

## **PUBLIC INPUT FROM HUGO RAY NEIGHBOURHOOD VISIONING WORKSHOP AND COMMUNITY CONSULTATION MEETING HELD ON MAY 5, 2009**

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*Approximately 25 neighbourhood residents attended this meeting (held on May 5, 2009). The following is a summary of public input recorded in meeting notes, emails, and written submissions...*

### **A. Neighbourhood Character / Valued Attributes**

- Rural / Semi-rural character
  - *Treed area*
  - *Soft-edged roadways without sidewalks or street lighting*
- Tranquil and serene setting
  - *The fact that churches and cemetery have been located in this neighbourhood points to the fact that it always was and is intended to be a tranquil and serene setting*
- Private and secluded
- Low traffic area
  - *Lack of public transit, proper sidewalks or lighting in the area, and cul de sacs contribute to both its semi-rural and low traffic character*
- Exclusivity and higher property values.
  - *Anything that would reduce property values in the area would meet with neighbourhood opposition.*
- *Seclusion*
  - *This neighbourhood enjoys privacy and seclusion*
- *Greenery*
  - *This was originally a rural area. In its evolution, much of the green space has been preserved.*

### **B. Future Vision**

- *No through traffic, lower traffic/residential traffic*
- *Community-friendly park (not so exclusively sports-focussed)*
- *Connection to Capilano park system*
- *Pedestrian-friendly (especially along Hadden Drive), while maintaining rural character*
- *Property values maintained*

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- *Variety of land uses*
- *New access provided from west*
- *Mathers Avenue a safer street*
  - *There is some debate over whether sidewalks and lighting should be introduced – e.g., rural type pathways v. concrete sidewalks*
- *Trees maintained for habitat, and mitigation of noise, wind, air pollution, and soil erosion*

### **C. Long-Standing Neighbourhood Issues**

- *Traffic (volume and speed) and parking issues, particularly associated with Hugo Ray Park*
- *Need to be more pedestrian-safe, pedestrian-friendly*
- *Hopefully, the municipality will address the chronic problems plaguing this neighbourhood (traffic volume, speed, pedestrian safety) before considering any increased density.*
- *Hadden Drive:*
  - *Traffic and pedestrian safety ... Complaints were made 20 years prior; 10 years after that the District implemented changes without public input, making the situation for pedestrians even worse.*
  - *Ideas: speed bumps, sidewalks, enforcement of speed limits, residential traffic only*
  - *Implementing needed traffic improvements should not be used as an excuse for not correcting the real problem... i.e., the only access from the west being Hadden Drive. An additional access from the west is needed, given all the facilities in the area + proposed new development.*
  - *Non-resident traffic passing through the area*
  - *Speeding vehicles coming off the highway or down the hill*
  - *High volume of dump trucks and buses*

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- *Traffic that is unable to navigate tight blind corner crossing into opposing lane*
- *Speed limit on Hadden Drive should be set at 30km/h (down from 50km/h)*
- *Good to have speed bumps installed through the curve on Hadden Drive to slow down traffic*
- *One-way traffic on Hadden from Stevens to Mathers*
- *Large rolling speed bumps*
- *Traffic island at corner of Hadden and Eastcot (upper)*
- *Residential traffic only (no trucks)*
- *Consistent enforcement of speed limits*

**D. Comments on May 2009 Hynes Developments' Proposal for 370-380 Mathers Avenue (48 multi-family residential units)**

- *48 units is way too large, and not in line with current multi-family developments in our area (Esker Lane, Mathers Mews). A more palpable size is 15 units.*
- *Previous plans for higher density (e.g., Esker Lane) were reduced substantially in response to neighbourhood opposition, to conform to the neighbourhood character*
- *Sight lines are also a concern... proposed units will look into our currently private pool area and master bedroom.*
- *Density is most important issue: 37 homes currently in the immediate area: an additional 48 units would more than double # of homes – i.e., from 38 homes at present to 86*
- *Density does not suit neighbourhood character... 12 additional homes max*
- *Need to show (traffic) solutions prior to approving any new developments*
- *Anticipated 18-month construction period would be very disruptive (construction vehicle traffic and noise). Construction/traffic management would be needed.*

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### **E. Other Comments**

- *Not appropriate to have visioning workshop together with presentation on proposal (with applicant present)*
- *The session was very well presented; but this community is quite jaundiced because of many broken promises by developers and the Municipality. The development was fairly well presented, but more details and more traffic solutions need to be presented.*
- *I sincerely hope that issues of our neighbourhood are addressed to start the process of trust in the neighbourhood for 'process', and non partisan process in particular.*
- *However, as there was no neighbourhood planning process underway; this meeting was an opportunity to solicit residents' input on what they valued about their neighbourhood, to understand how the proposal respond to/does or doesn't fit with established character*
- *Suggestion for mini bus (community shuttle) as alternative to full-size buses on weekends*
- *Need pedestrian path along highway*
- *Recommended traffic safety improvements should not be seen as endorsement of any redevelopment of 370-380 Mathers Avenue*
- *Re-do of the Upper Levels Highway (1990s?) had a very negative effect on the area – both from a noise and increased traffic flow point of view. At minimum, District should close the road to daily migration of Collingwood School buses... no justification for these buses to make a short cut up Hadden en route to the school*