



Engaged Citizens of Burlington

Planning & Development
Statutory Public Meeting
February 27, 2018

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The ECoB Story

Engaged Citizens of Burlington is a not for profit group of citizens that have come together in the common belief that they can affect their city in a positive way.

Through our online and community presence we help build awareness on issues important to Burlington residents and the community as a whole.

We are a diverse group of residents, business people and professional experts who only want the best for Burlington.

ECOB Identity

The ECOB is a group of citizens that have come together in the common belief that together they can affect their city in positive ways. Working with the City of Burlington and other players in the civic process, and particularly concerned with issues of planning and development, the group is energized to bring voices and action to challenges that will effect the quality of life of Burlingtonians today and in the future.

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Delegation Overview

- ECoB Requests
- Public Engagement
- Better Planning / Smart Growth
- Vision for Downtown



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ECoB Request

- Official Plan = Election Issue
- Complete the supporting plans – Transit, Mobility, Transportation
- Align with Halton Regional Plan 2019
- Prepare a City overlay of Land Use designation; how are these allocations being audited?; 50% Rural is a Provincial Mandate
- Before approval prepare a 3D digital or physical model of the Downtown Urban Growth Centre / Downtown Precinct
- Peer review on Downtown Urban Centre
- Restore Downtown Urban Growth Boundaries
- Work with Provincial Representatives to ensure growth targets are not excessive to current intensification targets



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ECOB Request cont.

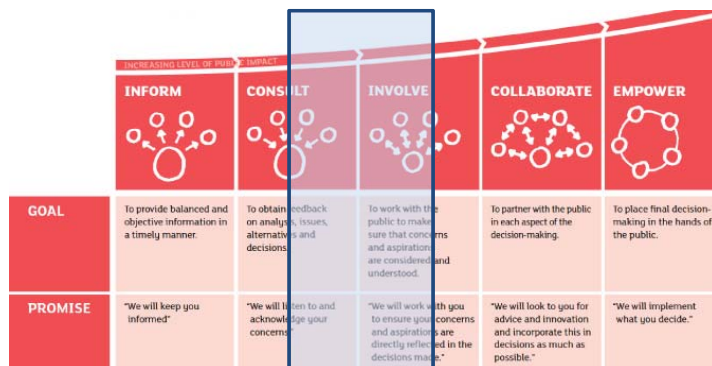
- Mandatory character study for St. Luke's & Emerald Precinct before semi-detached dwellings are approved in OP
- Provide a legend that clearly aligns with the Downtown Core colour assignment and max OP heights, with S.37 considerations – how will this be enforced following precedent setting heights
- Increase minimum uses for tall buildings to three (residential, professional & commercial)
- Increase the 45 angle to the same side of Brant St. to retain the open view corridor
- Consider the microclimates being created when height is forced to John St./Locust St. (Bates Precinct SPA), wind tunnels will make this a commercially unattractive corridor
- Improve new growth opportunities to take pressure off core

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Public Engagement

The City's Engagement Charter process for the new OP did inform but barely entered the consultation stage and left the final three stages of untouched. Will you pledge to actually follow the Charter as further OP amendments are brought forward?



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Public Engagement

Vision – Much has changed since Core Commitment, we need a new vision for 2018 and beyond.

We must redefine our growth plan and priorities within balanced intensification.

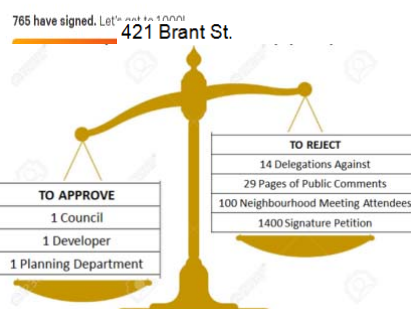
- How did we get here? Did Council in October 2006 envision at that time all of the tall buildings that will soon transform lower Brant and adjacent Streets (Taylor, Dennison, Craven)
- How can an OP in the works for 6 years, bring and rush a Downtown Precinct Plan only months before expected approval? This is NOT public engagement.

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Public Engagement

Citizens are using independent Change.org petitions to ask Council and Planning to LISTEN.



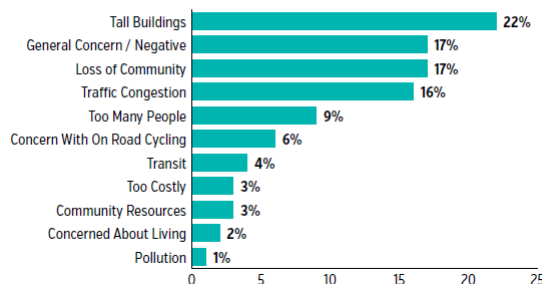
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Grow Bold Survey

Are these Survey questions biased or leading?
Why does the draft OP offer the opposite of the public feedback?

"After watching the video about the direction for growth in Burlington over the next 20 years, what don't you like if anything?"



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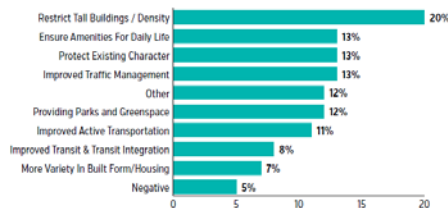


Grow Bold Survey

"A good mix of what it is now. The charm of Burlington is what it is now."

"The city doesn't give in to the lure of development charges and keeps the city core attractive. Please, no more condos! People leave Toronto to get away from them."

"Based on what you saw in the video, what would make the direction for growth better?"



"I would like Burlington to still be a city that is smaller than the big city, a suburban community, where people are friendly and still know each other. Too many condos and tall buildings take away from what Burlington is and the appeal of our community. I am not in favour of any of these renderings as they're all too big and simply more condos."

"That the unique feeling of the downtown does not change into what other big cities look like. We need to maintain a small town, friendly, feeling within a large developing community."

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Public Engagement

Is this transparent public engagement?

Are City renderings accurate?

Are we being misled?



Our Official Plan?



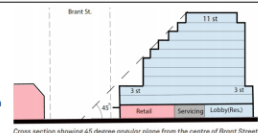


Proposed New Downtown Precinct Plan [February 2018]

Precinct	Maximum Building Height Permission (storeys)	Highlights
Downtown Parks and Promenades	No Maximum	<ul style="list-style-type: none"> Identifies current and future parks, promenades and green spaces, including key linkages between parks as well as new or expanded opportunities for public access to the waterfront Provides recreational opportunities and encourages the creation of new public parks and promenades Provides linkages with the surrounding neighbourhoods to promote efficient pedestrian and/or cycling connections
Public Service	No Maximum	<ul style="list-style-type: none"> Accommodates current and future public service functions within the Downtown including public healthcare, education, emergency and protective services, cultural activities and civic administration, among others These lands could be developed in conjunction with private development through a public/private partnership
St. Luke's/Emerald Neighbourhoods	2.5	<ul style="list-style-type: none"> Maintains the existing established residential and historic character of these neighbourhoods, which contain predominantly single-detached housing forms Some of the permitted uses: existing uses, single-detached and semi-detached to a maximum height of 2.5 storeys, offices in existing buildings
Bates	3	<ul style="list-style-type: none"> Recognizes and conserves the historic character of Downtown along sections of Brant and Locust Streets, including the area's buildings, streetscapes and parcel fabric Development shall be designed in a manner that respects and maintain the predominant physical character within the precinct
Brant Main Street	3* to 11*	<ul style="list-style-type: none"> Precinct will continue to serve as a unique retail destination within the Downtown and city-wide Maximum 3 storey height immediately adjacent to Brant Street; and 11 storeys immediately adjacent to John or Locust Streets Require a mix of uses: Development shall contain a minimum of two permitted uses

*Subject to provision of public amenities and/or community benefits

Note: The information in this chart is a simplified version of the proposed new Precinct Plan Official Plan policies. Please see section 8.1.1.(3) in Chapter 8 of the proposed new Official Plan (February 2018) for a complete list of policies for the proposed new Downtown Precinct Plan



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Precinct	Maximum Building Height Permission (storeys)	Highlights
Mid-Rise Residential	11*	<ul style="list-style-type: none"> Will primarily accommodate existing residential development consisting of eleven (11) storeys or less Future development must transition to, as well as achieve compatibility with, the St. Luke's and Emerald Neighbourhood Precinct as well as with other established residential neighbourhoods outside of the Downtown
Tall Residential	21*	<ul style="list-style-type: none"> Will primarily accommodate existing residential developments consisting of twelve (12) storeys or more Future development must enhance the street-level experience for pedestrians through the incorporation of building podiums and street oriented uses
Old Lakeshore Road	6* to 15*	<ul style="list-style-type: none"> Provide for mixed-use mid-rise buildings consisting primarily of residential uses which are pedestrian-oriented and transit supportive while also achieving a high standard of design Modest tall buildings which transition downward from the adjacent Downtown Core Precinct towards the waterfront may be accommodated where such development achieves strategic public and city building objectives, including the provision of public waterfront access and the creation of new uninterrupted view corridors to Lake Ontario, among others
Downtown Core	12* to 17*	<ul style="list-style-type: none"> Will serve as the pre-eminent destination for office and major office uses, post-secondary educational and other learning facilities and provide significant opportunities for residential uses within mixed-use developments Retail and service commercial uses, including food stores, will be the predominant use at grade to serve the day-to-day needs of Downtown residents and employees Developments may achieve variations of height between 12 storeys and 17 storeys, proportional to the inclusion of office space or public parking
Cannery	22*	<ul style="list-style-type: none"> Reflects the height of the Bridgewater Development, currently under construction
Upper Brant	6* to 25*	<ul style="list-style-type: none"> Accommodates developments with a variety of building heights proportional to parcel size along Brant St. between Prospect St. and Blairholm Ave. with the tallest developments located north of Ghent Ave. <ul style="list-style-type: none"> Sector 1 (S1): development shall not exceed eleven (11) storeys Sector 2 (S2): development shall not exceed seven (7) storeys Sector 3 (S3): development shall not exceed seventeen (17) storeys Future development in this precinct will reflect and support the area's walking distance to higher-order transit at the Burlington GO Station and contribute to the creation of a transit, pedestrian and cycling oriented area

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Land Use Designation

- 50% of the Rural Land in Burlington is protected through the NEC and Provincial Mandate.
- Of the 5% growth, how will be located within Mobility Hubs?
- Can the designations provide for further emphasis on green space and land use planning and the essential need for smart community advancement?
Are we stuck in the past?



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Land Use Designation



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Brant St. Character

As cities work hard to evolve their perspective on the role of streets as public places in smarter city-making, remember this: Good cities know that streets move people, not just cars. Great cities know that streets are places to linger and enjoy.



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Brant St. Character



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Brant Street Character







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Planning Successes

Better Planning includes a complete plan and vision for
Downtown – We need a complete plan.

Waterfront & Main St. Restaurants; Open air activities: (yoga/fitness, commercial promotion events, street runs/marathons, appreciation days, Holiday events); Innovation area;
Existing community market; Focused and planned construction development

New Official Plan	Transit Plan	Transportation Plan	Mobility Hubs
			
(Underway)	(Underway)	(Underway)	(Underway)
Burlington's new Official Plan contains policies that guide how land is developed and used in Burlington over the next 20 years.	Burlington's Integrated Mobility Plan will inform the future of transit service in our city.	Burlington's Transportation Plan contains policies that guide how we will move through the city over the next 20 years.	Burlington's Mobility Hub Area-Specific Plans will outline the implementation strategies for each Mobility Hub in the city.

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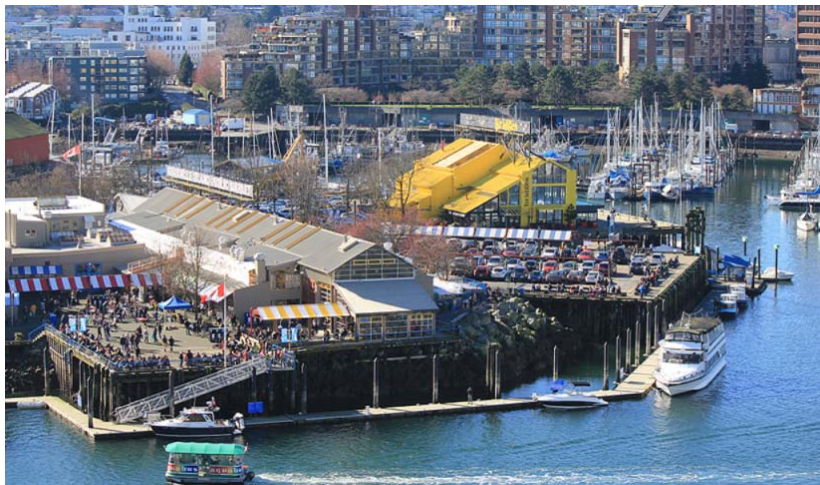
Ladysmith, BC



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Granville Isl, BC



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Robson St, BC



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Port Credit, On



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Paris, On



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Barrie, On

Report to Development Services Committee

TO: DEVELOPMENT SERVICES COMMITTEE

PREPARED BY AND KEY CONTACT: ASLAM SHAIKH, PLANNER

SUBMITTED BY: S. NAYLOR, MES, M.C.I.P., R.P.P.
DIRECTOR OF PLANNING SERVICES *S. Naylor*

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT *R. Forward*

CHIEF ADMINISTRATIVE OFFICER APPROVAL: CARLA LADD, CHIEF ADMINISTRATIVE OFFICER *C. Ladd*

DATE: JUNE 11, 2013

SUBJECT: HEIGHT REVIEW & TALL BUILDING PRINCIPLES

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Barrie, On

- protect waterfront access
- prevent microclimate
- prevent adverse tall buildings
- tall buildings = <3 storeys

In addition, the Intensification Area Urban Design Guidelines (2012) have demonstrated that high-density intensification can be achieved through a mix of 4 to 8 storey buildings in addition to tall buildings. To date, no justification has been offered through a rezoning application explaining why the current maximum height permissions within the high-density zones are insufficient for Barrie to achieve the target density for the UGC.

In staffs' opinion, pressure to seek increased height and density is largely driven by a desire to maximize return which in turn is based on costs. Increased development rights as-of-right is expected to result in an increase in the cost of land, which will then likely result in applications for increases in heights beyond any new standards that might be implemented.

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Character = Vibrancy

In *The Death and Life of Great American Cities*, written in 1961, Jane Jacobs observed, "Cities need old buildings so badly it is probably impossible for vigorous streets and districts to grow without them."

[Older, Smaller, Better: Measuring How the Character of Buildings and Blocks Influences Urban Vitality](#), a new report from [Preservation Green Lab](#), validates Jacobs' long-respected, but largely untested hypothesis -- that neighborhoods containing a mix of older, smaller buildings of different ages support

greater levels of positive economic and social activity than areas dominated by newer, larger buildings.

What Your City Can Do

Fit new and old together at a human scale.

Support neighborhood evolution, not revolution.

Make room for the new and local economy.

Make it easier to reuse small buildings.

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Character Study

The character of Brant St. is identified in the Grow Bold as having character, how can we move towards approving an OP with this not defined?

The character study approach that was used for Roseland & Indian Point is requested for Emerald & St. Luke's defined precincts. This will manage compatibility with future development.

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Peer Review

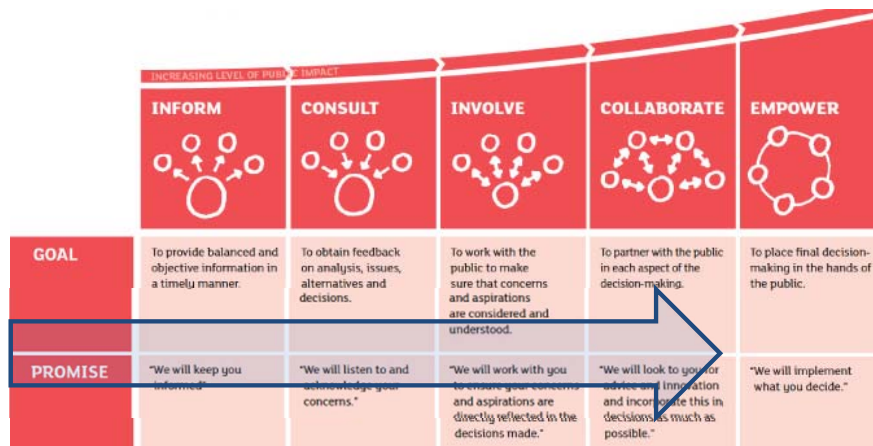
Ken Greenberg was asked to participate in a Peer Review by the City of Vancouver as part its Downtown Capacity and View Corridors Study in 2009. The study was intended to review the adopted heights limits and view corridors in the city's regulatory framework and recommend changes, if appropriate, to identify possible modifications while still achieving the public objectives underlying the current height and view corridor policies. things have now reached a point where there is a risk of having this vital connection obscured in the next stage of the city's evolution. This was seen as a critical time to take stock and redefine the approach taking into consideration what has already occurred and what is to come in shaping the form of the city within its extraordinary natural setting.



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IAP2 Spectrum of Public Participation – **WITH ECoB**



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