



SUBJECT: Statutory public meeting and recommendation of refusal of rezoning application for the hydro corridor north of 1801 Walker's Line

TO: Planning and Development Committee

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-16-19

Wards Affected: 4

File Numbers: 520-01/09

Date to Committee: September 10, 2019

Date to Council: September 23, 2019

Recommendation:

Refuse the application for a zoning by-law amendment submitted by Greg Poole & Associates Inc. on behalf of Walker's Mews Limited, for the establishment of a parking lot within a portion of the hydro corridor located at the southeast corner of Walker's Line and Upper Middle Road.

Purpose:

The purpose of this report is to recommend refusal of a Zoning By-law Amendment application for additional parking on a hydro corridor, located at the southeast corner of Upper Middle Road and Walker's Line. The following objectives of Burlington's Strategic Plan (2015-2040) apply to the discussion of this application:

A City that Grows:

- Intensification
 - 1.2 d): *New and transitioning neighbourhoods are being designed to promote easy access to amenities, services, recreation and employment areas with more opportunities for walking, cycling and public transit.*

A City that Moves:

- Increased Transportation Flows and Connectivity
 - 2.1 c): *Complete Streets vision is put in place through a coordinated plan, which will include on-road and off-road bike lanes, sidewalks, multi-use paths and trails and a public transit system that are all well-connected throughout the city.*
 - 2.1 g): *Walkability and cycling has guided the development of new and transitioning neighbourhoods and the downtown so that people rely less on automobiles.*

Executive Summary:

RECOMMENDATIONS:		<i>Refusal</i>	Ward No.:	4
Application Details	APPLICANT: OWNER: FILE NUMBERS: TYPE OF APPLICATION: PROPOSED USE:	<i>Greg Poole & Associates on behalf of Walker's Mews Limited</i> <i>Ontario Realty Corporation</i> <i>520-01/09</i> <i>Zoning By-law Amendment</i> <i>Ancillary parking in hydro corridor for adjacent commercial/office development</i>		
Property Details	PROPERTY LOCATION: MUNICIPAL ADDRESS: PROPERTY AREA: EXISTING USE:	<i>Southeast corner of Upper Middle Road and Walker's Line</i> <i>Hydro Corridor north of 1801 Walker's Line</i> <i>Portion of land proposed to be developed is approximately 1400 square metres</i> <i>Hydro One Transmission Corridor</i>		
Documents	OFFICIAL PLAN Existing: OFFICIAL PLAN Proposed: ZONING Existing: ZONING Proposed:	<i>Neighbourhood Commercial</i> <i>Neighbourhood Commercial</i> <i>Utility Services (S)</i> <i>Utility Services with Site Specific Exception</i>		
Processing Details	DATE OF APPLICATION: PUBLIC COMMENTS: STATUTORY PROCESSING DATE:	<i>February 4, 2009</i> <i>Two e-mails</i> <i>Expired</i>		

Site Description:

The subject lands are located at the southeast corner of Walker's Line and Upper Middle Road and are part of a hydro transmission corridor located on the south side of Upper Middle Road. As the lands are part of the larger hydro corridor there is no specific address or property area for the lands under application; however the applicant has indicated the approximate dimensions of the area proposed to be leased are 21 metres by 70 metres with a total area of close to 1400 square metres. Surrounding land uses include the following:

North: Upper Middle Road, commercial development

East: Hydro Corridor

South: Walker's Mews commercial development

West: Walker's Line, Hydro Corridor

Description of Application and History:

The subject Zoning By-law Amendment application, received in February 2009, seeks to rezone a portion of the hydro corridor lands from "Utility Services (S)" to "Utility Services with Site Specific Exception" to permit ancillary parking to accommodate the adjacent Walker's Mews commercial development. While the concept plan submitted with the application shows approximately 36 parking spaces, it is noted that the application seeks to permit up to 40 parking spaces.

The Zoning By-law requires that parking for a new development shall be located on the property and within the zone designation. The subject rezoning proposal is therefore to permit additional parking spaces beyond the requirements of the Zoning By-law to serve the Walker's Mews commercial development where it is not currently a permitted use on the hydro property. Walker's Mews is currently served by five bus routes within 400 metres, having a level of service ranging between 20 and 60 minutes. The applicant has advised that the parking spaces on the hydro corridor lands are intended to be employee parking spaces.

The hydro corridor lands are owned by Her Majesty the Queen in Right of Ontario as Represented by the Minister of Energy and Infrastructure (MEI), c/o the Ontario Realty Corporation, agent to MEI. The applicant advises they had made tentative arrangements with Ontario Realty Corporation to lease the hydro corridor lands to provide ancillary parking and submitted a draft license with the application.

At the request of the applicant, the file was placed on hold shortly after submission, as the applicant was unable to identify whether additional parking was required until such

time as the commercial site, 1801 Walker's Line was fully developed. Following the construction of all buildings at 1801 Walker's Line, the applicant continued to pay an annual fee to keep the subject Zoning By-law Amendment file open. Despite several requests, the applicant has not submitted revised materials to demonstrate that additional parking is required. In addition, the applicant has applied through the Committee of Adjustment for a reduction in on-site parking at 1801 Walker's Line. Due to inactivity, and the applicant's position that reduced parking can be supported on the adjacent property, staff are moving forward with a recommendation to the Planning and Development Committee to refuse this application.

Previous Applications

Site Plan Application 535-34/06

The Walker's Mews development at 1801 Walker's Line, abutting the subject lands to the south, is zoned "Neighbourhood Commercial (CN1)". A Site Plan for the development of the property was approved in June 2007 (File No. 535-34/06) and included retail, service commercial and office uses in four buildings. At the time of approval of the Walker's Mews development, the Zoning By-law requirement for parking was 6 spaces per 100 square metres of gross floor area (GFA) in a retail centre and 3.5 spaces per 100 square metres of GFA for office uses. The site plan identified a total of 1,962 m² of retail centre uses (requiring 100 parking spaces) and 2,853 m² in total of office uses (requiring 85 parking spaces) resulting in a total parking requirement of 185 spaces with 187 spaces provided on the site plan. The subject application for parking on the adjacent hydro corridor was submitted in 2009.

Subsequent building permits were issued as follows:

- December 2007: 1831 and 1841 Walker's Line (north side of commercial property)
- September 2009: 1811 Walker's Line (middle of commercial property)
- November 2009: 1821 Walker's Line (southeast side of commercial property)
- March 2014: 1801 Walker's Line (south side of commercial property)

Minor Variance Application A065/10 – Approved July 2010

In 2010, the applicant proposed to expand the existing Tin Cup patio from accommodating 20 patrons to 48. The expansion triggered the requirement for seven additional parking spaces. A minor variance was therefore applied for (File No. A065/10) to permit the expansion of the patio to proceed without providing additional parking spaces. The variance to reduce the required parking was approved for a period of three years for the following reasons:

- The subject lands are located at the intersection of two major roads (Upper Middle Road and Walker's Line) and are well-serviced by public transit;
- The use is neighbourhood commercial and as such the uses on the site are likely to be accessed by many residents by walking and cycling;
- An outdoor patio is for seasonal use only, and during warmer months it is likely that many patrons of the restaurant would walk to the destination, given its intent to service the surrounding neighbourhood; and,
- Peak hours for a patio use are likely to be in the evening when other uses in the development are likely to experience minimal customers.

Minor Variance Application A044/13 – Approved June 2013

As noted previously, Minor Variance Application A065/10, to reduce the parking requirement in order to facilitate a patio expansion, was approved for a period of three years. Following this three year period, another Minor Variance application was submitted by the property owner (File No. A044/13) to make the previous temporary parking reduction permanent.

In the review of this application, the Transportation Department noted that over the three year period that the previous minor variances were in effect, no complaints regarding parking issues or availability were received. Staff recommended approval of the application, and it was subsequently approved by the Committee of Adjustment.

Other Applicable Information

Community Trails Strategy – May 2015

The 2015 Community Trails Strategy is intended to guide future development, design and implementation of the City's community trails network and support for the broader City-building objectives. It is to be used as a working tool/document for making informed decisions on a system-wide basis. The hydro corridor lands form part of a linear corridor and currently support a multi-use trail with open space to the south.

The Community Trails Strategy states the following:

“Trail use is recognized as one of the top three recreational activities with over 20% participation throughout the Province of Ontario and an anticipated growth rate of 2.3% (Ministry of Tourism, Culture and Sport). Trail use has been embraced province and nation-wide as a convenient and affordable way to enjoy nature and one's community, improve individual and community health and

contribute to local economic development. Evidence shows that by investing in trails we are investing in our community's future, quality of life and economic viability".

By refusing the proposed parking lot and leaving the hydro corridor in its current condition, the above concept of healthy and active communities is maintained by maintaining the existing multi-use trail.

City of Burlington City-Wide Parking Study – May 2019

In May 2019, a report was brought to the City of Burlington Planning and Development Committee which included the findings of a City-Wide Parking Study completed by IBI Group in 2017. An analysis of parking demands was done for different uses across the City and recommended parking rates were provided, which will be used as the basis for updated parking regulations for development in Burlington if approved. A Zoning By-law Amendment to implement those rates will be considered by Council this Fall.

The study recommended parking rate reductions within a retail centre from 5.25 parking spaces per 100 m² of GFA to 5 parking spaces per 100 m² of GFA; and reductions within an office from 3.5 parking spaces per 100 m² of GFA to 3 parking spaces per 100 m² of GFA. Patios have a recommended parking rate of 0 spaces. Based on the gross floor areas provided, the parking requirement for 1801 Walker's Line would become approximately 152 spaces; which is lower than the current requirement of 185 spaces and the 187 spaces provided.

This report provides details of the application and an analysis of the proposal against applicable policies and regulations. It is recommended that the application be refused.

Policy Framework

The proposed Official Plan Amendment and Zoning By-law Amendment are subject to the following policy framework: the Provincial Policy Statement 2014, the 2019 Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Halton Regional Official Plan, the City of Burlington Official Plan and Zoning By-law 2020, as amended.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) provides broad policy direction on land use planning and development matters of provincial interest. The PPS provides policies for appropriate development based on efficient use of land and infrastructure, protection of natural resources, and supports residential and employment development including a mix of land uses.

The PPS promotes the creation of healthy, active communities by planning public streets, spaces and facilities to be safe and meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1).

The hydro lands are currently vacant, are directly to the south of a multi-use trail which runs along the south side of Upper Middle Road, and serve as a corridor for utilities provided by Hydro One. The adjacent Walker's Mews development, immediately south, currently has more parking than is required by the Zoning By-law.

By using the lands for parking to serve a commercial development that currently exceeds the amount of adequate parking, the creation of healthy, active communities is not supported. The current zoning of the hydro corridor site permits open space and outdoor recreation uses such as play fields, parks, walking trails and bike paths. These uses lend themselves to the establishment of healthy, active communities.

Another important way to foster healthy and active communities is to create a positive and welcoming experience for pedestrians. In its current condition, the multi-use trail on the south side of Upper Middle Road is adjacent to green space, creating a more hospitable environment to a large, busy street. Establishing a parking lot to replace the current green space could negatively impact the experience of pedestrians and cyclists.

A Place to Grow

The most recent update to the Growth Plan for the Greater Golden Horseshoe came into effect on May 31, 2019 and provides a growth management policy direction for the defined growth plan area. Growth is focused in existing urban areas through intensification. The guiding principles of the Growth Plan include building compact, vibrant and complete communities, and optimizing the use of existing and new infrastructure to support growth in an efficient, well-designed form.

Part 1.2.1, Guiding Principles, states: *"the policies of this Plan regarding how land is developed...are based on the following principles..."*, which include *"support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime"*.

By developing this portion of the Hydro Corridor as a parking lot to serve commercial uses, the development would be encouraging automobile dependency. If the proposal were refused, the lands within this portion of the corridor would remain as open space, with the potential to be developed in the future for outdoor recreation uses, which are permitted as-of-right.

Subsection 2.2.1.4 e) of the Growth Plan seeks to *"provide for a more compact built form and a vibrant public realm, including public open spaces"*.

The proposed parking lot expansion onto an adjacent property removes an existing green, open space to create an asphalt area which encourages the use of the automobile. It does not contribute to an attractive and vibrant public realm.

Halton Region Official Plan (ROP)

The property under application is designated “Urban Area” in the Regional Official Plan, 2006 (ROP). The ROP states that the range of permitted uses in the Urban Area shall be in accordance with Local Official Plans and Zoning By-laws but that all development is subject to the policies of the ROP.

Policy 81(6) requires local municipalities to “*ensure the proper integration of intensification areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design*”.

This section of the corridor already does abut a walkway and cycling path and it serves as an important visual buffer for the neighbourhood. Connectivity is provided for nearby residents to be able to use sidewalks and multi-use trails to connect to nearby retail, commercial and office developments. In addition, transit routes exist along both Upper Middle and Walker’s Line, with transit stops in proximity to the subject site. It is important to preserve the open space character of the hydro corridor, which serves as a multi-use trail, as it allows for pedestrians to feel increased sense of safety and comfort when using such trails.

City of Burlington Official Plan

The lands are designated “Neighbourhood Commercial” within the City’s Official Plan. The objective of this designation is “*to provide opportunities for limited neighbourhood commercial centres within and at the periphery of residential neighbourhoods in locations that meet residents’ day-to-day and weekly goods and service needs*.”

Part II, Section 3 of the Official Plan discusses Transportation policies for the City. Subsection 3.2.1 includes objectives. Objective d), “*to encourage alternative travel by creating an urban environment that encourages walking, cycling and transit use and increases opportunities to live close to work and satisfy day-to-day needs locally without relying on the automobile*”.

The current state of the hydro corridor encourages walking and cycling by creating a green open space character adjacent to the existing multi-use trail that runs beside the corridor; thereby enhancing the experience for pedestrians.

The adjacent commercial property is well-served by public transit. The development, being in a “Neighbourhood Commercial” area, is conducive to alternative modes of travel; whereas adding an additional parking lot would encourage automobile travel.

Part II, Section 5 of the Official Plan speaks to Utilities. Subsection 5.1 a) states that *“The City shall guide the use of existing utility lands and provide the framework for consideration of future utility facilities and open space uses”*.

Subsection 5.3 b) states:

Public open space and recreation uses, such as parks, linear bicycle and pedestrian path systems and playing fields shall be encouraged on lands zoned for transportation, utility or communication purposes in consultation with the affected transportation, utility or communications provider, where such uses are compatible with the main utility function of these lands and are compatible with existing surrounding uses and the permitted uses in the land use designations of such lands.

Subsection 5.3 c) states:

In the Urban Planning Area, uses such as passive recreation and multi-use trails, parking lots, private rights-of-way and driveways, agricultural uses, golf courses and driving ranges, miniature golf, allotment gardens, the cultivation and storage of nursery stock in commercial nurseries and garden centres, indoor and outdoor storage, and private services and utilities may be permitted on lands zoned for transportation, utility or communication purposes in consultation with the affected transportation, utility or communications provider, where such uses are compatible with the main utility function of these lands and are compatible with existing surrounding uses and the permitted uses in the land use designations of the adjacent lands.

Subsection 5.3 h) states that *“the reuse of abandoned or surplus utility lands for public open space or recreational uses shall be encouraged”*. While a recreational use, a multi-use trail, is already established on these lands, it is important to preserve the open space as well. This open space provides a feeling of comfort and safety for pedestrians using the trail; provides a visual buffer to Upper Middle Road from the commercial development which helps to improve the streetscape; and provides a continuous green link across this stretch of Upper Middle Road.

The Official Plan encourages open space and recreation uses on lands such as the subject lands, which are zoned for utility purposes. Compatibility is discussed throughout this report; however this policy further emphasizes the importance of

compatibility of these uses with the surrounding area and does not indicate parking as being a compatible use within these corridors. There has been no demonstrated need for additional parking to service the commercial development of Walker's Mews.

City of Burlington Adopted Official Plan

The proposed New Official Plan was adopted by Council on April 27, 2018 and has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. Halton Region has identified areas of non-conformity, and as such, the adopted Official Plan will be subject to additional review and revision prior to its approval. Further, City Council has directed a new staff review and public engagement process to consider potential modifications, including a review of height and density provisions. As a result, no weight is placed on the policies of the adopted Official Plan in the review of this application at this time.

Zoning By-law 2020

The subject lands are currently zoned "Utility Services (S)" in the City's Zoning By-law 2020. The S Zone permits the following:

- Any transportation, communication, or utility use; and,
- Open space and outdoor recreation uses such as play fields, parks, walking trails, bike paths, and parking lots associated with such uses.

Parking lots associated with commercial and office uses are not permitted.

The Zoning By-law requires that parking for these uses must be accommodated on the lands on which the uses are located. Section 2.25.1 states *"whenever a new development occurs or whenever an existing development is enlarged, extended or increased in capacity, in accordance with this By-law, off-street vehicle parking spaces shall be provided and maintained on the property and within the zone designation for all uses..."*

The Walker's Mews commercial development exceeds the required parking. There is no zoning requirement for additional parking to accommodate the existing uses on the adjacent hydro corridor. In addition, the property owner has requested and received a reduced parking rate on the commercial property through the Committee of Adjustment. It is therefore recommended that the proposed parking lot expansion be refused.

Other Implications

Social

The hydro corridor and adjacent plaza are designated *Neighbourhood Commercial* within the City of Burlington Official Plan. Part of the intent of this designation is to provide for a compact community that allows residents to meet their day-to-day or weekly needs. Encouraging accessibility to these needs by foot, cycling and transit fosters a sense of community and encourages residents to work, live and go about their daily activities within their own neighbourhood. The site has also been planned as an integrated development with the adjacent Park City development. These developments are well connected to the surrounding area and provide good pedestrian and transit access.

In addition, a linear hydro corridor runs along the south side of Upper Middle Road and provides open space adjacent to a multi-use trail. This trail is an important source of connectivity for pedestrians and cyclists. In order to enhance the experience of this trail and encourage its use, it is important to ensure that pedestrians feel safe and comfortable. By having surrounding greenspace, it provides an environment that is more conducive to pedestrian use, and creates a more pleasant experience.

Environmental

It has been noted throughout this report and in all applicable policy that it is important to have regard for the natural environment, sustainable communities and encouraging alternative modes of transportation. It is the opinion of staff that the proposal is in conflict with these principles. The proposal seeks to add a parking lot to service an existing commercial development on lands adjacent to the development. While the parking lot is meant to service the commercial development, there is no demonstrated need for additional parking, and in fact the commercial property owner has asked for and received a reduced parking rate on their property.

In the ten years since the application was submitted, required parking rates for the existing uses of the Walkers Mews Commercial Plaza have continuously decreased. This decrease represents a trend toward relying less on the automobile and more on alternative methods of transportation, including walking, cycling and public transit. The existing site is well-served by transit as well as sidewalks and trails which connect a variety of uses to one another and create a sense of community and connectivity. In addition, there is no demonstrated need for additional parking for the subject development.

Technical Review

The Zoning By-law Amendment application and supporting documents were circulated to internal departments and external agencies for review.

Transportation Planning

Transportation Planning staff have reviewed the subject proposal and have provided extensive comments on the application throughout the rezoning application review.

Following the establishment of the Tin Cup patio, for which the applicant had approval for a parking reduction as mentioned earlier in this report, City staff from the Transportation Planning section went on site and conducted a parking utilization study which took place on Tuesday, September 22, 2015 from 10:00 am to 8:00 pm and Saturday, September 26, 2015 from 4:00 pm to 8:00 pm. Comments were provided to staff, and subsequently the applicant. Some of the main points provided were the following:

- The parking lot's peak utilization occurred at 1:00 pm on September 22, with the parking lot being 63% utilized; and at 7:30 pm on September 26, with the parking lot being 41% utilized;
- Parking did not spill onto nearby municipal streets or the lane connecting Walker's Mews Commercial Plaza with Tobyn Drive;
- The lots adjacent to the "Tin Cup" restaurant were noticeably busier over the lunch (12:00 pm to 2:00 pm) and dinner (5:00 pm to 8:00 pm) periods, and a number of people were using the patio, likely as a result of the nice weather on the two site visit dates;
- The overall parking utilization rates for the Walker's Mews Commercial Plaza averaged 43% throughout the course of the study on September 22, and 30% on September 26.

The City-Wide Parking study, completed by IBI Group, included a site specific analysis of the north half of the commercial property immediately adjacent to the hydro corridor in 2016; particularly the restaurant and the bank. The study shows that the 90 spaces provided were never completely occupied. During the study times, which included both weekdays and weekends, the parking utilization rates ranged from a minimum of 28% to a maximum of 94%; however for the most part utilization was under 50%.

Comments also note that the submitted materials do not speak to Transportation Demand Management or measures that could be taken to reduce automobile

dependency. The site is located along two bus corridors being on Walker's Line and Upper Middle Road; thereby making public transit very accessible. The site is also located within a Neighbourhood Commercial Area, is surrounded by a mix of land uses, and is surrounded by sidewalks and a multi-use trail. It is further noted that the proposal does not reflect best practices regarding parking mitigation. The number of existing parking spaces associated with the existing Walker's Mews development exceeds the requirements of the recently approved City-Wide Parking Study and, in the opinion of Transportation staff, are currently sufficient to serve the existing commercial development.

Financial Matters:

In accordance with the Development Application Fee Schedule, all fees determined have been received.

Public Engagement Matters:

The applicant posted a public notice sign on the property to reflect their submission on February 23, 2009. Supporting materials for this development were posted on the City's website at www.burlington.ca/WalkersMews. The application was circulated for public comment in March 2009. Two comments have been received by members of the public, which have been appended to this report. The following are the main themes:

- General opposition to proposed development;
 - Community values green space and pedestrian connectivity;
 - Additional parking is not required;
 - Would like to see more green space instead of less.
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Conclusion:

Analysis of the application for a Zoning By-law amendment considered the applicable policy framework and the comments submitted by technical agencies and the public. Due to inactivity, and the applicant's position that reduced parking can be supported on the adjacent property, it is recommended that Council refuse the proposed Zoning By-law Amendment to allow surplus parking spaces to be constructed on the hydro corridor adjacent to the commercial plaza at 1801 Walker's Line.

Respectfully submitted,

Melissa Morgan, MCIP RPP
Planner II – Development Review
905-335-7600 extension 7788

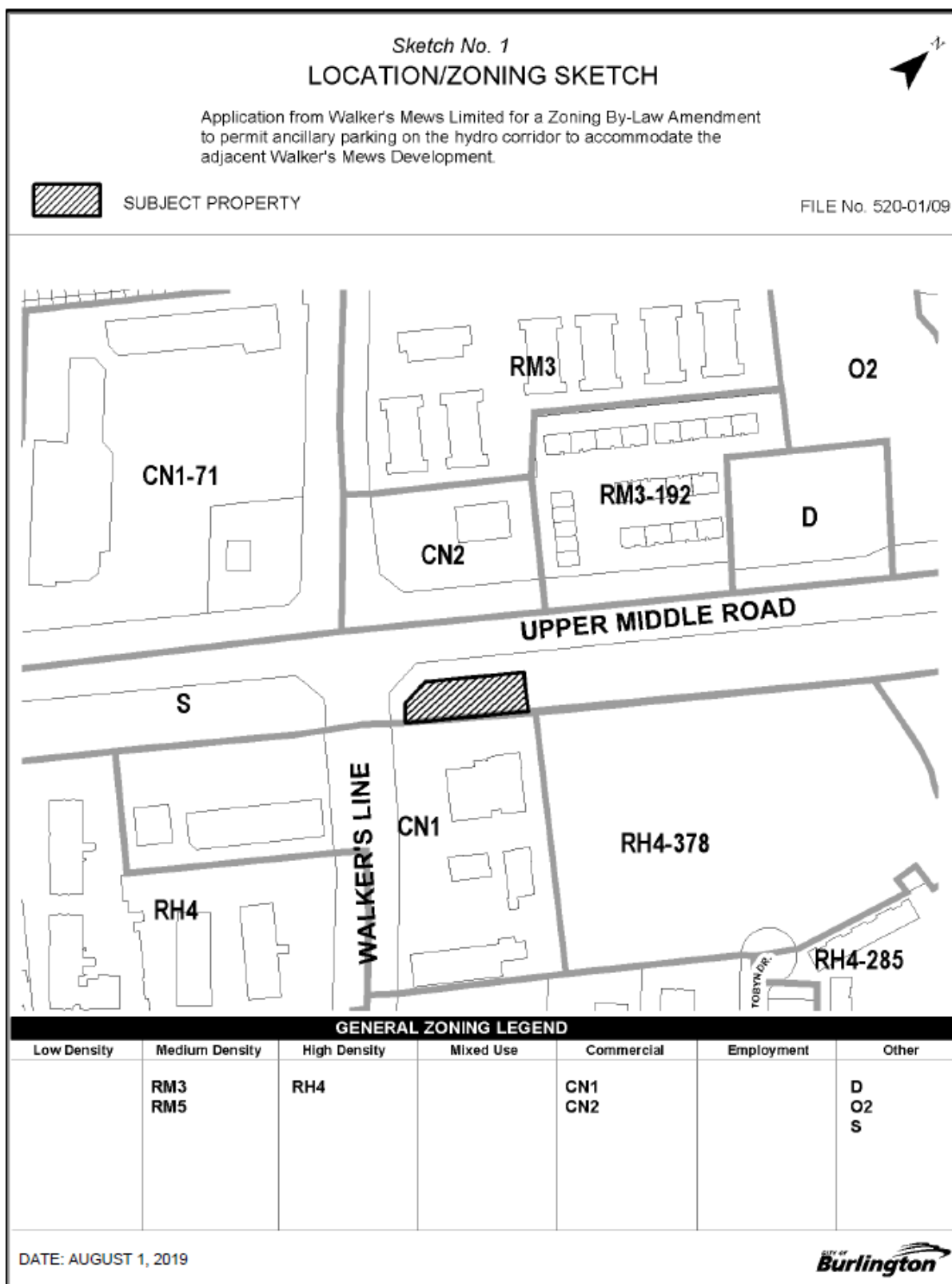
Appendices:

- A. Location Sketch
- B. Detail Sketch
- C. Public Comments

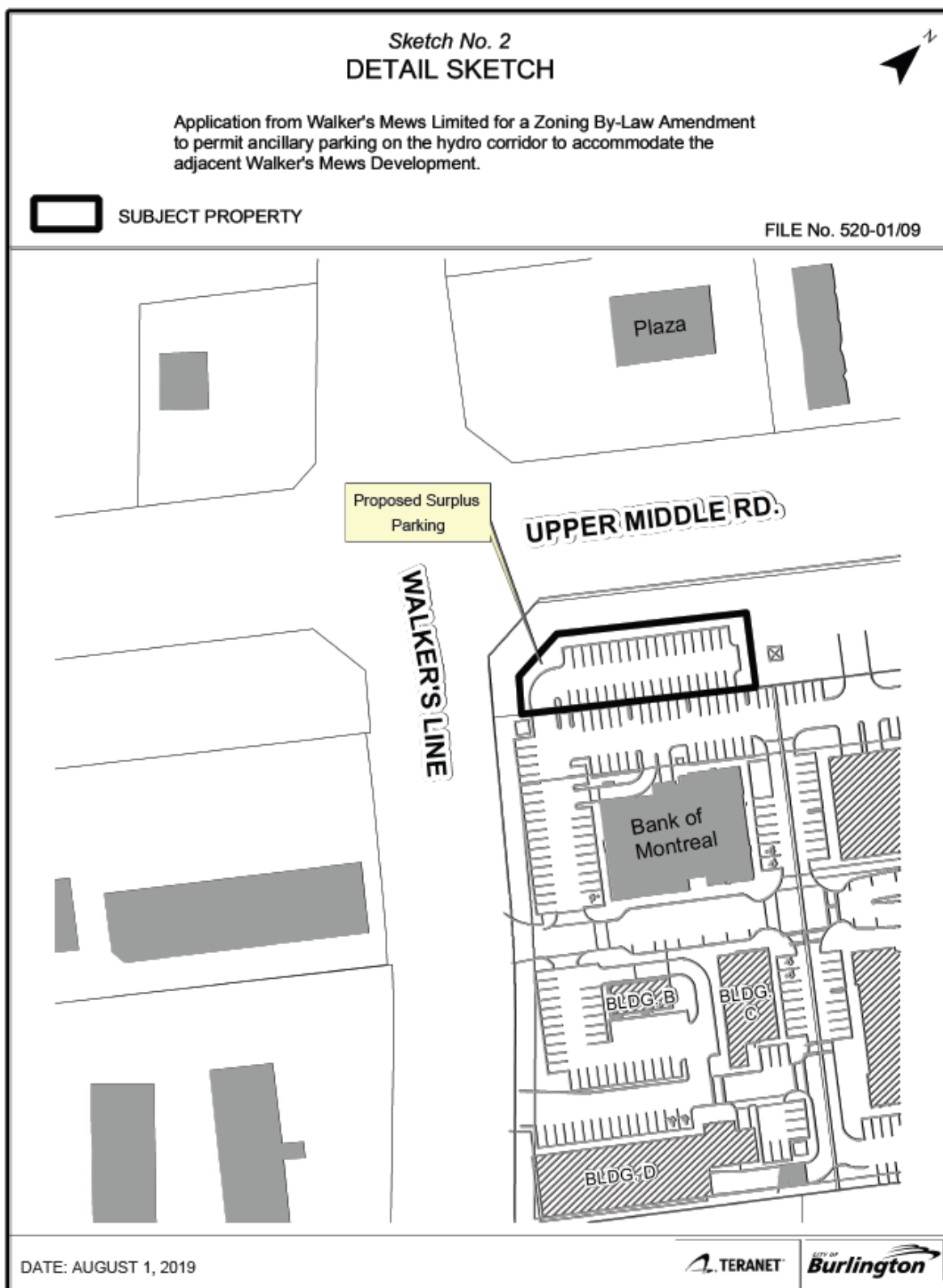
Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.

APPENDIX A



APPENDIX B



APPENDIX C

Name & Address	Comments
<p>Barbara Thompson April 13, 2009</p>	<p>Further to our telephone Conversation on Wednesday, April 8, 2009 I am submitting my written comments on this matter. I am not in agreement with re-zoning the green space along the hydro easement for the purpose of a parking lot.</p> <p>I understand that the development to the east of Walker's Mews will include a Long Term Care Facility for senior housing. I live across the street in the townhouse complex known as South of the Green, and many residents in this area use the hydro easement along Upper Middle Road for recreation.</p> <p>It is my desire to see the green space between Walker's Line and Appleby Line expanded, similar to the area between Guelph Line and Walker's Line, with berms and a walkway, flower medians etc. This would be especially beneficial if indeed there will be a retirement facility built on the south side of Walker's Line. This section of Upper Middle also leads to Tansley Woods, to the trails for walking, the library and recreation centre.</p> <p>I am therefore expressing a strong objection to the re-zoning application and I hope that my suggestions for expanding the green space along the hydro easement will be implemented by the City of Burlington.</p> <p>Thank you for considering my comments.</p> <p>Sincerely,</p> <p>Barbara Thompson 21-4045 Upper Middle Rd Burlington, ON L7M 4S8</p>

<p>Ryan Vella April 21, 2009</p>	<p>Why the need for ancillary parking, for what could be 40 additional spaces? I'm concerned this would further blight the landscape, in an area already suffering from the unsightly Walkers Mews Development.</p> <p>Hundreds of parking spaces are planned for this sprawling expanse of concrete and asphalt. We need to ask the question: do we really need 40 more?</p> <p>When one looks around this major intersection, Walkers Line & Upper Middle Rd., one has to wonder, is this the best possible way to zone a community?</p> <p>This is a dense residential area of North Burlington with condominiums and homes. Would the area not benefit more from a communal park or functioning greenspace, to help foster a more vibrant community? A space where people could be proud to congregate, take their children and genuinely enjoy; something other than a complex arrangement of asphalt, concrete and inexplicably – meandering parking lot lanes. As for the puzzling use of stop signs in a plaza parking lot, why was this allowed to happen?</p> <p>Finally, the name Walkers Mews is hardly appropriate. Mews were stables used to house horses in old England. This is hardly reminiscent of a gratifying and suitable habitat for any animal, let alone human beings.</p> <p>So, NO to adding 40 ancillary parking spaces, but how about yes to the opposite. Removing 40, or perhaps even more. The 'need' for 40 more spaces is but one symptom of lazy, unimaginative zoning. Let's think seriously about how to better organize our community. We owe this to everyone who calls Burlington home.</p> <p>We can do better, and we should always strive to do better. I trust this will serve as sincere food for thought.</p> <p>Sincerely,</p> <p>Ryan Vella</p> <p>Burlington Ontario</p>
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