



Regular Meeting of Council
Additional Items

Date: January 16, 2024
Time: 9:30 am
Location: Hybrid meeting- virtual and Council Chambers, City Hall

Council meetings are hybrid, allowing members of Council, city Staff and the public the option of participating remotely, or in person. The meeting is live streamed, and posted to the city's website. For further information please contact clerks@burlington.ca

Pages

11. Delegations:

- 11.1 *Jim Thomson will speak regarding Appointments to Advisory Committees and the Pipeline to Permit Standing Committee (CL-04-24)*
- 11.2 *Andrea Louca-Ricci will speak regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)*
- 11.3 *Nick Morrison and Ellie Castonguay representing Safe Streets Halton will speak regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)*
- 11.4 *Richard Moskal will speak regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)*
- 11.5 *Pamela Ewan and Lynn Alan will speak regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)*
- 11.6 *Jim Vanderkooy will speak regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)*
- 11.7 *Erin Woodward will speak regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)*
- 11.8 *Daniella Quattrociocchi will speak regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)*

12. Petitions:

- 12.1 *Petition submitted by Andrea Louca - Ricci regarding sidewalks on Linwood Crescent. (TS-01-24)*
- 12.2 *Petition submitted by Andrea Louca - Ricci regarding sidewalks on Bromley Rd West and Maureen Court – Linwood to Bayfield. (TS-01-24)*
- 12.3 *Petition submitted by Andrea Louca - Ricci regarding sidewalks on Bromley Rd East – Bayfield to Cheltenham. (TS-01-24)*

20. Motion to Receive and File Information Items:

- 20.3 *Delegation notes from Daniella Quattrociochi regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)* 1 - 2
- 20.4 *Delegation notes from Andrea Louca-Ricci regarding Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)* 3 - 9
- 20.5 *Delegation notes from Nick Morrison and Ellie Castonguay representing Safe Streets Halton Proposed sidewalk infill on Bromley Road, Linwood Crescent and Maureen Court (TS-01-24)* 10 - 13

January 15, 2024

Re: Response to Report January 11 Memorandum to Report TS-01-24

Your Worship and Esteemed Council Members,

My name is Daniella Quattrociocchi, and I am the owner and resident of [REDACTED]. I am writing with respect to the Agenda item 13.1(m) specifically the request to *Approve the construction of a sidewalk on the south side of Bromley Road as outlined in transportation services department report TS-01-24*, and related reports included in item 20.1, regarding the proposed sidewalk infill on Bromley Road.

Having read the report, I have comments I would like noted prior to the vote.

- At the Committee of the Whole Meeting on January 8, in the agreed revised motion regarding this matter, staff were directed to refer to Council the construction of a sidewalk on the south side of Bromley Road with the express direction that it be “undertaken with additional community engagement.” The Memorandum dated January 11, 2024, which includes the revised Plan 4B, and that is being voted on today, was not distributed or discussed with the community in any way. Instead, a public consultation date of January 31 2024 is proposed, after today's vote that is being held to approve the plan.
- In addition to being a homeowner of a property on the south side of Bromley Road, I was also a delegate at the Committee of the Whole Meeting. This is to say, I have made it clear that I am interested in updates regarding this issue. However, I was only made aware of the Memorandum and Revised Plan 4B by checking the City Calendar daily. Only this past Friday in the late afternoon was the memorandum and revised plan posted online. I appreciate that the revised Plan 4B speaks directly to some concerns raised at the Committee of the Whole meeting, specifically parking and the connectivity of the existing sidewalk on Bromley Road, east of Pineland Avenue. However, I am still opposed to new sidewalks being installed on Bromley Road *west* of Pineland Ave. A comment I would have discussed with and made directly to staff had I been given the opportunity to review the plan.
- Those of us you have heard from, were made aware of any reports and updates only through neighbours and word of mouth. I strongly feel that the Memorandum and Plan 4B should have been communicated by the City directly to the homeowners whose properties will be forever impacted by the outcome of today's decision. In light of this, I am still opposed to the construction of sidewalks as outlined in Report TS-01-24.

Thank you,

Daniella Quattrociocchi

[REDACTED]

DELEGATION AGAINST CITY PROPOSED SIDEWALKS

Andrea Louca-Ricci
Linwood Crescent (corner of Bromley Rd)



- Good morning Mayor and Members of Council, my name is Andrea Louca-Ricci and I live on Linwood Crescent at the corner of Bromley.
- I delegated last week so will only be focusing this delegation on the petitions submitted by Linwood, Bromley and Maureen residents as well as Option 4B.
- I continue to ask City Council to listen to your constituents and vote against the proposed infill sidewalks.

94% of Homeowners* SIGNED PETITIONS AGAINST Infill Sidewalks



Petition 1: Linwood Crescent: 21/22 homes = 95%

Petition 2: Bromley Rd West & Maureen Court – Linwood to Bayfield: 19/19 homes= 100%

Petition 3: Bromley Rd East – Bayfield to Cheltenham: 21/24 homes = 88%

(Excludes 2 homes where owners were not available to respond, otherwise 21/26=81%).

* Homeowners without sidewalks today with addresses on, or abutting, in scope streets

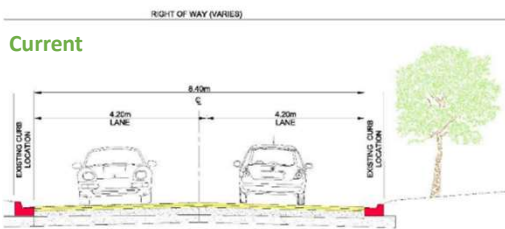
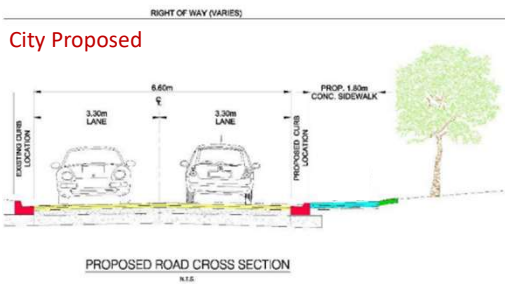


Internal

We canvassed residents without sidewalks today as they would experience the greatest potential impact and invited them to sign petitions against infill sidewalk installation. There are 67 homes altogether without sidewalks today on these street segments. We secured signatures from 61 of 65 homes canvassed. There were 2 homes where owners could not be reached.

Note surrounding streets don't have sidewalks

4B Continues to Narrow Roads and Create Sidewalks within Tree Protection Zones



Internal

Note how close the trees are at the curb



VOTE AGAINST ALL INFILL SIDEWALK INSTALLATIONS THANK YOU

Andrea Louca-Ricci

Delegation against City proposed sidewalks

7

- This concludes my delegation. You can see from the petitions that the vast majority of residents do not want infill sidewalks, particularly on the west end of Bromley, Maureen Court and Linwood Crescent. Please help us preserve the tree root systems, road widths, and character of the area. As you can see we enjoy the neighborhood as it is – we walk and ride our bikes freely and with confidence, sharing the road with everyone.
- We count on you to make the right decision, which is to vote against all infill sidewalk installations on Linwood Crescent, Maureen Court and Bromley Road.
- Thank you

Bromley Area Sidewalks

Delegation

Cover (Slide 1):

Good morning council and members of the public,

My name is Ellie, and this is Nick. We are representing Safe Streets Halton, an organization dedicated to ending traffic fatalities and serious injuries in Halton Region. We are here to present to city council our position on the original 4A proposal for the Bromley Road Area Sidewalk Infill.

The Project (Slide 2):

A bit of history. A local resident asked for sidewalks to be installed back in 2009. They were told to wait until the road was up for reconstruction – 15 years later, this year. This resident is one of many who ask for safety improvements in their neighbourhood and never get them. It'll be decades until the next road renewal, Council will be predicting today whether or not residents over the next 50 years will want a sidewalk. An incorrect prediction will give future residents a bill of over \$1 million to correct course.

Factors in Decision (Slide 3):

There are many factors involved. We considered the destinations for active transport in the area; feedback from residents; observations of road users; etc. We applied our expertise of proactive safety improvements and accounted for environmental concerns.

The Project Map (Slide 4):

There are many destinations within walking distance of the project. 3 elementary schools, 6 parks and playgrounds, 2 community centres, 2 places of worship, a

15-minute frequency bus route, and of course Robert Bateman. Enrolment for the four schools are predicted to increase 5-6% over the next 15 years. Significant on-street foot traffic in the neighbourhood to these destinations exists today, most of it children and young families under-represented in past delegations.

Current Road Design (Slide 5):

Each street permits on-street parking. However, usage is low, as all houses in the neighborhood have generous driveway & garages. The lack of automobiles stored on-street dramatically increases the perceived width of the lanes, reducing perceived danger to drivers and encouraging speeding. This makes the speed of vehicles in the area unpredictable.

Current Road Design (Slide 6):

Despite the suggestions that this is a shared street, for many reasons, it is not. Such as the 40 km/h speed limit, vehicle prioritized design, etc.

Maureen Court (Slide 7):

We'll first look at each road in detail starting with Maureen court where there is already no parking allowed on the east side.

Maureen Court (Slide 8):

The map here shows connections, with blue being the path through the subject road, and red being from residences dependent on the connection. Maureen court provides pedestrian access to Bromley park and to route 10, a frequent bus route that travels along Lakeshore, all of New Street and through downtown.

Linwood Crescent(Slide 9):

Next is Linwood Crescent where it is illegal to park. There is a large intersection at Spruce that requires safety improvements. Residents also reported speeding concerns, notably from drivers turning onto Bromley from Linwood.

Linwood Crescent(Slide 10):

Residents and visitors must travel on Linwood to access Route 10, and to reach shopping plazas.

Linwood Crescent (Slide 11):

Linwood also provides connections to three local parks and Pineland and Mohawk Public Schools. According to a crossing guard, students are often accompanied by parents. Sidewalks benefit those inside and outside of the neighbourhood.

Bromley Road (Slide 12):

For Bromley Road, parking is allowed on both sides of the road west of White Pines, and only on the north side east of White Pines. Even though existing boulevard sidewalks lead nowhere, people move from the road to use them when they are available.

Bromley Road (Slide 13):

Bromley acts as local “spine” route for shopping trips to Lakeshore and Kenwood Ave, and recreation at local parks and the Skyway Arena.

Bromley Road (Slide 14):

Bromley facilitates connections to three elementary schools. Those inside and outside of the project area benefit from proper sidewalk installation on Bromley Road.

Robert Bateman (Slide 15):

We learned that without pedestrian improvements, green space at Bateman is put at risk of being turned into vehicle parking. These sidewalks improve the pedestrian experience, and get more people to leave their cars at home.

Findings from Conversations (Slide 16):

Other things residents reported included poor lighting conditions and discomfort walking on the road. During conversation opposed residents felt Option 4A was a good compromise, and those in favour of sidewalks felt too intimidated during consultation to come forward.

Integrated Mobility Plan (Slide 17):

These sidewalks are needed to increase active transportation and transit use to meet climate targets. Sidewalks allow those with disabilities to comfortably and independently participate in society and explore our city with dignity. Waiting on someone to be injured is the opposite of proactive thinking. This states that some serious injury is acceptable, contrary to Vision Zero.

Recommendations (Slide 19):

We recommend sidewalks per Option 4A be installed for Linwood Crescent and Maureen Court, and the south side of Bromley Road. During detailed design, we ask that staff explore the listed safety improvements. Five decades of future residents will live with the decisions we make today.

Closing (Slide 20):

Should council have any questions, we'd be happy to answer them.