

Markham, Lory P. - PDR

From: John Bolecek [johnbolecek@gmail.com]
Sent: Tuesday, September 06, 2016 8:35 AM
To: Markham, Lory P. - PDR
Cc: Helmboldt, Jakob C. - DPW
Subject: CPC 25th St Grovery Store Comment

Dear CPC,

This project contains glaring urban design errors that eliminate existing sidewalks and make walking in the area dangerous. Please do not approve this project unless the following conditions are met:

1. A properly designed crosswalk is provided across the northern approach of the roundabout.
2. The sidewalk on 25th north of the roundabout is reintroduced

This is a clear violation of both the cities Complete Streets and Vision Zero ordinances. Please work with Jakob Helmboldt to fix these issues.

Lory - Sorry for the late comments. I didn't see this until this morning.

Thank you,

John Bolecek
5th District

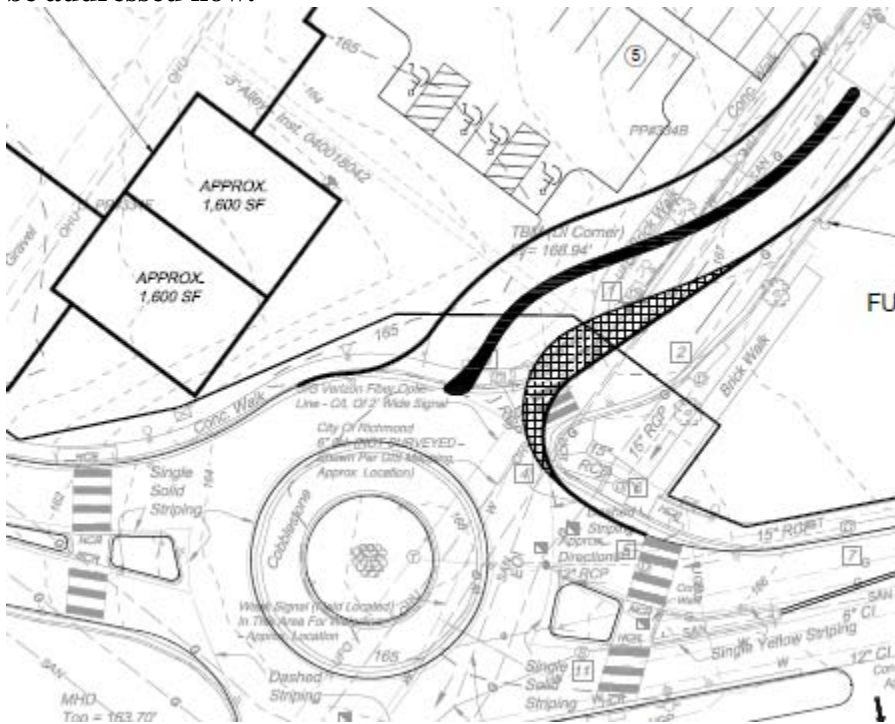
Markham, Lory P. - PDR

From: Nicholas Smith [telso314@gmail.com] on behalf of Nicholas Smith [nicholas@nicholassmith.ca]
Sent: Monday, September 05, 2016 9:55 PM
To: Markham, Lory P. - PDR
Subject: Comments on UDC 2016-211
Attachments: Plans 2.png; Plans 3.png; Plans.png; Iddkpnbcckfklfk.png

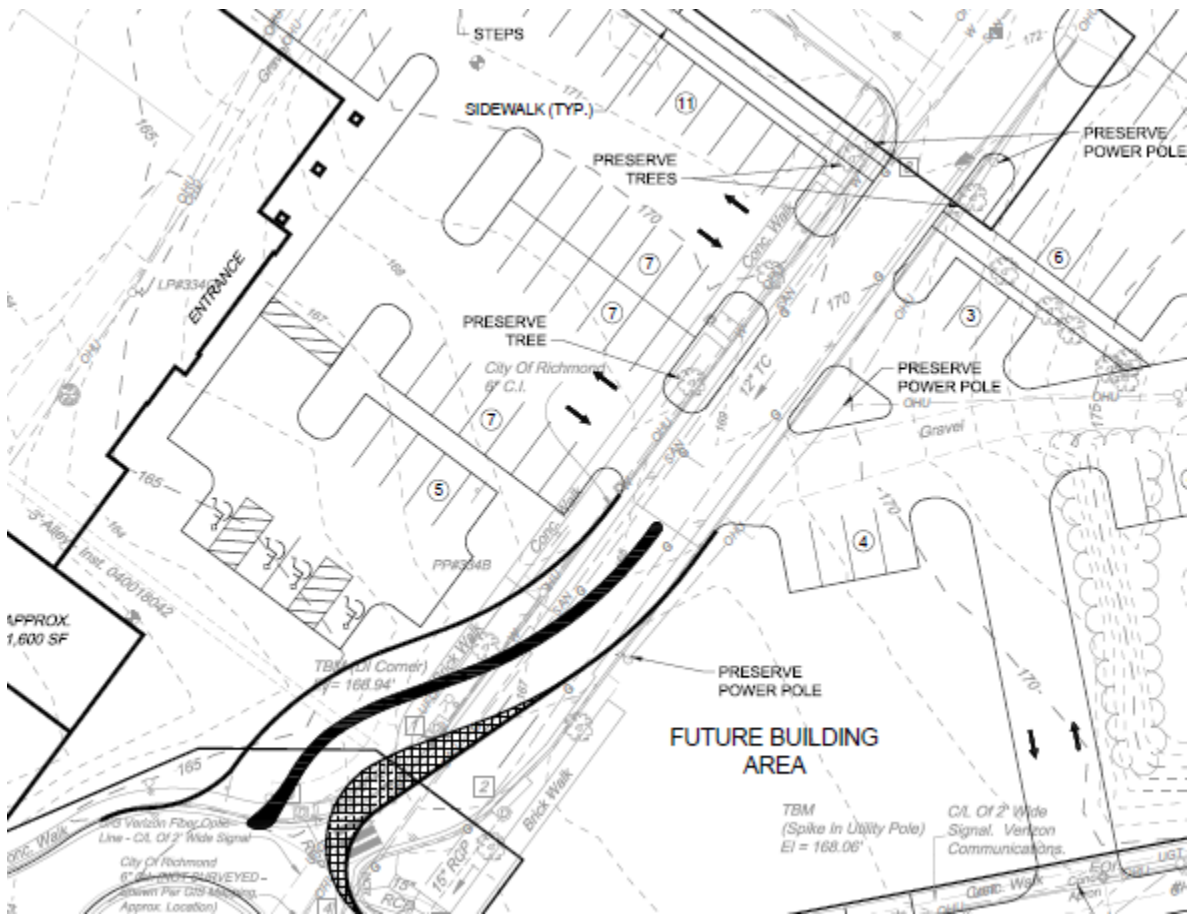
Hello,

I'm writing to express my support of the grocery store and other development in Church Hill, though with some concerns. It will be great to add a grocery store and medical center to the neighborhood, and the street-facing buildings with parking in the back will help focus attention on the corner, though it is a shame the grocery store will not have a street-facing entrance on 24th Street, and from the looks of it, neither will the future buildings on Nine Mile Road. This should be discussed at a minimum, or this will become another car-focused suburban development in what happens to be the part of town that has the lowest car ownership and will attract patients that will have to worry further about their health and safety than their reasons for coming to the medical center.

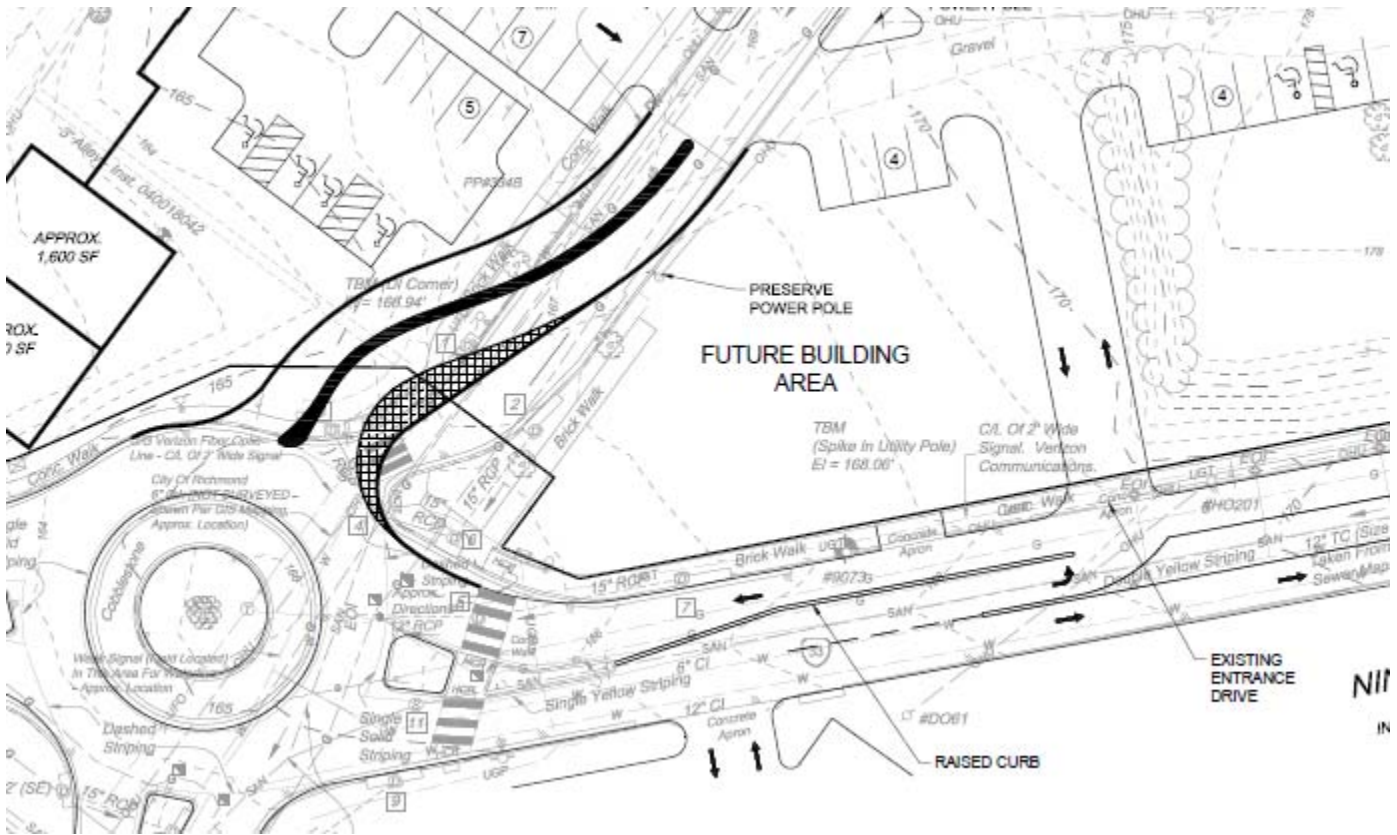
My main concerns are with a number of aspects of the proposed traffic flow and pedestrian safety; while some of this may not be the final plan, **as some of the right of way is to be transferred to private hands, this must be addressed now.**



First, there doesn't seem to be a crosswalk along the northern edge of the roundabout, where the realigned 25th Street will be; if this is the case, it would be a downgrade for pedestrians compared to the current layout. Given that and the expected vast increase in traffic expected, this is not acceptable. There should be a designated, high-visibility place to cross with ADA ramps and a refuge island.



Nor is there a crosswalk, or even a logical place to cross 25th Street mid-block, between the two parking lots. This means that if someone parks in a parking lot on one side of the street and wants to go to a building on the other side there is nowhere to cross except the most dangerous place -- where the cars are trying to enter and exit the parking lot. This should include an ADA ramp and high-visibility crosswalk somewhere mid-block on 25th Street between T Street and the roundabout, and if this can't fit safely then one of the (many) parking lot entrances should be removed.



Lastly, there should not be a driveway entrance off Nine Mile Road because this disrupts the pedestrian flow, is redundant (there is already a roundabout for right turning movements) and plans for a vehicle entrance where future buildings will block exiting cars from being able to see pedestrians. This secondary parking lot has FOUR other curb cuts for traffic flow, which should be more than enough for 85 spots. The unneeded and dangerous curb cut is also against city policy of removing curb cuts when possible, not adding them, to reduce pedestrian conflicts. The City's Urban Design Guidelines state both that "The number, size and location of curb cuts should be examined for potential conflicts with pedestrian and vehicular circulation," and that "Mid-block curb cuts are strongly discouraged." The labelled "existing entrance drive" at the curb cut currently looks like this:



While this may be a "paper" curb cut, it is not functionally today, and allowing turning traffic here will further endanger pedestrians.

Further, the whole point of designing a high capacity roundabout and realigning 25th for two-way traffic is to make sure that vehicle and pedestrian interactions take place there, not mid-block. Allowing the above curb cut will create unnecessary conflict with left turns off eastbound Nine Mile Road (see previous schematics). As well, a curb to separate traffic on Nine Mile Road seems excessive given that we don't tend to have curbs for left-turn lanes on what are otherwise 2-lane streets and that the city has frequently claimed that installing a similar protective curb would be far too expensive for a bike lane.

This project has been touted as having buildings at the front and traffic at the back, as any good urban environment should have; the design should reflect those public commitments.

* * *

Let me reiterate that a grocery store, dense commercial/residential development and medical center are a welcome addition to this (and any) part of the city. However, while the need to rush this long-desired project through quickly is understandable, it is clear the traffic flow and pedestrian elements need more work. Given that the right-of-way is to be transferred over, getting this right today is critical. Please make sure that this project safely and conveniently accommodates the majority of users of this development (those who walk, bike and use transit), and follows urban design principles that will make it a more inviting urban environment.

I apologize that I likely won't be able to make the meeting in person, but feel free to contact me anytime beforehand.

Thanks,

Nicholas Smith