



March 19, 2019

To: Strategic Priorities and Policy Chair and Committee
Re: Public Transit Stream Transportation Project List for Consideration

The Old East Village is in a new phase of renewal. The OEV BIA has been working since 2003 on economic and infrastructure development in the area. The inclusion of three new major projects in the March 20, 2019 SPPC report; Adelaide Street Underpass Active Transportation Connections, The East London Link and The Old East Village Streetscape Improvements mark the City's commitment to continue needed area infrastructure development.

Over the past three years The Old East Village BIA has supported each of these projects individually. This support was founded on information received at community consultations and through dialogue with City staff in order to arrive at an outcome that would be of general benefit to the area.

During meetings with City Staff and area community and business groups regarding the Adelaide Grade Separation cycling and pedestrian connections were emphasised. The four communities, Old East Village, Woodfield, Piccadilly and Carling Heights all articulated that improved access to McMahan Park, Carling Heights Optimist Community Centre and between neighbourhoods was vital to maintaining and growing community cohesion. Therefore the Adelaide Street Underpass Active Transportation Connections will be a key component in fulfilling the community's request for active and multimodal connectivity.

The East London Link proposes improved transit access to the Old East Village, Downtown London and Fanshawe College including the soon to be developed McCormick and London Psychiatric Hospital lands by way of dedicated bus lanes. In 2017 the OEV BIA supported rapid transit lanes on King Street as it projects improved transit service to OEV residents, businesses and area shoppers. However, there were concerns regarding the loss of transit activity on Dundas Street considering that currently it is high frequency transit route with thousands of riders a week. With rapid transit moving to King Street, pedestrian connectivity back to Dundas Street would be paramount.

This is why the Dundas Street Old East Village Streetscape Improvements are key to the successful shift of high volume transit from Dundas Street to King Street as well as the newly approved East-West Bikeway. There were sacrifices made to support both of these projects. Transit on King will result in a loss of transit activity on the commercial corridor and the East West Bikeway requires the removal of over 70 parking spaces on the south side of Dundas Street. To best mitigate these impacts local businesses and residents have strongly recommended better and more connected access to area assets such as new transit stops, parking and cycling routes.

With the Dundas Street OEV Streetscape Improvement proposal there is opportunity to create the recommended pedestrian, cycling and vehicular connectivity between numerous City of London area investment and policies; the infrastructure of the City of London Municipal Parking Lots 1, 2 and 4, the proposed East London Transit Link, the East-West Bikeway and the draft Old East Village Dundas Street Corridor Secondary Plan. Investment in connectivity by way of pedestrian lighting, greening, directional signage and safe mid-block connections will help ensure that previous and planned infrastructure projects and policy in the area will work together to provide maximum benefit for transit riders, pedestrians, cyclists and motorists who come to the Old East Village.

The Old East Village BIA requests that the aforementioned projects be approved. These three projects, with the proper funding and once completed will provide the Old East Village with new opportunities to continue revitalization. The proposed work however is significant. The timeline for these three projects are tight and consecutive, spanning just five years. While it is understood these improvements include needed infrastructure upgrades such as sewers and watermains, five years of construction in various locations in and around Old East Village will have significant impacts. Therefore, in order to mitigate such impacts it will be important that there be a coordinated communication strategy with area businesses during this time, in which the BIA is happy to work with City staff to assist. Also, we recommend that completion incentives/penalties be placed in the tenders of each of these projects to ensure that businesses are not subject to lengthy construction delays leading to project overlaps.

The Old East Village BIA and the community have worked closely with City of London Planning and Engineering Staff throughout the development of these various projects. All three of these proposals are vital to the ongoing revitalization of the area. If approved, we look forward to continuing work on these projects to ensure that the Old East Village of now and the future has what it needs to continue to successfully grow and develop.

Kind regards,

Maria Drangova



Board Chair
Old East Village BIA

Jennifer Pastorius



General Manager
Old East Village BIA