

LAKESIDE DELEGATION 9-April-2019
Wendy MORAGHAN

Good evening, my name is Wendy Moraghan and I'm a longtime resident of Ward 5. I grew up on White Pines Drive, then Pineland Avenue and I attended Pineland School and Nelson High School. I've lived on Linwood Crescent for 15 years. Lakeside Plaza or Skyway Plaza as I knew it, was once a vibrant part of our community. There were numerous well frequented shops including; Eames Department Store, Fintelmans Bakery, The Shoe Lady, Loblaws, Woolworths, Pets and Gardens, and the movie theatre, to name a few.

Over the past 10 years the plaza has fallen into a state of disarray. In the past municipal election, I ran as a candidate for Councillor in Ward 5. During my time knocking on doors, I listened to the community and learned that many people have the same concerns about this proposed development that I do.

Concerns that I heard from the community were; "it's too many residential units, are we going to have the retail stores that we actually want?, where is the greenspace?, the buildings are too tall, there is no character it's just a bunch of cement, where are we going to park?, what about a community feel, where are the spots to sit outdoors?, if these units are sold to families with small kids can the schools accommodate them?, Bateman High School is closing, where will the kids go to high school?, there will be an increase in traffic congestion, where will all the cars during rush hour for east/west traffic go, will they divert down Hampton Heath, Kenwood, White Pines and Pineland Avenue and what does that mean for those communities, safety of children playing in those neighbourhoods with the increase in traffic flow, what happens if there is a fire or another emergency, how will the fire department, EMS and police respond?, can the Burlington Fire Department reach the upper floors with a ladder truck in an emergency situation?, if there is an emergency and elevators are shut down, emergency services will have to utilize the stairs, will the increased traffic impede emergency service vehicles response time?, will Halton EMS have to divert to Oakville Hospital during rush hour, instead of using our newly renovated Joseph Brant Hospital that our tax dollars paid for". These are all valid questions and concerns.

As a retired Police officer with the Halton Regional Police Service, I share many of these concerns, especially those surrounding public safety and also emergency services response time to and from the immediate area. As you know there are numerous seniors living in the area in the apartment towers on Lakeshore, including Hearthstone located at 100 Burloak Drive, Chartwell Lakeshore Retirement Residence located at 5314 Lakeshore Road and Sunrise of Burlington located at 5401 Lakeshore Road. There is a high volume of ambulance calls to these particular buildings because of the demographic of those residing there.

Unfortunately I was unable to obtain exact numbers of ambulance calls due to time restrictions on obtaining the Freedom of Information Request. However, I know from

living in the immediate area, there are numerous ambulance calls to this area on a daily basis, I hear the sirens frequently.

My concern and also the concern of many residents in the community, is that, should 900 units be approved, the increase in vehicular traffic will increase exponentially, thus potentially affecting response times for emergency service vehicles.

The Traffic Impact Study (TIS) which was prepared for Glanelm Property Management by C.F. Cozier and Associates Inc. dated April 2018 CFCA File No. 1281-4451, was done on Thursday February 2nd 2017 between 7 am and 10 am and between 3 pm and 7 pm as well as on Saturday February 4th 2017 between 10 am and 3 pm. As noted in the Executive Summary 1.0 of this report it states;

*Analysis of the 2025, 2030 and 2035 total traffic volumes (includes site generated trips), indicates the study intersections are projected to operate below capacity with levels of service "B" or better for all turning movements, similar to the 2025, 2030 and 2035 future background (excludes site generated trips). Again, similar to the future background conditions, **the southbound left traffic at the intersection of Lakeshore Road and the Southerly Site Access is projected to operate at a level of service "F"**. However, this is due to background traffic, as the proposed redevelopment does not add any additional trips to this turning movement during the peak hours studied herein. It is expected that, the southbound left turn trips will divert to the other four accesses during the peak hours, and operations will return to acceptable levels during off peak hours.*

Page 26 indicates of that report indicates the following;

*The southbound traffic at the intersection of Lakeshore Road and the Southerly Site Access is **projected to operate at a level of service "D", "F", and "D"** at the worst during the a.m., p.m. and Saturday peak periods, respectively. The operation can be attributed to the existing high through traffic volumes in either directions along Lakeshore Road, resulting in compounded delays to the southbound left turn.*

It is noted that, this operation is due to background traffic as the proposed redevelopment adds no additional primary trips to the southbound left-turn during any of the three peak periods studied herein. Operations are projected to return to acceptable levels for the southbound left-turn movement during off-peak periods. A maximum volume-to-capacity ratio of 1.21 is expected during the weekday p.m. peak hour for the southbound left movement at the intersection of Lakeshore Road and the Southerly Site Access. As explained in section 5.4, implementation of a right-turn lane is not expected to improve operations neither is signalization warranted at the location. It is forecasted that, the southbound left turn trips will divert from this access to use the other four site accesses during the peak hours, while operations are forecast to return to acceptable levels during off peaks.

As per APPENDIX D:

Level of Service F for a two-way stop controlled intersection is defined as **UNSATISFACTORY** - Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Level of Service F for a signalized intersection is defined as **UNSATISFACTORY**. Indicative of oversaturated condition.

In section 8.0 Travel Demand Management Plans

8.1 Transit Proximity

Multiple Burlington Transit routes operate in the immediate surroundings of the proposed redevelopment. Route 20 (Burloak–Lakeshore) and Route 40 (Pinedale–Hampton Heath) both allow access from the proposed redevelopment to the Appleby Mall as well as the Appleby GO Station. Route 50 – Burlington South allows access from the proposed development to the west of the City of Burlington, with a stop at the Burlington GO Station, the downtown of Burlington, and other city attractions such as the Appleby Mall and the Mapleview Mall. Finally Route 301 – Pinedale allows access from the proposed redevelopment to the Appleby Mall and the Eastway Plaza. Therefore, the site is accessible via transit. Relevant maps are included in Appendix D.

I have learned that Burlington Transit Route 40 A and 40 B will be discontinued as of September 2019. How will this change impact those residents wishing to utilize the local transit system?

Section 8.3 Proposed TDM Measures

The provision of trail and cycling route maps within the lobby of each floor of the high-rise apartment buildings will increase awareness of nearby pedestrian and cycling routes, and provide incentive for residents and visitors to utilize the existing non-auto network. Prior to occupancy, future residents can be informed of the active transportation and TDM opportunities of the proposed development.

Furthermore, upon occupancy, a TDM information package comprising of active transportation network maps, transit maps/schedules and a loadable PRESTO card can be provided to residents. Information on Smart Commute and Car share opportunities may also be beneficial to educate residents of alternative transportation modes for their existing and future areas of employment.

This is beneficial for new residents, however what about the existing residents in the immediate area, i.e. seniors, they are less likely to be utilizing Smart Commute, Car share opportunities, and cycling routes which quite frankly are “non existent”.

In summary; Lakeshore Road is referred to as a “minor arterial roadway”. Lakeshore Road is also known as Highway 2 and is a busy east/west transportation route connecting Oakville and Burlington. If 900 residential units are approved there will be a substantial increase in the number of cars in the area resulting in a substantial increase in vehicular traffic. This will potentially result in an increase in traffic congestion, traffic collisions, pedestrian accidents, and potential delays in emergency service response time.

I thank you for your time and your consideration this evening.

Level of Service Definitions
Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	≤ 10	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	> 10 and ≤ 15	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	> 15 and ≤ 25	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	> 25 and ≤ 35	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	> 35 and ≤ 50	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	> 50	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

Level of Service Definitions Signalized Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	≤ 10	EXCELLENT. Extremely favourable progression with most vehicles arriving during the green phase. Most vehicles do not stop and short cycle lengths may contribute to low delay.
B	> 10 and ≤ 20	VERY GOOD. Very good progression and/or short cycle lengths with slightly more vehicles stopping than LOS "A" causing slightly higher levels of average delay.
C	> 20 and ≤ 35	GOOD. Fair progression and longer cycle lengths lead to a greater number of vehicles stopping than LOS "B".
D	> 35 and ≤ 55	FAIR. Congestion becomes noticeable with higher average delays resulting from a combination of long cycle lengths, high volume-to-capacity ratios and unfavourable progression.
E	> 55 and ≤ 80	POOR. Lengthy delays values are indicative of poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures are common with individual movement failures also common.
F	> 80	UNSATISFACTORY. Indicative of oversaturated conditions with vehicular demand greater than the capacity of the intersection.

Adapted from Highway Capacity Manual 2000, Transportation Research Board