



Ward 2 Councillor Lisa Kearns

Fairview@Burlington GO Public Information Meeting  
April 21st, 2021

Question	Response
Can the PowerPoint presentation be made available for participants separate from this meeting?	City Planner will post to project webpage on the City's website.
Traffic concerns	<p>The development is of significant scale. The project will be constructed over time in phases (3 phases). There are thresholds of each phase of the development that will require transportation infrastructure/measures to be implemented.</p> <p>As part of the site plan process, which analyzes the technical pieces of the development, a detailed traffic study is required. This includes studies on traffic, parking, and parking justifications. The City has set out standard requirements for parking. All this information is a significant amount of work, analyzing both traffic volumes and operations. The result of this study is any changes identified by the City that are required to support the new traffic coming into the area generated by the new development. Analysis will look at existing traffic conditions and ensure that the development does not create any additional impacts.</p> <p>The redevelopment of this site is proposed within the context of an area that has incredible amount of existing transit support (GO Train, frequent bus routes, cycling trails, walking paths etc.). All of this exists today, with additional investments this will change in a very positive way. Encouraging people living in this new community to live, work and play in this area. This becomes an important piece of the 'integration' of this community to fit within the broader context of this area. Shifting the focus away from car use to other modes of transportation.</p>

	Concerns for traffic and traffic safety are all part of the City's review of the proposed development to ensure all concerns are addressed.
What are the results of that traffic analysis? What is the cumulative impact (ie Paradigm)	The required study is called a Traffic Impact Study. The reality is any new development will generate an increase in traffic and have an impact on the existing traffic. The goal is to ensure that traffic impact can be addressed based on phasing and improvements to the area and the shift we are seeking. The traffic modelling not only includes the current development in the area but also the City's future initiatives, projects coming down the pipeline and recently approved projects. It is important to note that the City reviews all of this information against their terms of reference for these studies. The other future and newly approved developments are accommodated in the traffic analysis.
How many parking spaces being allotted per unit?	Parking ratio proposed is 1.18 includes visitors, businesses and residential
What is the time period / time line / phasing date?	<p>Currently in the initial process of site plan. Working through all the technical, functional elements and details of the design. There is a lot of work to be completed. The process also involves an agreement around these various elements and conditions. Following this would be establishing the phasing of the project and what parts move forward first.</p> <p>The phasing also must include the requirements for additional infrastructure including new access points, intersection points etc. There are certain elements of the design that we know should come first and we know will come first, in any of the phasing it is important to note the development team is committed to providing the required amenity spaces, park/open spaces, access points.</p> <p>As mentioned, the development team is currently working through all the technical and legal agreements that need to be worked through prior to construction. The project is not at the building permit stage, ideally would like to start construction in Q1 of 2022 (best case scenario). The timing still unknown as there is a lot of work to complete before the final plans are in place and approved. Phases 2 and 3 are not in the design process and still requires a site plan application.</p>
When will results of traffic studies be available to community?	Waiting for City comments from the 2 <sup>nd</sup> submission on the application. Hopefully, comments will be received shortly, in which they will be addressed and the 3 <sup>rd</sup> submission for phase 1 can be made. At that point, we will ask the City Planner to include the traffic studies on development landing page on the city's website.

<p>Shadow studies? Sunlight? Impacting people's existing backyards, privacy issues, view blocking? Has shadowing been analyzed?</p>	<p>Referencing the site plan proposal slide, the site and Fairview run at almost a 45-degree angle. The official studies including the shadow report are underway (as part of the site plan process) but as part of architecture and site planning there were many things that were done to the design. These are significantly tall towers with a concentrated number of units in this location. Taking into account the angle of Fairview and the orientation of the site and studying pathway of the sun throughout the course of the day, the architect arrived at these building orientations. The thin edge of the towers is positioned at these angles (shown in the site plan) so that the bulk of the shadows at the most impactful times of the day will fall along railway corridor. The wider portions of façade of the buildings are located towards each other and parallel to the rail corridor. This allows the smaller active facades to face the residential areas. Additionally, it allows the treatment of the facades to be designed in such a way that the people living in those units face one another when on their balconies creating a small vertical community.</p> <p>Most of the resident views within in towers are facing each other, towards the internal community or they are orientated along direction of the rail corridor.</p> <p>Additionally, there is a significant existing tree canopy on the north side of rail corridor that will lessen, screen, and block the impact of shadows and help with any privacy issues. It is an important piece to think about as we move through the design of the proposed development.</p>
<p>Wind tunneling?</p>	<p>The engineering studies are to be completed (windy study). As part of the design process from a technical perspective these towers were designed by creating the varied façade elements including the balconies and the vertical architecture, this essentially breaks up the wind and does not give it a straight path to move through but rather is disperses the wind. The way the facades and corners of the buildings are designed are intended to make these spaces more livable.</p>
<p>Amenity space? What will it have – how will it benefit existing community? What amenities will be made available to the public?</p>	<p>A 0.17 hectare park is to be dedicated to the City. In the broader context of the development there is an entire hectare available as open space, plazas, and streets. The streets will be programmed, they will be designed with nice paving, removable chairs, flower baskets, trees etc. and that will all be open to the public. The programming of the dedicated park area is at the initial stages/conversations with the City. Conversations are around operations, community need assessments and ensuring the spaces includes all elements necessary. Some important features to include</p>

	<p>are lawn areas, play areas, shaded areas, seating etc. which will all be open to the public. All of this is currently being worked through but there is lots of flexibility.</p> <p>This development will also include plaza spaces, nice streets, shops and restaurants all of which will be available to the public.</p> <p>Livability is an important topic to discuss as well. The residents of the proposed community are going to be residents of the broader city.</p> <p>The presentation also mentioned the open space located on top of the above grade parking structure. This space is almost another hectare worth of amenity area only accessible to the residents of the proposal. It will include everything from pet areas, play areas, recreation, lounge area, walking paths sustainable stormwater management, native gardens, pollinating plants, fire pits, pickleball court etc. Which is all woven together through a native and adaptive landscape expressive of the escarpment. This also creates a setting for those viewing project when passing through.</p>
<p>What is the actual site size and how big is the park in relation to the site size?</p>	<p>The site is 3.42 hectares, which is about 8.5 acres.</p> <p>The park space to be dedicated to the City is 0.17 hectares (western edge). However, if you add up all the publicly available spaces the total is close to 1 hectare. If you add in top of parking garage (for private use only), the total is close to 2 hectares. Good ratio overall.</p>
<p>Construction – impact to the community, how will you minimize impact to area?</p>	<p>When this development moves into construction phase, it will do so through the permitting processes. Additionally, as part of the site plan process there will be conditions for phasing and staging. There will be a Construction Management Plan that is required and will be reviewed and approved by the City. The permitting for this project will be done in phases (3 phases) not only for the construction of the building but also for the excavation work required. Many of the residents in the community have seen this with the Paradigm development site and may be familiar with the process.</p> <p>The City has a number of other operation by-laws that will control other nuisances such as noises, other emissions etc. these are all to control the construction and operation of a construction site which will be enforced by the City.</p> <p>The City has done some extensive work on what is called the Construction Management Mobility Plan. These plans are reviewed by all the various departments at the City working directly with developer after they have an approved development. Some of the items that can be found in a plan include signaling individuals to</p>

	<p>ensure safe crossing, preservation of mobility access areas, ingress and egress, flagmen, dust mitigation etc. The noise by-law regulates construction which is between the hours of 7am-7 pm Monday to Saturday. Some other elements included in the plan are light shining into windows, garbage debris, window washing etc. Residents might be familiar with these construction guidelines which were brought to Council in the past. Council has heard many construction related concerns and it is very positive that Council put together this Construction Management Mobility Plan to highlight and address all of these items mentioned.</p>
<p>Questions about the number of buildings and their height? Is this contrary as to what the city is trying to achieve?</p>	<p>With any development of this scale certainly height and density are of great concern to the community as a new form of development that is integrating within an existing area that is evolving.</p> <p>What should be noted with respect to height, density and the number of buildings is there is a focus on growth and intensification as indicated from a provincial, regional, and local policy direction, focusing a level of growth and development that is transit supportive. Where we have a major transit station area the direction is to achieve that level of intensification which is done through height and density. That is not to say you add height and density at the expense of the other objectives that are critical to making a development appropriate and compatible within the area.</p> <p>The one element related to height that should be spoken to is that there are design principles related to height in terms of what happens at each portion of these taller buildings. There is a lot of attention placed on what happens at the ground level and the experience that pedestrians will have. The middle and upper tower portions are adhering to the what the City has enforced called the Tall Building Guidelines. These guidelines give direction for the design and development of tall buildings in the City. The guidelines speak specifically to the podium and ground level experience. They also address elements of the design including the size of the tower floor plates, separation distances between buildings to ensure adequate light and views and speak to other elements when there are a number of buildings on the site. The development must meet the intent of those objectives.</p> <p>In terms of some of the other objectives the scale and intensity that Burlington will see with this development speaks to some of those broader objectives of focusing development in areas of transit support. These speak to the need for us to strategically focus growth in a way that addresses concerns of climate change and</p>

intensification. It is important that there isn't sprawl in development and there is a focus in those built-up areas that can support especially through transit this level of development.

This development will be of a size and scale unseen in Burlington, certainly bringing some anxiety and unrest. The Councillor continues to work with residents and the developer to bring timely progress updates, information and transparency on the development to the community. It is important to be clear that the applicant is working within the existing zoning that was set previously and that decisions on the height and density will not come before council to make a planning decision. With that said, there is a sense of optimism that with continued communication this development can be done right. It is important to note that the City or elected officials cannot stop developers from submitting applications to the City.

The current Official Plan did not set out height restrictions however, the new Official Plan does. In July 2020 through Community Planning Regulatory Mobility – 0320, this is a report that was brought forward as a motion to undelegated authority of this site plan from the City to Council. In this circumstance, due to the enormity of the project and the concern of the community for this development proposal, Council will be a part of the conversation to help establish a greater transparency around the development. If something is not going down the right path, it can be brought to Council to further discuss (this has not been the case to date). It is important to note that Planning staff will still conduct the technical review of the application under the site plan process. Council's involvement is rooted in allowing for a level participation in the site plan process to inform and consult. Typically, under the site plan process this does not occur.

The revised Official Plan includes height restrictions. The Interim Control By-Law (ICBL) froze development in the downtown and in and around the Burlington GO Station so the City could study the appropriate development around the Major Transit Station Areas and what that would look like. This work was completed in the first year. As many are aware, there are appeals that have emerged out of this study. As a result of this study there are now height limits which Burlington's Council has endorsed and changed the Official Plan early in 2020. These decisions have also been appealed and currently being worked through.

	<p>Overall, the concept we are looking at today, will come forward, bringing much needed housing. Councillor Kearns role is to communicate how the process is unfolding, where residents have a place within it, where Council will step in for some course correction if needed and the Construction Management Plan.</p>
<p>Is Councillor Kearns representing the community?</p>	<p>Councillor Kearns does not have a role in terms of a planning decision. Cannot approve or hold approval on this application, it is an application that has already been submitted and gone straight through to site plan process undergoing a technical review by City staff. Council cannot vote No to this development.</p> <p>What can be done is Councillor Kearns can help by informing and communicating to community what's happening, bring all studies on-line, get amenities for the public, get access to parks and amenities, challenge the developer on environmental uses and sustainability, the construction etc. However, Council can't change the height or densities placed on the site.</p> <p>Is this where Councillor Kearns would like to be as Councillor? No. Would prefer to work within the usual framework of an official plan amendment or zoning by-law amendment and have the opportunity for elected officials to bring the community lens into the initial studies.</p> <p>This development is in a different process that proceeds straight to site plan but, there is the opportunity to stay informed and connected through Council.</p>
<p>Social Infrastructure, including day care, schools. Schools already overcrowded.</p>	<p>The site plan application is circulated through the process to the school boards who will review and comment. They will provide analysis of the yield based on the number of units and identify where anticipated new students would be accommodated through the existing schools. It is through that review that they will identify if there are any concerns with respect to accommodating future students. Important to note, this development is a long-term re-development of the site and will be phased. The phasing of student population will follow in suit.</p> <p>An important piece of this development to mention is that there has been a focus to accommodate larger units to support families. When we think about what this development will provide to the community, we know that we are currently in a housing crisis. There is a critical need for new housing supply and it is important to provide accessible housing, including larger units.</p>

<p>What type of units, rental or condo or a mixture? If yes, what ratio?</p>	<p>A mix of both rental and condo ownership. The rental units being provided are purpose-built rentals, not condominium rental. The developer has had good initial conversations with both the City and Region regarding the issue of affordable housing and how this development can be brought into that conversation for the consideration of providing accessible and potential affordable units from both a rental and ownership perspective. This is an ongoing conversation.</p>
<p>Any sense of ratio of rental to condo.</p>	<p>60% rental (managed units) along the railway (4 towers at the north) and 40% condo ownership (3 towers at the south).</p>
<p>Grocery stores, retail, convenience shops – any consideration? What services will be serving the new community?</p>	<p>This was an important item that the developer heard from initial discussions with some of community back in November 2019. The uses incorporated into the development should be accessible and viable and uses that they need. Some of these uses include food retail, grocery, daycare/nursery, home sharing and working spaces.</p> <p>The developer has a list of uses that are needed in the community to not only serve the existing area but also the new residents of the area. The design of those spaces has been carefully considered to ensure sure they are the right size, in the right location of the development and that they are functional units.</p> <p>The ownership group intend to be with this project for a long time to come and want to ensure its long-term success.</p>
<p>Can this be appealed?</p>	<p>No, this particular land is zoned as MXT. There are not many parcels like that in Burlington, under this zoning there is no height limitation whatsoever. This means this does not require zoning or official plan amendments. The developers could have come in at 100 storeys if desired. There was an example with our neighbours over in Stoney Creek with a similar zoning where the developer came with an application for 3 towers in the 50-storey range.</p> <p>To be clear Council cannot stop, challenge, or modify this project. This application is compliant with the zoning on which it sits on, the zoning was in effect at the time the application submission was made. Higher heights were solicited earlier in Councillor Kearns term, but she knew it would not be accepted by Burlington residents. The baseline is that this is an application that is compliant with the existing zoning, the height and density is permitted under that zoning (zoning was in place when application was made). It does not require a decision to from Council. It is a zoning compliant application.</p>

	<p>Council has no legislative authority to stop this development, call a referendum or ask for something different than what has been provided. As long as the applicant meets requirements from City and commenting agencies.</p> <p>Currently, working through the site plan process, this is a process regulated under the Planning Act, it does have specific requirements for what is to be shown and provided (materials and studies that must accompany). The site plan control process regulates the development of facilities it is often referred to as the fine-tuning. It does not regulate land use, or operational issues. The development proposal is working within those tools, which is different than what the public is used to. Although the process does not require public meetings or public input the City and the Councillor has ensured the opportunity for information sharing and to provide comments and concerns.</p> <p>Councillor Kearns will not issue her support for the project or withhold support for the project. She is a neutral party and will be conduit of information to the community. She is thankful that the project team has been open to these types of conversations and to being transparent. Tonight, is a testament of that willingness to be able to share with the public this development proposal.</p>
<p>When will units be available, for sale?</p>	<p>Once there is a better idea of when construction will start, we will know more. The first phase is the rental component, these units will be leased so it will not follow the traditional sale format. Right now, there is no exact date, because approvals are still ongoing. More to follow.</p>
<p>Groundwater and potential flood analysis done?</p>	<p>This analysis has been completed, civil engineers have adhered to the City's new stormwater management guidelines. They have completed an extensive review to ensure that there will not be any effects on the neighbouring properties, or the rail line.</p> <p>The consideration for the disposal of storm and waste water, grading and drainage is all part of the requirement for the site plan technical review and will be subject to conditions from City and Region.</p>
<p>Noise? Impact of trains/freight trains. New height of buildings will reverberate sound to others in community – creating larger volume of noise. Any studies done?</p>	<p>Noise and vibrations issues are required to be addressed in terms of the impacts of the existing railway corridor and the proximity of the development to the rail corridor. There are requirements set out by CN Rail for setbacks and what uses are permitted and additional requirement for mitigation of noise. All of this must be taken into consideration and the design must address and respond to these elements. A noise and vibration study was submitted with the site</p>

	<p>plan application that again is part of the current review process, technical comments will be addressed.</p> <p>The elevated park has been studied. The developer studied the angles and the setbacks and the narrow orientation of towers this has mitigated much of the direct noise. Additionally, the planting at the top of the parking garage which is significant also serves to help mitigate the noise when occupying that space as well.</p>
<p>Any specific allotment made for geared-to income housing?</p>	<p>That is something team is looking at. Have had conversations with both the City and Region and now ongoing discussions with Region seeking opportunities for rent-geared-to-income units and ownership affordability options. There is an ongoing conversation commitment that the owners have for this development.</p>
<p>Access and egress points – getting in and out of complex, any analysis? Taken into consideration existing traffic?</p>	<p>Primary circulation is through the two main entries for public access. The primary access to parking garages are at either ends of the site (review site plan for access). Primary drop off locations are under the pavilions at the entry of the buildings. There are also pedestrian and bicycle entry point as well. There are multiple ways in and out of the project.</p> <p>In addition to the pedestrian, vehicle and service areas to accommodate loading there is an increased reliance on home deliveries and the design is intended to accommodate this as well.</p> <p>The design is also required to accommodate waste disposal. The development/design must be able to accommodate waste pick up and waste disposal service, which is another requirement of the site plan process.</p> <p>One of the very important areas for the design especially for mobility is for accessibility for persons with disabilities. Must ensure that the development meets the requirements for accessibility and universal design, this will also be reviewed by the city.</p>
<p>Moderator– There have been positive comments about the development and what is being proposed, although concerns about traffic, parking, safety, height, view blocking, shadows and so forth and it should be noted that the team will review these concerns</p>	
<p>Timelines on buildout, 7 years? 10 years?</p>	<p>It is difficult to speak to timelines when the application is still in the process. Phase 1, hoping to start 2022 but will depend as there is a lot of review by City staff that must occur, need to wrap up the appeals for the ICBL as well. With respect to full build-out, hoping for 7-year timeframe. However, each phase will have to complete site plan application. We can only site plan approve what we are ready to pull building permit on (Phase 1). Each phase will go through a similar</p>

	<p>process. Phase 1 has been in this process for 3 years now. Ideally if all goes smoothly, 7-10 year full build-out.</p>
<p>Questions that weren't asked this evening?</p>	<p>Recognize there's unrest and anxiety in the community about this project and Councillor Kearns wants to recognize this, this is a lot of change to process. This is a heavy conversation. The community has put forward a position on growth, working our best to work within it. A lot of work has been done on this to ensure Burlington sees quality development. It is good that the community is talking about housing affordability, increasing mobility options, transit oriented, growth around the GO stations. There are a lot of competing interests here.</p> <p>Underlying zoning for this property does not have height restriction. Any other sites like this? To Councillor Kearns surprise, there are 2 other small parcels in Ward 2, but that is it for the City.</p> <p>Going to be moving to into a comprehensive zoning by-law to be undertaken by the City once the Official Plan is approved. Will be tightening up the zoning in the City. Could this happen anywhere else? No this cannot happen anywhere else. There are height restrictions.</p> <p>Would like to thank the developer team for this conversation. There was a high participation at this meeting, flirted with 100 participants and 140 questions. More information on this development is available on the City's website.</p> <p>It is important to ensure the information on a go forward is available and that there is transparency. Recognizing this is an uncomfortable conversation, want to make sure the facts are known, the information is available and well communicated. Want to thank Glenn for being moderator today. Thank project team for stepping up and facing the community.</p>
<p>Next steps?</p>	<p>Will be working with the City on responses to the comments provided as part of site plan process. Will be preparing with team and consultants updates and revisions to the plan to address any comments from the technical review. This will come in the form of a resubmission. As this process evolves, a further final submission will be made which will include conditions for approval set out by the City. This will set out all the requirements for the development including the phasing. All of this will go forward for consideration and approval. The team will be required to meet all those conditions and that will lead into the building permit process which will be in different phases. All this will also depend on resolution of ICBL.</p>

	Lastly, the importance of communication is shared by the developer team they will ensure information is made available through the Councillor on any updates to this project as it moves forward.
Closing Comments	Councillor Kearns – Invites further conversation, this is not the end of the dialogue. Thank you for taking time, stay safe and well.