

PUBLIC COMMENTS

**From:** Michael Kolos [mailto:]  
**Sent:** Saturday, July 28, 2018 3:58 PM  
**To:**  
**Cc:** [Blair@BlairLancaster.ca](mailto:Blair@BlairLancaster.ca); Mailbox, Office of Mayor Rick Goldring  
**Subject:** 4880 Valera Road feedback

Hi Nicole,

I got your card requesting feedback on the proposed development plan for 4880 Valera Road. I live on Columbus Dr.

After looking over the plans available on-line, I see a number of issues regarding the site's consideration for non-vehicle traffic.

Given the already ridiculous amount of traffic at Appleby and Dundas, and more pertinent, the traffic flowing from Appleby to Thomas Alton, I believe it is absolutely critical to develop with non-vehicle traffic in mind, in order to provide alternatives to driving.

The spot at 4880 Valera is in a location that makes it easy to walk or bike to many neighbouring businesses, however, the proposed design misses several opportunities to facilitate these options, and additionally creates a number of unsafe designs that will expose non-drivers to additional risk:

- The site borders a paved bike/walking path for a good portion of its length. The proposed design shows a single connection to this path, very close to Appleby, where connection would already be possible via the sidewalk. Why does the road at the far corner not include a connection to this path? This would be a much more efficient route for walkers or cyclists to use.

[Note to the Burlington representatives on the e-mail: Why does this path not connect to the commercial development just south of it? The well-worn patch of dirt clearly indicates there is demand. Why do those wanting to walk to the plaza need to wade through mud and rough ground, or detour a much longer route along busy roads? Please please please address this ASAP]

- The entrance to the site off Appleby is set at a wider than 90-degree angle. This type of design allows cars to turn into it at much higher speed, endangering those both on the site, and on the sidewalk. This driveway should be corrected to force vehicles to slow down significantly in order to enter, to protect those on the sidewalks.

- There are sidewalks on only 1 side of the driveways in all internal roads, and that side is typically the side further away from the city path and commercial developments where

they would walk to. Sidewalks should be put on both sides of roads, and the driving width reduced again to require cars to move more slowly.

- The design of the internal roads includes numerous Y- type merges that again allow cars to make turns at higher rates of speed, increasing risk for those not in vehicles, as well as making their intended direction of travel unclear for those trying to navigate the site outside of a car.

- The odd-shaped intersection near the entrance off Valera & Verdi is simply terrible. There is no clarity for the paths vehicles can take, only a single cross-walk that appears to be no more than painted lines, and creates wide areas of road where cars can again travel at excessively high rates of speed through turns and curves where other road users cannot tell their intended paths and at the same time have reduced visibility of oncoming traffic. (This affects both vehicle and non-vehicle traffic). This intersection should be completely redesigned with a primary concern for the safety of all road users.

I have included the mayor and my local ward representative in this message, because I believe the design of the site, due to the reasons noted above, is completely against the intent of the official plan recently adopted in Burlington, which aims to encourage travel by walking, cycling, and public transit.

I have not commented on the density of the design itself, because I believe the area at Appleby and Dundas, if proper design is considered, could benefit from higher density by providing more opportunity to leverage public transit, as well as providing more customers for the local business by making them accessible to those not using personal vehicles to access them. Unfortunately, until at least such basic issues as those I noted above are addressed, the proposed design will not meet the intent of the official plan, nor provide a net benefit to the citizens of Alton village nor the city of Burlington, and will leave the area to suffer until such time as the site can be redeveloped in a more suitable manner, which would be an awful long time to penalize those who live in the area. Possibly as long as road users will be waiting to turn left at Thomas Alton to access the site.

Sincerely,

Michael Kolos