

PUBLIC PARTICIPATION MEETING COMMENTS

3.7 PUBLIC PARTICIPATION MEETING – Application – Draft Old East Village Dundas Street Corridor Secondary Plan (O-8879)

- *(Councillor P. Squire stating that this whole plan relies on the bikeway and how it is set up on Dundas Street; advising that another Committee is actually considering the bikeway tomorrow so what happens if the Committee tomorrow says they are going to change the bikeway; how does that affect the work that staff have done on this plan; wanting to be really clear on that because there is another group tomorrow that is dealing with the bikeway issue.); Mr. J.M. Fleming, Managing Director, Planning and City Planner, responding that this is a great question because it is really important that these two conversations are integrated; what they are bringing forward is a draft plan which is based on a consultation process and engagement process with the cycling community and the Old East Village community as well as the general public that has looked at both of these issues and come up what they believe to be the best plan for both the cycling network and the land use plan; indicating that this is also a coordinated effort between the engineering group and their consultants, themselves and their planning consultants so it has been a coordination between the groups to come up with this recommended plan so the Committee will see that tomorrow's recommendation is hand and glove with the recommendation for the Old East Village Secondary Plan; that said, if Council goes in another direction, this is a draft plan, it is out for circulation, comment and feedback and they can roll with that and make changes as necessary; (Councillor P. Squire indicating that that is the first time Mr. J.M. Fleming has said one of his questions was great so he is going to go home tonight really happy.)*
- *(Deputy Mayor J. Helmer stating that he mentioned on a previous application that there is a great difference, in that case he thinks it was helpful to the transition between the heights, in this case it goes the other way where the houses that are further down on Queens Avenue are generally lower than what is built already on Dundas Street so in terms of the transition in heights from eight storeys down using the triangle how is eight going to present given the existing residential properties that are down on Queens Avenue are about three metres lower than Dundas Street.); Mr. J. Berridge, Urban Strategies, responding that they looked with a great deal of care at what the cross section ought to be and there were a couple of things guiding them, the first was to look at shadow impact and to the extent possible, determine there should not be any shadow impact; advising that they had a forty-five degree angular plane and that is a very effective measure if you are having to negotiate between an existing neighbourhood and a new development on a major street; that is very good in terms of the sense of overlook and it moderates the sense of overlook, it certainly moderates the shadows so he thinks that that will work very well; stating that one of the concerns that they had was that they wanted to increase the population on Dundas Street, the local population, because there is a vacancy rate there, there is no question it needs customers and it needs liveliness and you want to have as many people as you can who are local residents working up and down; they wanted to manage that with the minimum impact on the neighbours to the north and that is the proposition; Mr. J.M. Fleming, Managing Director, Planning and City Planner, supplementing Mr. Berridge's response by indicating that during this engagement process, they were glad to model the topography to understand that forty-five degree angle as well and understand how it works when they bring in that level of detail, which is something that they can do internally.*
- *(Councillor A. Hopkins advising that the Master Plan Cycling group will be meeting tomorrow but there is an Engineering report out there that may relate to this as well and she wanted to bring it to the Committee's attention as well; expressing that she is unsure if someone is here to speak, Mr. J.M. Fleming, Managing Director, Planning and City Planner, if you could just add to that that*

there is an Engineering report.); Mr. J.M. Fleming, Managing Director, Planning and City Planner, responding that Mr. D. MacRae, Division Manager, Environmental & Engineering Services, is here and he has been leading this together with his team and, with the Chair's permission, he would invite him to do so; Mr. D. MacRae, Division Manager, Environmental & Engineering Services thanking the Planning and Environment Committee for the plug for the Civic Works Committee being held tomorrow, item 4.2 is the Downtown Old East Village East-West Bikeway Corridor Evaluation report and it has been mentioned in this presentation that it has been a very coordinated process, they recognize that both perspectives rely on each other and they have tried to leverage the two processes and get the best feedback and input from the community that they can and as Mr. Berridge, Consultant, has mentioned, he thinks that they have landed on a good spot and the Civic Works Committee report is focused on the roadway portion not on the private realm but the limits are somewhat longer and they extend further east and west but the heart of it and the focus is based on the public feedback which certainly overlapped between the two studies.

- Joel, 769 Queens Avenue – stating that, as far as housing is concerned, there is a great need for social housing, we have a push for affordable housing so he knows that that is part of the plan but affordable housing only being ten percent below market value is still really tight for people to make it if they are on any sort of Ontario Works or social assistance; wondering if there are any options as far as housing is concerned, he knows that the Council wants to see development and wants to see revenue and tax revenue; indicating that there is a strong push for bicycle facilities in the neighbourhood but the theft rate of bicycles is so high that he has two bikes at home, he has about five thousand dollars in bikes and he has had approximately five bikes stolen in the last five years so he does not take his bike out because he is so worried it will be stolen so some secure bicycle facilities would be a real asset to the neighbourhood; advising that if you are also looking at major changes he knows public washrooms has come up because there is a good deal of a vulnerable population in the area and they do not have anything to use so when you are out in the cold and you do not even have a washroom to use it is pretty tough.
- Daniel Hall, 42 Arbour Glen – advising that he will be speaking tomorrow night directly to the east-west bikeway but just to plant a seed, he really appreciates hearing Mr. J. Berridge's presentation, it was very well done and casts a really compelling vision for Old East and he thinks that is really a good vision to have; stating that he really likes Old East and would like to see it thrive; thinking that having bike lanes in both directions is a really important piece of that puzzle though, that when we talk about complete streets plans that have been approved already at Council and at staff that they allow for all modes, all users, and both directions of bike lanes is an important piece of that puzzle and he would like to have that on record.
- Eva - expressing concerns similar to Joel; looking at not just a development approach but a human rights based approach to development if the Committee has taken that into consideration; advising that she read over the plan and it said eventually hoping that struggles with drugs, mental health and addictions and those kinds of things that are prevalent in the neighbourhood will hopefully be alleviated but could the Committee address specifically how the Committee thinks that will happen; thinking about London as a mid-sized city and the specific demographics that they have that you are wanting to draw people into that area and infuse the area economically but the type of city that we have and the type of population that we have, there are other options where to go and she is just worried that some of the stigma surrounding that neighbourhood is going to see the continued failure of businesses as they have been thus far and as much as she likes bikes; noting that she is a big bike fan as well; looking at some of those concerns, she believes, but she could be incorrect that it is the highest concentration of the lowest income within the city so when you are looking at bike removal for example, or creating bike lanes and removing some of those public metered spaces versus two dollar parking paying fifteen dollars or flat rates, just looking at some of those socio-economic pieces of the demographics of who is actually currently in that space.
- Deputy Mayor Jesse Helmer reading the attached statement prepared by Ms. J. Pastorius, Manager, Old East Village Business Improvement Area.