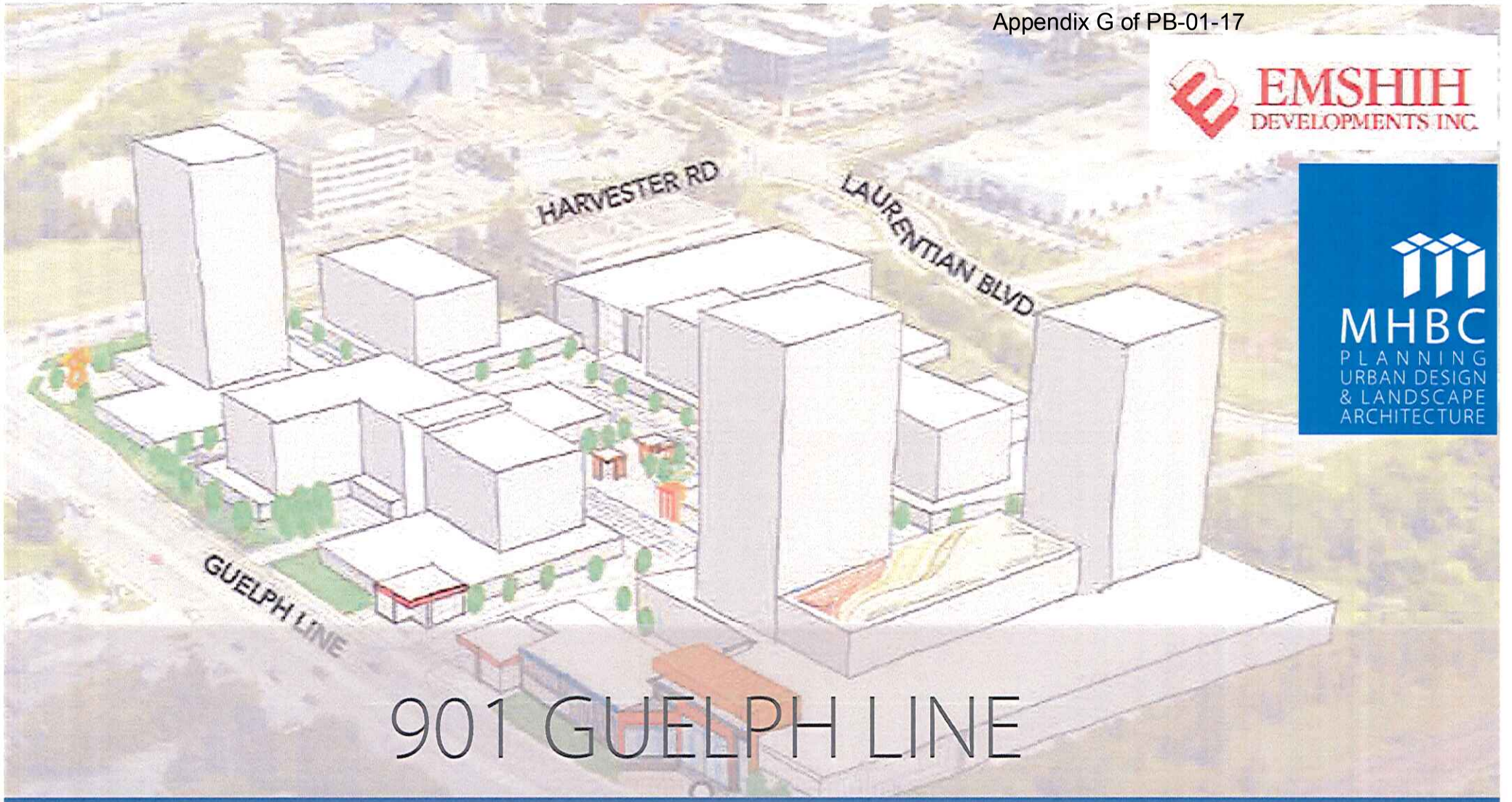
EMSHIH DEVELOPMENTS INC.

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE



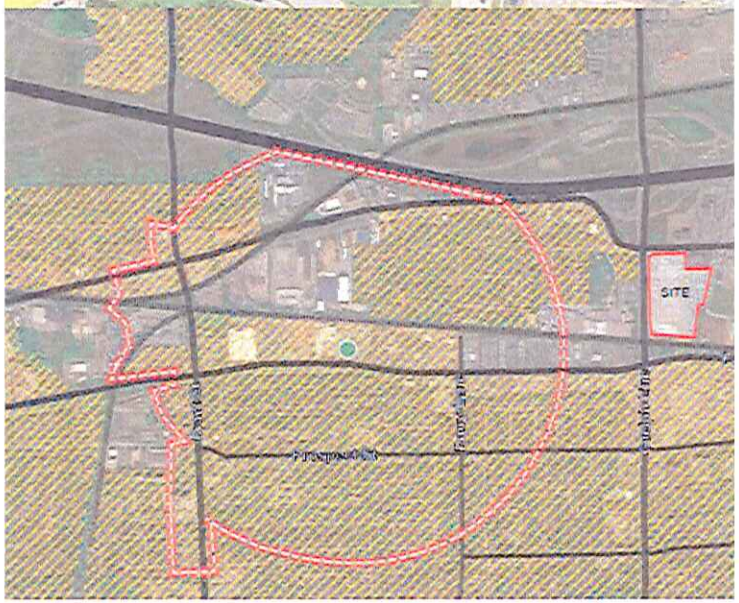
901 GUELPH LINE

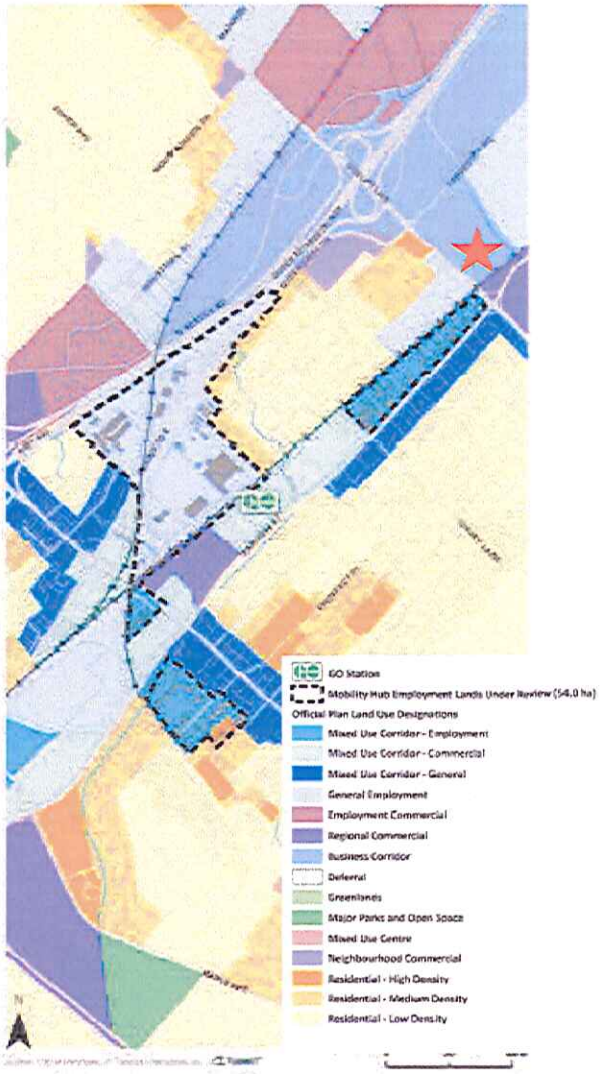
Employment Conversion Request and Rationale for Reconsideration

Tuesday December 20, 2016

Context







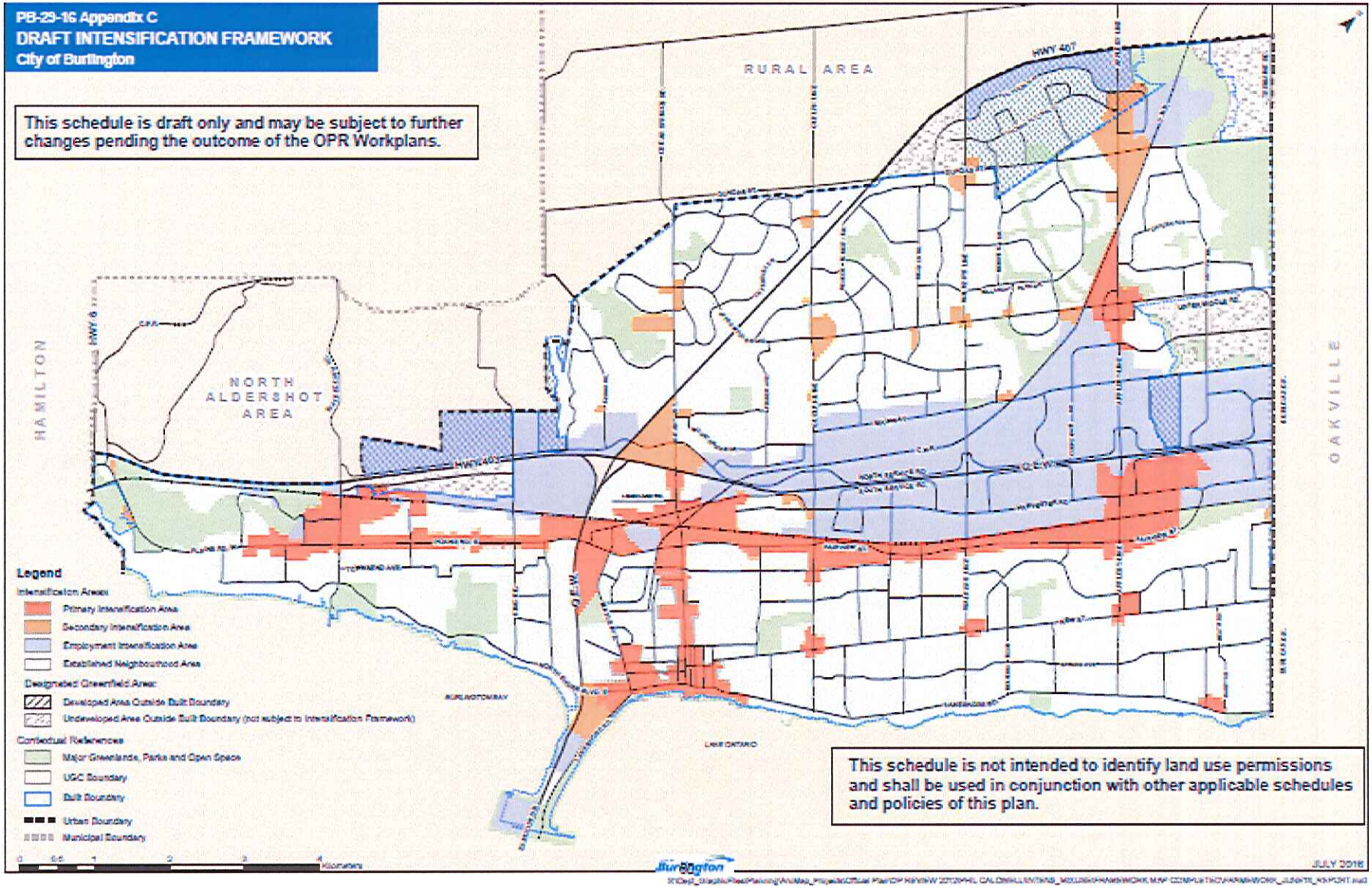
- 16 Acre Site
- 250,000 sqft industrial warehouse (obsolete)
- Located within the Burlington Go Mobility Hub (~850 m) area
- Designated Business Corridor (current OP)
- Zoned H-BC1-33
- Permitted Uses include: industrial, office, hospitality, retail, service commercial

History



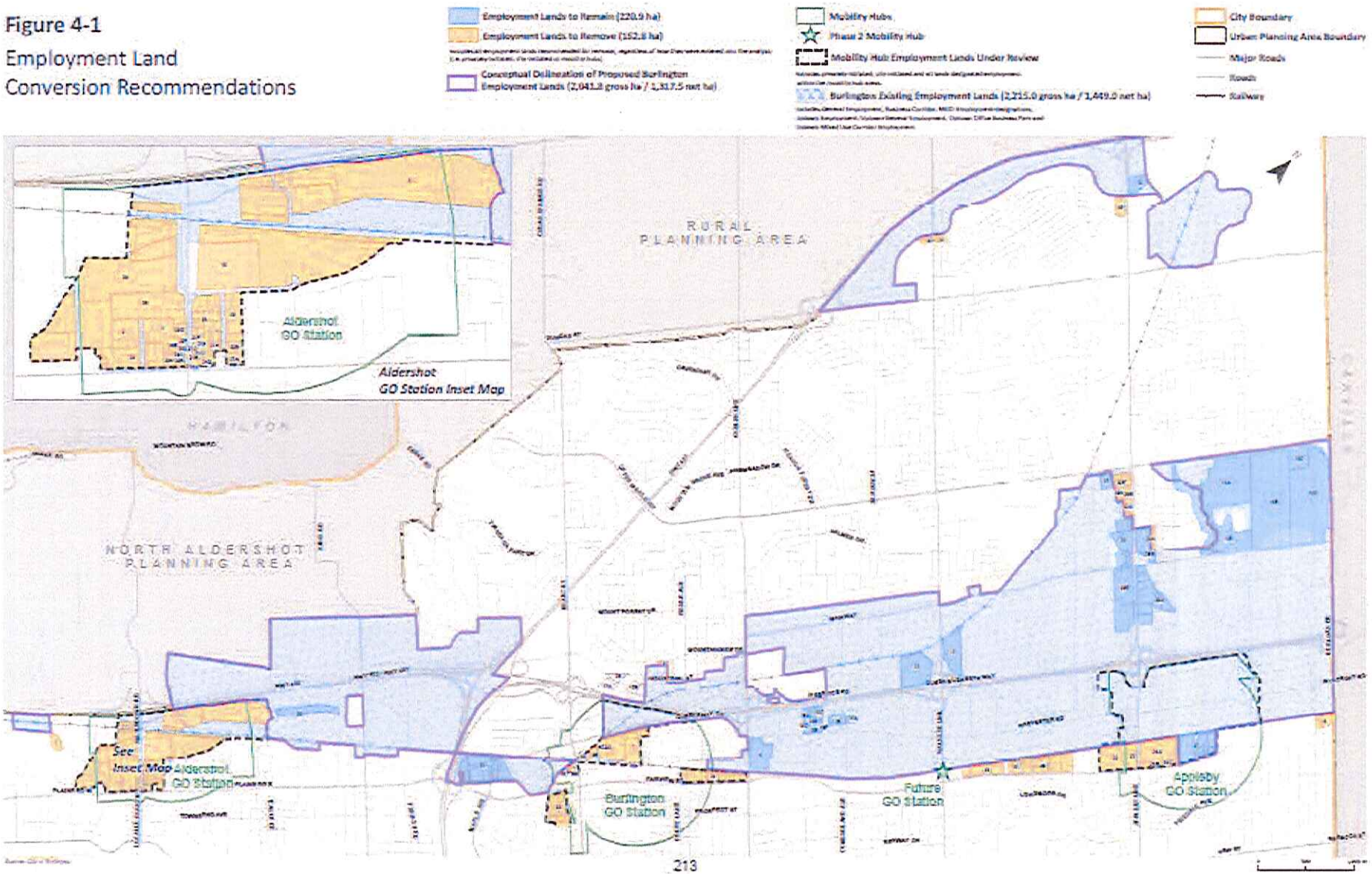
- Background research and analysis including TIS, Economic Benefits Demographic analysis and Planning analysis
- Visioning workshop and collaboration with City staff
- Conversion request submitted to City (August 2013)
- Previous meetings with City Staff (Schnarr and Associates)
- Presentation at Burlington Day at Queen's Park
- Support of development from BEDC

Official Plan Review



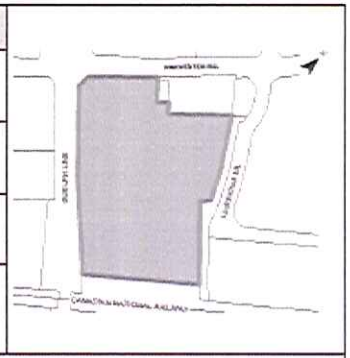
Conversion Analysis

Figure 4-1
Employment Land
Conversion Recommendations



Conversion Analysis Recommendations

- Based on principle of land use
- Recommended retention of subject site in employment land base for the following reasons
  - Subject site is not located within an intensification area or mobility hub study area
  - Subject site identified as an Employment Area in draft Urban Structure (2016)
  - Large parcel with good access and visibility, conversion could destabilize the area
  - City does not require additional residential, commercial nor employment land to meet the Provincial or Regional growth targets

REQUEST # 9 - Summary	
ADDRESS 901 Guelph Line (Ward 4)	
OWNER Emshih Developments Inc.	
PROPONENT (if different from owner) Glen Schnarr & Associates Inc.	
LAND AREA 6.4 ha	

REQUEST DETAILS

Master Development Concept has been submitted showing a mix of office space, retail and 960 residential units. A letter (August 28, 2013), Planning Justification Report (Glen Schnarr & Associates Inc., March 25, 2014) were both submitted.

EXISTING LAND USE

One storey industrial/office building, with a total of about 23740 m^2 floor area.

ADJACENT LAND USES

North: Harvester Road and employment uses beyond.
South: Railway Line and Fairview Street.
East: Roseland Creek and employment uses beyond.
West: Guelph Line and vacant land beyond.

ON REGION'S EMPLOYMENT AREA OVERLAY? Yes—subject to the Region's Municipal Comprehensive Review.

EXISTING CITY OP DESIGNATION:

Business Corridor

2008 INTENSIFICATION STRATEGY AND EMERGING POLICY DIRECTIONS:

The subject parcel is not located within the Urban Growth Corridor, Urban Growth Centre or Arterial Cores/Regional Malls identified in the 2008 Intensification Strategy.

The subject property is not located within the Mobility Hub Study Area, generally described in the Mobility Hubs Opportunities and Constraints Study (May 2014).

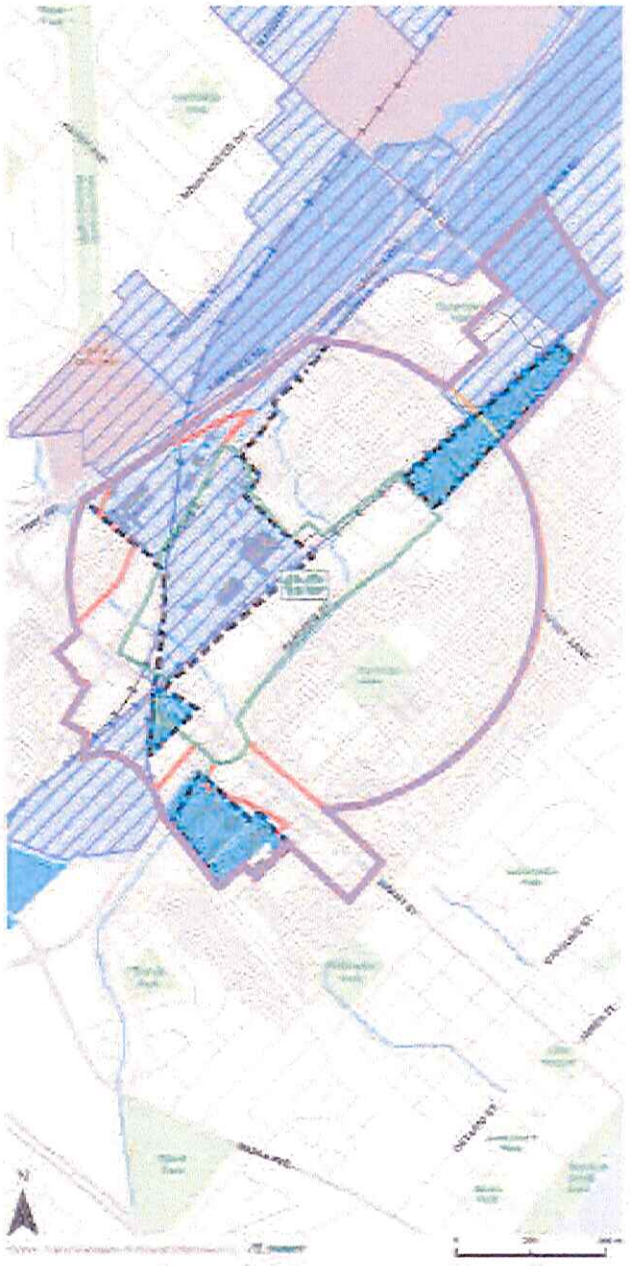
The subject parcel has been identified as an Employment Area in the July 2016 draft Urban Structure outlined in Staff Report PB-29-16.

EXISTING ZONING: BC1-333

INCLUDED IN CITY'S VACANT EMPLOYMENT LAND INVENTORY? No

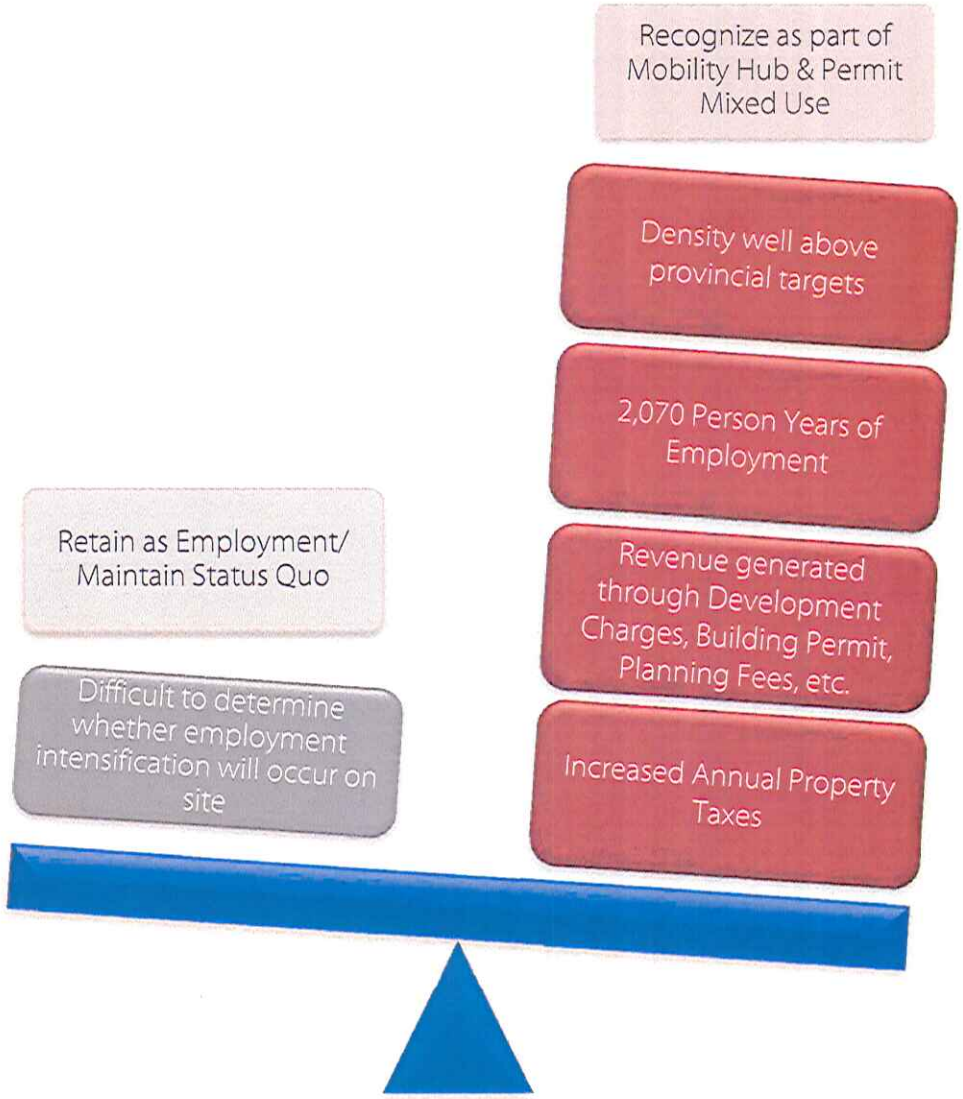
A Unique Opportunity

- Subject site warrants reconsideration for several reasons:
  - Parcel Size
  - Location
  - Allow for a higher level of employment
  - Meet economic development objectives set out in Strategic Plan
- Request should be evaluated comprehensively in the context of:
  - Mobility Hub (not as a concentric area but as a linear corridor with gateways)
  - Opportunity for regeneration now
  - Market Conditions (e.g. office vacancy rates, uncertainty related to employment land intensification)
  - Transportation network (MTO Concerns and limitations related to development pemits)
  - Surrounding land uses (includes retail, office and high density residential)



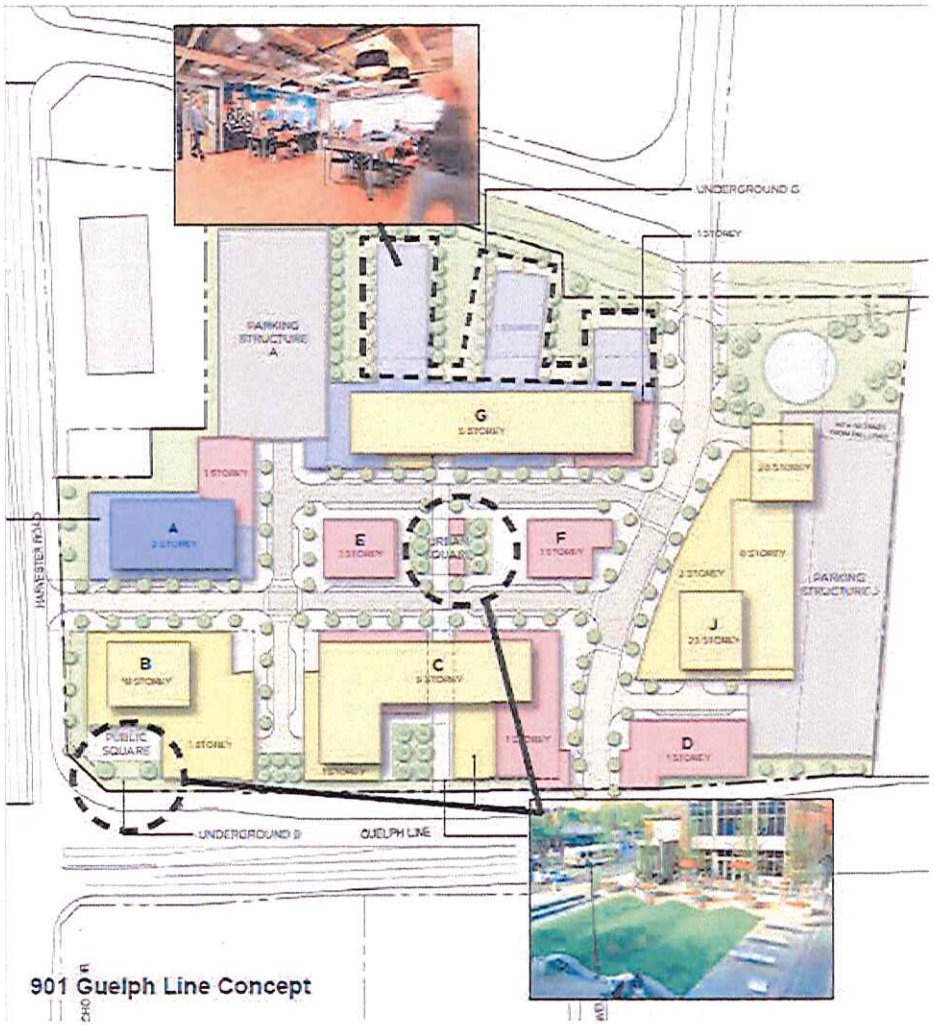
A Unique Opportunity

- Reconsideration of Guelph Line/ Harvester Road as mobility hub gateway (part of corridor)
- Provide a direct link to the Guelph Line/ Fairview intensification corridor
- Provide for a gateway, mixed-use development for the mobility hub/ district further refined as a corridor
- Provide a range of uses and built forms in an integrated site development
- Attract and retain younger audience to live, work, play and stay in Burlington
- Achieve City's strategic plan goals related to economic development

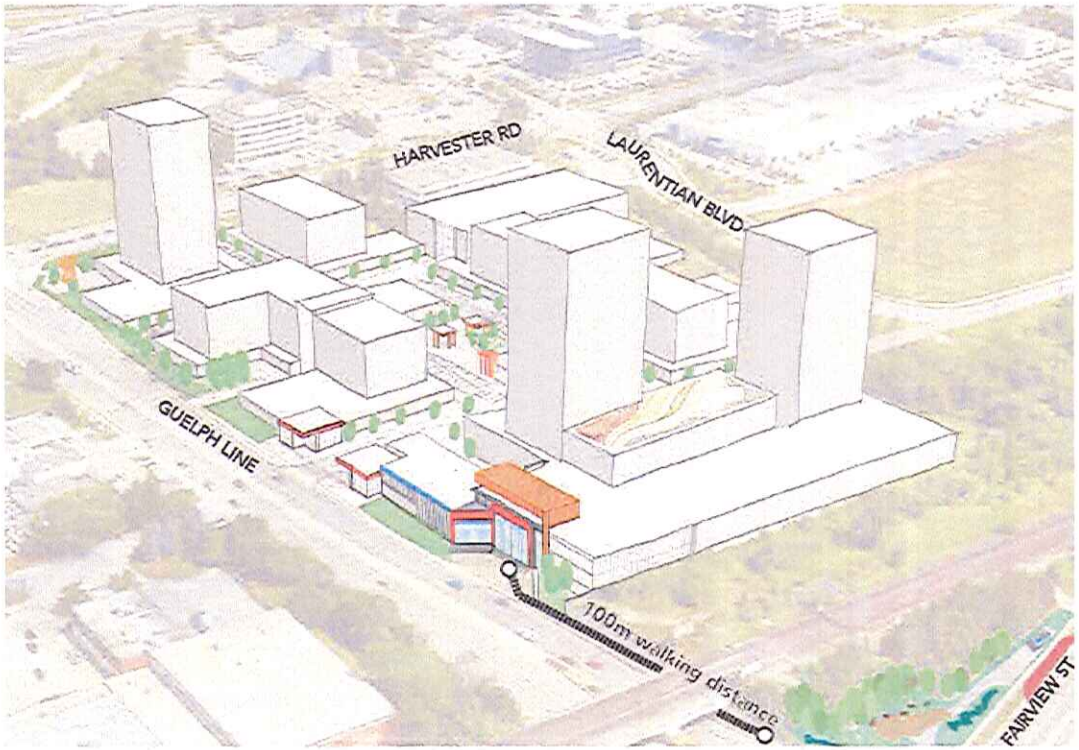


Development Concept

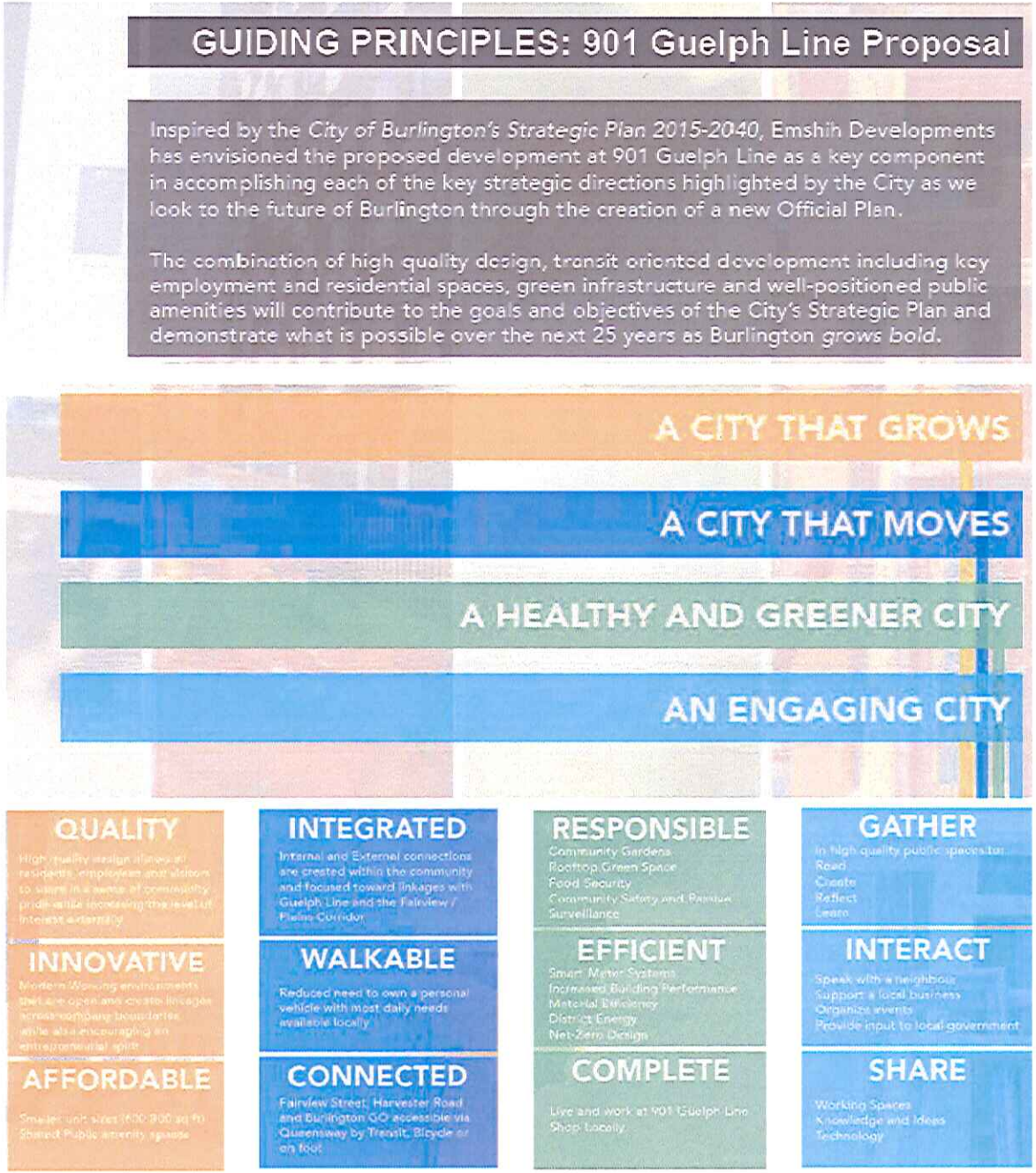
A catalyst for modern trends and practices in employment, lifestyle and sustainability in Burlington, Halton Region, Ontario and Canada while providing a new Employment Gateway and a direct connection to the Fairview Street intensification corridor



901 Guelph Line Concept



Vision and Principles



Implementation

- Provide special policies and criteria to encourage opportunities for mixed use development as part of linear mobility hub district with nodal/gateway focus
- Introduce performance based targets for minimum employment
- Examples
  - Oakville Green
  - Steeles/Redlea Regeneration Area
  - Other OPA 231 Toronto Regeneration Areas

Proposed Development Criteria

Within the special policy area, a mixed use complete employment focused community will be encouraged to be developed in accordance with the following criteria

OBJECTIVES

The development will:

a) Emphasize a high quality of design, innovative working spaces, and a variety of affordable lifestyle options with amenities catering to a broad community demographic
b) Establish integrated, walkable and well-connected street patterns that increase opportunities for active transportation and transit-oriented development
c) Promote sustainable practices through environmentally efficient design, increased community awareness, participation and social responsibility
d) Position communal spaces to become primary knowledge and idea sharing hubs

PRINCIPLES

1. Land Uses

a) A mixture of uses will be permitted including minimum employment uses, community uses and open space areas
b) Possible mix of housing (e.g. affordable housing component)

2. Performance Targets and Economic Development Objectives

a) Demonstrate that the site is a unique opportunity in Halton Region and Burlington as a result of contextual factors (e.g. size, location) to allow for a mix of uses not found in traditional employment areas
b) Minimum employment targets must be achieved (minimum jobs must be greater than current employment density on site)
c) Achieve a minimum density of employment, to be achieved with the first phase of development, and in and in each phase thereafter

Proposed Development Criteria

Within the special policy area, a mixed use complete employment focused community will be encouraged to be developed in accordance with the following criteria

PRINCIPLES (Continued)

3. **Sustainability**

The incorporation of sustainable design and green buildings will

a) Provide opportunities for development of renewable energy systems and improve energy efficiency
b) Support walkability and transit use
c) Increase tree canopy and open space

4. **Transportation**

a) The Transportation network will
   i. Provide for maximum connectivity and support active transportation and transit
   ii. Integrate with the broader transportation network
b) A full range of mobility options (including walking, and cycling) will be planned with
   i. Access to transit
   ii. Convenient active transportation routes
c) Structured parking (both below and above grate) is required for the bulk of the required parking. Limited surface parking may be permitted in locations away from public view

5. **Community Design**

a) Develop a complete community that
   i. Provides a high quality urban environment, including mid- to high-rise buildings and underground parking
   ii. Provides convenient access to an appropriate mix of jobs, local services, community infrastructure including affordable housing, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided
b) Deign principles and objectives will be prepared to guide development. Development will be consistent with these design principles.