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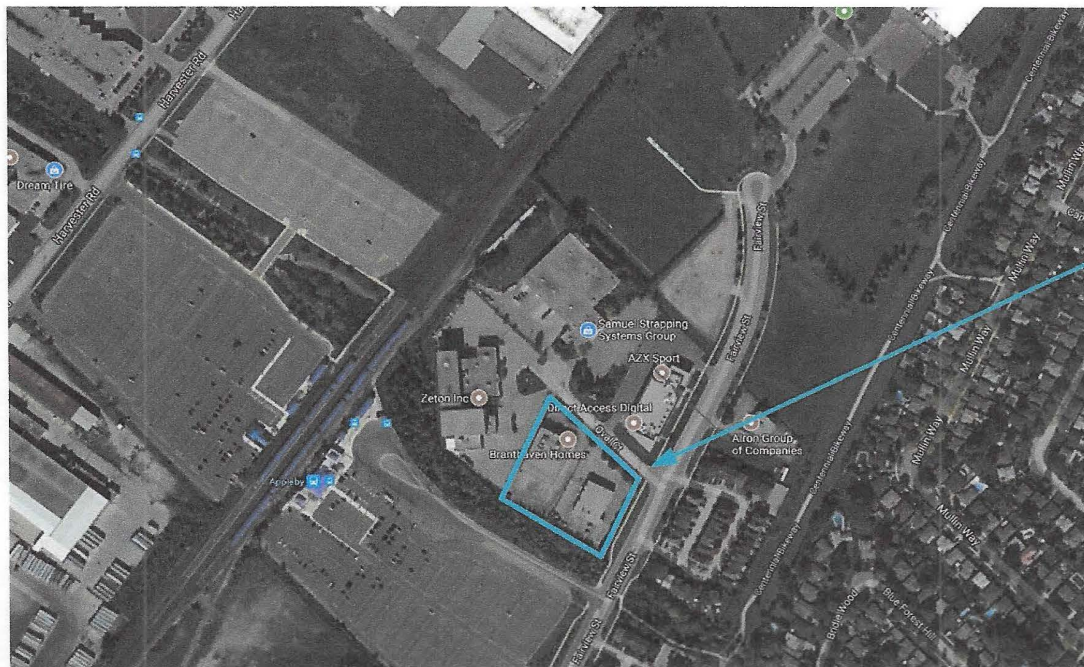
November 15, 2017

Attention: Mayor and Members of Council

RE: **New City of Burlington Official Plan**
720 Oval Court & 5135 Fairview Street,
City of Burlington

We are writing to you on behalf of Branthaven Development Corp. regarding 720 Oval Court and 5135 Fairview Street and the new City of Burlington Proposed Official Plan

The subject lands are located at 720 Oval Court & 5135 Fairview Street in the City of Burlington, and are located on the north side of Fairview Street, east of Appleby Line, west of Burloak Drive, and south of the CN Railway and Appleby GO Station. The subject properties have frontage onto both Oval Court and Fairview Street and abuts commercial/industrial uses to the north and east, a vehicle parking lot and small creek to the west, and residential land use to the south across Fairview Street. The subject lands are within the designated 'Appleby GO Mobility Hub' Study area.



Subject
Lands

At this time, we are requesting that staff be directed to further review the proposed land uses within the Appleby Go Mobility Hub Study, for these lands, and the Proposed Official Plan to permit a range of Mixed Use on this property including residential uses in conjunction with commercial and office uses.

The subject site is immediately adjacent the Go Station. The Go Station parking lot and the lands on Oval Court are the only lands south of the rail line that are designated for employment use (see Figure 2). By allowing a greater range of uses on these lands and the Go Station parking lot, there would be a much greater opportunity for a significant redevelopment to occur in the near future that would support the mobility hub. The subject lands extend to Appleby line and the broadening of the land uses will ensure an enhanced streetscape, improved public realm and a more compatible use to the residential uses on the south of Fairview Street.

It is recognized that any change in land use designation would have to maintain the employment function currently occurring on these lands. For this reason, the residential use is requested in addition to the current employment uses occurring on these lands. The lands north of the rail line are the significant employment area for this mobility hub, however the subject lands only provide a peripheral role in terms of employment lands supply to support the Mobility hub function. A broader mix of uses on the subject lands would be supportable in the context of the mixed use designation for all other lands south of the rail line.

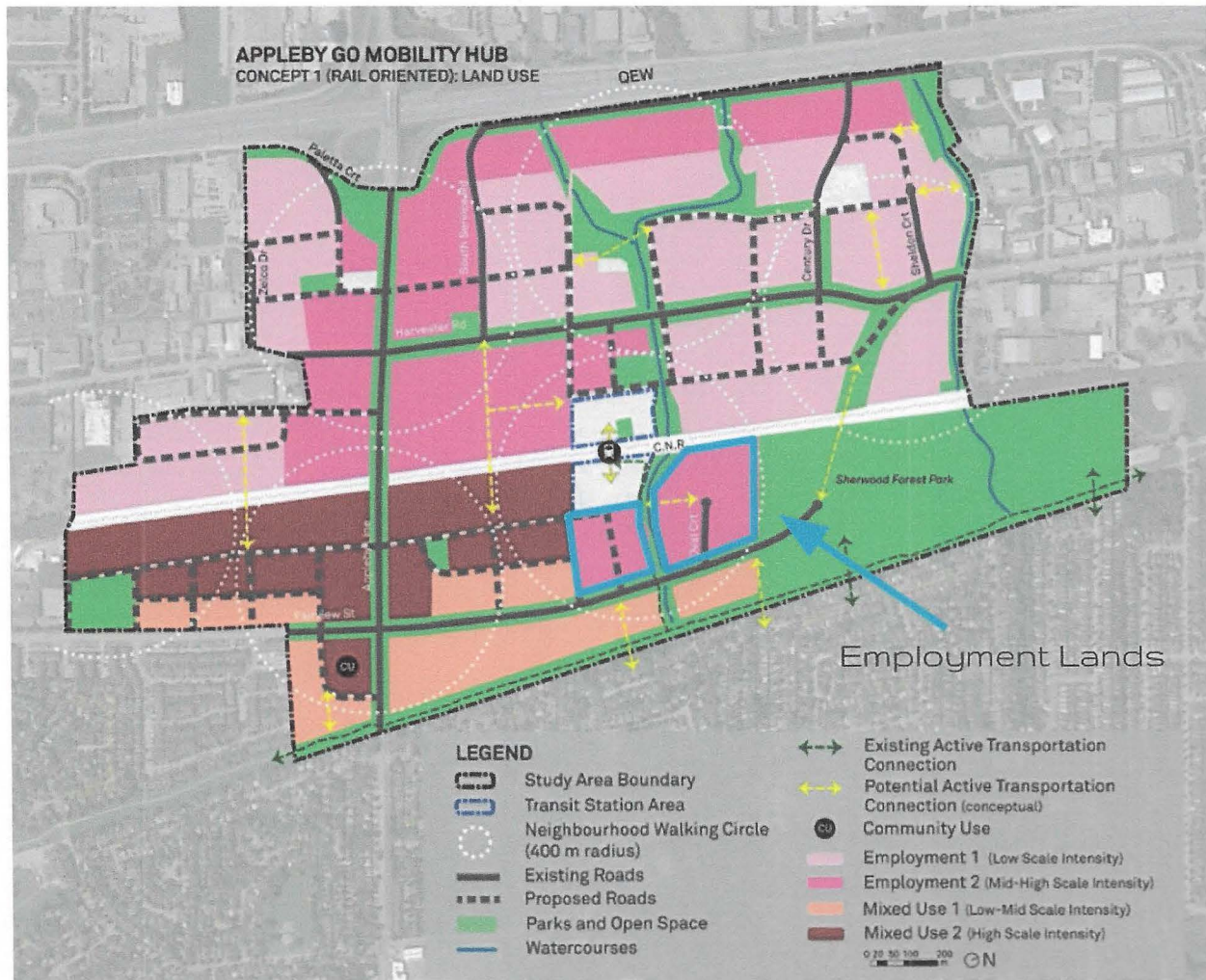


Figure 2 — Appleby Go Mobility Hub Study Area with the subject lands circled

In terms of the planning context, under the Regional Official Plan, the subject lands are designated “Urban Area” as well as a “Major Transit Station”, and are thus a designated “Intensification Area” due to its’ proximity to the Appleby GO Station. These lands are not subject to a regional employment lands overlay.

The purpose of the Major Transit Station Area is to achieve: Residential and employment densities to ensure the viability of existing and planned transit infrastructure and service; A mix of residential, office, institutional, and commercial development; and to provide access from various transportation modes to the transit facility, including pedestrians, bicycle routes and bicycle parking, car share vehicles, and parking/recharging stations for electric vehicles [Section 78(11)]. The purpose of Intensification Areas is to provide an urban form that is complementary to existing developed areas, use space more economically, and promote live-work relationships. These Areas are also to provide a range of employment and compatible residential housing to support neighbourhoods while creating a vibrant, diverse, and pedestrian-oriented urban environment. Intensification Areas are to facilitate easy multi-transit use, as well as provide access to the transit station area.

Under the Proposed Official Plan, the subject lands are designated as “Mixed-Use Nodes and Intensification Corridors — Mobility Hub” with the “Employment Designation” overlay.

The purpose of the Mobility Hub designation is to identify lands that are an important component of the City’s Urban Structure, growth framework, and transportation network. Mobility Hubs are focal points for higher density and mixed-use development that will accommodate a significantly higher share of the City’s future population and employment growth to 2031 and beyond.

As per Schedule “C” (Land Use – Urban Area), the subject lands are further designated “Urban Corridor – Employment” (see Figure 2.4.2.2):

Section 8.3.7: The “Urban Corridor – Employment” designation is to encourage the development of key locations along Major Arterial or Multi-Purpose Arterial Streets that are primarily intended for higher intensity employment uses, as well as encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact urban form, while retaining compatibility with nearby land uses. However, residential uses and other sensitive land uses shall be prohibited in Urban Corridor-Employment locations.

It is our request that for the subject lands the the prohibition of residential uses be removed from the policies of the Official Plan and that a range of Mixed uses be permitted. In addition, it is our request that the Appleby Go Mobility Hub study be revised to reflect this new direction.

In addition we have reviewed the proposed policies regarding employment land conversions and offer the following comments. The City is undertaking a MCR at this time. The conversion will support and enhance the role of the mobility hub. The proposed conversion due to its small land area will not detrimentally impact the land needs of the City and the existing employment function is proposed to be maintained. The conversion will assist the municipality in achieving density and intensification targets and will not adversely impact the viability of this small pocket of existing employment lands. There are adequate infrastructure and facilities to accommodate the conversion and there are no cross jurisdictional issues. The property fronts on a major arterial road. The amount of land is minor and the

conversion will have a beneficial impact by enhancing and strengthening the mobility hub function by encouraging intensification and redevelopment of lands in very close proximity to the GO station.

Regards,

A handwritten signature in blue ink, appearing to read "Ruth Victor". The signature is fluid and cursive, with the first name "Ruth" being more prominent than the last name "Victor".

Ruth Victor, MCIP RPP MRTPI