

**From:** [REDACTED]  
**To:** [Rudy, Jo-Anne; Mailbox, Clerks](#)  
**Cc:** [Dickson, Gordon](#)  
**Subject:** Planning Application Molinaro Group at Brant St and Ghent Ave.  
**Date:** Sunday, October 3, 2021 7:28:21 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to raise my concerns with respect to the development proposal for Brant Street at Ghent Avenue. I have reviewed the Transportation Impact Assessment and find it extremely lacking. The Executive Summary correctly identifies the current traffic operational constraints in this area. The additional units proposed will certainly further compound the problem. Signal timing optimization and slightly longer turning lanes will not solve the problem.

Looking further into the report, the background traffic volumes are inadequate with the weekday counts from 2018 and the weekend count from 2020. The City has approved many new developments that need to be included in the background traffic volumes

- 2 new towers at Lakeshore between Elizabeth and Pearl
- New tower currently under construction at Brant and James
- New tower currently under construction at Brock and Ontario
- New tower currently under construction at Lakeshore and Martha
- There may be others as well that the City has approved

With current operational constraints, these additional developments need to be included in the baseline data, otherwise Burlington's downtown will be crippled well before this development proposal opens. The Developer claims the 2020 COVID volumes used are conservative with more people working from home and adjusting their hours. However, we are already seeing Brant Street bottlenecked regularly, these assumptions and resulting traffic volumes are grossly underestimated. The traffic projections all result in Level of Service (LOS) failures at E and F for traffic signals and identify insufficient turn lane storage capacity. This will result in long delays and people seeking other routes through the community ie infiltrating the residential streets. This will send a lot of additional vehicles past residential homes and Tom Thompson Public School creating operational and safety problems in the entire community.

All the accesses to the proposed buildings are very close to Brant Street. This will result in detrimental impacts to both Ghent Ave. and Brant St. as people determined to turn will sit there and block the road.

I don't see anything regarding parking. We know people will be parking in our neighbourhood. How will the City ensure we as residents will be able to park on our streets? Will the City implement parking bans but give us permits for our use and our visitors? With the number of units planned, they will overwhelm our local streets.

Grovetree Lane current experiences significant traffic including commercial trucks, using the road as a turn around. How will the City protect the street from the extra volume and high speeds the additional units proposed will bring? How will the City ensure the safety of the residents and young children?

I would like to understand the construction staging impacts on traffic also as these are typically significant with lane closures. The City needs to ensure there will not be any lane and road closures further impacting the local residents.

In summary, the Transportation Impact Assessment does not adequately address the traffic challenges associated with the application to amend the Official Plan designation and zoning. The application needs to be rejected and the zoning maintained at 2.5-6 stories.

I would like to be kept informed of all issues arising on this matter.

Sincerely

Heather McClintock

A solid black rectangular box used to redact the signature of Heather McClintock.