

Thank you for this opportunity to present to council on the issue of redevelopment of the Lakeside Plaza. We represent owners of the condo building directly across on Lakeshore Rd. I am the third resident from our building to present. We have endeavoured to prevent overlap in the concerns we are addressing. Due to both the designs of the proposal and our location, we believe we are the most drastically affected.

Technical Issues

1. Traffic Flow

1.1 LAKESHORE ROAD IS A SINGLE LANE EAST, A SINGLE LANE WEST, WITH A CENTRE TURN LANE ARTERY. IT IS THE ROAD FOR: AMBULANCES TO GET TO THE HOSPITAL, OTHER EMERGENCY VEHICLES, PUBLIC TRANSPORT, CYCLISTS, AND CARS, TO DRIVE INTO OR OUT OF OR ALONG THE SOUTH END OF THE CITY. LAKESHORE RD. IS AN EAST / WEST ALTERNATE ROUTE FOR TRAFFIC WHENEVER THERE ARE MAJOR DELAYS ON HIGHWAY 403.

Current Problems:

1.2 Exiting our Condo property, 5340 Lakeshore, there are many times when exiting onto Lakeshore Rd. to head west, we in fact have to head east, and execute a turn around before heading west on Lakeshore Rd. Traffic volume and lights at Kenwood Ave. and Hampton Heath often cause traffic problems in both directions at the same time, not allowing for entrance to Lakeshore Rd. west bound from our condo.

1.3 Current alignment of the plaza Lakeshore Rd. entrance and exit and our driveway onto Lakeshore Rd. is a safety issue. Drivers from the plaza are watching for traffic heading east and west on Lakeshore Rd., not for cars on our driveway across the road. This is most pronounced if they are heading west.

1.4 The corner of Hampton Heath and Lakeshore Rd. is controlled by a stop sign for vehicles on Hampton Heath and by traffic lights on Lakeshore Rd. Two traffic control systems that cause confusion. The Lakeshore Rd. lights are not obvious from Hampton Heath.

Future Problems:

1.5 There is compelling reason to expect traffic problems will be increased based on the proposed design. Adding 900 residential units will easily represent in excess of 1,400 residents and 1,300 vehicles. On average it will create an additional 2,000 entrances and 2,000 exits from the property each day. That does not include any increase in traffic created through the mixed-use portion of the buildings.

That traffic is likely more closely aligned, in volume, to that which is experienced at the Appleby Mall. That development currently has 960 above ground parking spaces. That will be reduced to 860 with construction of two proposed towers, including 324 residential units with 504 underground spaces, or 1.55 per residential unit. The apartments will also have 20 above ground parking spaces. Compare that to 1.22 underground spaces per residential unit and a total of 250 above ground spaces proposed for Lakeside Plaza. The Lakeside Plaza proposal is not even reasonably comparable in either parking consideration.

1.6 Traffic flow on Hampton Heath and Kenwood Ave. will undoubtedly increase, changing those streets from moderately high, residential road volume, to high volume such as experienced on Sutton Drive in the Orchard. Hampton Heath and Kenwood Ave. abut the plaza on the east and west respectively. Both are one lane north and one lane south. There is no centre turn lane except approaching Lakeshore Rd.. They are residential roadways allowing on street parking. They do not include parking set backs, as is the case on Sutton. The increase in traffic volume is not what anyone living on those streets would choose. It is also not what those streets were designed for.

Suggested Improvements:

1.7 Change proposal on the Lakeshore Rd. side to be two entrance lanes only. Construct one Lane nearer the western end, and one nearer the eastern end. No traffic exits directly to Lakeshore Rd. This will improve traffic flow.

1.8 Primary exits from the plaza on both Hampton Heath and Kenwood Ave. should direct vehicles to Lakeshore Rd, where all direction traffic lights should be in place. An entrance lane adjacent to the exit would be suitable as well.

1.9 To help reduce the traffic flow on both Hampton Heath and Kenwood Ave. there should be a “restricted local use only” north bound directed exit lane.

1.10 Reduce the number of proposed residential units. Underground parking spaces should equal 1.5 times the number of residential units and be for resident use exclusively. Reduce the footprint of the commercial / professional spaces creating additional ground level parking spaces and green space areas.

2. Infrastructure Water Problems:

We have experienced water problems related to the current Lakeside Plaza and therefore water issues are critical to us. We understand that redevelopment plans indicate no ground water flow from the plaza property to adjacent properties, including city streets. The proposal includes holding tanks underground on the property. However, given the elevation of the plaza property, compared to ours, or our adjacent neighbours, significant flow downward on the driveways is likely to still be experienced during heavy rainfalls. Relocating and modifying slope layout of the plaza driveways to Lakeshore Rd. could mitigate or eliminate this problem.

2.1 The storm of August 2014 exceeded the 100 year storm concept. That is the storm that entered Burlington from the north/west and exited at the south/east. This area was the hardest hit, primarily because of insufficient infrastructure and the natural drainage pattern. Our garage was inundated with water. The number of vehicles destroyed was in the double digits. Water flow exceeded the capacity of the storm sewers and water flowed off the plaza parking lot, down the plaza driveway, over Lakeshore Rd. and into our driveway, then into our garage. The holding tanks referred to in the proposal are a positive only if they are sized and designed correctly.

2.2 Since 2014 our condo building has experienced rainwater problems affecting tenants storage lockers and even had water flow to the elevator stacks. Recently it was determined, by engineers, that the storm sewer line was partially blocked, at the surface but also in the municipal pipe and that prevented our system from draining. We understand that issue has been brought to the attention of the appropriate department. This is a municipal infrastructure maintenance inadequacy that will be exacerbated if the holding tanks in the proposal are insufficient.

3. Surrounding Neighbourhood

3.1 The changes proposed for The Lakeside Plaza site will have a significant affect, both positive and negative on the surrounding neighbourhood. Demographically the area is becoming like a senior neighbourhood. The decline in the proportion of the school age families has resulted in actual and scheduled school closures. We anticipate that much of the plaza's non-residential use will serve the needs of the local community. That is certainly a positive potential impact created by the proposed redevelopment.

3.2 We strongly believe the currently proposed design for Lakeside plaza is not compatible or complimentary and will have a negative impact on the surrounding neighbourhood. This area is not designated as a "High Density Mobility Hub". In a

residential area such as this, setback from Lakeshore Rd. should be significantly expanded, as the height of buildings increases. Green space should also play a more prominent role than is proposed.

May I Reiterate:

LAKESHORE ROAD IS A SINGLE LANE EAST, A SINGLE LANE WEST, WITH A CENTRE TURN LANE ARTERY. IT IS THE ROAD FOR AMBULANCES TO GET TO THE HOSPITAL, OTHER EMERGENCY VEHICLES, PUBLIC TRANSPORT, CYCLISTS, AND CARS TO DRIVE INTO / OUT OF OR ALONG THE SOUTH END OF THE CITY. IT IS AN EAST / WEST ALTERNATE ROUTE FOR TRAFFIC WHENEVER THERE ARE MAJOR DELAYS ON HIGHWAY 403.

Parking provisions in the developer's proposal are insufficient.

To the Developer

We ask that you pay attention to the concerns addressed by your neighbours. Please modify your proposal to respect and more closely align to the concepts and capacities as outlined in the Official Plan proposed by council in 2018.

We want to be supportive. Currently we are not.

Presented by: Bob Hilton,
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