

Proposed New Official Plan

Honourable Mayor Goldring, members of City Council, members of City Staff and members of the public.

My name is Jeremy Skinner and I reside at 5023 Cenaber Court, Burlington, L7L4Y6.

I wish to make three proposals to augment the proposed New Official Plan.

1. Develop and Implement Mid-Rise Building Policies and Performance Guidelines;
2. Develop and Implement Families with Children friendly residences in Vertical Community (Mid-Rise and Tall Tower) Policies and Performance Guidelines;
3. Enable residential properties which face selected transit corridors to be assembled to permit the development of row townhouses which respect the neighbourhood built form height and mass.

The intent of these three proposals is to stimulate development of affordable family with children suitable residential development while maintaining appropriate transitions in form and intensity of uses to adjacent land uses, particularly adjacent to established neighbourhood areas.

It is hoped that by increasing the number of families with children in a community that share community assets such as schools, libraries, community centres, retail stores and commercial offices can be maintained or supplemented to, such as by attracting a grocery store, health care centres and other personal service centres to locate within the community.

Should any of these proposals be adopted, I ask that they be referenced as placeholders in the proposed New Official Plan.

Before we go any further, I wish to take this opportunity to thank City Staff for all their efforts in developing the proposed New Official Plan and for all their efforts to present key highlights, answer queries and to solicit feedback from all interested stakeholders in the City of Burlington including those associated with the development community, business owners and residents. To all, I thank you.

Proposal 1 – Develop and Implement Mid-Rise Building Policies and Performance Guidelines;

Mid-rise buildings are the ‘in between’ scale of building. They are bigger than houses but smaller in that they are not higher than 11 storeys when compared with tall towers which exceed 11-storeys. Mid-rise buildings may contain a single-use like a commercial office or residential apartment, but they usually contain a mix of uses which may include retail, office, community service, and residential all in the same building.

Mid-rise buildings should have a good scale and relationship to the street and as such they should not be higher than the city owned street right of way is wide. They define or make walls to the street that are tall enough to feel like a city and provide lots of usable space, but low enough with appropriate step-backs or terraces at upper levels to let the sun in and open the view to the sky from the street. They

support a comfortable pedestrian environment, and animate the street by lining the sidewalk with doors and windows with active uses including stores, restaurants, services, grade related apartments, and community uses.

They must provide appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass. They must also provide appropriate transitions in form and intensity of uses to adjacent land uses, particularly adjacent to established neighbourhood areas.

Mid-Rise Buildings will likely be the dominate building form in applications for redevelopment of sites designated as mixed-use intensification areas. Please refer to Schedule B-1 entitled “Growth Framework” in the proposed New Official Plan to establish the locations where mid-rise buildings will likely be located:

1. The Downtown and the Uptown Urban Centres (primary growth areas)
2. The four Mobility Hubs (primary growth areas)
3. The Mixed-Use Nodes including some fifty plus neighbourhood centre designation sites hosting shopping plazas. (secondary growth areas)
4. The Mixed-Use Intensification Corridors such as the Plains Rd and Fairview Ave. (secondary growth areas)
5. Mid-Rise Buildings are also the dominate building form associated with Employment Areas and for Residential Neighbourhood Apartment buildings.

Proposal 2 – Develop and Implement Families with Children in Vertical Communities Policies and Performance Guidelines;

A key difference between the mid-to-late-century housing boom and today, is that new development is predominantly infill on sites less than one hectare. Furthermore, contemporary unit sizes, layouts and amenity space have been designed and marketed to smaller households without children.

The intent of these guidelines is to integrate family suitable design into the planning of new multi-unit residential development. The success of new vertical communities will be measured by their ability to meet the needs of a diversity of households including those with children. The guidelines include three scales – the neighbourhood, the building, and the unit – based on the recognition that each positively contributes to how a family experiences living in vertical communities.

Illustrations of such guidelines are available from several Canadian municipalities.

Proposal 3 - Enable the assembly of single and duplex house properties which face onto selected Transit Corridors to permit the development of family with children friendly row townhomes.

The erection of row townhomes is likely the fastest means of increasing the number of affordable family with children residences.

The policy statement c in the New Official Plan Chapter 2 – Sustainable Growth – Section Established Neighbourhood Areas may need to be modified and I quote

- c) “In the Established Neighbourhood Area, land assembly for development applications that are not compatible is discouraged.”

Perhaps an exception should be added to enable land assembly of residential properties which face onto selected Transit Corridors will be permitted for the development of row townhomes which are consistent in terms of built-form height and massing within the residential neighbourhood.

The Burlington City Streets which are designated as transit corridors can be found in the proposed New Official Plan Schedule B-2 entitled Growth Framework and Long Term Frequent Travel Corridors. The corridor types are:

- Primary Hub Connectors such as Plains Rd and Fairview Ave linking Aldershot GO, Burlington GO and Appleby GO with Downtown Mobility Hub
- Secondary Hub Connectors such as New Street from Downtown to Appleby Line, and Appleby Line from New Street to Dundas St.
- Frequent Transit Corridors – such as New Street from Appleby Line to Burloak Ave.
- Candidate Frequent Transit Corridors such as Guelph Line from New Street to Dundas St.
- Transit Support Corridors such as Mainway between Appleby Line and Walkers Line

An important consideration is how vehicle parking and conveyance will be provided, such as via side streets or shared driveways onto the transit corridor.

I thank you for listening to me and for your consideration of my three proposals.

Do you have any questions?