

Burke, Teresita

From: Susan Chow [REDACTED] "s.22(1) Personal and Confidential"
Sent: Tuesday, January 16, 2018 2:42 AM
To: Public Hearing; Mayor and Council Correspondence; Affleck, George; Ball, Elizabeth; Bremner, Hector; Carr, Adriane; De Genova, Melissa; Deal, Heather; Jang, Kerry; Louie, Raymond; Reimer, Andrea; Stevenson, Tim
Subject: OPPOSED - York House School - 4176 Alexandra

16 January 2018

Dear Councillors,

RE: York House School Rezoning – 4176 Alexandra Street

I am **opposed to the proposed increase in building size and student capacity at York House School.**

I live at [REDACTED] "s.22(1) Personal and Confidential" more than 2 full blocks from the school yet must live with the daily school year inconvenience of congestion, illegal parking and inconsiderate behaviour of parents parking on Alexandra during morning drop-off and afternoon pick-up. I understand that Alexandra is a public street and open to all to park. However, we who live in the neighborhood should not be subject to blocked driveways, cars parked so close to the curb corner that vision is impeded for those travelling and approaching a 4 way stop sign. At Alexandra and West King Edward (NW corner) and Alexandra and Laurier, cars are often parked so close to STOP sign and corner that traffic is unable to look left for vehicles to even enter the intersection for a right hand turn. This is simply unsafe and much of it is created by too many cars in the neighborhood doing the quick drop-off / pick-up. None of these offenders want to believe that it is their behaviour that is upsetting traffic patterns and drivers.

Also, the drive through pick-up lane adjacent to the school on West King Edward is usually manned by parent volunteers wearing safety vests. It seems that more often than not, drivers do not respect or heed their directions. Moving the cars along up to front of line; not allowing cars to stop in traffic lane on West King Edward for their child to "jump in / jump out" is happening on a daily basis – this is not only creating traffic gridlock on West King Edward during rush hour but it is extremely dangerous for the student. If the school is unable to manage traffic congestion with its current population size, I am not sure they will be able to improve traffic pattern management with a larger student body.


I acknowledge that there are 3 schools in close proximity in this neighborhood but for me, the Alexandra Street congestion and annoyance can almost be entirely blamed on York House families. For me personally, the physical size of the school is not offensive to me. If the school has raised the funds and they want to upgrade or replace facilities that is fine. However, I just do not think this neighborhood can handle more students and their cars / parents parking and plugging our residential thoroughfares. City by-law officers only attend when a complaint is lodged on 311 but rarely attend otherwise to keep the problems under control so we as neighbors must suffer the inconvenience and inconsiderate behaviour.

I would like to propose that **York House School enrollment number NOT be allowed to increase and remain at status quo.**

Thank you.

Victoria Susan Chow

"s.22(1) Personal and Confidential"



Burke, Teresita

From: Jani.Constantini "s.22(1) Personal and Confidential"
Sent: Tuesday, January 16, 2018 9:39 AM
To: Public Hearing
Subject: York House School Public Meeting - January 16, 2018

Importance: High

Honorable council

I am submitting this written comment in the hope that it will be considered prior to the public hearing scheduled for 6 pm tonight.

Due to health issues I am unable to attend tonight, however I wish to voice my opposition to the proposed expansion plans submitted by York House School basis the following principal issues

1. Increase in traffic congestion in an already congested area
2. Decrease in safety for pedestrians, motorists and cyclists due to the inevitable increase in traffic.
3. Increase in pollution due to the increase in the number of vehicles

As a point of context, I am a resident at "s.22(1) Personal and Confidential" two blocks from the school property. I have resided in this area for over 30 years and was actively involved in the opposition to the previous York House School expansion. I have definitely noted a significant increase with respect to vehicles parked all day on West 28th avenue between Marguerite and Alexander Ave. However, the Bunt Traffic report purports to have studied the traffic issues in detail.

The Bunt traffic Report – submitted with the development proposal - appears to be the sole basis for arguing that traffic congestion and safety are not going to be adversely affected by the proposed expansion, therefore my comments will be confined to the inadequacy and incorrect assumptions and conclusions contained within that report

Facts

- Pg 3 The study area (our side) only goes as far as YHS to Nanton. This is insufficient and ignores everything south of Nanton which can also be greatly impacted by traffic parking & congestion
- Exhibit 2.1 notes 2 main Pick Up/Drop Off (PUDF) area however the one on Alexandra operates outside normal PUDO times i.e. before 8.00 am and after 4.00 pm and is shut down in normal times so is irrelevant in the study and does not aid PUDO or relieve traffic congestion in any way!
- That same diagram only shows “informal parking” around the school and fails to note that it spreads further down Alexandra and up & down 28th
- Pg 14, Table 3.3 The V/C colm rates the King Ed/Granville Intersection(Key on pg 12) . Anything over 1.0 is “very congested” which is 6/14 occasions. 0.85 – 0.95 is “approaching practical capacity” 3/14.so 65% of the time that intersection is at or exceeding capacity which has a huge negative knock-on impact to vehicles leaving all 3 schools
- With the King Ed/Granville intersection beyond capacity at PUDO times the report fails to mention that traffic leaving Alexander, Nanton & Marguerite are unable to move onto King Ed. Intersection congestion is terrible here, sometimes taking 10 minutes to get through! (I experience this daily)
- Pg 8. 61% of pupils arrive by car. That’s 360 cars within a 20 minute drop off period. Add this same % to LFA (468 pupils) & SE (500 pupils) and you have 950 cars (plus teachers) cramming the local streets and intersections every morning and afternoon.

- The reports notes that the school has a “Good Neighbour Pledge” to aid traffic. This is rubbish as the “Pledge” <https://www.yorkhouse.ca/page/explore/neighbour-relations> is simply a reactionary committee who will listen to & help when neighbours complain so this has no bearing on preventing or mitigating traffic congestion prior to it being a problem
- Exhibit 3.1 notes traffic numbers however Traffic flow numbers are based on a study done May 8th 2014 (pg 10) as Bunt don’t consider the flow to have changed much between then & now. I would greatly challenge this comment and the numbers noted as quantity of cars seems far lower than what we (neighbours) experience.
- Traffic numbers noted make no reference to teacher cars. This (unknown quantity) further exacerbates the problem.
- Their Traffic Management Plan (pg 18) simply shows a desired flow but is not an actual plan to address congestion, parking problems or provide recommendations for same
- Pg 18. Event parking. There are 3 designated off-street areas with capacity for 151 vehicles. That leave 449 other student cars (plus teachers) filling local streets. When this happens the streets are almost un-navigable for residents and many times we cannot turn into our own driveways
- Pg 25 and exhibit 5.1 refers to a survey of student vehicle parking in residential areas but only in the immediate school vicinity. It overlooks parking in residential streets beyond the area i.e. south of Nanton
- Pg 32 Talks to Laneway problems & dangers. There MUST be traffic calming measures introduced to all nearby laneways which are used as main roads to try and avoid street and intersection congestion
 - The school parks its school busses – 2 – 3 at a time – at all times outside of and during school hours 7 days a week. The neighbourhood pledge created many years ago specified that those busses should be parked on school property on their surface parking lot. This residential area is being treated as commercial zone with commercial vehicles parked on the street.
- The report Conclusion & Recommendations are weak and based on outdated and inaccurate vehicle numbers, it has no traffic mitigation recommendations or actual Management Plan (other than talking about the perceived “current plan”) so in no way helps address Residents current concerns & frustrations let alone devise a future plan!

The above only reviews existing conditions and only in the Conclusion (one paragraph) mentions the proposed additional 60 pupils (plus staff)

Presumably the authors of the report – and the manner in which it has been presented - feel that council does not have the ability to clearly identify the facts with respect to increased congestion, decrease in safety and increase in pollution, this proposed development will bring.

I ask that you take into consideration the flawed nature of this report – and reject the proposal as it stands.

Yours truly

Jani Constantini



Shaughnessy Heights Property Owners' Association

January 15, 2018

Dear Mayor and Councillors:

SHPOA would like to lodge their objection to the York House School expansion project on the following grounds.

1. The change in the Southside setback and the significantly increased height of a 3 storey building along the length of 26th Ave. is highly intrusive to the privacy and destructive to the light and existing view of the residents of 26th Ave. with a likely reduction in their property value.
2. The Master plan includes multiple phases of construction each lasting 1-2 years. Most residents in the entire neighbourhood affected from Balfour Ave to West 28th Ave and Hudson St. to Pine St. object to living in a construction zone that is essentially planned for the foreseeable future. They have lived through this before.
3. There have also been objections from the residents on Alexandra St. who are unable to access their own house, let alone park outside their house, during normal school hours. During the previous construction, it was extremely difficult to navigate Alexandra St., if possible at all.
4. An increase in the number of students by 15% on such a small campus will make the traffic situation more untenable than it already is. 90 more students equate to at least 70 more cars twice daily based on the paucity of students attending that either walk, cycle or take either public transportation or the school bus in the morning. (78% arrive by car- Transportation study)

5. The Transportation study provides some useful information. However because it is based on information from 2014, much of it is now obsolete as a consequence of a new bike lane that the city has constructed along this busy artery from Granville St. to Arbutus St. along the route of 3 schools in 3 blocks. Since its construction, this stretch of King Edward Ave. is already gridlocked traffic at school drop off and pick up times (with an underutilized, empty bike lane) with spill over onto the other E-W and N-S residential streets within the school neighbourhood.

Some thoughts from SHPOA:

- Three-storey buildings along the major arteries of King Edward Ave. and Granville St. would be more desirable allowing preservation of the integrity of West 26th Ave. and allowing for more advantageous light conditions on south facing playing fields rather than a Northerly aspect behind buildings.
- Expansion of the school bus network to reduce a 78% car use among students.
- Why not demolish entire site in one single phase and rebuild rather than 15 years of construction? (Utilize one of the vacant schools for a year?)

Sincerely,

"s.22(1) Personal and Confidential"

Anthony Chu
Vice President, SHPOA

"s.22(1) Personal and Confidential"

John Wang
Vice President, SHPOA