is low.
- Participants emphasized ensuring that the space meets community needs, especially for the Don Montgomery Community Recreation Centre.

#### *Wayfinding:*

- Participants expressed support for implementing a clear and effective wayfinding system, especially to help users navigate between the GO station, subway platforms, and passenger pick-up and drop-off zones, with updates as the area changes.
- Participants suggested that wayfinding should prioritize ease of use and include colour-coded routes, directional arrows, and pathfinding signs to key destinations like the Don Montgomery Community Recreation Centre.
- Participants requested that signs be large, legible, well-lit, placed in visible locations, and designed to be visually engaging.

## Engagement Reflections

### What Went Well

Providing both online and in-person opportunities helped to reduce barriers to participation and expand and diversify engagement.

The in-person open house created the opportunity for more in-depth dialogue between City staff and the community. Hosting in-person engagement in a central and already frequented space at the Don Montgomery Community Recreation Centre helped to increase participation.

Asynchronous engagement in the form of an online survey provided convenience to the community, enabling participation from home and over a longer period of time.

### Areas For Improvement

Feedback received on the engagement process and design of engagement materials early on demonstrated a need to simplify language and content, provide additional materials and background information to help orient the reviewer, include more imagery and references to help visualize concepts, and to format the online medium for participation to be simple and more engaging. Based on this feedback efforts were made to update the online survey and revisions were made to in-person open house materials to reflect community comments. This feedback will inform engagement moving forward.



## Key Takeaways

Informed by public engagement, City staff have reviewed the Master Plan and updated it to reflect public feedback where appropriate, feasible and within the scope of the study. This includes addressing key takeaways including but not limited to:

### **General:**

- Simplify the structure of the Master Plan.

### **Street Network:**

- Demonstrate improvement to existing connections and routes to transit infrastructure and key destinations.

### **Pedestrian Network:**

- Provide clarity on new connections and enhancements to the existing network to address physical barriers and accessibility for pedestrians.

### **Cycling Network and Active Transportation:**

- Design an active transportation network that is safe and well connected, while balancing the needs of all modes.

### **Vehicular Network:**

- Retain vehicular access to key destinations, transit and community facilities.

### **Parks and Open Space Network:**

- Deliver public spaces that are active, represent the community, and support community gathering, events and art, while being mindful of the need for safe and efficient movement for all modes.

### **Green Space:**

- Increase the amount of and access to green space.

### **Streetscapes:**

- Design spaces to be people focused and user friendly. Include amenities and design elements that achieve safety, comfort and accessibility.

