

Official Plan Delegation

Mayor Goldring, City Councillors, City Staff and members of the public:

My name is Jeremy Skinner and I live in Ward 5.

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I wish to affirm my support of the proposed New Official Plan because it better reflects the direction that the City needs to follow and is more defensible against appeals versus the current Official Plan which was adopted in 2008.

However, I wish to ask that the City reaffirm to the public that amendments to the proposed New Official Plan are anticipated and as such residents will continue to play a role through City sponsored public meetings, surveys and through depositions to statutory meetings, all of which are consistent with the policies outlined in the Ontario Planning Act.

In other words, this proposed New Official Plan is to be considered a “living document” which will accommodate Council approved amendments until a such time as the decision is made to revise the whole Official Plan document again.

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The proposed New Official Plan accommodates revisions to multiple policy documents downloaded from the Province of Ontario including:

1. Amendments to the Planning Act such as the replacement of the OMB with the Local Planning Appeal Tribunal;
2. Amendments to the Revised Provincial Policy Statement 2014 edition
3. Amendments to the Revised Places to Grow – Greater Golden Horse Shoe 2017 edition
4. Amendments to The Big Move – Region Transportation Plan 2008 edition which is about to be replaced in 2018. The proposed New Official Plan also accommodates current amendments to Halton’s Regional Official Plan 2009 edition.

Finally, the New Official Plan has been designed to be read in conjunction with the City’s Strategic Plan.

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The elephant in the room is that the Province has established a growth target for the Region of Halton of 77% increase in population to approximately 1 million by 2041. What the City of Burlington’s share of this population growth has yet to be declared.

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What we do know is that all available green space lands suitable for single family homes has already been spoken for and thus the additional housing to accommodate the bulk of this growth in population will have to be fulfilled using denser dwelling structures including: duplexes; row townhomes; mid-rise residential apartment buildings and tall tower residential apartment buildings. The information provided in this chart was sourced from the Canada Census 2015. Note: The significance of identifying

apartment buildings under five storeys relates to the high probability that these same buildings may not have an elevator and thus may be unsuitable for the elderly and those with mobility challenges.

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This leaves us with the need to designate those areas where intensification is desired which includes:

- the downtown urban growth centre;
- the uptown urban growth centre located at Appleby & Upper-Middle Rd.;
- the three mobility hub lands which surround the three GO stations;
- the Intensification Corridor associated with Plains Rd. through Fairview St.: and
- Intensification Nodes associated with some 50 plazas which are typically situated at the intersection of two arterial roads.

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Fortunately for those of us who reside in stable residential neighbourhoods, the City has defined 13 intensification and compatibility policies which are designed to protect from bordering mid-rise and/or tall tower developments.

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In 2017 The City approved the publication of a Tall Building Design Guidelines document. This same Council approved the need to develop a companion document relating to Mid-Rise Building Design Guidelines which is expected to seek Council approval by year end 2018.

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All these efforts have not come without some controversy.

Some residents have expressed concerns over the impact of intensification especially related to our downtown core and for those areas designated for intensification throughout our city especially those bordering stable residential neighbourhoods. Questions abound as to how high buildings should be permitted to be built.

My response is that these buildings should be built as high as the site warrants. This means the inclusion of adequate parking not only to accommodate the residents and their visitors, but also parking for those who provide or seek the products and services associated with retail and commercial business hosted in these same buildings. It also means that the proposed buildings are compatible with the surrounding public realm and with any bordering residential neighbourhoods.

Instead, I would prefer that we focus our efforts on how to develop healthy & complete communities by integrating appropriate retail, commercial and municipal/provincial assets into these buildings so that each building complements neighbouring buildings in at minimum enhancing the community they belong with and, where possible, enhancing the City as a whole.

The top half list relates to retail product and commercial services identified by Canada Census in terms of household spending. Miscellaneous relates to fee-based services such as those related to banking, insurance, public transit and cable/cellular communications. The lower half list relates to municipal/provincial provided community assets. Product and services affected by internet shopping

are identified by orange or red text based upon the effectiveness that internet shopping has over personal on-site shopping.

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Unfortunately, Bob's Food Basics will not likely be replaced by a similar format grocery store. Instead, we need to consider integrating alternative format grocery stores. By way of illustration, I present Longos at Market Square in downtown Toronto located near the Air Canada centre. This is a medium format grocery store located 1-level below ground. Egress is provided by escalators and by elevator service to ground level and elevator service to lower levels of parking.

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Another illustration relates to a Longos small format grocery store located in the lower level food court associated with BCE Place in downtown Toronto. The emphasis of these satellite grocery store formats is to provide fresh and prepared food items for the local walkable shopping area and for those on the run. Longos also provides a home delivery services which may be more suitable for packaged and canned goods. No doubt that Fortinos is also experimenting with these alternative format stores. I am aware of Loblaws (Fortinos) experiment with deliveries to the GO Station for commuter pickup on the way home.

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With the rapid introduction of multiple co-located buildings in our downtown core, should we explore the feasibility of linking buildings together whether through below street level pedestrian tunnel connections, or above street level via covered bridge connections or by converting portions of say John St. to become a covered pedestrian street flanked by shops? By way of illustration, consider Toronto's PATH implementation which has implemented all three types of between building interconnections.

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Other mixed-use building scenario illustrations includes Toronto North Central Collegiate Institute which essentially occupies the bulk of the podium between two residential apartment towers and The Bayside residential apartment tower with it's second floor open air and within building Day Care facility.

In closing I wish to thank all of you for your efforts and ask that you continue to seek what is best for the City of Burlington.