



Committee of the Whole - Workshop Meeting

Agenda

Date: September 28, 2017
Time: 1:00 pm
Location: Council Chambers Level 2, City Hall

Note: This meeting is a workshop, no delegations will be registered and only staff directions and motions to receive and file will be permitted.

Pages

1. Declarations of Interest:

2. Delegation(s):

Not applicable.

3. Consent Items:

Reports of a routine nature, which are not expected to require discussion and/or debate. Staff may not be in attendance to respond to queries on items contained in the Consent Agenda.

4. Regular Items:

4.1 Downtown Mobility Hub draft New Precinct Plan and Policy Framework (PB-68-17)

1 - 103

Note: Staff will provide a presentation

5. Confidential Items:

Confidential reports may require a closed meeting in accordance with the Municipal Act, 2001. Meeting attendees may be required to leave during the discussion.

6. Procedural Motions:

7. Information Items:

8. Staff Remarks:

9. Committee Remarks:

10. Adjournment:



SUBJECT: Downtown Mobility Hub draft New Precinct Plan and Policy Framework

TO: Committee of the Whole - Workshop

FROM: Planning and Building Department

Report Number: PB-68-17

Wards Affected: 2; All

File Numbers: 502-02-68

Date to Committee: September 28, 2017

Date to Council: October 10, 2017

Recommendation:

Receive and file planning and building department report PB-68-17 providing the Downtown Mobility Hub draft new Precinct Plan and key land use policy directions.

Purpose:

The purpose of this report is to present the draft new Precinct Plan for the Downtown Mobility Hub and associated draft key land use policy directions for Council discussion and feedback. This draft is a key input into the creation of the Area Specific Plan for Downtown Burlington.

By undertaking secondary plans or Area Specific Plans (ASPs) for Burlington's Mobility Hubs, the City continues to implement the objectives of the Strategic Plan and Official Plan to direct intensification, achieve transit-supportive densities and develop pedestrian and transit-oriented mixed use areas in the downtown Urban Growth Centre and at the City's key major transit station areas (i.e. the GO Stations). The Downtown Mobility Hub draft new Precinct Plan supports the following objectives in the 2015-2040 Strategic Plan:

A City that Grows

- Intensification
- Focused Population Growth

A City that Moves

- Increased Transportation Flows and Connectivity

An Engaging City

- Good Governance
-

Background and Discussion:

In 2014, through the Official Plan Review process, the City along with consultants from Brook McIlroy completed the Mobility Hubs Opportunities and Constraints Study, which provided a high-level analysis of each of the City's Mobility Hubs and informed the development of the study areas for future Area Specific Planning work to be done in each of the Mobility Hubs.

The creation of Area Specific Plans (ASPs) for each of Burlington's four Mobility Hubs was identified as a key priority for City Council through the development of Burlington's 2015-2040 Strategic Plan.

In July 2016, Burlington City Council approved staff report PB-48-16 which outlined a work plan, allocation of staff resources and required funding to simultaneously develop four ASPs, one for each of Burlington's Mobility Hubs. The project was approved with unanimous City Council support and expeditious timelines that will culminate in the required delivery of all four ASPs to City Council no later than June 2018.

In December 2016, the Mobility Hubs Team undertook a competitive Request for Proposals (RFP) process to retain a consulting team to assist with the development of ASPs for each of Burlington's four Mobility Hubs, with the goal of supporting the future redevelopment and intensification of these areas.

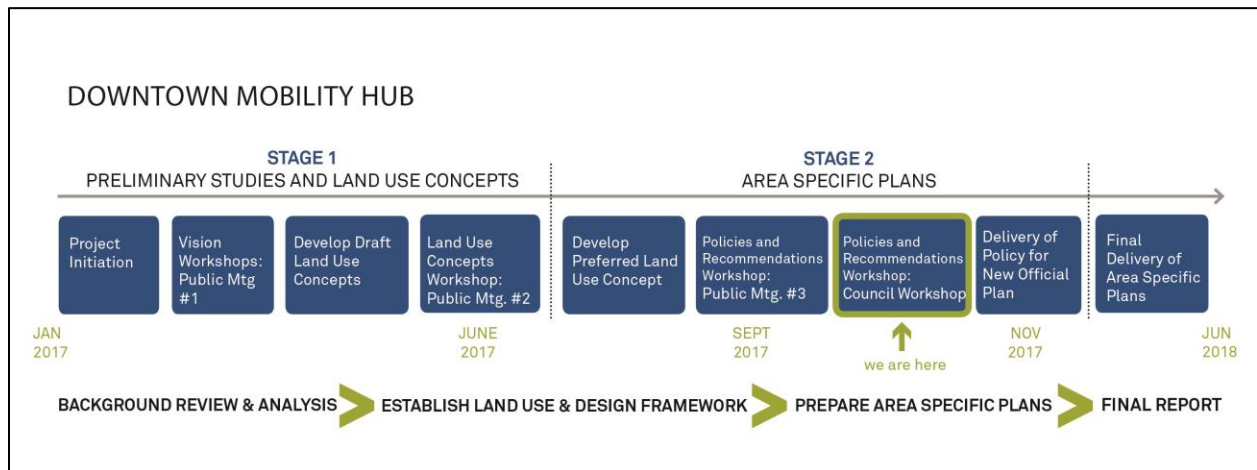
In April 2017, the Mobility Hubs Team initiated the study publicly with a launch party followed by the beginning of a comprehensive public consultation program around the future vision for each of the Mobility Hubs.

In addition to achieving City Council's objectives for intensification and growth, the Mobility Hub ASPs will also support the objectives of Metrolinx's The Big Move, including the development of Regional Express Rail (RER) service, through the creation of complete communities with transit-supportive densities, as identified through the Province's Growth Plan for the Greater Golden Horseshoe and in the Region of Halton's Official Plan (2017).

Schedule 1 of The Big Move recognizes two Mobility Hubs in Burlington: the Downtown Mobility Hub is identified as an Anchor Mobility Hub and the Burlington GO Mobility Hub

is identified as a Gateway Hub. In the City's draft New Official Plan, all three GO Stations and the downtown are identified as Mobility Hubs and as areas of strategic importance to accommodate the City's future growth. Through this growth strategy, the City is also protecting the stable residential neighbourhoods.

The Downtown Mobility Hub draft New Precinct Plan and key land use policy directions will be considered by Council with the draft New Official Plan later this fall. The Downtown Mobility Hub Study remains on target, with the delivery of the ASP for the Downtown Mobility Hub planned for June 2018. Following the approval of the ASPs in June 2018, work on the implementation of the ASPs will commence.



1.0 The Downtown Mobility Hub

Staff began working on the Downtown Mobility Hub in advance of the other three Mobility Hubs with the objective of including a vision for downtown into the draft New Official Plan in late 2017. The boundary for the Downtown Mobility Hub includes both the existing “Downtown Mixed Use Centre” boundary in the current Official Plan as well as the Urban Growth Centre (UGC) boundary, which is subject to the Provincial density targets of 200 people and jobs per hectare by 2031, as identified in the Province’s Growth Plan.

Staff held public meetings for the Downtown Mobility Hub in April, June and September of 2017.

Public Engagement	Topic	Estimated Attendance
April 20	Downtown Visioning Workshop	70
June 21	Downtown Mobility Hub Draft Concepts Workshop	75
September 7	Downtown Mobility Hub Draft New Precinct Plan Workshop	85

The downtown visioning workshop held in April explored public values about four key areas: community features, getting around, public spaces and private places. Following the feedback collected at the visioning workshop and subsequent coffee shop consultations and drop-in open houses, two draft concepts were prepared which demonstrated two different growth scenarios for the downtown. These scenarios were intended to prompt discussion about where future potential height and density could be accommodated in the downtown and, as such, the two scenarios were intentionally different from one another.

The community provided a significant amount of feedback on the concepts including their collective desires to:

- Protect the character and experience of Brant Street;
- Protect views to the lake;
- Protect low density residential areas through transitions between taller buildings and existing homes; and
- Locate taller buildings closer to the Burlington GO Station where they will be more walkable to higher order transit where additional transportation infrastructure is available and fewer compatibility issues are present.

2.0 Draft New Downtown Mobility Hub Precinct Plan

Building upon previous public engagement work done in the downtown and the significant contributions to the Mobility Hubs planning process from stakeholders, residents and key internal and external agencies, a draft new precinct plan supported by high-level land use policy directions has been created. The precinct system approach is an appropriate framework for the downtown community land use plan.

The draft new Precinct Plan represents a review of and refinement to the existing Downtown Precinct System to achieve the following objectives for the Downtown Mobility Hub:

- Allowing for height and density permissions that will support and enhance the city-wide, regional and Provincial significance of the Downtown Mobility Hub and its role as a major transit centre;
- Providing for development that can achieve heights and densities that will create a population and employment base to attract new businesses, services and amenities to the Downtown Mobility Hub;
- Where possible, establishing maximum building heights which are consistent with existing development precedent;
- Ensuring that the tallest developments are in areas of the Downtown Mobility Hub which have the greatest pedestrian access to higher-order transit (Burlington GO);
- Concentrating the tallest developments in areas away from Lake Ontario to increase affordability and attract a wider range of demographics and income levels to Downtown Mobility Hub;
- Establishing effective transitions from tall building locations to established residential areas both within and adjacent to the study boundary;
- Conserving areas with concentrated heritage and/or character defining elements significant to the Downtown Mobility Hub and the City;
- Protecting significant public view corridors to Lake Ontario;
- Achieving new and enhanced public green/open spaces;
- Mitigating future traffic congestion associated with growth through a variety of measures including development specific transportation demand management

measures, enhanced pedestrian and cycling amenities and networks and the strategic concentrations of height and density within walking distance of major transit stations; and

- Ensuring the Downtown Mobility Hub has adequate lands to accommodate future community and government public services required to serve existing and future residents and employees.

Staff is working towards the inclusion of the draft new Precinct Plan in the City's new Official Plan which would provide policy for future development applications.

The draft new Precinct Plan includes 13 precincts in total.

The following sections provide a description of each precinct, its intent and a summary of key policy directions. The key policy directions introduced in this staff report are preliminary and subject to finalization through the ASP process. The key policy directions provide greater detail in the Workbook document contained in Appendix A.

It is also worth noting that staff along with the consulting team continue to undertake detailed studies for a variety of technical matters applicable to future development in Downtown, including transportation analysis; market studies; environmental impact studies; heritage and archaeological studies; stormwater, water and waste water infrastructure; and financial impact analysis. A series of technical memos pertaining to these areas of technical review are contained in Appendix B of this report. The memos contain summaries of known current information and findings to date.

2.1 Parks and Promenades Precinct

The Parks and Promenades Precinct is an updated precinct that builds upon the existing Waterfront West/Public Lands Precinct and identifies current and future parks and promenades in the Downtown Mobility Hub as well as the connections between them.



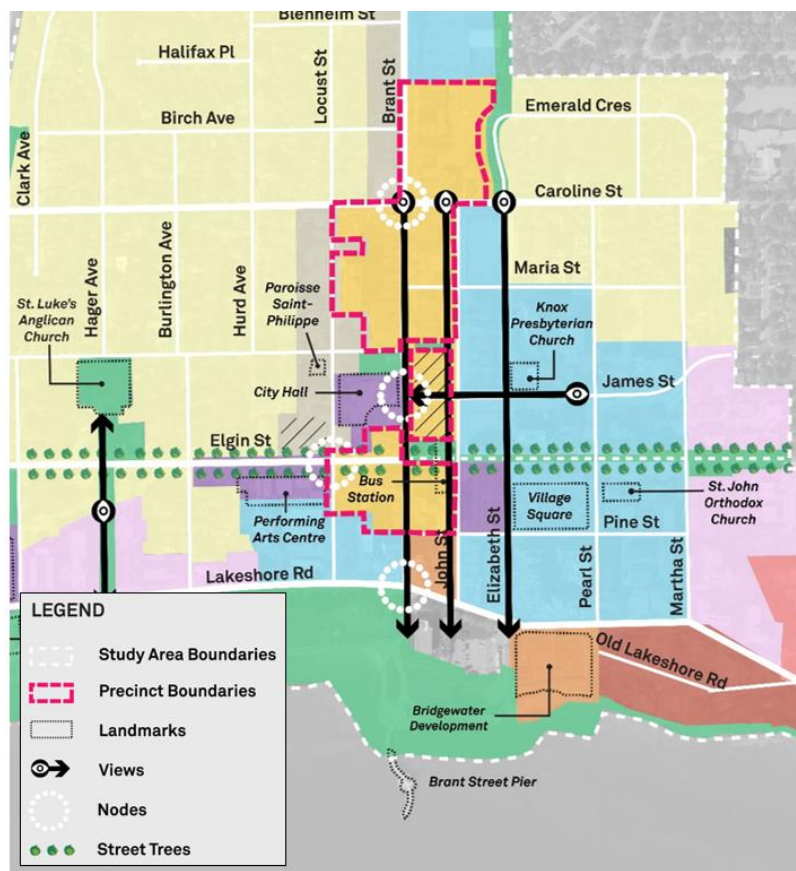
Draft Intention Statement:

The Parks and Promenades Precinct will identify current and future parks and promenades within the Downtown Mobility Hub, which will serve the residents and employees of the Downtown Mobility Hub and also function as key destinations for city-wide and regional events and activities. In addition, the precinct will recognize the need to maintain and enhance public access to the waterfront and identify key linkages to ensure pedestrian and cycling access within the Downtown Mobility Hub and adjacent areas.

The key policy directions for the Parks and Promenades Precinct include establishing new promenades including from St. Luke's Anglican Church south to Lakeshore Road, the multi-modal extension of the Elgin Promenade from Brant Street to Brock Avenue and a pedestrian path along the west bank of the Rambo Creek between Caroline Street and John Street. In addition, this precinct recognizes the Burlington War Memorial (Cenotaph) as a park and identifies a future urban park in the general vicinity of Brant Street and Birch Avenue, which would include a new east-west pedestrian and cycling connection between Birch Avenue and Emerald Crescent.

2.2 Brant Main Street Precinct

The Brant Main Street Precinct is a new precinct that has been created to recognize the unique and fine grain “Main Street” character of Brant Street, to achieve a pedestrian-scaled environment, and to establish public realm improvements between Pine Street and Caroline Street. The Brant Main Street Precinct responds to the overwhelming public feedback about the importance of retaining the character of Brant Street. The area identified as Brant Main Street Precinct in the draft new Precinct Plan is identified as part of a larger Downtown Core Precinct in the City’s current Official Plan.



Brant Main Street Precinct (max 11 storeys) and Brant Main Street Special Policy Area



Precedent Images

Draft Intention Statement:

The Brant Main Street Precinct will continue to serve as the city’s primary retail destination within the Downtown Mobility Hub and city-wide. Developments will maintain the existing traditional main-street character along Brant Street between Caroline and Pine Streets. Mid-rise developments will incorporate a low-rise podium with additional building height terraced away from Brant Street and towards John and Locust Streets in order to maintain the main-street pedestrian experience and character of Brant Street.

The Brant Main Street Precinct includes key policy directions intended to retain a pedestrian-scaled character along Brant Street through the establishment of a maximum building height of 3 storeys immediately adjacent to Brant Street and 11 storeys along John and Locust Streets, subject to a 45-degree angular plane analysis and the terracing of building heights as well as podium requirements along Locust and John Streets.

Additional directions are included to establish a maximum floor plate size, a requirement for retail and service commercial along Brant Street, a minimum of two uses within buildings and Transportation Demand Management (TDM) and mitigation measures.

The policies for the Brant Main Street also introduce the concept of a flexible street (a street that is designed to transition between vehicular and pedestrian-focused activities and events) on Brant Street from Pine Street to Caroline Street.

The proposed Brant Main Street Precinct includes a Special Policy Area with the objective of creating a civic node at the intersection of Brant Street and James Street, which includes the view terminus of City Hall. The Special Policy Area is located on the east side of Brant Street between the Elgin Promenade to the south and the mid-block connection across from Ontario Street to the north.

Draft Intention Statement for Special Policy Area:

Developments located on the east side of Brant Street and immediately adjacent to the intersection of Brant and James Streets will recognize and enhance the civic and public gathering functions existing at this intersection including City Hall, Civic Square and the Burlington War Memorial (Cenotaph). Developments will be expected to contribute to the extension of Civic Square to the east side of Brant Street and ensure that view corridors from James Street to City Hall, Civic Square and the Burlington War Memorial are established. Provision of such public amenities will result in a modified built form and increased building height permissions relative to those otherwise permitted in the Brant Main Street Precinct.

The key policy directions for the Brant Main Street Special Policy Area include the establishment of an enhanced civic node and permission for a modified built form and increased building heights of approximately 17 storeys in order to achieve a significant building setback, sight lines to key civic features and the creation of new public space at the corner of James and Brant Streets to serve as a public extension of Civic Square. There is an active development application that falls within the Brant Main Street Special Policy Area.

2.3 Bates Precinct

The Bates Precinct is a new precinct which formally recognizes the policy direction in the current Official Plan to retain and improve the existing character of the low-rise areas located on the west side of Brant Street, between Baldwin Street and Caroline Street and the west side of Locust Street between Caroline Street and Elgin Street. The Bates Precinct also responds to public feedback, which identified a strong desire to protect existing heritage character in the downtown.



Draft Intention Statement:

The Bates Precinct recognizes and preserves the concentrated historic character along sections of Locust and Brant Streets including buildings and streetscapes. The precinct acknowledges that limited opportunities for development may exist and will respect and respond to the existing historic character of buildings and their adaptive re-use over time, through the use of building forms and materials currently existing within the precinct as well as by maintaining the existing parcel fabric.

The proposed Bates Precinct includes a Special Policy Area located at the northwest corner of Elgin Street and Locust Street that recognizes the node created by the Burlington Performing Arts Centre, City Hall, the approved Saxony development and the future extension of the Elgin Promenade.

The Bates Precinct includes key policy directions intended to retain the last remaining historical streetscapes, buildings and building fabric as well as to establish a maximum building height of 3 storeys to ensure the compatibility of new development within the precinct and with the adjacent St. Luke's Neighbourhood Precinct.

2.4 Public Service Precinct

The Public Service Precinct is an updated precinct (currently identified as Major Institutional Precinct in the City's Official Plan) that formally recognizes existing and future land for public service functions in the Downtown Mobility Hub.



Precedent Images

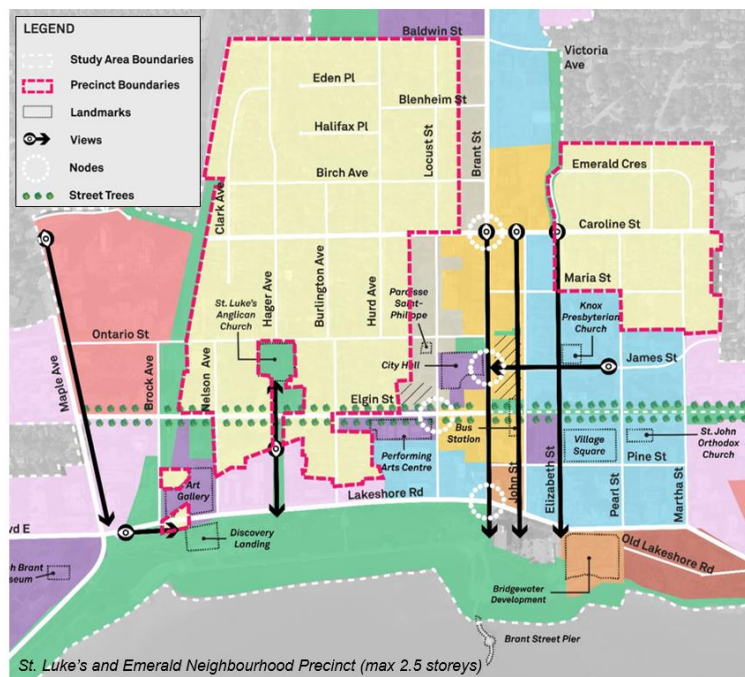
Draft Intention Statement:

The Public Service Precinct will accommodate current and future public services within the Downtown Mobility Hub including healthcare, education, emergency and protective services, cultural activities and civic administration, among others. Lands identified as public service may accommodate such uses either wholly or in part as part of a public-private partnership.

The policy directions for the Public Service Precinct include recognizing existing and potential public service facilities as well as permitting opportunities to locate public services in privately owned development through public-private partnerships.

2.5 St. Luke's/Emerald Neighbourhood Precinct

The St. Luke's/Emerald Neighbourhood Precinct is a retained precinct that exists in the current Official Plan and is intended to protect established residential neighbourhoods which are located outside of the Urban Growth Centre from significant redevelopment.



Precedent Images

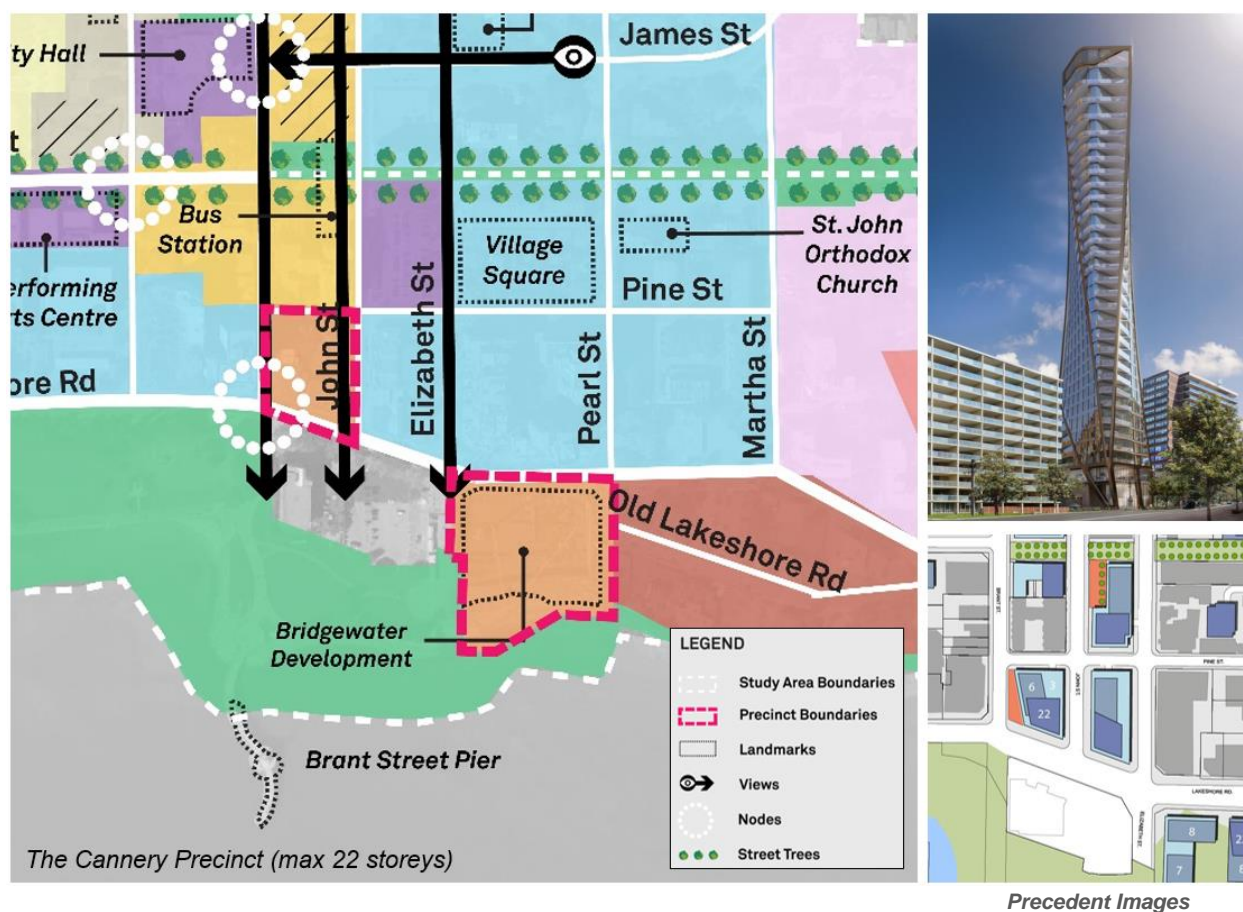
Draft Intention Statement:

The St. Luke's Neighbourhood and Emerald Neighbourhood Precinct will conserve the existing established residential and heritage character of these neighbourhoods. Limited development may exist within the precinct and will be compatible with the existing character and built form of the area. New and/or enhanced pedestrian and cycling connections will be established as a priority throughout the precinct to allow for improved access to amenities and services.

The key policy directions for the St. Luke's/Emerald Neighbourhood Precinct include the potential for semi-detached dwellings as well as the introduction of accessory dwelling units as a permitted use within single and semi-detached dwellings as well as in detached garages consistent with city-wide policy directions in the draft new Official Plan. These precinct policies also recognize existing low-rise apartments and townhouse developments within the precinct and introduce new opportunities for park/green spaces and pedestrian and cycling connections and amenities.

2.6 The Cannery Precinct

The Cannery Precinct is a new precinct that is intended to accommodate the height peak at the southern end of the Downtown Mobility Hub and provide for future landmark buildings. The Cannery Precinct was also created in response to public feedback about enhancing views to Lake Ontario from Brant Street and introduces a terraced built form and the opening up of the Brant and Lakeshore intersection to allow for pedestrian views and activities through the provision of new public space.



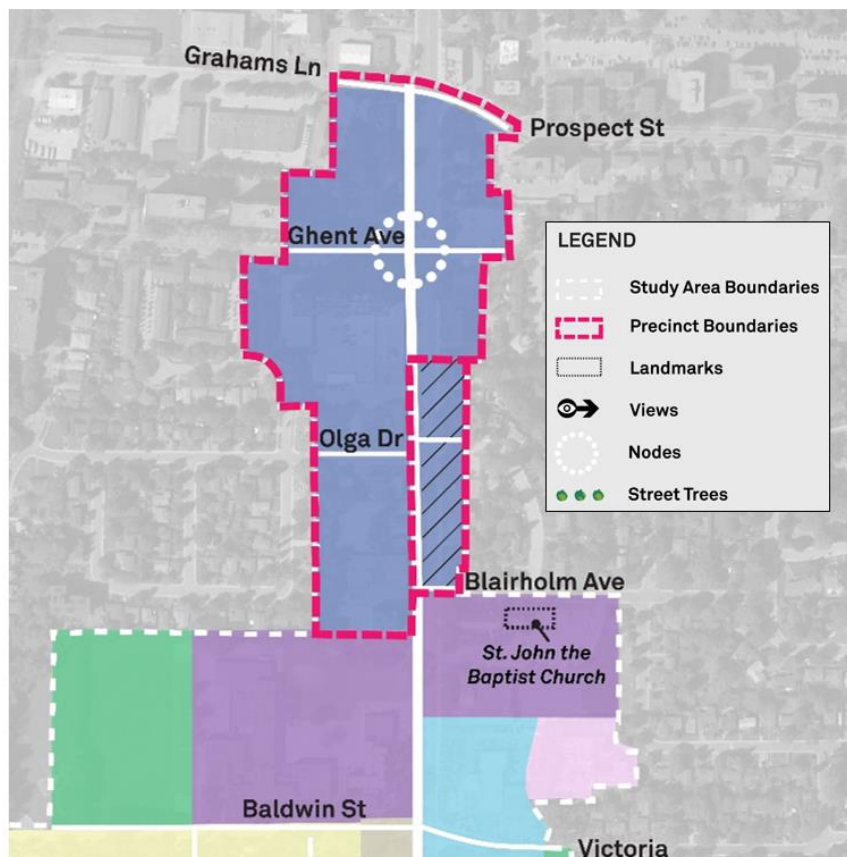
Draft Intention Statement:

The Cannery Precinct will be focused at and to the east of the Brant Street and Lakeshore Road intersection and establish this area as a major landmark location within the Downtown Mobility Hub. Developments within the precinct will establish a southern height peak for the Downtown Mobility Hub and be expected to achieve a high degree of architectural and urban design excellence and new public spaces befitting the significance of the area while ensuring that public view corridors to the Brant Street Pier and Lake Ontario are maintained and enhanced.

The key policy directions for the Cannery Precinct include the establishment of a maximum building height of 22 storeys provided that an enhanced public space is provided at the northeast corner of Brant Street and Lakeshore Road, significant cultural heritage resources are retained and public views to the Lake and Pier are preserved. Policies will be established to require high quality architecture and urban design, building podiums and a minimum of two uses within buildings.

2.7 Upper Brant Precinct

The Upper Brant Precinct is a new precinct, which serves as “the height peak” or the area of the tallest building permissions in the Downtown Mobility Hub. This precinct was created in response to public input around the preferred location of building height in the downtown and as a result of the precinct’s location within walking distance of the Burlington GO Station to accommodate a mixed-use pedestrian, cycling and transit oriented community close to higher order public transit.



Upper Brant Precinct (max 25 storeys) and Upper Brant Special Policy Area



Precedent Images

Draft Intention Statement:

The Upper Brant Precinct will accommodate the tallest developments within the Downtown Mobility Hub, where appropriate and compatible, along Brant Street between Prospect Street and Blairholm Avenue. Developments will generally achieve a height and density that reflects the precinct’s walking distance to higher-order transit at the Burlington GO Station and contributes to the creation of a transit, pedestrian and cycling oriented community that links the Downtown Mobility Hub and the Burlington GO Mobility Hub.

The key policy directions for the Upper Brant Precinct include a maximum building height of 25 storeys where appropriate and compatible, as well as several building design and performance measures. Future developments will be required to provide a mix of unit sizes, and attract a range of demographics and income levels to the Downtown. In addition, podium requirements, Transportation Demand Management measures and the mitigation of impacts on adjacent low and mid-rise development will be required.

The Upper Brant Precinct also includes a special policy area that is intended to recognize the existing shallow parcel depths of lands on the east side of Brant Street, just south of Ghent Avenue and their close proximity to the adjacent low density residential neighbourhood.

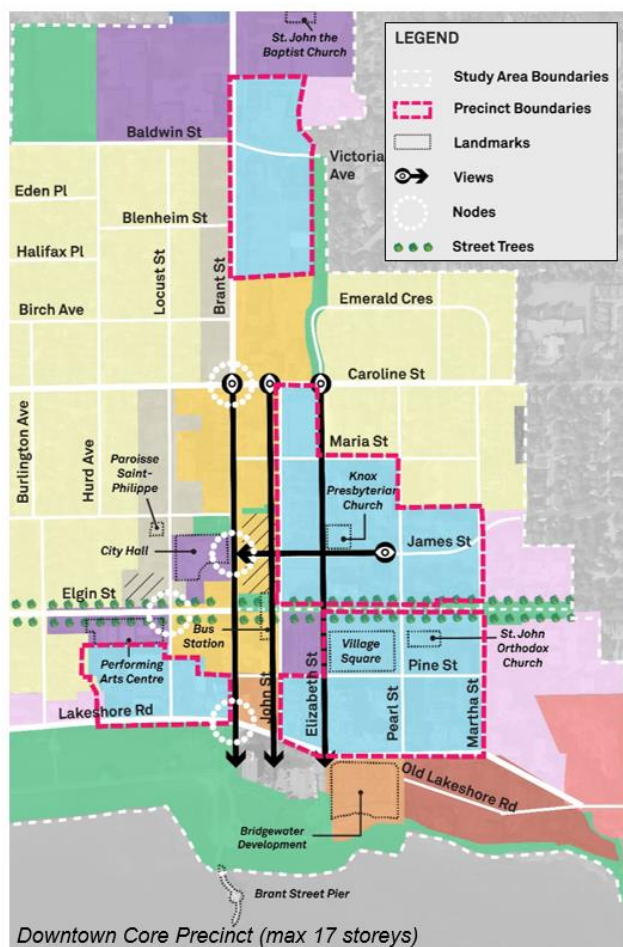
Draft Intention Statement for Special Policy Area:

Lands on the east side of Brant Street from south of Ghent Avenue to Blairholm Avenue will accommodate developments at a scale and height significantly less than that permitted throughout the precinct. Developments will not exceed a modest mid-rise form in order to minimize potential impacts on the adjacent established residential neighborhood areas as a result of smaller parcel sizes and depths that exist in this section of the precinct.

The key policy directions for the Upper Brant Precinct Special Policy Area include a maximum building height of 7 storeys.

2.8 Downtown Core Precinct

The Downtown Core Precinct is both a revised form of the existing Downtown Core Precinct and also an amalgamation with the existing Wellington Square Precinct. This precinct recognizes the existing development precedent in the area and is intended to become a concentrated area for residential, office and retail opportunities within the Downtown Mobility Hub.



Precedent Images

Draft Intention Statement:

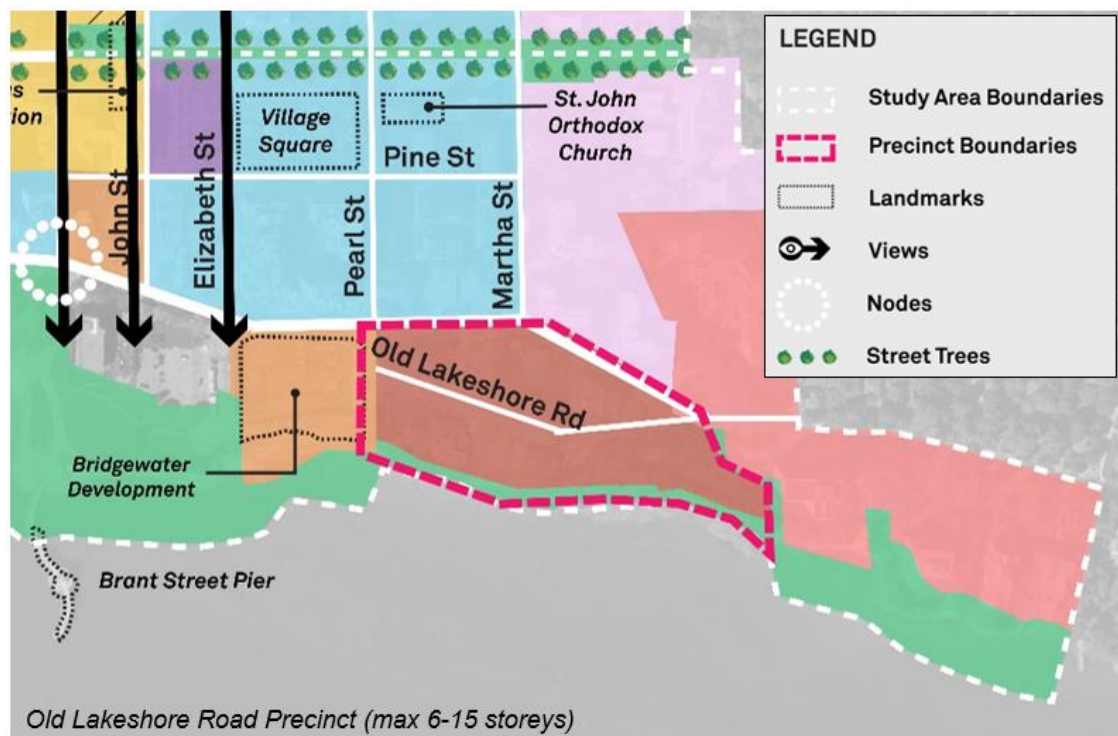
The Downtown Core Precinct will continue to accommodate the most significant concentration of tall mixed use developments within the Downtown Mobility Hub and serve as the preeminent destination for office as well as provide significant residential and retail opportunities. Developments will achieve heights consistent with existing buildings within the precinct, support and enhance the Downtown as a lively, vibrant and people-oriented place and support Downtown's role as a major transit hub within the City and region.

The key policy directions for the Downtown Core Precinct include the establishment of a maximum building height of 17 storeys; podium requirements to create a pedestrian-scaled environment; increased building setbacks from the sidewalk to allow for potential patio spaces/enhanced greenery and other public realm improvements; and the requirement for a minimum of two uses within buildings.

The Downtown Core Precinct also includes a policy direction to establish site-specific policies that will ensure the Brant Plaza site remains a major retail destination within the Downtown Mobility Hub by requiring the retention of existing retail floor area as part of any future redevelopment.

2.9 Old Lakeshore Road Precinct

The Old Lakeshore Road Precinct is an existing precinct that is being carried forward into the draft New Precinct Plan for the Downtown Mobility Hub.



Precedent Image

Draft Intention Statement:

The Old Lakeshore Road Precinct will continue to serve as an area for mixed use mid-rise developments consisting primarily of residential uses, which are pedestrian-oriented and transit-supportive while achieving a high standard of design. Modest tall buildings may be accommodated where such developments achieve strategic public and city building objectives including the provision of public waterfront access and views to the Lake Ontario, among others.

The current policy framework remains unchanged through the proposed draft new Precinct Plan. An additional policy direction is being recommended through the Mobility

Hubs Study process to allow for the future undertaking of a separate Area Specific Plan (ASP) process to review existing height and density maximums as well as the conditions for land development within the precinct based on the achievement of key city-building objectives. The complexity of this area (Conservation Halton setback requirements, discussion of the closure of Old Lakeshore Road, land assembly) plus the City's new tall building guidelines necessitate a future review of a narrower scale and geography. The Old Lakeshore Road ASP's city-building objectives would include new pedestrian connections and park spaces along the waterfront; the creation of a new view corridor from Martha Street and Lakeshore Road to the Lake and a detailed study of the shoreline and its impacts on development in consultation with Conservation Halton.

LEGEND

- Study Area Boundaries
- Precinct Boundaries
- Landmarks
- Views
- Nodes
- Street Trees

Maple Crossing Blvd
Clark Ave
Eden Pl
Halifax Pl
Birch Ave
Burlington Ave
Hurd Ave
Paradise Spine-Philippe
City Hall
Elgin St
Performing Arts Centre
Lakeshore Rd
North Shore Blvd E
Joseph Brant Museum
Discovery Landing
Bridgewater Development
Brant Street Pier

Blairholm Ave
St. John the Baptist Church
Victoria Ave
Emerald Cres
Caroline St
Maria St
Knor Presbyterian Church
James St
Village Square
St. John Orthodox Church
Pine St
Martha St
Old Lakeshore Rd

Maple Ave
Brock Ave
Nelson Ave
St. Luke's Anglican Church
Art Gallery
City Hall
Bus Station
John St
Elizabeth St
Pearl St
Martha St

Baldwin St
Blenheim St
Locust St
Brant St
Burlington Ave
Hurd Ave
Paradise Spine-Philippe
City Hall
Elgin St
Performing Arts Centre
Lakeshore Rd
North Shore Blvd E
Joseph Brant Museum
Discovery Landing
Bridgewater Development
Brant Street Pier

Mid-Rise Residential Precinct (max 11 storeys)



Precedent Images

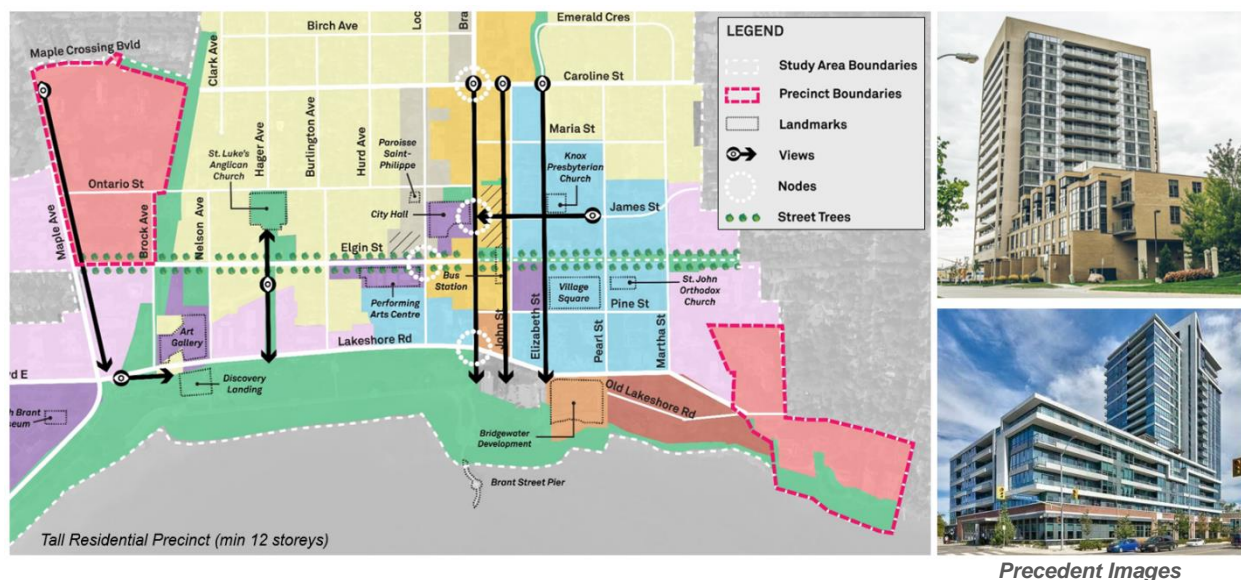
Draft Intention Statement:

The Mid-Rise Residential Precinct will primarily accommodate existing residential developments consisting of 11 storeys or less. The precinct will serve as a transition from adjacent tall building precincts to established low-density residential areas. Limited development opportunities exist within the precinct, which will achieve a high degree of compatibility with the adjacent St. Luke's and Emerald Neighbourhood Precinct as well as other established residential neighbourhood areas outside of the Downtown Mobility Hub.

While the framework for Mid-Rise Residential is generally intended to reflect the existing built form, some new policy directions are proposed that will achieve a maximum building height of 11 storeys; provide opportunities for limited infilling of existing mid-rise residential developments including the integration of new ground-oriented housing formats such as adding townhouse podiums at the base of existing buildings; introduce permissions for commercial activities at grade and require Transportation Demand Management (TDM) and mitigation measures within new development.

2.11 Tall Residential Precinct

The Tall Residential Precinct is a new precinct created out of the existing Downtown Residential Medium/High Density Precinct. The Tall Residential Precinct reflects the existing built form in the precinct.



Draft Intention Statement:

The Tall Residential Precinct will primarily accommodate existing residential developments that are 12 storeys or higher and located at the periphery of the Downtown Mobility Hub. Limited development opportunities could exist within the precinct, which will be expected to enhance the street level experience for pedestrians through the incorporation of building podiums containing commercial and/or ground-oriented housing.

While the framework for Tall Residential is generally intended to reflect the existing built form, some new policy directions are proposed to provide opportunities for limited infilling of existing mid-rise residential developments including the integration of new ground-oriented housing formats such as adding townhouse podiums at the base of existing buildings; introduce permissions for commercial activities at grade and require Transportation Demand Management (TDM) and mitigation measures within new development. The maximum building heights would continue to be established through the Zoning By-Law.

3.0 Downtown Mobility Hub Area Specific Plan

Staff is continuing to collect public feedback about the draft new Precinct Plan through the downtown workbooks and further developing the supporting policy framework while working towards the delivery of the Downtown Mobility Hub Area Specific Plan to City Council for approval in June 2018.

Staff will continue to engage with the public and development community through early 2018 prior to bringing forward the Downtown Mobility Hub ASP to Council in June 2018.

The Downtown Mobility Hub Area Specific Plan will include a series of schedules related to land uses and development phasing as well as technical reports including a Market Analysis Report; Environmental Impact Study Report (Scoped Sub-Watershed Study); Functional Servicing Study Report (Stage 2); Financial Impact Analysis Report; High-Level Operational Transportation Review; a Stage 1 Archaeological Assessment Report and a Cultural Heritage Assessment Report (Stage 2).

Financial Matters:

Total Financial Impact

Not applicable.

Source of Funding

The Mobility Hubs project is funded through the Operating Budget from 2017-2019.

Other Resource Impacts

Not applicable.

Connections:

The Mobility Hubs Area Specific Plans, once completed and approved by Council, will form part of the City's New Official Plan and provide a vision and direction for future growth in the four Mobility Hubs.

To achieve the long-term objectives of the four Mobility Hubs including transportation modal split targets, future development in the Mobility Hubs must be supported by other ongoing City initiatives. There is an important symbiotic relationship between the Mobility Hubs Area Specific Plans and the City's Transportation Plan, Cycling Master Plan, Community Trails Strategy, the Integrated Transit Mobility Plan and the Downtown

Streetscape Guidelines, all of which are necessary to ensure that the four Mobility Hubs are connected to city-wide destinations through active transportation networks, a frequent transit network and well-designed complete streets.

Public Engagement Matters:

The Mobility Hubs Team has conducted a series of formal and informal public consultation events for the Downtown Mobility Hub.

Public Engagement Methods

During the visioning stage, staff engaged with more than 90 people at various meetings including the public meeting held on April 20th at the Lions Club, drop-in Open Houses and Coffee Shop Consultations throughout the Downtown.

During consultation on the “Draft Concepts” over the summer of 2017, staff engaged with approximately 100 people through the public meeting on June 21st as well as four drop-in Open Houses.

During consultation around the draft New Precinct Plan in September, staff engaged with approximately 100 people through the public meeting held on September 7th as well as several drop-in Open Houses held throughout September.

Staff has also met with key community groups, stakeholders and committees throughout the spring, summer and fall, including: the Burlington Downtown Business Association (BDDBA); Integrated Transit Advisory Committee (ITAC); the Inclusivity Committee; Heritage Burlington and the Hamilton Halton Home Builders Association.

In addition to these scheduled meetings and events, staff has engaged with various stakeholders and residents in person, via email and by phone.

Public Engagement Advertisements

Public consultation sessions were advertised through City Update in the Burlington Post; on social media including Facebook posts and tweets on Twitter; bus advertisements; email blasts; and direct mailings to both the immediate study area and the 120 m buffer around the study area. In addition, special media appearances on local television shows, Burlington Matters and #TheIssue, as well as articles in Novae Res Urbis (NRU) have helped to promote awareness of the Mobility Hubs Study.

Public Engagement Summary

Public Communication / Engagement	Date	Stats
Public Meetings	April – Sept 2017	230
Drop-in Open Houses & Coffee Shop Consultations	April – Sept 12 2017	54
Email Notifications	May- Sept 2017	373
Mailings (Canada Post)	April – Sept 2017	23, 531
Facebook Post		
People Reached:		83,266
Shares:		125
Comments:		107
Reactions (Likes, etc.):		493

Conclusion:

The draft New Precinct Plan for the Downtown Mobility Hub achieves key important city-building objectives including: the establishment of a public realm precinct that includes new and enhanced public parks and promenades; the conservation of existing historic streetscapes; the provision of sites for future community and public services; the concentration of tall buildings in proximity to higher order public transit (Burlington GO); the establishment of height peaks and built form transitions; and the provision of development permissions that will attract future population and job growth to the downtown.

Respectfully submitted,

Rosa Bustamante, MCIP, RPP

Manager of Policy Planning – Mobility Hubs

(905) 335-7600 ext. 7504

Appendices:

- A. Downtown Mobility Hub Draft Precinct Plan Workbook
- B. Supporting Technical Memos

C. Summary of Public Consultation on the draft New Precinct Plan and Policy
Directions

Notifications:

Planning to provide.

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.

BURLINGTON MOBILITY HUBS STUDY

Downtown Burlington Mobility Hub

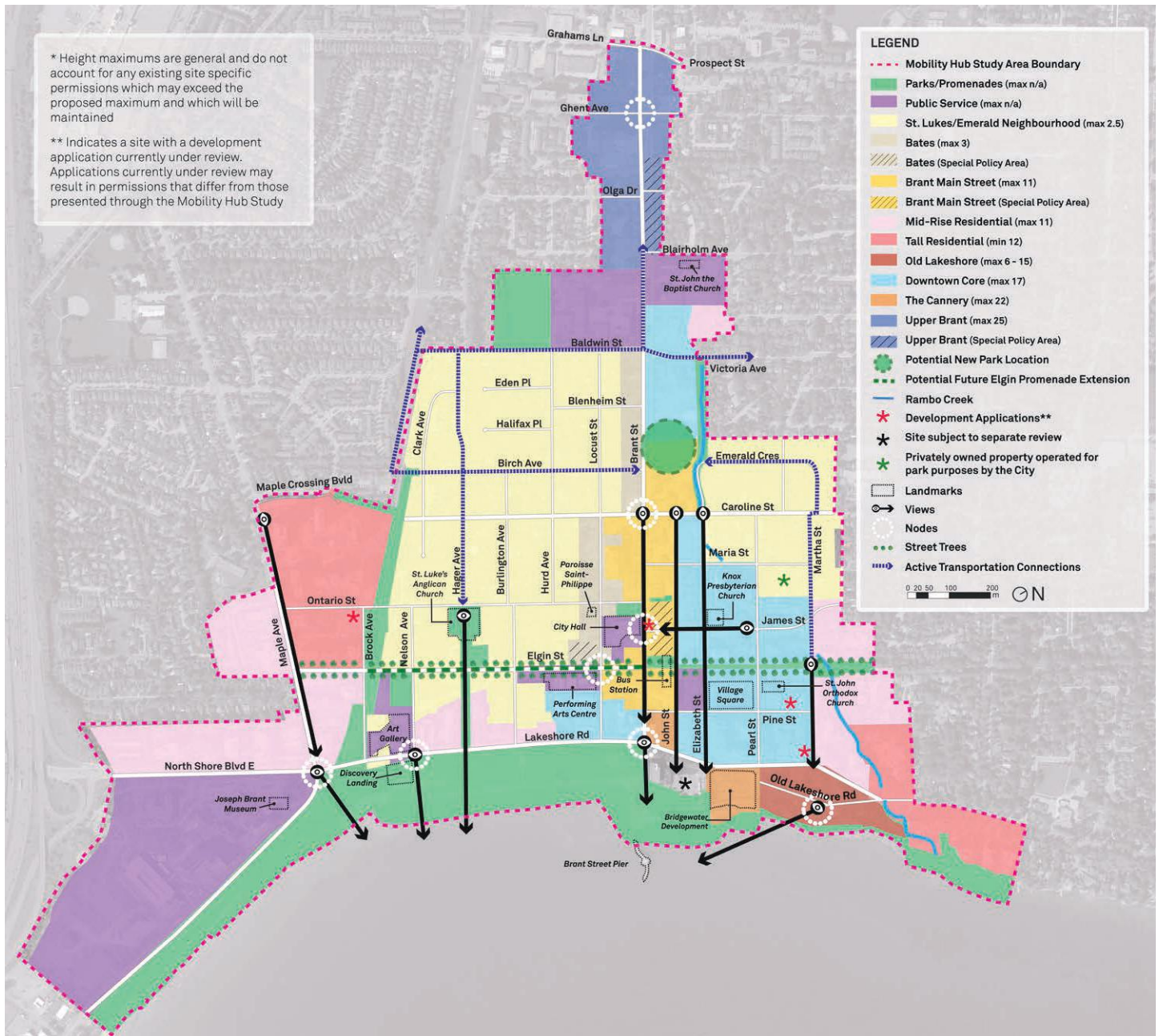
Draft Precinct Plan Workbook

PIC #3, September 7, 2017

DOWNTOWN MOBILITY HUB OBJECTIVES

City staff and their consultants are proposing an updated policy framework for the Downtown Mobility Hub. This framework is based on a series of changes to the existing Downtown Mixed-Use Centre precinct system within the Official Plan. The updated precinct system and policy framework has been developed with the goal of achieving the following objectives for Downtown Mobility Hub:

- Allowing for height and density permissions that will support and enhance the city-wide, regional and Provincial significance of the Downtown Mobility Hub and its role as a major transit centre;
- Providing for development that can achieve heights and densities that will create a population and employment base that will attract new businesses, services and amenities to the Downtown Mobility Hub;
- Where possible, establishing maximum building heights which are consistent with existing development precedents;
- Ensuring that the tallest developments are located in areas of the Downtown Mobility Hub which have the greatest pedestrian access to higher-order transit (Burlington GO);
- Concentrating the tallest developments in areas away from the Lake Ontario to increase their affordability and attract a wider range of demographics and income levels to the Downtown Mobility Hub;
- Establishing effective transitions from tall building locations to established residential areas both within and adjacent to the study boundary;
- Conserving areas with concentrated heritage and/or character defining elements significant to the Downtown Mobility Hub and the City;
- Protecting significant public view corridors to the Lake Ontario;
- Achieving new and enhanced public green/open spaces;
- Mitigating future traffic congestion associated with growth through a variety of measures including development specific transportation demand management measures, enhanced pedestrian and cycling amenities and networks and the strategic concentrations of height and density within walking distance of major transit stations.
- Ensuring the Downtown Mobility Hub has adequate lands to accommodate future community and government public services required to serve existing and future residents and employees.



Draft Downtown Burlington Precinct System

BRANT MAIN STREET

The Brant Main Street Precinct will continue to serve as the city's primary retail destination within the Downtown Mobility Hub and city-wide. Developments will maintain the existing traditional main-street character along Brant Street between Caroline and Pine Streets. Mid-rise developments will incorporate a low-rise podium with additional building height terraced away from Brant Street and towards John and Locust Streets in order to maintain the main-street pedestrian experience and character of Brant Street.

Brant Main Street Precinct Special Policy Area

Developments located on the east side of Brant Street and immediately adjacent to the intersection of Brant and James Streets will recognize and enhance the civic and public gathering functions existing at this intersection including City Hall, Civic Square and the Burlington War Memorial (Cenotaph). Developments will be expected to contribute to the extension of Civic Square to the east side of Brant Street and ensure that view corridors from James Street to City Hall, Civic Square and the Burlington War Memorial are established. Provision of such public amenities will result in a modified built form and increased building height permissions relative to those otherwise permitted in the Brant Main Street Precinct.

Key Directions:

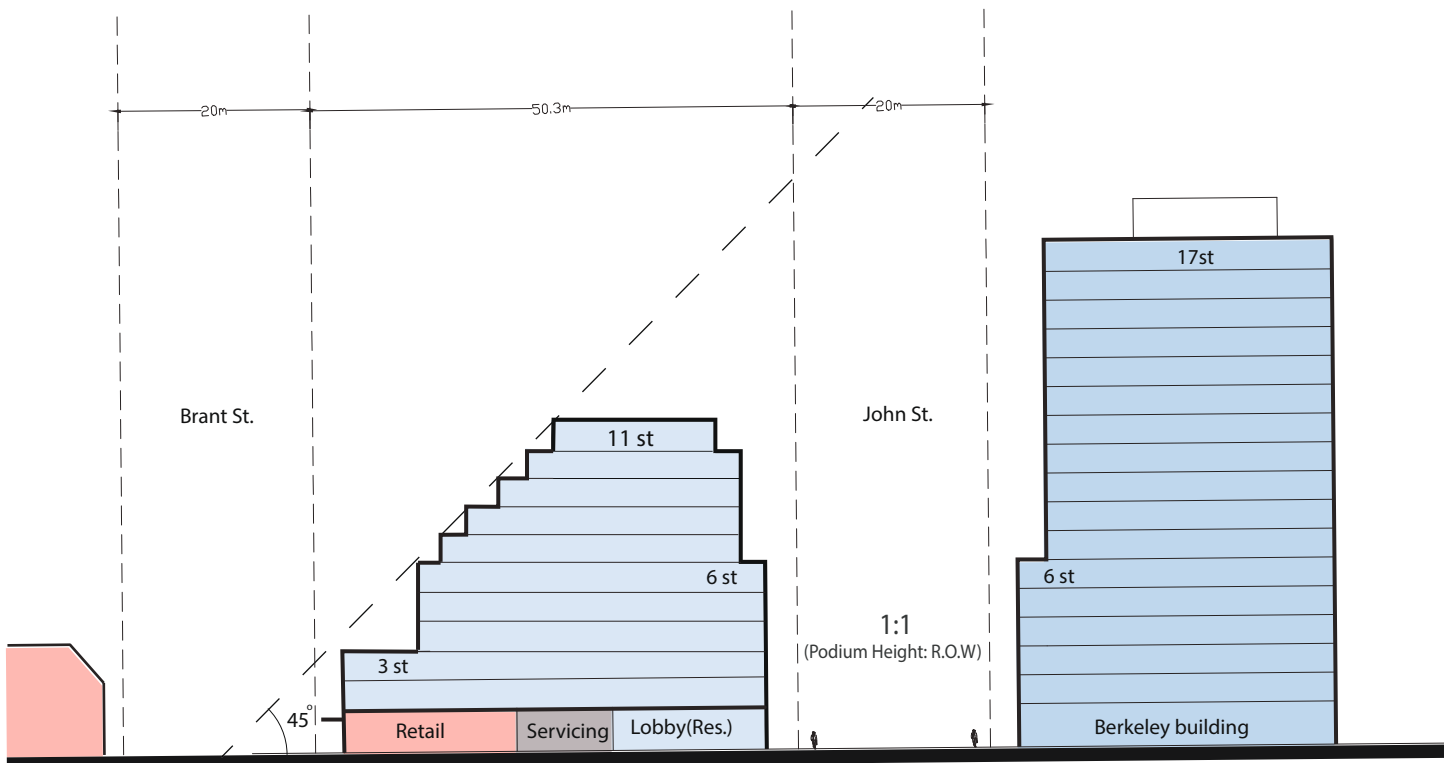
- Establish a maximum building height of three storeys immediately adjacent to Brant Street and 11 storeys along John and Locust Streets. Building height above the third storey will be required to adhere to a 45 angular plane measured from the centre of Brant Street in order to ensure height is terraced away from Brant Street.
- Establish a maximum floor plate size for portions of a building above four storeys.
- Requirement for retail and/or service commercial uses to be located at street level on Brant Street.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level along John and Locust Streets.
- Identify Brant Street between Caroline and Pine Streets as the preferred location for the establishment of a flex street (a street that can transition between vehicular activity and pedestrian focused activities and events throughout the year).
- Requirement for retail and/or service commercial uses to be located at street level on Brant Street.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments.
- Within the Brant Main Street Special Policy Area, create an enhanced civic node that permits a modified built form and increased building height of 17 stories (please note that a portion of this Special Policy Area includes a current development application and may result in permissions that differ from the outcomes of this study) on sites adjacent to the Brant and James Streets intersection provided that:
 - At grade public spaces are provided that serve as an extension of the existing civic square public space; and
 - Buildings are setback such that an enhanced public realm and pedestrian view corridor is created as you approach Brant Street to establish uninterrupted site lines to City Hall, Civic Square and the Burlington War Memorial.



Brant Main Street Precinct (max 11 storeys) and Brant Main Street Special Policy Area

LEGEND

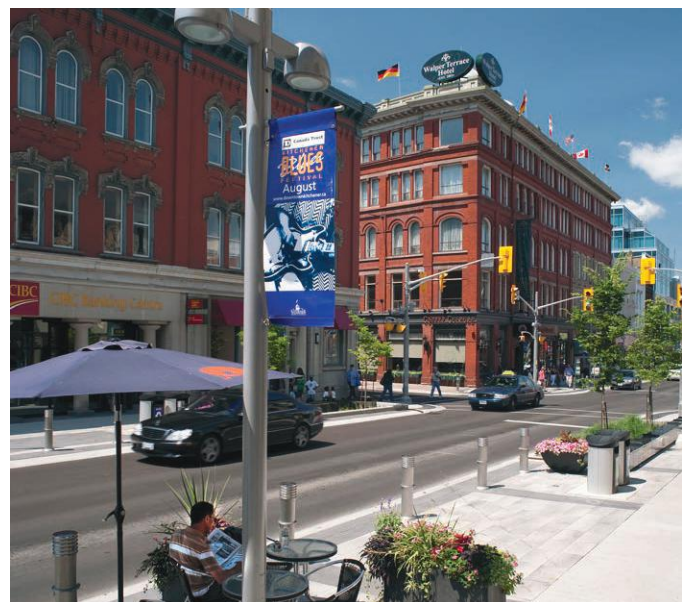
- Study Area Boundaries
- Precinct Boundaries
- Landmarks
- Views
- Nodes
- Street Trees



Cross section showing 45 degree angular plane from the centre of Brant Street



Mid-rise development with terracing



King Street in Kitchener, Ontario

Please answer the following questions about the **Brant Main Street Precinct/ Brant Main Street Special Policy Area**:

Intention Statements (p.4):

1. Do you agree with the general intent of the Brant Main Street Precinct?

2. Are there key elements of the precinct that you think are missing from the Intention Statement?

Key Directions (p.4):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?

BATES PRECINCT

The Bates Precinct recognizes and preserves the concentrated historic character along sections of Locust and Brant Streets including buildings and streetscapes. Limited opportunities for development may exist and will respect and respond to the existing historic character of buildings and their adaptive re-use over time through the use of building forms and materials currently existing within the precinct as well as by maintaining the existing parcel fabric.

Bates Precinct Special Policy Area

Existing development at the north-west corner of Elgin and Locust Streets will be recognized through the Bates Precinct Special Policy Area.

Key Directions:

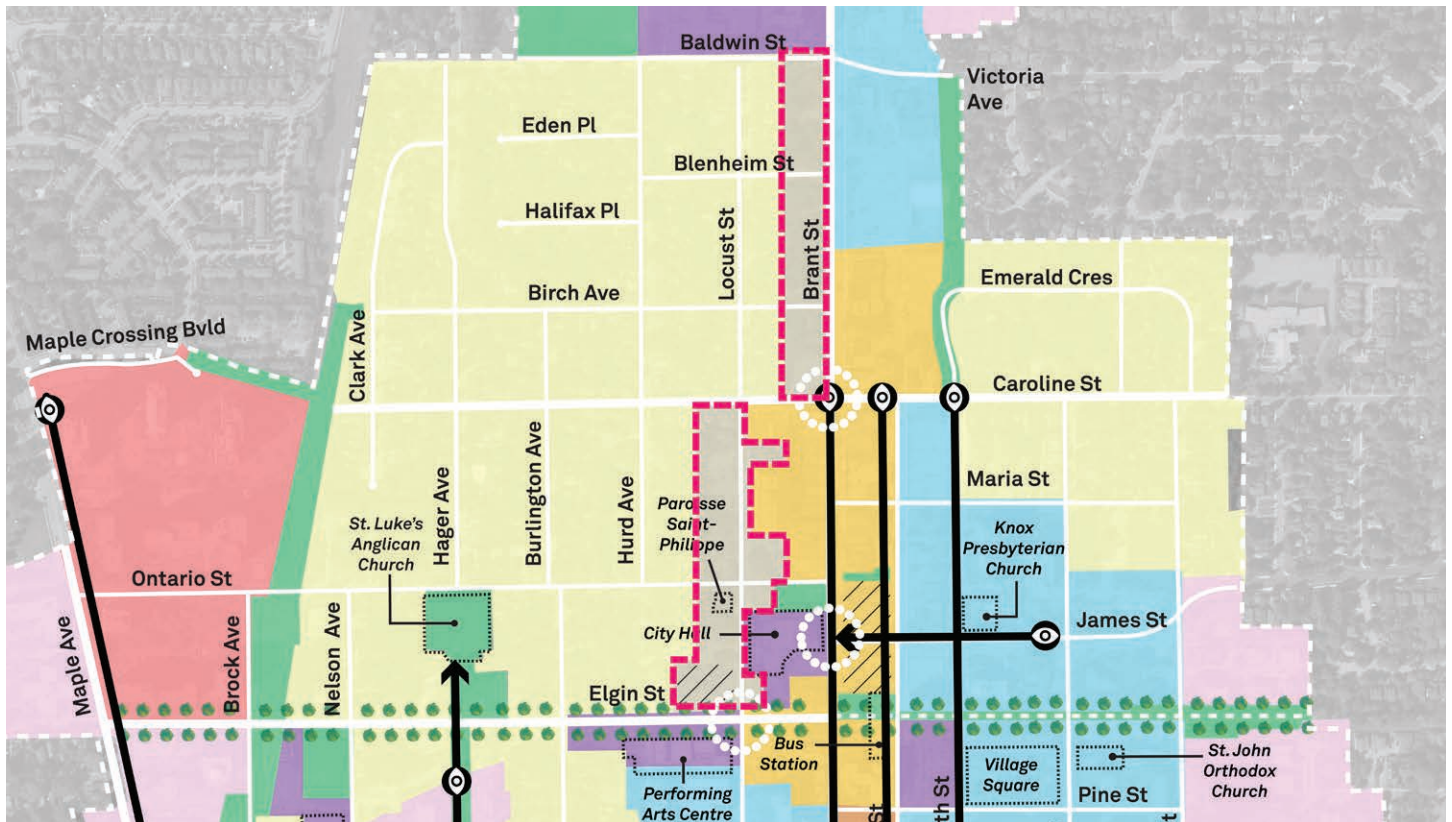
- Protect the last remaining historical building fabric of Nelson Village, Wellington Square and the Township of Burlington.
- Establish new precinct to preserve areas with a concentrated historic character along sections of Locust and Brant Streets within the Downtown Mobility Hub.
- Conserve historic buildings within the precinct.
- Establish a building height maximum of three storeys to ensure compatibility of new development with existing heritage buildings and the adjacent St. Luke's precinct.
- Protect existing designated heritage properties within the precinct.
- Within the Bates Special Policy Area, establish a site specific policy to accommodate the development under construction at the north-west corner of Elgin and Locust Streets.



Proposed Brampton Main Street North









Bates neighbourhood in Burlington



Bates Precinct (max 3 storeys) and Bates Precinct Special Policy Area

LEGEND

-  Study Area Boundaries
-  Precinct Boundaries
-  Landmarks
-  Views
-  Nodes
-  Street Trees

Please answer the following questions about the **Bates Precinct/ Bates Precinct Special Policy Area**:

Intention Statements (p.8):

1. Do you agree with the general intent of the Bates Precinct?

2. Are there key elements of the precinct that you think are missing from the Intention Statement?

Key Directions (p.8):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?

PUBLIC SERVICE PRECINCT

The Public Service Precinct will accommodate current and future public services within the Downtown Mobility Hub including healthcare, education, emergency and protective services, cultural activities and civic administration, among others. Lands identified as public service may accommodate such uses either wholly or in part as part of a public-private partnership.

Key Directions:

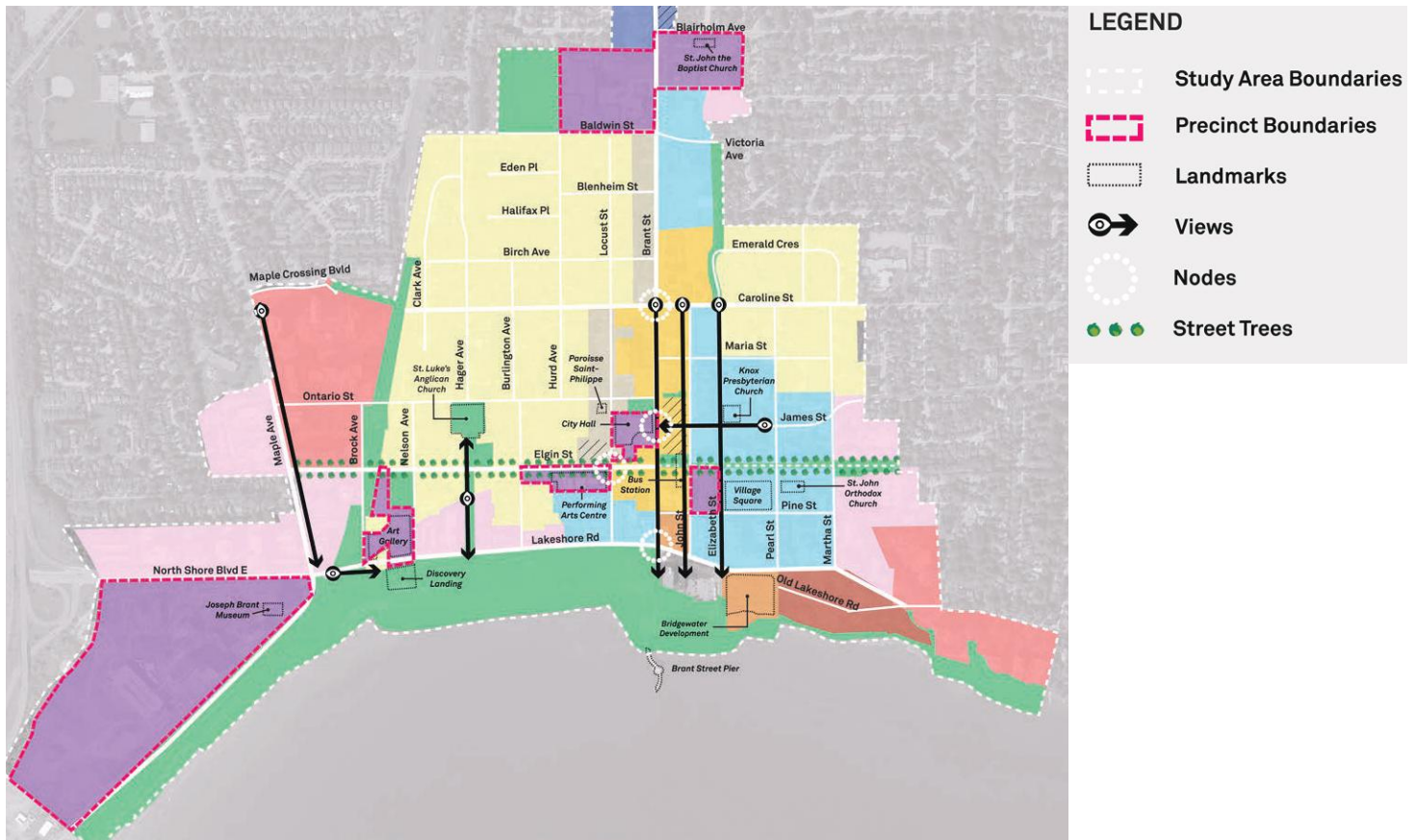
- Include within the precinct existing public services located in the Downtown Mobility Hub including:
 - Joseph Brant Hospital;
 - Central Secondary and Elementary Public Schools;
 - St. John's Catholic Elementary School;
 - The Burlington Performing Arts Centre;
 - Burlington City Hall; and
 - The Art Gallery of Burlington.
- Identify additional lands within the Downtown Mobility Hub which may be required to accommodate future public services in anticipation of future population and employment growth including:
 - 421 John Street (existing municipal parking lot #4 bounded by Elizabeth, Pine and John Streets) for the purposes of accommodating a future post-secondary education facility and/or new transit terminal, among other potential public uses.
- Permit the opportunity for public services to be located within private developments through joint Public-Private Partnerships.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments.



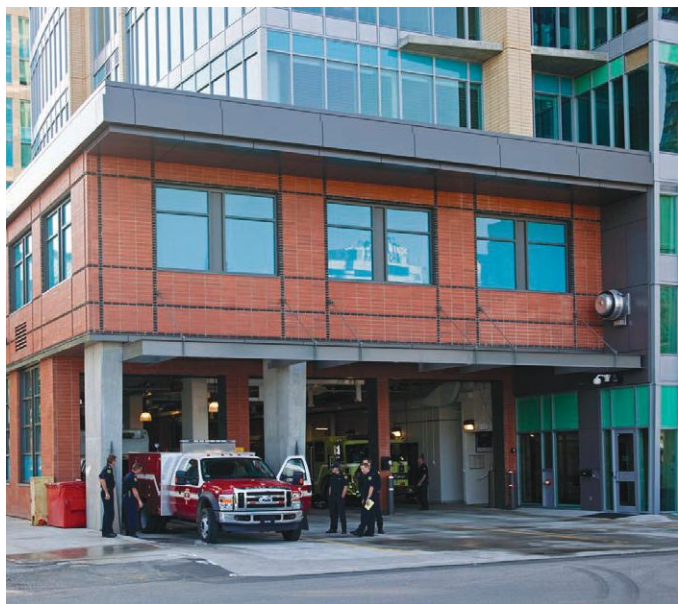
Burlington City Hall



The Burlington Performing Arts Centre



Public Service Precinct (max n/a)



Louise Station in Calgary, an example of mixed use development



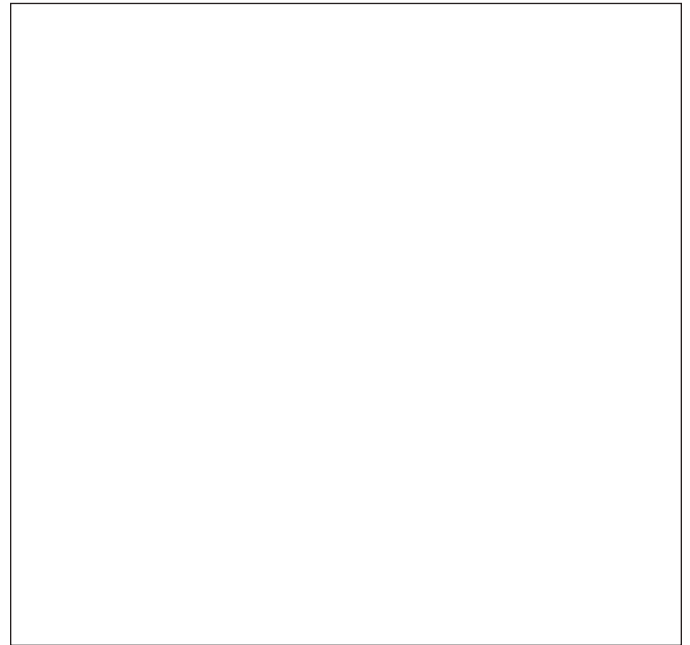
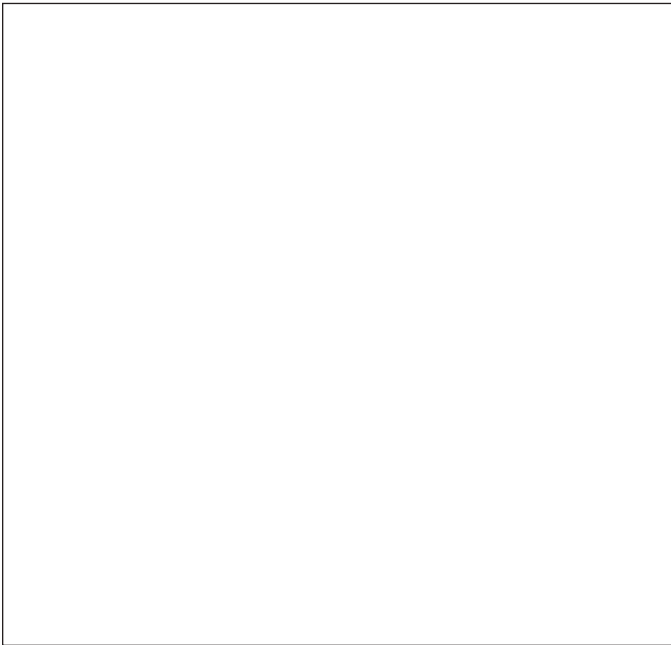
Garden City Tower in St Catharines, an Ontario government building with a transit terminal in the base

Please answer the following questions about the **Public Service Precinct**:

Intention Statements (*p. 11*):

1. Do you agree with the general intent of the Public Service Precinct?

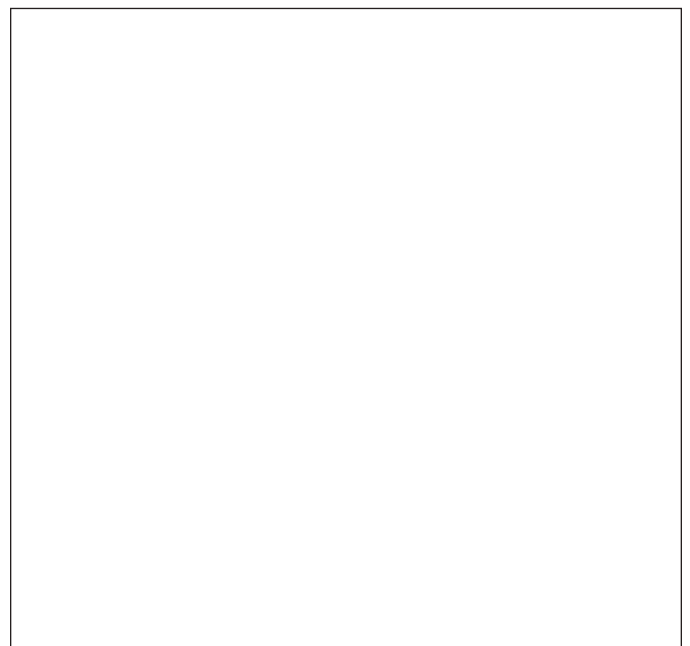
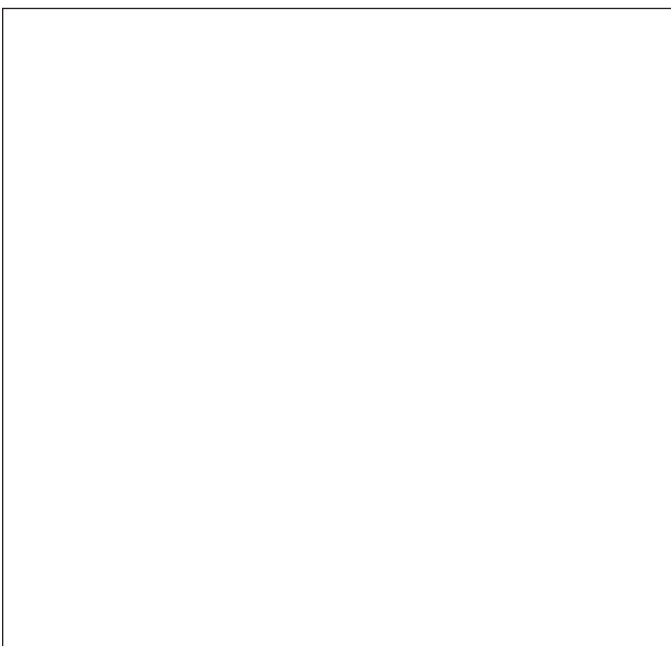
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (*p. 11*):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?

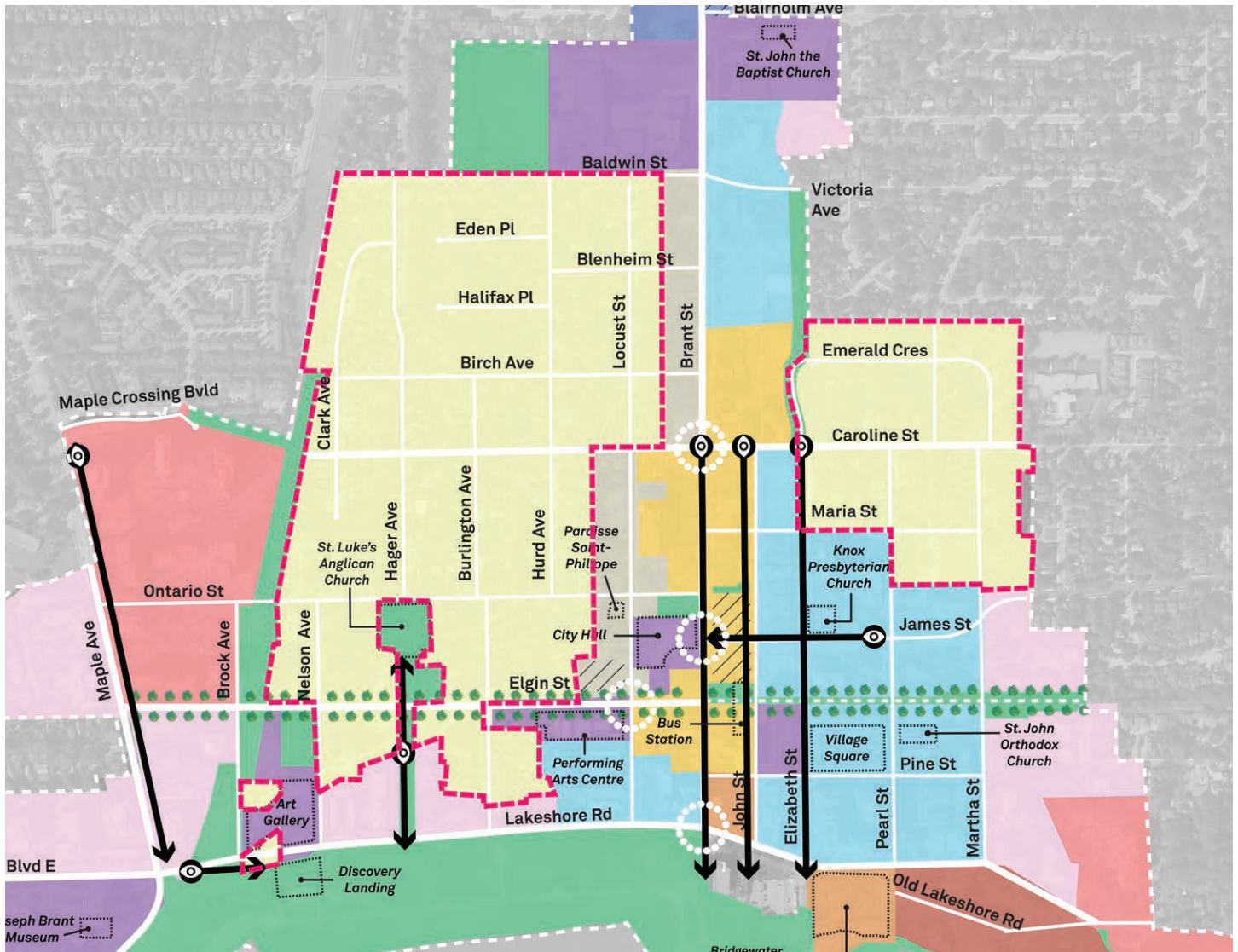


ST. LUKE'S / EMERALD NEIGHBOURHOOD PRECINCT

The St. Luke's Neighbourhood and Emerald Neighbourhood Precinct will conserve the existing established residential and heritage character of these neighbourhoods. Limited development may exist within the precinct and will be compatible with the existing character and built form of the area. New and/or enhanced pedestrian and cycling connections will be established throughout the precinct to allow for improved access to amenities and services.

Key Directions:

- Maintain the existing policy framework.
- Identify new and/or enhanced pedestrian and cycling connections throughout the neighbourhoods to allow for increased non-vehicle travel to transit facilities, amenities and the surrounding areas.
- Identify new opportunities for green/park spaces which would be accessible to the residents of the St. Luke's and Emerald neighbourhoods.
- Identify semi-detached dwellings as a permitted use through a Zoning By-Law amendment as proposed within the draft New Official Plan.
- Introduce new permissions to accommodate accessory dwelling units within detached garage structures consistent with city-wide policy being introduced as part of the draft New Official Plan.
- Recognize existing low-rise apartment and townhouse developments within the precinct.



St. Luke's and Emerald Neighbourhood Precinct (max 2.5 storeys)

LEGEND

- Study Area Boundaries
- Precinct Boundaries
- Landmarks
- Views
- Nodes
- Street Trees



Existing streetscape within the St. Luke's and Emerald Neighbourhood Precinct



Existing streetscape within the St. Luke's and Emerald Neighbourhood Precinct

Please answer the following questions about the St. Luke's/Emerald Neighbourhood Precinct:

Intention Statements (p. 14):

1. Do you agree with the general intent of the St. Luke's/ Emerald Neighbourhood Precinct?
2. Are there key elements of the precinct that you think are missing from the Intention Statement?

Key Directions (p. 14):

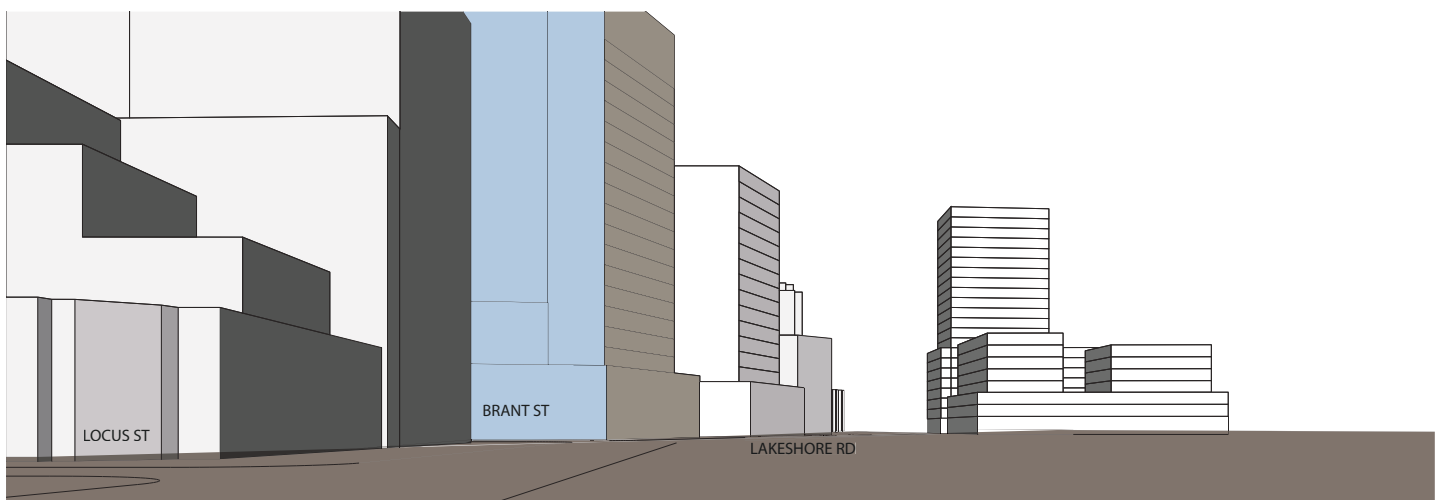
1. Are there any key directions that you think are missing?
2. Do you agree with the overall key directions for this precinct?

THE CANNERY PRECINCT

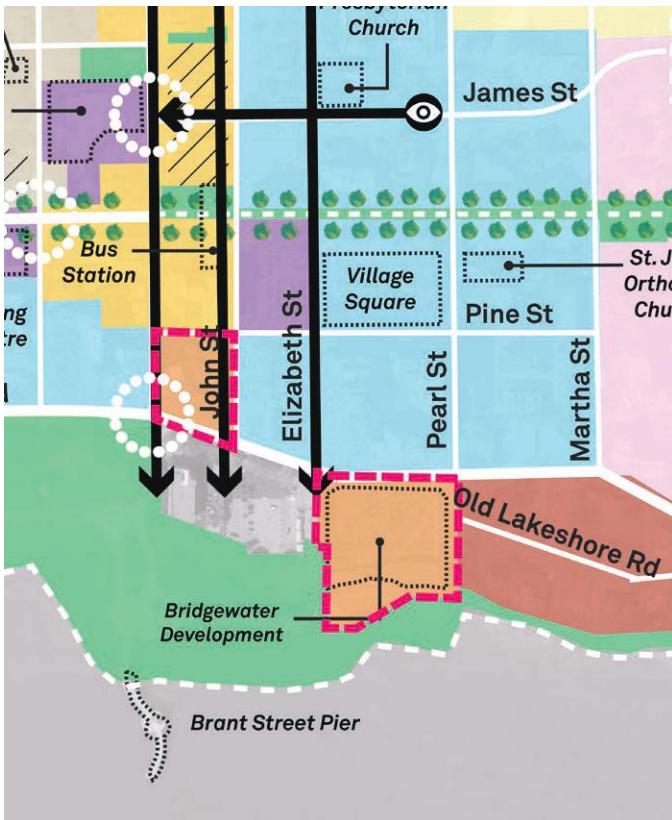
The Cannery Precinct will be focused at and to the east of the Brant Street and Lakeshore Road intersection and establish this area as a major landmark location within the Downtown Mobility Hub. Developments within the precinct will establish a southern height peak for the Downtown Mobility Hub and be expected to achieve a high degree of architectural and urban design excellence and new public spaces befitting the significance of the area while ensuring that public view corridors to the Brant Street Pier and Lake Ontario are maintained and enhanced.

Key Directions:

- Establish a maximum building height of 22 storeys consistent with the Bridgewater development under construction.
- Establish enhanced architectural and urban design requirements for developments.
- Establish development requirements to preserve public view corridors, including to the Brant Street Pier and Lake Ontario.
- Identify new opportunities for enhanced public spaces on lands within the precinct, with a particular focus on the creation of a new public space at the north-east corner of Brant Street and Lakeshore Road.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.
- Encourage the conservation of significant cultural heritage resources which could exist within the precinct.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments.



Proposed built form massing at Brant and Lakeshore



LEGEND

- Study Area Boundaries
- Precinct Boundaries
- Landmarks
- Views
- Nodes
- Street Trees

The Cannery Precinct (max 22 storeys)



Proposed built form near Brant and Lakeshore



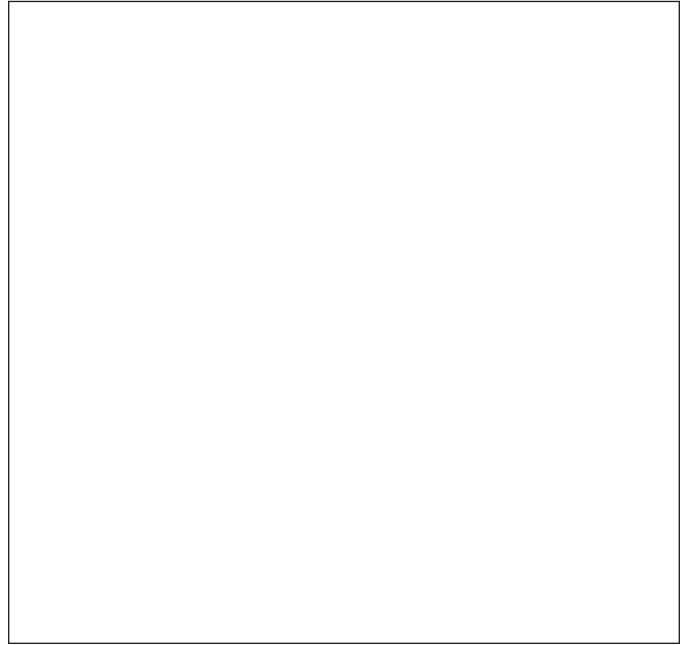
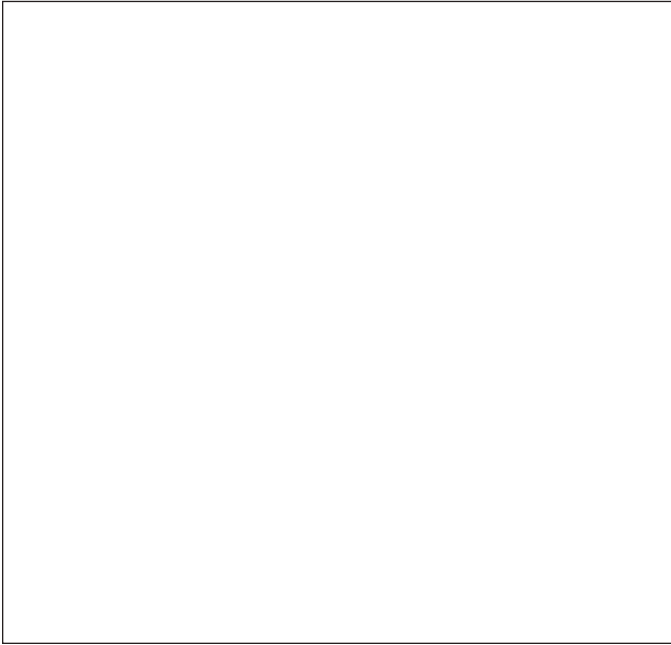
Example of landmark building proposed for 64 Prince Arthur in Toronto

Please answer the following questions about the Cannery Precinct:

Intention Statements (*p. 18*):

1. Do you agree with the general intent of the Cannery Precinct?

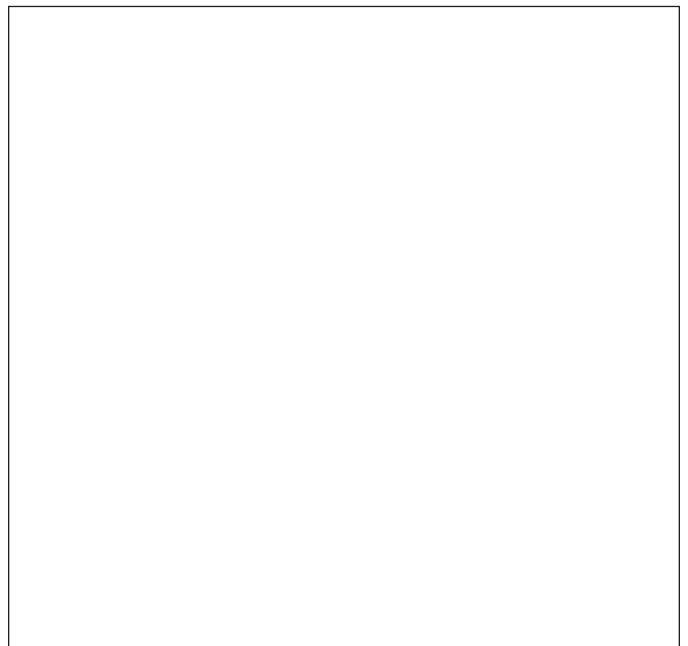
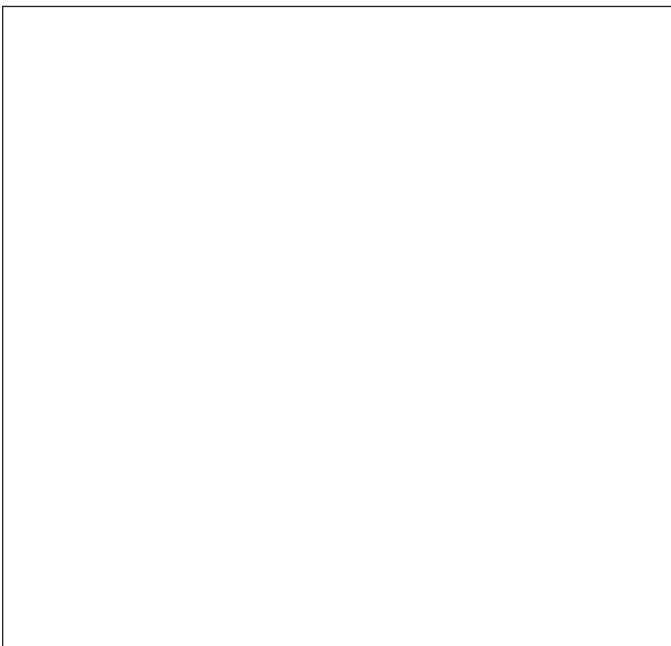
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (*p. 18*):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?



UPPER BRANT PRECINCT

The Upper Brant Precinct will accommodate the tallest developments within the Downtown Mobility Hub, where appropriate and compatible, along Brant Street between Prospect Street and Blairholm Avenue. Developments will generally achieve a height and density that reflects the precinct's walking distance to higher-order transit at the Burlington GO Station and contribute to the creation of a transit, pedestrian and cycling oriented community that links the Downtown Mobility Hub and the Burlington GO Mobility Hub.

Upper Brant Precinct Special Policy Area

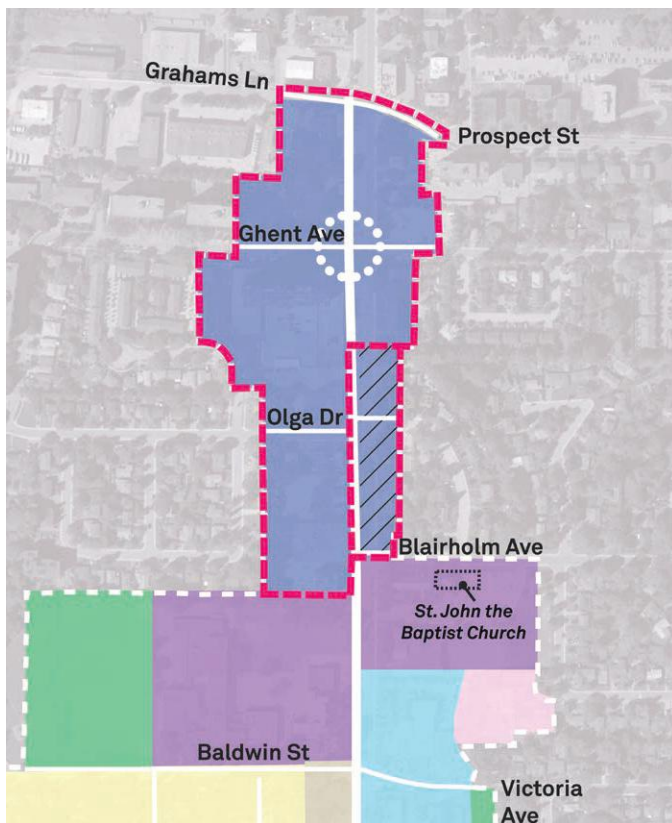
Lands on the east side of Brant Street from south of Ghent Avenue to Blairholm Avenue will accommodate developments at a scale and height significantly less than that permitted throughout the precinct. Developments will not exceed a modest mid-rise form in order to minimize potential impacts on the adjacent established residential neighborhood areas as a result of smaller parcel sizes and depths that exist in this section of the precinct.









Proposed built form surrounding Ghent Avenue and Brant Street

Key Directions:

- Establish a maximum building height of 25 storeys, where appropriate and compatible.
- Require developments to terrace height away from adjacent established residential neighbourhood areas and towards Brant Street.
- Given the precinct's close proximity to the Burlington GO Station and further distance from Lake Ontario, ensure residential developments achieve a level of affordability and mix of unit sizes and bedrooms to attract people from a range of income and demographics to the area.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.
- Require retail, office and/or other service commercial uses at street level within buildings.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments.
- Within the Upper Brant Special Policy Area, establish a maximum building height of seven storeys.



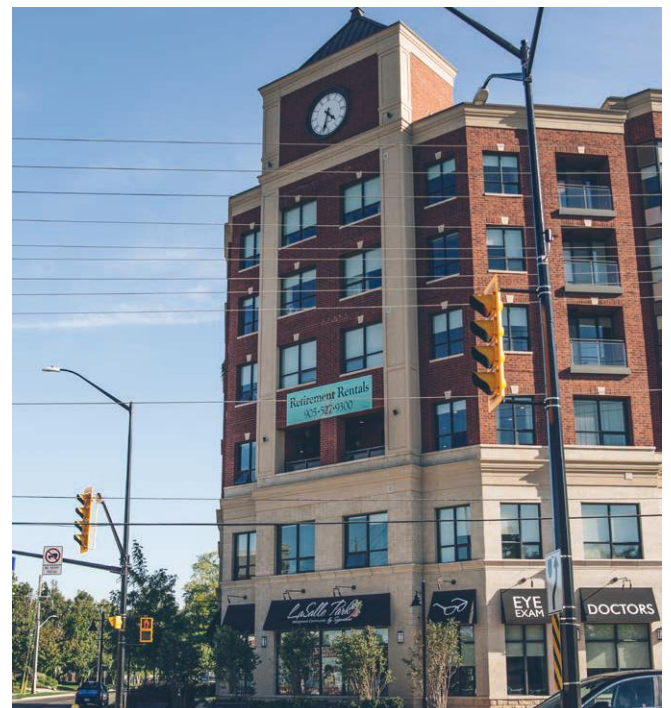
LEGEND

-  Study Area Boundaries
-  Precinct Boundaries
-  Landmarks
-  Views
-  Nodes
-  Street Trees

Upper Brant Precinct (max 25 storeys) and Upper Brant Precinct Special Policy Area



Appropriate form of tall development within the Upper Brant Precinct



An appropriate form of mid-rise development within the Special Policy Area

Please answer the following questions about the Upper Brant Precinct/ Upper Brant Precinct Special Policy Area:

Intention Statements (p. 21):

1. Do you agree with the general intent of the Upper Brant Precinct?

2. Are there key elements of the precinct that you think are missing from the Intention Statement?

Key Directions (p. 21):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?

DOWNTOWN CORE PRECINCT

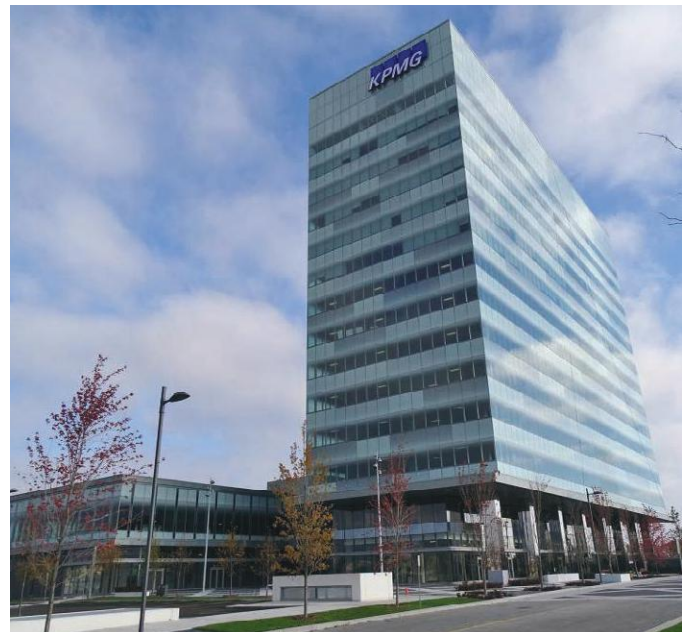
The Downtown Core Precinct will continue to accommodate the most significant concentration of tall mixed use developments within the Downtown Mobility Hub and serve as the preeminent destination for office as well as provide significant residential and retail opportunities. Developments will achieve heights consistent with existing buildings within the precinct, support and enhance the Downtown as a lively, vibrant and people-oriented place and support Downtown's role as a major transit hub within the City and region.

Key Directions:

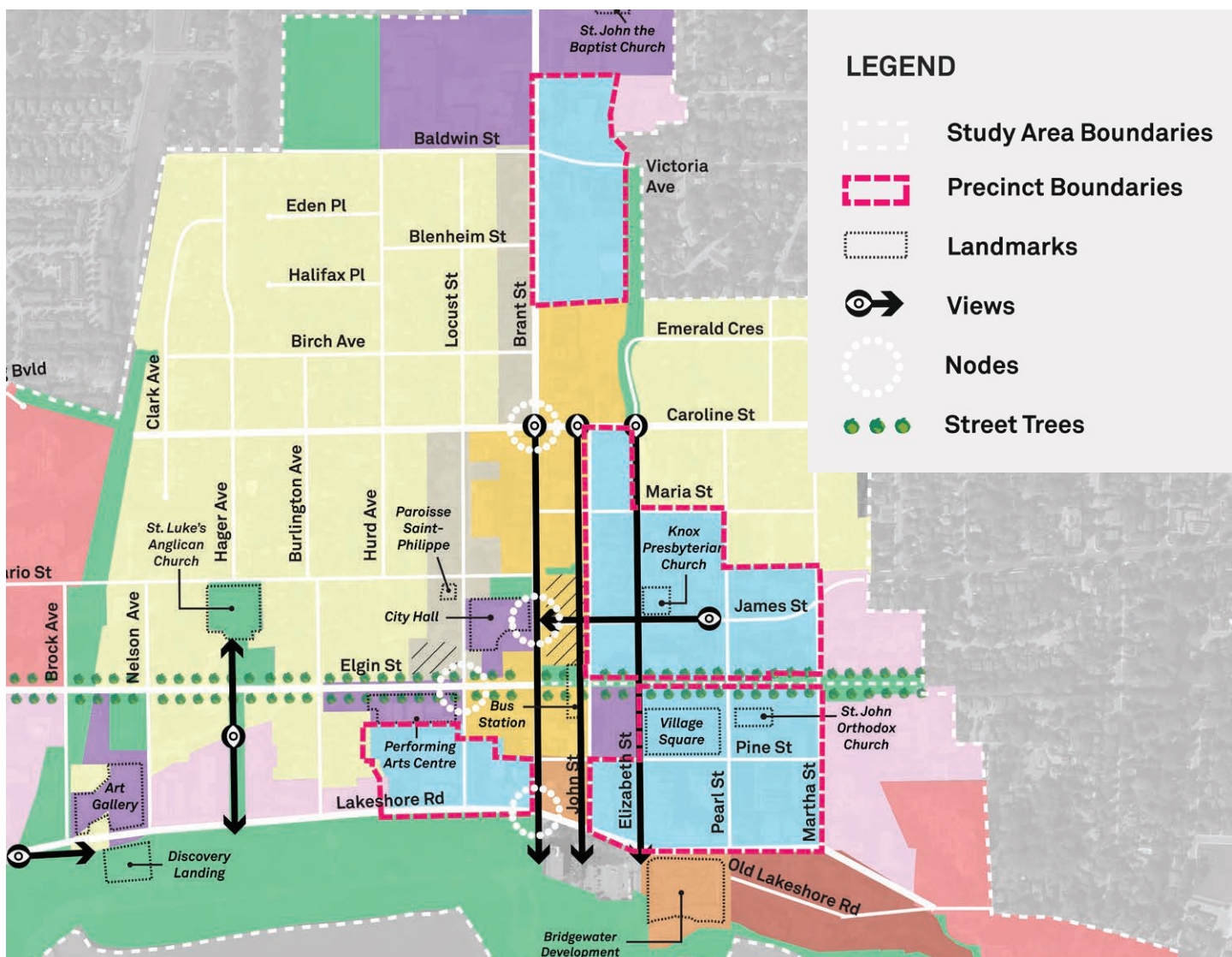
- Establish a maximum building height of 17 storeys to be consistent with existing buildings located within the precinct.
- Establish site specific policies to ensure the Brant Plaza site remains a major retail destination within the Downtown Mobility Hub and require the retention of the existing retail floor area as part of any future redevelopment of the site.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments.



The existing 360 Pearl Street development in Burlington



KPMG office building in Vaughan



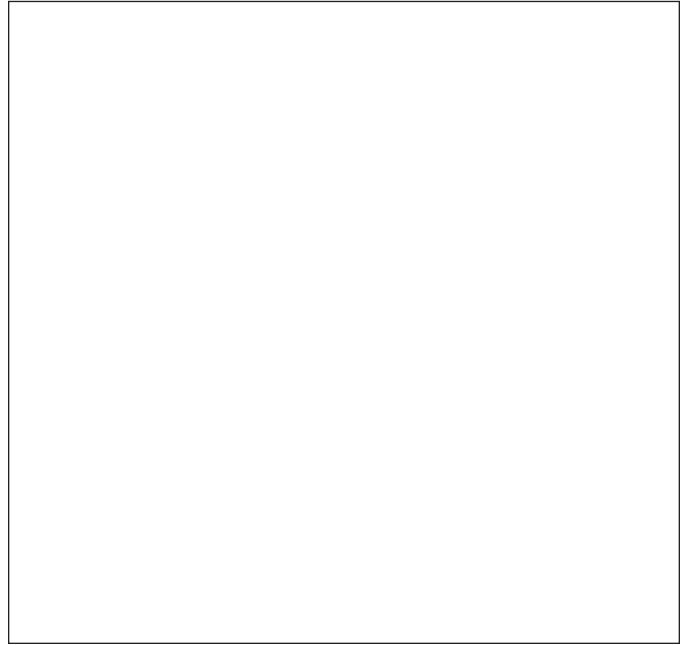
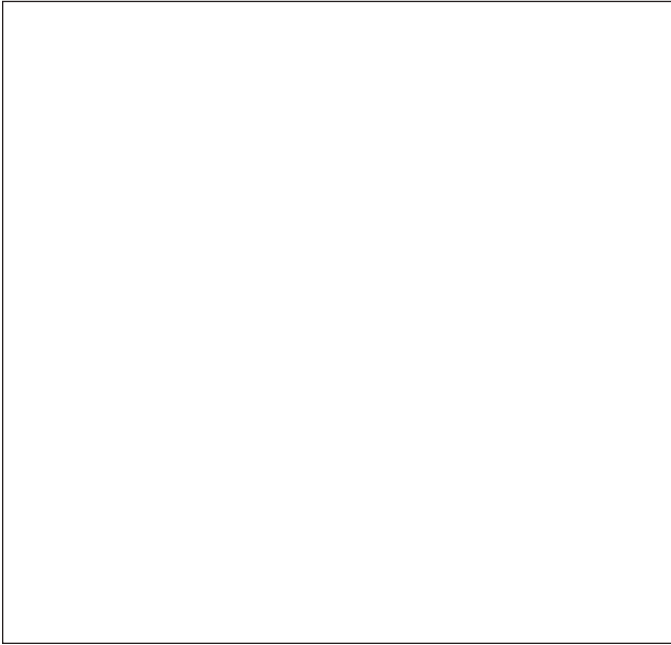
The Downtown Core Precinct (max 17 storeys)

Please answer the following questions about the **Downtown Core Precinct**:

Intention Statements (p. 24):

1. Do you agree with the general intent of the Downtown Core Precinct?

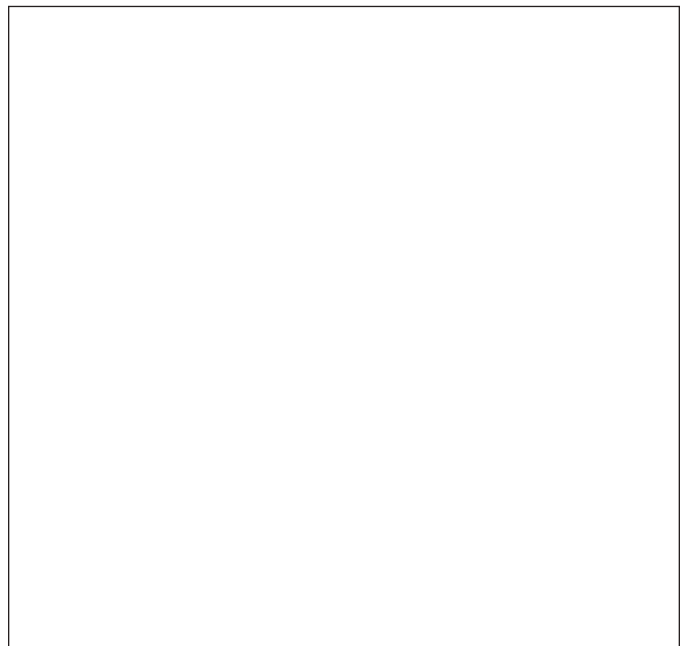
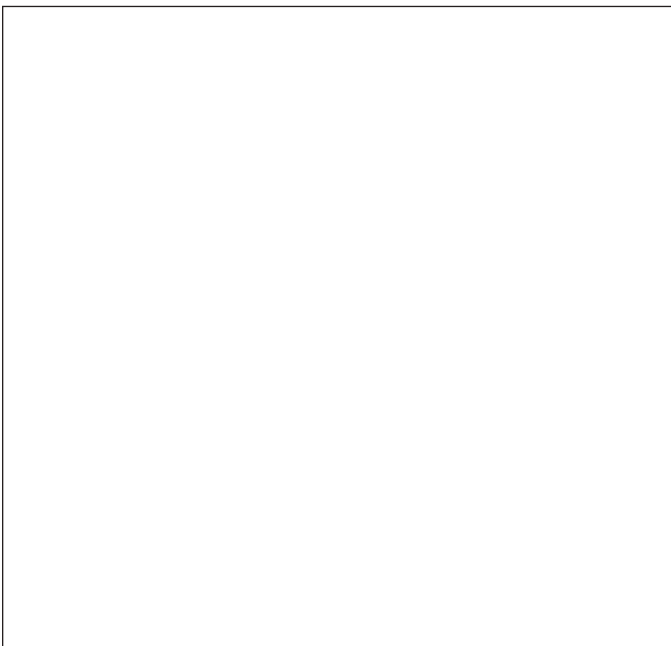
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (p. 24):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?



OLD LAKESHORE ROAD PRECINCT

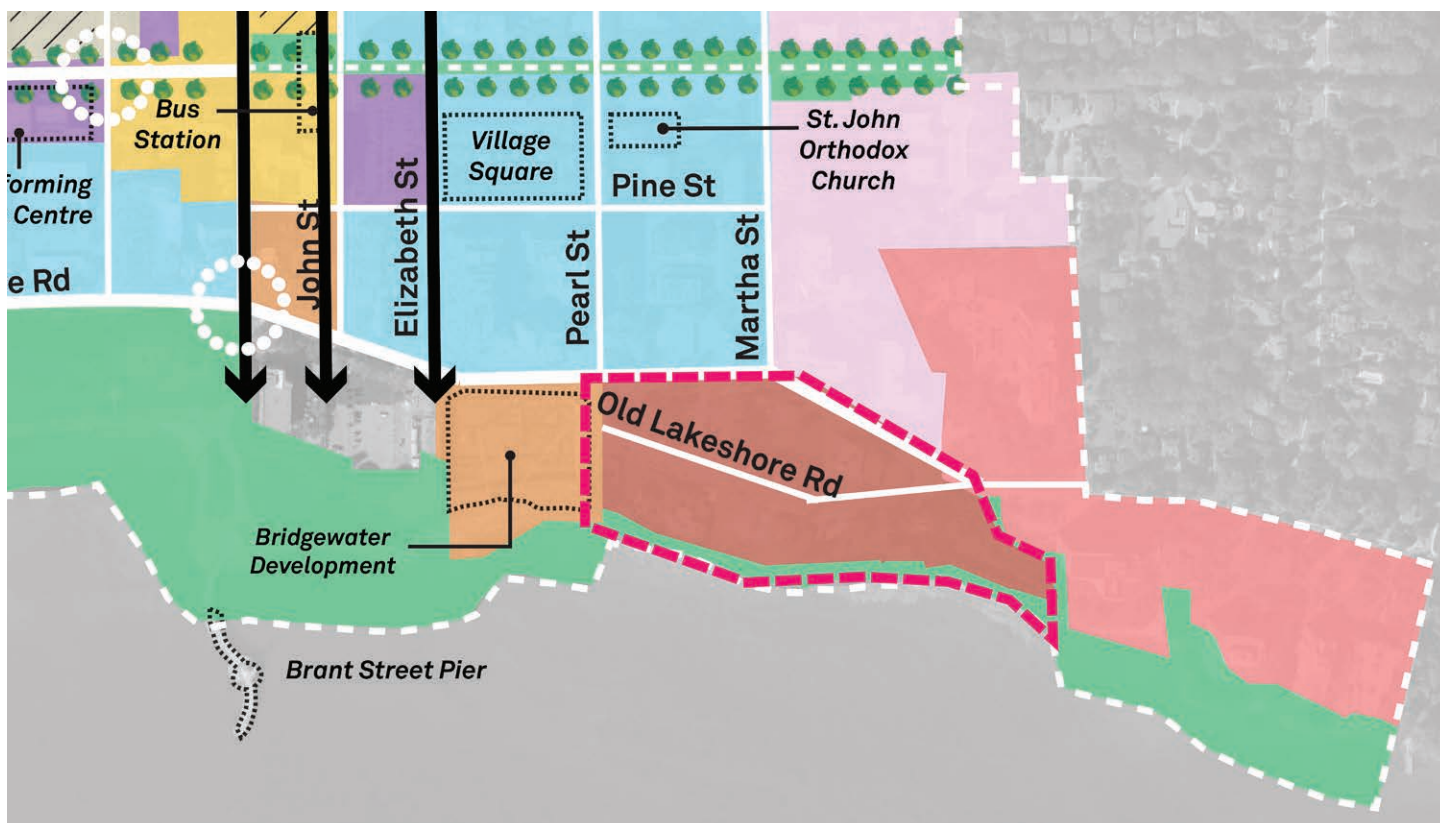
The Old Lakeshore Road Precinct will continue to serve as an area for mixed use mid-rise developments consisting primarily of residential uses which are pedestrian-oriented and transit-supportive while achieving a high standard of design. Modest tall buildings may be accommodated where such developments achieve strategic public and city building objectives including the provision of public waterfront access and views to the Lake Ontario, among others.

Key Directions:

- Establish policy for the undertaking of a separate Area Specific Plan to review the existing height and density maximums and conditions for land development within the Old Lakeshore Precinct based on the achievement of key city building objectives including:
 - Creation of new pedestrian connections and park space along the waterfront including any potential connections resulting from the Bridgewater development and the redevelopment of the waterfront hotel site.
 - Creation of a new view corridor from Martha Street and Lakeshore Road to Lake Ontario including potential pedestrian connections.
 - Further detailed study of the existing shoreline and its potential impacts on development in consultation with the City and Conservation Halton.









Rendering of main street in Williamsville, Ontario



Old Lakeshore Road Precinct (max 6-15 storeys)

LEGEND

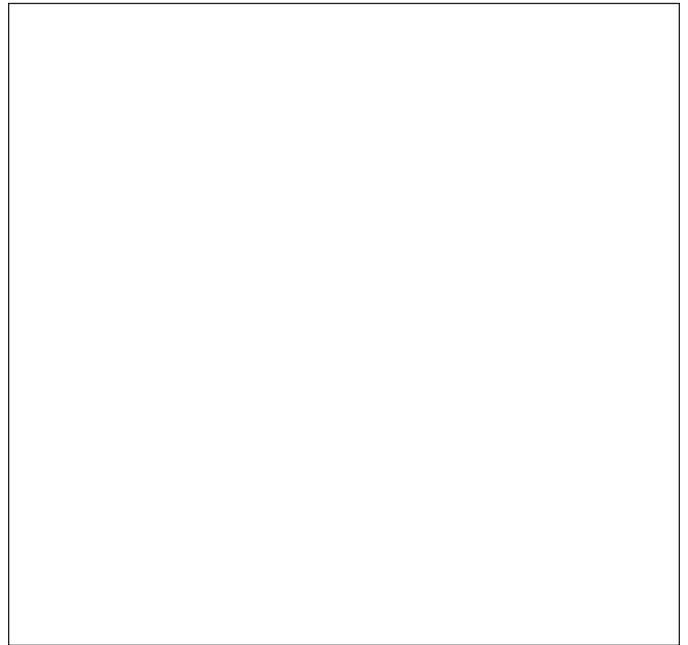
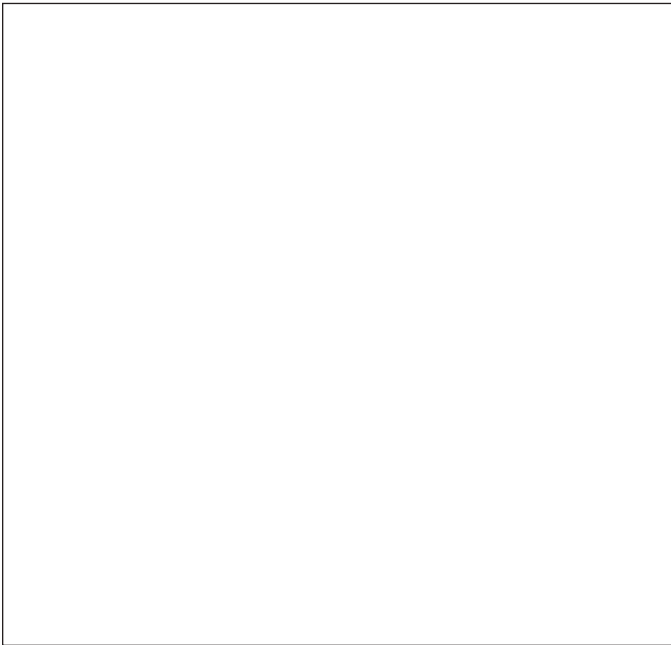
-  Study Area Boundaries
-  Precinct Boundaries
-  Landmarks
-  Views
-  Nodes
-  Street Trees

Please answer the following questions about the **Old Lakeshore Road Precinct**:

Intention Statements (*p. 27*):

1. Do you agree with the general intent of the Old Lakeshore Road Precinct?

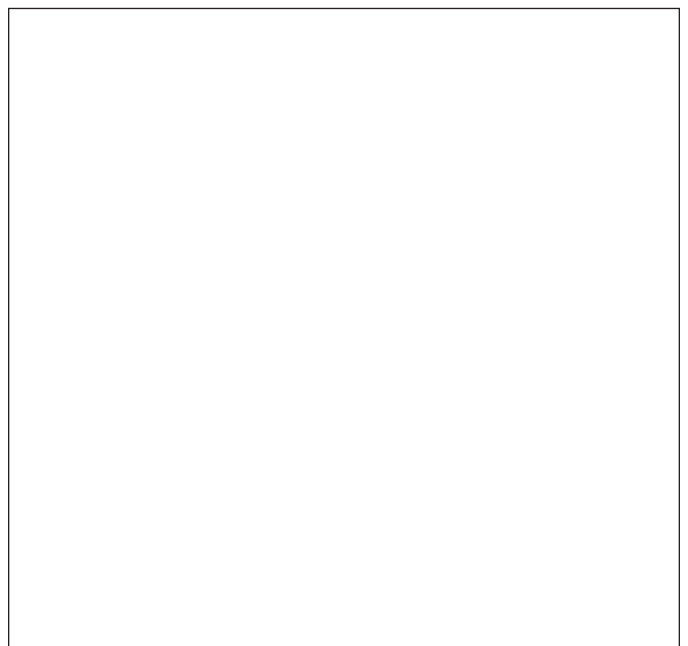
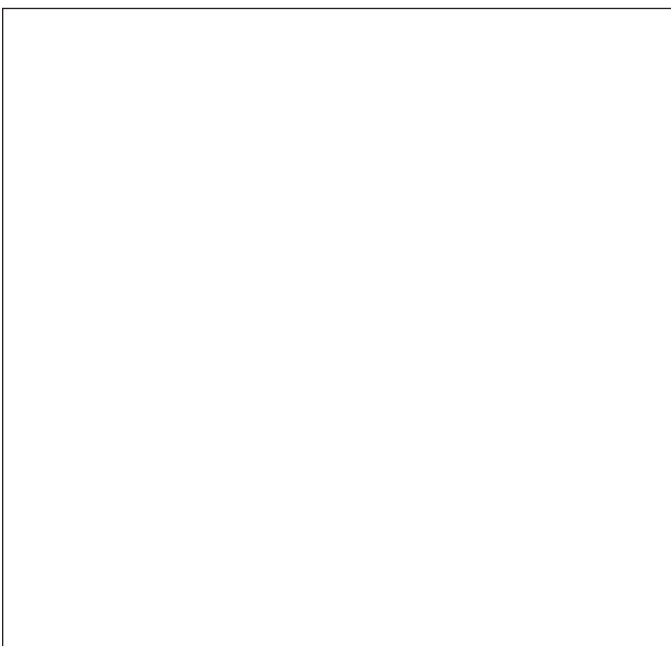
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (*p. 27*):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?



MID-RISE RESIDENTIAL PRECINCT

The Mid-Rise Residential Precinct will primarily accommodate existing residential developments consisting of 11 storeys or less. The precinct will serve as a transition from adjacent tall building precincts to established low-density residential areas. Limited development opportunities could exist within the precinct which will achieve a high degree of compatibility with the adjacent St. Luke's and Emerald Neighbourhood Precinct as well as other established residential neighbourhood areas outside of the Downtown Mobility Hub.

Key Directions:

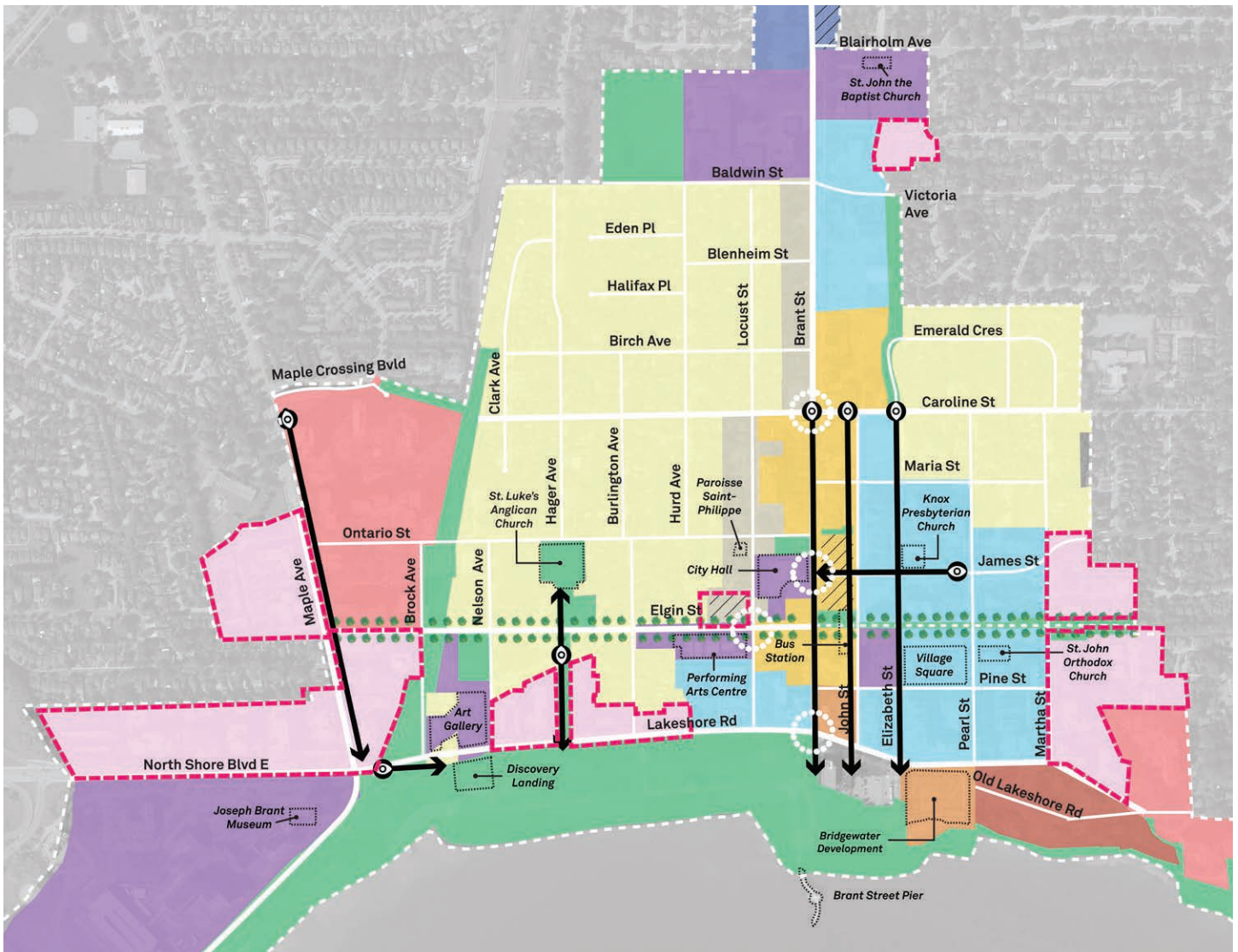
- Establish a maximum building height of 11 storeys to recognize existing developments within the precinct.
- Provide opportunities for limited infilling of existing mid-rise residential developments including the integration of new ground-oriented housing formats (such as townhomes).
- Permit opportunities for commercial activities at street level.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments.



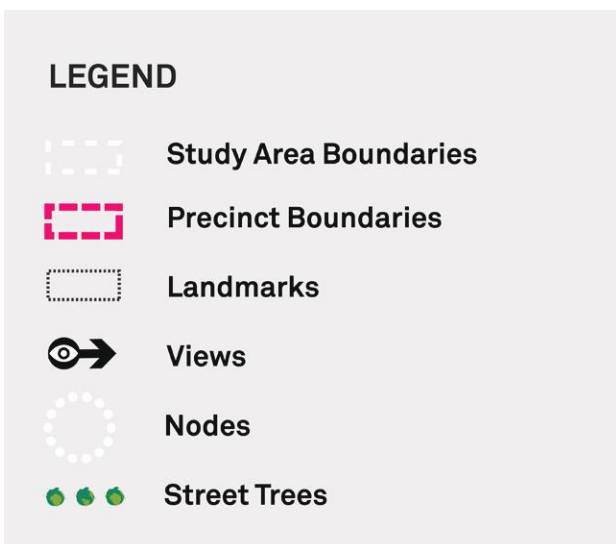
Example of potential mid-rise residential development



Example of potential mid-rise residential development



The Mid-Rise Residential Precinct (max 11 storeys)

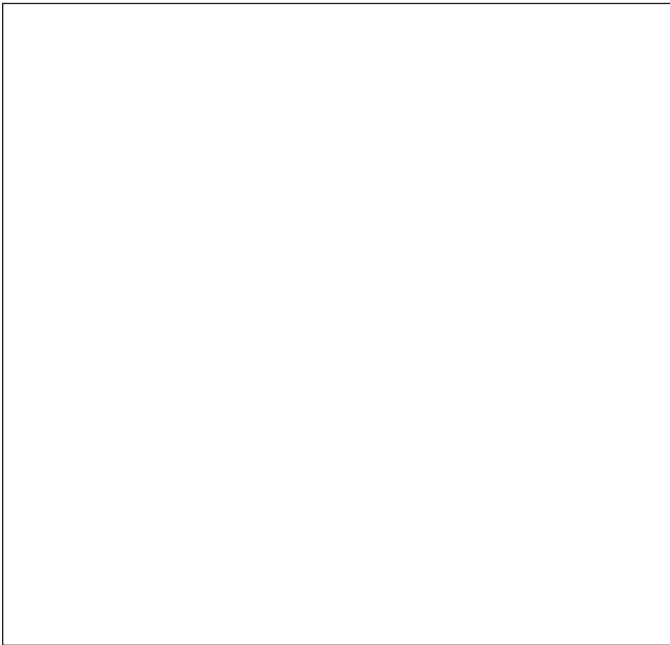
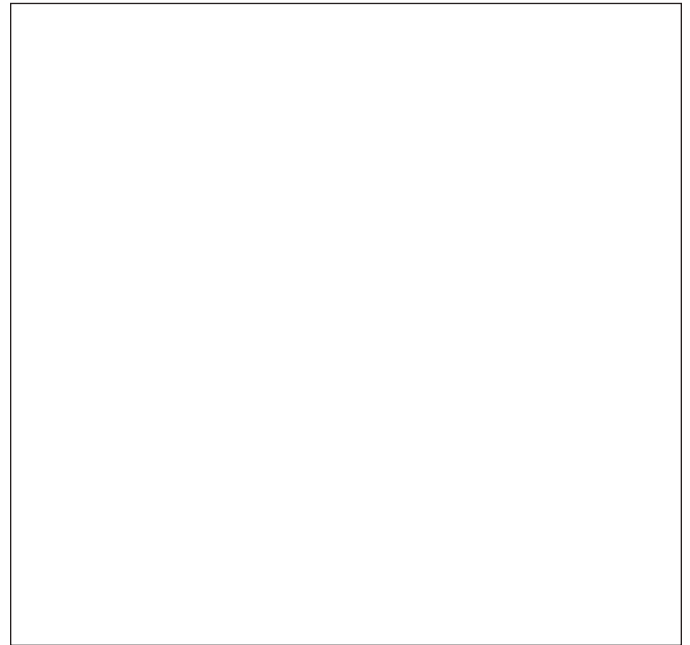


Please answer the following questions about the Mid-Rise Residential Precinct:

Intention Statements (*p. 30*):

1. Do you agree with the general intent of the Mid-Rise Residential Precinct?

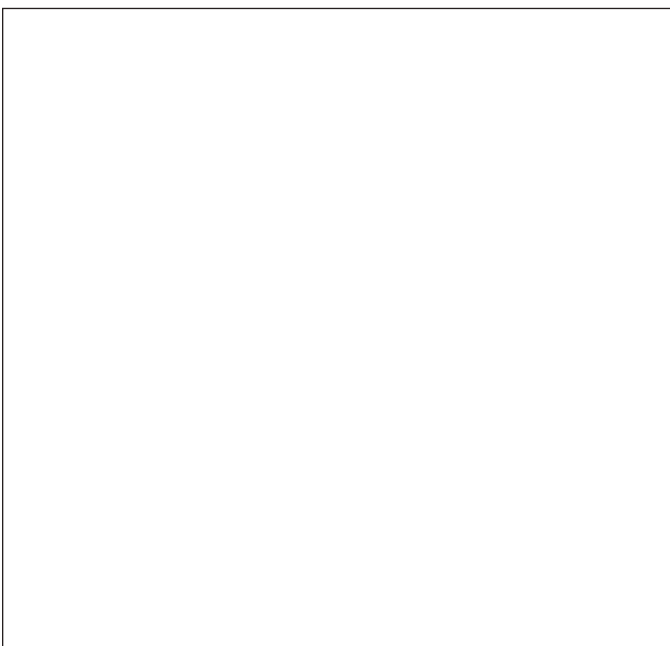
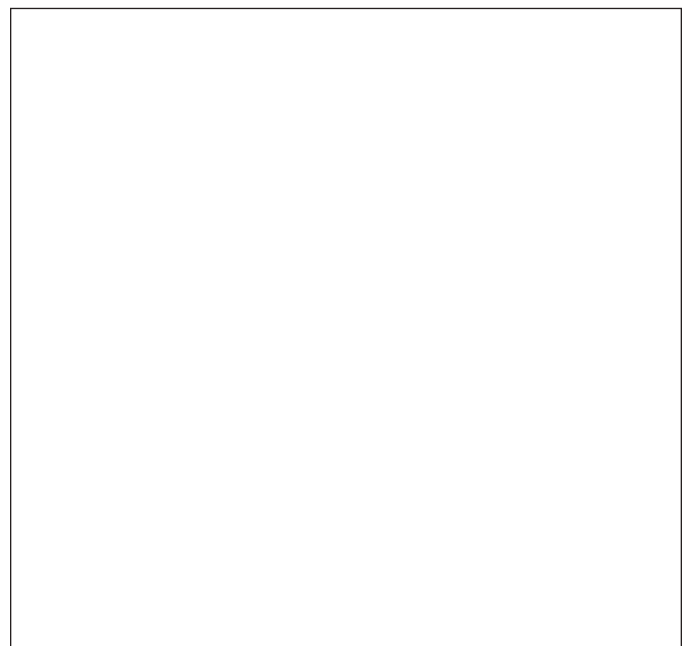
2. Are there key elements of the precinct that you think are missing from the Intention Statement?

A large, empty rectangular box with a thin black border, intended for the user to provide an answer to question 1.A large, empty rectangular box with a thin black border, intended for the user to provide an answer to question 2.

Key Directions (*p. 30*):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?

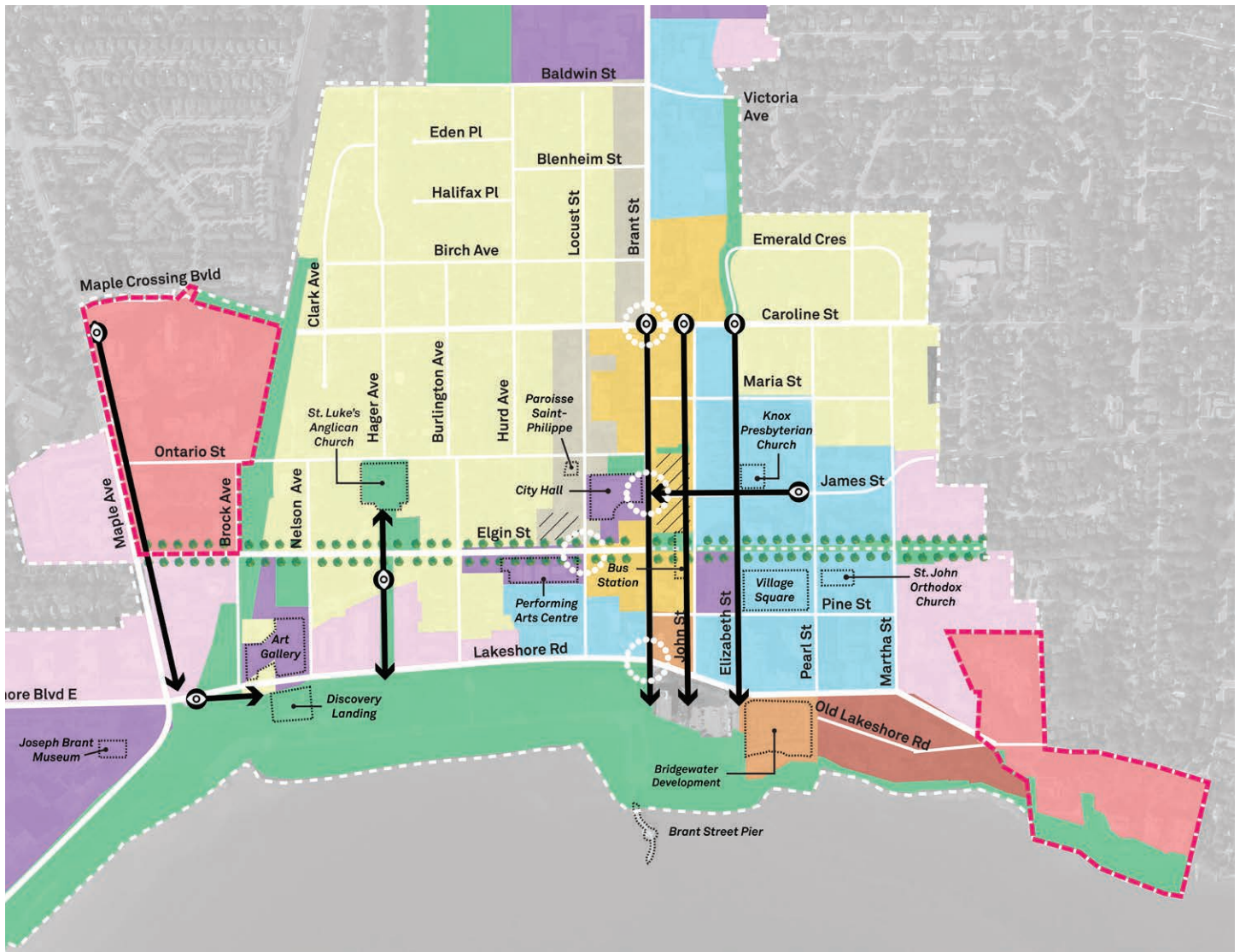
A large, empty rectangular box with a thin black border, intended for the user to provide an answer to question 1.A large, empty rectangular box with a thin black border, intended for the user to provide an answer to question 2.

TALL RESIDENTIAL PRECINCT

The Tall Residential Precinct will primarily accommodate existing residential developments that are 12 storeys or higher and located at the periphery of the Downtown Mobility Hub. Limited development opportunities could exist within the precinct which will be expected to enhance the street level experience for pedestrians through the incorporation of building podiums containing commercial and/or ground-oriented housing.

Key Directions:

- Provide opportunities for limited infilling of existing tall residential developments including the integration of new ground-oriented housing formats (such as townhomes).
- Maintain the establishment of maximum heights via the Zoning By-Law.
- Permit opportunities for commercial activities at street level.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments.



Tall Residential Precinct (min 12 storeys)

LEGEND

Study Area Boundaries

Precinct Boundaries

Landmarks

Views

Nodes

Street Trees



Good urban design at a high-rise scale, with well defined podium, tower and top



Residential infill at a high-rise scale



Existing 'Strata' tall building development in Burlington



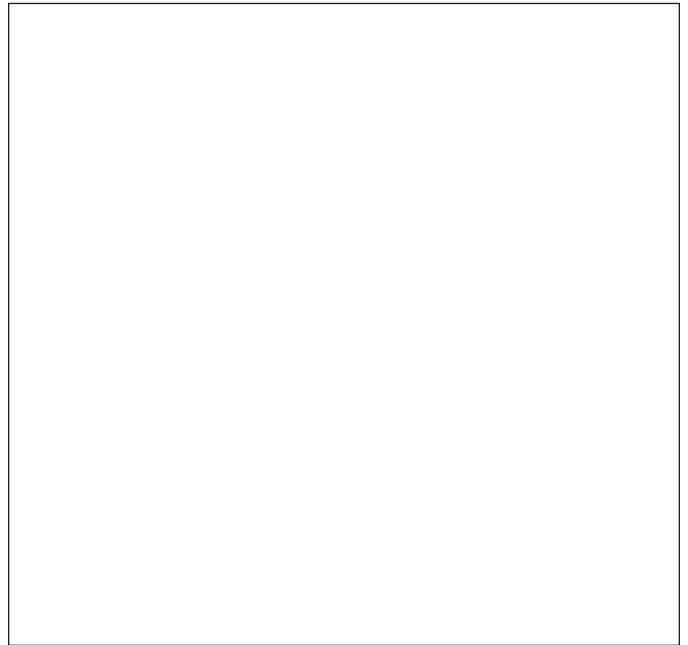
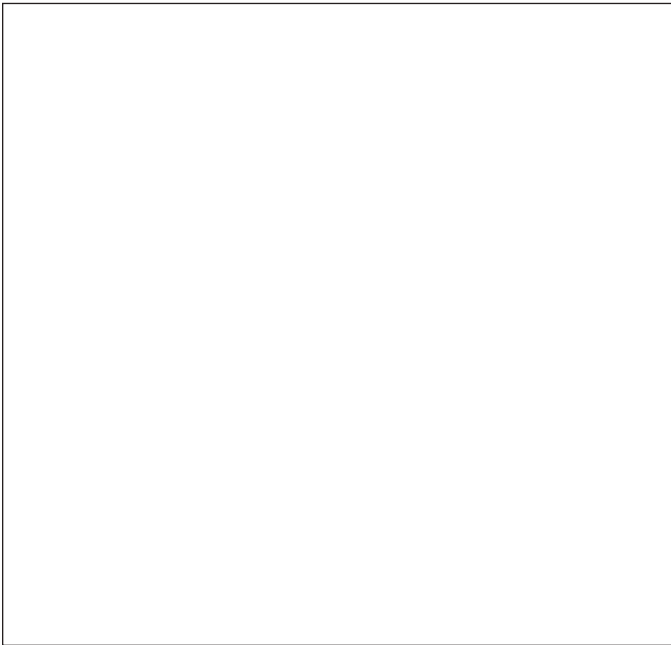
Existing 'Ironstone' tall building development in Burlington

Please answer the following questions about the Tall Residential Precinct:

Intention Statements (*p. 33*):

1. Do you agree with the general intent of the Tall Residential Precinct?

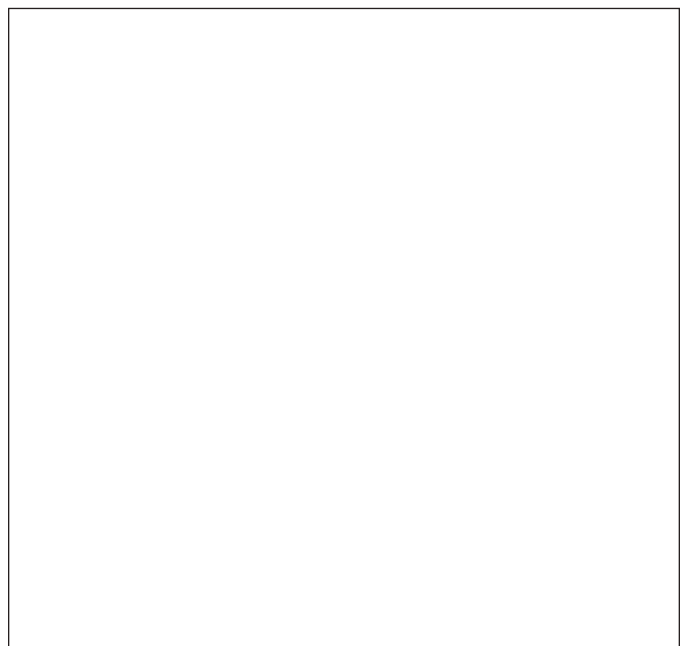
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (*p. 33*):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?



PARKS AND PROMENADES PRECINCT

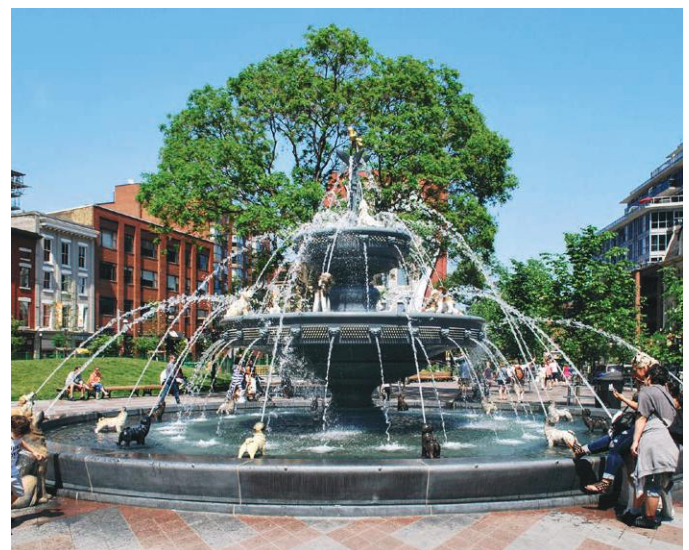
The Parks and Promenades Precinct will identify current and future parks and promenades within the Downtown Mobility Hub which will serve the residents and employees of the Downtown Mobility Hub and also function as key destinations for city-wide and regional events and activities. In addition, the precinct will recognize the need to maintain and enhance public access to the waterfront and identify key linkages to ensure pedestrian and cycling access within the Downtown Mobility Hub and adjacent areas.

Key Directions:

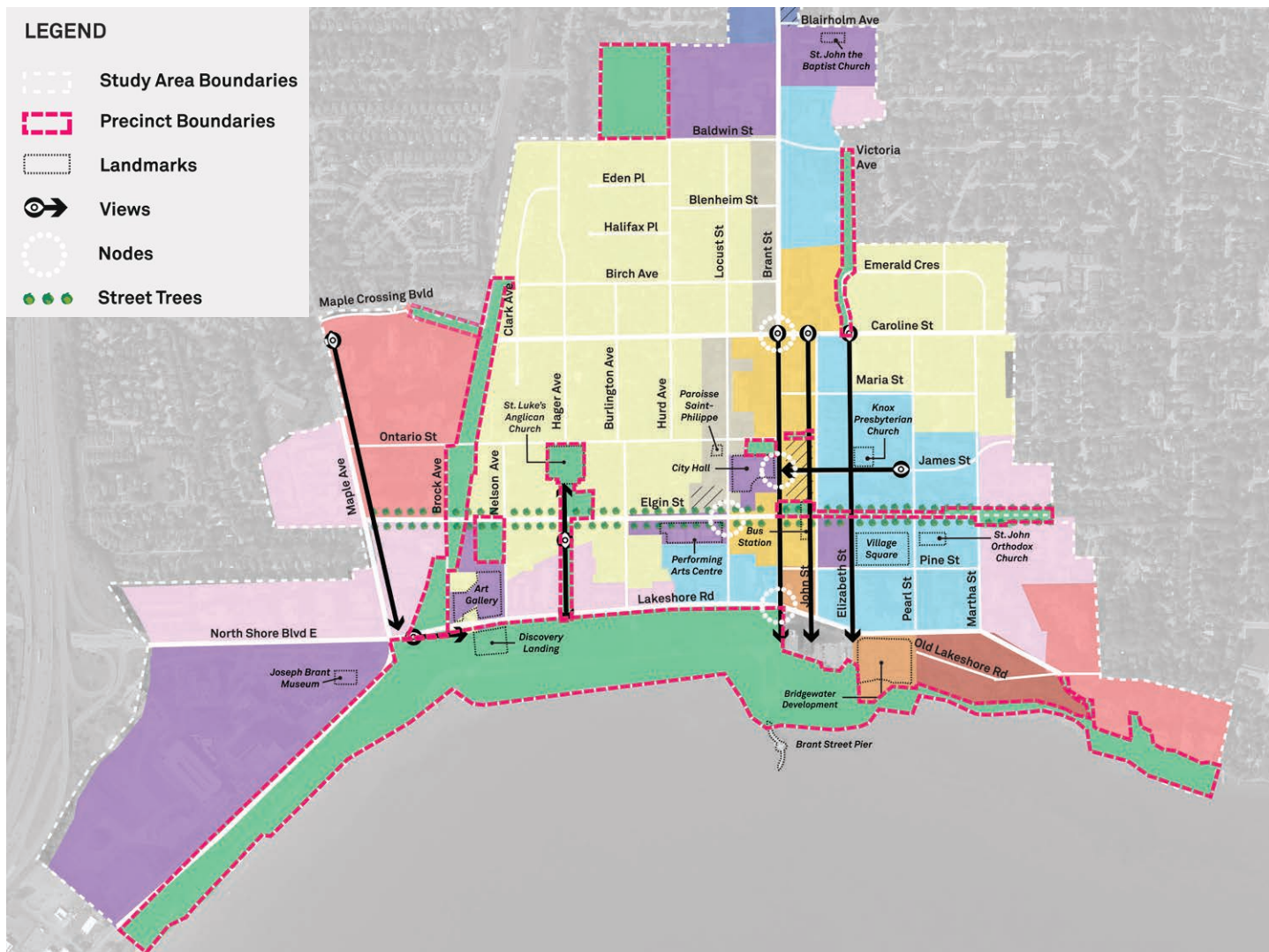
- Identify a new pedestrian promenade to be established from Lakeshore Road to St. Luke's Anglican Church.
- Identify Elgin Street from Brant Street to the Hydro Corridor as a potential future extension of the Elgin Promenade.
- Identify a new urban park to be created in the area of Brant Street and Birch Avenue, including the establishment of a new east-west pedestrian and cycling connection through the downtown from Birch Avenue to Emerald Crescent.
- Creation of a new pedestrian pathway along the west bank of Rambo Creek between Caroline Street and John Street.
- Recognize the Burlington War Memorial (Cenotaph) as a permanent public park.



Existing Spencer Smith Park in downtown Burlington



Berczy Park in Toronto



Parks and Promenades Precinct (max n/a)



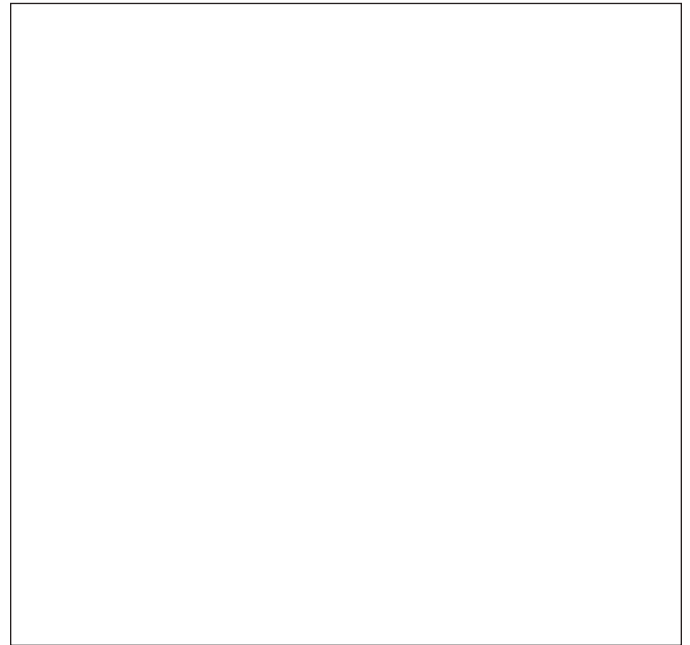
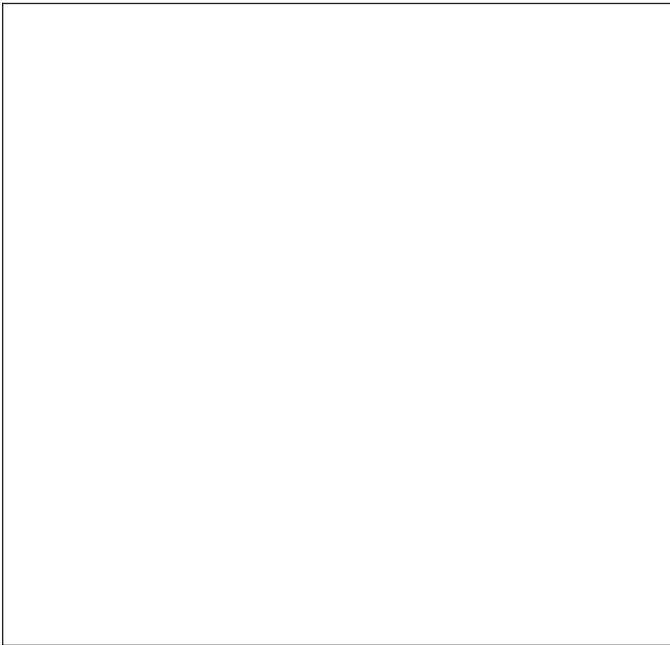
Elgin Promenade rendering view, from Elizabeth Street and Pearl Street

Please review and answer the following questions about the **Parks and Promenades Precinct**:

Intention Statements (p. 37):

1. Do you agree with the general intent of the Parks and Promenades Precinct?

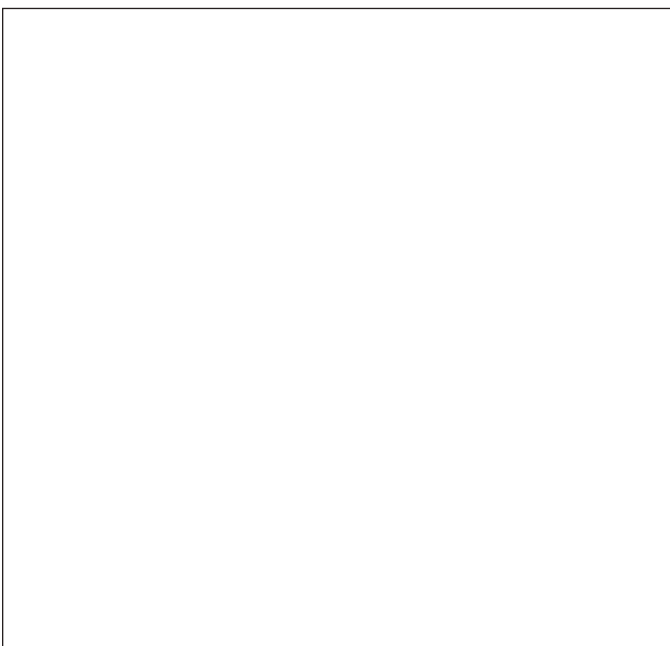
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (p. 37):

1. Are there any key directions that you think are missing?

2. Do you agree with the overall key directions for this precinct?



Memorandum

To: Rosa Bustamante, Manager of Policy Planning, Mobility Hubs, City of Burlington

From: David Sajecki, Brook McIlroy

Project Name: Burlington Mobility Hubs

Date: September 15, 2017

Subject: Downtown Burlington Technical Memo – Projected Gross Floor Area, Units, People and Jobs Capacity

Introduction:

The following memo provides a summary of new Gross Floor Area (GFA), the number of residential units, and new people and jobs projected for the Downtown Burlington Mobility Hub.

Calculations for the hub are based on full build out of the Preferred Draft Downtown Precinct Plan. The attached Development Concept Plan (see images following this memo) is designed to full As-Of-Right build out of the Precinct Plan. Additionally, all potential development sites are based on recommended residential and office distribution identified in NBLC's Market Analysis and considers factors such as property depth, underground parking area requirements and allowable floorplates based on setbacks, stepbacks and other direction from the City's Tall Building Design Guidelines. As well, in the absence of formal City design guidelines for mid-rise buildings we have adopted principles from the City of Toronto's Avenues and Mid-Rise Buildings Study to which proposed development adheres.

The following GFA calculations include 33 development blocks with mid (4-11 storeys) to high-rise (12 + storeys) building potential. Including podium heights, buildings range in height from 3 storeys to 25 storeys (see images following memo).

Please note that GFA calculations are Order of Magnitude and will be subject to refinement following completion of the Storm Water Management Assessment.

300-51 Camden Street
Toronto, ON Canada
M5V 1V2
t. 416-504-5997
f. 416-504-7712

info@brookmcilroy.com
www.brookmcilroy.com

Assumptions:

The following assumptions have been used as inputs to derive the desired calculations:

1. Average Gross Residential Unit Size = 100 square metres per unit;
2. Population Per Unit = 1.7 persons per unit;
3. GFA Per Employee (Retail) = 42 square metres per person; and
4. GFA Per Employee (Office) = 23 square metres per person.

GFA per employee assumptions for both retail and office are based on Watson's input to the City of Burlington's 2015 Strategic Plan.

Conclusions:

Projected total new GFA for the Downtown Mobility Hub, at full build out of the Draft Preferred Downtown Precinct Plan, is approximately 811,000 square metres or 8,730,000 square feet.

This includes:

- 760,000 square metres (8,200,000 square feet) of residential GFA;
- 25,000 square metres (270,000 square feet) of retail GFA; and
- 9,000 square metres (200,000 square feet) of office space.

Resulting in approximately:

- 7600 new residential units;
- 13,000 new residents;
- 600 retail jobs; and
- 825 office jobs.

Therefore, at full build out the Downtown Mobility Hub is projected to have capacity for 13,000 new people and 1425 new jobs or a total of 14,425 people and jobs.

300-51 Camden Street
Toronto, ON Canada
M5V 1V2
t. 416-504-5997
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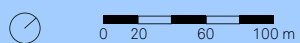
info@brookmcilroy.com
www.brookmcilroy.com

BURLINGTON DOWNTOWN
MOBILITY HUB CONCEPT PLAN



**BURLINGTON DOWNTOWN
MOBILITY HUB CONCEPT PLAN**

The map illustrates the proposed Burlington Downtown Mobility Hub, centered around a new transit station (indicated by a red star). The plan shows the layout of existing and proposed buildings, streets, and public spaces. Building heights are indicated by numbers (e.g., 3, 6, 10, 17, 25) and colors (blue for tall buildings, grey for mid-rise, light blue for low-rise). The map also shows the locations of designated heritage properties (yellow circles) and listed heritage properties (pink circles). A legend at the bottom left defines the symbols used: Tall Building (blue), Mid-rise (grey), Lowrise (light blue), Private Open Space/POPS (green), Public Open Space/Mid-Block Connection (light green), Trees (green dots), Plaza (orange), Designated Heritage Property (yellow circle), and Listed Heritage Property (pink circle). A scale bar at the bottom left indicates distances up to 100 meters. A note at the bottom right states: "Up to 15-stories subject to land assembly and road re-configuration as per the OP".



* Up to 15-storeys subject to land assembly and road re-configuration as per the OP

September 15, 2017

City of Burlington
426 Brant Street,
Burlington, ON L7R 3Z6

Subject: Traffic Condition Tech Memo, Downtown Mobility Hub

Currently in the downtown, capacity constraints exist along westbound Lakeshore Road and at the intersection of Lakeshore and Maple. With full build out of the Downtown Mobility Hub, Lakeshore, Brant, and James are expected to operate over capacity at several locations, with some intersections operating at a poor Level of Service (LOS) F. All other screenline locations and intersections are operating within capacity and at acceptable Levels of Service under existing and future conditions. **Tables 1 and 2** identify the critical screenlines and intersections in the Downtown Mobility Hub. **Figures 1A through 4B** show the existing and future intersection Levels of Service.

Table 1: Screenline Analysis - Downtown Mobility Hub: Critical Locations

Roadway	Direction	Location	Existing Performance	Future Performance
Lakeshore Road	Westbound	East of Maple Avenue	Over capacity in PM	Over capacity in AM & PM
Lakeshore Road	Westbound	East of Elizabeth Street	Over capacity in PM	Over capacity in AM & PM
Lakeshore Road	Eastbound	East of Maple Avenue		Over capacity in AM
Lakeshore Road	Eastbound	East of Elizabeth Street		Over capacity in AM
Brant Street	Southbound	South of Caroline Street		Over capacity in AM & PM
Brant Street	Northbound	South of Caroline Street		Over capacity in PM
James Street	Westbound	East of Elizabeth Street		Over capacity in PM
<i>All other locations are currently operating within capacity and will continue to operate within capacity under future conditions.</i>				

Table 2: Intersection Levels of Service - Downtown Mobility Hub: Critical Locations

Intersection	Existing AM	Existing PM	Future AM	Future PM
Lakeshore/Elizabeth	A	A	F	B
Lakeshore/Brant	B	B	F	F
Lakeshore/Maple	D	E	F	F
Brant/James	B	C	B	F
Brant/Caroline	A	A	D	F
<i>All other intersections are currently operating at acceptable LOS and will continue to operate at acceptable LOS under future conditions.</i>				

Parallel routes may provide relief to constrained locations. Those passing through the downtown on major roadways such as Lakeshore may try to avoid the downtown by using alternative travel routes. It is also worthwhile to note that increased traffic congestion encourages drivers to consider other modes of transportation. The City's Draft Official Plan (April 2017) states that, "At some locations, such as Mixed Use Intensification Areas and Areas of Employment, increased tolerance for at-capacity conditions will be considered and encouraged. LOS "F" shall be deemed to be acceptable for peak hour conditions."



To accommodate future travel to, from, and within the downtown, a full-spectrum multi-modal transportation system is required.

To support the downtown's 28 percent modal split target and mitigate future transportation impacts from growth, the next steps of the transportation review will provide recommendations for Transportation Demand Management (TDM). Elements to be addressed include transit, active transportation connections, auto and ride share programs, as well as a supportive parking plan.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'GBS' or similar, enclosed within a rectangular box.

Greig Bumstead, PTP
Senior Project Manager, Transportation Planning

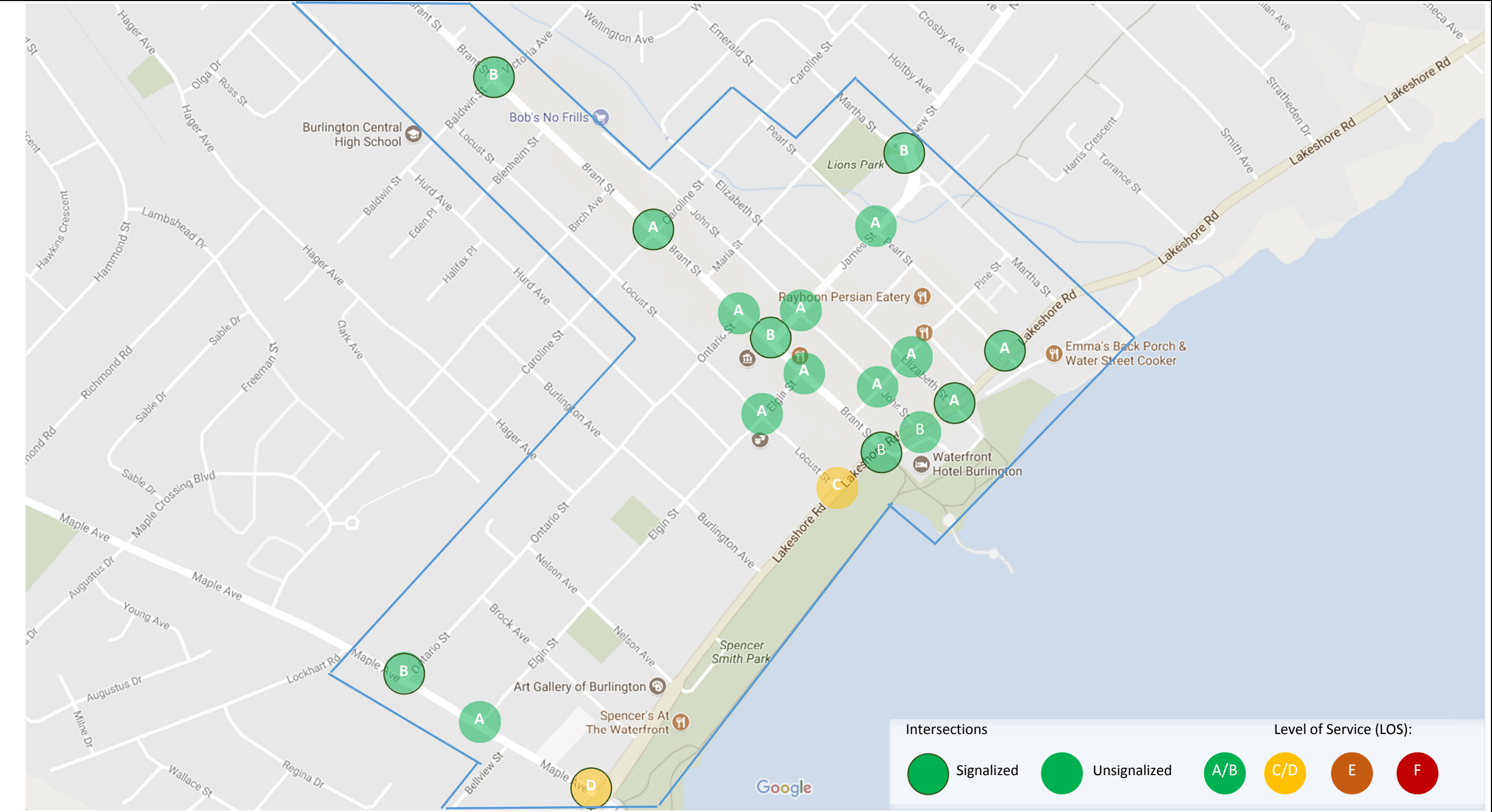


Figure 1A
Intersection LOS Analysis – AM Peak - Downtown Mobility Hub (South of Victoria Ave)
Burlington Mobility Hubs Study



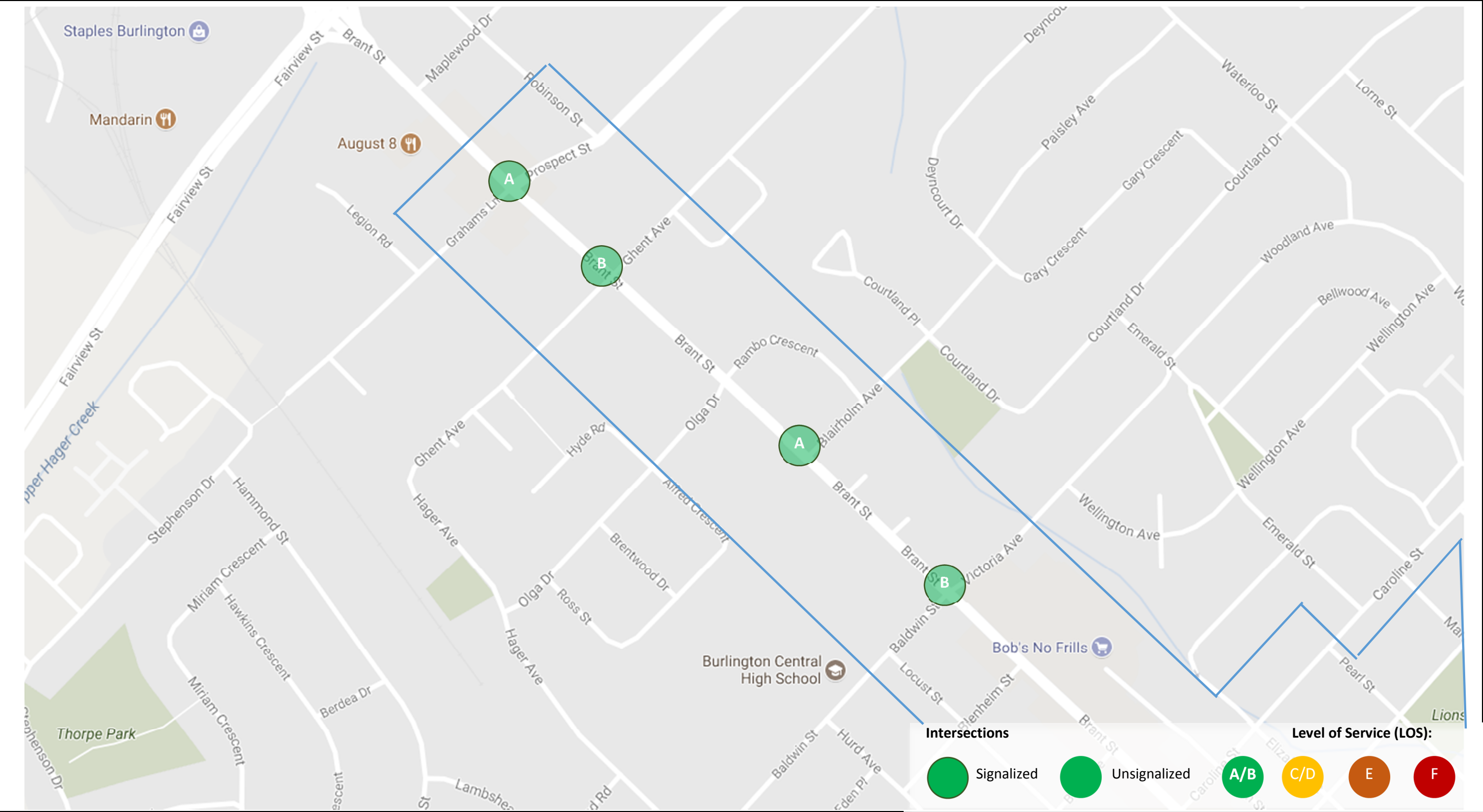


Figure 1B
 Intersection LOS Analysis – AM Peak - Downtown Mobility Hub (North of Victoria Ave)
 Burlington Mobility Hubs Study



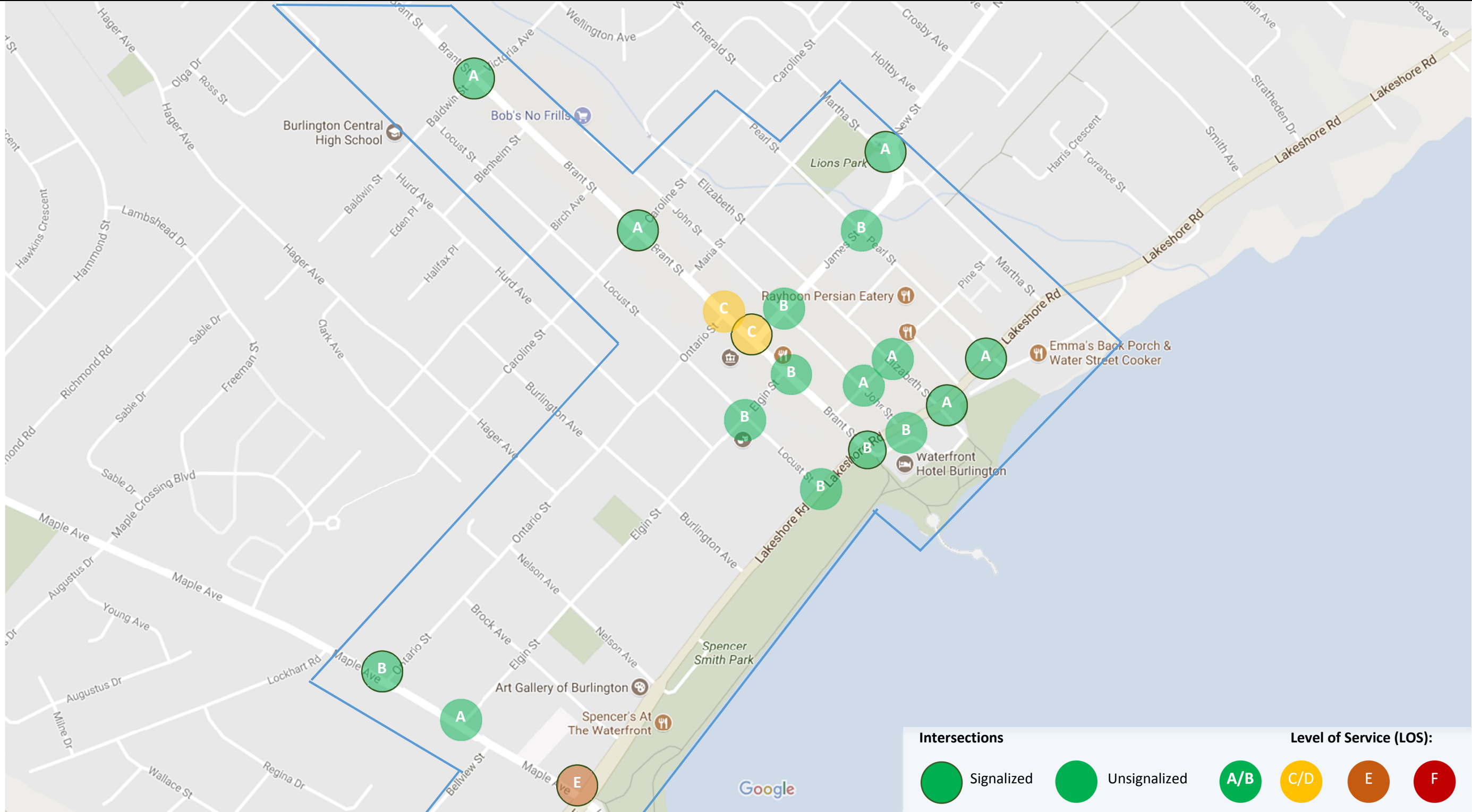


Figure 2A
 Intersection LOS Analysis – PM Peak - Downtown Mobility Hub (South of Victoria Ave)
 Burlington Mobility Hubs Study



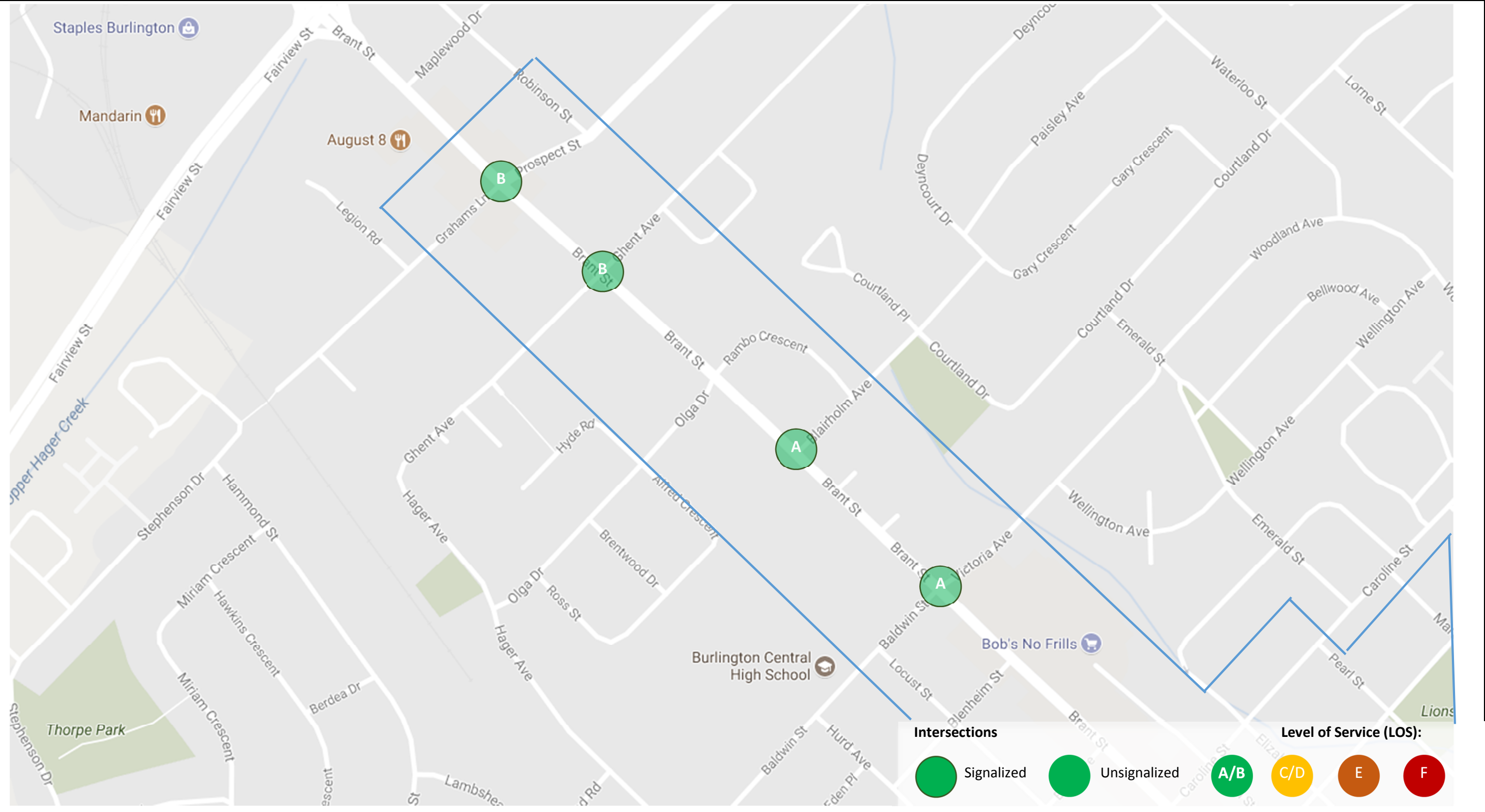


Figure 2B
 Intersection LOS Analysis – PM Peak - Downtown Mobility Hub (North of Victoria Ave)
 Burlington Mobility Hubs Study



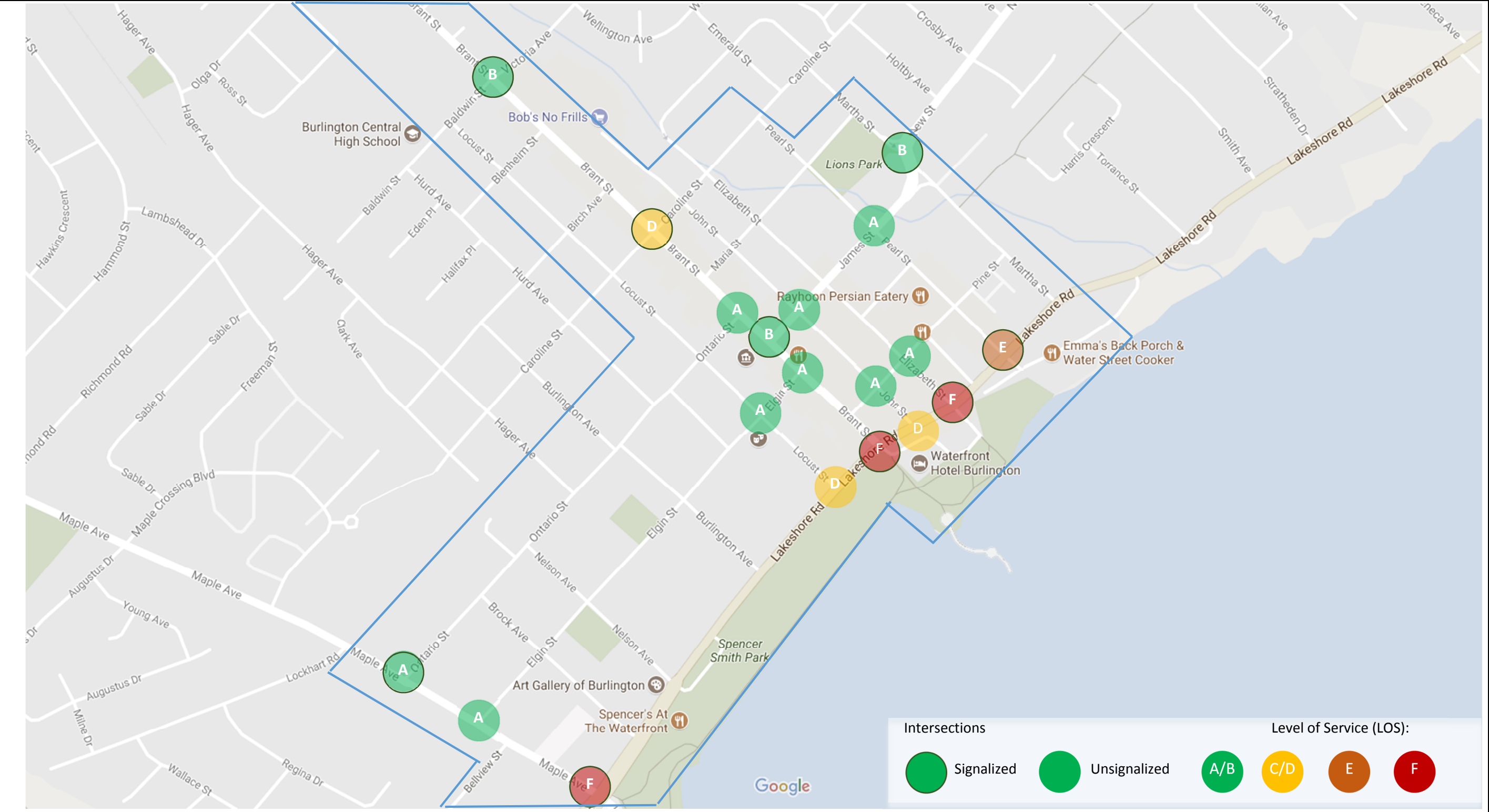


Figure 3A
 Future Intersection LOS Analysis 2031 – AM Peak - Downtown Mobility Hub (South of Victoria Ave)
 Burlington Mobility Hubs Study



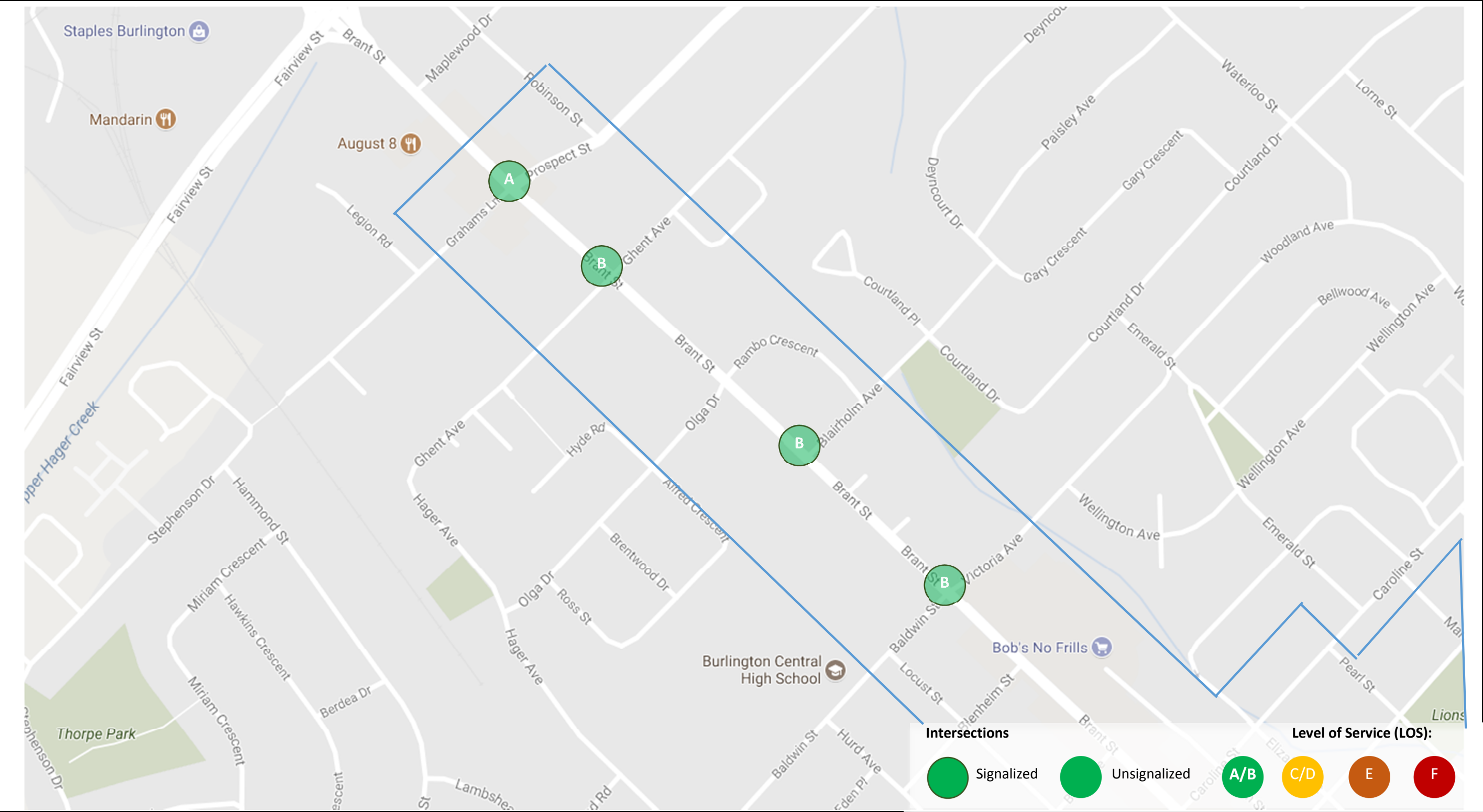
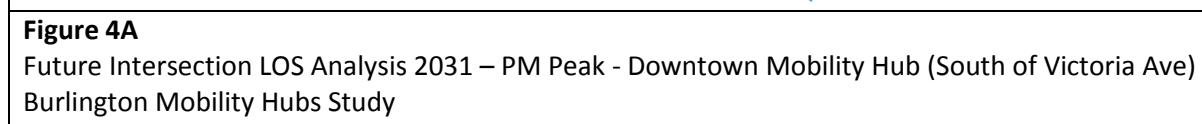


Figure 3B
Future Intersection LOS Analysis 2031 – AM Peak - Downtown Mobility Hub (North of Victoria Ave)
Burlington Mobility Hubs Study





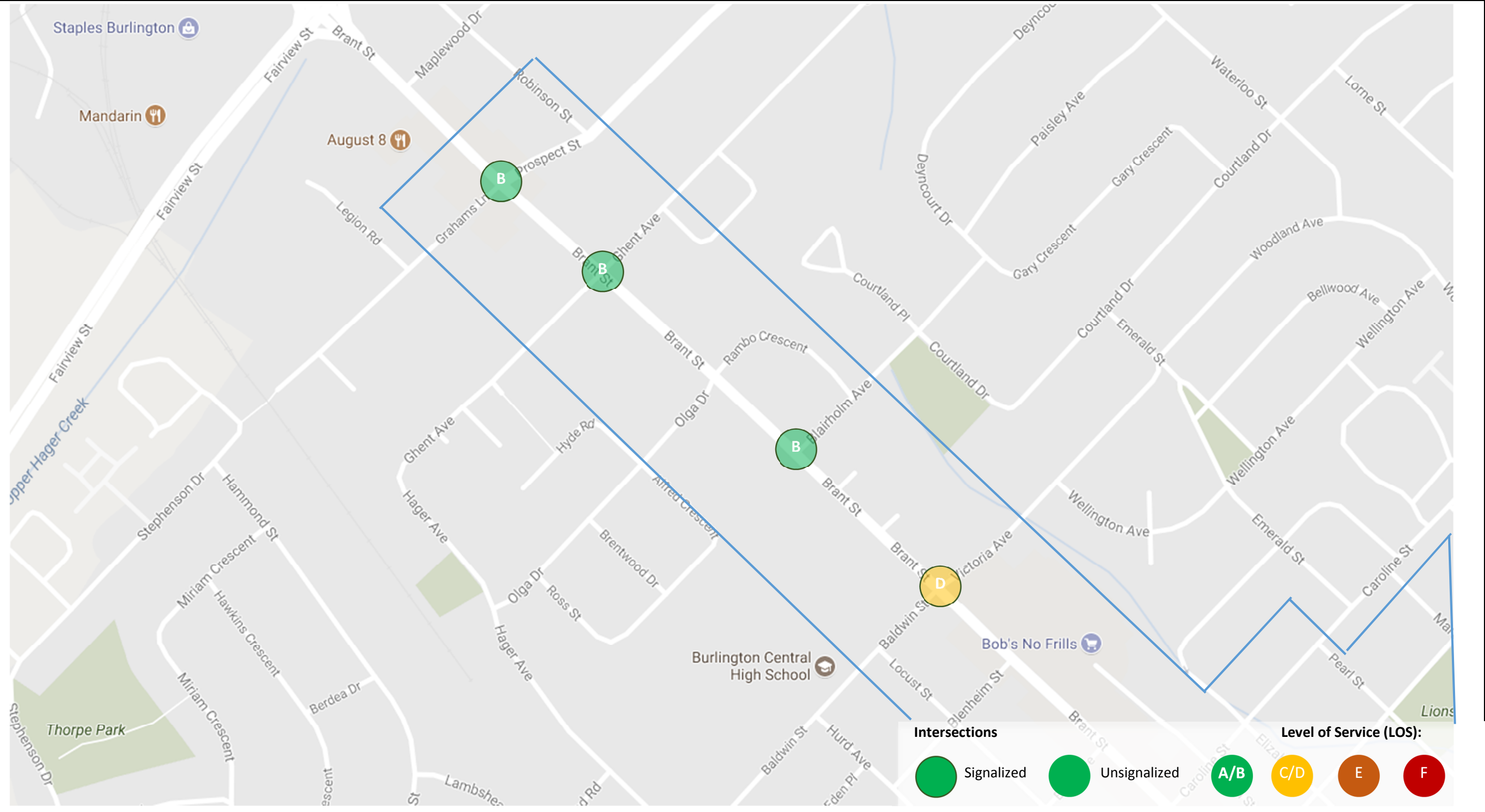


Figure 4B
 Future Intersection LOS Analysis 2031 – PM Peak - Downtown Mobility Hub (North of Victoria Ave)
 Burlington Mobility Hubs Study





Memorandum

To: Mr. David Sajecki

Company: Brook McIlroy

From: N. Barry Lyon Consultants Limited

Phone: (416) 364-4414 **Date:** September 14, 2017

Re: Downtown Burlington Technical Memo – Market Analysis

The following provides a summary of NBLC's market analysis for the Downtown Burlington Mobility Hub Area:

- NBLC believes that the Downtown area will continue to be the primary destination within the City of Burlington for both residents and visitors. The proximity to the waterfront, walkability, and access to services and amenities are all attractive aspects of the Mobility Hub Area and the continued evolution of the Downtown will only enhance these elements.
- Market demand for residential and non-residential investment in the Downtown is being driven by the character and range of available services and amenities more so than access to transit services and the highway system like at the other Mobility Hubs within Burlington.
- Demand for high-density residential housing in condominium format is expected to increase as the Downtown continues to mature.
- The market in the near-term will likely focus on older demographics, but, as we have seen in other municipalities, the appeal of the Downtown, growing employment opportunities, and declining affordability in the low-density housing market will, in the longer term, begin to attract younger groups to the Downtown.
- Having a wider range of pricing for new housing units in the Downtown will be imperative to diversify the buyer groups, and to ensure that the demand for new housing in the Downtown area is captured. The most recent developments have prices that are reflective of their waterfront locations and are typical of a luxury positioning, ensuring that they are not accessible for many first-time buyers. Increased densities in the Downtown may aid in suppressing pricing somewhat, opening the market up to a wider mix of buyers.
- Demand for modern rental housing is present but the economics of development still favour condominium tenure for most developers. The recent extension of rent control



legislation has also taken some momentum out of an emerging rental development market across the GTA.

- Demand for medium density housing forms is also very strong, although opportunities for infill developments are limited. Land assemblies are challenging and expensive. Where opportunities can be found, townhome and stacked townhome projects offer the prospect of attracting a more diversified income and family profile of residents in the Downtown.
- Developing strategies that will attract a more diverse population of buyers and renters, and a mix of age groups, should be an important objective for the Downtown Mobility Hub area.
- As the Downtown's population continues to grow, we expect that demand for retail and service commercial uses will increase and new investment will continue its positive trend.
- Demand for office space is also likely to increase as employers look for unique and high-quality environments to attract staff. However, achievable rental rates for new office investment will need to increase in order to support the economic opportunity for the development of new high-density office construction. In the near term, new non-residential space is likely to be built primarily as part of new mixed-used buildings.

In addition to our market analysis, NBLC also completed an illustrative financial pro forma model to consider whether high-density residential development at heights in the order of six to eight storeys might be viable within current market conditions, or whether additional height is required to support viable pro forma results within the current land market.

The purpose of this financial analysis was to answer questions from City Staff in regards to the impacts of increasing building heights on development viability. This analysis is meant to be illustrative of condominium apartment buildings only, in order to isolate the impact of added residential space that could be achieved through increased building height.

The following were our key findings (**Table 1** illustrates our comparison of results):

- The economics of development at six and eight storeys appear to be viable in the current market context. The models tested in this analysis generated enough revenue to offset all project costs, developer profit expectations, and a residual payment for land. The 6 and 8-storey scenarios were estimated to support land values in the order of \$2.15 to \$2.72 million (for a theoretical 0.5 acre parcel), or about \$23 per square foot of gross floor area.
- The analysis also indicated that a larger scale development would support stronger returns. The results of our model illustrate that a 25-storey building could support higher profit, but also stronger land value on an index basis (approximately \$30 per square foot of gross floor area vs. \$23).
 - In testing this scenario, unit sizing and pricing assumptions were adjusted slightly to recognize the larger number of units and typical character of larger scale apartment development which requires that units are positioned to sell at a quicker pace.
- Recent land transaction activity indicates that the development community may believe, or is speculating, that increases to development heights will be granted through a planning



application or appeals process. With confidence that this can be achieved, land values have begun to escalate as the expectations of both the development community and land owners adjust to this context.

- However, there may also be situations in which added density is required in order to support land values that can outcompete other productive uses. For example, \$2.0 million for 0.5 acres of land would likely be economical for a gas station or even some retail uses.
- A lower height limit in the Downtown – while feasible – comes with the following potential unintended consequences:
 - Encouraging developers to drive pricing higher to compensate for a lack of density, as has occurred in Downtown Oakville. This does not help in diversifying the population base and range of built form in the Downtown;
 - Constraining the viability of new rental housing development– except at the luxury end of the market;
 - Allowing other lower density development forms and land uses to compete for land; and,
 - Limitations in the supply of significant redevelopment opportunities are likely to delay private sector investment.
- If the overarching desire is to encourage redevelopment and intensification within the Downtown, increases to height permissions may provide greater financial flexibility for the development community in their ability to assemble properties and compete with the land values supported by other productive uses. However, if the City were to pursue a regimented and defensible mid-rise approach to building heights in the Downtown through its review of the Official Plan, the land market will likely adjust accordingly, but the pace of redevelopment activity might temper.



Table 1

Illustrative Pro Forma Example - High Density Condominium Apartment Development			
	Scenario 1 6 Storey	Scenario 2 8 Storey	Scenario 3 25 Storey
Market Assumptions			
Average Unit Size (square feet)	725	725	700
Residential Index Price (PSF)	\$600	\$600	\$620
End Price (per residential unit)	\$435,000	\$435,000	\$434,000
Absorption Rate (sales per month)	6.00	6.00	10.00
Discount Rate	7.00%	7.00%	7.00%
Cost & Revenue Inflation	1.50%	1.50%	1.50%
Developer Profit Margin (% of Gross Rev.)	15.00%	15.00%	15.00%
Project Statistics			
Land Area (acres)	0.50	0.50	0.50
Gross Residential Area (GRA, SF)	95,200	116,960	236,000
Net to Gross Efficiency (NGE, %)	83%	83%	83%
Net Saleable Residential Area (SF)	79,016	97,077	195,880
Number of Units	109	134	280
Revenue			
Total Revenue	\$49,477,000	\$60,852,000	\$127,067,000
Development Costs			
Hard Costs	\$25,864,000	\$31,687,000	\$63,870,000
Soft Costs	\$13,312,000	\$16,335,000	\$34,044,000
Total Development Costs	\$39,176,000	\$48,022,000	\$97,914,000
Developer Profit			
Total Profit (Future \$)	\$7,321,000	\$9,004,000	\$18,804,000
Residual Land Value			
Residual Land Value (Present \$)	\$2,152,000	\$2,718,000	\$7,190,000
R.L.V. \$PSF Buildable	\$23	\$23	\$30

Source: N. Barry Lyon Consultants Limited

Memo

To: David Sajecki, Brook McIlroy
From: Matthew Senior and Ron Scheckenberger, Amec Foster Wheeler
Date: September 14, 2017
File: TPB178008
Re: **Scoped EIS and Scoped SWM Assessment – Mobility Hubs**
Project Status Update – Downtown Mobility Hub
City of Burlington

Introduction

A scoped Environmental Impact Study (EIS) is required for each of the City's four (4) Mobility Hubs as part of the overall planning study for the Burlington Mobility Hubs. The purpose of each scoped EIS is to inventory existing conditions of the natural environment (e.g., woodlands, wetlands, valleys, wildlife habitat, watercourses), identify the potential impacts that the proposed Area Specific Plans may have on these features, and develop high-level mitigation plans, where appropriate, focusing on appropriately minimizing or eliminating impacts. The approach for the scoped EIS work focuses on two key objectives:

- i. Identifying lands which are not suitable for development based on their significance or related constraints; and,
- ii. Identifying opportunities for ecological restoration, as a number of the lands around the hub areas are heavily urbanized.

The focus of the current Project Status Update is on the Downtown Mobility Hub, which is considered to be the highest priority hub based on ongoing development pressures.

A summary of the status/findings of the natural systems assessment (as completed by Dillon Consulting) for the Downtown Mobility Hub has been attached. This memorandum provides a summary of Amec Foster Wheeler's work related to the on-going work related to the assessment of the Downtown Mobility Hub, as well as the related work for the Burlington Mobility Hub.

Brook McIlroy
September 14, 2017

Downtown Mobility Hub

Amec Foster Wheeler has been proceeding with the generation of new hydrologic and hydraulic models for the Downtown Mobility Hub, as none currently exist (Lower Hager and Lower Rambo Creeks). To summarize:

- New PCSWMM model has been completed (combined hydrology/hydraulics)
 - Provides the simulated flows for trunk storm sewers, roadways, and creeks for 100-year and Regional Storm (Hurricane Hazel) events
 - Assesses hydraulics for all systems (maximum depths and velocities for trunk storm sewers, roadways, creeks and culverts/enclosures)
- New HEC-GeoRAS model is in process of being finalized for creek hydraulics
 - Approved hydraulics for open watercourses as per CH requirements
 - Provides simulated flood depths and extents for 100-year and Regional Storm (Hurricane Hazel) events
 - Note: to be compared against results from PCSWMM modelling to determine which yields the most conservative results

The next steps for the Downtown Mobility Hub drainage assessment work include:

- Develop riverine (creek) floodplain mapping for the Lower Hager and Lower Rambo Creeks based on the results of the HEC-GeoRAS model for the 100-year and Regional Storm (Hurricane Hazel) events
- Assess overland flow locations of concern from the PCSWMM modelling (roadways) for the 100-year and Regional Storm (Hurricane Hazel) events and develop risk mapping
- Prepare summary reporting outlining methodology and results, including other related graphics (drainage boundaries, etcetera)
- Incorporate potential spill flows from the Burlington Mobility Hub (refer to following section)

Burlington Mobility Hub

As you are aware, a meeting was held between the City of Burlington, Conservation Halton, and Amec Foster Wheeler on August 23, 2017. A memorandum was presented at the meeting which outlined the proposed technical methodology to address concerns related to spills from the Hager-Rambo Diversion channel under the Regional Storm (Hurricane Hazel) event, and its potential impacts to the Downtown Mobility Hub. Comments were received in response to the proposed methodology from Conservation Halton on September 12, 2017. While some technical issues were raised, in general Conservation Halton did not indicate any fundamental concerns with the proposed approach. Based on this, and the direction from City staff, Amec Foster Wheeler is proceeding with the technical analyses accordingly. To summarize the ongoing work:

- Updating and verifying the existing hydrologic model for the Hager-Rambo diversion channel
 - Confirm updated flow rates under various conditions cited by Conservation Halton
 - Assess theoretical impact of removal of upstream flood control facilities (assessment only - not to be used as basis for decision-making, as per direction from City staff)

Brook McIlroy
September 14, 2017

- Updating the hydraulic (creek) model of the Hager-Rambo diversion channel system (HEC-GeoRAS)
 - Incorporating lateral structures within the model to quantify the magnitude (flow rates) of spill from the Hager-Rambo diversion channel during the Regional Storm
 - Updating and extending the extent of the model for the West Rambo Creek, which runs through the Burlington Mobility Hub (modelling is currently only available for the section adjacent to the Walmart plaza, not upstream of the railway tracks)
 - Developing updated floodplain mapping for Burlington Mobility Hub, and assessing areas of higher risk related to proposed development
- Separately, developing a two-dimensional (2D) hydraulic model downstream of the Hager-Rambo diversion channel
 - Assess spill pathways; areas at risk of overland flooding
 - Determine ultimate impact to Downtown Mobility Hub
 - Incorporate spill flows for Regional Storm into hydraulic modelling for Lower Hager and Lower Rambo creeks, and verify resulting impact to estimated floodplains (and associated proposed developments)

Closure and Next Steps

Based on the preceding and attached, Amec Foster Wheeler is advancing the hydrologic/hydraulic modelling for both the Downtown and Burlington Mobility Hubs, using the direction offered by the City and Conservation Halton at the meeting of August 23, 2017 and the correspondence from Conservation Halton of September 12, 2017.

Given the current study focus, a priority will be given to assessing the Downtown Mobility hub first, followed by the impacts of spill from the Hager-Rambo Diversion Channel. Floodplain mapping for the open channels within the Hager-Rambo system (i.e. upper Hager and upper Rambo creeks) would be a relatively lower priority.

Reporting and associated drawings will be prepared for the planned TAC meeting on September 27, 2017. This material will also be used to support any questions or discussion at the subsequent City Council workshop on September 28, 2017.

Assessment of the other two (2) mobility hubs (Aldershot and Appleby) is also ongoing and would be completed following the work for the Downtown and Burlington Mobility Hubs.

Please do not hesitate to contact us should you wish to discuss further.

/Attached Summary of Existing Conditions for Burlington Mobility Hub – Downtown Hub Station (Dillon Consulting, September 13, 2017)



MEMO

TO: Matt Senior, Amec Foster Wheeler Environment & Infrastructure
FROM: Dan Bourassa, Dillon Consulting Limited
cc: Al Benson, Dayna LeClair – Dillon Consulting Limited
DATE: September 13, 2017
SUBJECT: Summary of Existing Conditions for Burlington Mobility Hub - Downtown Hub Station
OUR FILE: File # 17-5015

Results of background review:

- Both Hager and Rambo Creek are highly altered and consists of a series of naturalized, enclosed, concrete or altered channels;
- The largest barrier to fish passage is the Hager-Rambo Diversion Channel as it is very difficult for fish to migrate through the concrete channel;
- As part of Conservation Halton's Long-term Environmental Monitoring Plan, results from 2012 fishing yielded a total of 26 different species consisting of a total of 2,697 individuals
- No natural heritage features were identified during background review;
 - No Non-significant wetlands or PSWs
 - No Woodlands
 - No Valleylands
 - No ANSI
- A total of 37 SAR have the potential to occur within the overall Study Area.

Results of field Investigations:

- One natural vegetation ecological community was observed within the Study Area during the ELC survey.
 - The natural community within the Study Area has been disturbed due to anthropogenic uses (i.e., trails, dumping, etc.) and contains invasive species;
- A total of 14 plant species were documented during 2017 field studies;
 - 50% are listed as native species considered to be common (S4) to very common (S5) in the province of Ontario;
 - 50% are listed as introduced species;
- Rambo Creek was characterized as a permanent creek, observed to be flowing on the day of the assessment and contained direct habitat for fish;
- The Lower Hagar Creek was characterized as a permanent, channelized creek providing direct fish habitat;
 - Bank stability varied throughout this reach from areas of unstable and eroding banks to areas which have received erosion protection in the form of retaining walls;
- The woodland within the Study Area is estimated at 0.76ha
 - It does not contain interior habitat;
 - It is not located within 50 m of a sensitive groundwater discharge;

- It does not contain native woodland species.
 - Therefore the woodland was determined to be Not Significant.
- A total of 14 bird species were observed during breeding bird surveys in 2017;
 - none are considered area sensitive and all are considered common;
- No Butternut trees were identified within the Study Area;
- No other SAR or SAR habitat was identified within the Study Area during 2017 field surveys;
- No incidental wildlife species were observed within the Study Area;

Memo DRAFT

To: David Sajecki, MCIP, RPP, Brooke McIlroy, Project Manager – Burlington Mobility Hubs

From: E. André Poirier, P. Eng. Water & Wastewater Infrastructure Planning Engineer

Date: September 15th 2017

File: TPB178008S

cc: Ron Scheckenberger, P. Eng., Amec Foster Wheeler

Re: **Water and Wastewater Servicing Considerations – Burlington Downtown Mobility Hub**

Background

The Burlington Downtown Mobility Hub is one of four planned mobility hubs in the City of Burlington. The mobility hubs are part of a comprehensive intensification strategy that is integral to Burlington's economic development priorities.

The Downtown Mobility Hub is a 176 ha neighbourhood area located in Downtown Burlington and includes the Lakeshore area from Burlington Beach to Martha Street and centered at Brant Street and James Street. Planning estimated for the overall area have not been finalized. A recent estimate based on the proposed ground floor area and residential units suggests the Downtown Mobility Hub lands will support a population of 20,000. At this time the distribution of the population within the proposed lands is not finalized.

Water and Wastewater infrastructure in Burlington is owned, planned and managed by Halton Region. Halton Region's planning framework to service the growth is through its Master Plan which was last updated in 2011. Infrastructure Planning in Halton has focused on a sustainable regionalized approach in which growth in the Region is serviced by the Lake Based System. In this planning framework, trunk infrastructure for water wastewater infrastructure is designed and planned in the South (near Lake Ontario) and moves up Northward into branches into the primary growth areas in North Oakville, North Burlington, Milton and Halton Hills/Georgetown. Our understanding of the infrastructure is based on the following:

-) Review of the Water & Wastewater Models Provided by Halton Region in 2017;
-) Review of the 2011 Halton Region Water & Wastewater Master Plan;

Additional information and engagement with Halton Region will be undertaken to clarify our understanding of the system as part of the Mobility Hub Infrastructure Planning process.

Wastewater Servicing Considerations

The mobility hub is situated near an 1800 mm trunk sanitary sewer that conveys flows for treatment in the Skyway Wastewater Treatment Plant as shown in Figure 1. This is a large capacity system that is designed to take on flows from most of the Skyway Wastewater Treatment Plant Service Area. This sewer runs through the mobility hub lands and will form the primary outlet to the collection system for the proposed development in the Downtown mobility hub.

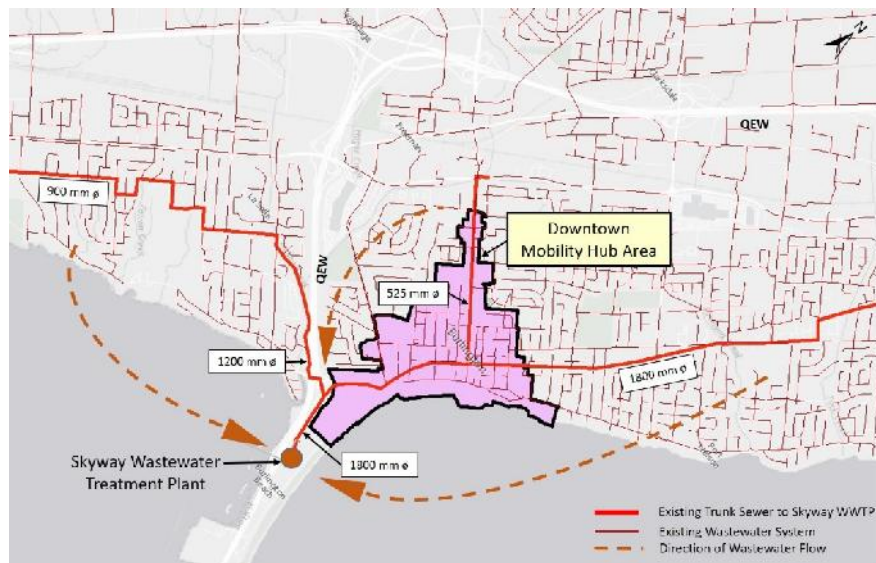


Figure 1 Existing Sanitary Services in and around the Downtown Mobility Hub Planning Area

In general, lands to the North of Lakeshore, can be expected to have gravity sewer services that will connect to the 1800 mm trunk sanitary sewer. Lands to the South of Lakeshore may be too low to be serviced by gravity.

There is an existing sewage pumping station servicing the properties to the South of Lakeshore located near Lakeshore Blvd and the Creek to the West of Torrance Street. The existing local sanitary sewers are shown in Figure 2.

Future Wastewater Servicing Needs

Future services required for intensification in the Downtown Mobility Hub would include:

Local Sewer Conveyance – Local sewers in the downtown mobility hub may need to be upgraded to provide capacity. The local network improvements will be planned when the distribution of the population is given. Conveyance will focus on connection to the 1800 mm trunk sewer.

Pumping Requirements – The lands to the South of Lakeshore may require pumping improvements which could include the replacement of the existing pumping station with another

solution for the entire area. Note that areas in the western Lakefront currently have no local sewers and may require a pumping solution.

Existing and Planned Trunk Collection and Treatment: The existing and planned trunk and wastewater collection and treatment infrastructure in Halton and within the Skyway Wastewater Treatment Plant Service area will benefit the intensification in the Downtown Mobility Hub. Intensification will take up some of the planned and existing capacity in these systems. As such, it is anticipated that development changes will include a life-cycle component for these systems. This is to be determined in consultation with Halton Region.

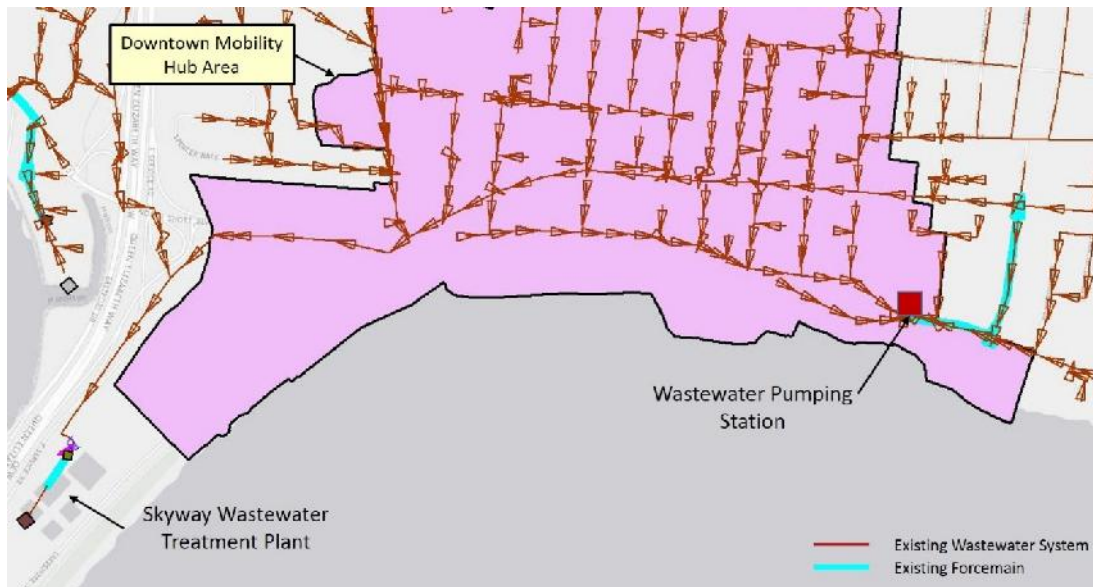


Figure 2 Existing Sanitary Sewers within the Downtown Mobility Hub Planning Area

Water Servicing Considerations

The Downtown Mobility Hub lands are located within the Burlington Zone 1 (BZ1) Water distribution Zone. This is part of Halton's Integrated Lake Based Water Supply System. Water supply within BZ1 and the integrated urban system is supplied by the following plants:

-) Burlington Water Treatment Plant (263 ML/d),
-) Burloak Water Treatment Plant (55 ML/d¹), and the
-) Oakville WTP (109 ML/d)

The total water treatment capacity of 432 ML/d within the Lake Based Treatment Systems can easily meet the needs of a population of approximately 800,000. System capacity expansion is reviewed by Halton Region through a Master Planning process where upgrades are triggered by growth in demand and development.

The Integrated Lake Based System in and around the Downtown Mobility Hub is shown in Figure 3. The Downtown Mobility Hub's location within BZ1 is near the trunk of the Halton Lake

¹ The Burloak WTP was constructed in 2006-2010 with an initial capacity of 55 ML/d and plans to increase capacity to service growth in Halton Region as per the 2011 Master Plan. Confirmation as to the status of the Burlington WTP capacity is being sought at this time from Halton Region.

Based System. An initial review of the water main configuration suggests that the primary source of treated water would be the Burlington WTP, but that there are several interconnection opportunities within Oakville and Burlington Zone 1 that would allow for conveyance of treated water from the other plants to service an increased demand associated with intensification.

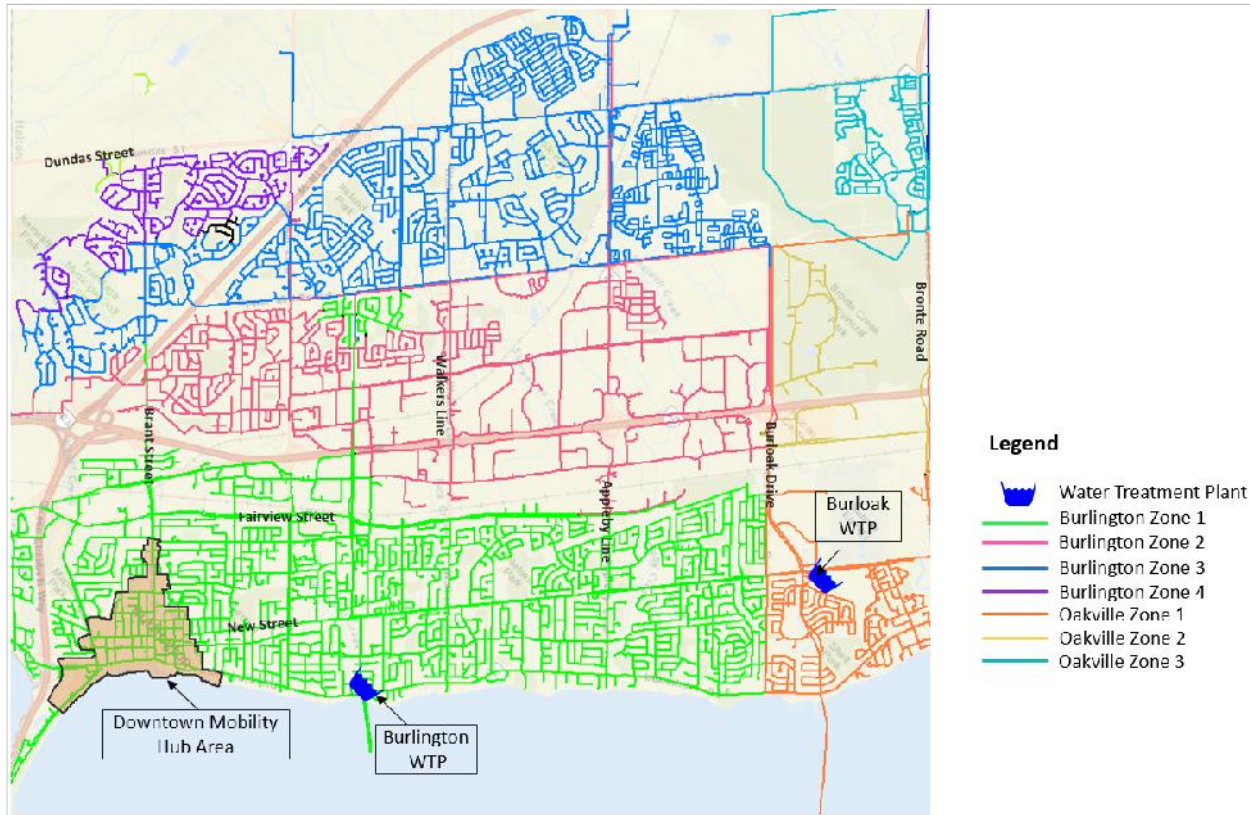


Figure 3 Existing Water System in and around the Downtown Mobility Hub Planning Area

Future Water Servicing Needs

Future services required for intensification in the Downtown Mobility Hub would include:

Local Conveyance System Improvements: The local conveyance system will need to be analyzed to ensure that the system can meet local fire flow requirements can be delivered with the existing pipe system;

Existing and Planned Treatment, Distribution and Storage: The existing and planned trunk and water distribution, treatment and storage infrastructure in Halton's Lake Based System will benefit the intensification in the Downtown Mobility Hub. Intensification will take up some of the planned and existing capacity in these systems. As such, it is anticipated that development charges will include a life-cycle component for these systems. This is to be determined in consultation with Halton Region.



Archaeological & Cultural
Heritage Services

528 Bathurst Street Toronto, ONTARIO M5S 2P9
416-966-1069 F 416-966-9723 asiheritage.ca

11 September 2017

TO: Brook McIlroy Inc.

**FROM: Eliza Brandy, ASI
Lisa Merritt, ASI**

**RE: Mobility Hub Planning Consulting Services: Downtown
Archaeological Resources Existing Conditions Executive Summary Memorandum**

ASI File: 16EA-342

In advance of Archaeological Services Inc.'s (ASI) Stage 1 Archaeological Assessment reports for each of the four Area Specific Plans (Aldershot, Burlington, Downtown, and Appleby) please find below an executive summary of the key findings of ASI's preliminary review of the existing conditions for archaeological resources captured within the Burlington Mobility Hub: Downtown Study Area. ASI understands that the contents of this memorandum will be used to help inform the project design. ASI will undertake a comprehensive Stage 1 assessment, including a detailed property inspection, once a preferred concept has been chosen.

Executive Summary

The Stage 1 background research indicates that the Study Area has been occupied by Indigenous peoples for thousands of years. It is situated within the traditional territory of the Huron-Wendat First Nation, the Seneca First Nation, and the Mississauga First Nation. The background research also acknowledges that, since the eighteenth century, the Métis have lived in southern Ontario by the nineteenth century. Since 1795, the Study Area has been occupied by Euro-Canadian peoples and is situated within the former Township of Nelson, County of Halton.

The S & G, Section 1.3.1, lists criteria which are indicative of archaeological potential. The Study Area meets the following criteria which are indicative of archaeological potential:

- Proximity to 29 previously registered archaeological sites;
- Proximity to Euro-Canadian settlements (Village of Burlington, farmsteads);
- Proximity to historic transportation routes (Hamilton & North Western Railway; Lakeshore Road and Martha, Pearl, Eliza, Brant, John, Locust, Maple, Caroline, Ontario, Maria, James, and Pine Streets); and,
- Proximity to water sources (Lake Ontario, Rambo Creek)

These criteria are indicative of the Study Area as having potential for the identification of Euro-Canadian and Indigenous archaeological sites, depending on the degree of disturbance and physical features of the Study Area. The Project will require a Stage 1 archaeological assessment, including a property inspection, once a preferred alternative has been determined to further assess archaeological potential as per the Standards and Guidelines for Consultant Archaeologists.

PB-68-17: Appendix C: Summary of Public Consultation on the draft New Precinct Plan and Policy Directions

Downtown Mobility Hub Preferred Draft Concept

Draft New Precinct Plan Workbook – PIC #3 September 7, 2017

Please Notes: This is a living document and will be updated as feedback regarding the new draft Downtown Precinct System is received.

Introduction

On September 7th, 2017, the third round of public consultation on the Downtown Mobility Hub was held at the Art Gallery of Burlington. Members of the public were invited to attend and provide feedback on the draft New Precinct Plan and Policy Directions for the Downtown Mobility Hub. In June, public engagement sessions focused on two draft concepts which explored where potential growth could be accommodated in the Downtown. With that input, along with ongoing technical studies, a new draft Downtown Precinct System and updated policy framework were produced. The updated precinct system and policy framework were developed with the goal of achieving several objectives for the Downtown Mobility Hub, as listed on page 2 of the *Draft Precinct Plan Workbook*. Approximately 85 people attended the event.

The event was structured as a presentation and workbook session. The presentation included an overview of what the City heard to-date on the Downtown Mobility Hub, outlined main objectives of the new draft precinct plan and provided a description of the intent and key directions for each precinct in the plan. Following the presentation, workbooks were provided to all attendees which outlined the Objectives, Intentions and Key Directions for each of the proposed Precincts in the plan. Presentation materials and the workbook can be found at: www.burlington.ca/mobilityhubs. The feedback collected through the workbooks and comments received through other methods, such as email, is summarized in the following section.

Along with the formal public consultation, three drop-in open houses were held at City Hall that were open to the public, stakeholders and other interested parties to discuss their specific properties, interests or concerns with staff one-on-one. Feedback from these conversations and meetings are outlined in the following section.

Public Consultation Session – September 7, 2017

Below is a summary of the workbook feedback received during and after the public consultation session for the Downtown Mobility Hub held on September 7, 2017. The workbook provided explanation of the Objectives, Intention and Key Directions for each of the proposed precincts in the plan, and posed the following questions:

1. *Do you agree with the general intent of the Precinct?*
2. *Are there key elements of the precinct that you think are missing from the Intention Statement?*
3. *Are there any key directions that you think are missing?*
4. *Do you agree with the overall key directions for this precinct?*

An online version of the workbook was available on the City's website. Feedback received through completed workbook, online submissions and received through other methods such as email, are summarized below to include General Comments on the draft New Downtown Precinct System and key objectives, as well as feedback on each individual precinct.

General Comments

- Transportation along Lakeshore Road is now often difficult. With increased traffic, how will emergency vehicles get to hospital?
 - How will traffic volumes be accommodated?
- You keep on discussing cycling in a city with a large and growing senior population. What did you learn from Lakeshore east of Guelph?
- Towers will block the sun from shining on downtown.
- Development in the core needs to be highly restricted. If these areas become a forest of tall buildings made of steel, glass and concrete, it all becomes very antiseptic and cold. The uniqueness starts to disappear. The character and mix of the stores will change – migrating to coffee shops, pharmacies, dry cleaners, etc. These are the services that are geared to a high number of people in the immediate vicinity. The restaurants will need to operate out of 'standard' building fronts – which in my mind is far less appealing and far more difficult to be different. In this forest view of buildings, it will be busy during the day and during the special park events, but a ghost town at night. The problem is that the transition would be slow – and people will adapt to it, as it becomes the new norm. When it is recognized as an issue, the critical mass will have disappeared and it will be too late.
- If we allow additional height, we must invest in a significant tree canopy.
- Once the plan is in place, the plan must be followed. Variances should not be considered. Felt positive about the direction of the policy framework.
- Sentiment that the plan shows the City is listening to the public; the new Precinct Plan represents a departure from what was seen in June, in a good way.
- Objective 5 misleading. Concentrating the tallest developments away from Lake Ontario is not how I would describe the outcomes as presented under the various Precincts; want to see much lower heights on buildings nearer the waterfront.

- Developers are willing to cooperate with other developers to maximize their return. One developer would accept big restrictions to help another get approval for an over intensification to improve their chances of getting an ever larger over intensification approved.
- The maximums that are outlined in the workbook must be set in stone and not negotiable if they are adopted, because many are higher than what exists now. They cannot be traded for greater height for Section 37 benefits.
- Concerns over the additional heights of building being offered near the waterfront. Concern about a “wall” of tall buildings along Lakeshore.
- No one spoke of noise pollution of tall buildings.
- Concern about implementation and the feel of new development as a pedestrian (spacing between buildings, open spaces, etc).
- Desire to keep things the way they were in the 1980s and questions about the need for tall buildings?
- Is Council serious about making the transit investment necessary to make this work?

Brant Main Street Precinct

- Yes, agree with the general intent of the Brant Main Street Precinct.
- Not in agreement with the general intent of this precinct - you are leaving out the development at the site of the hotel at Brant street and Lakeshore Road.
- Yes, agree with the general intent of the Brant Main Street Precinct.
- I have a concern with Special Policy Area and how liberal deviation from precinct policies will be allowed. I would prefer a defined limit to these deviations in terms of total building height, podium height and setbacks.
- Even with a set back along Brant Street there is still a possibility that Brant Street will lose its look and feel by become a tunnel of 3-4 storey properties with 11 storeys along John Street.
- Maintain mixed use for the area, eg. Ensure not all storefronts are bars and restaurants. Encourage uses that are functional for residents. Encourage independent retailers, not chains
- Sightlines on James Street and Brant Street should be defined at street level.
- Transportation Demand strategies should be city policies with development complying with those policies. TDM should include parking.
- Yes, agree with the overall key directions for this precinct.
- Yes, supportive of the key direction for Brant Main Street.
- Brant Street must be eclectic and unique, even within the same development to mimic the look of our existing downtown – that is what people find charming.
- Disagree with the Special Policy Area - At every single meeting residents have stated they do not feel any nearby building should be taller than our city hall. Yet this SPA does exactly that. It gives provisions to go even taller than the max for the precinct. Instead, it should state that the developments will be expected to contribute to the extension of Civic Square to the east side of Brant for the opportunity to go above 2 storeys with a max of 8. Your policy is not a good trade-off for the little amount of space given to public use.

- Agree with the 45° angle for buildings. In the King Street photo it works because the sidewalks are very wide and the street cafes are on the sunny side of the street.
- Supportive of the Brant Main Street Precinct, although some concern about John Street and how that will feel as a result of protecting Brant Street. Don't want to see a canyon on both sides.

Bates Precinct

- No, do not agree with the general intent of the precinct. Bates Precinct has the air of a historical district, which in my mind is undesirable. Individual buildings such as the Paroisse Saint-Philippe can be identified as historically significant on their own merit and preserved or relocated as necessary.
- Adding more visual appeal or greenery should be a key element of this precinct.
- I don't understand why Bates boundary line does not extend to Courtland.
- Consider Locust Street as the only street which can provide traffic relief to Brant St. directly from Lakeshore Road to Baldwin Street.
- Consider preferred building design along Brant Street have podiums facing streets opposite (John or Locust).
- If the intent of the Bates Precinct is to provide a buffer between Brant St. and the St. Luke's/Emerald neighbourhood, that buffer should be located on Hurd Ave.
- Agree with the key directions and think it is important to protect as much of our downtown heritage as is possible. I also believe it does not do justice to many of the historic buildings that are located on other streets in the Downtown Core Precinct that would not get this same protection. I am thinking of those lovely large homes on Elizabeth Street (west side) like Rosewater Spa and the house immediately north.

Public Service Precinct

- 421 John Street parking lot is already suffering from insufficient parking. Removing a downtown parking lot isn't necessarily a good idea.
- No, do not agree with the general intent of the Public Service Precinct. This element should be considered as services in general and not a precinct. These services should be available to all Burlington residents and not restricted to this mobility hub.
- Agree with the Key Directions of the Public Service Precinct.
- This element should include recreational facilities and might consider future professional sporting facilities. A need for museums and possibly a major art gallery.
- Key Directions should include services outside the boundaries but available to residents in the mobility hub such as: central park, music center, seniors center, central arena, Burlington Curing club, tennis and lawn bowling clubs, YMCA and the gymnastic club.

St.Luke's/Emerald Neighbourhood Precinct

- Absolutely agree with the general intent of the St.Luke's/Emerald neighbourhood Precinct, but it should include the area on the east and west side of Burlington Avenue at Lakeshore Road. Having a mid-rise building at the bottom of Burlington Avenue/Lakeshore Road across from Spencer Smith Park and the lake is not the place to have it. Keep this area in keeping with the St.Luke's neighbourhood - 2½ storey residential/townhomes/single homes.
- Agree with the key directions of the St.Luke's/Emerald neighbourhood Precinct. Every home is different and unique. That must be specified as part of the planning direction.

The Cannery Precinct

- This will affect how people will be living on coming downtown to enjoy – the lake and amenities.
- This area has already created a barrier between the downtown and the lake. The damage has already been done.
- I am concerned about the parcel at John Street/Brant Street/Lakeshore Road being 22 storeys. This does not accommodate an existing development and could dramatically change a key corner of the lakefront.
- Traffic concerns, hospitals, events, gas, grocery, Parking.
- A wider pedestrian area is a key element that should be added to the Intention Statement.
- Avoid a claustrophobic feeling in the Brant Street corridor.
- A Yonge/Toronto effect, is not what Burlington is all about.
- The terraced effect is an excellent proposal, but does not reflect pedestrian use.
- The city must place a height restriction on buildings and strictly enforce these restrictions.
- Key Directions for The Cannery Precinct should include more green, more pedestrian space, more walkable space to attract people downtown.
- City Council has made it clear there was to be only one landmark building on the waterfront and that was the Bridgewater development. Please do not destroy our downtown and waterfront by confusing a landmark location with greater height. Please do not try to introduce another tall building to this area. Landmarks are all about appearance and public enhancement, surely we could zone the block at the North-East corner of Brant and Lakeshore for something to suit those specifications.

Upper Brant Precinct

- Generally, agree with the general intent of the Upper Brant Precinct. Development in the Upper Brant Precinct is desirable considering its proximity to the Burlington GO Station. However, development on Brant Street only may not provide an area large enough to develop a community. Moreover, high rise development along Brant Street may have an undesirable impact on the residential community to the east of Brant Street.

- Reduce 25 storeys to 15-21 storeys.
- To the east of Brant Street, a roadway plus a strip of greenspace would be desirable as a buffer to the residential community. The roadway would offer traffic relief to Brant Street. These modifications would require property currently occupied by detached homes.
- Tower heights to the east of Brant Street should be restricted to 7 stories. Towers of 25 stories should be restricted to the west side of Brant Street.
- Need to establish the requirements in relationship between greenspace and height.
- Development plans should set aside an area for a public plaza.
- Office towers for employment space and/or institutional space should be encouraged.
- Area must provide adequate parking space, including above ground parking garages.
- The precinct should include an area at least one block east and at least two blocks west of Brant Street.

Downtown Core Precinct

- Agree with the general intent of the Downtown Core Precinct.
- The streetscape will be that of a major city; wish plan was more specific about the No Frills Plaza.
- Village Square is an underutilized public place. The city should encourage the development of Village Square as a downtown destination. The city might consider subsidizing an artistic community in the square.
- Precinct plan should consider building function as well as appearance.
- There is a need for parking including above ground parking structures. Locations along the Elgin Street pipeline are suggested.
- Buildings serving as office towers should be included. The city should encourage corporations to locate offices in the downtown core.
- TDM should be a city policy with development adhering to this policy.
- A dedicated transportation link between the downtown core and the Burlington GO Station must be developed.
- Generally agree with the Key directions for the Downtown Core Precinct.
- Ensure that a grocery store is retained and surface parking should be retained on the site.
- The KPMG building example picture is an example of what NOT to build. It could not be less imaginative.
- Do not create a tunnel effect at the corner of Lakeshore Road and Elizabeth Street.
- Village Square has a tower shown in the open space where the restaurant with the outside patio is currently located. This is a gem and needs to be protected, not built over. If you want a tower here, put it on top of the building with the gym inside on the north end of the block, but not in the center of the Square. We need these kinds of piazzas or courtyards for people to be able to gather in the open air, just like in European cities.

- Mitigate shadowing from new development to ensure sunny sidewalks and for people on patios – too much shadowing could affect restaurants' bottom line.

Old Lakeshore Road Precinct

- Do not agree with the general intent of the Old Lakeshore Road Precinct - height should be 4-5 storeys, not 8-15 as presented at the meeting.
- The city should consider development of this precinct as a major tourism destination.
- Surprised by the opening comments, that it will continue as mixed use mid-rise of primarily residential uses. That is not what is there now. It is office, commercial, and restaurants in low-rise buildings and former grand houses.
- Disagree with the proposal to permit modest tall buildings - for any purpose. Couldn't agree more with your first bullet on the need to review existing height and density maximums. They should be lower, not higher as they are near the lake. I suggest a max of 6 storeys with large gaps in between buildings and first floor being commercial.

Mid-Rise Residential Precinct

- Do not agree with the general intent of this precinct for the south part of St. Luke's precinct (Burlington Ave/Lakeshore Road). Middle of the Spencer Smith Park – last avenue to the lake - should be preserved at 2½ storeys for the entire St. Luke's down to Lakeshore Road. 11 storeys would change the look of Burlington Avenue dramatically and create construction/traffic issues sunlight impacting (shadowing).
- Agree with the limited height townhouses (condo or freehold) on Lakeshore Road with architecturally designs that complement St. Luke's.
- Agree with in-filling townhomes and permitting commercial activities at street level.
- Want to see protection from development for the existing treed areas on the east side of Martha Street. It follows a creek to the lake.

Tall Residential Precinct

- Agree with the key directions of the Tall Residential Precinct.
- Needs to specify that existing gaps between buildings along the waterfront (down to ground level not just between towers) must be maintained with any future redevelopment or in-fill.
- Require that for buildings along the waterfront, any additional heights must only be granted by providing public access to the waterfront by a public path along the top of stable bank with a route to get to it from Lakeshore Road.

Parks and Promenades Precinct

- Take advantage of opportunities to extend a walkway along the Rambo Creek floodplain extending from Lake Ontario to Fairview Street.
- Develop a walkway along the Upper Hagar Creek diversion channel.
- Enhance walkway on the Ontario Hydro property from Spencer Smith Park to Fairview Street and explore possibilities of extending this walkway north of the QEW.
- The 2 Hydro towers on the north side of Lakeshore Road (by the Art Gallery) should be removed/moved/buried when the Beach Boulevard towers are addressed. These are unsightly and will negatively impact your vision of a world class park as they can be seen from the park and the new Elgin St. Promenade.
- Develop a plaza (courtyard) near the Upper Brant Precinct. Plaza to be a gathering place with elements of hard surface and greenspace, surrounded by small shops and restaurants. Plaza to have below-grade parking and be serviced by a major transit stop.
- Consider widening James Street to allow a boulevard and a public art feature (fountain or statue) at Pearl or Martha Street.
- Agree with key directions of the Parks and Promenades Precinct.
- Need to add one to two parkettes to the Downtown Core Precinct on the east side of Brant Street south of James Street. With all the condos planned for the area, there is not a single park children could access without having to cross a busy street. This is a significant oversight that needs correction.
- Re-introduce the concept of cut-throughs on streets that are long and winding where pedestrians could use the short-cut to get to where they are going much faster. An example would be a cut-through on Courtland Place to Grove Tree Lane then through Ghent to Prospect. There are some informal ones that could be negotiated with land owners. Those long winding streets are designed for vehicles, not pedestrians. Not an issue for the grid of the small downtown.
- Extend the pedestrian pathway along Rambo Creek further north so it goes to the St John Schoolyard. There is lots of room as it goes behind No Frills and there is already an informal path used along the creek to the Courtland Drive condos.