



## 421 Brant Street Redevelopment

Public Meeting

March 28, 2017

Art Gallery of Burlington

Kyle Plas, Planner II, City of Burlington

Rosalind Minaji, Coordinator Development Review, City of Burlington

Phil Caldwell, Senior Planner, Mobility Hubs, City of Burlington

Kaylan Edgcumbe, Manager of Transportation Planning and Parking, City of Burlington

Mark Bales, Development Manager, Carriage Gate Homes

Ed Fothergill, President Fothergill Planning & Development

Nick Carnicelli, President, Carriage Gate Homes

Robert Glover, Architect, Planner and Urban Designer, Bousfields Inc.

Marianne Meed Ward, City & Regional Councillor, Ward 2

Approximately 100 residents

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Councillor Meed Ward moderated the evening, welcomed everyone and acknowledged the attendance of Mayor Rick Goldring and Ward 3 Councillor John Taylor.

City Planner, Kyle Plas, provided an overview of the city planning process and outlined the details of the development application at 421 Brant Street. See PowerPoint presentation for further details.

Phil Caldwell provided an overview of the Mobility Hubs work that a dedicated team of city staff are working on. Phil invited residents to a launch party to meet the team on Wednesday, April 12 from 6:30 to 8:30 p.m. at 1455 Lakeshore Road, Unit 7. Access to the office is off of Locust Street, directly across from the Esso gas station. Also, residents are invited to a Mobility Hubs visioning workshop on Thursday, April 20 at 6:30 p.m. at Lions Club Hall, 471 Pearl Street. For further details, visit <http://www.burlington.ca/en/services-for-you/mobility-hubs.asp>.

Mark Bales provided introductory remarks on behalf of Carriage Gate Homes. He spoke about the Province's Places to Grow plan and downtown Burlington's urban growth centre. Mark suggested downtown Burlington is well below the density targets established by the Province and stated that the downtown mobility hub is the anchor hub for Burlington - the most important. View the applicant's PowerPoint presentation for more details.

Ed Fothergill, planning consultant on behalf of the applicant, provided the following information:

- Ed was involved with Peter Lush in the construction of Upper Canada Place at 460 Brant Street, an 11-storey building. He also noted that near this development are two 18 storey buildings (477 Elizabeth St. and 478 Pearl St.). At the time of construction, those buildings were significant, but over time they became part of the downtown fabric.
- The Downtown Core precinct is a prime area for intensification according to the City's new Official Plan that just came out.

- There hasn't been a significant amount of development in downtown because properties need to be assembled in order to do so and there are only so many sites where assembly can happen.
- The design of the proposed development fits within the City's Tall Building Guidelines.

Robert Glover, urban designer from Toronto, shared the following information on behalf of the applicant:

- The proposed development is putting a taller building where it makes sense, with respect to its urban form. It will help bring back life to the streets. Need to look at ways to rebuild, revitalize and bring back the character of the downtown to live work and play, especially when it is so close to the waterfront.
- There are taller buildings that have been located without particular care. One of the benefits of the location of the proposed building is it is away from the waterfront.
- They worked within the City's Tall Building Guidelines to get the best design possible.
- The City's Official Plan has a mid-rise scale of development running the length of Brant Street. This development would do that with its podium scale.
- Two thirds of the building would be 2 or 3 bedroom units.

### **Questions:**

#### **Why is there a reduction in parking?**

The applicant tried to accommodate modern development standards. The development proposal is for 183 units, with 183 parking spaces - 1 space per unit. No visitor parking is proposed. Visitor parking would be satisfied by on-street parking and municipal lots. Also, there is no requirement for parking spaces for the commercial portion of the development as they are within the downtown BIA boundaries.

#### **What is going to be the impact on traffic?**

The city required a traffic study to be undertaken and city staff will also undertake its own review of traffic impacts. The applicant noted the proposed development and downtown Burlington is in an urban environment and traffic is part of the territory.

#### **Is the city planning on removing parking on Brant Street to allow two-lanes of traffic?**

There are no plans to remove parking along Brant Street. Councillor Meed Ward shared that she is not supportive of removing on-street parking along Brant Street.

#### **What is the plan for accessible and affordable units?**

The building code requires 15% of the units to be accessible. Affordable units will be discussed with city staff during the planning application process.

#### **Will there be battery charging stations?**

The applicant is considering them as they are pretty standard in modern developments nowadays.

#### **How does the design plan for drop-offs, pick-ups and tradespeople; will there be laybys?**

Adjacent to the parking entrance off of John Street there will be a loading and delivery area. There will not be an on-street layby.

**Why is it that a design that seems to work well at street level has to double in height and density and not conform to the Official Plan?**

The applicant replied that the design standards in the City's Official Plan are at least 20 years old. Cities have grown and demand has occurred. The province has stepped in and created policies; they have created Places to Grow, mobility hubs, etc. There will be more specific policies for downtown during the Official Plan review.

Councillor Meed Ward shared that currently the downtown density is at 135 people/jobs per hectare and the provincial target is 200 people/jobs per hectare. The city is on track to meet that goal by 2020.

Rosalind Minaji shared that the downtown is based on a precinct plan. The City is aware that there are many development proposals and decided to advance the downtown work which will begin next month. The City is also starting to look at the Waterfront Hotel property and adjacent parking lot.

**Is the north side of Lakeshore Road considered waterfront lands?**

Councillor Meed Ward shared that when the City had a Waterfront Advisory Committee, 200 metres from the lake was considered waterfront lands.

**What kind of materials will be used on the exterior of the building?**

The applicant is proposing natural brick, stone and concrete. Those details will be finalized at the site plan application stage. The key to design is to make the building visually attractive at grade level.

**Would the parking structure at The Berkeley development (Caroline/Elizabeth/Maria/John Streets) alleviate some of the parking concerns for this development as Carriage Gate owns both?**

Some public parking spaces will be available in the garage at The Berkeley.

**Have traffic studies ever been done when the Skyway Bridge is closed?**

Kaylan Edgcumbe advised that the city would not be looking for a catastrophe type scenario for this particular development. However, the city is actively looking at ways to balance the traffic signal system when a catastrophe scenario happens.

**In the applicant's presentation, it was mentioned that this development could fit into the mid-rise scale along Brant Street of the City's Official Plan. Is 27-storeys considered mid-rise?**

The applicant advised that mid-rise could apply to the size of the podium.

**Who determined that we need more retail along Brant Street when there are empty store fronts?**

Councillor Meed Ward shared that currently there is a 4% vacancy rate in our downtown. There is a challenge matching people who want to locate downtown because our vacancy rate is very low and some of the units are small. Also, the City's Official Plan wants to ensure Brant Street has retail at grade.

**When will the applicant start to sell units as there is interest in purchasing one?**

The applicant advised that it is too early in the process.

**Would the city consider closing Brant Street south of Caroline Street and making it a pedestrian mall with parking underground to service commercial properties? Locust Street could be made one way south and John Street or Elizabeth Street could be made one way north.**

Kaylan Edgcumbe advised that a pedestrian mall on Brant Street and underground parking have not been examined in any great detail. The time to look at it may be during the City's Mobility Hubs work.

**What is the applicant proposing regarding sustainability for this development?**

Mark Bales shared that last week he attend the City's Sustainable Development Committee to talk to the committee members about this development proposal. The Berkeley is being constructed to a LEED standard. It is too early to determine whether or not this development will be constructed to a LEED certified standard.

**Does the City's by-law require every unit to have a parking space?**

It is not a requirement for every unit to have a space.

**When will the City negotiate Section 37 benefits?**

After a development is approved, the city can then negotiate Section 37 benefits.

**What is driving 27-storeys? The applicant's presentation talked about helping achieve intensification goals, but there must be more to it.**

Councillor Meed Ward shared that City Council approved the hiring of a land economist to assess land values to assist council when development proposals are applied for well beyond the zoning and official plan limits.

**What are the permitted construction impacts related to noise?**

The City's Noise By-law permits construction noise Monday to Saturday between the hours of 7 a.m. and 7 p.m. No noise is permitted on Sundays and Statutory Holidays.

**What is the proposed size for the 2 and 3 bedroom condos?**

The 2 and 3 bedroom condos would be 950 square feet on average.

**Has car sharing been considered for this development?**

Kaylan Edgcumbe advised that the City will be requesting transportation demand management tools. The developer will have to provide the City with proposed alternative transportation modes.

**Once approvals are obtained, how long will it take to build?**

After the hole is dug, construction of the building takes about 2 years.

**Have any noise assessments been done?**

A noise study has been submitted and is currently under review. To view the applications for this development, along with the supporting studies, visit <http://www.burlington.ca/en/services-for-you/421-431-brant-street.asp>.

**Comments:**

- Thought the city was trying to get more office downtown.
- Thought the city was looking to move away from lane ways along John Street.

- This is a terrific opportunity to redevelop Brant Street. Also, John Street is dumpy.
- I think this needs to be looked at in context with the 22 other projects that were discussed during the Destination Downtown workshops. Walkability, traffic, green space. Need to look at these in conjunction with everything else that's going on.
- A building at this height would eliminate the attractiveness of walking down Brant Street; you're going to be aware of a taller building on Brant St. If this condo goes up, then more condos will go up and it will completely destroy the essence of the city.
- Applaud proposal, but parking is a serious issue.
- As a young person, was kind of excited about this development. Often hear Burlington being called "Borington". This type of development would bring some excitement downtown. People want to live here. Don't necessarily want to live in condos, but as empty nesters move into condos, it frees up houses for younger families. Likes that 2 or 3 bedroom units are being proposed - would be geared to families.
- A resident shared that they have put half the mileage on their car since moving downtown and has heard a lot of concern about traffic; downtown Burlington is a destination spot and there should be work undertaken to create more residences downtown.
- Beautiful building, however too tall and going to dwarf city hall. Mixed use buildings - retail units are empty because there is no parking for contractors. Contractors and deliveries are needed for both retail and residential. Keep the building to 8 storeys so it doesn't dwarf city hall.
- Worked in Toronto when construction began. It was very noisy and now it is a wall of concrete. The city needs to be very careful in what it's approving.

To view the PowerPoint presentations from this meeting, along with the development applications and supporting studies, visit <http://www.burlington.ca/en/services-for-you/421-431-brant-street.asp>.