



Planning and Development Committee - Public Meeting Agenda

Date: December 4, 2017
Time: 6:30 p.m.
Location: Council Chambers Level 2, City Hall

Pages

1. Declarations of Interest:

2. Statutory Public Meetings:

Statutory public meetings are held to present planning applications in a public forum as required by the Planning Act.

3. Delegation(s):

In order to speak at a Planning and Development Committee - Public meeting, individuals must register no later than noon on the day before the meeting. To register, complete the online application at www.burlington.ca/delegation, email cityclerks@burlington.ca or phone 905-335-7600, ext. 7481.

4. 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.

5. Regular Items:

- 5.1 GO station mobility hubs preferred concepts: Aldershot GO, Burlington GO and Appleby GO (PB-76-17)

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6. 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.

7. Procedural Motions:

8. Information Items:

9. Staff Remarks:

10. Committee Remarks:

11. Adjournment:



SUBJECT: GO Station Mobility Hubs Preferred Concepts: Aldershot GO, Burlington GO and Appleby GO

TO: Planning and Development Committee - Public Meeting

FROM: Planning and Building Department

Report Number: PB-76-17

Wards Affected: All

File Numbers: 502-02-68

Date to Committee: December 4, 2017

Date to Council: December 11, 2017

Recommendation:

Receive and file planning and building department report PB-76-17 regarding the preferred concepts for the GO Station Mobility Hubs: Aldershot, Burlington and Appleby GO.

Purpose:

The purpose of this report is to present the preferred concepts for the GO Station Hubs (Aldershot, Burlington and Appleby GO) for community and Council feedback and discussion. These preferred concepts are a key input into the creation of the Area Specific Plans (ASPs) for the three GO Station Mobility Hubs.

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 uses areas in the downtown Urban Growth Centre and at the City's key major transit station areas (i.e. the GO stations). The preferred concepts for the GO Station Mobility Hubs support the following objectives in the City's 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 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 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.

Guiding Principles for GO Station Mobility Hubs Preferred Concepts

The preferred concepts presented in this report are primarily intended to outline staff's recommendation, at a high level, for the location and distribution of building heights as well as preliminary streets, active transportation connections, parks and open space networks and the general location of community uses (or public service facilities) within the study boundaries.

To develop the preferred concepts for the Aldershot, Burlington and Appleby GO Mobility Hubs, staff created a common set of guiding principles which are applicable to each of the hubs and helped to inform and shape the development of the preferred concept for each hub. These guiding principles have been informed by public and stakeholder feedback received throughout the Mobility Hubs public consultation process for each hub to ensure that the concepts address matters that are important to the public.

These guiding principles are:

- Directing the highest intensity to areas in close proximity to major transit stations and to current or planned frequent transit corridors;
- Minimizing shadowing impacts on public parks and open spaces and low density established residential neighbourhoods;
- Providing height transitions to established low density residential neighbourhoods outside of the hub boundaries;
- Providing increased permeability for active transportation options to and from GO stations;
- Providing recognition of existing cultural heritage resources;
- Creating feasible opportunities for new parks and open spaces to serve current and future residents and employees in each area;
- Identifying new and existing streets and other linkages to serve as key green, active transportation corridors to facilitate improved connectivity within, to and from the hubs;
- Creating new parks and open spaces that integrate with and enhance the existing city-wide parks and open space system;

- Providing a level of intensity to attract new retail and commercial functions to serve current and future residents and employees;
- Recognizing existing employment functions and providing for a variety of new and expanded employment and commercial opportunities;
- Identifying opportunities for a broad range of future public service facilities in locations that provide the greatest access to future residents and in locations that provide the greatest flexibility to accommodate a variety of functions and uses; and
- Planning for a variety of housing forms to attract a broad range of demographics.

In addition to these guiding principles, the Aldershot, Burlington and Appleby GO Mobility Hubs each required unique considerations with respect to the location and distribution of building heights and the development of preliminary streets and parks and open space systems based on the existing context within and around the hub, which was informed, in part, by public and stakeholder feedback. The following characterizations and additional considerations also informed the development of the respective preferred concepts.

Aldershot GO Mobility Hub

The existing area around the Aldershot GO Mobility Hub is comprised of several established residential areas adjacent to the Mobility Hub boundary and includes the presence of existing low-intensity and land intensive employment uses. There is strong community support for revitalizing Plains Road into an attractive, mid-rise main street.

Within the Aldershot GO Mobility Hub, the following were identified as additional unique considerations for this area:

- Recognizing the need to vary the maximum heights for new mid-rise development within the hub in order to achieve sensitive transitions to established residential neighbourhood areas outside of the hub;
- Concentrating higher intensity development on large brownfield/greyfield sites that contain existing employment uses in order to encourage mixed use development;
- Recognizing the existing employment function in the area and planning for future employment and commercial uses in the hub;
- Planning for flexible commercial and retail spaces that can respond to the changing commercial / retail landscape;

- Creating new streets and active transportation connections to enhance the existing transportation network, including the establishment of new east-west corridors which will improve permeability through the area for pedestrians and cyclists and mitigate traffic associated with future growth; and
- Focusing height away from Plains Road and towards the rail corridor to concentrate future residents in close proximity to the GO station and to maintain the mid-rise vision for Plains Road.

Burlington GO Mobility Hub

The existing area around the Burlington GO Mobility Hub is comprised of large parcels in areas heavily fragmented by rail/spur lines, grade separated overpasses and underpasses and wide arterial City and Regional streets. The study area does not contain any existing residential uses (with the exception of the tall residential Paradigm development under construction) and lacks any functional parks or open spaces. Most of the properties currently contain large-scale and/or auto-centric commercial uses as well as heavy employment uses both within and adjacent to the study area.

Within the Burlington GO Mobility Hub, the following were identified as additional unique considerations for this area:

- Limiting intensity in areas within close proximity to existing industrial uses which continue to have a planned employment function;
- Locating the highest intensity developments in locations that will support strong active transportation and frequent transit corridor connections as well as provide new uses and amenities that will support the planned functions of both the Urban Growth Centre / Downtown Mobility Hub and the Burlington GO Mobility Hub; and
- Planning for a potential future Provincial Inter-Urban Transitway through the area that connects to the Burlington GO Station, subject to further discussion with the Province regarding proposed amendments to the Parkway Belt West Plan.

Appleby GO Mobility Hub

The existing Appleby GO Mobility Hub is largely comprised of existing employment uses north of the rail line including offices, manufacturing and industrial uses. The area south of the rail line is characterized by low and mid-rise residential development south of Fairview Street as well as large employment lands along Fairview Street, some of which are vacant or undeveloped in the area around the Appleby and Fairview intersection. The area is well served by a major park (Sherwood Forest Park) and has direct access to the Centennial Multi-Use Pathway connecting the area directly to Downtown.

Within the Appleby GO Mobility Hub, the following were identified as additional unique considerations for this area:

- Providing new parks and open spaces to serve employment areas and employees;
- Generally allowing for higher intensity development on employment lands to help establish the hub as a major employment destination;
- Concentrating the highest intensity employment uses in close proximity to the GO Station, Appleby Line and the QEW corridor, north of the rail corridor; and
- Creating new streets and active transportation connections to enhance the existing transportation network to improve permeability for pedestrians and cyclists and mitigate traffic associated with future growth.

Employment Land Conversion Process

Within the Aldershot, Burlington and Appleby GO Mobility Hubs, there currently exist Locally and Regionally identified employment lands. As part of the New Official Plan process, the City studied its employment lands. As part of the “Burlington Employment Lands Policy Recommendations and Conversion Analysis Report” prepared by Dillon Consulting, both City and privately initiated employment conversions were considered. The report also included a detailed analysis with respect to employment lands in close proximity to Mobility Hubs. The outcome of the analysis was to establish which lands would be preliminarily recommended for conversion. It is critical to note that a recommendation for conversion does not imply that the lands are no longer intended to serve an employment function. Rather, a preliminary recommendation to convert should be understood to mean that the City wants to achieve a mix of uses including employment, commercial and residential. Equally important is to reinforce that a potential mix of uses does not necessarily include residential uses, but could include a broader range of commercial uses.

The City’s preliminary recommendations for the conversion of employment lands can be organized into two categories: those conversions to support sites with unique constraints; and, those conversions to support the emerging urban structure. Employment land conversions within the Mobility Hubs support the emerging urban structure and constitute the majority of lands and parcels preliminarily recommended for conversion.

The proposed New Official Plan (staff report PB-50-17, Proposed New Official Plan, November 2017) presents the proposed Area of Employment overlay which both removes and adds land from the Regional Area of Employment overlay. Lands that are

proposed to be removed from the Regional Area of Employment overlay will be deferred and considered subject to the Region of Halton Official Plan Review.

The ASP process will proceed with planning of these lands in the context of the broader objectives of the Mobility Hubs Study and the guiding principles and unique considerations for each of the hubs. The ASP process also plans to achieve new employment uses within the Mobility Hubs which are compatible in a mixed use context.

Next Steps

Staff will use the preferred concept for each Mobility Hub to develop the Area Specific Plan for each Mobility Hub.

Preliminary technical information regarding the projected densities; market analysis; environmental studies; stormwater, water and wastewater assessments; cultural heritage resource assessments and archeology are provided in the attached memos contained in Appendices A – C. Additional detailed technical information will be brought forward with the delivery of the Area Specific Plans to Council in Q2 of 2018.

Connections:

The Downtown Mobility Hub Area Specific Planning process has been conducted concurrently to the new Official Plan process. The Downtown Mobility Hub process has resulted in new policies, and schedules that have been incorporated into the proposed new OP through staff report PB-50-17 titled, “*Proposed New Official Plan, November 2017*”.

Public Engagement Matters:

The Mobility Hubs Team has conducted a series of formal and informal public consultation events for each of the GO Station Mobility Hubs.

Public Engagement Methods

During the visioning stage for the three GO Station Mobility Hubs in May 2017, staff collectively engaged with approximately 130 people through public workshops, drop-in open houses and Coffee Shop Consultations.

During consultation on “Draft Concepts” for the three GO Station Mobility Hubs during September and October 2017, staff collectively engaged with approximately 175 people through public workshops, as well as drop in Open Houses.

In addition to these 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 areas and the 120 m buffer around the study areas.

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 Summaries by Mobility Hub

Aldershot GO Mobility Hub		
Public Communication / Engagement	Date	Stats
Public Meetings	May – Sept 2017	111
Drop-in Open Houses, Coffee Shop Consultations and Neighbourhood Walking Tour	May - Oct 2017	68
Online Visioning Survey	May – Oct 2017	86
Email Notifications	May- Sept 2017	125
Mailings (Canada Post)	April – Sept 2017	1,514
Facebook Post		
People Reached:		63,152
Shares:		140
Comments:		130
Reactions:		354

Burlington GO Mobility Hub		
Public Communication / Engagement	Date	Stats
Public Meetings	May – Sept 2017	40
Drop-in Open Houses & Coffee Shop Consultations	May - Sept 2017	12
Online Visioning Survey	May – October 2017	88
Email Notifications	May- Sept 2017	98
Mailings (Canada Post)	April – Sept 2017	1,982
Facebook Post		
People Reached:		61,047
Shares:		157
Comments:		149
Reactions:		489

Appleby GO Mobility Hub		
Public Communication / Engagement	Date	Stats
Public Meetings	May – Oct 2017	55
Drop-in Open Houses & Coffee Shop Consultations	May - Sept 2017	22
Online Visioning Survey	May – October 2017	106
Email Notifications	May- Sept 2017	110
Mailings (Canada Post)	April – Sept 2017	1,869
Facebook Post		
People Reached:		78,619
Shares:		163
Comments:		193
Reactions:		597

Conclusion:

The delivery of preferred concepts for the three GO Station Hubs represents an important milestone towards the creation of the Area Specific Plans (ASPs) for the GO Station Mobility Hubs.

The preferred concepts for the GO Station Hubs achieve key city-building objectives including: creating feasible opportunities for the establishment of parks and open spaces; the conservation of existing cultural heritage resources; the provision of a variety of housing forms to attract a broad range of demographics; the provision of sites for future community and public services; the concentration of tall buildings in proximity to major transit stations and to current or planned frequent transit corridors; the inclusion of built form transitions to established low density residential neighbourhoods; and the provision of development permissions that will attract future population and job growth.

Respectfully submitted,

Rosa Bustamante, MCIP RPP, Manager of Policy Planning – Mobility Hubs, Ext. 7504

Phil Caldwell, MCIP RPP, Senior Planner – Mobility Hubs

Jenna Puletto, MCIP RPP, Senior Planner – Mobility Hubs

Kyle Plas, MCIP RPP, Senior Planner – Mobility Hubs

Samantha Romlewski, M.Pl., Planner II – Mobility Hubs

Appendices:

- A1. Aldershot GO Mobility Hub Preferred Concept and Supporting Technical Memos
- A2. Public Consultation Summary for Aldershot GO Mobility Hub Draft Concepts
- B1. Burlington GO Mobility Hub Preferred Concept and Supporting Technical Memos
- B2. Public Consultation Summary for Burlington GO Mobility Hub Draft Concepts
- C1. Appleby GO Mobility Hub Preferred Concept and Supporting Technical Memos
- C2. Public Consultation Summary for Appleby GO Mobility Hub Draft Concepts

Notifications:

Curt Benson, Region of Halton

Dan Tovey, Region of Halton

Barb Veale, Conservation Halton

Mobility Hubs Project Contact List

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.

BrookMcIlroy/

Memorandum

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

From: Brook McIlroy Incorporated, N. Barry Lyon Consultants, Dillon Consulting Limited, Amec Foster Wheeler and ASI Heritage Consultants,

Project Name: Burlington Mobility Hubs

Date: November 9, 2017

Subject: Aldershot GO Mobility Hub Technical Memo

Introduction:

The Aldershot GO Mobility Hub Study Area is generally defined as being bounded by Highway 403 to the northwest, Plains Road to the southeast, Daryl Drive to the southwest, and just northeast of Gallagher Road. The size of the study area is approximately 129 hectares. The following memo provides a summary of the key findings, status and next steps for the Aldershot GO Mobility Hub related to projected densities, market analysis, environmental impact study, stormwater management, water / wastewater, archaeological resources and cultural heritage resources.

Projected Density:

Density calculations for the hub are based on full build out of the Preferred Land Use and Building Height Plans (see images following this section of the memo) as well as recommended residential and office distribution identified in NBLC's Market Analysis, input from the above-mentioned disciplines, and factors such as property depth, underground parking and required 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 purpose of these projections is to identify that the preferred concept for Aldershot is capable of meeting and exceeding the minimum projected density target of 300 people and jobs per hectare identified for mobility hubs within Burlington and to identify the targeted ratio of population to jobs.

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

Assumptions:

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

1. Average Gross Residential Unit Size = 93 square metres per unit;
2. Population Per Unit = 1.8 persons per unit;

3. GFA Per Employee (Office – Commercial/Institutional) = 30.2 square metres per person
4. GFA Per Employee (Big Box Commercial/Retail) = 72.8 square metres per person
5. GFA Per Employee (Street Oriented Commercial/Retail) = 38.9 square metres per person; and
6. GFA Per Employee (Industrial) = 74.3 square metres per person.

GFA per employee assumptions are based on Watson's 2016-2031 Non-Residential Growth Forecast by Fiscal Impact Study Development Type from their April 20, 2017 City of Burlington Fiscal Impact Study.

Retail and Office Distribution Assumptions for Mixed-Use Areas:

- Properties fronting Plains Road and adjacent to the Station Area include 60 percent ground floor GFA identified for potential retail use;
- Properties fronting Waterdown Road and the property between HWY 403 and the Station Area consist of 50 percent office and 50 percent residential uses (see image three following this section of the memo);
- Properties fronting Masonry Road include 40 percent ground floor GFA identified for potential retail use;
- Remaining mixed-use areas include 20 percent ground floor GFA identified for potential retail use;
- Tallest and Tall blocks within mixed-use areas include an office to retail GFA ratio of 3 to 1;
- Mid-rise blocks (7-11 storeys) within mixed-use areas include an office to retail GFA ratio of 2 to 1; and
- Mid-rise blocks (4-6 storeys) within mixed-use areas include an office to retail GFA ratio of 1:1.

Conclusions:

Based on the above assumptions projected total new GFA for the Aldershot GO Mobility Hub at full build out is approximately 1,774,000 square metres or 19,100,000 square feet.

This includes:

- 1,400,000 square metres (15,100,000 square feet) of residential GFA;
- 89,900 square metres (970,000 square feet) of retail GFA; and
- 278,000 square metres (3,000,000 square feet) of office space.

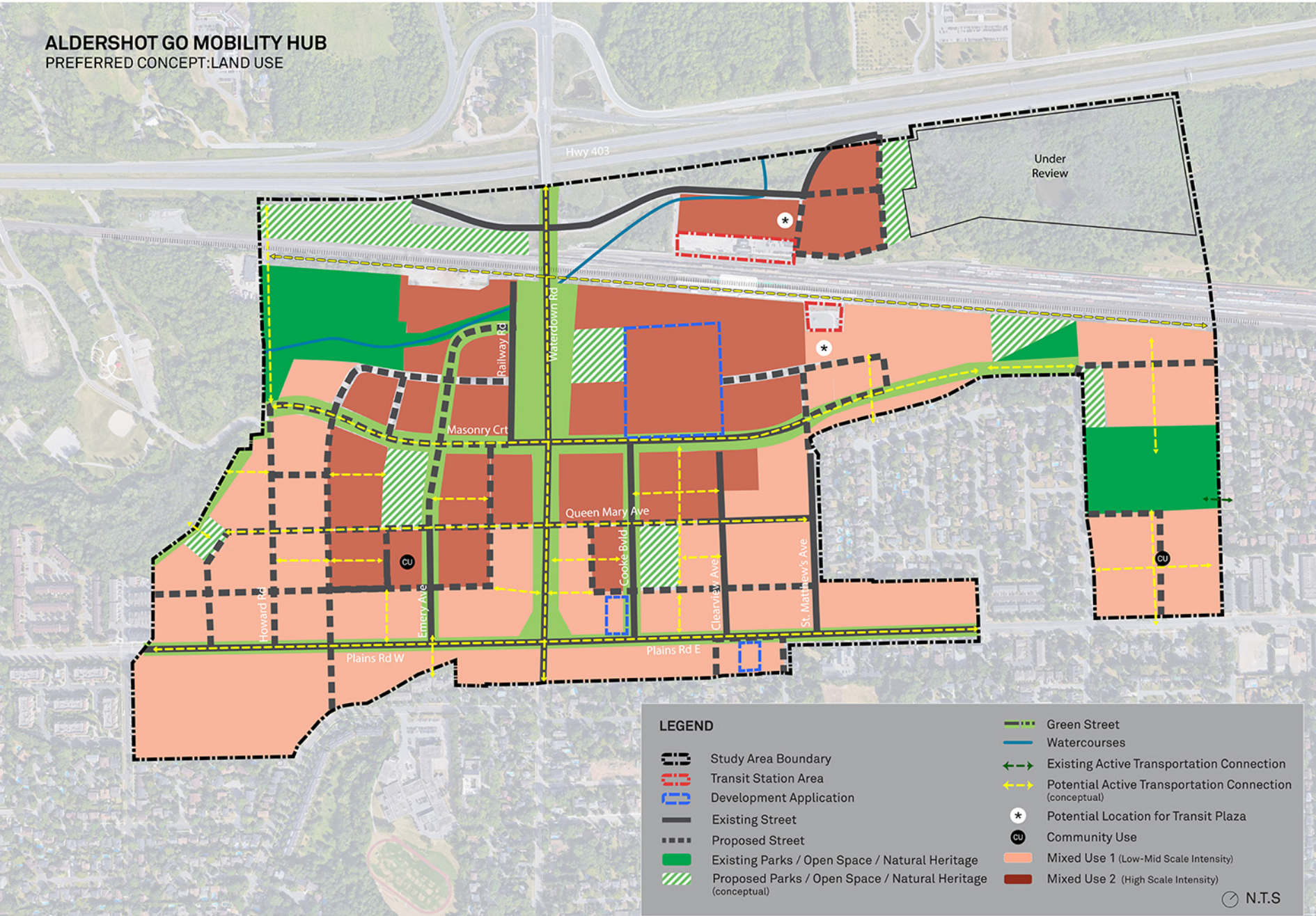
Resulting in approximately:

- 15,100 new residential units;
- 27,200 new residents;
- 2300 retail jobs; and

- 9300 office jobs.

Therefore, at full build out the Aldershot GO Mobility Hub is projected to have capacity for 27,200 new people and 11,600 new jobs or a total of 38,800 people and jobs and a gross density of 301 people and jobs per hectare. This results in a population to employment ratio of 2.3:1.

ALDERSHOT GO MOBILITY HUB
PREFERRED CONCEPT: LAND USE



ALDERSHOT GO MOBILITY HUB
PREFERRED CONCEPT: HEIGHTS

Under Review

Hwy 403

Waterdown Rd

Railway Rd

Masonry Crt

Queen Mary Ave

Cooke Blvd

Clearview Ave

St. Matthew's Ave

Plains Rd E

Plains Rd W

Howard Rd

CU

CU

LEGEND

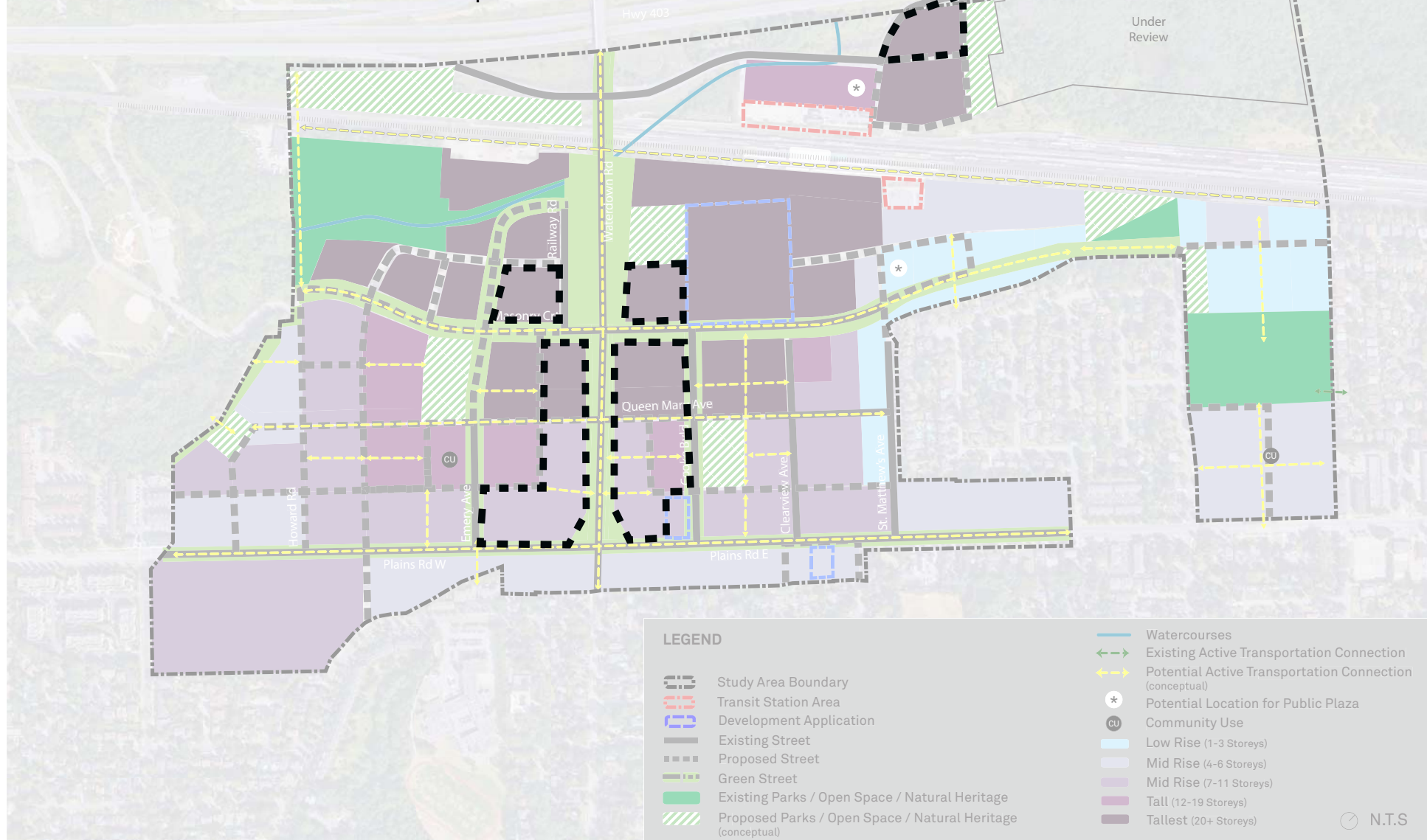
- Study Area Boundary
- Transit Station Area
- Development Application
- Existing Street
- Proposed Street
- Green Street
- Existing Parks / Open Space / Natural Heritage
- Proposed Parks / Open Space / Natural Heritage (conceptual)
- Watercourses
- Existing Active Transportation Connection
- Potential Active Transportation Connection (conceptual)
- Potential Location for Transit Plaza
- Community Use
- Low Rise (1-3 Storeys)
- Mid Rise (4-6 Storeys)
- Mid Rise (7-11 Storeys)
- Tall (12-19 Storeys)
- Tallest (20+ Storeys)

N.T.S.

ALDRSHOT GO MOBILITY HUB
PREFERRED CONCEPT: HEIGHTS

Image 3 illustrates assumptions as noted on page 2

"Retail and Office Distribution Assumptions for Mixed-Use Areas"



Market Analysis:

- Aldershot is already an established destination for residential uses in Burlington. Further development of the Mobility Hub area will only expand the mix of uses and retail options, increasing the appeal of the area to a wide range of Burlington residents.
- There have already been several residential developments – including high and low-density product types, both condominium and rental tenure – that have been completed over the past decade.
- As the area continues to evolve in the coming years, new mixed-use developments should be built to the street edge. This has already begun with the construction of new condominium apartment buildings and live-work townhouse units along Plains Road. Future developments will need to continue to contribute to the evolving sense of place, continue the area's transition to a more urban transit supportive setting, improve the pedestrian realm, and further support the creation of a strong retail destination within the area.
- In the near term, mixed-use development should be prioritized if possible around the Plains Road and Waterdown Road intersection to create an intensified node for the Aldershot GO Mobility Hub. The intensification of this intersection has already begun with the construction of LaSalle Park Retirement Community, Seasons Condominiums, and the proposal for Breeze Condominiums.
- Additional opportunities for new high-density mixed-use development along Plains Road further east and west of Waterdown Road may also exist, particularly along the north side of the corridor where a number of low-intensity commercial uses currently exist. A diverse mix of housing types should be encouraged where possible.
- Similar to the Burlington GO Mobility Hub area, pricing for new residential units in the Aldershot GO Mobility Hub area is likely to be discounted relative to the Downtown.
- Based on existing land use designations in the Aldershot GO Mobility Hub Area, mixed-use residential development is unlikely to occur away from Plains Road in any significant capacity without an amendment to the City of Burlington's Official Plan with respect to employment lands.
- The areas away from Plains Road may provide an opportunity to develop new commercial space as demand emerges from an increasing local population. In particular, there could be an opportunity for new service and retail commercial space, specifically a new supermarket that is lacking not only in the Mobility Hub area, but in the wider Aldershot neighbourhood as well.
- As in other parts of Burlington, standalone office space is likely to be a challenge without incentives. The two non-residential development applications on the edge of the Mobility Hub area could also pose a competition issue for any new office uses in the Mobility Hub area in the near to mid-term if they are constructed. For the time being, new office space is likely best suited to be included in mixed-use developments.

- Overall, the market outlook for the Aldershot area is positive. New development should build upon the area's existing reputation and location as a destination for residential units. Additional opportunities also exist to expand the non-residential space in the area and to make the area an alternative retail destination to the Downtown.

Environmental Impact Study:

Results of background review

- Study Area is within the Grindstone Creek Watershed.
- Grindstone Creek dissects the Study Area, running approximately north-south, and a small section of Falcon Creek in the north-east corner of the Study Area.
- Natural features identified during the background review consisted of:
 - Five Woodlands.
 - Major Valley System Tributary (Grindstone Creek).
 - One Unevaluated Wetland.
 - No Provincial Significant Wetlands.
 - No ANSI.
 - The 2016 EIA undertaken by the City in association with 1200 King Road (for the area north of the tracks and south of the highway within the Aldershot Hub) has not yet been made available for review. As a result, the above information may be revised pending the results from the City EIA; particularly the Provincial Significant Wetland designation.
- A total of 36 species at risk (SAR) have the potential to occur within the overall Study Area.
- Grindstone Creek is the smallest of Conservation Halton's major watersheds.
- The watershed is approximately 99 square kilometres in size and conveys about 14% of the natural water that flows into Hamilton Harbour.
- As part of Conservation Halton's Long-term Environmental Monitoring Plan, results from 2012 fishing yielded a total of 18 different species of fish and a total of 876 individual fish caught.

Results of field investigations

- The following natural vegetation ecological communities were documented within the Study Area during the ecological land classification survey;
 - FODM4-5: Dry-Fresh Manitoba Maple Deciduous Forest Type.
 - FODM5-3: Dry – Fresh Sugar Maple – Oak Deciduous Forest Type.
 - FODM7: Fresh – Moist Lowland Deciduous Forest Ecosite.
 - MAMM1-2: Cattail Graminoid Mineral Meadow Marsh Type.
 - FODM8-1: Fresh – Moist Poplar Deciduous Forest Type.
 - MEMM4/THDM2: Fresh - Moist Mixed Meadow Ecosite/ Dry - Fresh Deciduous Shrub Thicket Ecosite.
- Grindstone Creek was characterized as permanent, coldwater defined channel providing direct fish habitat;
 - Banks were observed as unstable to eroding throughout the Study Area.
- Two woodlands located at the north-east and south-east property boundaries within the Study Area are greater than 0.50 ha and are within 50 m of a watercourse;
 - Therefore these woodlands will be Considered Significant.

- One of the woodland contains the unevaluated wetland, which would be protected under the Significance of the Woodland.
- Two smaller woodlands do not meet the minimum criteria of 0.50 ha;
 - Not considered Significant.
- One woodland, predominately outside the Study Area, is greater than 0.50 ha;
 - 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 36 bird species were observed during breeding bird surveys in 2017;
 - Species indicative of shrub/early successional habitat were documented.
- 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.
- Based on the ELC communities and breeding bird results, there is potential for candidate significant wildlife habitat to exist in association with the woodlands.
- No incidental wildlife species were observed within the Study Area.
- Additional ecological information will be included in the Aldershot Hub EIS pending the results from the 2016 City EIA for the area north of the tracks and south of the highway.

Stormwater Management Assessment:

Assessment of existing conditions for the Aldershot GO Mobility Hub is ongoing and will be completed following the immediate focus on the Downtown and Burlington Mobility Hubs.

Impact analyses including flood plain mapping and stormwater management strategy development will be completed following the analyses and characterization of existing conditions and confirmation of the preferred concept plan for assessment.

Water / Wastewater Assessment:

Water and Wastewater infrastructure in Burlington is owned, planned and managed by Halton Region. Halton Region's planning framework to service the growth in Halton Region 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 information provided by Halton Region.

Wastewater: The mobility hub is situated near a 900 mm diameter trunk sanitary sewer that conveys flows for treatment in the Skyway Wastewater Treatment Plant as shown in Figure 1. This system is designed to take on flows from the west end of Burlington (west of Queen Elizabeth Way.) This sewer runs south of the mobility hub lands and will form the primary outlet to the collection system for development in the Aldershot GO Mobility Hub.

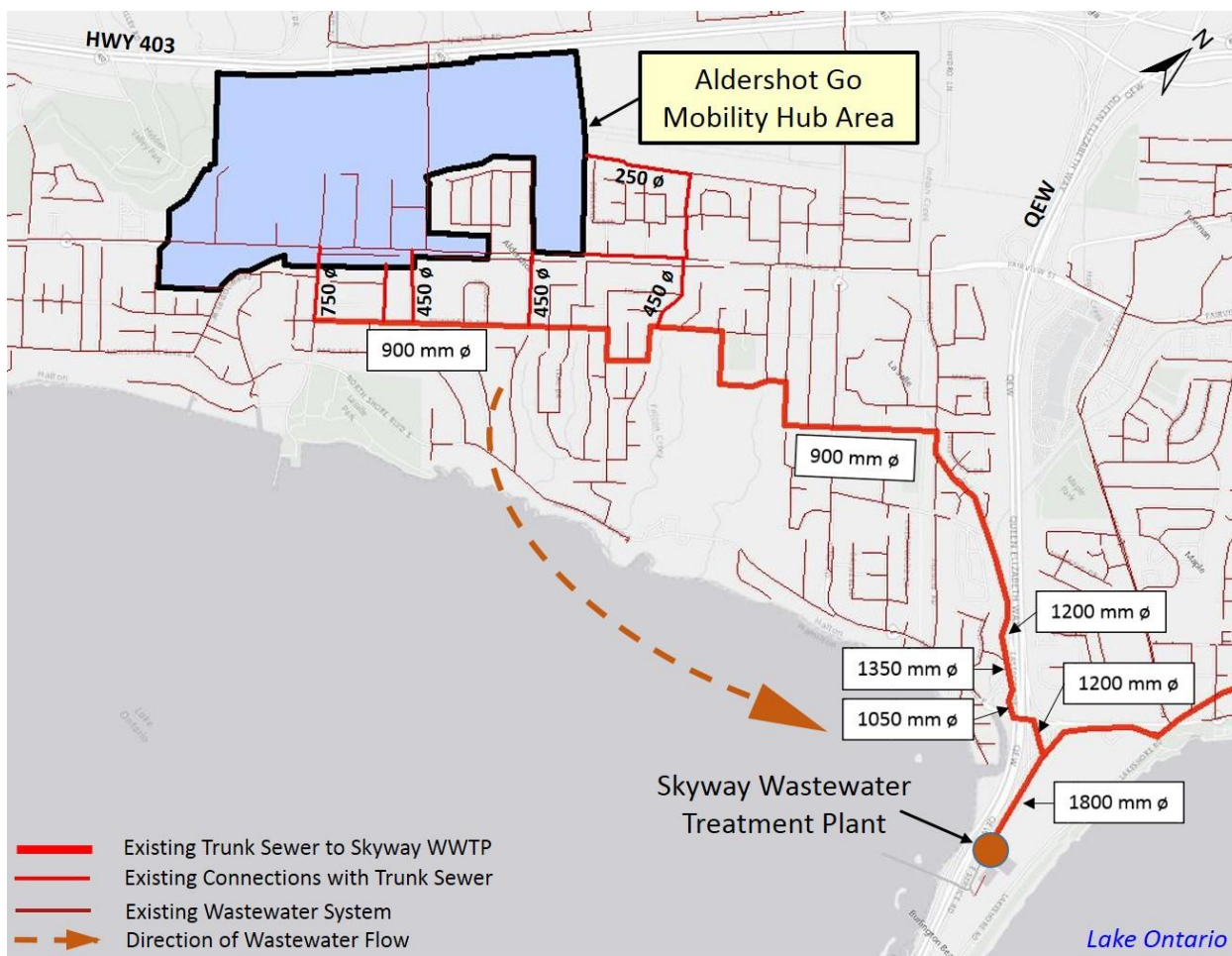


Figure 1 Existing Sanitary Services in and around the Aldershot Go Mobility Hub Planning Area

Lands within the mobility hub are to be serviced by gravity sewers connecting to 900 mm trunk sanitary sewer. Future services required for intensification in the Aldershot GO Mobility Hub would include Local Sewer Conveyance Improvements and capital contribution to the life-cycle component for the Halton wastewater collection and treatment system within the Skyway Wastewater Treatment Plant Sewershed.

Water: The Aldershot GO Mobility Hub lands are located within the Burlington Zone 1A (BZ1A) water distribution zone. BZ1A is serviced by Kingsway Drive Booster Pumping Station with storage and pressure control provided by the Waterdown Reservoir. Currently, Halton's Lake Based Supply has a capacity of 432 ML/d which can meet the needs of a population of 800,000. Capacity expansion is reviewed on a Region wide basis as part of the Master Planning Process. The water supply system in and around the Aldershot GO Mobility Hub is shown in Figure 2.

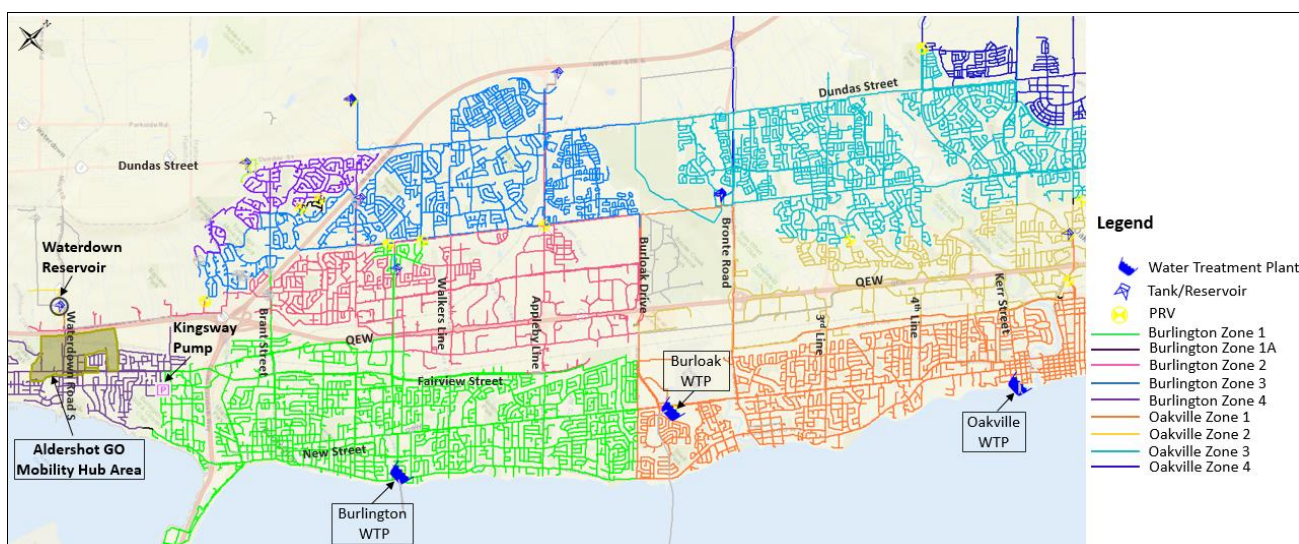


Figure 2 Existing Water System in and around the Aldershot GO Mobility Hub Planning Area

Future services required for intensification in the Aldershot GO Mobility Hub would include Local Conveyance System Improvements, as well as a capital contribution to the life-cycle component for the Halton integrated Lake Based Water Supply System (Treatment, Distribution & Storage).

Further assessment of water / wastewater servicing will be conducted through Stage 2 of the Burlington Mobility Hubs Study following confirmation of the preferred concept.

Archaeological Resources Existing Conditions:

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 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 1784, the Study Area has been occupied by Euro-Canadian peoples and is situated within the former Township of East Flamborough, County of Wentworth.

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

- Proximity to three previously registered archaeological sites;
- Proximity to Euro-Canadian settlements (farmsteads, school house, church and cemetery, saw mill; village and post office of Aldershot);
- Proximity to historic transportation routes (Great Western Railway, Waterdown Road, Plains Road, Howard Road); and
- Proximity to water sources (Lake Ontario, Grindstone 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 concept has been determined to further assess archaeological potential as per the Standards and Guidelines for Consultant Archaeologists.

Cultural Heritage Resources Assessment:

The Aldershot GO Mobility Hub's Euro-Canadian land use had its origins in late eighteenth-century survey and settlement. The Study Area has a rural land use history specializing in dairy and orchards. Topographical maps identify many early twentieth century residential structures were introduced along the historical transportation route, Plains Road, but generally the core of the landscape had been minimally altered. By the late twentieth century the study area had become urban and the landscape no longer maintained its rural character.

At present, the City of Burlington's Municipal Heritage Register lists four cultural heritage resources within and/or adjacent to the Aldershot GO Mobility Hub. However, it is still possible that the Study Area includes additional cultural heritage resources that have not yet been recognized along the historical transportation routes. In addition, historical mapping illustrates a number of nineteenth century structures which may be still extant within the study area.

Intensification within the Aldershot GO Mobility Hub may have a variety of impacts upon cultural heritage resources. Based on the results of background data collection, there is the potential for additional cultural heritage resources to be located within the Study Area. As such, proposed improvements should be planned to avoid impacts to any cultural heritage resources. Therefore, further work is recommended which includes a field visit to document existing conditions in order to confirm the location and the integrity of the previously identified heritage resources, to search for any additional built heritage resources and cultural heritage landscapes, and to obtain information to accurately map above-ground cultural heritage resources. The potential impact of growth on identified cultural heritage resources within the study area will then be evaluated and appropriate mitigation measures recommended.

PB-76-17: Appendix A2 - Public Consultation Summary for Aldershot GO Mobility Hub Draft Concepts

November 2017 Update

Introduction

On September 13th, 2017, the second round of public consultation was held at East Plains United Church for the Aldershot GO Mobility Hub. Members of the public were invited to attend and provide feedback on two draft concepts for the Aldershot GO Mobility Hub. In May 2017, public engagement sessions focused on visioning and what the public loved and valued in the area around the Aldershot GO station. A summary of feedback gathered during this visioning stage is available at www.burlington.ca/mobilityhubs. With that input, along with information from ongoing technical studies, two draft concepts for the Aldershot GO Mobility Hub were produced. These concepts showed how and where future growth could be accommodated in the area around the Aldershot GO station over the long term. Approximately 60 people attended the event.

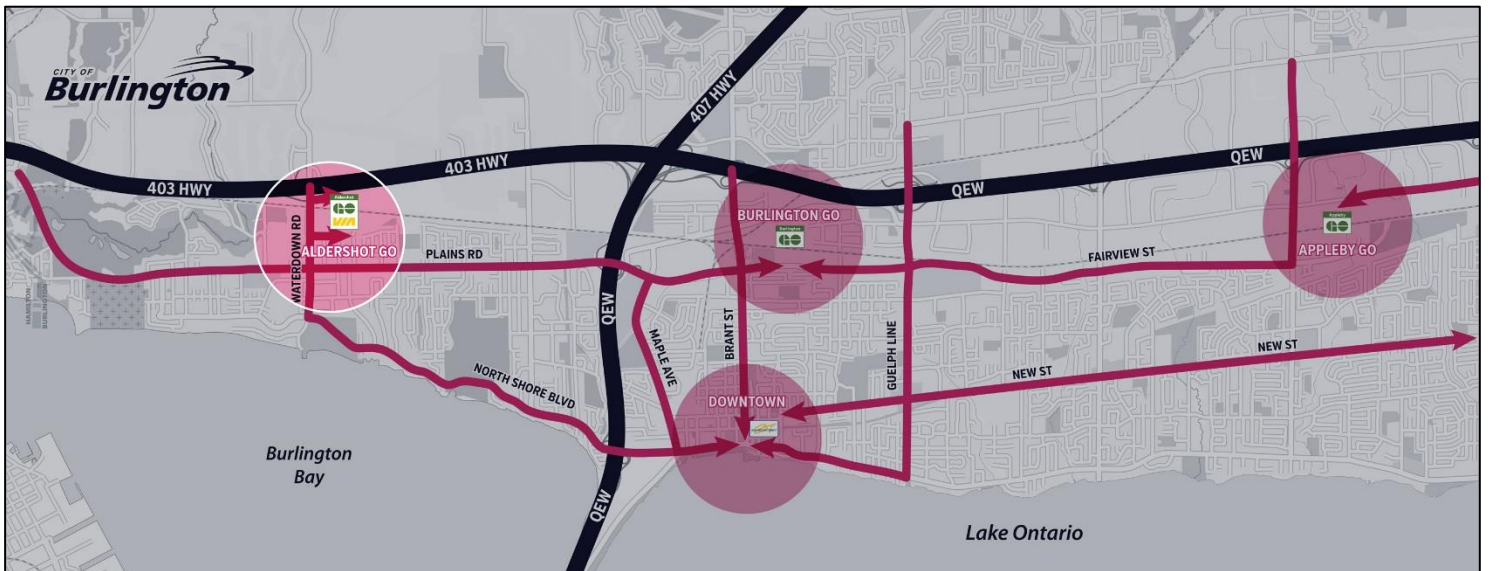
The event was structured as a presentation and workshop. The presentation included an overview of what the City heard to date on the Aldershot GO Mobility and a description of each draft concept. Presentation materials can be found at: www.burlington.ca/mobilityhubs. Following the presentation, a workshop was held where participants gathered in smaller groups of 8-10 people and were taken through a series of worksheets by a facilitator to discuss the two concepts. The outcome of the workshop and feedback collected is summarized in the following section.

Along with the formal public consultation workshop, two drop-in open houses were held at various locations that were open to the public, landowners and other interested parties to discuss their specific properties, interests, or concerns with staff one-on-one. Feedback from these conversations, collected from comment sheets, received via email and from meetings with other stakeholders are outlined in the following section.

Additionally, the City gathered information using an online survey, where participants were asked to answer questions regarding their preferred development styles, land use distribution and what they liked and disliked concerning different design and neighbourhood features. The survey was used to collect information at a public meeting on May 13th, 2017 and was available online from May 14th to November 3rd, 2017. The results of the Aldershot GO Mobility Hub Visioning Survey are provided in the following section.

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Part 1: Workshop Feedback – September 13th, 2017

Below is a summary of the feedback received during the public consultation workshop on the two draft concepts for the Aldershot GO Mobility Hub held on September 13th, 2017. Feedback is summarized to include general comments on the Aldershot GO Mobility Hub, as well as comments specific to concepts #1 and #2.

A: General Feedback on the Aldershot GO Mobility Hub

- **Private Space (Private Development)**
 - Keep height away from Plains Rd. (11 storeys too high) and highest buildings near the train
 - like taller building farther away from Plains Road
 - Like the mid rise along Plains Road
 - Set building back from street
 - Require two storey retail units to accommodate larger stores and use minimum retail sizes to accommodate larger stores
 - Need a grocery store in this area
 - Need entertainment uses and amenities such as theaters and restaurants
 - like taller building farther away from Plains Road
 - Rental housing is important to provide in this area
 - Providing space for grocery store, retail and other amenities such as car wash is important
 - Commercial uses should be moved to where the highest density is (ie. Queen Mary and Cooke/Masonry Court) - Could include: daycare (close to GO) and a large grocery store near the GO Station
 - Cluster commercial uses on major arterials like intersection of Waterdown Road and Queen Mary
 - Ensure the secondary plan has provision for employment or it won't be built – employment and jobs should be concentrated around the GO Station
 - There are opportunities for additional development in existing parking sites
 - Mid-rise along Plains Road is a concern
 - Character along Plains Road needs to be preserved
 - Need to provide units to accommodate families (3+ bedrooms)
 - Focus intensity along the rail corridor and Masonry Court and down along Waterdown Road
 - Restrict high density around Grove Park because that would be detrimental to the park
 - Agree with the low-rise in both concepts directly adjacent to St. Matthew's Ave.
 - Consider using site-specific special policy areas in areas adjacent to lower neighbourhoods
 - Spread the density throughout the community and ensure appropriate transitions
 - Treat the southside of Plains Road adjacent to the residential (low-rise) different than the northside (east of Waterdown Road) – treat the areas different based on context in terms of height
 - Maintain low to mid rise along Plains Road
 - Walkability to key amenities such as dentist, Tim Horton's, barber shop is important

- Want a local, fresh market, bakery, deli, hardware store in the area
- Provide opportunity for a Farmers market
- Mandate larger spaces for commercial
- Need to ensure there are policies to enforce mixed use and to include employment
- Need to provide more amenities in the area
- **Public Space and Community Facilities**
 - Consider public washrooms, splash pad
 - Connected, continuous green spaces are critical
 - Provide for public spaces that can be used year-round, 24 hours with good maintenance, lighting etc.
 - Ensure that public spaces and parks are flexible spaces
 - Like parks at main intersections
 - Provide lots of benches along sidewalks – if people can rest they are more likely to use
 - Parks need to be well lit, include garbage facilities, durable grass, comfortable seating
 - Midblock parks should have play spaces for kids including splash pads
 - Need larger parks that can accommodate lots of people
 - Include sportsfields – more than Aldershot Park diamonds
 - Aldershot Park is very well used – don't take away any space – need washroom facilities
 - Need a proper community building that includes flexible spaces
 - Expand senior facilities and provide for satellite operations like at Tansley Woods
 - Include community uses into mixed use developments and are easily accessible – consider fire/ambulance/community center/seniors center
 - Preference to have community uses closer to Plains Road
 - Need more usable green space
 - Need to plan for more usable and bigger retail spaces
 - The new green spaces shown are good but needs to be comfortable (less noise etc.)
 - Aldershot Park is a great space but is underutilized
 - Need more parking for Aldershot Park
 - Use green space as a buffer from the rail corridor
 - Think about including swimming pools and skating rinks
 - Connect this area to LaSalle Park
 - Include facilities for parks to ensure they are flexible spaces
 - Parkettes in the mobility hub are important
 - Like and agree with the proposed pattern of greenspaces in both concepts, but they need to be interconnected - Smaller parks need to be connected to larger parks by using green corridors/connections. Smaller parks tend not to be maintained to the same extent as larger parks
 - Community amenity buildings (such as arenas, pools etc.) need to be located along active transportation routes to be connected to surrounding neighbourhoods
 - Add more Green Streets than what is shown on the concepts – create better connected streets for people and help mitigate traffic

- Focus on the creation of parks that value natural heritage system amenities
- Integrate community uses into higher density developments using community benefits
- Need a lot of green spaces if there is going to be more development in the area
- **Getting Around (Transportation, Transit, Traffic and Parking)**
 - Consider the idea of Queen Mary Ave. and Masonry Court extension being flex streets (can easily change between vehicular and pedestrian focused activities)
 - The Queen Mary Ave. extension through the area is a good idea
 - The conceptual new street between Plains Road and Queen Mary Ave. is too close
 - Need better transit frequency in this area
 - Emery Ave. at Plains Road should be signalized
 - Waterdown Road should also be “greened”
 - Need wider sidewalks to the GO Station
 - Leave the end of St. Matthew’s Ave as an active transportation connection only; at least until lands start to turn from single family dwellings to a higher intensity over time
 - Parking structures at the GO Station will be necessary, especially due to Hamilton traffic
 - Need underground parking for tall buildings – no surface parking
 - Need safer routes for cycling
 - No road diet
 - Parking at the library in Aldershot does not work – laybys are a bit scary
 - Support for green street concept
 - Support for the new potential east/west streets to help with traffic
 - Straight roads encourage fast drivers – road that are more curved could help slow drivers down
 - Connecting Waterdown Road and King Road is important – a South Service Road is needed
 - Need ways to exit the St .Matthew’s neighborhood and connect to the GO Station
 - Don’t extend a street through Grove Park – an active transportation is good
 - The grid created by new streets is good, but needs to be safe
 - Like the new streets proposed as they provide an opportunity to travel (all modes) through the area instead of on Plains Road
 - Facilitate people moving to the GO station by foot
 - Masonry Court extension would experience higher traffic – need to consider and plan for this
 - More parking for stores
 - Connection to King Road (east-west connection) would help alleviate traffic in this area
 - Moving density away from Plains Road may help to alleviate traffic
 - need to improve connections for transit, walking and cycling from neighbourhoods east of the Mobility Hub to the GO Station
 - Waterdown Road should be more pedestrian friendly with wide, protected bike lanes
 - Add more safe north-south green, pedestrian friendly streets on Cooke Blvd., St. Matthew Ave. and Clearview Ave. – this will help with the perception of safety, encourage less traffic and create a more human scaled environment
 - Waterdown Rd. Cooke and St. Matthew Streets should be wider and greened

- Like green connections to Hidden Valley Park
 - Walkable and active transportation connections throughout the area to the GO Station are key and need to be emphasis
 - Like Active Transportation connections to Aldershot Park
 - Provide protected bike lanes
 - Like the concepts for the ideas of wide sidewalks, greens streets and layby parking
 - Ensure that both concepts are active transportation friendly
 - Consider the creation of an underground walking system between buildings and the GO Station
 - South Service Road to King Rd to Waterdown Road would be key
 - Already seems to be too much traffic on Plains Road – intensification will only make the problem worst
 - Should consider roundabouts to help traffic flow at key junctions, particularly Plains Road and Waterdown Road
 - Both concepts have a lot of public roads – consider making some pedestrian/active transportation connections or local driveways/neighbourhood connectors
 - Make sure the north-south connections are maintained
 - Focus on resolving traffic at the pinch points
 - Need access north-south at the east end of the area
 - Prefer Masonry Court for the Green Street
 - Connections to Hidden Valley are great
 - Need a better transit system to make either concept work
 - Green streets can help buffer from traffic – safer for pedestrians and cyclists
 - More details of green streets are needed – how wide are they?
 - Parking considerations for the GO station are key
 - A continuous corridor from Hidden Valley Park to Aldershot Park is great
- **Other**
 - More emphasis needed on creating the area as a walkable plan similar to downtown
 - Its important this area be unique and have regard to the existing character
 - This area should be unique
 - Concepts are too high general
 - Too much hard surface
 - Need good lighting in the area to ensure safety
 - Don't like and don't want to see adult shops in the area
 - GO Station serves Hamilton more
 - Need to consider all the different communities that will be using the Aldershot Community
 - Consider a hybrid of both concepts with density down to Queen Mary and use concept 2 for lands south of Queen Mary
 - Change so far in the area has been dramatic – “Apartment Alley”
 - Concern about were people living in this area will conduct activities such as gardening and BBQing

B: Feedback on Concept #1 – Intersection Oriented

- **Private Space (Private Development)**

- Lands south of the GO Station Lot (south side of the tracks) should be mid-rise instead of low-rise
- Prefer this concept with development focused along Waterdown Road
- Waterdown Road/Plains Rd. intersection is already a busy area – intensifying the area adjacent to the intersection will lead to congestion in an already busy area
- Tall buildings should be closer to the rail line
- Concern that future development may take away from social environment, trees, grass etc.
- Ensure emergency vehicles have proper access
- Need proper drainage and flood mitigation
- Need a hotel in the area
- Need rental units/buildings in the area
- Plan for a diversity of home ownership
- Locate growth at GO Station and protect low density areas and don't locate height/density too close to Plains Road (keep village vision)
- Paradigm is a nice development – look to as an example of good design
- Keep taller mid-rise on the south side of Plains Road
- Make retail building taller

- **Public Space and Community Facilities**

- Need more connections to Hidden Valley Park
- This concept provides a good balance of park sizes

- **Getting Around (Transportation, Transit, Traffic and Parking)**

- Like Queen Mary Ave. as a green street in comparison to Masonry Court
- The Masonry Court connection is the most significant
- Green Street along Queen Mary Ave. is an exciting concept
- Both Masonry Court extension and Queen Mary Ave. should be Green Streets – consider the safety impacts and access/flow considerations
- The park on the east end of the area is not very functional
- Preference for concept #1 – allows for busier intersection to be further south of the station
- Like the street network in concept 1
- Good street network – like the connectivity that supports green streets

C: Feedback on Concept #2 – Rail Corridor Oriented

- **Private Space (Private Development)**

- Like that density/height is pushed farther from Plains Road
- Extend taller building/higher density further along Waterdown Road
- Provide all high density north of the rail corridor

- Support for concept 2 with tallest buildings close to the GO station
 - Prefer for concept 2 to keep height and density along the rail corridor transitioning down to existing residential low-rise communities and keeping Plains
 - Prefer high density along rail corridor – makes sense with location
 - This concept locates developments closer to the highway
 - Prefer concept 2 – most appropriate for highest density to be farther north, along the rail corridor in anticipation that developments could serve commuters who want to be close to the GO train
 - Like that Plains Rd. remains mid-rise and density is away from Plains Rd., which is already busy
 - Like transition of height/density from Plains Road in Concept #2 – shadow impacts would be low
 - Reduce density/height in the area of Aldershot Park – keep this area low rise
 - Like the high-rise along the rail corridor
 - Don't like the high rise on the far east end of the area (near Aldershot Park)
- **Public Space and Community Facilities**
 - Like the layout of Aldershot Park (oriented more vertically) shown in concept 2 – feels like the park is more accessible
 - Like the community feel of concept 2 – focused density
 - High density preferred along the Rail Corridor and concentrated near the GO Station
 - Like that this concept maintains the Village Vision for Plains Road
 - Need a south service road and access to the road from the hub area
 - Preference for concept 2 with regards to Aldershot Park – creating a connected green network with grove park
- **Getting Around (Transportation, Transit, Traffic and Parking)**
 - More east-west streets preferred in concept 2 with the alignment of Masonry Court extension
 - Like the idea of green streets in the area
 - Bike lanes are currently underutilized
 - Need more walkable streets and neighbourhoods
 - Bike lanes are currently underutilized
 - Need a South Service road
 - Prefer Masonry Road green street over Queen Mary Ave. to help movement and connection from Parks to the GO Station
 - Like the concept of creating active transportation connections to Gallagher Road along Masonry Court
 - Like shorter blocks
 - Concept 2 has more connectivity and better connections
 - Masonry Court extension is a great connector
 - Prefer Masonry as the major green corridor connection, while Queen Mary becomes minor connector
 - A Masonry Court extension would require traffic calming measures



Part 2: Stakeholder Feedback

In addition to the formal workshop on September 13th, 2017, two drop-in open houses were held, where the City continued to hear feedback from the public and stakeholders about the draft concepts. The drop-in open houses took place on the following dates:

Tuesday September 9th at Aldershot Arena – Community Room; 2-4pm

Monday September 25th at Aldershot Arena – Community Room; 6:30-8pm

Feedback received during the stakeholder drop-in open houses, collected from comment sheets, received via email and meetings requested by the public and stakeholders for the Aldershot GO Mobility Hub are included below.

A: General Feedback on the Aldershot GO Mobility Hub

- **Retail and Amenities**
 - Need additional retail and amenities in the Aldershot GO Mobility Hub Area
 - need grocery stores and other amenities in the area
 - there is a need for a greater variety of commercial uses and services (such as stores)
 - grocery, beer, hardware, retail stores needed
 - within tall buildings, need to create the opportunity to have fresh, affordable, unprepared foods – Smaller, specialty grocery stores support pedestrian, cycling and public transit to access these daily needs
 - Need more amenities and retail stores in Aldershot such as grocery store, liquor store, beer store and bank
- **Private Spaces (Private Development)**
 - there is currently too much residential use -- without suffice local employment opportunities and varied opportunities this area will just become a bedroom community
 - don't remove existing enterprises just for the sake of adding residential density
 - some of the tallest buildings closer to the rail may not be possible – look into buffer requirements
 - Ensure that the exciting character of the neighbourhood is respected
 - ensure building are a reasonable height such as 3-8 storeys so they don't overpower the landscape
 - affordable housing is needed
 - Like the emphasis on mixed use buildings and areas – need to see more
 - Need more office and commercial space incorporated into new development – need more than small retail to achieve a true mixed use, walkable area
 - 11 storeys on the south side of Plains Road is too tall – better at 6 storeys
 - The more you concentrate density away from existing areas, the better
 - Consider the inclusion of live/work units

- The businesses on Cooke Blvd. employ hundreds of people in Aldershot
 - Clean, industrial areas within/near communities solve transportation issues primarily and cut out big costs to city/province/Canada
 - Development should be concentrated on Masonry Court and Waterdown Road. Buildings should not exceed 6 stories
 - High rise buildings in concepts 1 and 2 don't mix with homes
 - Future development that is backing on or in close proximity to low-rise neighbourhood, should have a max building height of 4 storeys
 - Taller buildings are more appropriate along/closer to Waterdown Road – not near Gallagher Road or on the greenhouse site
 - Concerned with the concept with buildings at the end of Gallagher Road. Waterdown Road and Plains Road provide solutions to satisfy all plans and recommendations
 - Consider a 6 storey minimum along Plains Road to ensure density develops in this area and stays on a main thoroughfare with transit
 - Waterdown Road is an obvious place to increase large high-rise development for people who will be using the GO Train to commute
 - Concerned about fire access to Greenhouse property
 - Setback buildings from the road to provide open space
 - Village of Aldershot doesn't look like a "village" with the number of high-rises going up
- **Public Space and Community Facilities**
 - Need more connections to Hidden Valley Park
 - This concept provides a good balance of park sizes
 - Include more greenspace between the street and the wall of a building
 - Greenspace in the community is important
 - Good idea to move Aldershot Park to where the Greenhouses are to make more of a continuous corridor for biodiversity to flourish along a natural heritage system, and to put any new development on the North-East side of Aldershot park. This would also move any new residents away from the rail corridor
 - Create a centerpiece jewel, like High Park in Toronto, through creative re-visioning of Aldershot Park (include things like naturalized area, pond, splash-pad, pool, skateboard park etc.)
- **Getting Around (Transportation, Transit, Traffic and Parking)**
 - Increase use and thus frequency and availability of public transit on existing roads of Plains Road and Waterdown Road through increased density
 - consider the impacts that new development will have on traffic corridors – at this time it is very difficult to cross Plains Road without using one of the traffic-lighted intersections
 - Active Transportation connections are good, but it's not realistic to expect people to walk – Aldershot is not currently structured to accommodate it
 - more thought has to be given to traffic congestion leading in and out of condos/homes/apartments especially at peak hours

- consideration must be given to parking, plumbing, drainage and sewage in the area
 - traffic to the GO Station from Hamilton and other surrounding areas is a major issue
 - provide off road bike lanes in the area
 - Concern with the access from St. Matthew Ave. on both concepts which shows a street extension – should be maintained as a pedestrian access connection
 - would like to see access to the GO Station via Gallagher Road
 - include bike lanes to the GO along Waterdown Road
 - Masonry Court should not be a through road past St. Matthew's Ave.
 - Create an east-west corridor to help offset traffic on Plains Road
 - Include multiuse active transportation connections off-road – Plains Rd should not be constricted because traffic needs to get through especially when there are backups on the QEW – a south service road corridor would be a good alternative
 - Transit frequency on Plains Road should be double from 30 minutes to 15 minutes
 - Need to include a parking garage at the Aldershot GO Station in order to intensify the land around the station
 - Include safe bike lanes on Waterdown Road and Plains Road
- **Other**
 - Protect children from the health concerns of smog by minimizing roads and decreasing traffic
 - ensure that the plan supports sustainability including, protection of significant wildlife habitat and greenspace; protection of health for students in and around school zones; increased and reliable methods of Public Transportation for both access and reduction of traffic congestion and related pollution; and, accessing daily needs (including proper nutrition) through walking, cycling and transit
- **Comments re: Grove Park Neighbourhood**
 - Residents in the Grove Park Neighbourhood do not want towers in their backyard. Mid-rise, tall and high-rise buildings would not respect the existing character of their quiet neighbourhood. The traffic density, blockage of the sun, noise and infrastructure issues would impact the quality of life and safety of residents and their children. The density of Grove Park Neighbourhood from Aldershot Park to Bedford Ave., along the Rail Corridor should be low-rise. Higher density should be concentrated on Waterdown Road and where possible, Plains Road to support stores and better transit.
 - Both plans contemplate a potential tall building behind the Grove Park area – this is not acceptable
 - Lands behind this neighbourhood should be low-mid rise housing, not high density
 - High-rise buildings over 11 storeys behind this Grove Park Drive neighbourhood is too tall and is too drastic – would create a lot of additional traffic
 - Plains Road and Waterdown Road are perfect places for high-rise development as they are main arteries and lead to the highway

- It is not desirable to build high-rises in an established neighbourhood like White Oak Neighbourhood. This is a quiet, sleepy neighbourhood that doesn't even have sidewalks or infrastructure
- Putting tall buildings near Grove Park could damage trees such as the last remaining piece of rare Oak Savannah with light topsoil
- Concerned with potential development behind Grove Park Drive – concept 2 (19 storeys too tall behind this neighbourhood)
- Don't like towers in this area – area of bungalows
- Have a plan that builds the density but less people that could have been optimized with towers
- Waterdown Road seems to be the more appropriate place to place towers
- Townhomes behind Grove Park with walkthroughs and connections through Grove park to connect the communities is appropriate
- Some preference for density closer to Plains Road (along Waterdown Road) on urban corridors
- Some advise that 19 and 11 storeys are too tall next to this neighbourhood; others advise that they are only concerned with 12-19 storeys (tall)
- Consider the use of minimum heights on Waterdown Rd. which could help incentivize development
- Design is important especially how mid rise and tall transition down to the low rise neighbourhood (including design, materials, landscaping etc.)

B: Feedback on Concept #1 – Intersection Oriented

- More preference for concept #1, but concerned on the impact that this plan will have on the local environment and greenspace
- Preference for Waterdown Road corridor concept
- Support for a Waterdown Road/Plains Road focused development
 - Protect the Grove Park and the area around it from tall and mid-rise development – keeping this area as large as possible provides a sound life-support system from which all will benefit
- The relocation of Aldershot Park to where the greenhouses are would help to connect the park with Grove Park to create maximum area for habitat and create an enlarged wildlife corridor
- The possibility to access the GO/VIA Station via Active Transportation connection to Grove Park Drive neighbourhood would be a great addition and connection in the area

C: Feedback on Concept #2 – Rail Corridor Oriented

- Preference for concept 2 for height and density along the rail corridor
- Preference for concept 2
- Do not keep the high rises shown overlooking Aldershot Park and “schoolyard”
- Keep St. Matthew's Road through, north street connection to Masonry Court
- Prefer rail corridor concept with Tall buildings closer to the station and terrace down towards Plains Road

Part 3: Aldershot GO Mobility Hub Visioning Survey Results

The following are results from the Aldershot GO Mobility Hub Visioning Survey, which were collected a number of different methods, including: electronic voting at Aldershot GO Mobility Hub visioning workshop on May 13th, open houses, coffee consultations and an online survey, which was open from May 14th, 2017 to November 3rd, 2017. There were generally 130 responses for each question.

1. Within the area of study boundary are you a: (132 total responses)

Resident (tenant/homeowner)	66%
Business Owner/Operator/Employee	2%
Landowner	7%
Other/Interested Party	25%

2. I want the choice to complete most of my daily needs and trips on foot, by bike or by public transit: (129 total responses)

Strongly Agree	41%
Agree	23%
Not Sure	14%
Disagree	13%
Strongly Disagree	9%

3. Additional or enhanced cycling infrastructure is needed in the area around Aldershot GO Station. (127 total responses)

Strongly Agree	38%
Agree	24%
Not Sure	16%
Disagree	13%
Strongly Disagree	9%

4. I feel that the area around the Aldershot GO is adequately serviced by transit routes, stops and frequency. (127 total responses)

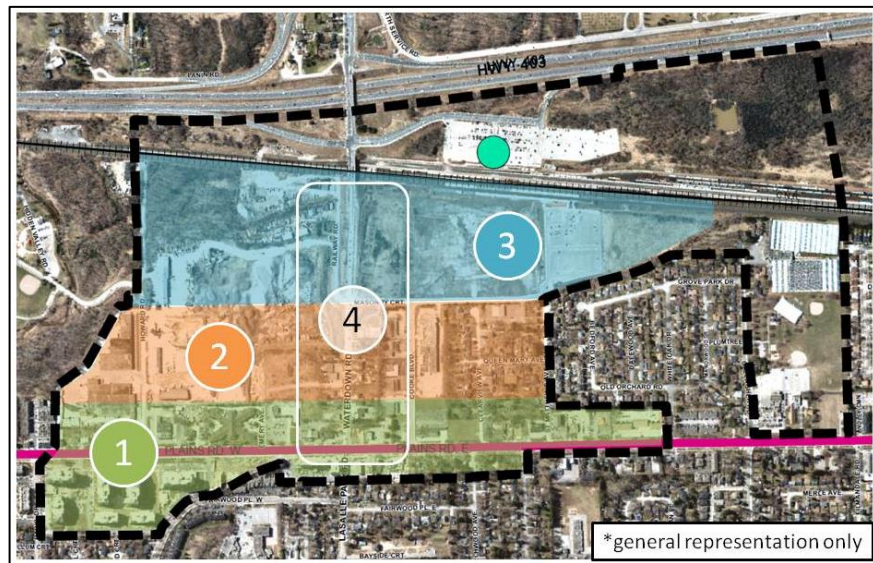
Strongly Agree	9%
Agree	24%
Not Sure	27%
Disagree	23%
Strongly Disagree	17%

5. Within the study boundary, retail and commercial services should be predominantly located along: (129 total responses)

Waterdown Road	13%
Plains Road	35%
Masonry Court	9%
All of the Above	39%
Not Sure	4%

6. Where should the majority of future growth be directed in the area around the Aldershot GO Station? (123 total responses)

Area #1	17%
Area #2	15%
Area #3	46%
Area #4	22%



7. New development around the Aldershot GO Station should be more family oriented. (130 total responses)

Strongly Agree	35%
Agree	32%
Neutral	18%
Disagree	12%
Strongly Disagree	3%

8. I feel it's important to have more affordable housing options around the Aldershot GO Station even if it means an increase in numbers of units to achieve it. (130 total responses)

Strongly Agree	22%
Agree	28%
Neutral	8%
Disagree	20%
Strongly Disagree	22%

9. New development should include sustainable and green building features where possible. (130 total responses)

Strongly Agree	57%
Agree	33%
Neutral	3%
Disagree	0%
Strongly Disagree	7%

10. From the list below, select your top TWO (2) priorities for the area around Aldershot GO. (196 total responses)

Conservation of significant cultural heritage resources	18%
New Public Spaces	36%
Public Art	4%
Landscaping and Greenery	42%

Part 4: Next Steps

The next steps of the Mobility Hubs Study for the Aldershot GO Mobility Hub include:

- Presentation of a preferred concept for the Aldershot GO Mobility Hub to Burlington City Council on December 4th, 2017
- Ongoing site analysis and technical studies
- Creation of draft policy framework for the preferred concept
- Public Consultation #3 in early 2018 – at this meeting staff will be presenting draft policies for the Aldershot GO Station preferred concept
- Development of the Aldershot GO Mobility Hub Area Specific Plan (ASP) for delivery to Burlington City Council by June 2017.

For additional information on the progress of the Mobility Hubs Study, please visit the project website:
www.burlington.ca/mobilityhubs

BrookMcIlroy/

Memorandum

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

From: Brook McIlroy Incorporated, N. Barry Lyon Consultants, Dillon Consulting Limited, Amec Foster Wheeler and ASI Heritage Consultants,

Project Name: Burlington Mobility Hubs

Date: November 9, 2017

Subject: Burlington GO Mobility Hub Technical Memo

Introduction:

The Burlington GO Mobility Hub Study Area is centered on the Burlington GO Station and has an area of approximately 97 hectares. The following memo provides a summary of the key findings, status and next steps for the Burlington GO Mobility Hub as related to projected densities, market analysis, environmental impact study, stormwater management, water / wastewater and archaeological resources.

Projected Density:

Density calculations for the hub are based on full build out of the Preferred Land Use and Building Height Plans (see images following this section of the memo) as well as recommended residential and office distribution identified in NBLC's Market Analysis, input from the above-mentioned disciplines, and factors such as property depth, underground parking and required 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 purpose of these projections is to identify that the preferred land use concept for the Burlington GO Mobility Hub is capable of meeting and exceeding the minimum projected density target of 300 people and jobs per hectare identified for mobility hubs within Burlington.

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

Assumptions:

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

1. Average Gross Residential Unit Size = 93 square metres per unit;
2. Population Per Unit = 1.8 persons per unit;
3. GFA Per Employee (Office – Commercial/Institutional) = 30.2 square metres per person
4. GFA Per Employee (Big Box Commercial/Retail) = 72.8 square metres per person
5. GFA Per Employee (Street Oriented Commercial/Retail) = 38.9 square metres per person; and

6. GFA Per Employee (Industrial) = 74.3 square metres per person.

GFA per employee assumptions are based on Watson's 2016-2031 Non-Residential Growth Forecast by Fiscal Impact Study Development Type from their April 20, 2017 City of Burlington Fiscal Impact Study.

Retail and Office Distribution Assumptions for Mixed-Use Areas:

- Properties fronting Brant Street and Fairview Street as well as adjacent to the Station Area include 40 percent of ground floor GFA identified for potential retail use;
- Properties within remaining mixed-use areas include 20 percent of ground floor GFA identified for potential retail use; and
- Tallest, Tall and Mid-rise blocks within mixed-use areas include an office to retail GFA ratio of 2 to 1.

Conclusions:

Projected total new GFA for the Burlington GO Mobility Hub at full build out is approximately 1,430,000 square metres or 15,390,000 square feet.

This includes:

- 1,130,000 square metres (12,200,000 square feet) of residential GFA;
- 43,000 square metres (465,000 square feet) of retail GFA; and
- 253,000 square metres (2,700,000 square feet) of office space.

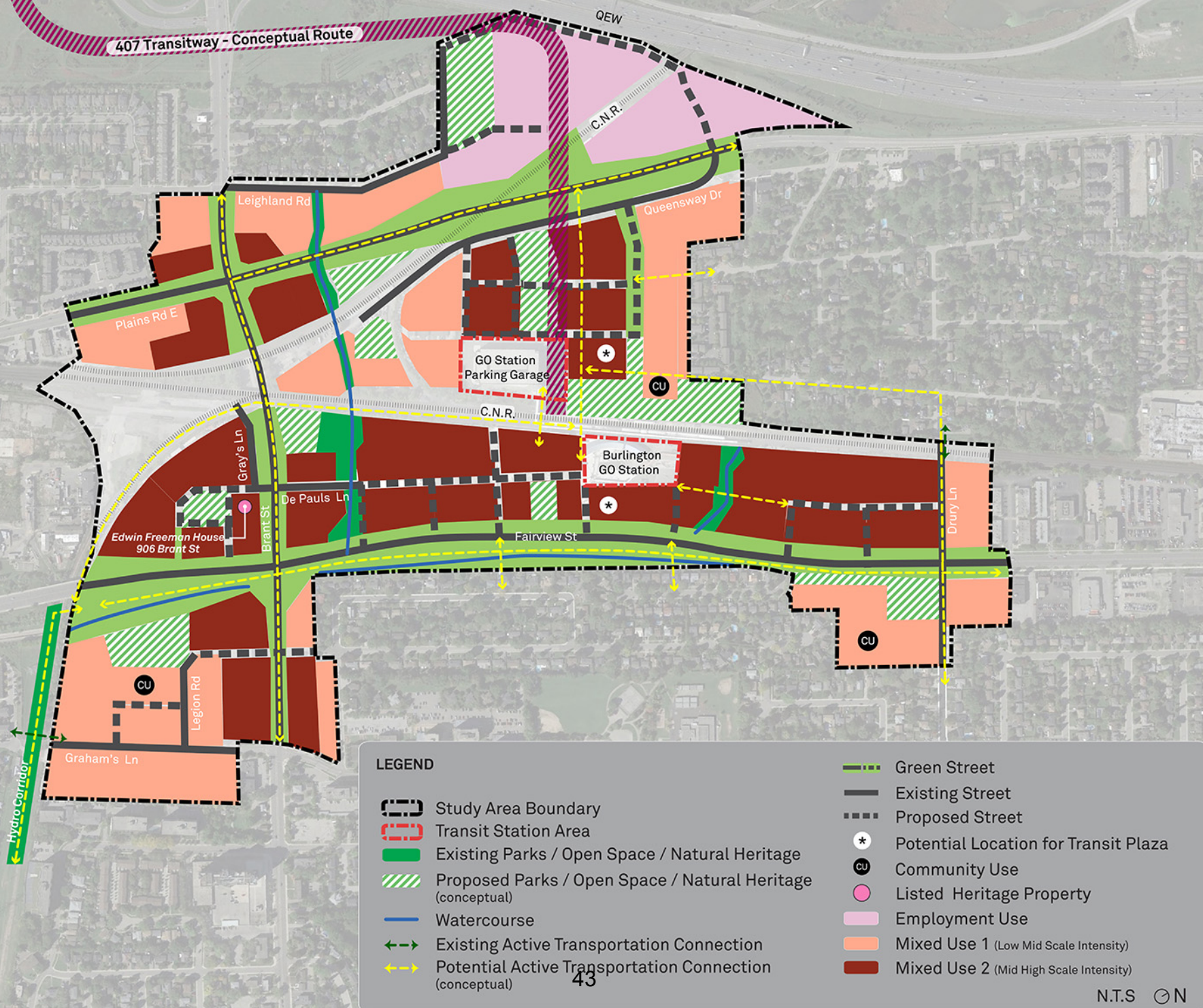
Resulting in approximately:

- 12,000 residential units;
- 22,000 residents;
- 1100 retail jobs; and
- 8400 office jobs.

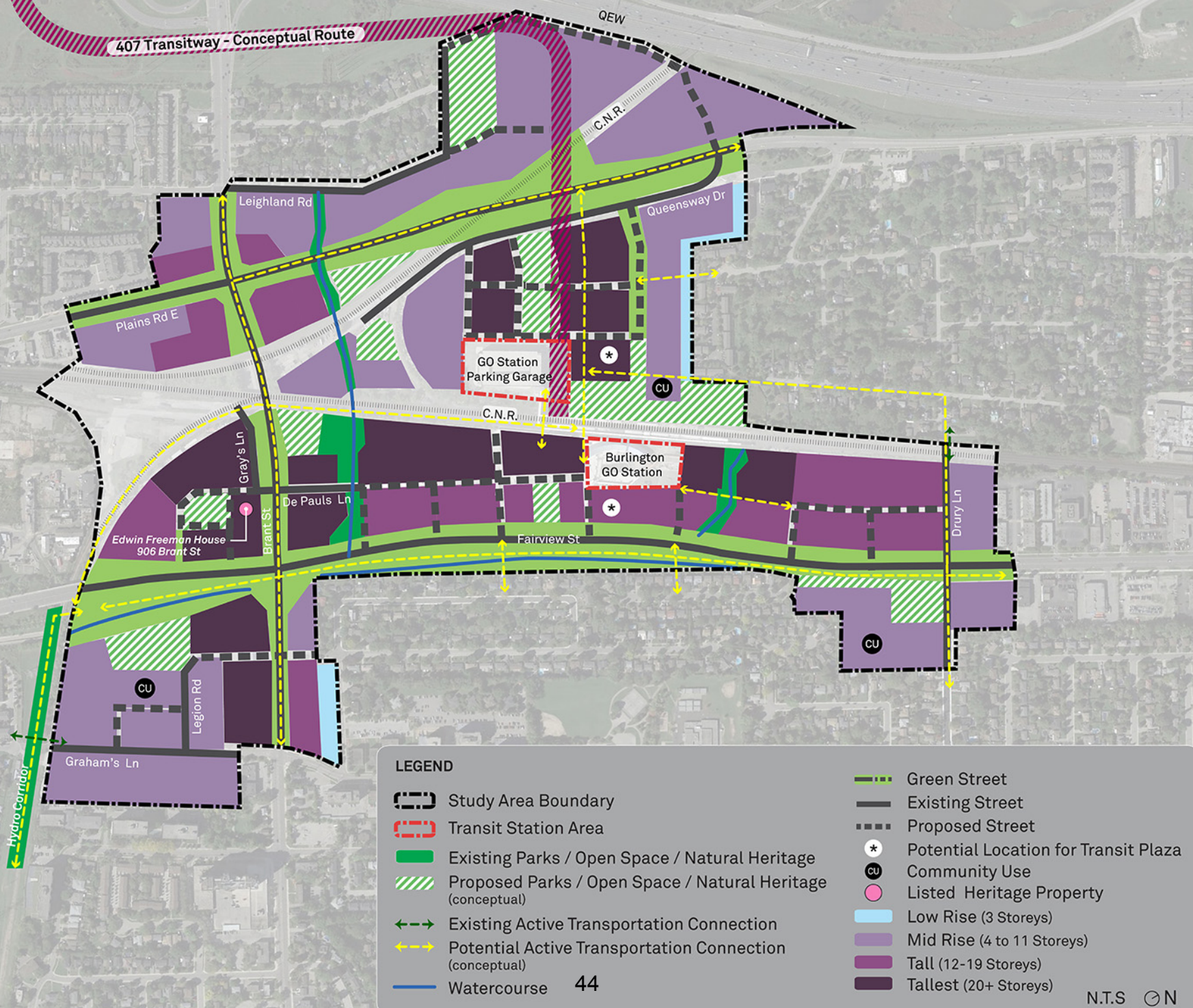
Therefore, at full build out the Burlington GO Mobility Hub is projected to have capacity for 22,000 new people and 9500 new jobs or a total of 31,500 people and jobs and a gross density of 325 people and jobs per hectare. This results in a population to employment ratio of 2.3:1.

BURLINGTON GO MOBILITY HUB

PREFERRED CONCEPT: LAND USE



BURLINGTON GO MOBILITY HUB PREFERRED CONCEPT: HEIGHTS



Market Analysis:

- The Burlington GO Mobility Hub is likely to attract significant demand for intensified development in the future. The under-construction Paradigm condominium apartment project is evidence of the market impacts of expanding GO service, and the City can likely expect continued investment in this area over time.
- The Burlington GO Mobility Hub offers the following market benefits:
 - The area benefits from its proximity to the Downtown and all its associated amenities, while also having excellent vehicular access to the QEW;
 - Plans for enhanced transit service in the area, including Regional Express Rail and the City's future Frequent Transit Corridors, will increase interest from buyers and the development community;
 - Despite the pioneering nature of the project, Paradigm has been successful, with increasing pricing and absorption rates in each subsequent phase;
 - The presence of older, space expansive industrial and commercial uses offers excellent flexibility in terms of a range of development options; and
 - The Mobility Hub area includes a large amount of land that is already designated Mixed-Use Corridor in the Official Plan.
- However, unlike the Downtown, the Burlington GO area has not yet fully established itself as a destination for new residential and non-residential development. The area is not considered to be pedestrian-friendly and generally has a suburban built form. New development will need to focus on creating a sense of place, and improvements should be made to streetscapes to create a more walkable and pedestrian-friendly environment, where possible and provide more amenities such as increased public space.
- The less established nature of the Burlington GO Mobility Hub is likely to ensure that pricing for new residential uses remains lower than the Downtown, making the area more accessible to a wider mix of buyers or tenants.
- Investors are likely to increase their presence in new residential developments as the high-density residential market establishes itself. An increase in investor-owned units will have the effect of helping to close the gap between supply and demand for rental units.
- The Fairview Street and Brant Street corridors appear to have the highest potential for new high-density residential development given the large parcels of land and mixed-use designations that are in place. The existing retail plazas at Fairview Street and Brant Street, at Brant Street and Plains Road East, and the area between the rail corridor and Plains Road East may also provide opportunities for infill development.
- Given the forecasts from Watson and Associates for future non-residential space in Burlington to 2031, the potential for demand for more than one or two small office buildings in the Burlington GO area is not envisioned in the near to mid-term. More likely will be the inclusion of office space within mixed-use buildings.

- Overall, the market outlook for the Burlington GO Mobility Hub area is positive as several opportunities for new transit-oriented development that will move the area towards becoming a more complete community appear to exist.

Environmental Impact Study:

Results of background review

- The Study Area is located within the North Shore Watershed Area.
- There are two tributaries located within the Study Area, running approximately east-west;
 - Both tributaries are extensions of Upper Rambo Creek.
- Natural features identified during the background review consisted of;
 - One Woodland.
 - Minor Valley System(Upper Rambo Creek).
 - No Unevaluated Wetland.
 - No Provincial Significant Wetlands.
 - No areas of natural and scientific interest (ANSI)
- A total of 33 species at risk (SAR) have the potential to occur within the overall Study Area.

Results of field investigations

- The following natural vegetation ecological communities were documented within the Study Area during the ecological land classification survey;
 - FODM4-5: Dry - Fresh Manitoba Maple Deciduous Forest Type.
 - FODM7-4: Fresh – Moist Black Walnut Lowland Deciduous Forest Type.
 - WODM4-4: Dry - Fresh Black Walnut Deciduous Woodland Type.
- Upper Rambo Creek was characterized as permanent, coldwater defined channel providing direct fish habitat;
 - Eroded banks present throughout with bank stabilization efforts observed within the downstream reach.
 - Potential seasonal barrier to fish migration located at upstream limit of the Study Area.
 - Watercourse flows through a concrete lined channel with no low flow channel
- Rambo-Hager Diversion Channel was characterized as permanent, coldwater defined channel providing direct fish habitat;
 - Watercourse flows through a concrete lined channel with no low flow channel.
 - No important fish habitat observed.
- The one woodland located centrally within the Study Area is greater than 0.50 ha and is within 50 m of a watercourse;
 - Considered Significant.
- A total of 20 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.

Stormwater Management Assessment:

Amec Foster Wheeler presented preliminary results for the Burlington GO Mobility Hub at the September 27, 2017 Mobility Hub Technical Advisory Committee meeting, however these works were largely focused on the Hager- Rambo Diversion Channel spill impacts to the Downtown Burlington Mobility Hub. Additional analyses are underway to assess the extents of riverine floodplains for the Burlington GO Mobility Hub (i.e. for the East and West Rambo Creeks, upstream of the diversion channel).

Key to this additional work has been the development of a revised operating curve for the East Rambo Storm Water Management Facility (North Service Road west of Guelph Line), as the majority of the spill from this facility would be expected to discharge through the CNR culvert beneath the QEW to the West Rambo Creek (whereas low flow discharge is directed to the East Rambo Creek). This is contrary to the currently approved modelling (which directs all flow to East Rambo Creek), however has been verified through a review of available mapping data (and is consistent with Conservation Halton's comments of September 12, 2017).

The impacts of this flow split to floodplain extents are currently being assessed.

Water / Wastewater Assessment:

Water and Wastewater infrastructure in Burlington is owned, planned and managed by Halton Region. Halton Region's planning framework to service the growth in Halton Region 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 information provided by Halton Region.

Wastewater: The Burlington GO Mobility Hub is situated north of 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 will form the primary outlet to the collection system for the proposed development in the Burlington GO Mobility Hub through possible three existing connecting smaller trunk sewers along Maple Avenue, Brant Street, and Drury Lane.

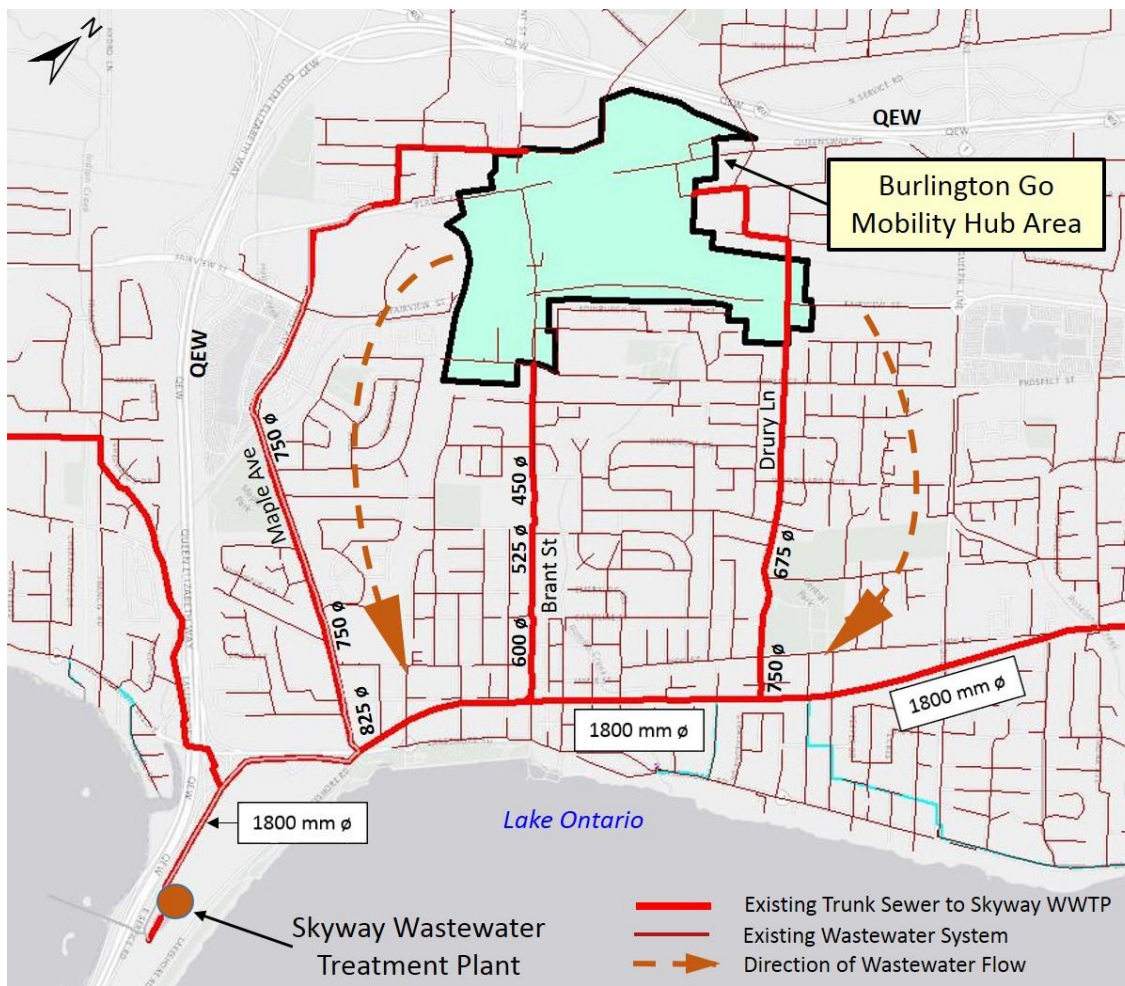


Figure 1 Existing Sanitary Services in and around the Burlington GO Mobility Hub Planning Area

Lands within the mobility hub are to be serviced by gravity sewers connecting to 1800 mm trunk sanitary sewer. Future services required for intensification in the Burlington GO Mobility Hub would include Local Sewer Conveyance Improvements, and capital contribution to the life-cycle component for the Halton wastewater collection and treatment system within the Skyway Wastewater Treatment Plant Sewershed.

Water: The Burlington GO Mobility Hub lands are located within the Burlington Zone 1 (BZ1) water distribution zone. Currently, Halton's Lake Based Supply has a capacity of 432 ML/d which can meet the needs of a population of 800,000. Capacity expansion is reviewed on a Region wide basis as part of the Master Planning Process. The water supply system in and around the Burlington GO Mobility Hub is shown in Figure 22. Burlington GO Mobility Hub's location within BZ1 is accessible to high capacity trunk infrastructure in the Halton Lake Based System.

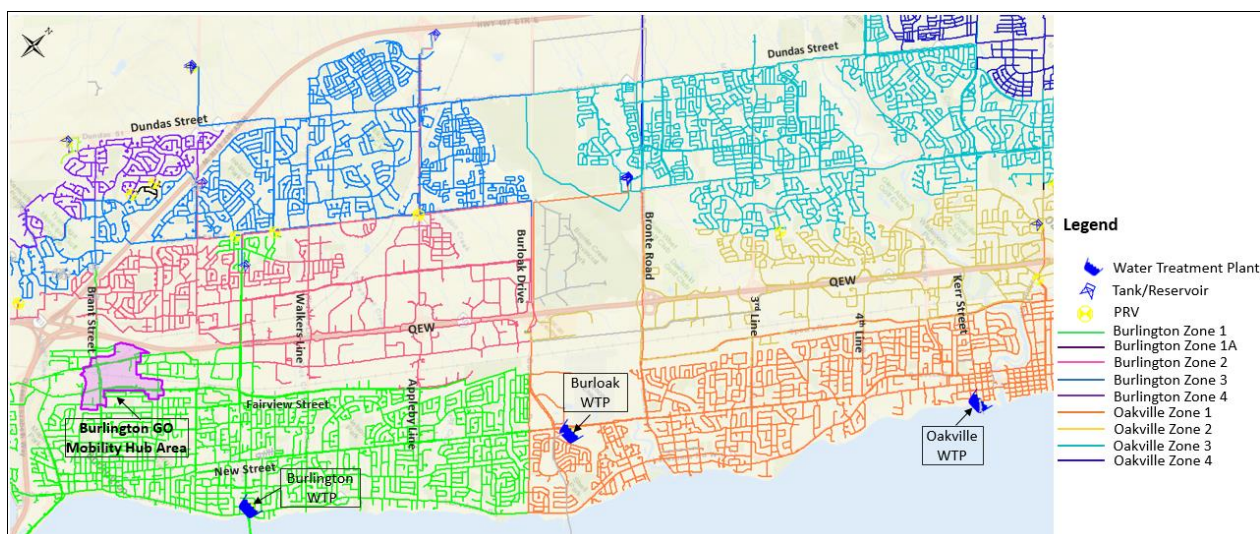


Figure 2 Existing Water System in and around the Burlington GO Mobility Hub Planning Area

Future services required for intensification in the Burlington GO Mobility Hub would include Local Conveyance System Improvements, as well as a capital contribution to the life-cycle component for the Halton Integrated Lake Based Water Supply System (Treatment, Distribution & Storage).

Further assessment of water / wastewater servicing will be conducted through Stage 2 of the Burlington Mobility Hubs Study following confirmation of the preferred concept.

Archaeological Resources Existing Conditions:

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. 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 (farmsteads, inn, Village of Burlington, hamlet of Freeman);
- Proximity to historic transportation routes (Great Western Railway, Hamilton & North Western Railway, Brant Street, Road, Plains Road); and,
- Proximity to water sources (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 concept has been determined to further assess archaeological potential as per the Standards and Guidelines for Consultant Archaeologists.

PB-76-17: Appendix B2 - Public Consultation Summary for Burlington GO Mobility Hub Draft Concepts

November 2017 Update

Introduction

On September 6th, 2017, the second round of public consultation was held at the Holiday Inn (3063 South Service Rd.) for the Burlington GO Mobility Hub. Members of the public were invited to attend and provide feedback on two draft concepts for the Burlington GO Mobility Hub. In May 2017, public engagement sessions focused on visioning and what the public loved and valued in the area around the Burlington GO station. A summary of feedback gathered during this visioning stage is available at www.burlington.ca/mobilityhubs. With that input, along with information from ongoing technical studies, two draft concepts for the Burlington GO Mobility Hub were produced. These concepts showed how and where future growth could be accommodated in the area around the Burlington GO station over the long term. Approximately 15 people attended the event.

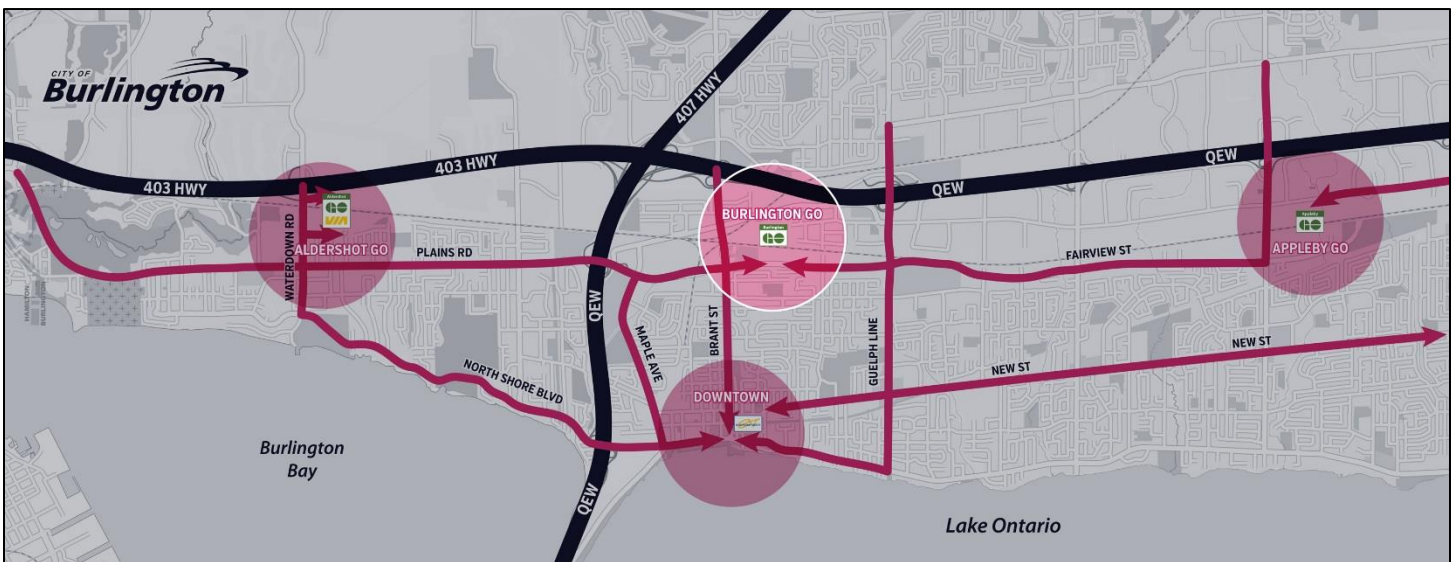
The event was structured as a presentation and workshop. The presentation included an overview of what the City heard to date on the Burlington GO Mobility Hub and a description of each draft concept. Presentation materials can be found at: www.burlington.ca/mobilityhubs. Following the presentation, a workshop was held where participants gathered in smaller groups and were taken through a series of worksheets by a facilitator to discuss the two concepts. The outcome of the workshop and feedback collected is summarized in the following section.

Along with the formal public consultation workshop, two drop-in open houses were held at various locations that were open to the public, landowners and other interested parties to discuss their specific properties, interests, or concerns with staff one-on-one. Feedback from these conversations is included in the following section.

Additionally, the City gathered information using an online survey, where participants were asked to answer questions regarding their preferred development styles, land use distribution and what they liked and disliked concerning different design and neighbourhood features. The survey was used to collect information at a public meeting on May 10th, 2017 and was available online from May 11th to November 3, 2017. The results of the Burlington GO Mobility Hub Visioning Survey are provided in the following section.

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Part 1: Draft Concepts Feedback – September 2017

Below is a summary of the feedback received during the public consultation workshop on the two draft concepts for the Burlington GO Mobility Hub held on September 6th, 2017. Feedback is summarized to include general comments on the Burlington GO Mobility Hub, as well as comments specific to concepts #1 and #2.

In addition to the formal workshop on September 6th, 2017, two drop-in open houses were held, where the City continued to hear feedback from the public and stakeholders about the draft concepts. The drop-in open houses took place on the following dates:

Friday September 15th at City Hall – Room 247; 2-4pm

Thursday September 21th at Burlington Seniors Centre – Port Nelson Room; 6:30-8pm

Feedback received during the stakeholder drop-in open houses and collected from comment sheets is also included within the summary below.

A: General Feedback on the Burlington GO Mobility Hub

- **Private Space (Private Development)**
 - Use podium elements to mitigate impacts on low-rise residential using a 45° angular plane
 - Ensure that the distribution of mid-rise and tall-rise buildings is equitable and fair based on consistent criteria and rationale
 - Need more amenities and activities for people living here to enjoy and use
 - Instead of having big box options, include retail and services with the opportunity for smaller units
 - Include retail at grade in tall buildings
 - Want a good mix of buildings
 - Include active uses at-grade in GO station parking lots
 - Provide unique venues such as a beer market
 - Height and density will have the least impact closest to the GO Station
 - Work with Metrolinx to redevelop parking lots in the future
- **Public Space and Community Facilities**
 - Need a mix of smaller and larger community spaces
 - Provide both hard and soft space for public
 - Use the back of creeks for green spaces
 - Like the parks and community feel of both concepts
 - Provide more like an urban park – provide other things than retail, such as recreation and sports for families
 - Need to ensure that services and facilities such as libraries are available for people that will be added to this area

- In the concepts, community uses are well distributed
- The creation of two civic squares in the area would be preferred
- **Getting Around (Transportation, Transit, Traffic and Parking)**
 - Limit the number of entrances off main streets
 - Traffic calming in this area is needed
 - Make road design features in a way that encourages people to slow down such as cobblestones, one way streets etc.
 - Need more north-south connections over Fairview Street
 - Create underground connections between high density development and amenity areas
 - Active transportation connections are currently very difficult in this area
 - need to ensure that green streets and buffers are large enough to buffer the street from tall buildings
 - buffer along Brant Street (higher traffic area)
 - Ensure easy wayfinding throughout the area
 - Need more connections to the neighbourhood south of the mobility hub
 - Extend Queensway to Brant Street
 - Green streets are a fantastic idea – much needed grass addition
 - Do new roads have to be public? – perhaps 20m wide roads might be too big for some developments
 - Need to create more permeability
 - Need more walkway and cycling connections
 - Lots of potential for staying inside the community and walk over to local destinations
 - Less reliable in car transportation/travel
 - Practical to live here and use the GO transit service
 - Integrate the north and south to create more connections
 - Like the idea of connecting the hydro corridor with the area through open space/park/trail
 - We don't currently have good transit service
 - Concerned with parking
 - Important to have a focus on underground parking not on large surface parking
 - Connect this area using bike share and transit
 - Brant Street is not currently not a friendly street – need to be comfortable with speed limits
 - May not need giant, wide roads
 - Improved/increase connections (south-north) across the rail tracks
 - Consider an over or underpass at the rail track connecting green spaces
 - Ensure there is available visitor parking –businesses want this
 - Create a Pedestrian Corridor in the area, similar to the Elgin Promenade
 - Enhanced connection between Fairview Street and the Station and the civic square through the overpass, continuing along the parking garage as a promenade up to Plains Road
 - Details of roads are very important
 - Use the Queensway to make a loop
 - Use cobble to slow drivers down

- North-South foot traffic is a concern because the railway is a barrier – tunnels under at the station are grotesque
 - Need more pedestrian and bike bridges
 - Keep all parking below grade to minimize car traffic – such as an underground garage network
 - Consider underground pedestrian connections between buildings to the GO Station
 - Create connections from the residential neighbourhood south of Fairview Street to the GO Station – perhaps the city can buy a house to facilitate the connection
 - The creation of a connection along the hydro corridor will be a great benefit
 - Need to incorporate north-south green streets especially leading down to the lake
 - The point at which lanes merge on Brant Street near Graham’s Lane can be very chaotic – could be buffered
 - Need to balance parking with green development and public spaces
- **Other**
 - We should think of these hubs as small towns/communities/Complete Communities!
 - Like the idea of small streets with buildings closer to the street and are nice to walk, that are streets for people and have lots of trees
 - Don’t want a bedroom community
 - Think about universal design
 - The Burlington GO needs to have after work hour activity
 - Ensure security measures and building/construction measures for building residential development near rail tracks
 - Incorporate public art!
 - Important to consider accessibility
 - Is there recognition of the significant increase in population and how that will be managed?
 - Is there potential to add more density?
 - Need to explore how to balance heritage character and increased density

B: Feedback on Concept #1 – Intersection Oriented

- Density focused in areas that have the hardest pedestrian environment
- More podium development throughout
- Like the parks in this concept
- The heritage building in this concept is surrounded by better transitions
- Incorporate more open space as part of tall building development
- Prefer concept #1 because it generate more people for existing businesses
- Like the tallest buildings at Brant Street and Plains Road
- Prefer concept 1 because it generates more people for existing businesses
- Prefer tallest buildings at Brant Street and Plains Rd.
- Prefer concept 1 because of interface with adjacent low density neighbourhood at Maplewood Drive
- Preference for this option

C: Feedback on Concept #2 – Rail Corridor Oriented

- Like the massing and density focused around the GO station for access to RER
- Prefer concept #2 – density is spread out away from the main arteries
- High density along Fairview Street and closer to the GO station is better and more preferred
- Prefer tall buildings north of Fairview Street
- May be more in keeping with immediate commercial interest
- Prefer the larger civic square – better to have 1 larger public square vs. 2 smaller ones
- Prefer open space to be located on the south side of the GO station to serve the existing community
- Consider the creation of a 2 level civic square
- If this corridor oriented concept is chosen, make larger boulevards to offset increased density
- Locating density and height along Fairview Street feels like a good idea
- Higher building at Brant Street and Plains Road is also good
- Concept 2 seems more in keeping with existing zoning and potential commercial interest
- High density along Brant Street, south of Fairview Street seems challenging
- Larger civic square is good but should be on the south side of the tracks



Part 2: Burlington GO Mobility Hub Visioning Survey Results

The following are results from the Burlington GO Mobility Hub Visioning Survey, which were collected a number of different methods, including: electronic voting at the Burlington GO Mobility Hub visioning workshop on May 10th, open houses, coffee consultations and an online survey, which was open from May 10th, 2017 to November 3rd, 2017. There were generally 104 responses for each question.

1. Within the area of study boundary are you a: (103 total responses)

Resident (tenant/homeowner)	60%
Business Owner/Operator/Employee	1%
Landowner	3%
Other/Interested Party	36%

2. I want the choice to complete most of my daily needs and trips on foot, by bike or by public transit: (103 total responses)

Strongly Agree	48%
Agree	28%
Not Sure	6%
Disagree	12%
Strongly Disagree	7%

3. Additional or enhanced cycling infrastructure is needed in the area around the Burlington GO Station. (104 total responses)

Strongly Agree	30%
Agree	29%
Not Sure	11%
Disagree	21%
Strongly Disagree	9%

4. I feel that the area around the Burlington GO is adequately serviced by transit routes, stops and frequency. (102 total responses)

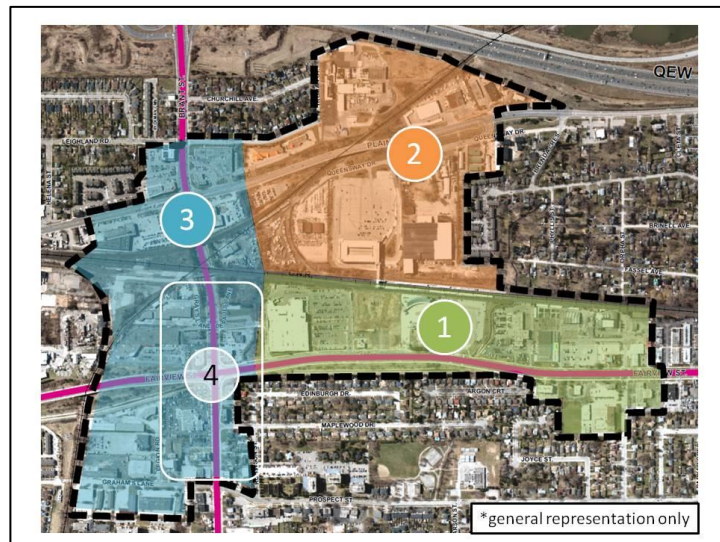
Strongly Agree	6%
Agree	27%
Not Sure	34%
Disagree	22%
Strongly Disagree	11%

5. Within the study boundary, retail and commercial services should be predominantly located along: (129 total responses)

Fairview Street	22%
Brant Street	5%
Plains Rd. E./Queensway Drive	17%
All of the Above	56%
Not Sure	4%

6. Where should the majority of future growth be directed in the area around the Burlington GO Station? (99 total responses)

Area #1	28%
Area #2	55%
Area #3	10%
Area #4	7%



7. New development around the Burlington GO Station should be more family oriented. (104 total responses)

Strongly Agree	24%
Agree	41%
Neutral	16%
Disagree	13%
Strongly Disagree	6%

8. I feel it's important to have more affordable housing options around the Burlington GO Station even if it means an increase in numbers of units to achieve it. (104 total responses)

Strongly Agree	20%
Agree	41%
Neutral	3%
Disagree	21%
Strongly Disagree	14%

9. New development should include sustainable and green building features where possible. (106 total responses)

Strongly Agree	60%
Agree	35%
Neutral	4%
Disagree	0%
Strongly Disagree	1%

10. From the list below, select your top TWO (2) priorities for the area around Burlington GO. (182 total responses)

Conservation of significant cultural heritage resources	19%
New Public Spaces	35%
Public Art	5%
Landscaping and Greenery	41%

Part 3: Next Steps

The next steps of the Mobility Hubs Study for the Burlington GO Mobility Hub include:

- Presentation of a preferred concept for the Burlington GO Mobility Hub to Burlington City Council on December 4th, 2017
- Ongoing site analysis and technical studies
- Creation of draft policy framework for the preferred concept
- Public Consultation #3 in early 2018 – at this meeting staff will be presenting draft policies for the Burlington GO Station preferred concept
- Development of the Burlington GO Mobility Hub Area Specific Plan (ASP) for delivery to Burlington City Council by June 2018.

For additional information on the progress of the Mobility Hubs Study, please visit the project website:
www.burlington.ca/mobilityhubs

BrookMcIlroy/

Memorandum

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

From: Brook McIlroy Incorporated, N. Barry Lyon Consultants, Dillon Consulting Limited, Amec Foster Wheeler and ASI Heritage Consultants,

Project Name: Burlington Mobility Hubs

Date: November 9, 2017

Subject: Appleby GO Mobility Hub Technical Memo

Introduction:

The Appleby GO Mobility Hub is centred on the Appleby GO Station, is generally bound by the Queen Elizabeth Way / HWY 403 to the north and the Centennial Bikeway to the south, and has a Study Area of approximately 207 hectares. The following memo provides a summary of the key findings, status and next steps for the Appleby GO Mobility Hub as related to projected densities, market analysis, environmental impact study, stormwater management, water / wastewater, archaeological resources and cultural heritage resources.

Projected Density:

Density calculations for the hub are based on full build out of the Preferred Land Use and Building Height Plans (see images following this section of the memo) as well as recommended residential and office distribution identified in NBLC's Market Analysis, input from the above-mentioned disciplines, and factors such as property depth, underground parking and required 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 purpose of these projections is to identify that the preferred land use concept for the Appleby GO Mobility Hub is capable of meeting and exceeding the minimum projected density target of 300 people and jobs per hectare identified for mobility hubs within Burlington.

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

Assumptions:

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GFA per employee assumptions are based on Watson's 2016-2031 Non-Residential Growth Forecast by Fiscal Impact Study Development Type from their April 20, 2017 City of Burlington Fiscal Impact Study.

Retail and Office Distribution Assumptions for Mixed-Use Areas:

- Properties fronting Fairview Street and properties adjacent to the Station Area include 40 percent of ground floor GFA identified for potential retail use;
- Tallest and Tall blocks within employment areas have been assumed to accommodate 90 percent office use and 10 percent street oriented retail;
- Mid-rise blocks within employment areas have been assumed to accommodate 20 percent office use, 20 percent street oriented retail and 60 percent light industrial; and
- Low rise blocks within employment areas have been assumed to accommodate 70 percent light industrial and 30 percent big box commercial / retail.

Conclusions:

Projected total GFA for the Appleby GO Mobility Hub at full build out is approximately 2,800,000 square metres or 30,100,000 square feet.

This includes:

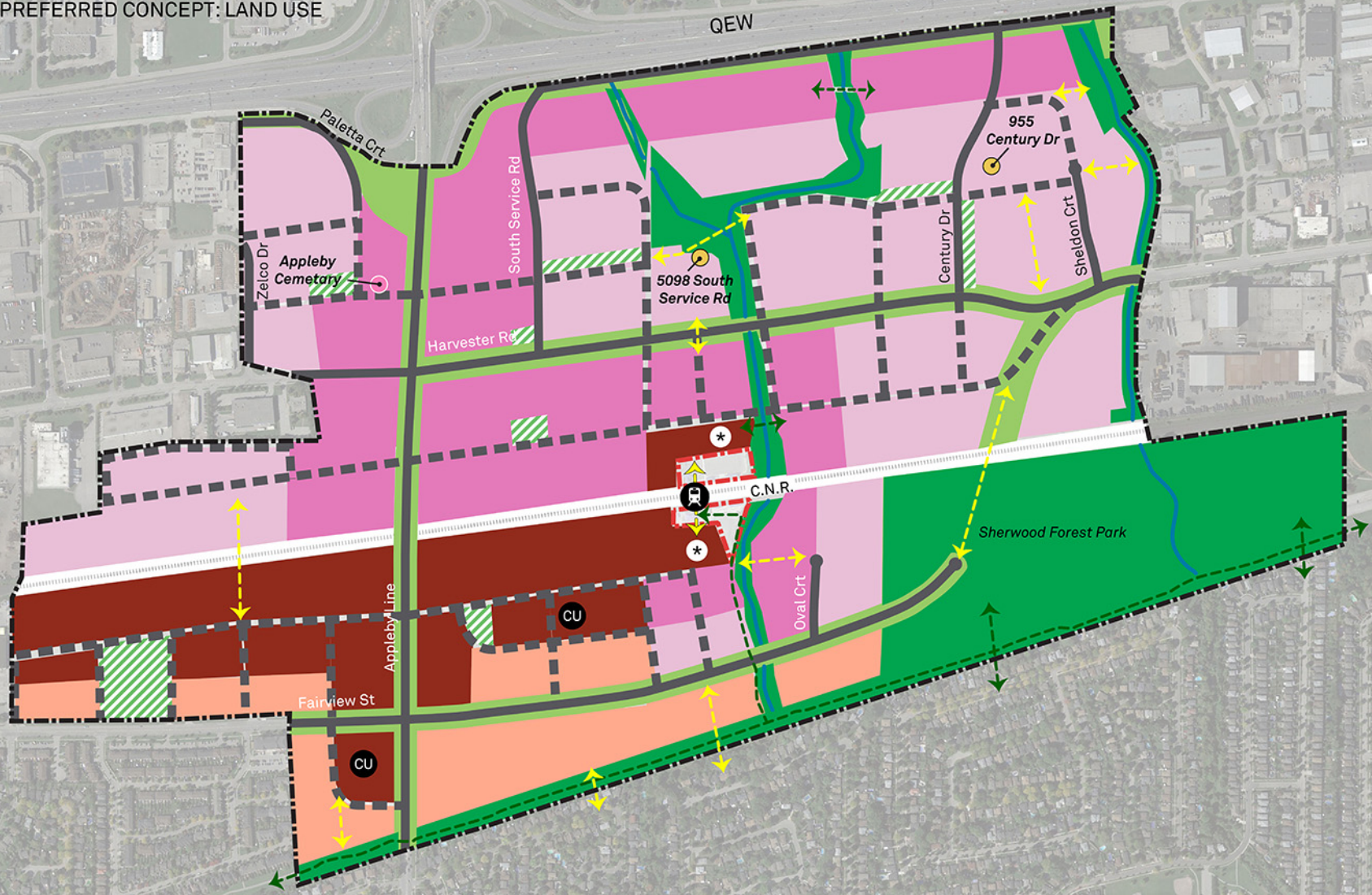
- 1,000,000 square metres (11,500,000 square feet) of residential GFA;
- 240,000 square metres (2,600,000 square feet) of street oriented retail GFA;
- 100,000 square metres (1,000,000 square feet) of big box retail GFA;
- 800,000 square metres (8,600,000 square feet) of office space GFA; and
- 650,000 square metres (7,000,000 square feet) of light industrial GFA

Resulting in approximately:

- 11,500 new residential units;
- 20,000 new residents;
- 6200 street oriented retail jobs;
- 1400 big box retail jobs;
- 26,600 office jobs; and
- 8800 light industrial jobs.

Therefore, at full build out the Appleby GO Mobility Hub is projected to have capacity for 20,000 new people and 43,000 new jobs or a total of 63,000 people and jobs and a gross density of 305 people and jobs per hectare. This results in a population to employment ratio of 0.5:1.

APPLEBY GO MOBILITY HUB PREFERRED CONCEPT: LAND USE



LEGEND

Study Area Boundary

Transit Station Area

Existing Street

Proposed Street

Existing Parks / Open Space / Natural Heritage

Proposed Parks / Open Space / Natural Heritage (conceptual)

Community Use

Potential Location for Transit Plaza

Designated Heritage Property

Listed Heritage Property

Existing Active Transportation Connection

Potential Active Transportation Connection (conceptual)

Green Street

Watercourses

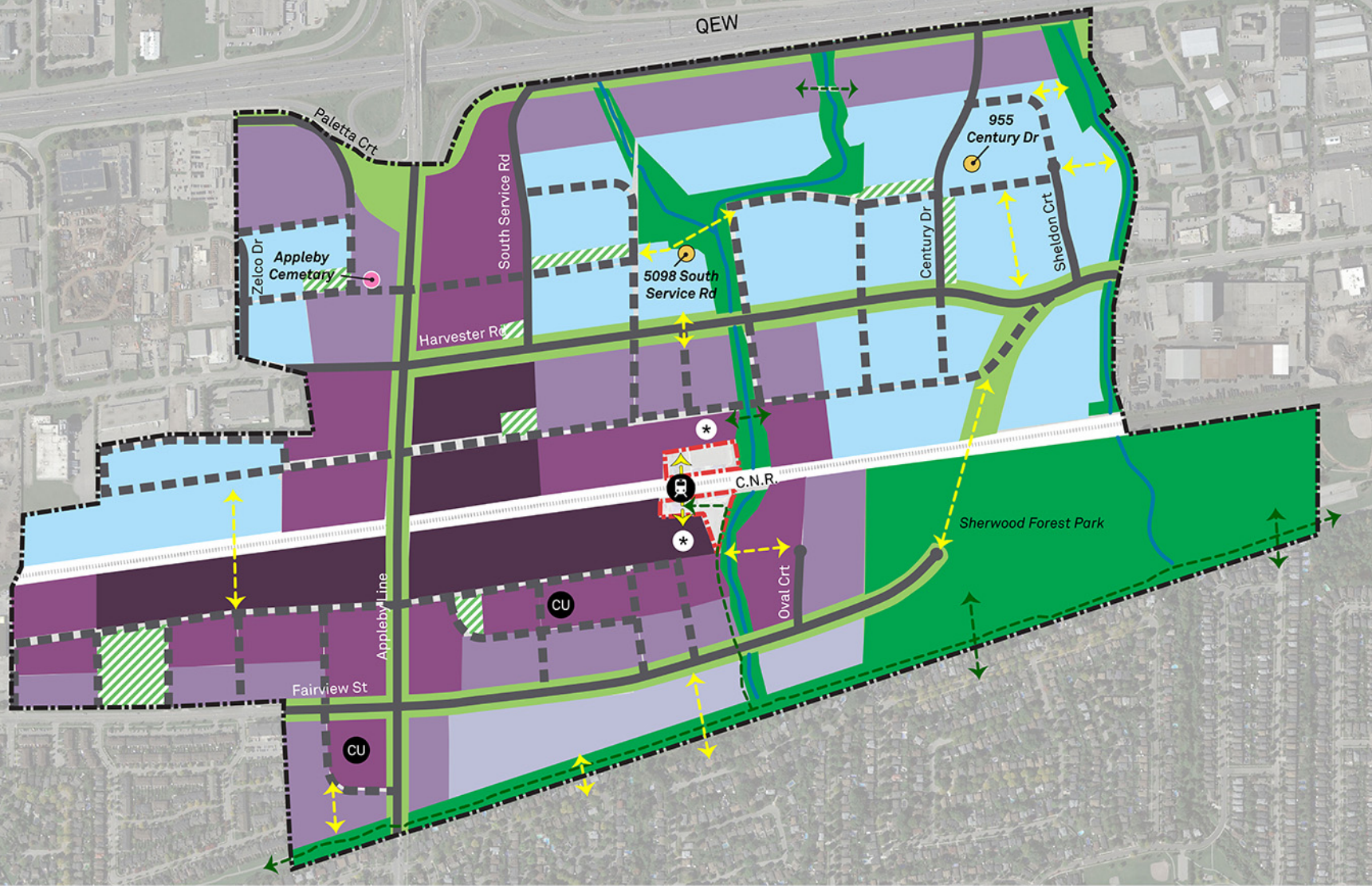
Employment 1 (Low Scale Intensity)

Employment 2 (Mid-High Scale Intensity)

Mixed Use 1 (Low-Mid Scale Intensity)

Mixed Use 2 (High Scale Intensity)

APPLEBY GO MOBILITY HUB
PREFERRED CONCEPT: HEIGHTS



LEGEND

Study Area Boundary

Transit Station Area

Existing Street

Proposed Street

Existing Parks / Open Space / Natural Heritage

Proposed Parks / Open Space / Natural Heritage (conceptual)

Watercourses

Potential Location for Transit Plaza

Community Use

Designated Heritage Property

Listed Heritage Property

Existing Active Transportation Connection

Potential Active Transportation Connection (conceptual)

Green Street

Low Rise (1-3 Storeys)

Mid Rise (4-6 Storeys)

Mid Rise (7-11 Storeys)

Tall (12-19 Storeys)

Tallest (20+ Storeys)

N.T.S.

Market Analysis:

- Of the four mobility hubs, the Appleby GO Mobility Hub has experienced the least amount of development in recent years. Its current land use designations, and many of its existing uses, particularly north of the rail corridor, limit its market appeal and residential development potential.
- Despite this, there does appear to be opportunity for new residential development if amendments are made to some of the existing land use designations south of the rail corridor. A number of vacant land parcels along Fairview Street, including next to the Appleby GO Station, offer excellent opportunities for residential developments. The existing retail plaza and properties with standalone retail buildings at Appleby Line and Fairview Street may also provide opportunities for infill development.
- Improvements will need to be made to the public realm as the area evolves towards becoming a complete community. However, the access that the area has to the QEW and GO transit, and the presence of Sherwood Forest Park, one of the largest recreational amenities in Burlington, provide the Appleby GO Mobility Hub with existing drivers of demand.
- Appleby's redevelopment may be more modest relative to the other mobility hubs in Burlington. For the time being, the Appleby GO Mobility Hub is likely to remain as a more affordable alternative for new residential uses relative to the other hubs.
- Mid-rise apartments may be marketable in the near to mid-term if positioned affordably and provide increased density that would aid in populating the area in the initial years of redevelopment. These housing types also provide a more affordable entry point to the ground-related housing market and would aid in diversifying the mix of medium to high density housing product in the Appleby GO Mobility Hub and the surrounding area.
- Given the low prices of current listings, and the abundance of available office space nearby, near term non-residential development is likely to be limited to the inclusion of retail and service commercial space in the ground floor of any new mixed-use buildings. Over the long term new office space would be expected to occur as replacement for existing office stock and within the base of mixed-use buildings.
- Overall, the Appleby GO Mobility Hub has significant long-term potential but is less mature from a market and planning policy context. As a result, development will likely lag the other mobility hubs in terms of the nature and intensity of development.

Environmental Impact Study:

Results of background review

- The Study Area is located within the Burlington Urban Creeks Watershed Area.
- There are two tributaries located within the Study Area, running approximately east-west;
 - Appleby Creek is located centrally within the Study Area.
 - Sheldon Creek is located along the northern boundary of the Study Area.
- Natural features identified during the background review consisted of;
 - Five Woodlands.

- Minor Valley Systems (Appleby Creek and Sheldon Creek).
- No Unevaluated Wetland.
- No Provincial Significant Wetlands.
- No ANSI.
- A total of 34 species at risk (SAR) have the potential to occur within the overall Study Area.

Results of field investigations

- The following natural vegetation ecological communities were documented within the Study Area during the ecological land classification survey;
 - FODM5: Dry – Fresh Sugar Maple Deciduous Forest Ecosite.
 - FODM6-5: Fresh – Moist Sugar Maple – Hardwood Deciduous Forest Type.
 - FODM7: Fresh – Moist Lowland Deciduous Forest Ecosite.
 - FODM7-4: Fresh – Moist Black Walnut Lowland Deciduous Forest Type.
 - MEMM4/THDM2: Fresh - Moist Mixed Meadow Ecosite/ Dry - Fresh Deciduous Shrub Thicket Ecosite.
- Appleby Creek was characterized as permanent, coldwater defined channel providing direct fish habitat;
 - Barriers to fish migration present throughout this reach. The largest observed was a 1 metre high weir.
 - Eroded banks present with observed instances of failed gabion baskets.
 - Waste odour noted along the northern side of the GO Station.
 - Potential to receive migratory run of spawning salmonids from Lake Ontario.
- Tributary to Appleby Creek was characterized as permanent, coldwater defined channel providing direct fish habitat;
 - Minor instances of gabion baskets leaning and collapsing near the upstream limit of the study area.
 - No important fish habitat observed.
- Sheldon Creek was characterized as permanent, coldwater defined channel providing direct fish habitat;
 - Seasonal barrier to many fish species present at Harvester Road crossing via a concrete footing and associated steep ~1 m drop instream with no low flow channel.
 - Banks eroded throughout with an instance of failed stabilization attempt at southern limit of study area.
 - Potential to receive migratory run of spawning salmonids from Lake Ontario.
- Five woodlands were identified within the Study Area
 - All woodlands meet the minimum size threshold of 0.50ha and are within 50m of a watercourse. Therefore, all woodlands will be considered Significant
- A total of 29 bird species were observed during breeding bird surveys in 2017;
 - One species is an indicator of shrub/early successional habitat (Eastern Towhee).
 - One SAR was documented (Barn Swallow).
- No Butternut trees were identified within the Study Area.
- No other SAR or SAR habitat, other than the Barn swallow, was identified within the Study Area during 2017 field surveys.
- No incidental wildlife species were observed within the Study Area.

Stormwater Management Assessment:

Assessment of existing conditions for the Appleby GO Mobility Hub is ongoing and will be completed following the immediate focus on the Downtown and Burlington Mobility Hubs.

Impact analyses, including flood plain mapping, and stormwater management strategy development will be completed following the analyses and characterization of existing conditions and confirmation of the preferred concept plan for assessment.

Water / Wastewater Assessment:

Water and Wastewater infrastructure in Burlington is owned, planned and managed by Halton Region. Halton Region's planning framework to service the growth in Halton Region 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 information provided by Halton Region.

Wastewater: The Appleby GO Mobility Hub is situated near a 1200 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 trunk sewer starts at the south-west corner of the mobility hub lands and will form the primary outlet to the collection system for proposed development in the Appleby GO Mobility Hub.

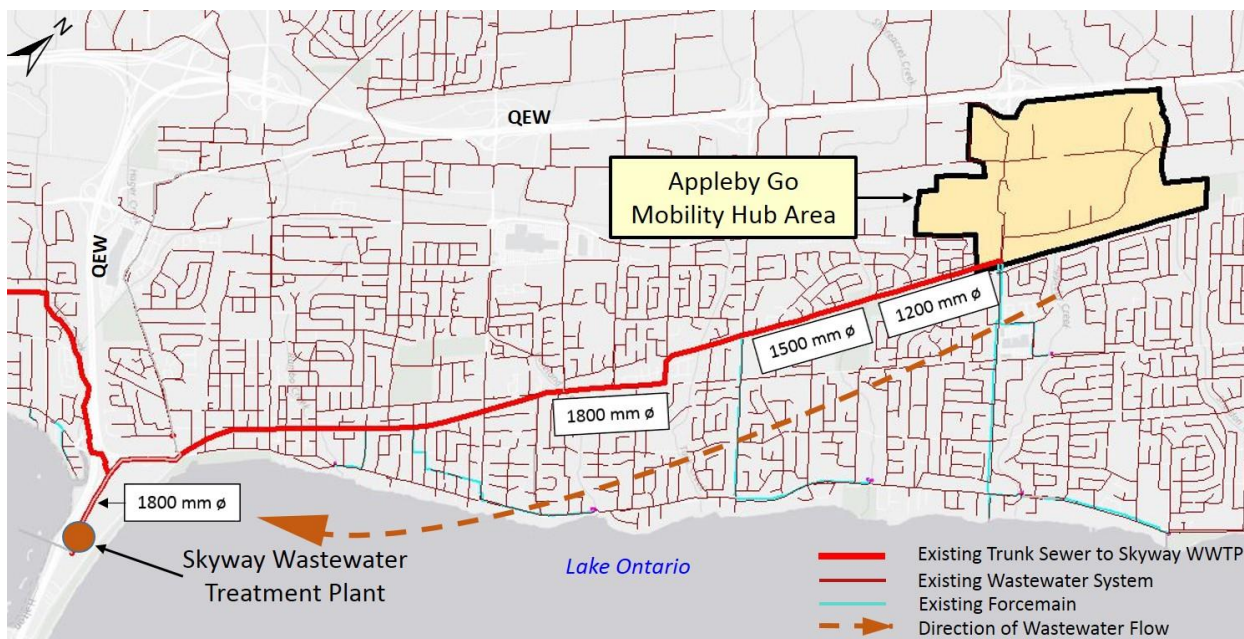


Figure 1 Existing Sanitary Services in and around the Appleby GO Mobility Hub Planning Area

Lands within the mobility hub are to be serviced by gravity sewers connecting to 1200 mm trunk sanitary sewer. Future services required for intensification in the Appleby GO Mobility Hub would include Local Sewer Conveyance Improvements, and capital contribution to the life-cycle component for the Halton wastewater collection and treatment system within the Skyway Wastewater Treatment Plant Sewershed.

Water: The Appleby GO Mobility Hub lands are located within the Burlington Zone 1 (BZ1) and Burlington Zone 2 (BZ2) water distribution zone. Currently, Halton's Lake Based Supply has a capacity of 432 ML/d which can meet the needs of a population of 800,000. Capacity expansion is reviewed on a Region wide basis as part of the Master Planning Process. The water supply System in and around the Appleby GO Mobility Hub is shown in Figure 22.

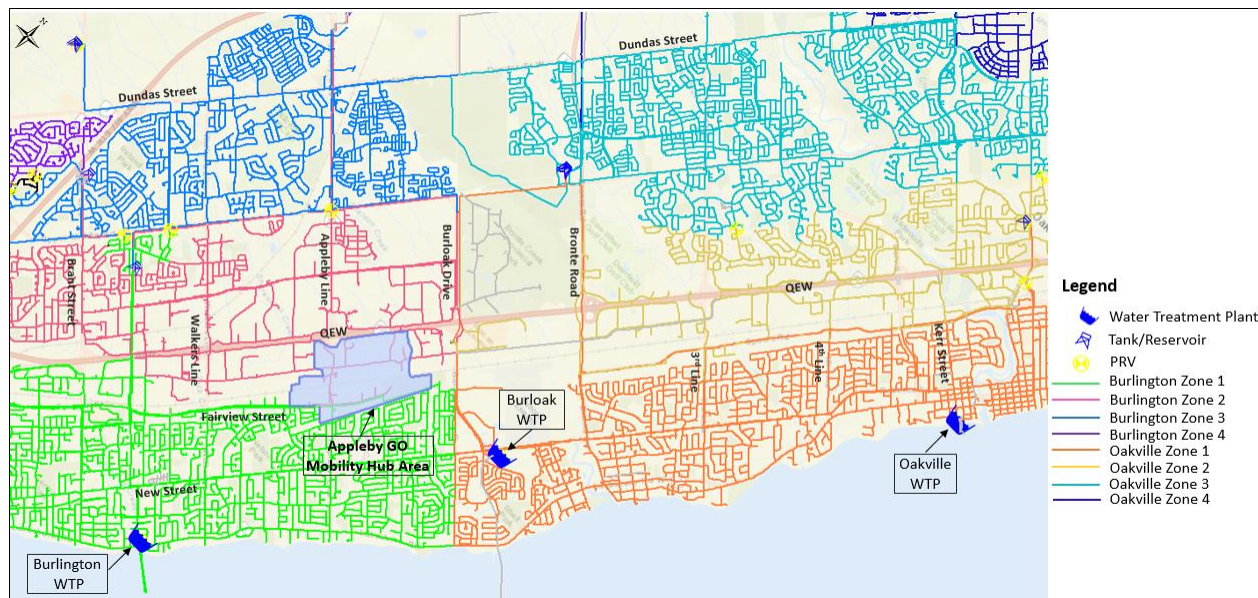


Figure 2 Existing Water System in and around the Appleby GO Mobility Hub Planning Area

Future services required for intensification in the Appleby GO Mobility Hub would include Local Conveyance System Improvements, as well as a capital contribution to the life-cycle component for the Halton integrated Lake Based Water Supply System (Treatment, Distribution & Storage).

Further assessment of water / wastewater servicing will be conducted through Stage 2 of the Burlington Mobility Hubs Study following confirmation of the preferred concept.

Archaeological Resources Existing Conditions:

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. 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 10 previously registered archaeological sites;
- Proximity to Euro-Canadian settlements (farmsteads, school house, church, cemeteries, saw mill; village and village of Appleby);
- Proximity to historic transportation routes (Great Western Railway, Middle Road, Appleby Line); and
- Proximity to water sources (Appleby and Sheldon Creeks).

These criteria are indicative of the Study Area 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 concept has been determined to further assess archaeological potential as per the Standards and Guidelines for Consultant Archaeologists.

Cultural Heritage Resources Assessment:

The results of cultural heritage resources assessment background research for the Appleby GO Mobility Hub, including a review of historical mapping, reveal that the Euro-Canadian land use of the study area had its origins in late eighteenth-century survey and settlement. Historical mapping does show that there was not significant expansion within the hamlet of Appleby in the first half of the twentieth century. The review of historical mapping suggests that the main settlement area of Appleby has now been severely impacted from the construction of the QEW and urban growth in the area. In addition, mapping demonstrates that the study area has evolved from a nineteenth century farming community into a large commercial and industrial landscape incorporated into the City of Burlington.

At present, the City of Burlington's Municipal Heritage Register lists three cultural heritage resources within or adjacent to the Appleby GO Mobility Hub Study Area. However, it is still possible that the Study Area has retained additional cultural heritage resources that have not yet been recognized along the historical transportation routes. Historical mapping illustrates a number of nineteenth century structures that may be still extant within the study area.

Intensification of the Appleby GO Mobility Hub may have a variety of impacts upon cultural heritage resources. Based on the results of background data collection, there is the potential for additional cultural heritage resources to be located within the Study area. As such, the proposed improvements should be planned to avoid impacts to any cultural heritage resources. Therefore, further work is recommended which includes a field visit to document existing conditions to confirm the location and the integrity of the previously identified heritage resources, to search for any additional built heritage resources and cultural heritage landscapes, and to obtain information to accurately map above-ground cultural heritage resources. The potential impact of growth on identified cultural heritage resources within the Study Area will then be evaluated and appropriate mitigation measures recommended, following confirmation of the preferred concept.

PB-76-17: Appendix C2 - Public Consultation Summary for Appleby GO Mobility Hub Draft Concepts

November 2017 Update

Introduction

On October 11th, 2017, the second round of public consultation was held at the Appleby Ice Centre for the Appleby GO Mobility Hub. Members of the public were invited to attend and provide feedback on two draft concepts for the Appleby GO Mobility Hub. In May 2017, public engagement sessions focused on visioning and what the public loved and valued in the area around the Appleby GO station. A summary of feedback gathered during this visioning stage is available at www.burlington.ca/mobilityhubs. With that input, along with information from ongoing technical studies, two draft concepts for the Appleby GO Mobility Hub were produced. These concepts showed how and where future growth could be accommodated in the area around the Appleby GO station over the long term. Approximately 30 people attended the event.

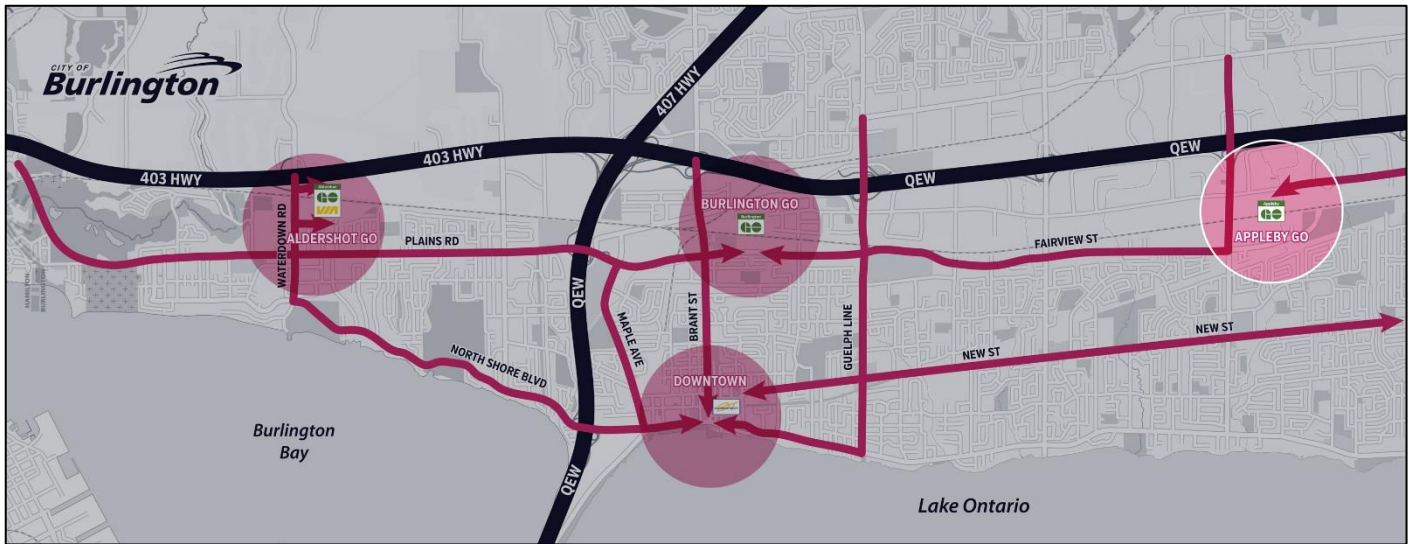
The event was structured as a presentation and workshop. The presentation included an overview of what the City heard to date on the Appleby GO Mobility Hub and a description of each draft concept. Presentation materials can be found at: www.burlington.ca/mobilityhubs. Following the presentation, a workshop was held where participants gathered in smaller groups and were taken through a series of worksheets by a facilitator to discuss the two concepts. The outcome of the workshop and feedback collected is summarized in the following section.

Along with the formal public consultation workshop, two drop-in open houses were held at various locations that were open to the public, landowners and other interested parties to discuss their specific properties, interests, or concerns with staff one-on-one. Feedback from these conversations is included in the following section.

Additionally, the City gathered information using an online survey, where participants were asked to answer questions regarding their preferred development styles, land use distribution and what they liked and disliked concerning different design and neighbourhood features. The survey was used to collect information at a public meeting on May 18th, 2017 and was available online from May 18th to November 3rd, 2017. The results of the Appleby GO Mobility Hub Visioning Survey are provided in the following section.

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Part 1: Draft Concepts Feedback – October 2017

Below is a summary of the feedback received during the public consultation workshop on two draft concepts for the Appleby GO Mobility Hub held on October 11th, 2017. Feedback is summarized to include general comments on the Appleby GO Mobility Hub, as well as comments specific to concepts #1 and #2.

In addition to the formal workshop on October 11th, 2017, two drop-in open houses were held, where the City continued to hear feedback from the public and stakeholders about the draft concepts. The drop-in open houses took place on the following dates:

Thursday October 12th at Centennial Pool – Multi-Purpose Room; 10:20am - 12pm

Thursday October 12th at Appleby Ice Centre – Multi-Purpose Room; 6:30-8pm

Feedback received during the stakeholder drop-in open houses and collected from comment sheets is also included within the summary below.

A: General Feedback on the Appleby GO Mobility Hub

- **Private Space (Private Development)**
 - Need grocery stores in this area to be a destination and to serve residents
 - Provide amenities at the GO station
 - Include green roofs for new development
 - Prefer a stepped back design – terracing for taller buildings
 - Look at incorporating increased numbers of bedrooms in units to encourage families
 - Taller buildings attract people who use the GO and who walk to meet their needs
 - Look at condo rules for park rates to provide amenities on site
 - Medical buildings would be a good use and are needed south of the tracks
 - 20 storeys feels too high
 - Tall buildings great for those who live in them due to views
 - See Newmarket downtown hub for great storefronts at street level, steps away from sidewalk. All of Burlington has plans that take at least a few minutes to get to store from street level. Store fronts should be closer to the street to help create a sense of place
 - A great deal of consideration should be given to sustainability and weather protection incorporated into new development
 - Design of a new building is important and to the willingness to accept additional height
- **Public Space and Community Facilities**
 - Not enough parks in the concept for the amount of people who could live here in the future
 - Need parks and open spaces for employees as well
 - Need parks in closer proximity to residential and for people using retail and service commercial outside of work hours

- Also look at new larger parks with great amenities
 - Need to ensure there are schools for kids to attract families
 - Need schools for kids
 - Parkettes should be added to the neighbourhood – Sherwood Forest Park is great but too far for the average dog walker in a new community
 - Pet-specific parks needed
 - Need spaces for kids outside of Sherwood Forest Park (i.e. within each walk shed)
 - Need more parks near residential areas and public spaces need to be accessible
 - Parks in employment areas would encourage activity during off-peak employment hours
 - Community uses should be accessible by transit
 - Like the community uses close to the intersection of Appleby Line and Fairview Street – closer to residential uses
 - Incorporate public art
 - Developments should be family friendly – school and locations need to be well throughout
 - Improve amenities in Sherwood Forest Park – picnic tables, seating.
- **Getting Around (Transportation, Transit, Traffic and Parking)**
 - It is currently too dangerous to cycle along Appleby Line
 - Need safer routes for bikes over the QEW
 - Need wider sidewalks for dual purpose – separated bike lanes for safety, perhaps on the boulevard
 - Traffic on Appleby Line is crazy
 - Proposed streets could be a better option for cycling routes rather than major streets
 - Have transit service to get workers to their area
 - Incorporate trails along the rail line – but only if safe
 - Avoid under ground active transportation tunnels for safety – at grade crossing is for good access
 - Concern about cost for active transportation connections through park and loss of soccer field
 - Concern about locations of potential active transportation connections to the south (on private property)
 - Traffic in this area is a major concern today
 - Transit needs a re-think - it is under-funded
 - Why are there so many new roads proposed in both concepts if we are promoting a departure from car dependency
 - Can the main arteries support these extra roads?
 - People currently walk down the creek to the school – they are making a mess of the creek
 - Loss of parking at GO Station to accommodate development is a concern – its already full.
 - Concerned about paths being large enough to accommodate cars in the future
 - Existing path (through the creek to Fairview St.) is unusable at night due to poor lighting
 - Need to see more effort to improve transit
 - Minimize vehicle access into the hub to allow people to walk/cycle within
 - Like the idea of creating secondary streets parallel to the rail corridor for a quieter atmosphere

- Like the potential active transportation connections proposed
 - Additional bike parking and bike lockers at the GO station will benefit increased active transportation
 - Need more connections between the Centennial Multiuse trail and the GO Station
 - Need enhanced bike safety along major streets
 - There are traffic concerns in this area
 - A finer grain street network would encourage safety for active transportation
 - Several businesses in the area are concerned with Harvester Road and the ability to cross the street from the GO station (north side) to the employment area. A safe pedestrian crossing at this location is needed and important to ensure safety for employees/customers and is a critical issue for businesses in the area
 - Think about safe routes for people with mobility concerns
 - Traffic on Fairview St. is a concern
 - Consider synchronized traffic lights to improve flow
 - Green streets should have appealing services to draw pedestrians
 - Need bike paths
 - Need to create a continuous network using improved active transportation connections, which is important for safety and accessibility
 - Consider road connection through Sherwood Forest Park
 - More active transportation through neighbourhoods would be good
 - Consider tertiary roads like in Mississauga
 - Consider vehicle connections under and over roads
 - Safety for pedestrians is a key concern along Appleby Line
 - The underpass at Burloak Dr. will help alleviate traffic
 - Separating pedestrians and cyclist traffic on trails important for pedestrian safety
 - Separated bike lanes a way for traffic and important for safety
 - Improve public transit to reduce vehicle dependency
- **Other**
 - Odour from the pork rendering plant is an issue in the area
 - Attract people here as a destination – need community uses to draw people into the area
 - Need buildings that create a safe environment
 - Strengthen this area's role as a destination for employment in the city
 - Recruit employers/employees through Economic Development
 - Is a 30 m crash wall required along the rail corridor?
 - Noise from rail line will be decreased in the future with RER
 - Lighting should face down towards the ground
 - Concern about road runoff into Appleby Creek
 - Snow removal with high density is a concern and challenge
 - Paradigm development (at the Burlington GO) is smart – where people want to go every day
 - Burden to infrastructure on existing neighbourhoods is a concern
 - Concern about depth of water table – can underground parking even be accommodated here?

- Infiltration flooding is a problem to the south
- Townhomes on Fairview St. currently have no basement due to water table
- More information is needed with regards to future densities in this area, new road network to be planned, new businesses, public infrastructure such as sewers, watermain etc.
- The area around the GO station will benefit from a face lift – the area seems to have a lot of wasted/underutilized space and it would be nice to see more dining options, grocery stores and other amenities that are in close walking distance
- The odor from the pork factory is an issue and will impact the ability to redevelop the area in the future. It is a real downside to the area. The smell is very unpleasant and impacts the people/homes in the area
- Don't block cemeteries
- Not all 400 sq ft units - need a variety of unit sizes and bedrooms

B: Feedback on Concept #1 – Rail Corridor Oriented

- Locate tall buildings close to the rail lines
- Preference for Concept 1 – no more than 20 storeys
- 20+ is too tall
- Huge opportunity to add density near the tracks
- Make it a destination from other parts of the City and the Regional Area
- Connections between buildings (tunnels) with new development to promote people to walk
- Consider synchronized traffic lights to improve flow
- Look at east-west street north of Fairview St.– may not be realistic due to serious slope.
- Pork rendering plant will discourage new tenants due to odour
- Reconsider the use of public parks in employment areas – make reasons for parks that of owners, not city because just serve employees
- Community use at south west corner is good – like coffee shops and an improved library
- Loosen restrictions on live work to encourage more diversity in retail, service commercial needs (i.e. coffee shops)
- New north-south roads across the rail line
- Expand Appleby Line
- The more connections south, the better
- Separate bike paths – off – road needed – keep them off the road
- Like the idea of a transit plaza on the north and south sides of tracks
- Makes sense to have smaller parks
- Harvester Rd side for new commercial uses to support employees
- 20+ storeys is pushing it

- Rail corridor focus should be preferred – Appleby Line is already very loud and not pleasant to walk on (especially during rush hour) - Similar to Yonge Street in Toronto, it is more enjoyable to walk on smaller streets where it is quieter but still enough foot traffic for ambiance.

C: Feedback on Concept #2 – Appleby Line Oriented

- Density along Appleby and major streets
- 20 storeys+ for Appleby Line is too high
- Concentrating density along major streets is problematic due to traffic – mitigation strategies important (ie. southbound at Appleby Line south of the rail)
- Weather protection outdoors will encourage more people to take transit
- Harvester Road and Appleby Line are very dangerous and busy intersection because of highway traffic
- Should be a more gradual transition to stable areas



Part 2: Appleby GO Mobility Hub Visioning Survey Results

The following are results from the Appleby GO Mobility Hub Visioning Survey, which were collected a number of different methods, including: electronic voting at Appleby GO visioning workshop on May 18th, open houses, coffee consultations and an online survey, which was open from May 18th, 2017 to November 3rd, 2017. There were generally 131 responses for each question.

1. Within the area of study boundary are you a: (129 total responses)

Resident (tenant/homeowner)	72%
Business Owner/Operator/Employee	2%
Landowner	1%
Other/Interested Party	25%

2. I want the choice to complete most of my daily needs and trips on foot, by bike or by public transit: (131 total responses)

Strongly Agree	40%
Agree	30%
Not Sure	5%
Disagree	16%
Strongly Disagree	9%

3. Additional or enhanced cycling infrastructure is needed in the area around Appleby GO. (132 total responses)

Strongly Agree	23%
Agree	30%
Not Sure	12%
Disagree	17%
Strongly Disagree	18%

4. I feel that the area around the Appleby GO is adequately serviced by transit routes, stops and frequency. (132 total responses)

Strongly Agree	14%
Agree	32%
Not Sure	23%
Disagree	18%
Strongly Disagree	13%

5. Retail and commercial services within the Mobility Hub study boundary, should be predominately located at the intersection of Fairview Street and Appleby Line. (131 total responses)

Strongly Agree	11%
Agree	47%
Neutral	8%
Disagree	26%
Strongly Disagree	8%

6. New development around the Appleby GO Station should be more family oriented. (131 total responses)

Strongly Agree	23%
Agree	39%
Neutral	17%
Disagree	19%
Strongly Disagree	2%

7. New development should include sustainable and green building features where possible. (131 total responses)

Strongly Agree	48%
Agree	37%
Neutral	10%
Disagree	4%
Strongly Disagree	1%

8. I think its appropriate to allow some tall buildings within the Appleby GO study area (the city defines a tall building as 12 storeys or higher). (132 total responses)

Strongly Agree	17%
Agree	36%
Neutral	1%
Disagree	19%
Strongly Disagree	27%

9. From the list below, select your top TWO (2) priorities for the area around Appleby GO. (232 total responses)

Conservation of significant cultural heritage resources	17%
New Public Spaces	35%
Public Art	4%
Landscaping and Greenery	44%

Part 3: Next Steps

The next steps of the Mobility Hubs Study for the Appleby GO Mobility Hub include:

- Presentation of a preferred concept for the Appleby GO Mobility Hub to Burlington City Council on December 4th, 2017
- Ongoing site analysis and technical studies
- Creation of draft policy framework for the preferred concept
- Public Consultation #3 in early 2018 – at this meeting staff will be presenting draft policies for the Appleby GO Mobility Hub preferred concept
- Development of the Appleby GO Mobility Hub Area Specific Plan (ASP) for delivery to Burlington City Council by June 2018.

For additional information on the progress of the Mobility Hubs Study, please visit the project website:
www.burlington.ca/mobilityhubs