

PUBLIC PARTICIPATION MEETING COMMENTS

3.5 PUBLIC PARTICIPATION MEETING – Application – Masonville Transit Village Secondary Plan Terms of Reference

- *(Councillor Phil Squire indicating that M. Knieriem, Planner II, refers to Cadillac Fairview being the biggest owner of property in that area, enquiring what it is that they are planning on doing.); John Fleming, Managing Director, City Planning and City Planner responding that the application that they expect will be forthcoming and the only reason he is really speaking about it is because they have actually submitted in the materials here a desire for it to be known to the Planning and Environment Committee as they launch out on this process that they will be bringing a parallel application forward, is something in the order of some mid-rise residential buildings, very similar to what has been talked about in terms of transit villages and the redevelopment of some of these surface parking lots in favour of high-density, mid-rise to high-rise developments; stating that there is also the notion of commercial uses at grade to support an active street; noting that there is the notion of exploring how they might be able to integrate the transit services more effectively into the base of the building, but this is something that still needs to be discussed and resolved through the application process and the Secondary Plan process, can we avoid, at the corner of one of our premium intersections in the entire city, a huge field of bus parking and automobile parking, can we be more efficient and put some of that parking into buildings; stating again that it still needs to be resolved but that is the nature of the application; noting that out of respect for the process they have also indicated that they are going to stick to the southern portion of the Masonville lands so that there will be the opportunity for some flexibility on that transit discussion as we go forward, as well as some of the northern portions of the site, but they are looking to leave that conversation until later; indicating that they are, at this point, looking to maintain the mall as it stands right now, it is dealing with those fields of parking that surround it that they will be addressing through their application.*
- *(Councillor M. Cassidy enquiring about the community meetings that are planned, would they be the typical storyboard type or would they be a presentation style meeting.); Michelle Knieriem, Planner II, responding that it has not been determined the exact format of the meetings, they would likely involve some type of presentation to set the stage, but there would also be a component where there would likely be some breakout tables in order to really have that discussion and to let everyone have that opportunity to contribute; (Councillor Maureen Cassidy advising that she just wanted to ask that because she finds that people are less satisfied when the meetings are more of a drop-in or open house style; enquiring as to whether they would be looking locally for consultants.); Michelle Knieriem, Planner II, responding that they would not necessarily be restricting it to local consultants, they may be looking more broadly because it is a very significant and very large-scale study so they would be looking locally and more broadly.*
- Sean Quigley, 59 Pennybrook Drive – stating that he is a ward 5 resident and he wants to talk about the fact that, in north London, they are very fortunate to have, that the average home price in London is \$481,000 and those are 2017 numbers; noting that he brings this up for two specific reasons related to the terms of reference; stating that the property values increase around transit hubs, which has been seen in Kitchener-Waterloo, and is good for the area; indicating that he has also heard that some candidates during the election for ward 5 were talking about the need to get some transit service out to Veterans Memorial Parkway and that he believes that is an important idea and it was a big deal during the election for a number of candidates all across London; stating that, in Masonville, there are 150 stores and around Masonville Mall there are more than 60 stores, and most of these, exclusively are service jobs paying minimum wage; stating that a transit hub, if you go to the transit hub at Masonville Mall in the mornings, is packed; stating that it is an improvement on what was there before, which was nothing, but it is packed; indicating that having a place that really services transit around that mall, and he applauds Cadillac Fairview for bringing in residential, to talk about terms of reference, those employees are critical; stating that it is not

just about the residents, that their property values will increase and he was lucky to get in at a time when property values were pretty good in his neighbourhood and they have increased and he is very happy about that; indicating that another thing that some are going to talk about in terms of the terms of reference and technology and transit villages and BRT and autonomous vehicles and how that should be in the terms of reference, but if you are going to do that, he would like Star Trek transporters to be in the terms of reference for one simple reason, that we do not know anything about autonomous transportation, no more than we do about Star Trek transporters; stating that there has been no large mass putting out of this kind of system, it has never existed; noting that what has happened so far in the United States with Uber is very small and they do not know what effect that will have on traffic patterns; stating that on last point to this is that Adelaide and Richmond are parking lots in the mornings and we need some way to deal with that; noting that we cannot widen the roads anymore; stating that we saw what happened in Hyde Park when we widened the roads, which was needed at the time, but those fill in very quickly; stating that every time we widen roads, we fill in and we get more and more and more traffic; indicating that in north London they are fortunate that it is a fairly affluent area but we need to think about not just the people who live there but the people who come to service work in that area and if we are going to talk about technology, let us keep it real.

- Randy Warden, 205 North Centre Road – stating that he lives about 100 feet from the subject property being discussed; indicating that when he looks at the terms of reference it talks about the desirable outcomes and the second one there is “introduce intense forms of development compatible with the surrounding neighbourhood”; stating that when you look at the map there are probably 14 condominium corporations, all of which are single or two storey townhouses and there was absolutely no attention whatsoever to the townhouses when they did 230 North Centre Road which we talked about; noting that the intensification of the property, first of all, we went through a very long process with the previous Council where the community did speak out, and nobody was against the development of the property, what people were against was the overdevelopment, the over intensification; stating that five or six years ago he sat through the London Plan discussion and he was all for this; noting that where his faith was eroded was when he saw that what is in the London Plan is not what is actually being applied; indicating that five or six years ago we talked about building 15 storey towers next to single storey residences and we were assured it will never happen; stating that we talked about shadowing effect, which again was a long drawn out process with the last Council; noting that we talked about the transitional elevations which are actually in the London Plan where it talks about how you do not go from a one storey to a fifteen, you go from transitional elevations; indicating that 230 North Centre Road went right against that and that 100 feet from that property is a single family residence; stating that before you move forward on this, look at the map and if the map does not mean anything to you, drive around and look at the properties because what you will find is the residences are there and unless you are going to tear them all down and put towers all the way through, you are going to create towers next to single storey houses next to towers; enquiring where are we going with this; stating that Mr. Quigley brings up some important points about how we move people around but the reality is you do not put towers next to single family residences; stating that we need to find out where we are going with this before we start making carte-blanche changes to the plan because introducing intense forms of development that are compatible with the surrounding neighbourhood is not being done already so why are we trying to entrench this so we can move forward with it, it makes no sense.
- Gary Brown, 35A-59 Ridout Street South – stating that he is extremely disappointed about one thing about the terms of reference he would like it to be specifically included to say how we are going to make this a more pedestrian and cycle friendly transit village; indicating that he completely supports the idea and that the arguments there were just heard are essentially arguments for a

Secondary Plan and having a Secondary Plan and a tool that encompasses the entire area is what ensures that you do have a transition so he thinks this is a really good idea but he would specifically like it mentioned, in the plan, because this is one of the most unfriendly pedestrian places he has ever been, crossing that intersection is a frightening thing; stating that he likes that there is an application coming in to cover up some of the parking lots on one of the biggest intersections in the city; noting that he is supportive of the Secondary Plan and he thinks it is what encourages transition and giving the Planning Department the tools to look at the area as a whole is extremely important as we integrate the plans here; noting that he is really happy to hear about the plans for Masonville but he would very much like to see, and he would like it to be front and centre, because he thinks it is what makes a village, it is called a transit village; stating that he thinks that people that live and work in the area want to be able to walk around and feel safe and he thinks it is very important that this is something to specifically target and look at; indicating that with respect to hiring outside consultants it might be time to revisit hiring the capacity to do this in-house because Londoners know the most about London and he is not sure that hiring outside consultants again is the best move for the city, maybe it is time to hire enough staff in-house; noting that it certainly seems like there is enough work for them as we are continually hiring outside consultants and maybe it is just time for Council to revisit this as something we should have, the internal capacity to look after ourselves as a city.