



# Park Avenue Area Reconstruction Project

Public Information Centre (PIC)  
Tuesday October 1, 2024

# Land Acknowledgement

Burlington as we know it today is rich in history and modern traditions of many First Nations and the Métis.

From the Anishinaabeg to the Haudenosaunee, and the Métis – our lands spanning from Lake Ontario to the Niagara Escarpment are steeped in Indigenous history.

The territory is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations to peaceably share and care for the resources around the Great Lakes.

We would like to acknowledge that the land on which we gather is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

# Project Team

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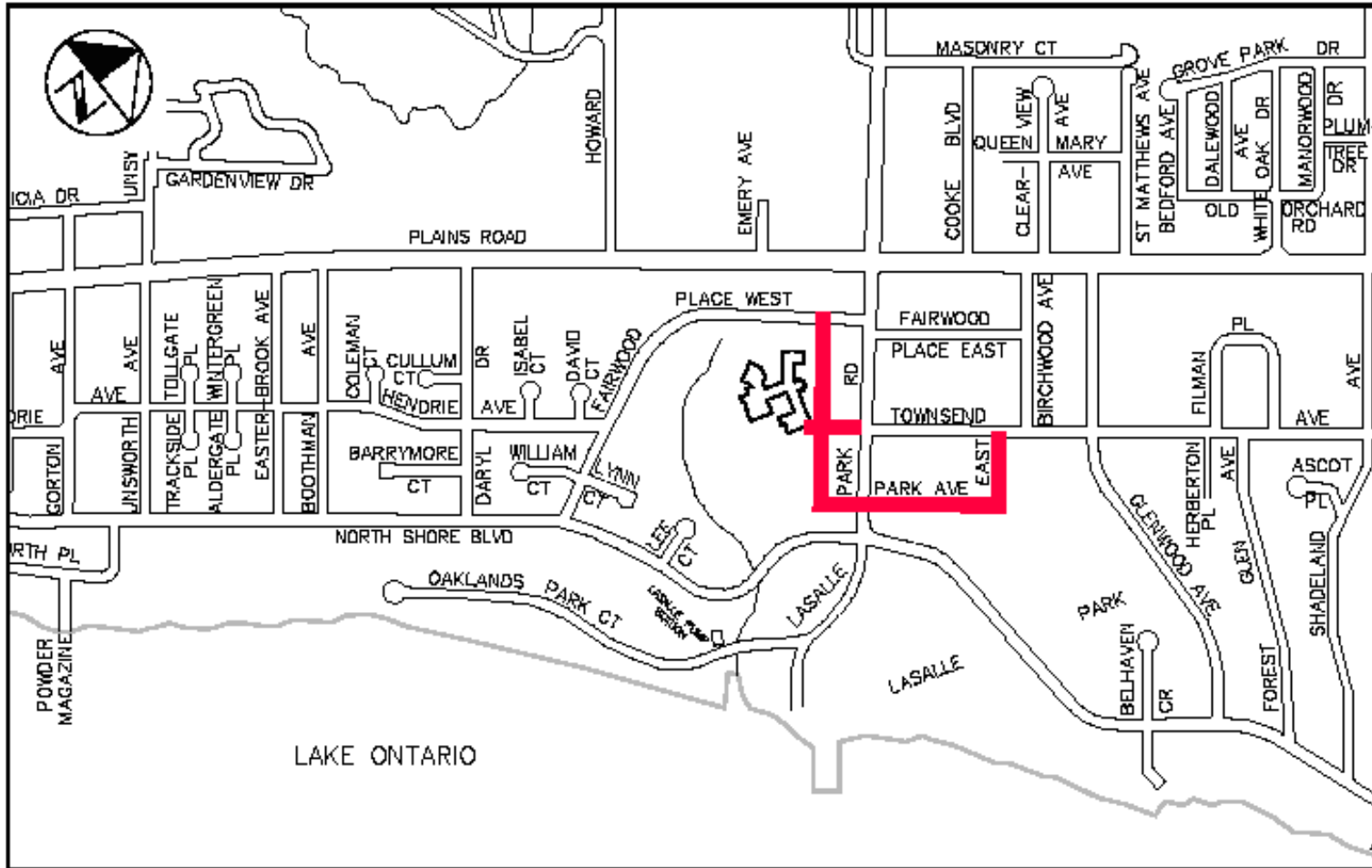
Transportation Services

City of Burlington

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# Project Overview Map

## Park Avenue Area Road Reconstruction



### LEGEND



Project Limits

# Project Scope

| LOCATION  | CITY WORKS  | REGION WORKS   |
|---|---|--|
| Park Avenue West<br>Park Avenue East<br>Aldershot Place | <ul style="list-style-type: none"><li>- Installation of curb and gutter, sidewalk, and storm sewer system</li><li>- Full asphalt replacement</li><li>- Street lighting upgrades</li></ul> | <ul style="list-style-type: none"><li>- Watermain and service replacement</li><li>- Wastewater main and service replacement/rehabilitation</li></ul> |

# Sidewalks/Walkability and Burlington's Strategic Plan

## Alignment with Burlington's Strategic Plan 2015 - 2040:

The development of a multi-modal transportation system is an important objective of the city and contributes to the health, well being, and quality of life for residents of Burlington. The need for a connected, multi-modal transportation system has been identified in Burlington's Strategic Plan.

### **A City that Moves**

- People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable, and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.

### **A Healthy and Greener City**

- The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles.

# Integrated Mobility Plan

The recently approved Integrated Mobility Plan (IMP) recognizes that everyone is a pedestrian at some point in their trip, if only between their bus stop or parking place and their front door.

This makes walking or using a mobility device a critical activity, both as a stand-alone mode and as a connection to other modes of transportation.

The IMP sets the walking mode share target at 6.0% by 2051. Achieving this target will require improvements to pedestrian facilities and environments across the city.

# Integrated Mobility Plan (Pedestrian Policies)

Policy direction through the IMP supports:

- The creation of a complete and connected pedestrian network;
- Improving pedestrian safety;
- Enhancements to the pedestrian experience; and
- The City's commitment to building a walkable environment.

**Policy 2.1** of the council-approved IMP **requires** that the City examine every opportunity to fill in gaps in the existing pedestrian system and work with partners to extend the pedestrian network to new areas when the opportunity is presented. Implementation and expansion of the pedestrian network is to be achieved through the following approaches, as applicable:

- As part of new development, through the development review process;
- **As part of street construction/reconstruction projects;**
- As part of a retrofit project to fill in “missing links” of an existing pedestrian network; and
- As part of other capital projects.

**It is through the lens of the Council-approved IMP that staff have recommended the inclusion of sidewalk infill as part of this capital project.**

# City Sidewalk Warrant and Installation Policy

## (Approved by City Council)

|  |   |
|--|---|
| <b>LOCAL ROADS</b>   |   |
| <b>a) Sidewalks Not Required for</b>   | Cul-de-sacs or street serving less than 30 dwellings  |
| <b>b) Sidewalk on One Side</b>   | For streets with measured traffic volume of 250 to 1000 vpd (vehicles per day).<br>And where total street pedestrian peak hour (8-9 am) count exceeds 15 pedestrians per hour.<br>OR streets which serve a catchment area of 30 to 100 dwellings. |
| <b>c) Sidewalk on Both Sides</b>   | For streets with measured traffic volumes more than 1000 vpd.<br>And where total street pedestrian peak hour (8-9 am) counts exceed 30 pedestrians per hour.<br>OR streets which serve a catchment area of more than 100 dwellings.               |
| <b>NOTES AND QUALIFIERS</b>  |   |
| If a local street is on a main school route or provides access to a community park, sidewalks on both sides should be considered.  |   |
| A multi-use path can be considered an alternative to a “sidewalk” in this warrant.   |   |
| In some areas of the City where “rural cross-sections” exist, local streets with less than 1000 vpd may not need any sidewalks if the road has adequate width and/or shoulders suitable for walking.             |   |
| Where rights-of-way are restricted (narrow right-of-way widths, trees, etc.), consideration can be given to a sidewalk only on one side.   |   |
| In mature areas of the City, local roads with traffic volumes more than 1000 vpd, but less than 1500 vpd, consideration may be given to sidewalks on one side only with circumstances to be reported to Council. |   |

# Pedestrian Volumes

In preparation for the City's Capital Budget and Forecast, Transportation Services staff conducted pedestrian counts on the subject street.

- On Park Avenue West, staff observed between 15 and 30 pedestrians per AM or PM Peak hour. Based on this data a sidewalk is warranted on one side of the street;
- On Park Avenue East, staff also observed between 15 and 30 pedestrians per AM or PM Peak hour. Based on this data a sidewalk is warranted on one side of the street.

# Annual Average Daily Traffic (AADT)

Based on Traffic Counts from September 2024:

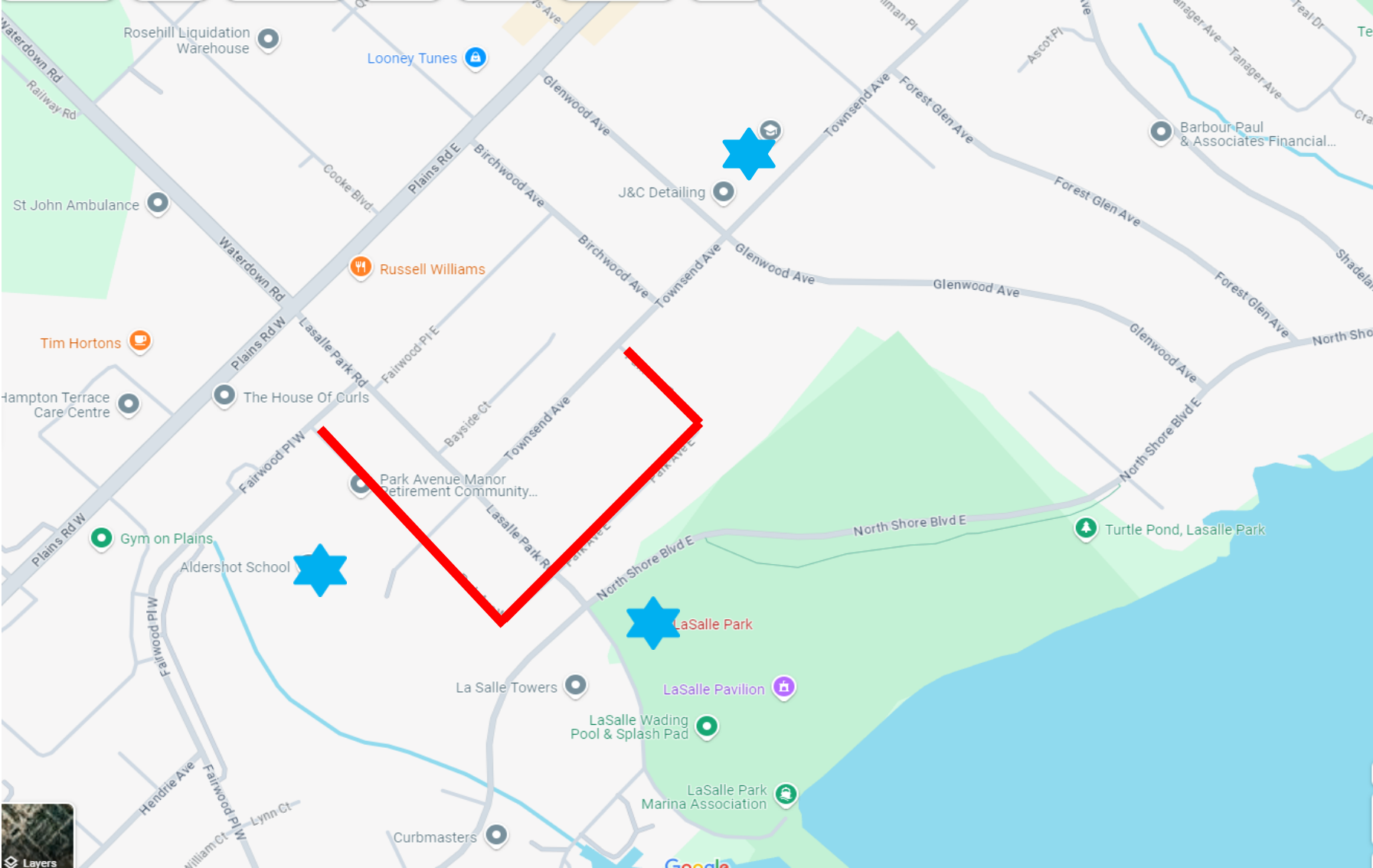
- Park Avenue West, north of Aldershot Places carries 340 vehicles per day. Based on this data a sidewalk is warranted on one side of the street;
- Park Avenue East, west of LaSalle Park Road carries 217 vehicles per day. Based on this data a sidewalk is not warranted.

# Analysis Summary

Transportation Services Staff **recommend** the inclusion of sidewalk based on the following:

- Sidewalks are warranted on Park Avenue West based on the Council-Approved volume warrant (both pedestrian and vehicle volume has been satisfied).
- Pedestrian volumes warrant a sidewalk on Park Avenue East, however the vehicle threshold is not satisfied.
- Irrespective, sidewalk infill is **recommended** based on the combination of pedestrian volume and proximity of nearby pedestrian generators:
  - Glenview Public School
  - Aldershot High School
  - Aldershot Pool
  - LaSalle Park
- Policy & Strategic Alignment
  - Strategic policy directions - A City that Moves & A Healthier and Greener City
  - Mobility policy directions contained within the IMP - Complete and Connected Networks
  - Vision Zero Philosophy – Eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all

# Map of Pedestrian Generators

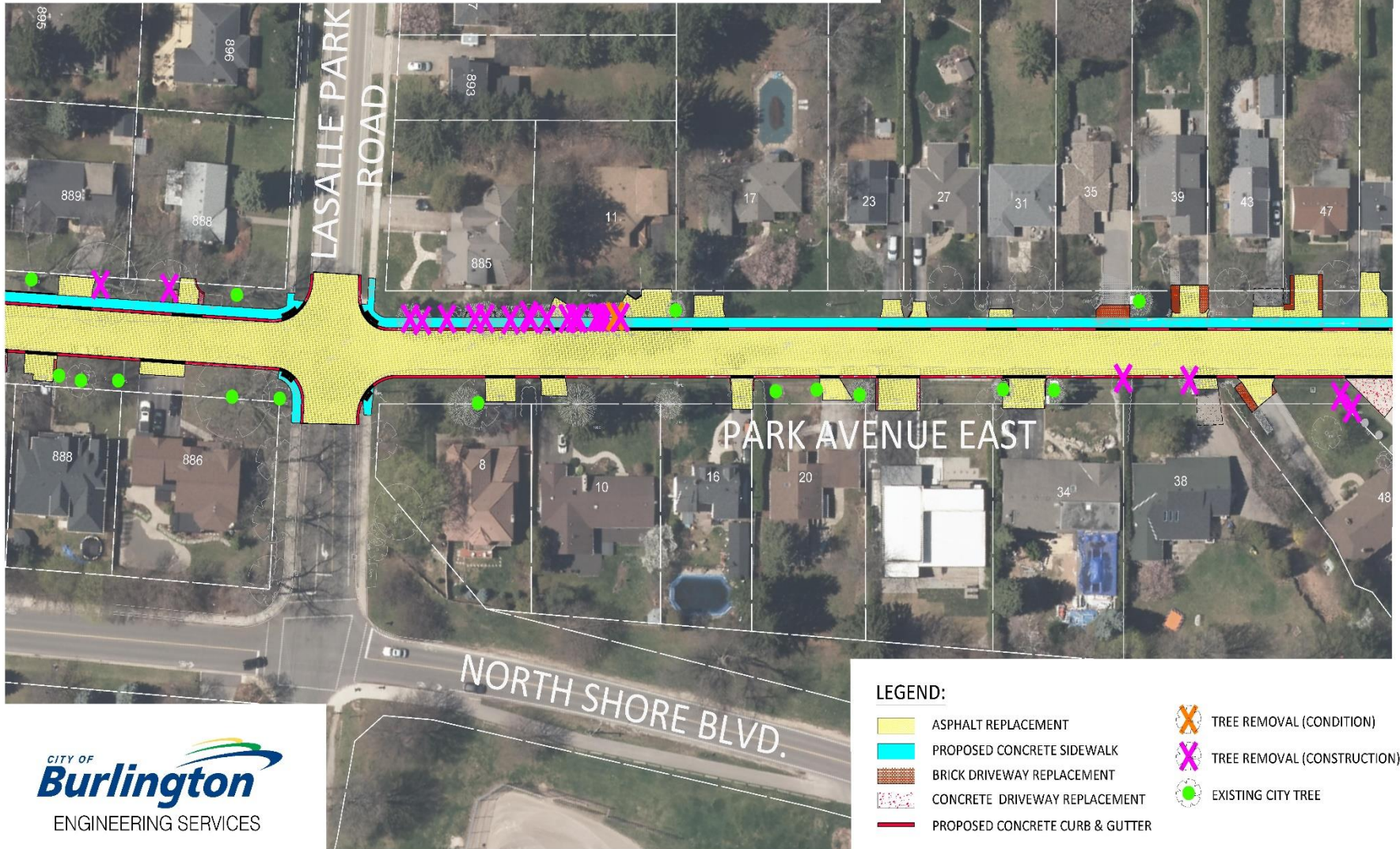
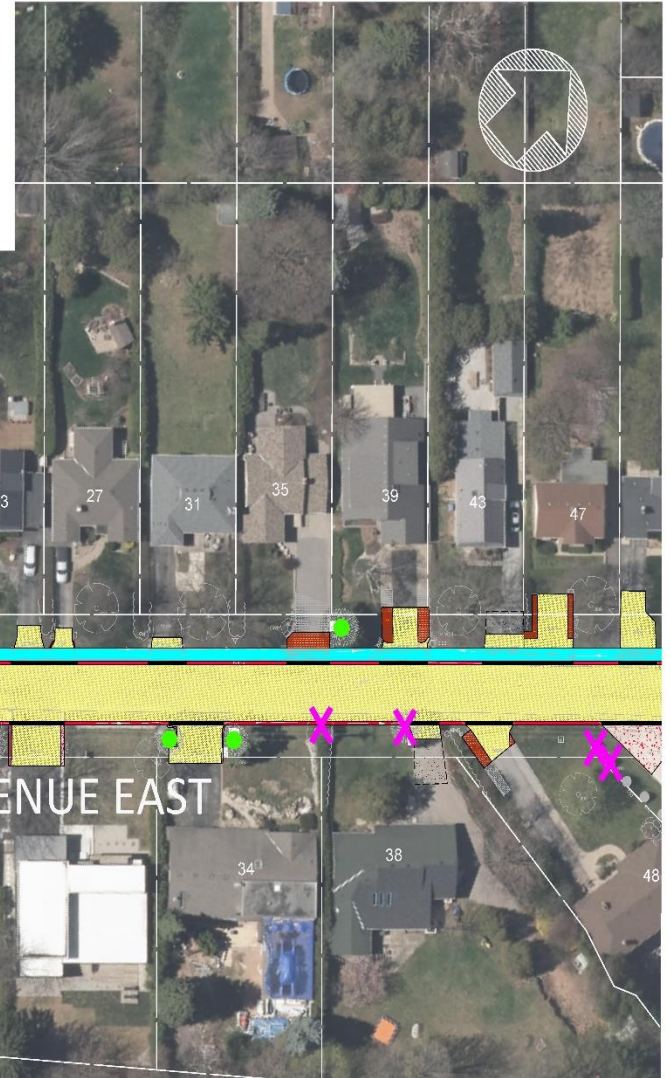


# Preferred Sidewalk Option





| LOCATION   | SIDEWALK LOCATION   | DETERMINING FACTORS  |
|--|---|--|
| <b>Park Avenue E –</b><br>LaSalle Park Rd.<br>to bend        | North side of street  | - Adjacent property elevations and grading restrict installation of sidewalk   |
| <b>Park Avenue E –</b><br>Bend to<br>Townsend Ave.           | West side of street   | Primary<br>- Connection from east/west section to Townsend Ave.<br>Secondary<br>- Limited trees impact (1)<br>- Fewer impacted driveways<br>- Reduced impact on properties |
| <b>Park Avenue W</b><br>LaSalle Park Rd.<br>to Aldershot Pl. | North side of street LaSalle Park Rd.<br>to bend. Ease side bend to Aldershot Pl. | - Grading and existing drainage restriction<br>- Fewer and lessened impact to driveways  |
| <b>Park Avenue W</b><br>Aldershot Pl. to<br>Fairwood Pl.     | West side of street.  | - Retirement Community access<br>- Reduced tree removals<br>- School sidewalk connection   |
| <b>Aldershot Place</b>                                       | North side of street.   | - School sidewalk connection<br>- Sidewalk continuity at Townsend Ave.   |

# PARK AVENUE EAST

## 8.0m ROADWAY & 1.80m SIDEWALK



### LEGEND:

- |   |                                 |   |                             |
|---|---------------------------------|---|-----------------------------|
|  | ASPHALT REPLACEMENT             |  | TREE REMOVAL (CONDITION)    |
|  | PROPOSED CONCRETE SIDEWALK      |  | TREE REMOVAL (CONSTRUCTION) |
|  | BRICK DRIVEWAY REPLACEMENT      |  | EXISTING CITY TREE          |
|  | CONCRETE DRIVEWAY REPLACEMENT   |   |                             |
|  | PROPOSED CONCRETE CURB & GUTTER |   |                             |

# PARK AVENUE EAST

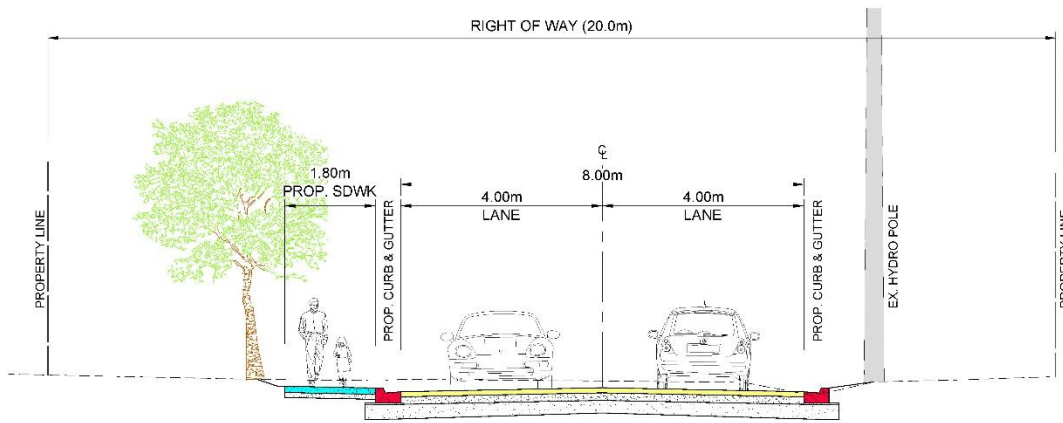
## 8.0m ROADWAY & 1.80m SIDEWALK



### LEGEND:

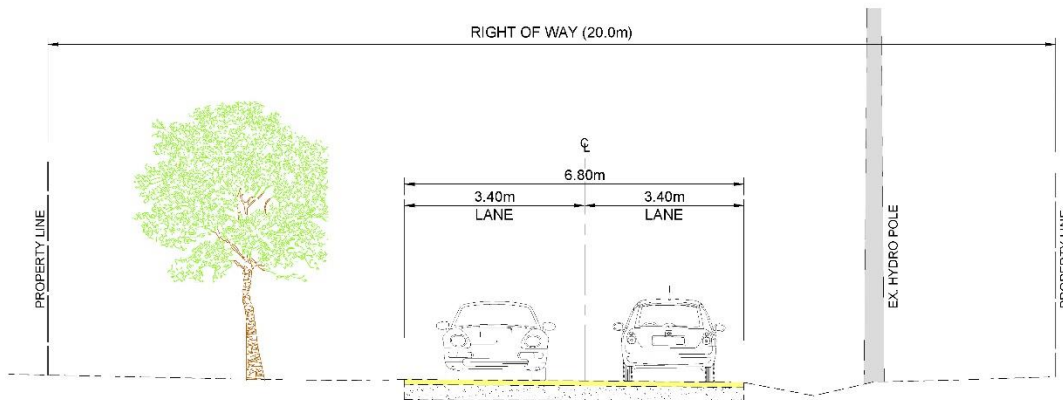
- |   |                                 |   |                             |
|---|---------------------------------|---|-----------------------------|
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|  | BRICK DRIVEWAY REPLACEMENT      |  | EXISTING CITY TREE          |
|  | CONCRETE DRIVEWAY REPLACEMENT   |   |                             |
|  | PROPOSED CONCRETE CURB & GUTTER |   |                             |

# PARK AVENUE EAST SIDEWALK INFILL 70m EAST OF LASALLE PARK RD.



PROPOSED ROAD CROSS SECTION

N.T.S.

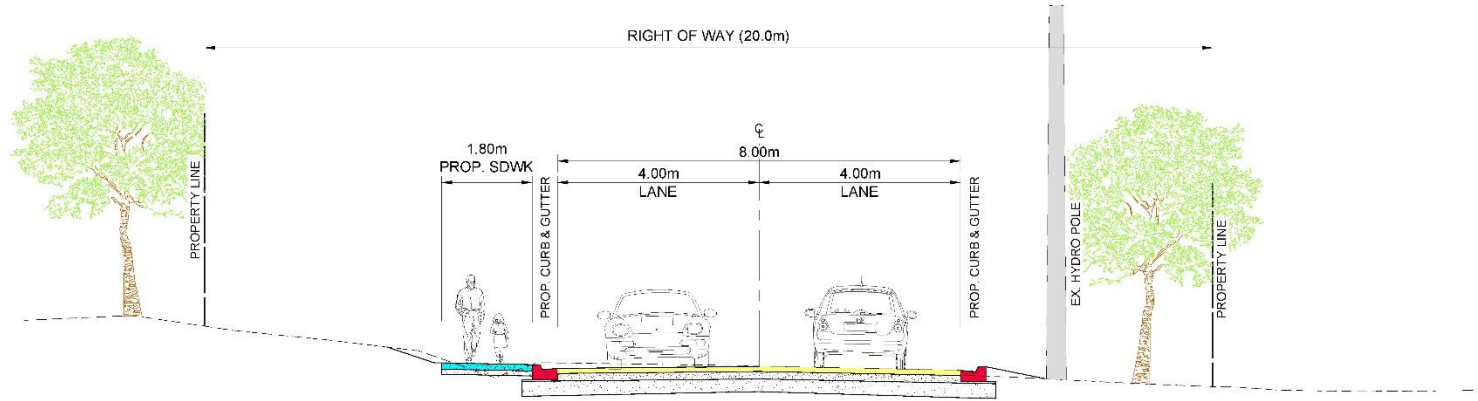


EXISTING ROAD CROSS SECTION

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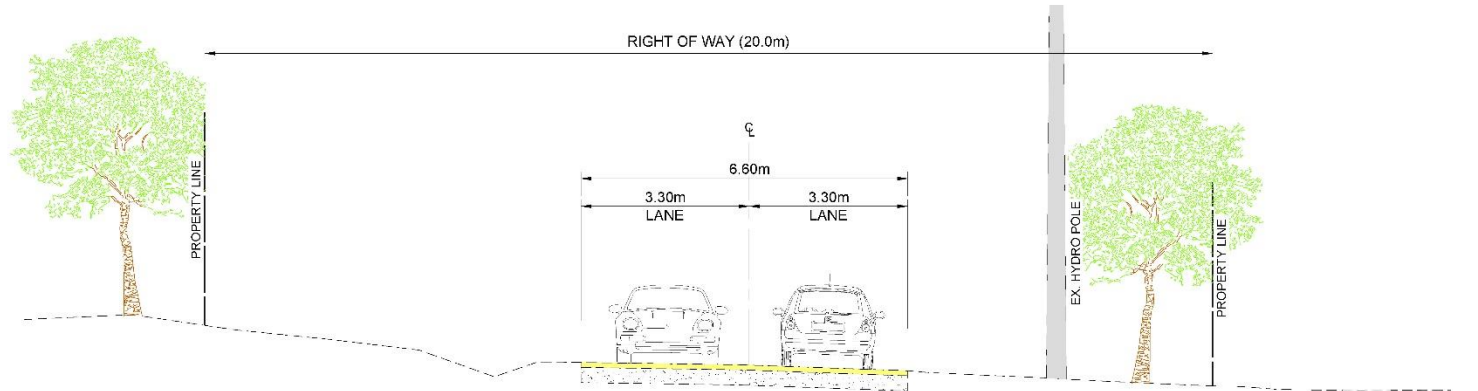
# PARK AVENUE EAST SIDEWALK INFILL

## 200m EAST OF LASALLE PARK RD.



PROPOSED ROAD CROSS SECTION

N.T.S.

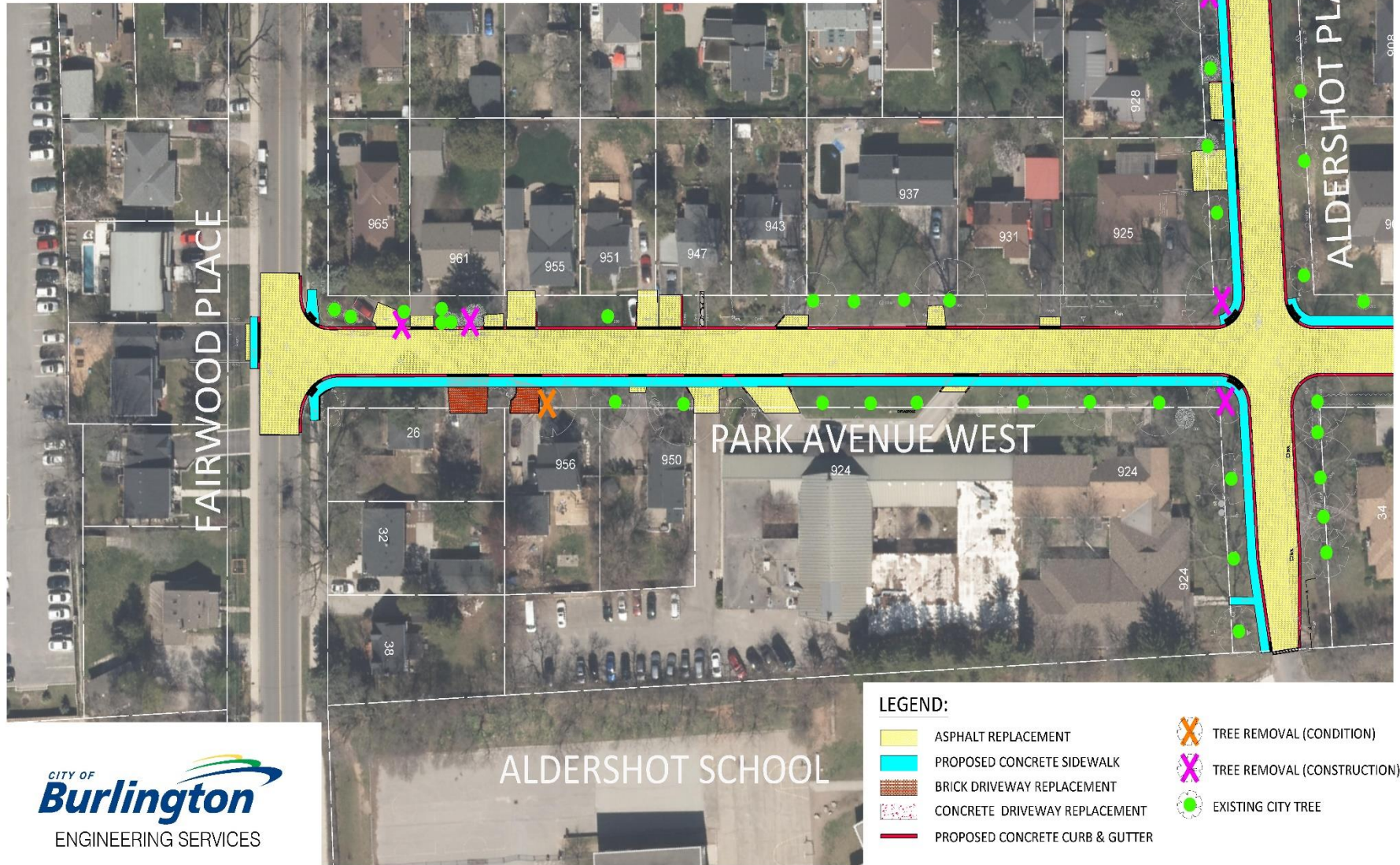


EXISTING ROAD CROSS SECTION

N.T.S.

# PARK AVENUE WEST & ALDRESHOT PLACE

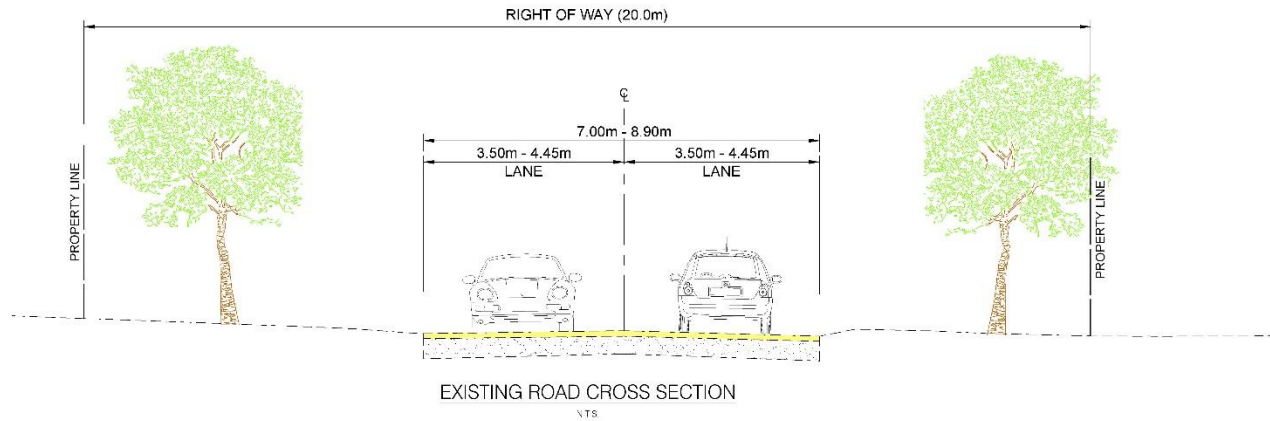
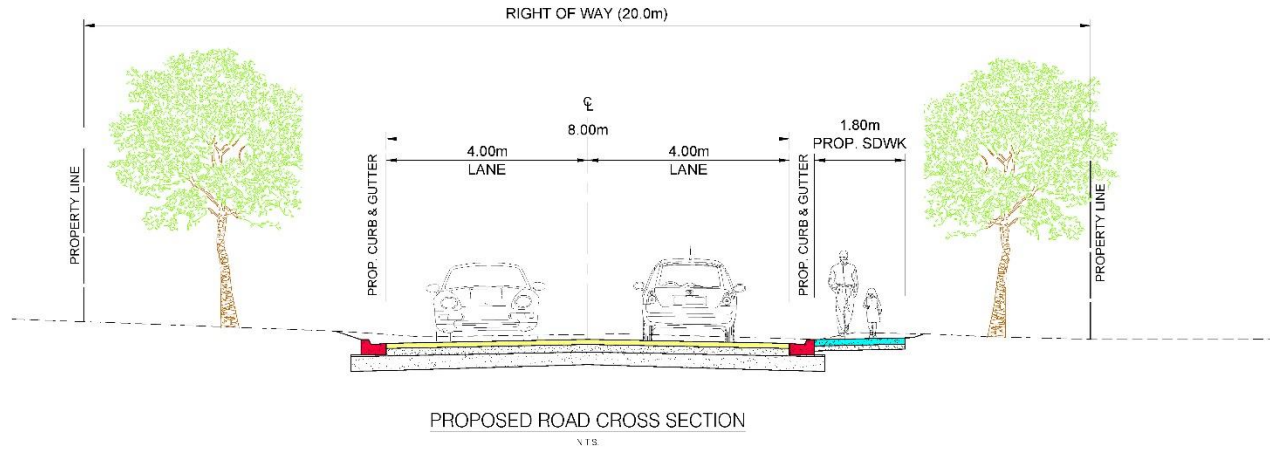
## 8.0m ROADWAY & 1.80m SIDEWALK



### LEGEND:

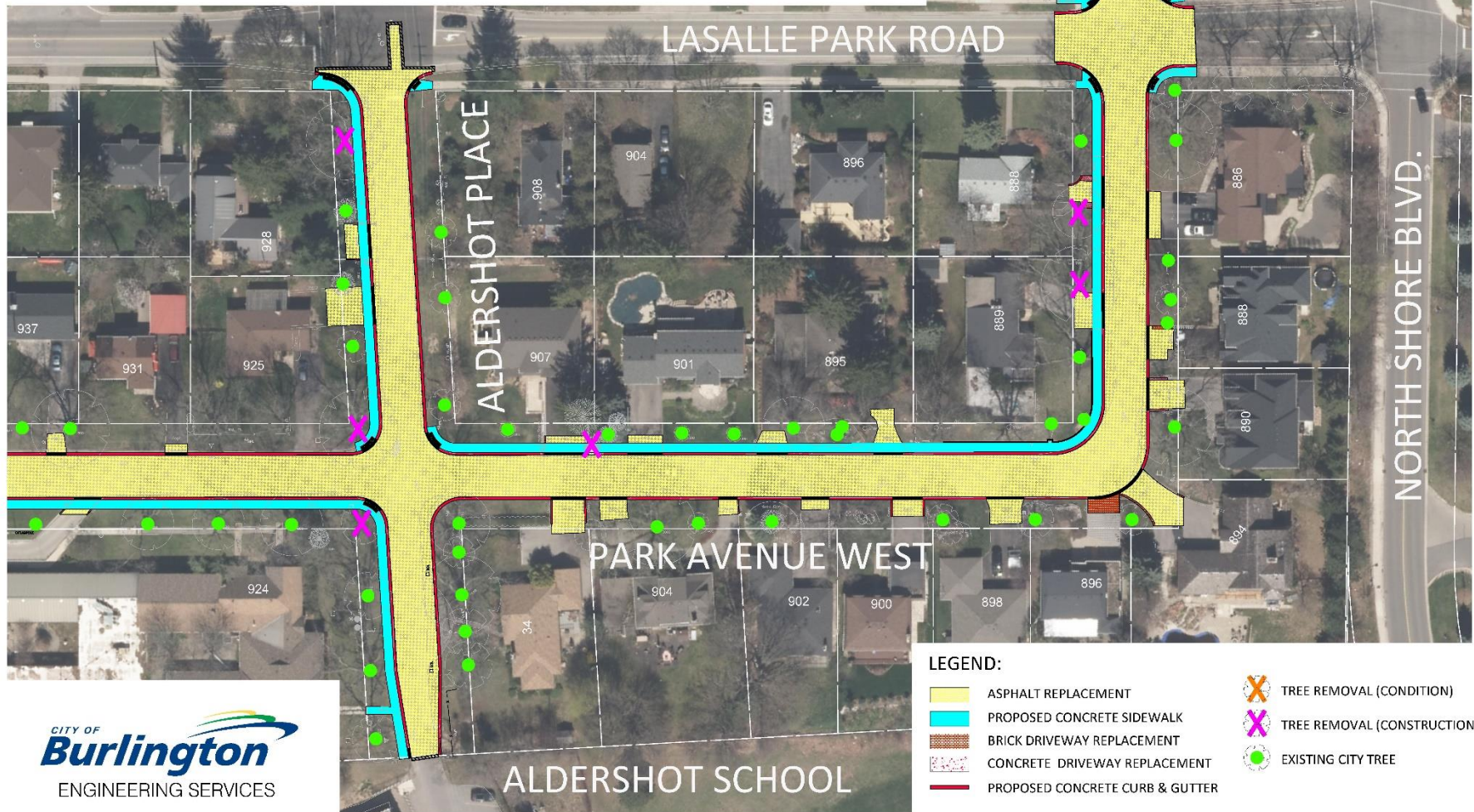
- |   |                                 |   |                             |
|---|---------------------------------|---|-----------------------------|
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|  | PROPOSED CONCRETE SIDEWALK      |  | TREE REMOVAL (CONSTRUCTION) |
|  | BRICK DRIVEWAY REPLACEMENT      |  | EXISTING CITY TREE          |
|  | CONCRETE DRIVEWAY REPLACEMENT   |   |                             |
|  | PROPOSED CONCRETE CURB & GUTTER |   |                             |

# PARK AVENUE WEST SIDEWALK INFILL FAIRWOOD PL. TO ALDERSHOT PL.

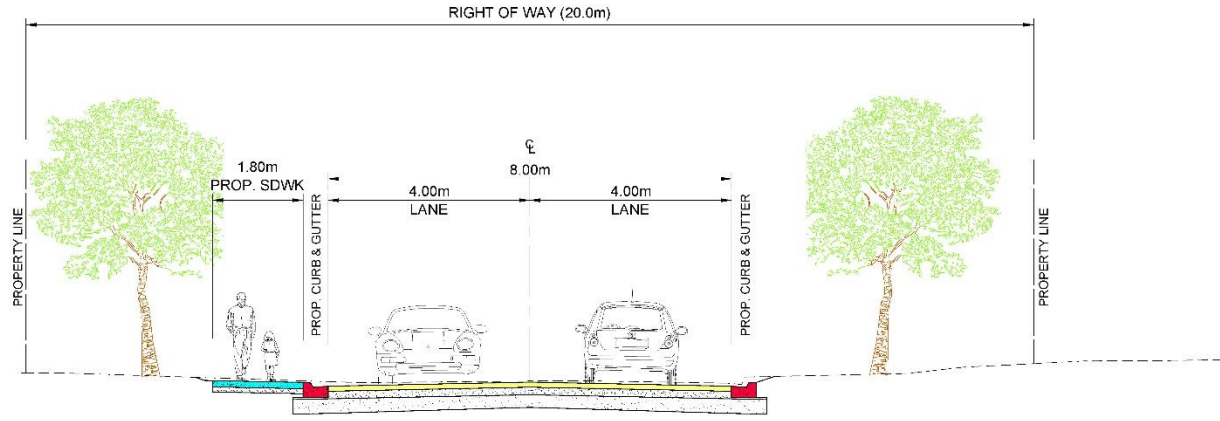


# PARK AVENUE WEST & ALDERSHOT PLACE

8.0m ROADWAY & 1.80m SIDEWALK

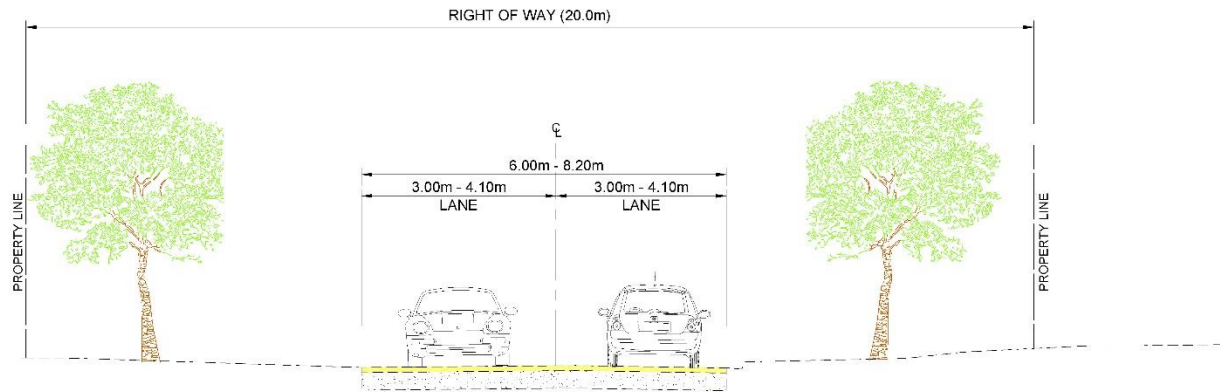


# PARK AVENUE WEST SIDEWALK INFILL ALDERSHOT PL. TO LASALLE PARK RD.



PROPOSED ROAD CROSS SECTION

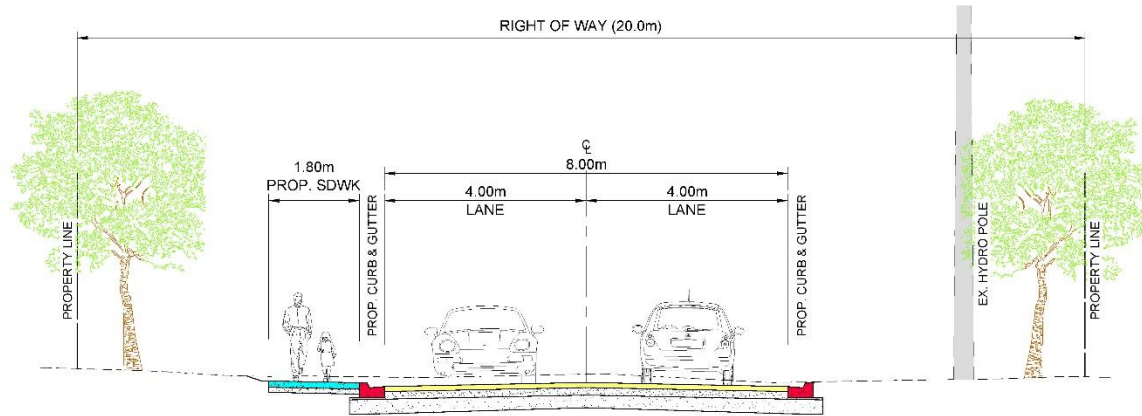
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EXISTING ROAD CROSS SECTION

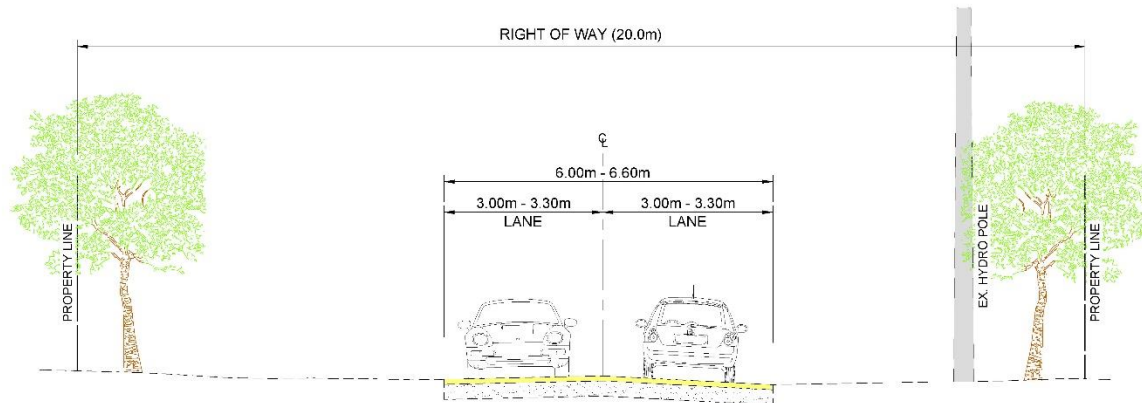
N.T.S.

# ALDRSHOT PLACE SIDEWALK INFILL LASALLE PARK RD. TO END



PROPOSED ROAD CROSS SECTION

NTS



EXISTING ROAD CROSS SECTION

NTS

# Comments

- Take a project information package:
  - Fill out comments form here or submit later.
  - Please submit comments by October 11, 2024
- Project team contacts provided in handout



# Where do I send my comments?

Please return comment sheet by:

- Leave with us at this meeting
- Email to: [ryan.stoneman@burlington.ca](mailto:ryan.stoneman@burlington.ca)
- Mail to: Ryan Stoneman  
Burlington City Hall  
426 Brant Street  
Burlington, ON L7R 3Z6

# What's Next

Public Information Centre to be held in November 2024 on overall project scope and construction details.

## Questions/Comments

For more information, please visit the project web page:

[www.burlington.ca/ParkAvenue](http://www.burlington.ca/ParkAvenue)

To receive email updates about this project, please subscribe the project web page.

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