

Memorandum

TO:

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PROJECT:

6869-12
Proposed Residential Development
2100 Brant Street, Burlington

DATE:

June 18, 2018

SUBJECT: Proposed Residential Development

2100 Brant Street, Burlington
OPA – 505-03/17
Rezoning – 520-10/17
Plan of Subdivision – 510-02/17
Re: Response to Transportation Comments

This memorandum is an Addendum to the original Urban Transportation Considerations report of June 2017 for the subject development and is intended to address comments from all Agencies.

We have reviewed the updated Regional Transportation comments of April 25, 2018 from the Region of Halton, which states, ***“The Transportation Study, completed by BA Group, dated June 2017, is acceptable.”***

Re: Access

The updated comments states: ***“The proposed new intersection to Brant Street is acceptable as a full movement unsignalized intersection. This is solely based on the currently proposed level of development (233 units). Any increase in density and units for the proposed development will warrant additional review and comments by Halton Transportation Planning.”***

“The approval of the Brant Street intersection as a full movement intersection is in coordination of the Havendale Boulevard at Almonte Drive intersection remaining as a full movement intersection in perpetuity.”

Response:

The updated Site Plan, revised June 18, 2018, shows a 212-unit residential development in 42 Blocks on the site with the proposed units ranging from two to three storeys in height. The proposed development includes 26 semi-detached units, 81 typical town house units, 78 street town houses and 27 dual frontage townhouse units.

As such, the current development plan reflect a 9% (21-unit) decrease in total number of dwelling units.

Parking will be provided for each unit at a rate of two (2) private residential spaces per unit, allocated as one (1) garage space and one (1) driveway space. The proposed development will provide 68 at-grade visitor parking spaces for the condominium townhouses. These visitor parking spaces will be located throughout the site. Also, on street visitor parking will be available along Almonte Drive for visitors to the street townhouses.

The updated site plan is shown in Figure 2, which is attached to this memorandum. Also attached is a reduced size architectural site plan.

The new public local road, currently named 'Almonte Drive' will provide vehicular access to units within the site, extending between Havendale Boulevard, opposite Belgrave Court, and Brant Street south of the Havendale Boulevard / Brant Street intersection. We understand that the Havendale Boulevard / Almonte Drive intersection will remain in perpetuity.

Re: Right of Way

The updated comments states: "Any lands within 23.5m of the centre line of the original 66ft right-of-way of Brant Street (Regional Road 18) that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements."

"A daylight triangle measuring 15m along Brant Street (Regional Road 18) and 15m along Almonte Drive shall be dedicated to the Regional Municipality of Halton."

Response:

The updated Site Plan revised June 18, 2018, shows that a future right-of-way widening of 5.25 metres to obtain 23.5-metre offset from the centre line of the original 66-foot right-of-way of Brant Street.

The Site Plan shows 15 m by 15 m daylight triangles at the Brant Street / Almonte Drive intersection (measured from the 23.5 m offset), which satisfies the Region's requirement.

Comment from the City of Burlington Sustainable Development Committee (December 28, 2017):

The development team will need to put significant effort into planning for the increased traffic on Brant Street. The current plan to link to Havendale Boulevard should be reviewed to reduce the increased traffic in the established neighbourhood.



Response:

For planning and analysis purposes, traffic volumes on Brant Street were increase by 2% per year over five years, in consultation with the Region of Halton. As such, significant effort was made into planning for the increased traffic on Brant Street. According to the Region of Halton's updated comments of April 25, 2018, The Transportation Study dated June 2017 is acceptable.

The subject development will have direct access onto Brant Street, where full turning movements will be afforded to the residents and other drivers. Site traffic generated by the subject development will therefore be directed primarily to and from the arterial road. As such, the traffic impact on Havendale Boulevard will be minimal.

Comment from the City of Burlington Sustainable Development Committee (December 28, 2017):

Transportation:

- *Reconsider the impact on the established neighbourhood of routing this development traffic on Havendale Boulevard.*
- *Consider a traffic signal on Brant Street for this development.*
- *Connect to the existing south and north neighbourhoods via paths that can also allow access to the woodlot area.*
- *To increase transit use please provide all new residents with a year of Burlington Transit.*
- *Add bike storage and pathways*
- *Include car share and the opportunity for electric charging stations*


Response:

- Primary access from and to the subject development will be via a full movement access onto Brant Street. As such, site traffic will be directed from and to the arterial road and away from the established neighbourhood and Havendale Boulevard.
- Details of our analysis of the proposed intersection indicate that the installation of traffic signals at the proposed access onto Brant Street is not technically justified. Site generated traffic is not high enough and the proposed intersection will not satisfy the Region's standard for traffic signal spacing.
- Although no specific pedestrian connections to the north and south neighbourhoods are identified, the Site Plan does not preclude such connections in the future.
- The provision of Burlington Transit passes to new residents will be addressed by the Developer.
- Pathways are provided on the site plan. Bike storage may be provided in the individual unit. No separate bike storage is provided for visitors.
- Car share spaces are not included on the site plan. Opportunities exist for an electric charging station.

Please feel free to contact me directly with any question or comments.

Sincerely,

BA Consulting Group Ltd.


John E. Barrington
Senior Associate



