

Stacey M. Corbett

From: CityClerk
Sent: Friday, July 31, 2020 1:03 PM
To: [REDACTED]; CityClerk
Cc: Andrea Roberts; Ann-Marie Cashin; Ashley Murray; Dave Wadden; Jason Sinyard; Karen Chafe; Ken O'Brien; Lindsay Lyghtle Brushett; Planning
Subject: RE: (EXT) Application for gym at 60 O'Leary Road. I have no objection to this proposal.

Good Afternoon [REDACTED]

We thank you for your feedback and advise that all submissions will be presented to Council for consideration prior to a final decision being reached on this application.

Elaine Henley

Elaine Henley
City Clerk
t. 576-8202
c. 691-0451

From: [REDACTED]
Sent: Thursday, July 30, 2020 4:08 PM
To: CityClerk <cityclerk@stjohns.ca>
Subject: (EXT) Application for gym at 60 O'Leary Road. I have no objection to this proposal.

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Elaine Henley

From: Planning
Sent: Monday, August 10, 2020 9:55 AM
To: CityClerk
Subject: FW: (EXT) Discretionary Uses of 60 O'Leary Avenue

From [REDACTED]
Sent: Friday, August 7, 2020 2:17 PM
To: Planning <planning@stjohns.ca>
Subject: (EXT) Discretionary Uses of 60 O'Leary Avenue

Sirs,

I am writing to express my views on the future use of all or parts of the currently vacant property at 60 O'Leary Avenue. Whereas I see upside to the buildings occupation for tax revenue, business profit and consumer spending, it must be noted that there has been a significant increase in vehicle traffic on O'Leary Avenue in the last year and I expect this to continue as more consumer businesses locate to the street.

Traffic brings consumers and no one should argue with the potential for increased foot traffic at their establishment. However, the area was originally designed as an industrial park, as is evidenced every week day with the amount of tractor trailers delivering to O'Leary. In many cases these rigs must back into loading docks, as was the case without traffic back in the 1970s, and this includes using the driveway of a business across from the intended delivery address as a space to reverse the vehicle.

The street experienced a heavier rise in traffic, beginning with it's use as a short cut to Prince Philip Drive rather than the alternative Kenmount Road/Crosbie Road.

Access to Team Gushue Highway has lead to a big increase in traffic on Pippy Place and that has lead to much longer waits for drivers turning left or right from O'Leary Avenue onto Pippy Place. The recently placed traffic island on the lower part of the street, where it intersects Thorburn Road, has required drivers turning left onto Thorburn to wait through more than one traffic light cycle and, realistically, the traffic turning right onto Thorburn has much the same wait. There are no turning lanes on the avenue, save the ends, and that can lead to traffic slow downs when a vehicle turning left onto Peet Street (for example) creeps too close to the curb on O'Leary.

It is my belief that it is time to assess the traffic conditions on O'Leary Avenue with a goal of modernizing the traffic control mechanisms, vis a vis, traffic lights at O'Leary and Pippy, creating a centre lane for turning and addressing the traffic egress from the Avalon Mall at Dollarama.

There is no doubt in my mind or those proprietors I speak with about the negative effect improperly controlled traffic can have on a consumer when frustratingly long waits affect the decision to avoid a business.

Sincerely,

[REDACTED]