

PUBLIC PARTICIPATION MEETING COMMENTS

14. PUBLIC PARTICIPATION MEETING - Amendments to the Official Plan and Zoning By-law - Lands Located West of Hamilton Road and North of Commissioners Road East

- *(Councillor Cassidy enquiring that rather than a road crossing they are looking at a pedestrian and cycling crossing instead, would that also require an Environmental Assessment.); Mr. L. Mottram, Senior Planner, responding that it would require an Environmental Impact Statement; however, he is not sure about the Class Environmental Assessment; there are ongoing discussions to be able to maintain a linkage or neighbourhood connection at route rather than a public road and bridge structure.*
- *(Councillor Helmer commenting that if this is what was to happen, they would have one street terminating in a bulb just north of the arrows as shown on the screen during the presentation; it is a planned street and it would stop, there would be a turn off just before that dead end and then just go in a roundabout way to get back to what is now going to be Doyle; similarly, up at Holbrook, you might be able to get across pedestrians and cyclists but cars would be dead ended there and they would be dead ended on the other side because there would be no crossing across the ravine; expressing support for taking the road connection out between Holbrook and this new subdivision; pointing out that it is very unfortunate that we have designed both of these subdivisions to have what he would describe as a mid-block primary collector and we are now just realizing that maybe it is not a great idea to build a road across the ravine; the subdivisions are going to be separated for the car users so that they become these north-south travel pieces and there will be very little east-west connectivity in an area where you have got angular roads that are not in a regular grid pattern anyway; thinking that is going to be a very odd situation; not sure who would turn off of Sheffield and dip through, go through that loop and come out onto Doyle; Doyle itself is a loopy road that does not really go anywhere unless you happen to be living there; the best case scenario would be people coming through and cutting through to Commissioners Road and you would avoid that corner; not sure how that road network would make sense; the second local street, the one that is proposed to come through what is now a residential building and it is very close to Commissioners Road and the closer you get, that is a very short block, he does not know what can be built there once the existing lands are going to be redeveloped, he is not sure what they are going to put there; it is so short that you have a really big block offsetting that, you do not have even spacing; we cannot go back in time and fix all of those things but he really does think that it points to the importance of, when we are crossing an environmental feature like that, we need to be really sure that we actually want to build a primary collector there because we probably should not have approved the layouts the way it was done years ago if that was not something that was going to be practical in the future; glad we are realizing that it is not a good idea but he thinks that we are going to have a subdivision that is pretty car oriented north-south and that east-west connection for pedestrians in particular, pedestrians will never walk around all of these loopy roads, they need to have that direct connection across and he really hopes that happens.*
- *(Councillor Hopkins indicating that she appreciates Councillor Helmer's comments because she was going to ask staff if they have any concerns about how they are doing that linkage and why did we not go to Commissioners Road and how available is this new route to them; as you can see, they are going through some private properties, wondering what would be the process to make this street come about.); Mr. L. Mottram, Senior Planner, responding that one of the recommended changes to the Hajjar lands was to provide for a road connection to Commissioners Road so there is another access availability, it is not part of these lands but it was part of the draft plan approval for Sifton/Hajjar; the lands that front along Commissioners Road are designated for Multi-Family, Medium Density Residential and Low Density Residential, the ravine itself is designated Open Space which presented a problem and a constraint when coming down to the level where they are at now of detailed design and the ability to provide for a road crossing; Sifton Properties has provided the City with a proposal, an initial proposal, at this point; they are anticipating that that will be formalized in an application for draft plan*

approval and that it will show a roadway serving both the Low Density Residential and the Medium Density Residential lands north of Commissioners Road with connections, as the arrows indicate, with future road blocks that have been identified in the Victoria on the River subdivision as well as a partial block of land set aside in the Thames Village Joint Venture subdivision; there will be some grading challenges, the engineering is being done right at this time to look at that and overcome those challenges but this seems to be the best alternative given what they are facing now with the crossing.

- Susan Smith, Bruce Street – advising that she does not see anything in this that is transit supportive or school bus supportive or servicing supportive in the interest of snow removal; wondering if it is too soon to ask such a practical question when it is really an ongoing servicing cost to the City; Mr. L. Mottram, Senior Planner, indicating that the London Transit Commission was circulated on the proposed amendments and they did not receive a response to the proposed amendments; however, the area is building out and, as it does, demand for transit services will increase, and there is Innovation Industrial park, which is an employment generator not far from here, further down Hamilton Road as well as down Victoria Road too; hoping that, in the future, there will be demand for transit use; Hamilton Road and Commissioners Road would be the main transit routes; advising that it is up to the London Transit Commission to determine if their routes would need to penetrate into the neighbourhoods onto the local streets, there is ability for transit to go through the Hajjar subdivision; believing that there is availability for Sheffield Boulevard to function as a potential transit route at least up to the point of a roundabout which is already approved as part of the registered plan for Victoria on the River.