



Committee of the Whole - Workshop Meeting

Agenda

Date: July 12, 2018
Time: 1:00 pm
Location: Room 247, Level 2, City Hall

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

Pages

1. Declarations of Interest:

2. Delegation(s):

Not applicable.

3. Consent Items:

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

4. Regular Items:

4.1 Aldershot GO, Burlington GO and Appleby GO Mobility hub draft precinct plans and policy framework (PB-65-18)

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5. Confidential Items:

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

6. Procedural Motions:

7. Information Items:

8. Staff Remarks:

9. Committee Remarks:

10. Adjournment:



SUBJECT: Aldershot GO, Burlington GO and Appleby GO Mobility hub draft precinct plans and policy framework

TO: Committee of the Whole - Workshop

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-65-18

Wards Affected: 1, 2, 5; All

File Numbers: 502-02-68

Date to Committee: July 12, 2018

Date to Council: July 16, 2018

Recommendation:

Receive and file department of city building report PB-65-18 providing for discussion draft precinct plans and land use policy directions for the Aldershot GO, Burlington GO and Appleby GO Mobility hubs.

Purpose:

The purpose of this report is to present the draft precinct plans for the GO Station Hubs (Aldershot, Burlington and Appleby GO) and associated draft key land use policy directions for community and Council feedback and discussion. These draft precinct plans are key inputs 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 draft precinct plans for the GO Station Mobility Hubs support the following objectives in the City's 2015-2040 Strategic Plan:

A City that Grows

- Promoting Economic Growth

- 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 four ASPs to City Council.

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 which 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.

On December 4, 2017, staff brought forward Report PB-76-17, which presented preferred concepts and supporting technical memos for the GO Station Hubs (Aldershot, Burlington, and Appleby GO) for community and Council feedback and discussion. The preferred concepts outlined land uses and building heights within each of the three GO Station Hubs. These preferred concepts were based upon public and stakeholder feedback and were intended to prompt discussion regarding the emerging vision for each of the hubs. Since that time, staff have taken that feedback and used it to develop draft precinct plans for each hub which will be further explored in this report.

1.0 GO Station Mobility Hub Objectives

To develop the draft precinct plans for the Aldershot, Burlington and Appleby GO Mobility Hubs, staff refined the guiding principles into a list of objectives which are applicable to each of the hubs and which helped to inform and shape the development of the draft precinct plan for each hub. These objectives have been informed by public and stakeholder feedback received throughout the Mobility Hubs public consultation process for each hub to ensure that the draft precinct plans address matters that are important to the public. These objectives include:

- 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;
- Planning for a variety of housing forms to attract a broad range of demographics.
- 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;

In addition to this common set of objectives for the three GO station Mobility Hubs, the Aldershot, Burlington and Appleby GO Mobility Hubs each required unique considerations with respect to the location and distribution of building typologies, parks and open space networks, public service facilities, active transportation connections, and streets based on the existing context within and around the hub, which was informed, in part, by public and stakeholder feedback. The following objectives were developed, specific to each of the hubs, to respond to the unique characteristics found in each hub.

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 objectives 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 is almost void of 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 objectives for this area:

- Limiting intensity in areas within close proximity to existing industrial uses which continue to have a planned employment function; and,
- 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;

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 the north side of 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 providing an active transportation connection directly to Downtown.

Within the Appleby GO Mobility Hub, the following were identified as additional unique objectives 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.

2.0 GO Mobility Hub Precinct Plans

Within the current and Council-adopted Official Plans, the City utilizes a precinct planning system for the Downtown in place of traditional city-wide land use designations typically found in other areas of the city. For Burlington, this precinct system allows for the recognition, and focused long-term planning of, discrete but inter-related areas, each with their own specific characteristics and/or planned role/function within a concentrated geographic area of the city. Because of the limited geographic area within which precincts apply, precincts can provide the opportunity to establish highly detailed and customized policies and regulations to address a variety of matters specific to that area.

Similar to the Downtown, the Aldershot GO, Burlington GO and Appleby GO Mobility Hubs are planned to be unique areas within the city intended to achieve a broad set of objectives (see Section 1.0). The use of the precinct system within the GO hubs provides staff with the flexibility to establish a variety of sub areas, each with their own planned long-term vision/intent, in order to achieve specific mobility hub planning objectives, provide variation in form and function within each hub and recognize and respond to existing characteristics and features that existing in each hub which serve to support the creation of a unique and identifiable area within the city.

The draft precinct plans for the three GO hubs have been attached as Appendices A (Aldershot GO), B (Burlington GO) and C (Appleby GO). In addition, the individual precincts for each hub have also been attached as appendices and include the intention statement, key policy directions, mapping and building typologies for each precinct. These draft precinct plans are key inputs into the creation of the Area Specific Plans (ASPs) for the three GO Station Mobility Hubs.

3.0 Evolution of the Plan – December Concepts to Draft Precinct Plans

As a result of on-going public and stakeholder feedback, technical studies as well as discussions with Council at the December 4th, 2017 Committee of the Whole workshop, staff incorporated general changes in terms of mapping and terminology as part of the development of the draft precinct plans which are presented in this report. The following outlines these changes:

- Mapping Changes
 1. Conceptual Streets/Public Rights-of-Way: Early-stage concepts included the identification of conceptual street locations (including both new streets

and extensions to existing streets) to improve pedestrian and cycling permeability throughout the hub as well as to enable conceptual opportunities for new development on large parcels. For the purposes of precinct planning, the majority of the conceptual streets have been removed from the mapping with only key new or extended arterial streets being retained in mapping.

The location and nature of any additional streets/public rights-of-way will be subject to the outcome of identified transportation/traffic infrastructure requirements resulting from the Mobility Hubs transportation studies and incorporated as part of future draft Area Specific Plan mapping and policies for public consultation in the new year.

2. Proposed Parks and Open Spaces: Early-stage concepts included the identification of new park locations as well as the conceptual configuration of such parks. The exact configuration of parks was, in part, correlated to the conceptual street network which has been removed for the purposes of precinct plan mapping. As a result, staff have refined the mapping to identify parks with a symbol rather than an exact configuration. However, the general locations of key proposed park locations have been maintained and are reflective of staff collaboration with the City's Parks and Open Space team.

Upon completion of a more detailed street network, staff will identify any recommended detailed park requirements, including sizes and configurations, as part of the future draft Area Specific Plan mapping and policies for public consultation in the new year.

- Terminology

1. Community Use – Public Service Terminology: Early stage concepts included Community Use (CU) symbols to indicate the need for community use facilities in particular locations throughout the hubs. For clarity and consistency, staff have revised the terminology from Community Use facilities to Public Service facilities to align with the terminology included in the City's newly adopted Official Plan and the terminology used in the Provincial Policy Statement. These facilities will accommodate current and future public services within the hubs including healthcare, education, emergency and protective services, cultural activities, and civic administration, among other things.

4.0 Community Feedback: Recurring Topics and Staff Responses

Since the Fall of 2017 staff have held numerous public engagement events to engage with the community about the future of the GO Station Mobility Hubs in various formats including public open houses, online surveys and individual meetings with various residents, property owners and other stakeholders. Most recently, staff held nine (9) public open houses, three within each of the GO station hubs, throughout May of this year to solicit feedback regarding the most recent draft precinct plans presented through this report.

Staff have identified the following recurring topics which have emerged from feedback provided by the community to-date with a corresponding staff response.

All Mobility Hubs

- Parkland dedication requirements:
Some property owners and developers have expressed concerns regarding the potential need to provide parkland dedication to the City as part of a future development as identified in the draft precinct plans.

Staff Response:

Under *The Planning Act* and City of Burlington Parkland Dedication By-Law, the City is entitled to a parkland dedication from a development equaling 1.0 hectare for every 300 residential units or 2% of the total land area for commercial/industrial developments. Historically, in urban intensification cases where physical parkland was not deemed to be required, the City has exercised cash-in-lieu of parkland in accordance with *The Planning Act* and the City's By-law. In the mobility hubs, physical parkland dedication will be a priority as these areas are being comprehensively planned as transit-oriented urban neighbourhoods that will accommodate a significant increase in residents and employees relative to what exists today.

The provision of new park spaces will be integral to ensuring that the mobility hubs are developed as healthy, active and livable neighbourhoods. As such staff have been highly focused on identifying new strategic park locations which would be the focus of future parkland dedications resulting from redevelopment. In identifying new strategic parks, staff have been cognizant of the potential constraints a physical parkland dedication may have on the overall redevelopment potential of a property. Working in collaboration with the City's Parks and Open Space team within Capital Works, the precinct plans identify significant park locations within the hubs to ensure park needs for the entire hub are not

borne by a single property and to also ensure that park locations are focused on larger parcels which have a greater opportunity to provide a parkland dedication while continuing to allow for significant redevelopment of the site.

- Maximum height of tall buildings:

Comments have been received expressing concerns regarding the maximum height peak that could be achieved within the GO station mobility hubs.

Staff Response:

The draft precinct plans provide for a mix of building types at varying heights and intensities. The tallest and highest intensity developments are limited to the “Central” precincts proposed within each of the GO hubs. Generally, these precincts are located in closest proximity to the GO stations themselves and rail corridor which provide for a significant separation from low density residential areas within or adjacent to the hubs. The draft precinct plans contemplate a maximum building height of 30 storeys within these precincts. This maximum building height is intended to recognize the significant opportunity these sites have to accommodate both population and employment growth in close proximity to higher-order transit balanced with the need to ensure that building intensity is limited so as to not permit long-term build-out of the mobility hub to be concentrated to a limited number of properties. Staff continue to review best practices from other municipalities for this precinct and continue to seek community feedback regarding this proposed maximum height for these “Central” precincts.

It must be noted that not all sites within a “Central” precinct, or any precinct contained within the mobility hub draft precinct plan, may be able to achieve the maximum building height contemplated. The ability of a development to achieve the maximum permitted height/intensity will be based on a variety of site specific considerations such as shadowing, transportation impacts and other infrastructure capacity matters, among others, which can only be properly assessed at the time of a development application.

- Current and future traffic congestion:

Concerns regarding impacts of future development within the mobility hubs on traffic congestion have been raised consistently throughout mobility hub public engagement.

Staff Response:

Consultants for the Mobility Hubs project are currently undertaking transportation studies to evaluate the existing traffic conditions within each hub and the projected impacts resulting from the planned people and jobs capacity of the hubs at build-out. This information will inform staff's development of new transportation policies and new transportation infrastructure proposed for each hub, including potential active transportation connections and new streets, which will be needed to mitigate future impacts. More detail about all technical studies being undertaken as part of the development of the Area Specific Plans, including transportation studies, are provided in Section 6.0 of this report.

- Compatibility with established residential neighbourhoods:

Concerns have been raised by residents of established residential neighbourhoods both within or adjacent to each of the mobility hubs about the potential impacts of tall building on their homes and neighbourhoods.

Staff Response:

As part of staff's development of the draft precinct plans, tall building precincts were located in strategic areas to mitigate potential impacts on any existing established residential neighbourhoods and further refined in response to public feedback received through the various public meetings held. Each of the mobility hub precinct plans also utilizes a variety of building typologies and scales of development, such as mid-rise buildings and low-rise formats, to create transitions between the tallest buildings in the hub and any established residential areas.

As staff develop detailed policies for each precinct through the Area Specific Plans, additional building design and built form requirements will be investigated and established in policy and future design guidelines, to further enhance the compatibility of developments that occur adjacent to established neighbourhoods. These measures may include, but are not limited to, angular planes, building setbacks and landscaping buffers. In addition, compatibility matters are further reviewed and addressed on a site-specific basis at the time of a development application.

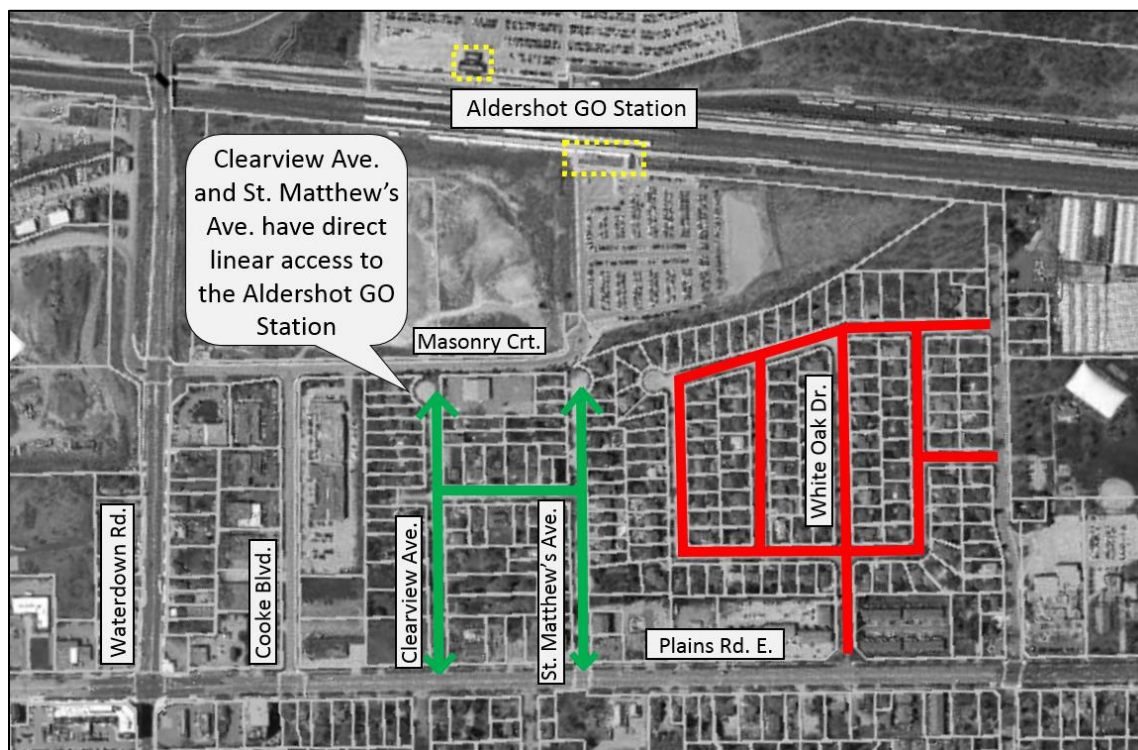
Aldershot GO Mobility Hub

- Inclusion of low-density residential areas within the Aldershot GO Mobility Hub boundary:

The Aldershot Mobility Hub boundary includes residential properties located on Clearview Avenue and a portion of St. Matthew's Avenue. Numerous comments set out that these low density residential areas should be excluded from the Aldershot Mobility Hub study area in a similar manner to those properties located within the White Oaks/Grove Park neighbourhood immediately east of St. Matthew's Avenue.

Staff Response:

The St. Matthew's and Clearview Avenues (as shown in green below) are unique compared to the streets within the White Oaks/Grove Park (as shown in red below) in that these streets contain existing pedestrian access points to the GO station through an existing and continuous public right-of-way between Plains Road and Masonry Court. These access points are an important attribute of this hub that merit consideration as part of the area's overall transportation strategy; particularly with respect to future pedestrian, cycling and transit access to the GO station from Plains Road.



- Potential height and density increases in low-density residential areas:
Early concepts released for public comment in December 2017 contemplated a potential mix of low, mid-rise and tall buildings on various properties located along Clearview Avenue and portions of St. Matthew's Avenue. Numerous comments from residents of these streets and the surrounding areas raised concerns regarding this type of built form being proposed on these streets given the existing low-density character of the area.

Staff Response:

Properties located along St. Matthew's Avenue and the east side of Clearview Avenue have been included within a new Grove Park/St. Matthews Neighbourhood Precinct which is intended to permit only low-density forms of housing including single and semi-detached dwellings as well as street-oriented townhouses facing existing public streets up to three (3) storeys. These building forms represent a decrease in the maximum potential building height for portions of these areas from the previous 11 storey maximum, as shown in the early-stage concepts. This decrease is intended to accommodate new infill and redevelopment opportunities more in keeping with the existing scale and form of the neighbourhood, as well as to provide for increased compatibility to the adjacent established White Oaks/Grove Park residential neighbourhood.

Opportunities for mid-rise development have been retained on the west side of Clearview Avenue. This is directly correlated to the future mixed use employment function along Cooke Boulevard, as well as the proposed parkland along Cooke Boulevard. In order to retain and attract mixed use employment opportunities along Cooke Boulevard and obtain a new significant public park in this area, the provision of increased height and intensity is needed. Without this increase in height/intensity along Cooke Boulevard, the retention / attraction of employment uses as part of mixed use development, and the dedication of new parkland would become less feasible.

In addition, the scale and intensity of development planned for Cooke Boulevard, requires a sensitive and compatible transition towards the low-rise residential land uses along the east side of Clearview Avenue and St. Matthew's Avenue. The absence of a mid-rise residential transition could create potential compatibility concerns. As a result, staff believe that a mixed low and mid rise built form along the west side of Clearview Avenue

would create a more appropriate and effective transition between the tall buildings planned for Cooke Boulevard and the established residential neighbourhood located east of Clearview Avenue.

- Mix of Retail/Commercial Space:

Comments from Aldershot residents have consistently expressed a desire for a greater mix and scale of retail uses.

Staff Response:

Staff recognize that the supply of retail space along Plains Road to-date has been limited in size and ability to accommodate a broader range of retail and restaurant opportunities sought by the community.

Through the draft precinct plan, staff have developed numerous precincts which are intended to accommodate new retail/service commercial uses on the ground floor. Many of these precincts will incorporate policies to facilitate new retail spaces that can accommodate larger and more diverse commercial uses through new requirements for developments which may include new minimum ground floor ceiling heights and unit sizes, among other considerations. In addition, the increased population and employment growth planned for within these precincts and in the broader Aldershot Mobility Hub will provide a population base that provides greater opportunity to attract and support new businesses to Aldershot.

Burlington GO Mobility Hub

- Supply of public parks and community amenities:

It has been recognized that the Burlington GO mobility hub study area is currently absent of any public parks and community gathering spaces.

Staff Response:

Through the draft precinct plan for the Burlington GO Mobility Hub, staff have focused on identifying numerous strategic parks and potential public service sites to serve new residents and employees of the hub. Given the presence of various rail and spur lines, over/under passes and large arterial streets which result in a fragmented urban structure, staff have focused on distributing park locations and other public use functions throughout the hub to ensure all new residents and employees to this hub will have meaningful access to these integral neighbourhood amenities.

- Active transportation connections and permeability:
Residents in the Glenwood Park established neighbourhood located north of the rail line and east of Burlington GO station have identified a need for additional, direct pedestrian and/or cycling connections from the neighbourhood to the Burlington GO station.

Staff Response:

New active transportation linkages have been identified in the precinct plan that would connect the neighbourhood to the GO station. These linkages would be achieved at such time as the intervening lands located between the neighbourhood and the GO station are redeveloped.

Appleby GO Mobility Hub

- Land Use Compatibility:
The potential change of use of properties from employment to mixed use, including residential uses, between Fairview Street and the rail corridor, both east and west of Appleby Line, has raised compatibility concerns between existing uses north of the rail corridor and future potential residents south of the rail corridor.

Staff Response:

Staff are continuing to evaluate the existing environmental factors that exist within the Appleby Mobility hub in terms of air quality, noise and vibration (details about these studies are provided in Section 6.0). The outcomes of these studies, along with Provincial guidelines such as the D-6 guideline for compatibility between industrial facilities and NPC-300 for stationary and transportation noise, will provide staff with an understanding of the development constraints which may exist with respect to the introduction of sensitive land uses and quantify the impacts which must be mitigated/addressed in order to achieve a suitable level of compatibility between uses located north and south of the rail line.

- Active transportation connections to established neighbourhoods:
Residents in the established neighbourhood located east of Appleby Line and immediately south of the Centennial Bikeway, particularly those located on the north sides of Sheraton Road and Bridle Wood have expressed concerns regarding the creation of new active transportation linkages shown in early stage concepts from December which were shown occurring on private property.

Staff Response:

The active transportation linkages shown in the mapping were conceptual in nature and were a representation of the objective of providing greater community access to the GO station and Centennial Bikeway for the neighbourhoods located south of the mobility hub. These neighbourhoods do not presently have direct access the GO station without resorting to indirect and elongated walking routes or the need for automobile use. These new connections would not be achieved through expropriation of private property. Instead the Area Specific Plan would provide policy direction for the City to consider purchasing property from a willing seller when and where such an opportunity arises.

5.0 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 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 recommended for conversion.

The new Official Plan presents the 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 Area Specific Planning (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.

6.0 Next Steps

Area Specific Plan (ASP) Development and Timing

The development of the draft precinct plans included within this report are key inputs into the creation of the Area Specific Plans (ASPs) for the three GO Station Mobility Hubs. ASPs are plans that apply to a specific geographic area, such as the City's four Mobility Hubs. ASPs can include a variety of studies and contain specific policies to guide future development which can form the basis of an amendment to an Official Plan. City Building staff are continuing work on the ASPs for the Downtown and the three GO Station Mobility Hubs. The work will include the development of more detailed policies which are not otherwise developed at an Official Plan level of detail. These include, but are not limited to:

- Site-specific constraints;
- Detailed heritage analysis;
- Phasing of development;
- Infrastructure capacity;
- Stormwater management including floodplains;
- Feasibility of future transportation connections;
- Additional sustainability measures;
- Area-focused community engagement;
- Implementation and incentive tools; and,
- Further area-specific design requirements.

In terms of timing, staff will be bringing forward four Area Specific Plans by Q1 2019.

ASP Technical Studies

Preliminary technical information regarding the projected densities; market analysis; environmental studies; stormwater, water and wastewater assessments; cultural heritage resource assessments and archeology were previously provided as appendices to Report PB-76-17. Additional detailed technical information, including the completed technical studies, will be brought forward with the delivery of the Area Specific Plans to Council in Q1 of 2019. The suite of technical studies consists of the following:

Environmental Impact Studies - A scoped Environmental Impact Study (EIS) is being completed for each of the four Mobility Hubs as part of this planning study. The purpose of each EIS will be to inventory existing conditions of the natural environment (e.g., woodlands, wetlands, valleys, wildlife habitat, watercourses), identify the potential

impacts that the proposed Area Specific Plans may have on these features, and develop high-level mitigation plans, where appropriate, focusing on appropriately minimizing or eliminating impacts. The proposed approach for the scoped EIS work is to focus on two key objectives:

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

Functional Servicing - The detailed Functional Servicing Study involves a review of the existing water and wastewater services accessible to each of the hubs; confirmation of the capacity of the water and wastewater services accessible to each of the hubs; and preparation of water and wastewater servicing concepts for each of the hubs. This study will inform the Area Specific Plans in regards to water and wastewater infrastructure capital needs.

Air, Noise & Vibration - A Pre-Feasibility Noise and Vibration Study is being completed for the Aldershot, Burlington and Appleby GO Mobility Hub study areas (note: Burlington Downtown is excluded from the Noise and Vibration Study Scope). The Noise and Vibration Study includes reviewing the noise and vibration impact of introducing new sensitive land uses in proximity to existing stationary and transportation noise sources (e.g. industrial, rail, etc.). The Study will identify potential impacts which may exist and identify areas of impact and associated potential mitigation measures which may be required within the study areas. In addition, Provincial guidelines such as the D-6 guideline for compatibility between industrial facilities and NPC-300 for stationary and transportation noise, will provide staff with an understanding of the development constraints which may exist with respect to the introduction of sensitive land uses, such as residential uses, within the mobility hubs

Air Quality Impact - An Air Quality Impact and a high-level Risk Assessment Study for the Aldershot, Burlington and Appleby Mobility Hub study areas is being completed (note: Burlington Downtown is excluded from the Air Quality Study). This Study will review the air quality impacts of introducing new sensitive land uses (clusters of future sensitive receptors) in proximity to existing stationary and transportation sources of air emissions (e.g. industrial facilities, rail, highways, etc.). The Study will review these impacts, which exist within or outside the respective Mobility Hub study areas. Results of the risk assessment will be used to develop strategies to mitigate potential air quality impacts associated with the respective Mobility Hubs.

Transportation - A transportation study is currently underway to identify future transportation needs and parking strategies for all four Mobility Hubs. This Study will review the transportation network and identify improvements and enhancements needed to support the plans and encourage multi-modal transportation solutions. The

Study will review the current and planned active transportation networks and identify improvements. Further, transportation demand management (TDM) strategies and policies will be developed for each hub. This work will also include a strategic parking review to identify appropriate parking rates within the mobility hubs and strategies to achieve the desired modal splits. This work will also identify a framework to deal with the changing parking demands over time and appropriate use of off-street parking; municipal parking lots, and shared parking.

Market Analysis - A market analysis is being completed for each Mobility Hub study area to help guide the planning and urban design aspects of the project. A contextual market analysis of the City of Burlington is being completed along with a more detailed assessment of the four Mobility Hub study areas. For each station area, the assessment will include development trends, land values, and an assessment of how the study areas relate to the Burlington and GTHA marketplace. This will include assessing the nature of residential, commercial and office development including both tenant and buyer profiles. This analysis will give a broad idea of the nature of long term demand and the expected development trends looking forward.

This work will also identify other development opportunities and challenges related to development economics and feasibility, the protection/enhancement of existing employment functions, development phasing, the need for financial incentives, population and employment forecasts for the land use scenarios, and other related market considerations. This analysis will inform and ensure the Area Specific Plans are both marketable and feasible from a development and economic perspective. In addition to market inputs, this study will provide strategies and advice related to overcoming development challenges (e.g. fragmented ownership and prohibitive land values, contaminated lands, land use compatibility concerns, etc.) and achieving municipal objectives (green space, affordable housing, community facilities, appropriate housing mix, etc.).

Fiscal Impact Analysis - The intent of the Financial Impact Analysis (FIA) is to measure the operating and capital cost impacts of intensification within each of the Mobility Hubs, both individually and in aggregate, for various types of residential, non-residential, and mixed-use development. The FIA would be undertaken for City and Regional services and measure the incremental costs for new development, including new infrastructure and associated lifecycle replacement requirements.

Archaeological / Cultural Heritage – The archaeological study will provide information about the history, current land conditions, geography and previous archaeological fieldwork of the hub areas. The Cultural Heritage assessment will focus on conducting and analyzing background research and field survey results for the purposes of identifying impacts of the proposed undertaking on cultural heritage resources.

These studies are expected to be completed by December and will be posted on the City's mobility hubs project webpage for public review prior to the completion of the draft Areas Specific Plans.

Next Community Engagement Opportunity

Staff are exploring ways to effectively engage with the public on the draft Area Specific Plans once drafted and will provide an update to Council regarding future public engagement opportunities towards the end of 2018.

ASP Implementation

Following the completion of the Area Specific Plans, there will be an implementation phase to the Mobility Hubs project. The implementation phase of the project will include the development of a wide range of tools and detailed discussion of partnerships required to implement the area specific plans over time. This phase may include the development of zoning by-law regulations; form-based codes (i.e. development permit / community planning permit system), urban design guidelines, community improvement plans, etc. Following the conclusion of the implementation phase, it is important to note that other development processes will be required. Development processes may include applications for minor variance, site plan, site-specific zoning and/or official plan amendments or development permits.

Financial Matters:

Not applicable.

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 new, Council-adopted, Burlington Official Plan through staff report PB-04-18 titled, "*Revised proposed new official plan recommended for adoption*" (April 2018).

Following this report and associated Council Workshop, staff will continue development of the Area Specific Plans for the Downtown and the three GO station hubs. The Mobility Hubs Area Specific Plans, once completed and approved by Council, will provide a Council endorsed vision and direction for future growth in the four Mobility Hubs.

To achieve the long-term objectives of the four Mobility Hubs including transportation modal split targets, future development in the Mobility Hubs must be supported by other ongoing City initiatives. There is an important symbiotic relationship between the Mobility Hubs Area Specific Plans and the City's Transportation Plan, Cycling Master Plan, Community Trails Strategy, the Integrated Transit Mobility Plan and the Downtown Streetscape Guidelines, all of which are necessary to ensure that the four Mobility Hubs are connected to city-wide destinations through active transportation networks, a frequent transit network and well-designed complete streets.

Public Engagement Matters:

The Mobility Hubs Team has conducted a series of formal and informal public consultation events for each of the GO Station Mobility Hubs to present and gather feedback on the draft precinct plans.

Public Engagement Methods

In consultation on the Draft Precinct Plans for the three GO Station Mobility Hubs in May 2018, staff collectively engaged with approximately 273 people through public drop-in open houses.

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

Public Engagement Advertisements

Public consultation sessions were advertised through City Update in the Burlington Post; on social media including Facebook posts and tweets on Twitter; bus advertisements; email blasts; and direct mailings to both the immediate study area and a 120 metre buffer around the study areas.

Aldershot GO Mobility Hub		
Public Communication/Engagement	Date	Stats
Drop-in Open House	May 3, 2018	124
Alternate Drop-in Open Houses	May 7 & 8, 2018	39
Email Notifications	April – May 2018	541
Mailings (Canada Posts)	April 2018	1,964

Burlington GO Mobility Hub

Public Communication/Engagement	Date	Stats
Drop-in Open House	May 2, 2018	47
Alternate Drop-in Open Houses	May 4 & 7, 2018	23
Email Notifications	April – May 2018	323
Mailings (Canada Posts)	April 2018	1,816

Appleby GO Mobility Hub		
Public Communication/Engagement	Date	Stats
Drop-in Open House	May 10, 2018	29
Alternate Drop-in Open Houses	May 11 & 12, 2018	11
Email Notifications	April – May 2018	358
Mailings (Canada Posts)	April 2018	1,647

Social Media Stats for GO Station Mobility Hubs (April 1, 2018 – June 5, 2018)
Facebook Posts Posts:6 Impressions: 42,500* Reach: 26,400 Reactions/Likes: 79 Comments:61 Shares: 20 Clicks: 98
Twitter Posts Posts: 32 Impressions: 57,200* Retweets: 92 Likes: 88 Clicks: 171
*Impressions are the number of times a post appeared in the feed

Conclusion:

The draft Precinct Plans for the Aldershot, Burlington and Appleby GO Mobility Hubs achieve key important city-building objectives including: the provision of a variety of housing forms to attract a broad range of demographics; creating opportunities for new and enhanced public parks and open spaces; the provision of sites for future community and public services; the concentration of tall buildings in proximity to higher order public transit (GO Transit) as well as the frequent transit corridors; the establishment of height peaks and built form transitions; 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

Kyle Plas, MCIP RPP, Senior Planner – Mobility Hubs

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

Appendices:

A. Aldershot GO Mobility Hub Draft Precinct Plan – May 2018

1. Parks and Open Space Precinct
2. Public Service Precinct
3. Grove Park / St. Matthew's Neighbourhood Precinct
4. Aldershot Main Street Precinct
5. Mid-Rise Residential Precinct
6. Emery / Cooke Commons Precinct
7. Aldershot GO Central Precinct

B. Burlington GO Mobility Hub Draft Precinct Plan – May 2018

1. Parks and Open Space Precinct
2. Public Service Precinct
3. Mid-Rise Residential Precinct
4. Leighland Node Precinct
5. Fairview / Brant Frequent Transit Corridor Precinct
6. Burlington GO Central Precinct
7. Urban Employment Precinct

C. Appleby GO Mobility Hub Draft Precinct Plan – May 2018

1. Parks and Open Space Precinct
2. Public Service Precinct
3. Mid-Rise Residential Precinct
4. Fairview Frequent Transit Corridor Precinct
5. Appleby GO Central Precinct
6. Urban Employment Precinct
7. General Employment Precinct

- D. 1. Summary of Public Consultation on the Aldershot GO Mobility Hub Draft Precinct Plan
2. Summary of Public Consultation on the Burlington GO Mobility Hub Draft Precinct Plan
3. Summary of Public Consultation on the Appleby GO Mobility Hub Draft Precinct Plan

Notifications:

Curt Benson, Region of Halton

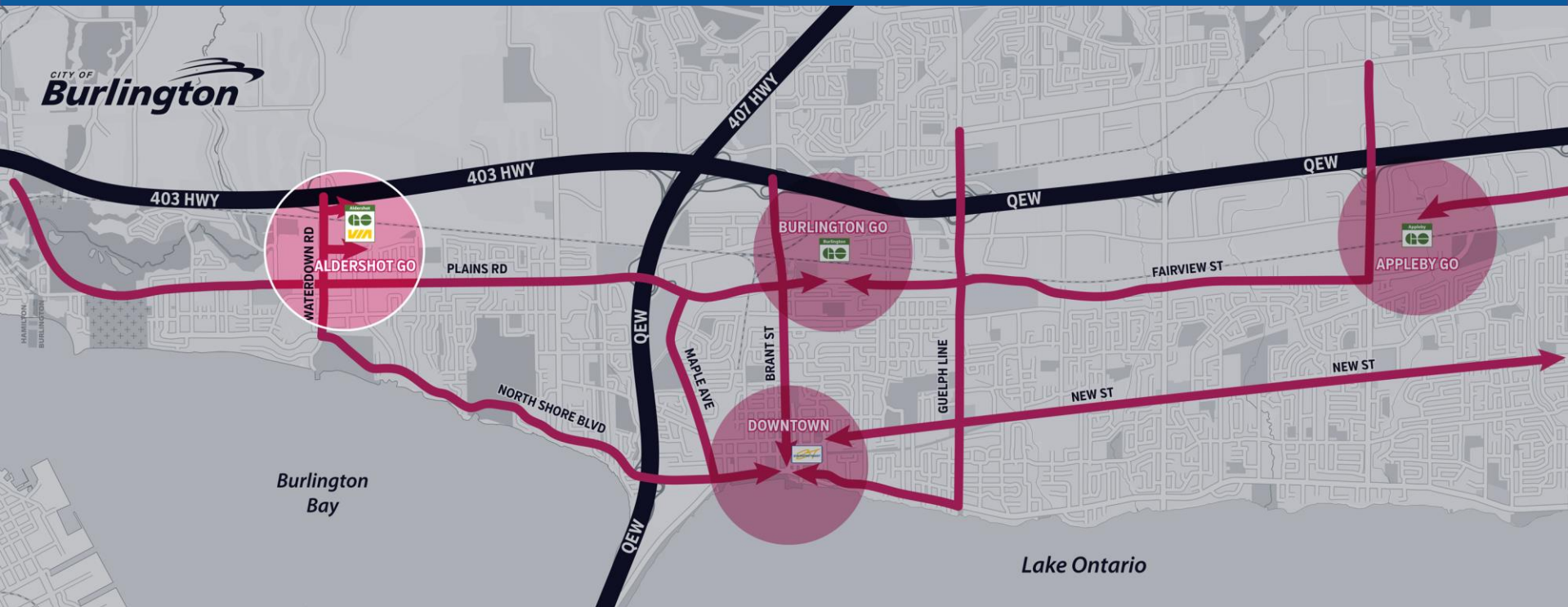
Dan Tovey, Region of Halton

Barb Veale, Conservation Halton

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.

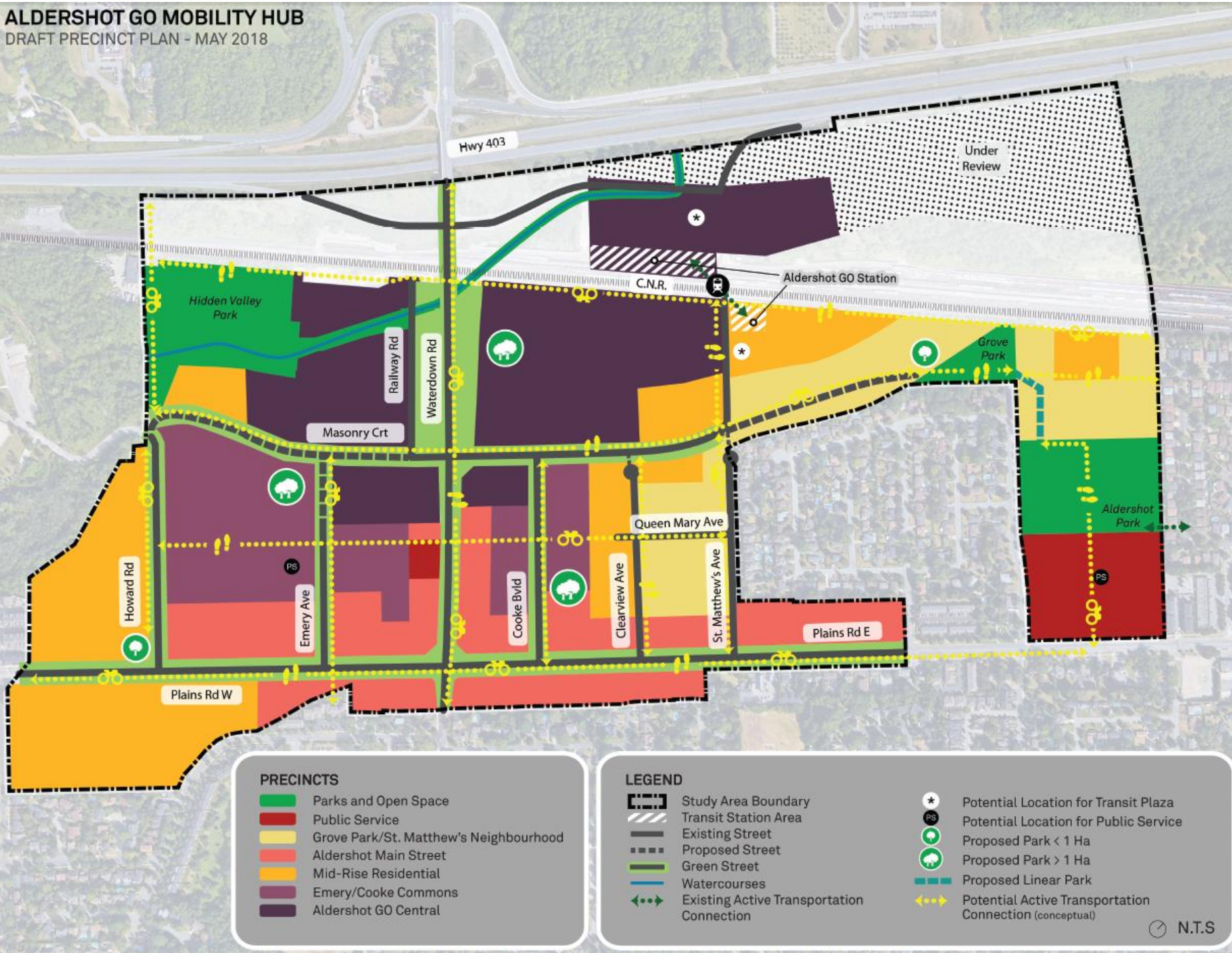
ALDERSHOT GO MOBILITY HUB



APPENDIX A PACKAGE

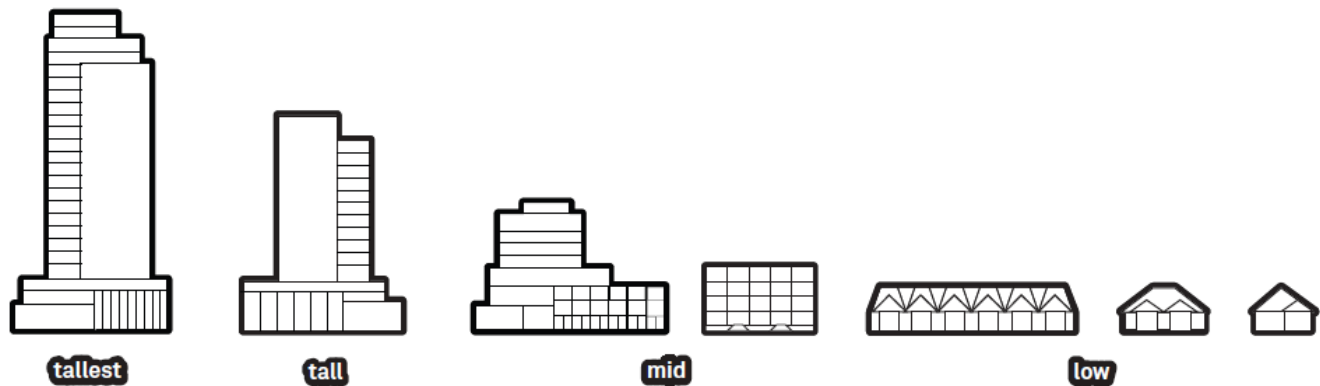
DRAFT ALDERSHOT GO PRECINCTS

ALDERSHOT GO MOBILITY HUB
DRAFT PRECINCT PLAN - MAY 2018



PROPOSED FUTURE BUILDING TYPES WITHIN THIS HUB

The draft precinct plan for the Aldershot GO Mobility Hub includes the following building types:



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

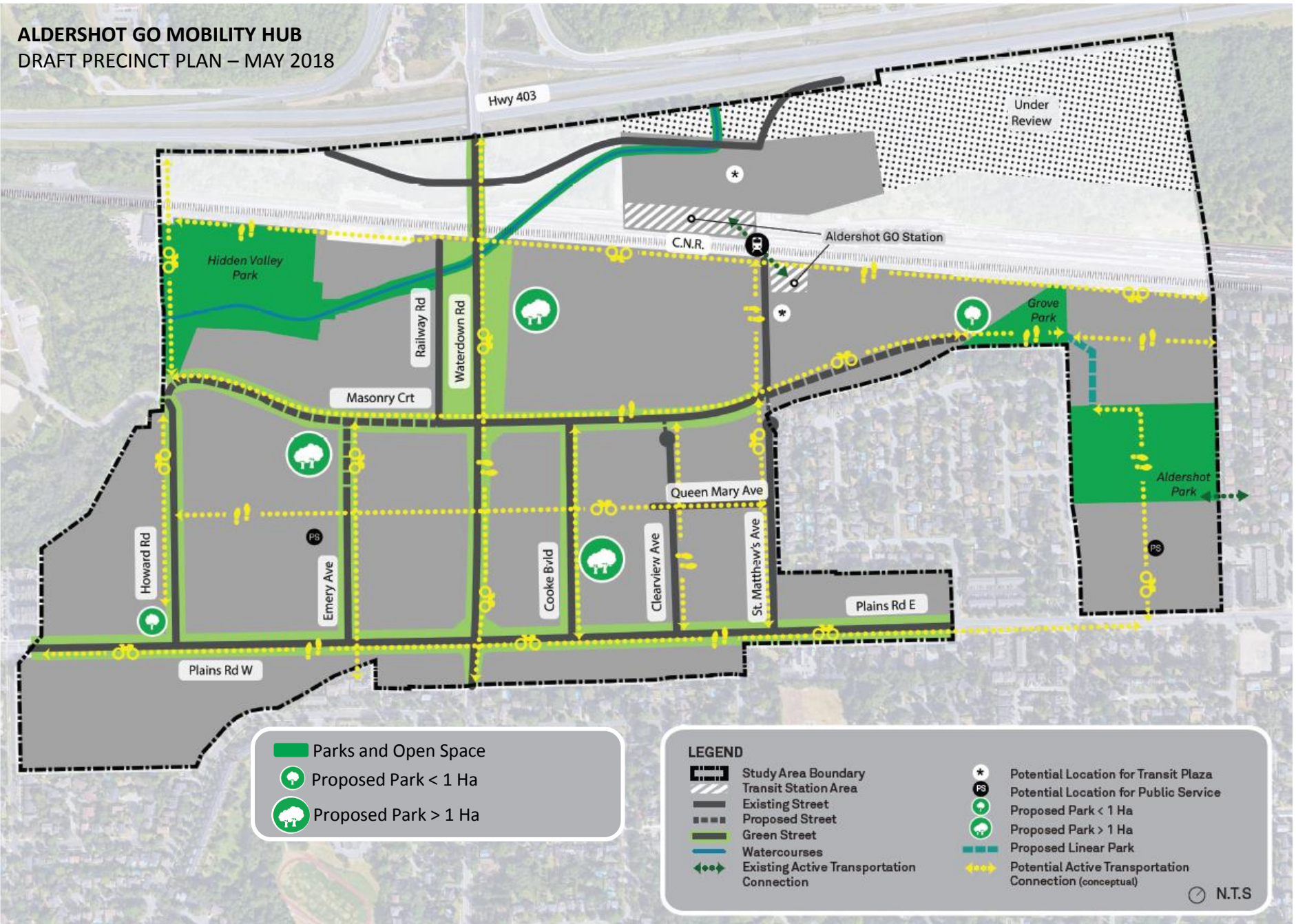
PARKS AND OPEN SPACE PRECINCT

INTENTION STATEMENT

The Mobility Hub **Parks and Open Space Precinct** will create a parks and open space network consisting of current and future parks, open spaces and key linkages within the mobility hub to serve the residents and employees of the mobility hub and the surrounding area. In addition, the precinct will recognize the need to maintain and enhance public access to parks and open spaces and identify key linkages to ensure pedestrian and cycling access within, to and from the Mobility Hub and the adjacent areas.

KEY DIRECTIONS

- Recognize and preserve the Hidden Valley, Aldershot and Grove Parks.
- Identify new public parks and gathering spaces throughout the hub to serve current and future residents and employees of the hub and the surrounding neighbourhoods.
- Provide a range and variety of parks and open spaces, which may include privately-owned publicly accessible spaces, to serve the amenity needs of the hubs including:
 - Expanding Grove Park and providing a linear connection to Aldershot Park;
 - Establishing two new major urban parks on the east and west side of Waterdown Road to serve as central community gathering spaces.



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

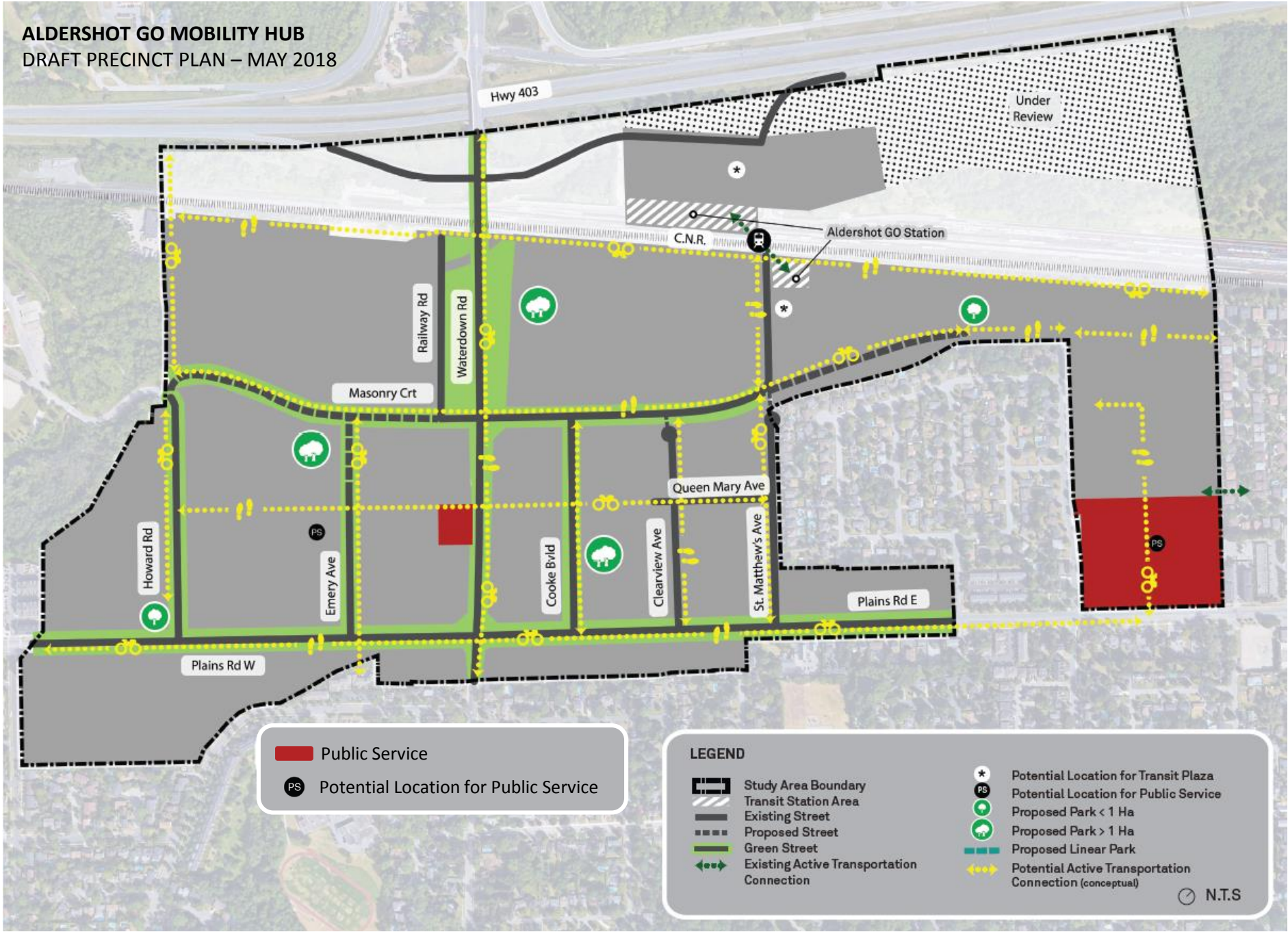
PUBLIC SERVICE PRECINCT

INTENTION STATEMENT

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

KEY DIRECTIONS

- Include within the precinct existing public services located in the Aldershot GO Mobility Hub including:
 - Holy Rosary Catholic Elementary School; and
 - Fire Station #3.
- Identify additional lands within the Aldershot GO Mobility Hub which may be required to accommodate future public services in anticipation of future population and employment growth.
- Permit the opportunity for public services to be located within private developments through joint Public-Private Partnerships.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

GROVE PARK / ST. MATTHEW'S NEIGHBOURHOOD PRECINCT

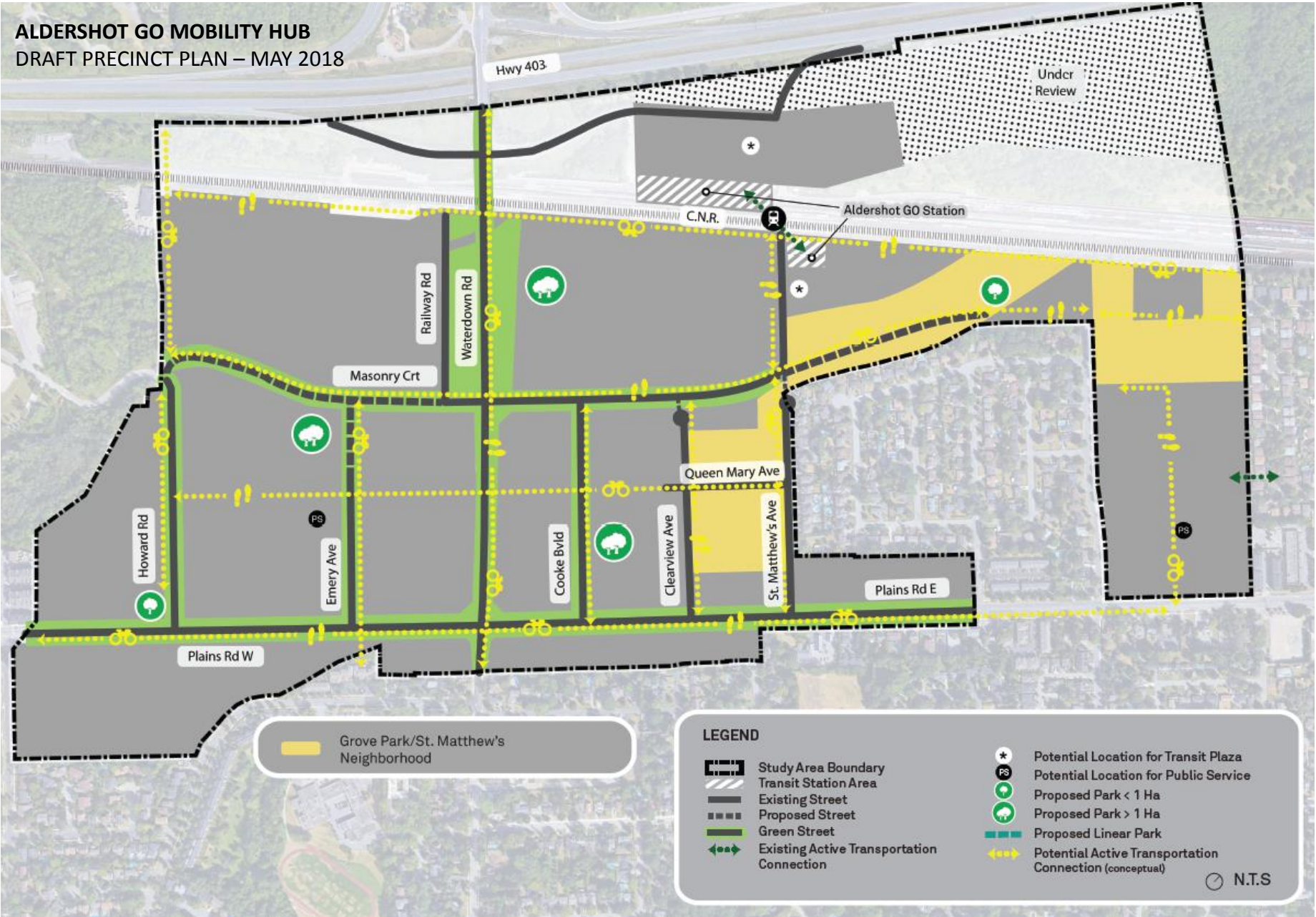
INTENTION STATEMENT

The **Grove Park / St. Matthew's Neighbourhood Precinct** will maintain the low-rise residential and neighbourhood character of the area and provide an effective and compatible transition to established neighbourhoods outside of the mobility hub. Limited development opportunities may exist within the precinct given the neighbourhood's close proximity and existing linear public access to the Aldershot GO station. Development will be in the form of low-rise residential, including single and semi-detached houses as well as street-oriented townhouses which will be compatible with the existing neighbourhood. New and/or enhanced multi-modal connections to the Aldershot GO station will be established using existing streets.

KEY DIRECTIONS

- Provide for street-oriented townhouses with the exception of stacked and back-to-back forms of townhouses.
- Enhance existing streets to provide a high degree of permeability to the Aldershot GO station and accommodate active transportation and transit.
- Prohibit closures of existing public streets.
- Achievement of complete streets.
- Require built form and design measures to achieve effective transitions and a high degree of compatibility with adjacent neighbourhoods/ areas.

ALDERSHOT GO MOBILITY HUB
DRAFT PRECINCT PLAN – MAY 2018



PROPOSED BUILDING TYPES



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

ALDERSHOT MAIN STREET PRECINCT

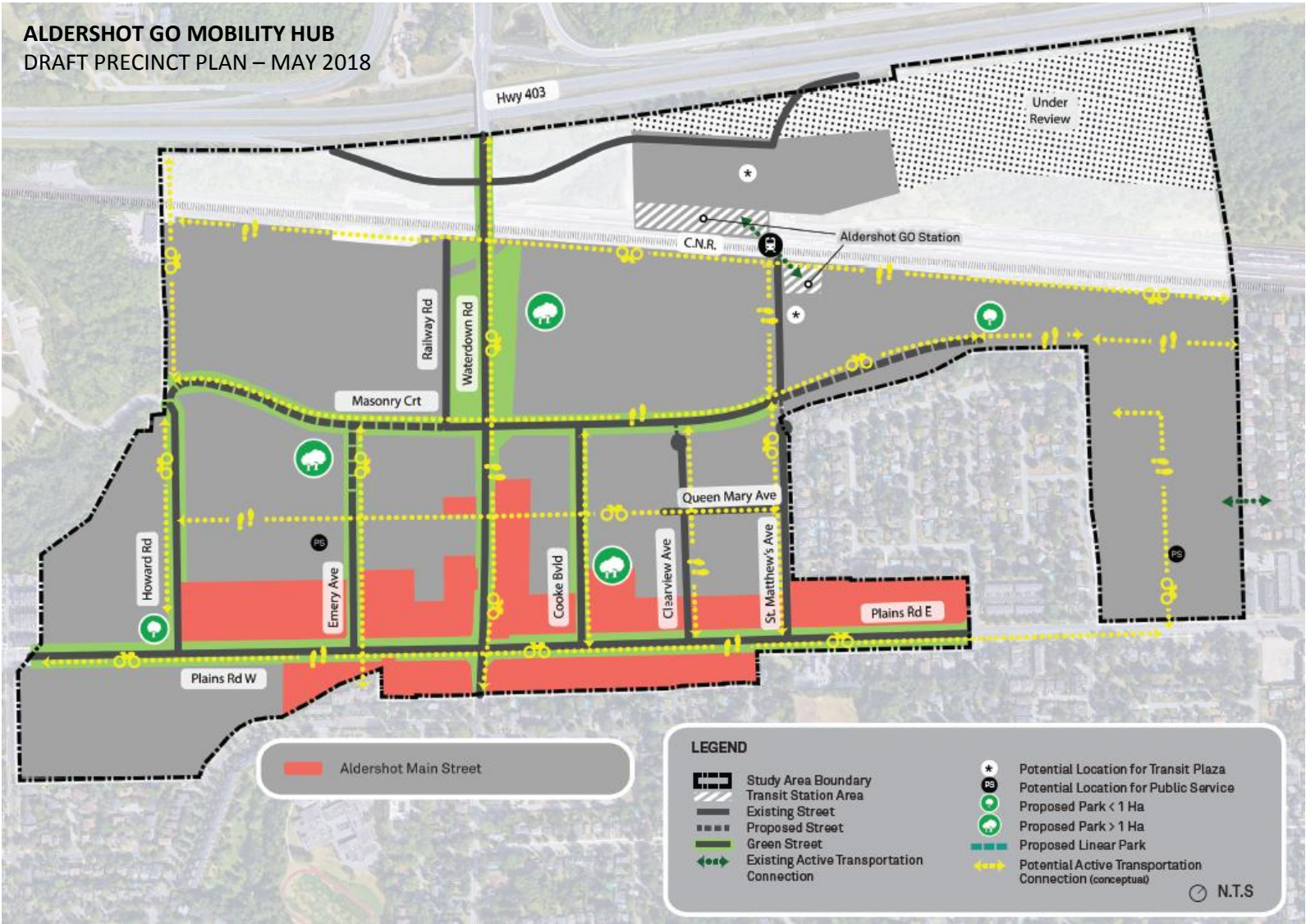
INTENTION STATEMENT

The **Aldershot Main Street Precinct** advances the Plains Road Village Vision and will establish a unique community destination within the Aldershot GO Mobility Hub focused on creating a continuous retail frontage with a main-street pedestrian experience along a planned frequent transit corridor.

KEY DIRECTIONS

- Developments will be in a **mid-rise form** and continue to establish a traditional main-street character along Plains Road generally between Howard Street and White Oak Drive. Development will incorporate a low-rise podium with building heights that respond to adjacent neighbourhoods.
- Establish a **maximum building height of 6 storeys** on the north side of Plains Road adjacent to low-density residential areas and up to a maximum of 11 storeys in a mid-rise form where properties are not adjacent to low-rise residential uses. On the south side of Plains Road, establish a maximum building height of 6 storeys with compatibility criteria to adjacent low-density residential uses.
- Establish a continuous building frontage along Plains Road to provide a predicable rhythm along Plains Road.

- High degree of public realm and building design that support a main-street character.
- Preferred location for public art.
- Achievement of complete streets.
- Requirement for retail and/or service commercial uses to be located at street level on Plains Road.
- Establish a minimum floor height for the ground floor of buildings containing retail / commercial uses.
- Investigate minimum retail unit sizes.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level along Plains Road.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

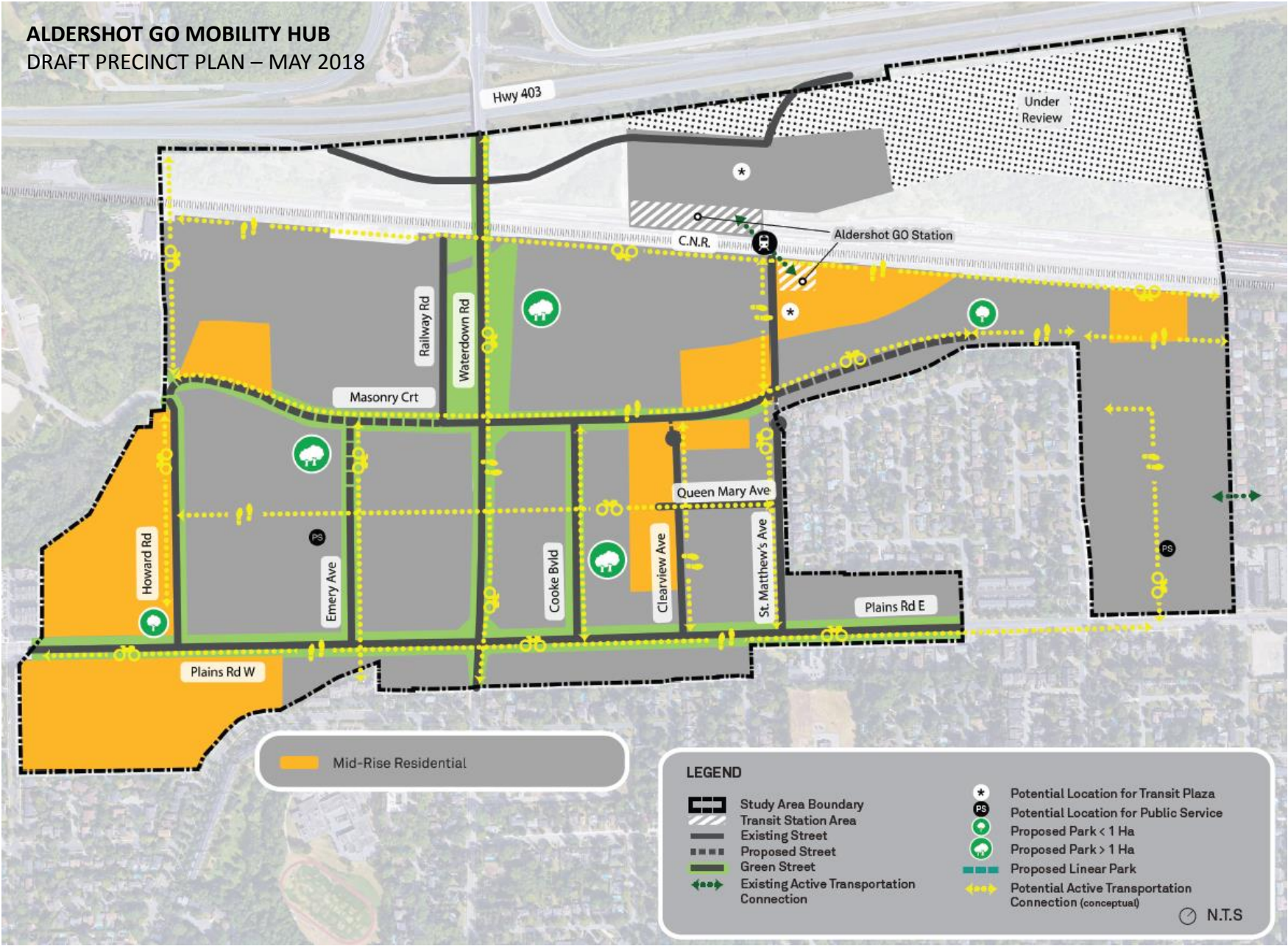
MID-RISE RESIDENTIAL PRECINCT

INTENTION STATEMENT

The Mobility Hub **Mid-Rise Residential Precinct** will support the development of compact urban residential communities within the mobility hub. This precinct will provide a variety of housing forms at a lower scale and intensity not otherwise provided for in the mobility hub and which will accommodate a wide range of demographics through the development of family-oriented housing, ground-oriented housing, associated supporting amenities and other community features. Development will be in the form of **low and/or mid-rise building forms** consisting of 11 storeys or less and may serve as a transition to adjacent precincts and/or areas.

KEY DIRECTIONS

- Establish a maximum building height of 11 storeys in a mid-rise or low-rise form.
- Provide opportunities for a range of low-rise and mid-rise building types including new ground-oriented housing formats (such as townhomes).
- Permit opportunities for commercial activities at street level on strategic streets.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.
- Provide for a range of units types and sizes (i.e. “Missing Middle”).



PROPOSED BUILDING TYPES



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

EMERY/COOKE COMMONS PRECINCT

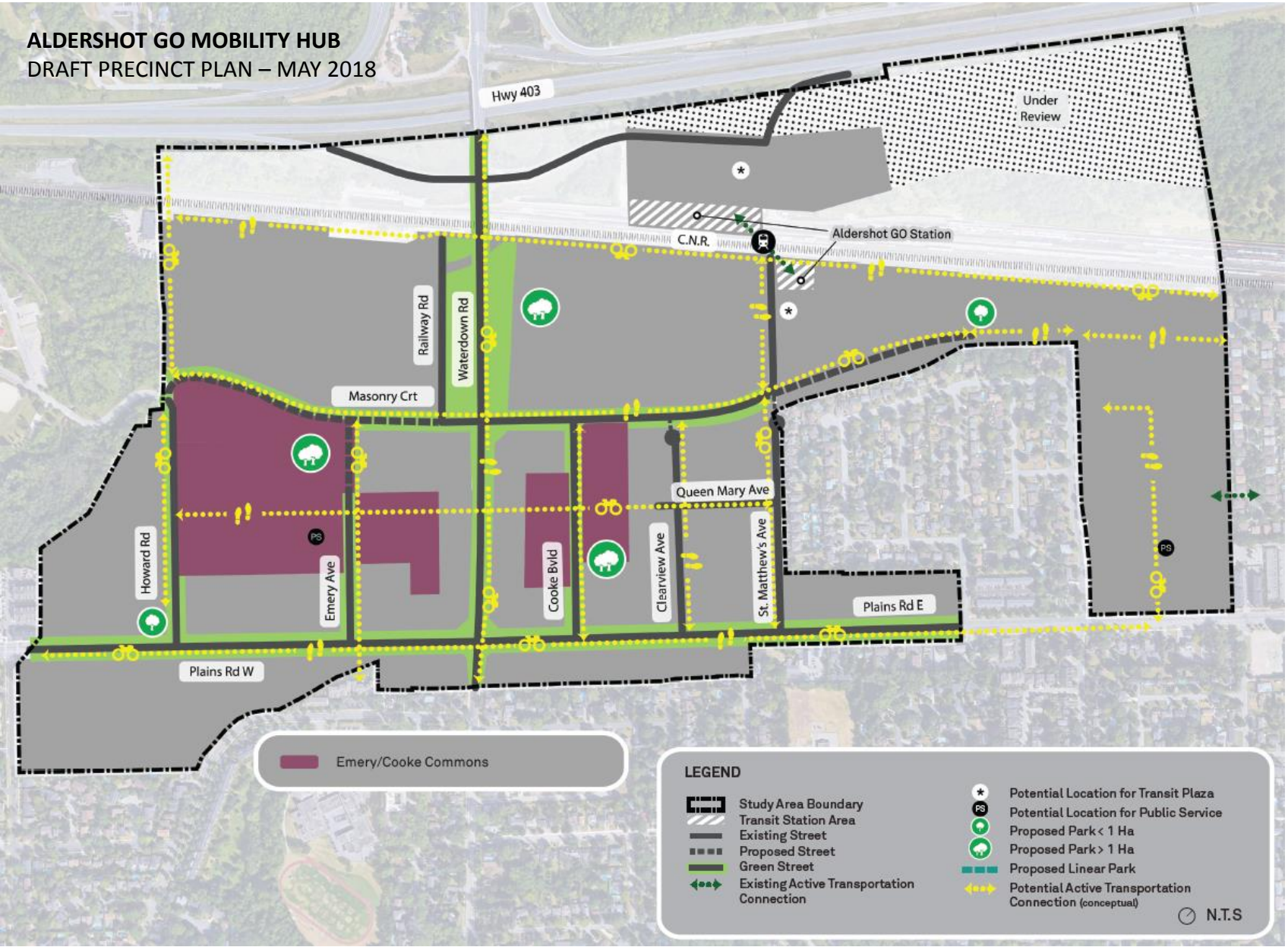
INTENTION STATEMENT

The **Emery/Cooke Commons Precinct** will accommodate a significant concentration of residential, retail and commercial uses which are located in close proximity to, and oriented around, planned major public parks. Developments will also support the frequent transit corridor within the hub along Plains Road. Development will be in the form of tall mixed-use buildings and contribute towards the creation of a lively, vibrant and people-oriented place.

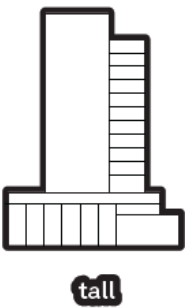
KEY DIRECTIONS

- Establish a maximum building height of 19 storeys.

- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level and provide an appropriate interface to public parks, where applicable.
- Ensure new development is permeable to provide active transportation linkages to and from the frequent transit corridor.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



May be in combination with:



Stacked townhouses



Mid-rise

Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

ALDERSHOT GO CENTRAL PRECINCT

INTENTION STATEMENT

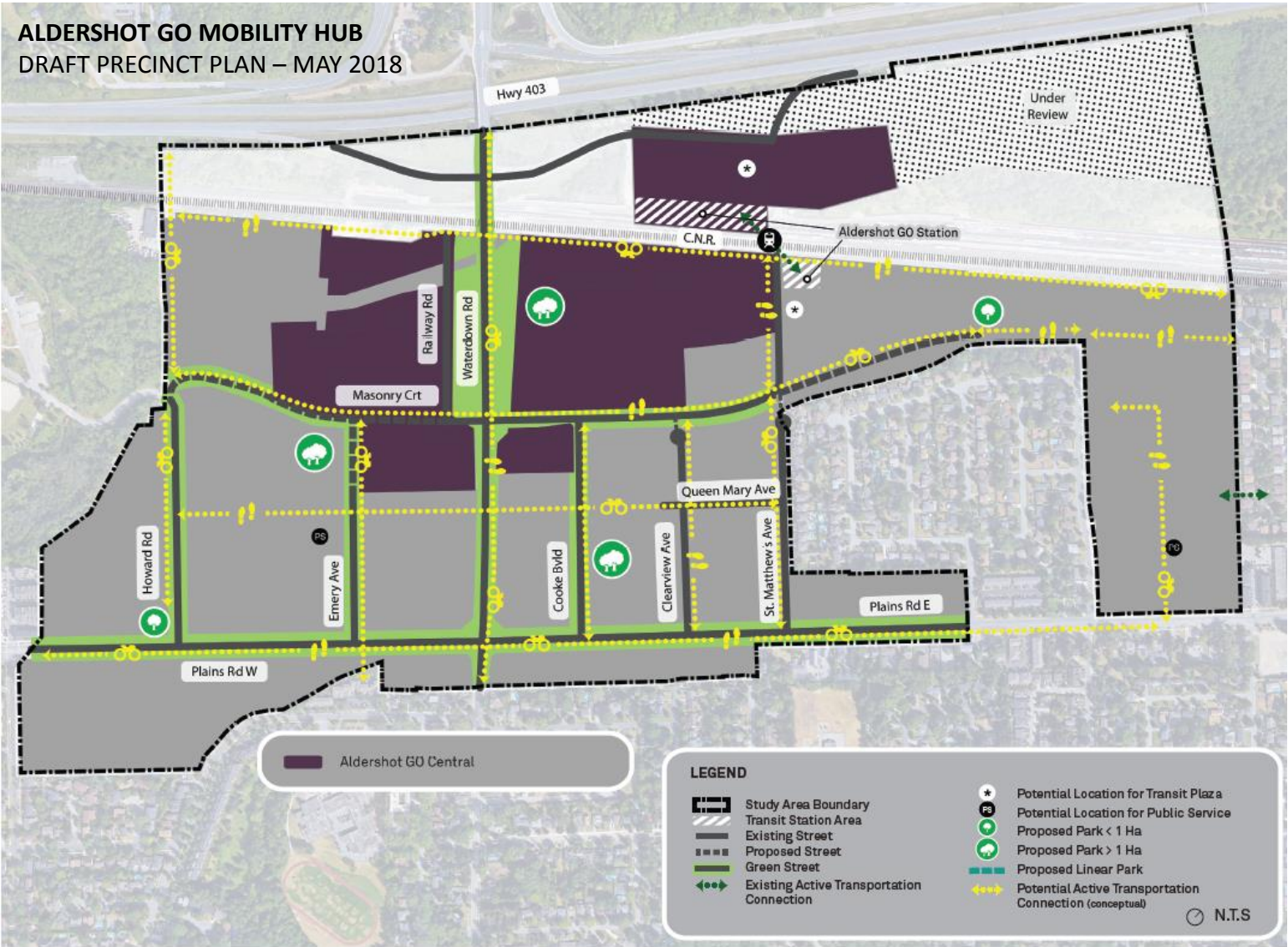
The **Aldershot GO Central Precinct** will establish a height peak within the Mobility Hub in close proximity to the rail corridor and GO station. The precinct will accommodate the most significant concentration of residential, retail and commercial uses and be the preeminent destination for office, affordable housing and urban format retail. Development will significantly contribute towards the creation of a complete transit-oriented community and achieve a high degree of compatibility with adjacent land uses and transportation infrastructure.

KEY DIRECTIONS

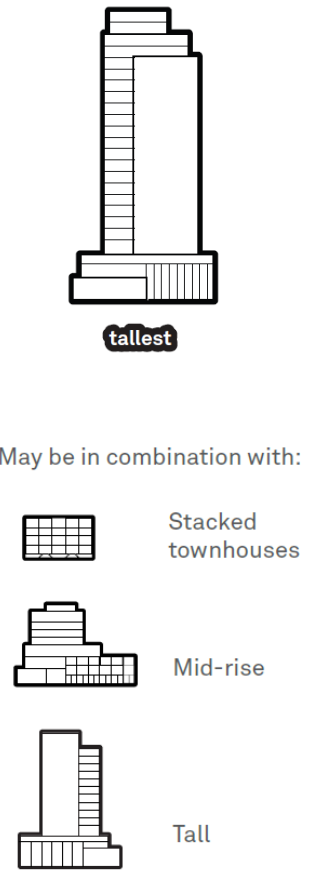
- Establish a maximum building height of 30 storeys, where appropriate and compatible.
- Require developments to achieve a high standard of architectural and urban design excellence to create a distinct and identifiable landmark area within each hub.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.

- Provide residential developments that achieve a level of affordability and mix of unit sizes and bedrooms to attract people from a range of income and demographics to the areas in close proximity to the GO station.
- Require retail, office and/or other service commercial uses at street level within buildings.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Incorporate a significant employment function within mixed use developments.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.

ALDERSHOT GO MOBILITY HUB
DRAFT PRECINCT PLAN – MAY 2018

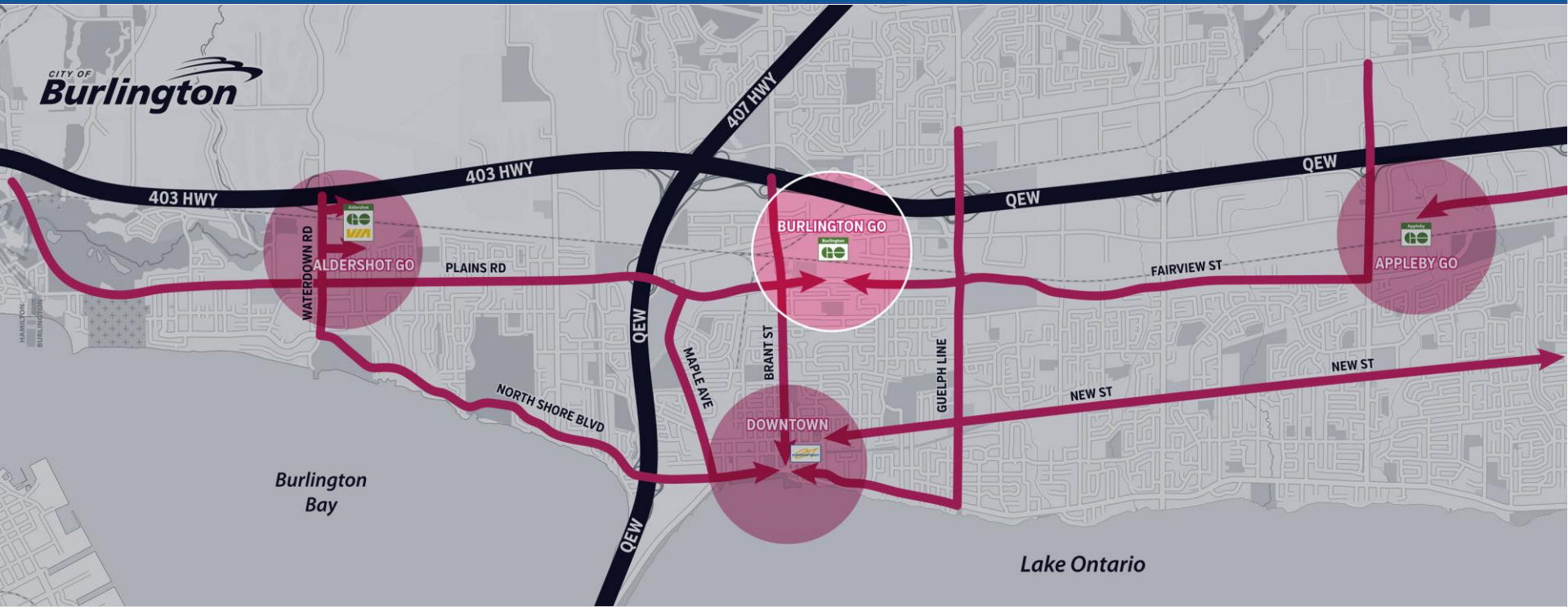


PROPOSED BUILDING TYPES



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

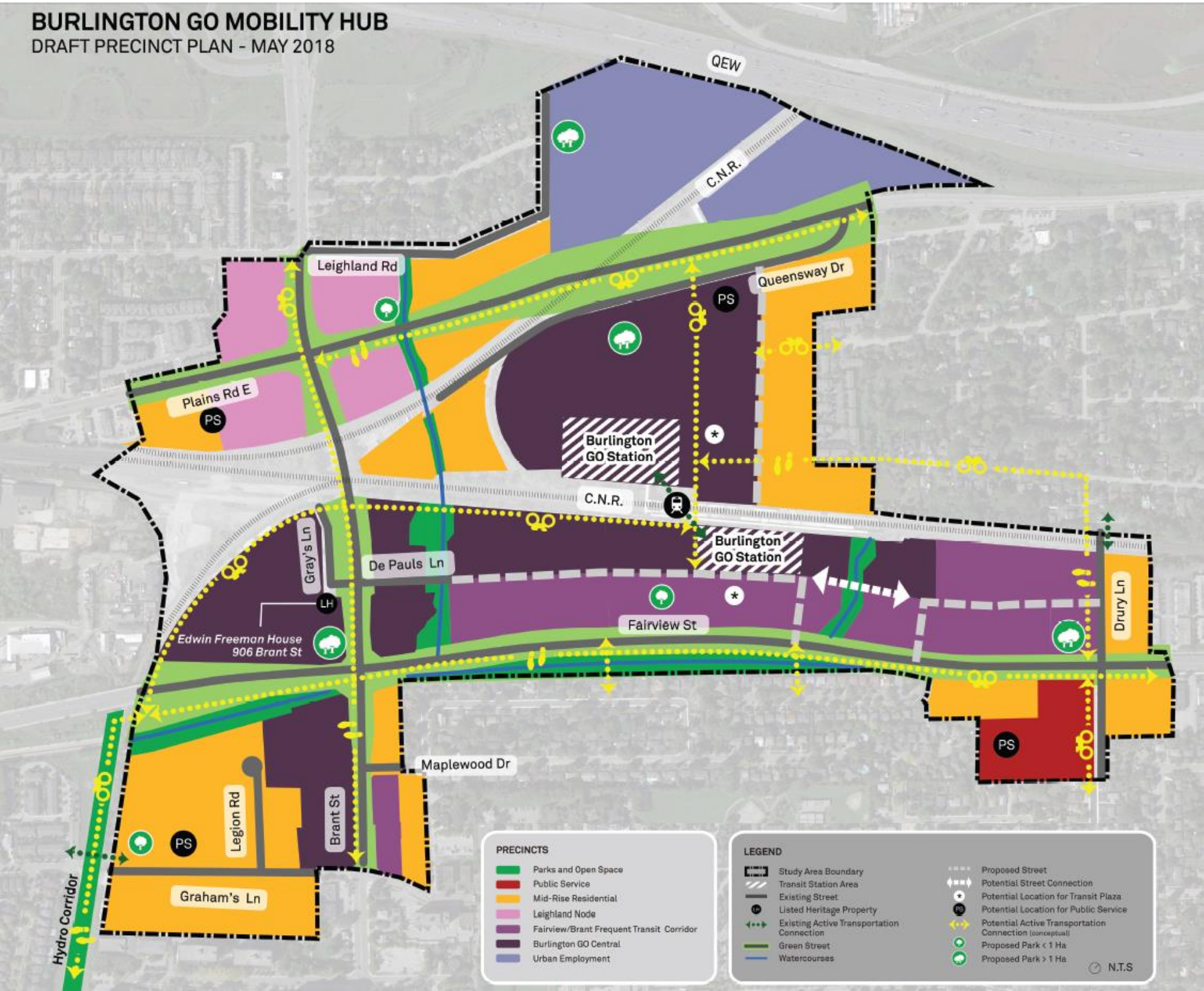
BURLINGTON GO MOBILITY HUB



APPENDIX B PACKAGE

DRAFT BURLINGTON GO PRECINCTS

BURLINGTON GO MOBILITY HUB DRAFT PRECINCT PLAN - MAY 2018



PROPOSED FUTURE BUILDING TYPES WITHIN THIS HUB

The draft precinct plan for the Burlington GO Mobility Hub includes the following building types:



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

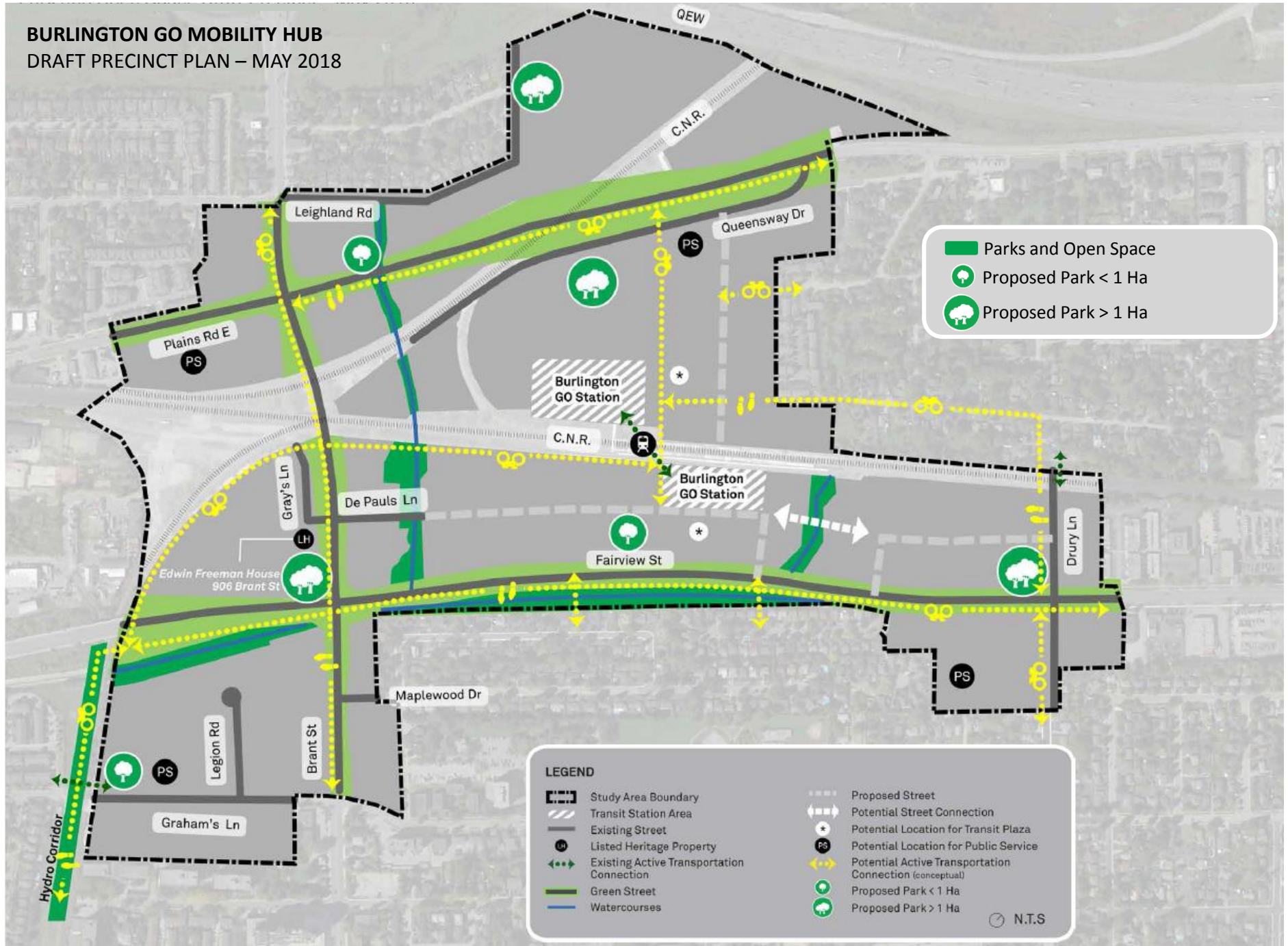
PARKS AND OPEN SPACE PRECINCT

INTENTION STATEMENT

The Mobility Hub **Parks and Open Space Precinct** will create a parks and open space network consisting of current and future parks, open spaces and key linkages within the mobility hub to serve the residents and employees of the mobility hub and the surrounding area. In addition, the precinct will recognize the need to maintain and enhance public access to parks and open spaces and identify key linkages to ensure pedestrian and cycling access within, to and from the Mobility Hub and the adjacent areas.

KEY DIRECTIONS

- Identify new public parks and gathering spaces throughout the hub to serve current and future residents and employees of the hub and the surrounding neighbourhoods;
- Provide a range and variety of parks and open spaces, which may include privately-owned publicly accessible spaces, to serve the amenity needs of the hubs.
- Ensure public parks are located adjacent to public streets such that they are accessible to all residents and employees.



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

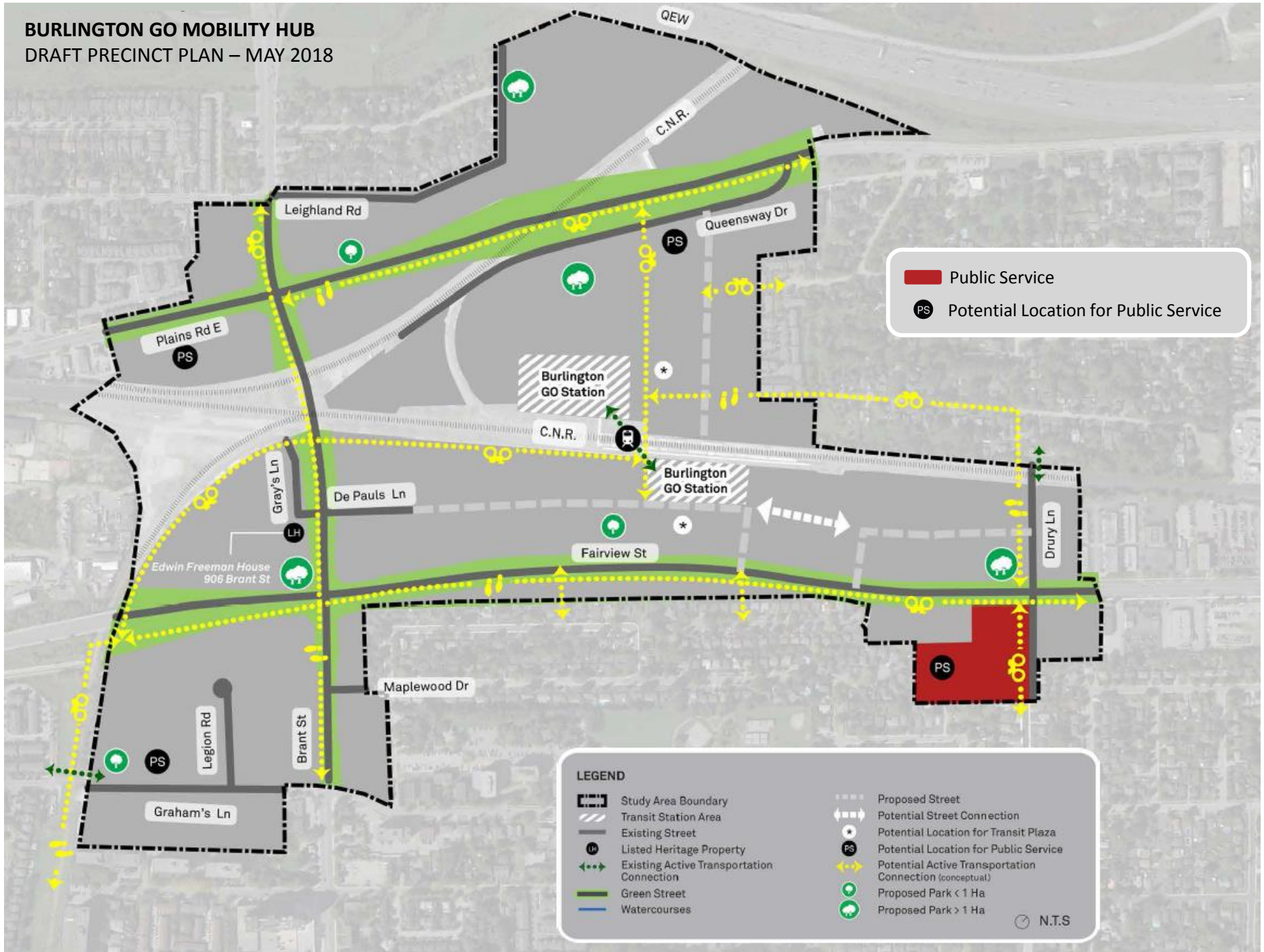
PUBLIC SERVICE PRECINCT

INTENTION STATEMENT

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

KEY DIRECTIONS

- Include within the precinct existing public services located in the Burlington GO Mobility Hub including the Halton Catholic District School Board offices.
- Identify additional lands within the Burlington GO Mobility Hub which may be required to accommodate future public services in anticipation of future population and employment growth.
- Permit the opportunity for public services to be located within private developments through joint Public-Private Partnerships.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

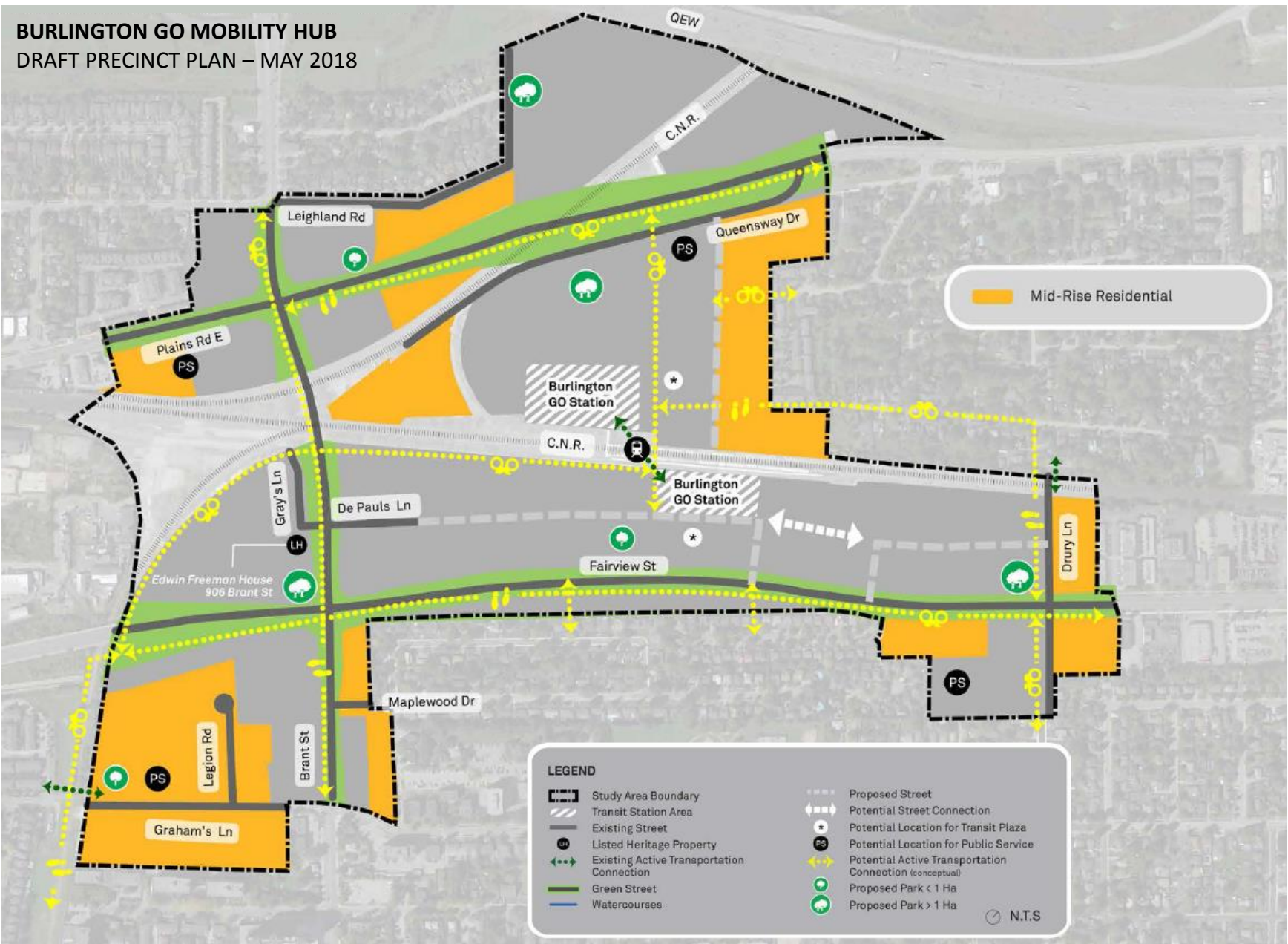
MID-RISE RESIDENTIAL PRECINCT

INTENTION STATEMENT

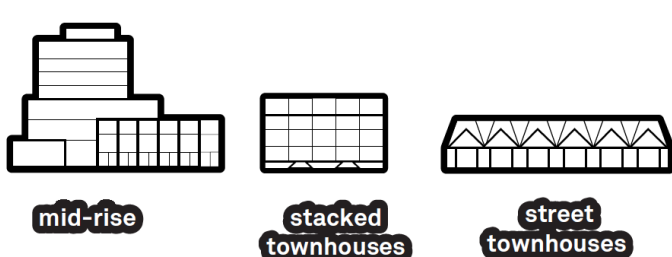
The Mobility Hub **Mid-Rise Residential Precinct** will support the development of compact urban residential communities within the mobility hub. This precinct will provide a variety of housing forms at a lower scale and intensity not otherwise provided for in the mobility hub and which will accommodate a wide range of demographics through the development of family-oriented housing, ground-oriented housing, associated supporting amenities and other community features. Development will be in the form of low and/or mid-rise building forms consisting of 11 storeys or less and may serve as a transition to adjacent precincts and/or areas.

KEY DIRECTIONS

- Establish a maximum building height of 11 storeys in a mid-rise or low-rise form.
- Provide opportunities for a range of low-rise and mid-rise building types including new ground-oriented housing formats (such as townhomes).
- Permit opportunities for commercial activities at street level on strategic streets.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.
- Provide for a range of units types and sizes (i.e. “Missing Middle”).



PROPOSED BUILDING TYPES



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

LEIGHLAND NODE PRECINCT

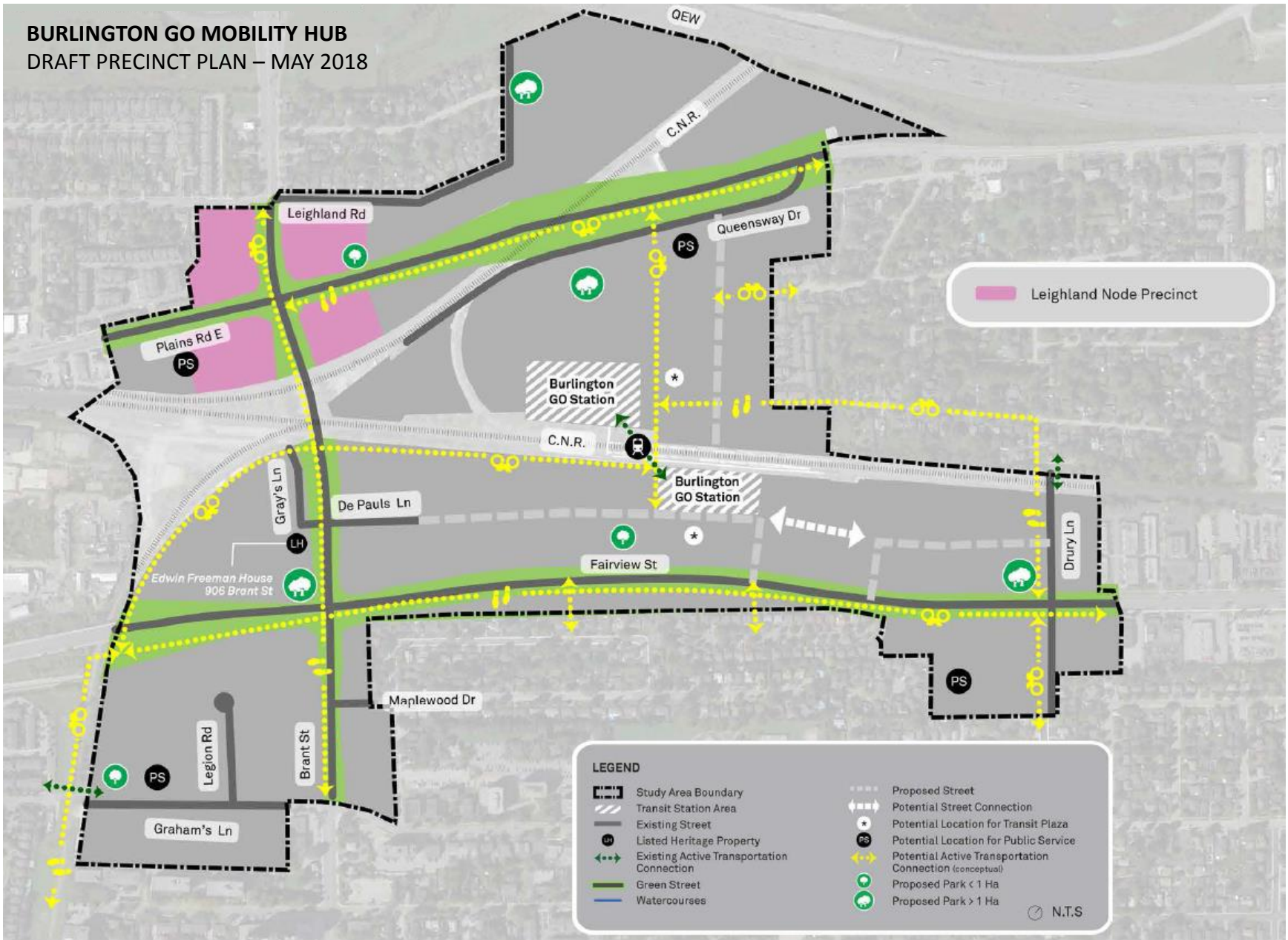
INTENTION STATEMENT

The **Leighland Node Precinct** will establish an intersection-focused mixed-use node at the intersection of Brant Street and Plains Road East. The node will serve as a pedestrian destination serving the retail and commercial service needs of the adjacent established residential area. Development will be in the form of tall buildings which frame the intersection and which achieve a high degree of compatibility with adjacent established residential areas.

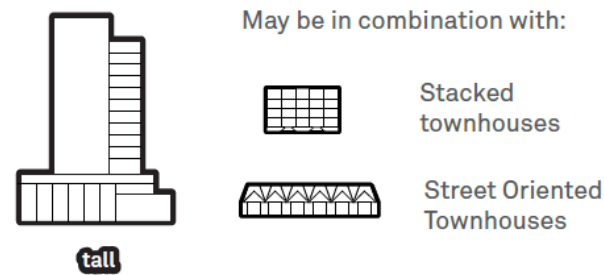
KEY DIRECTIONS

- Establish a maximum building height of 19 storeys in a tall building form.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.

- Require retail, office and/or other service commercial uses at street level within buildings to serve a neighbourhood commercial function.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.
- Requirements for permitted built forms and new design tools to achieve effective transitions and a high degree of compatibility with adjacent neighbourhoods/areas.



PROPOSED BUILDING TYPES



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

FAIRVIEW/BRANT FREQUENT TRANSIT CORRIDOR PRECINCT

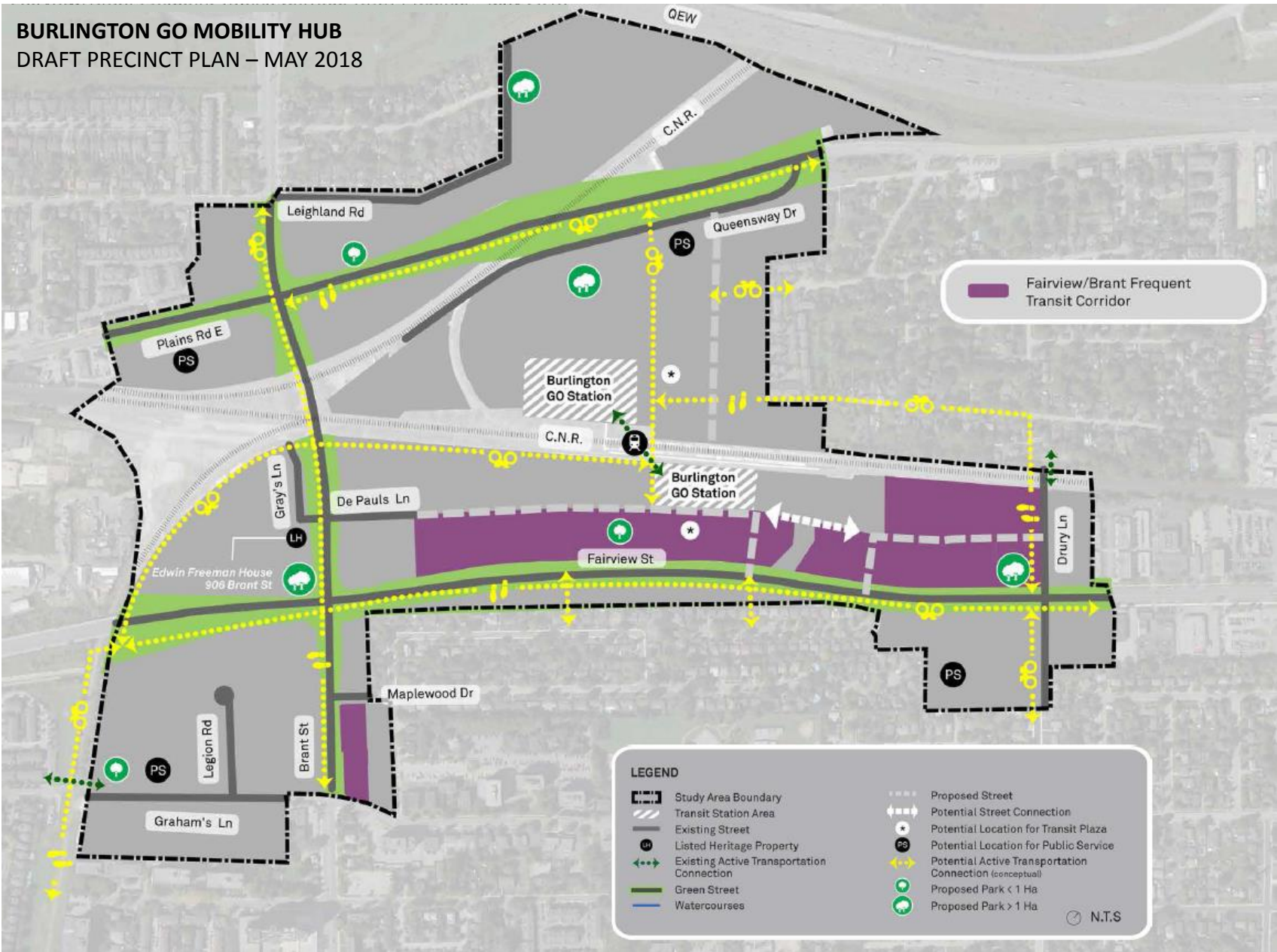
INTENTION STATEMENT

The **Fairview/Brant Frequent Transit Corridor Precinct** will accommodate a significant concentration of residential, retail and commercial uses which are located in close proximity to, and support, the planned frequent transit corridor within the hub along Fairview Street and Brant Street south of Fairview Street. Developments will be in the form of tall mixed-use buildings and contribute towards the creation of a lively, vibrant and people-oriented place.

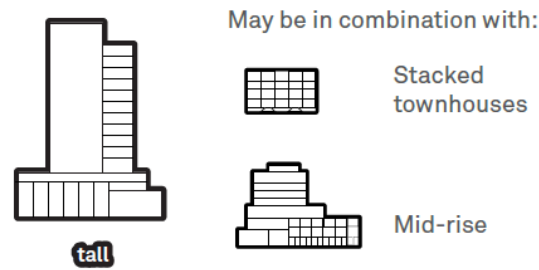
KEY DIRECTIONS

- Establish a maximum building height of 19 storeys.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.

- Ensure new development is permeable to provide active transportation linkages to and from the frequent transit corridor.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

BURLINGTON GO CENTRAL PRECINCT

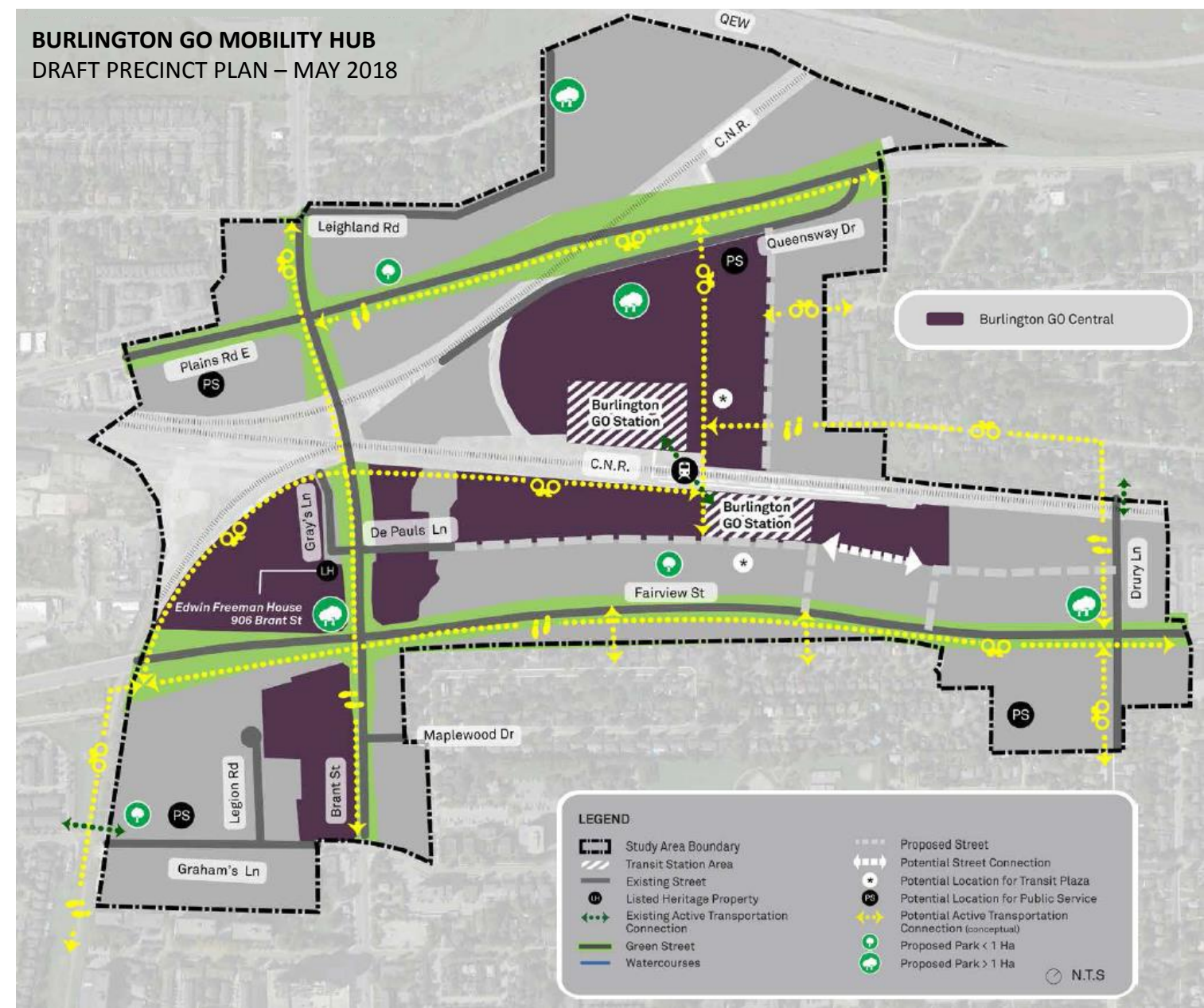
INTENTION STATEMENT

The **Burlington GO Central Precinct** will establish a height peak within the Mobility Hub in close proximity to the rail corridor and GO station and establish a key linkage to the Downtown Urban Growth Centre. The precinct will accommodate the most significant concentration of residential, retail and commercial uses and be the preeminent destination for office, affordable housing and urban format retail. Development will significantly contribute towards the creation of a complete transit-oriented community and achieve a high degree of compatibility with adjacent land uses and transportation infrastructure.

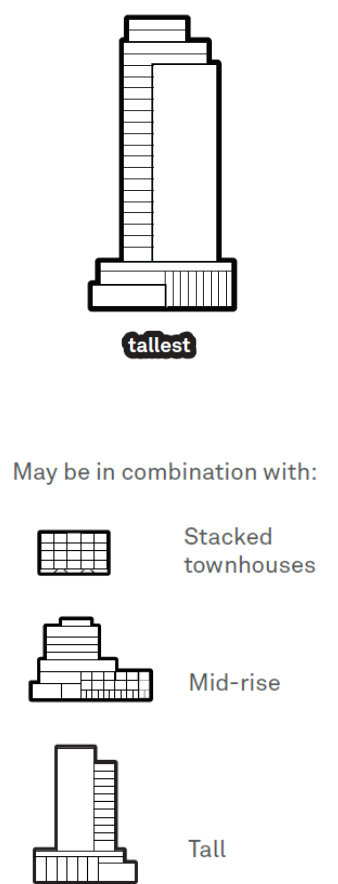
KEY DIRECTIONS

- Establish a maximum building height of 30 storeys, where appropriate and compatible.
- Require developments to achieve a high standard of architectural and urban design excellence to create a distinct and identifiable landmark area within each hub.
- Provide developments which will support strong active transportation and transit connections between Burlington's Urban Growth Centre/ Downtown Mobility Hub and the Burlington GO station.

- Provide residential developments that achieve a level of affordability and mix of unit sizes and bedrooms to attract people from a range of income and demographics to the areas in close proximity to the GO station.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.
- Require retail, office and/or other service commercial uses at street level within buildings.
- Incorporate a significant employment function within mixed use developments.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



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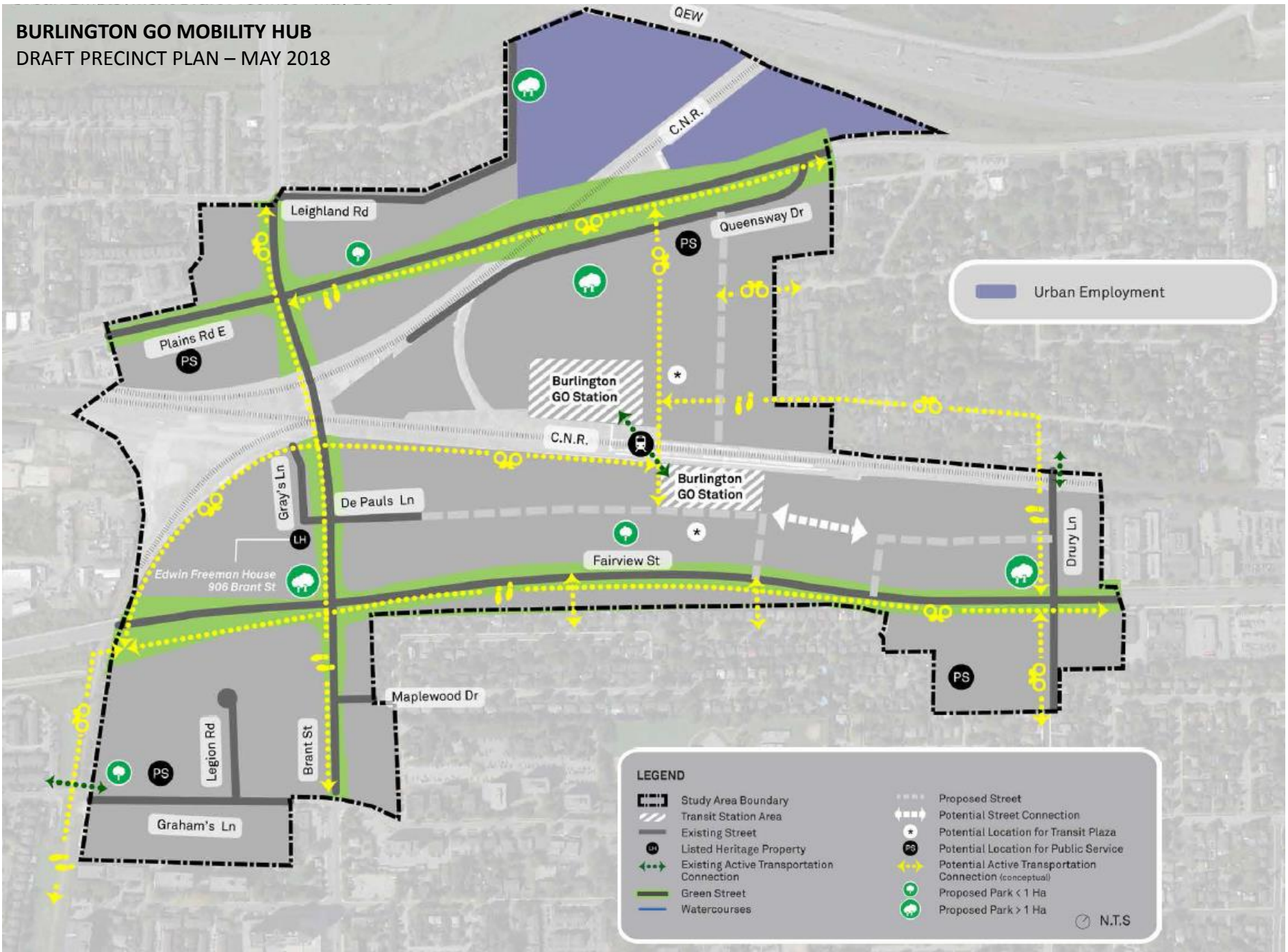
URBAN EMPLOYMENT PRECINCT

INTENTION STATEMENT

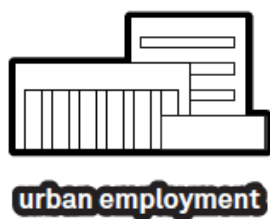
The Mobility Hub **Urban Employment Precinct** will provide opportunities for employment uses in a compact built form along major transportation corridors which are compatible with a wide range of uses in an urban environment. This precinct will consist of prestige employment uses, including but not limited to offices, research and development and information technology which provide a significant source of jobs and will contribute towards the mobility hub's role as an employment destination within the City and Region. The precinct may also accommodate a wide range of ancillary retail and service commercial uses at which will be intended to serve employees located within a development and/or the immediate area.

KEY DIRECTIONS

- Establish high design and development standards to recognize the prestige nature of these areas.
- Permit opportunities for small scale retail and commercial uses at grade.

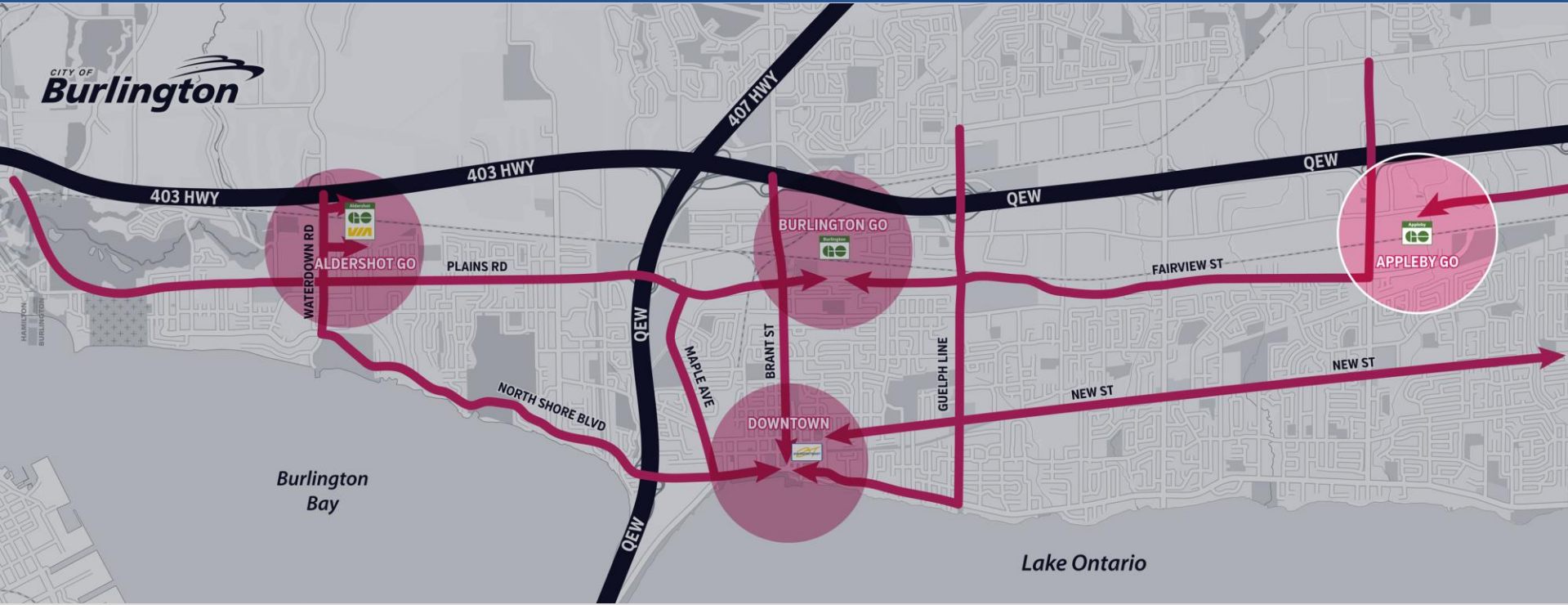


PROPOSED BUILDING TYPES



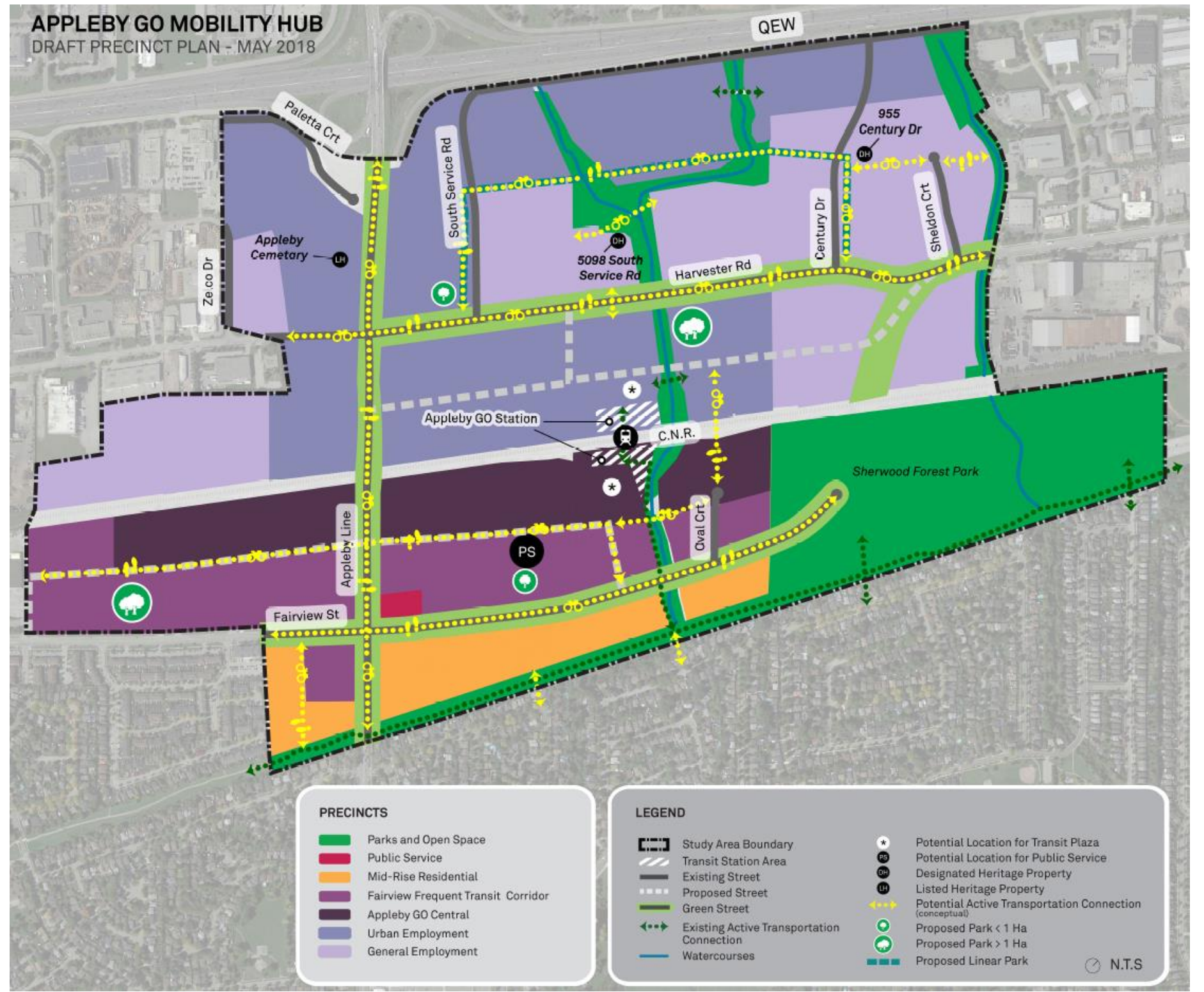
Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

APPLEBY GO MOBILITY HUB



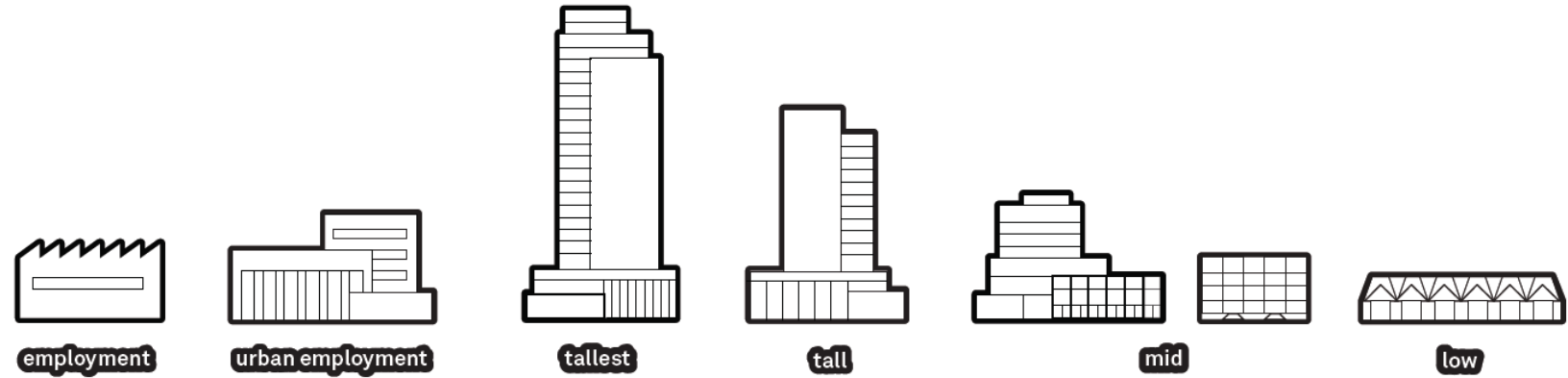
APPENDIX C PACKAGE

DRAFT APPLEBY GO PRECINCTS



PROPOSED FUTURE BUILDING TYPES WITHIN THIS HUB

The draft precinct plan for the Appleby GO Mobility Hub includes the following building types:



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

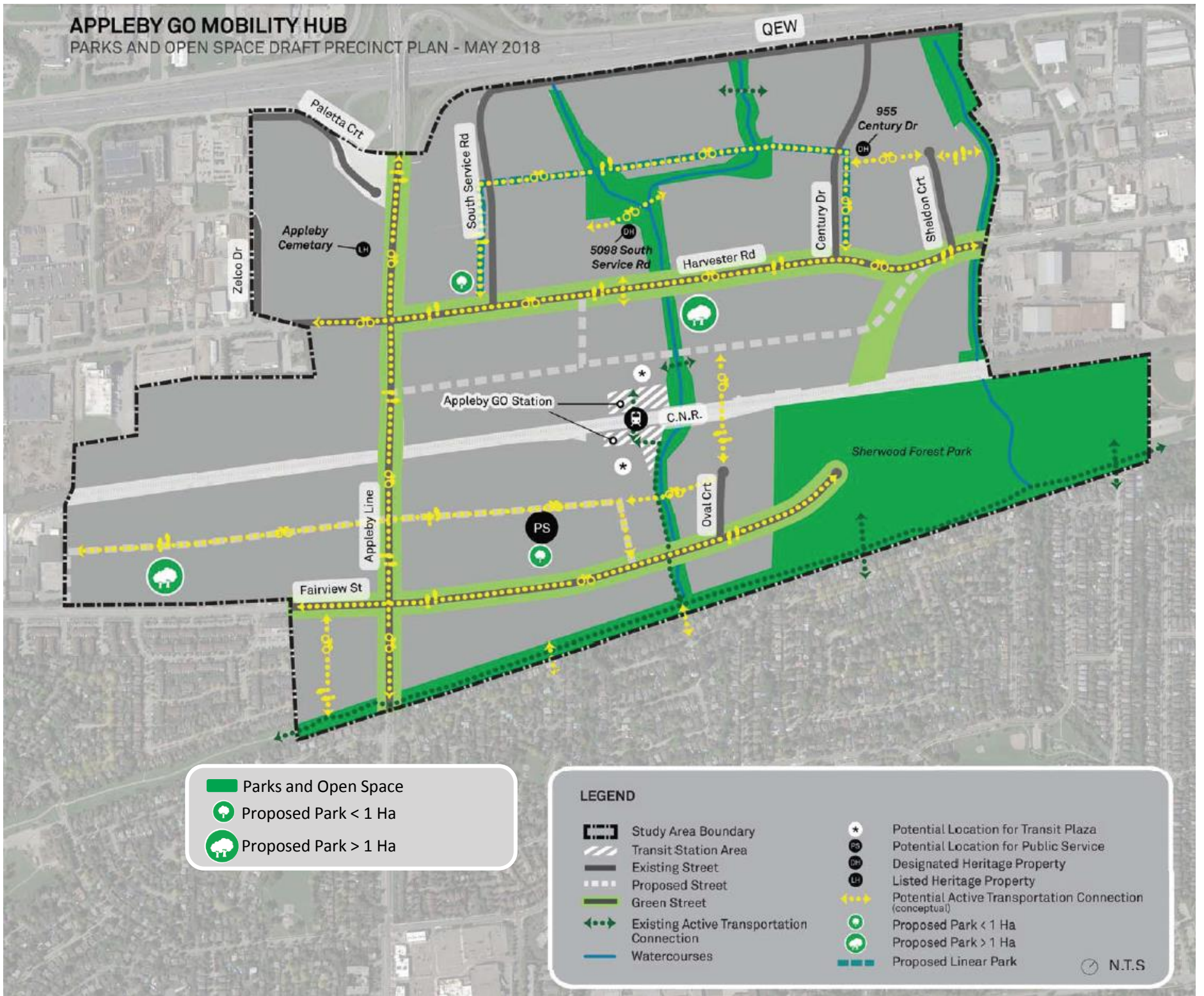
PARKS AND OPEN SPACE PRECINCT

INTENTION STATEMENT

The Mobility Hub **Parks and Open Space Precinct** will create a parks and open space network consisting of current and future parks, open spaces and key linkages within the mobility hub to serve the residents and employees of the mobility hub and the surrounding area. In addition, the precinct will recognize the need to maintain and enhance public access to parks and open spaces and identify key linkages to ensure pedestrian and cycling access within, to and from the Mobility Hub and the adjacent areas.

KEY DIRECTIONS

- Recognize and preserve Sherwood Forest Park and the Centennial Multi-use pathway.
- Identify new public parks, gathering spaces and linear connections throughout the hub to serve current and future residents and employees of the hub and the surrounding neighbourhoods;
- Provide a range and variety of parks and open spaces, which may include privately-owned publicly accessible spaces, to serve the amenity needs of the hubs.



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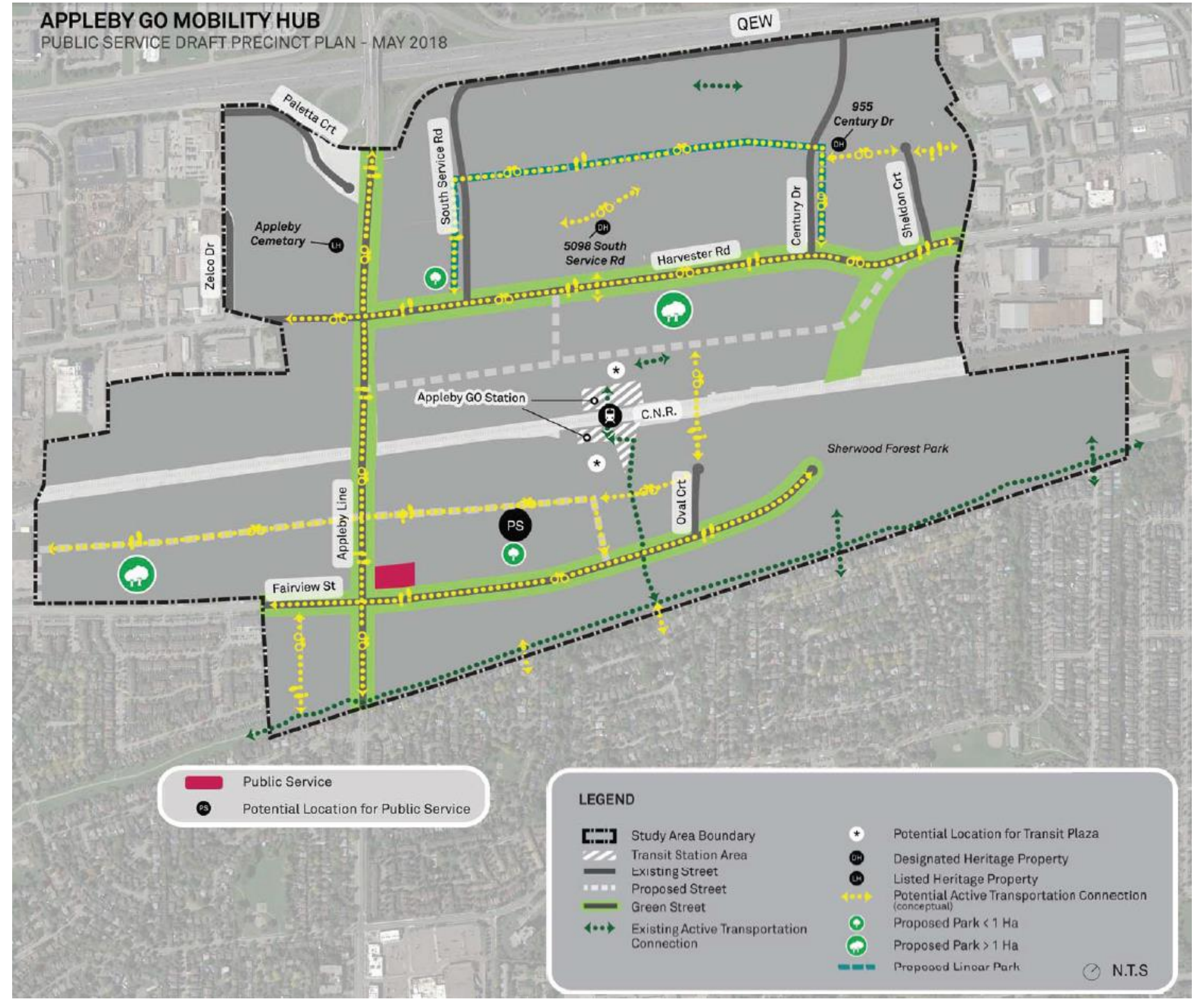
PUBLIC SERVICE PRECINCT

INTENTION STATEMENT

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

KEY DIRECTIONS

- Include within the precinct existing public services located in the Appleby GO Mobility Hub including Fire Station #4.
- Identify additional lands within the Appleby GO Mobility Hub which may be required to accommodate future public services in anticipation of future population and employment growth.
- Permit the opportunity for public services to be located within private developments through joint Public-Private Partnerships.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



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MID-RISE RESIDENTIAL PRECINCT

INTENTION STATEMENT

The Mobility Hub **Mid-Rise Residential Precinct** will support the development of compact urban residential communities within the mobility hub. This precinct will provide a variety of housing forms at a lower scale and intensity not otherwise provided for in the mobility hub and which will accommodate a wide range of demographics through the development of family-oriented housing, ground-oriented housing, associated supporting amenities and other community features. Development will be in the form of low and/or mid-rise building forms consisting of 11 storeys or less and may serve as a transition to adjacent precincts and/or areas.

KEY DIRECTIONS

- Establish a maximum building height of 11 storeys in a mid-rise or low-rise form.
- Provide opportunities for a range of low-rise and mid-rise building types including new ground-oriented housing formats (such as townhomes).
- Permit opportunities for commercial activities at street level on strategic streets.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.
- Provide for a range of units types and sizes (i.e. “Missing Middle”).



PROPOSED BUILDING TYPES

mid-rise

stacked townhouses

street townhouses

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FAIRVIEW FREQUENT TRANSIT CORRIDOR PRECINCT

INTENTION STATEMENT

The **Fairview Corridor Precinct** will accommodate a significant concentration of residential, retail and commercial uses which are located in close proximity to, and support, the planned frequent transit corridor within the hub along Fairview Street. Developments will be in the form of tall mixed-use buildings and contribute towards the creation of a lively, vibrant and people-oriented place.

KEY DIRECTIONS

- Establish a maximum building height of 19 storeys.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.

- Introduce a requirement for building heights to terrace away from public parks, where applicable.
- Ensure new development is permeable to provide active transportation linkages to and from the frequent transit corridor.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



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APPLEBY GO CENTRAL PRECINCT

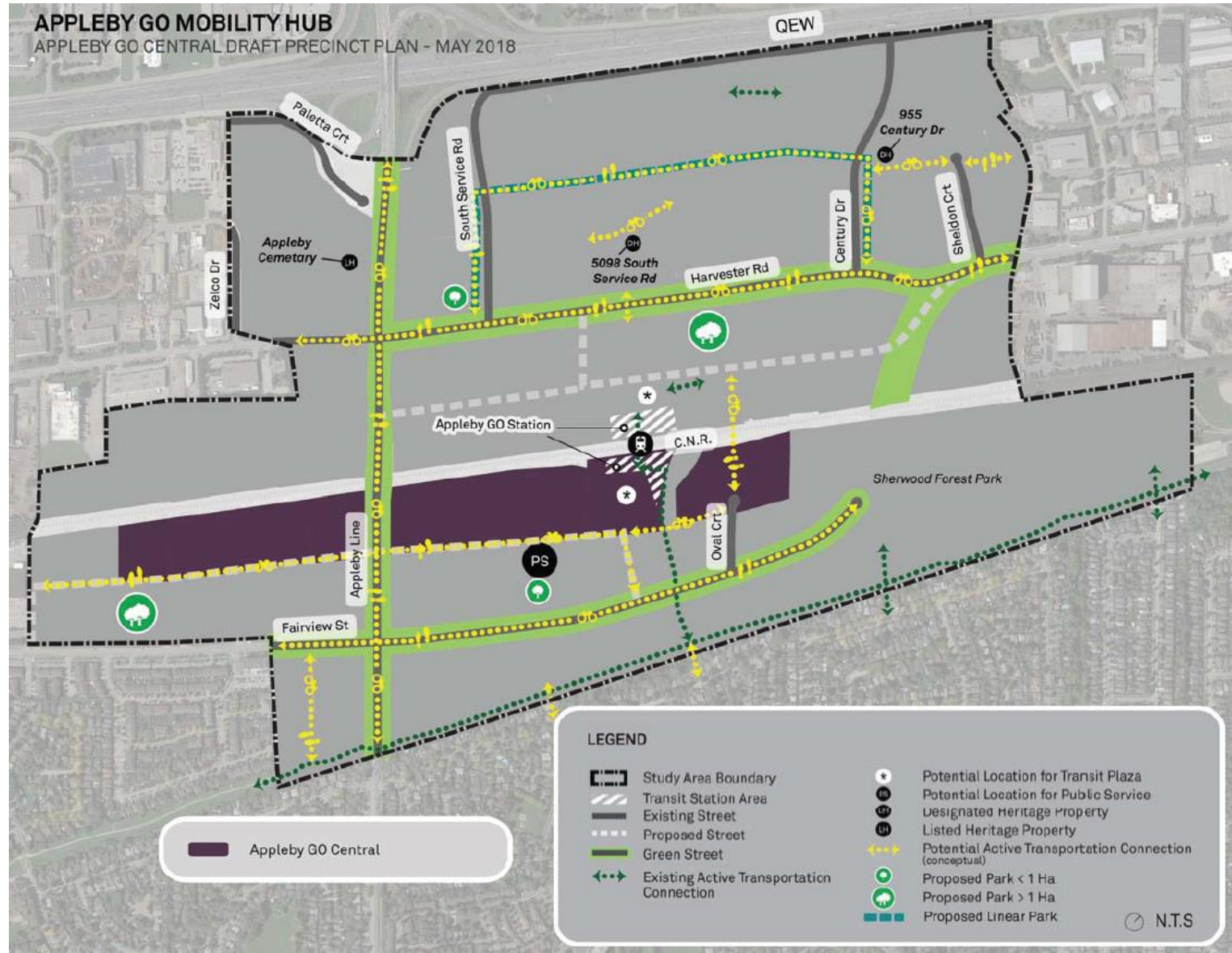
INTENTION STATEMENT

The **Appleby GO Central Precinct** will establish a height peak within the Mobility Hub in close proximity to the rail corridor and GO station. The precinct will accommodate the most significant concentration of residential, retail and commercial uses and be the preeminent destination for office, affordable housing and urban format retail. Development will significantly contribute towards the creation of a complete transit-oriented community and achieve a high degree of compatibility with adjacent land uses and transportation infrastructure.

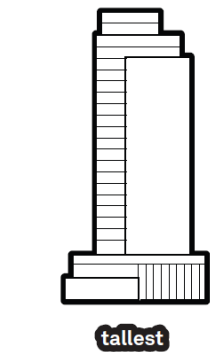
KEY DIRECTIONS

- Establish a maximum building height of 30 storeys, where appropriate and compatible.
- Require developments to achieve a high standard of architectural and urban design excellence to create a distinct and identifiable landmark area within each hub.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.

- Introduce a requirement for building heights to terrace away from public parks, where applicable.
- Provide residential developments that achieve a level of affordability and mix of unit sizes and bedrooms to attract people from a range of income and demographics to the areas in close proximity to the GO station.
- Require retail, office and/or other service commercial uses at street level within buildings.
- Incorporate a significant employment function within mixed use developments.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



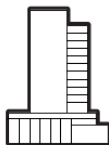
May be in combination with:



Stacked townhouses



Mid-rise



Tall

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URBAN EMPLOYMENT PRECINCT

INTENTION STATEMENT

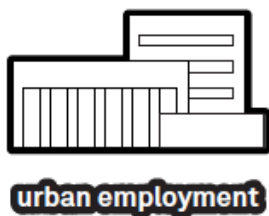
The Mobility Hub **Urban Employment Precinct** will provide opportunities for employment uses in a compact built form along major transportation corridors which are compatible with a wide range of uses in an urban environment. This precinct will consist of prestige employment uses, including but not limited to offices, research and development and information technology which provide a significant source of jobs and will contribute towards the mobility's hubs role as an employment destination within the City and Region. The precinct may also accommodate a wide range of ancillary retail and service commercial uses which will be intended to serve employees located within a development and/or the immediate area.

KEY DIRECTIONS

- Establish high design and development standards to recognize the prestige nature of these areas.
- Permit opportunities for small scale retail and commercial uses at grade.



PROPOSED BUILDING TYPES



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GENERAL EMPLOYMENT PRECINCT

INTENTION STATEMENT

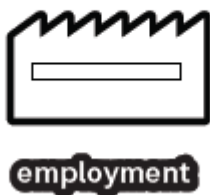
The Mobility Hub **General Employment Precinct** will provide opportunities for a broad range of employment uses including, but not limited to, light industrial and offices which provide a source of jobs that contribute towards the mobility's hubs role as an employment destination within the City and Region.

KEY DIRECTIONS

- Limit outdoor storage and activities to achieve a higher degree of compatibility with surrounding uses.



PROPOSED BUILDING TYPES



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APPENDIX D1 of PB-65-18

Summary of Public Consultation on the Aldershot GO Mobility Hub Draft

Precinct Plan

June 2018

INTRODUCTION

On May 3, 2018, the third round of public consultation was held at the East Plains United Church for the Aldershot GO Mobility Hub. Members of the public were invited to attend and provide feedback on a draft precinct plan for the area.

The draft precinct plan was informed by public feedback gathered during the Mobility Hubs study process in 2017, including two stages of public consultation, as well as on-going technical studies. In May 2017, we heard from the community about what people value in the area, and in September 2017 we received community feedback on two draft concepts showing different options where future growth could be accommodated in the Aldershot GO Mobility Hub.

With the input received in 2017, along with information from ongoing technical studies, the draft precinct plan for the Aldershot GO Mobility Hub was produced. The draft precinct plan defines a vision for various areas within the Mobility Hub, to guide future development through the use of land such as residential and commercial, height, urban design considerations and more.

Approximately 124 people attended the public consultation event on May 3, 2018, where the draft precinct plan was presented. The event was structured as a drop-in open house with a series of display boards that provided information on the study, and described the intention statement and key directions of each precinct. Staff were present to discuss and answer questions. Comment sheets for each precinct were available to fill out or take away. An online workbook was also available to collect public comments on the draft precinct plan. Staff requested that comments on the draft precinct plan be returned by Monday June 4, 2018.

Along with the formal drop-in open house, two additional drop-in open houses were held at various locations and were open to the public, landowners and other interested parties to discuss their specific properties, interests or concerns with staff one-on-one.

The feedback received from the open houses, email and through the online workbook is provided in the following section.

Draft Precinct Plan Feedback - May 2018

Below is the feedback received during the public consultation open houses, email and through the online workbook on the draft precinct plan for the Aldershot GO Mobility Hub. Feedback includes general comments on the Aldershot GO Mobility Hub draft precinct plan, as well as comments specific to each of the various precincts.

In addition to the formal open house on Thursday May 3, 2018 at the East Plains United Church, additional drop-in open houses took place on the following dates:

Monday May 7 – Aldershot Arena; 6:30 – 8 p.m.

Tuesday May 8 – Aldershot Library; 10:30 a.m. – noon

Feedback was received through comment sheets, emails and an online workbook that was available from May 15, 2018 to June 4, 2018.

General Feedback

- General comments on the Overall Plan
 - Excited for the mobility hub to take shape.
 - Like the whole plan and the policy objectives.
- General comments on Public Realm
 - Sidewalks need to be repaired and built to accommodate all residents who don't drive.
 - The shrubs and bushes that are planted between road lanes – are they sprayed to prevent insect swarming to high-rise buildings on Waterdown/Plains Rd area.
 - Proposed green space on either side of Waterdown Rd is too narrow.
 - Love the idea of more street trees. Seating needs to be more removed from noisy Plains Rd. That would encourage more socializing.
 - We need room for patio sitting in front of the buildings. Some of the present buildings leave no room for walking and outdoor space.
 - Don't take away green space.
 - What about electric scooter carts to shuttle passengers to their locations.
 - There are currently existing issues with insect populations during the hot sunny summer months that tend to swamp over residential building balconies and patio doors. With all the proposed green projects in Aldershot, will there be pesticides to prevent such hazards for tenants living in high rise to enjoy their balconies during the summer? There are certain flowering plants such as marigolds, lavenders etc. that are insect resistant as a suggestion for consideration to build a better Aldershot.
- General comments on Retail and Public Services
 - We need enticing and attractive retail businesses to establish culture and 'buzz.'
 - A grocery store is a must.

- Coffee shops and independent retail ‘mom & pop’ shops.
- Entertainment and better water access for families and visitors.
- I’d love to see more small retail, restaurants, patios and cafes. More small retail I can walk to would be great.
- Carefully consider size of retail – currently very small retail results in a lot of vacancies and businesses we don’t really need more of.
- Where are the schools for the children?
- Need to find a way to get appropriate retail in the area so people do not need to travel by car to get necessities.
- We have high-rises on the corner of Daryl and Plains Road but no real shops it seems we keep building apartments with small shops below them, we have more dentists, hairdressers, nail salons than we know what do with but no real shops.
- Where will the schools go? Will children have to be bussed from the high density areas?
- Need ways to keep the stores we love. The residents need a store like home hardware, J& G meats, turtledoves etc. We are getting all of these new building but losing the meaningful retail.
- Requiring at least two uses is essential. Minimum heights, and maximum venting and service functions for the commercial/employment use of at least the first two floor is needed.
- General comments on Property Values and Rent
 - You can guarantee that the rents will be higher because developers do not build without profit. We also have every piece of land on Plains road being developed as townhouses or apartments.
- General comments on Public Consultation
 - We are very frustrated by the lack of a true consultative process.
 - The general walk through, pictures, comment sheets to provide feedback was a little disappointing. I was hoping for an update, a presentation, then have an open forum for comments or lead group discussions.
 - I would like to know how proposals have changed after community input. We want to know how original plans have changed because of our input. At the next meeting, please outline what feedback was given, what you have listened to, and how the plans have changed.
- General comments on Transportation
 - Additional active transportation connections are critically important due to volume of traffic on Plains as well as safety considerations for walkers/cyclists.
 - If a south service road goes in, can lanes be reduced on Plains to create more of a “main street” feel?
 - Have concerns over proposed St. Matthews’s transit access to Masonry Rd.

- St. Matthew's residential court location should remain closed to vehicle traffic. Alternate routes on Cooke and Waterdown Rd should be used.
- When put walkway on St. Matthew's years ago we were told that they would never open road to Masonry. Now 2018 it is being talked about. What about Clearview? Fewer homes affected and more rental units.
- I am always disappointed that there is rarely any focus on the number of cars added to the neighbourhood vs. the number of parking spaces vs. ability of local roads to absorb the new traffic. Plains Rd. will no longer be a street but will be the QEW part 2.
- Please don't narrow Plains Rd. Traffic is already bad.
- Given the current Burlington east-west transport issues a high population density will only exacerbate it. A plan is needed to address it.
- Where do you think all of this traffic is going to? Most of it onto Plains Road which is already so congested that most of the time it takes forever to drive across Burlington.
- Aldershot Village does not have the infrastructure to support such development and with no plans to add lanes to main routes within Aldershot/widen Plains you're creating a headache for residents. You cannot assume new residents will not be dependent on cars.
- Really must connect the GO transit station access road (on the north side of the tracks) through to King Road. This connection as a "South Service Road" is a must to provide more vehicular and active transportation access in and around the hub area.
- Strongly support the "transit plaza" concept.
- My concern is that Plains Road cannot handle much more car traffic and you cannot believe that most people living in the mobility hub will not drive.
- GO station parking needs to be addressed before any more building is done.
- With all the high-rise buildings as proposed, there will be traffic problems to the already too busy Plains Road and there is a lack of grocery stores.
- No reduction in lanes on Plains Rd.
- Queen Mary Avenue and St. Matthews Street should not be opened up for vehicle access
- If plan proceeds the neighborhood congestion will become an issue: More traffic on a local street not meant for it. 11 storeys on Clearview will add traffic to Queen Mary/St. Matthews, especially if there is no traffic light at Clearview. People will cut through the neighbourhood to get to the St. Matthews light.
- With any development we believe there needs to be sufficient parking spaces so that street parking is avoided and does not become a problem.
- There is a need to build a parking arcade or stackable parking structure to alleviate street parking in the current state. When new development and housing projects get completed near the GO station, parking congestion needed resolve to prevent accident potential.
- For the higher density areas it should be development requirement for contributing to a Mobility Hub area shuttle service

- Need to establish traffic calming zones and community watches to keep the Aldershot community safe as a whole.
 - Where is the consideration for the South Service Road to ease the traffic burden east to west
 - The Mobility Hub plan must make it a requirement that the "South Service Road " from Waterdown GO Station through to King Road be ensured. This road is a key connection to help distribute inbound and outbound HUB area traffic flows and provide options from congested intersections.
 - Higher density sites must have a development requirement of contributing towards a Mobility Hub area shuttle service.
- General comments on Development/Intensification
 - Wondering why there are so many high-rises on Plains Rd/Waterdown Rd? And that the zoning exceeds 6-storeys?
 - Noticing the Aldershot mobility hub may look like another Mississauga instead of peaceful and serene surroundings like Oakville waterfront near Bronte-Burloak area.
 - I am concerned about excessive height and over-intensification and its impact on the neighbourhood. It will be difficult to turn Plains Rd into a true “main street”. It is noisy and unpleasant to walk along and hard to cross.
 - Agree with max of 6 storeys on south side of Plains.
 - We strongly oppose the current zoning changes and proposed development.
 - Please allow only a 4-storey building on the south side of Plains Rd. by Glenwood.
 - Too many high-rise building.
 - Do not see the need for transition area between Grove Park and Aldershot Park. Best to have intensity in this area as there is no housing.
 - Intensify growth in the “greenhouse” area. It will keep it away from single home dwellings.
 - Not understanding the high intensity dwellings for St. Matthew’s Avenue.
 - We are not a downtown where there are many places to visit. To disturb a long time neighbourhood that is established is not the way to go.
 - The result of such a development on Clearview Avenue would completely change the atmosphere of our community. Our views would be blocked by apartment towers. Our streets will be lined with cars and I cannot even imagine what kind of traffic this will produce. You are taking away the City’s history and replacing the scenery with concrete.
 - In Aldershot I think we have been intensified enough.
 - We feel there is too much change too fast.
 - We are concerned about the proposed condo developments as we know from neighbours they have sold their properties.
 - City infrastructure cannot handle more people and there doesn’t seem to be any plan to address this.
 - Why not build on north side of 403 - South Service Rd. and by King Rd. south of 403, vacant land.

- Curious as to the transition area between Aldershot Park and Grove Park when there is no housing in these areas. I think increasing the intensity in the greenhouse lands has the least affect on NIMBY issues.
- Shift intensity from Queen Mary/St. Matthew's area into the greenhouse property. Win-Win.
- Please don't put anymore buildings up in this wonderful community. We already have too many high-rise building on Plains.
- General Comments on the Clearview/Queen Mary/St. Matthew's Area
 - For the decision-makers to not exclude the St. Matthews residential neighbourhood suggests a "who cares" attitude.
 - I'm particularly concerned for the people who live along Clearview and for people in the Grove Park/St. Matthew's area.
 - Clearview Ave should not be included on the west side between Queen Mary and Plains Rd. These places should have the same low density designation as the east side.
 - Involving the Grove Park/St. Matthew's neighbourhood is a community destroyer. St. Matthew's Avenue has many lovely homes and is a great family neighbourhood.
 - Leave the west side of St. Matthew's out of the plan. The west side of Clearview is okay as it backs on to light industrial.
 - Exclude Clearview Avenue and Queen Mary from the proposed boundaries or adjust the street to be totally small single family, semi-detached and street level townhomes with basements and driveways
 - suggest townhouses for the west side of Clearview. It qualifies intensifying the neighborhood but does not drastically impact the area. - I would like to see the boundary for the mobility hub changed to exclude Clearview/Queen Mary/St Matthews. A neighborhood can be preserved and still meet intensification requirements.
 - Change the boundary for the mobility hub to exclude Clearview/Queen Mary/St Matthews.
 - We need to keep the single-family homes that exist, particularly on St Matthews, Queen Mary and Clearview and build new single-family housing to continue to bring families that want to raise their kids here.
 - Against putting 11 stories on Clearview's established neighbourhood, casting the homes in shade and creating traffic onto Plains Road at that juncture. We want the existing single family home low residential to remain for Clearview, St Matthews and Queen Mary to mitigate traffic congestion and retain community character.
 - 11 storeys is too high and should be removed from Clearview to retain the low density plan for this established neighborhood.
 - St.Matthew's should be excluded from the Mobility Hubs plan.

Parks and Open Space Precinct

- Yes, I agree with the general intent of the precinct.
- Aldershot Park used to have a summer swimming pool that was replaced by a tennis court. Could building a new pool be considered?
- Yes, I agree with the park space precinct. I also believe a recreation seniors center, lawn bowling, pool facility that is outdoors, not just a splash pad, should be included.
- I am confused as to how children will use the park to be located at Waterdown Rd. if it is sometimes full of water.
- Agree with the general intent of this precinct
 - The size of the proposed parks on the east side of Waterdown Road are shown as >1 ha or 2.47 acres. This is an aggressive size and proposed not sustainable in either location
 - On Cooke Blvd, this size would negate most of the development potential – which if OK
- The majority of the online workbook respondents agreed with the general intent of the Parks and Open Space Precinct, while some respondents indicated they did not agree and one respondent indicated “not sure”. The following comments were provided:
 - Bicycle paths are fine but St Matthews, St Mary’s and Clearview should not be thru roads for cars and buses
 - Do not like the linear park linking Aldershot Park and Grove Park. These always end up grimy and not well maintained. The side walk is there for a reason. Add a Bike lane on Gallagher road as well, creating a direct route to the Go Station. I'd much rather make use of the roads that we already have.
 - There is not a commitment to expand park space. I have seen many other neighborhoods where the planning included far more park space than proposed here.
 - The 2 parks shown at plus 1 hectare would not be really feasible.
 - While the general intent is good, who would bear the costs to implement and maintain
 - Will there be clearly defined, well-lit cycling paths going to the parks and traffic lights at intersections to keep pedestrian and cyclists safe?
 - There needs to be a paved path through grove park to the go station. With Lights!
 - Assess the future recreational needs in Aldershot and Hidden Valley Parks for population growth as well as LaSalle Park despite it being outside of the Mobility Hub.
 - New minor park at the northeast corner of Clearview and Queen Mary.
 - Both Parks indicated as >1HA (= 2.47 acres) are virtually impractical to construct. On Cooke Blvd., this would take up almost the entire area occupied by Etratech Ind. The Park located lands at the northeast corner of Waterdown Rd. and Masonry Ct. is slated for only .7 acres, the rest being flood control pond. On private lands but being represented as a public. Grove park needs work and at present is just overgrown, unkempt brush and basically unusable as such. This park should provide walkways/cycling capability directly linking the Aldershot Go.
 - On Cooke Blvd. a plus 1-acre park as shown would be too aggressive. An over 2 1/2-acre park would use almost all the land slated for buildings up to 19 storeys. This in itself is too tall and would cause shadowing of all Clearview, Queen Mary and St. Matthews.

- Cooke Blvd. at > 1 HA is an aggressive size for the land available
- The park being built on the north-east corner of Waterdown Road and Masonry Court is only .7 acres not the > 1HA shown as the majority is flood pond

Public Service Precinct

- Consider including a library connection to this hub.
- Greater opportunities for retail use in this area.
- Agree with the general intent of this precinct
- The majority of online workbook respondents agreed with the general intent of the Public Service Precinct, while a few respondents indicated they did not agree and one respondent indicated “not sure”. The following comments were provided:
 - I don't understand why so much land needs to be allocated to the Public Service.
 - Better utilize what is already there through expansion and upgrades. Use vacant land for increasing population density.
 - There is no traffic mitigation plan and no specified areas for the TDM strategies, they all will come after the damage is done
 - Better explanation for what is planned for these locations. I don't understand why Public Service needs all this land.
 - Extreme need for a centralized recreational centre with pool, arena, community rooms and library with population growth.
 - The allocated space and public service facilities don't seem reflective of the significantly increased population for the Mobility Hub area. Has a quantitative assessment been done of the public service levels needed for the Mobility Hub area?
 - Needs some space suitable for everyday commercial activity (grocery, financial services, LCBO)

Grove Park/St.Matthew's Neighbourhood Precinct

- Believe that the Greenhouse property is prime location to build high-rise condominiums. Believe that there are no neighbours and tall buildings will not cast a shadow on the surrounding houses.
- Greenhouse property has no neighbours and is within walking distances of the train station, which makes it a reasonable location for a high-rise building.
- Fear that the street will be opened to the traffic at Masonry Court and will no longer be quiet. The noise increase will result in drastic decrease in housing prices.
- Loss of community character from the precinct.
- Do not see the purpose in disrupting existing neighborhoods.
- Do not agree with the new road to Grove Park.
- Traffic is a concern, especially with young families surrounding these high intensity roadways.
- The buildings proposed are too tall.

- Unclear as to what is proposed here, please provide more information/maps.
- Consider moving the high-rise development to the greenhouse.
- Do not agree with the idea of opening the existing bike/walk-thru paths to Masonry Road.
- Supportive of development that is 4-storeys or less (E.g. townhouses/semi-housing development).
- Consider a walking pathway to Grove Park so that pedestrians do not need to travel along Plains Road.
- Very busy, traffic filled area along Plains Road.
- Consider implementing bus stops along Plains Road and Waterdown Road.
- Consider increasing the lane width on Plains Road – a right hand turning lane would improve traffic flow and reduce congestion overall.
- Do not agree with the intent in its existing layout. This is inappropriate planning
 - While housing type direction is acceptable; the boundaries are not. Clearview Avenue in its entirety (west side of Clearview) must be included, and remain a low rise residential
 - Clearview and St. Matthew's are not to be active transportation and transit oriented. Pedestrian and cycling only, therefore streets should not be opened to Masonry Court
- In the online workbook, there was no consensus among respondents with regards to whether they agreed with the general intent of the Grove Park/St. Matthew's Neighbourhood. The following comments were provided:
 - There should not be townhouses or semis in this established neighborhood as it over populates the child friendly area, brings in lower economic housing a reduce the value if existing properties. St Matthews and Clearview road should remain as dead end streets to keep the level of traffic the same
 - Why would you not increase the density to where the greenhouses are on the top right corner and leave St. Matthews the way it is? There would be very few houses affected by this. There are no houses north and south of that location, and very few to west side.
 - should include the east and west side of St. Matthews.
 - This neighbourhood should not be a thoroughfare to the go station.
 - All of Clearview Ave. needs to be included in this precinct and really, this precinct needs to be excluded completely from the Mobility Hub boundaries. St. Matthews and Clearview Ave, streets not to be enhanced for 'active ' transport and transit. Should remain 'No Exit ' streets and only allow pedestrian and cycling access to Aldershot GO.
 - This concept does not go far enough and all of Clearview, Queen Mary and St. Matthews need to be out of the Mobility Hub boundaries and protected
 - The Aldershot Hub is 'not' a Government or Metrolinx mandated Mobility Hub there are no intentions of deeming either Aldershot or Appleby as such. This is strictly a City run initiative and as such this area including all of Clearview Ave. should be removed/protected from any proposals the City may have.
 - Prohibit some streets from connecting to the GO because Cars will leave the station and zoom out through the easiest way possible.

- The west side of Clearview Ave, in it's entirety must be included in this precinct and for the same housing types and remain low rise residential or this precinct, including all of Clearview Ave., Queen Mary and St. Matthews, must be totally excluded from the Mobility Hub boundaries. Permitting 11 storeys on the west side of Clearview would destroy the entire neighbourhood community character, leading to land speculation, pressure for overintensification, traffic congestion and sun shadowing.
- The entire street of Clearview Ave needs to be included, not just half. This proposal goes against the OP in that any development or increased density would be directed away from any established neighbourhoods. This is a total contradiction suggesting 11 storey towers on the West side of Clearview. They must remain as is with only pedestrian and cycling access to the GO at the existing pass through on St. Matthews.
- Neighbourhood extends to opposite side of Clearview - include in the Grove Park / St. Matthews Neighbourhood designation. Clearview/Queen Mary/ St. Matthews to be removed from the scope and to remain a low density established neighbourhood in it's entirety and to be carved out the same as White Oaks.
- Both Clearview and St. Matthews should not be through streets for any vehicular traffic or active transportation and the pass through at St. Matthew's to remain only pedestrian /cycling only.

Aldershot Main Street Precinct

- There is need for a grocery store/retail. Farmboy would be a great addition to the neighborhood.
- Food stores are needed in Aldershot.
- Higher development along the western end of Plains Road will have a lower impact and less impact on our property values.
- There should not be any development greater than 3 storeys along this Western side of Plains Road.
- Do not assume that all residents are not commuting by train, traffic will increase for auto.
- There needs to be a greater community aspect in this plan.
- No provisions for seniors or affordable housing in the plans displayed – higher rent.
- Stores are leaving because there is too high of a rent and there are already too few.
- No parking for shoppers.
- Show 3-D renderings so that we can see the plans more clearly and the scale of the proposals as well – easier to evaluate.
- Consider a greater setback between the buildings and the roads – create a better village atmosphere (cafes etc.).
- Do not agree with the intent of the Aldershot Main Street Precinct – the intention is to fulfill the Plains Road Village vision and the key here is Village. The development form is not acceptable on the north side of Plains as mid-rise to 11 storeys

- Change the heights on both sides of Plains Road to be a maximum of 6 storeys to be consistent with areas already developed or being developed from Waterdown Road to King Road
- Sustainability – not every complex or development should be required to have ground floor retail/commercial. There is already an abundance of empty units in the existing complexes.
- We want development along Plains Road, for the most part, to remain at 4 stories maximum, to reduce problems with shadowing, traffic congestion, and impact on neighbouring single family homes. We do not want to see the beautiful tree canopy be dwarfed by a corridor of tall buildings. Traffic along Plains Road is congested already and imbalanced development will lead to the kind of traffic that Plains Road cannot handle. We are experiencing too much traffic congestion at the end of the work day as it is.
- I do not agree that the maximum building height on either side of Plains Road should be 6 storeys. Four storeys would be more appropriate; I also do not agree that there could be a maximum of 11 storeys where properties are not adjacent to low-rise residential uses
- The concept needs to include something that will make the street walkable and pedestrian friendly. Green space and trees that are currently along each side of the existing street accomplish this. Wide concrete sidewalks with few trees and no green space, such as have been put in along the redeveloped areas of Plains Road, do not.
- In the online workbook, there was no consensus among respondents with regards to whether they agreed with the general intent of the Aldershot Main Street Precinct. The following comments were provided:
 - this new proposal provides no incentive for redevelopment. The plan for intensification is valid but this current proposal does nothing to sway current long-term owners to enhance/develop further the older structures in this corridor. The cost to increase / redevelop to 6 stories is not cost effective.
 - Buildings should be no higher than 6 storeys to ensure Aldershot does not get overpopulated.
 - should max at 6 stories on both sides
 - All of Plains Road should be 6 storeys only to maintain the Plains Road Village concept.
 - Following principled and strict planning concepts, we should work with owners of the north side of Plains Rd. to develop to heights that will encourage them to tear down the inefficient and dated structures and replace them with our concept for the mobility hub.
 - The current proposal does not address the current low rise structures that will not find it cost effective or beneficial to redevelop to 6 stories.
 - Parking, where are people going to park to use the services. And what will the minimum sizes of the retail establishments be? Aldershot has very few useful or interesting retail choices. If you don't insist on large spaces the services we need will never come.
 - Requirement for retail / 2 uses in all these locations just does not make sense as they would be unsustainable as is evident by the already empty units in existing complexes along Plains Road.

- Land off Emery behind the fire station could also be used for mixed use with commercial on ground floor.
- Any development on either side of Plains between Howard and White Oaks must be limited to 6 storeys to maintain continuity with the rest of Plains Road and maintain the Aldershot Village vision.

Mid-Rise Residential Precinct

- Move the high density, high rise condominiums into the greenhouse property.
- Consider putting parks on either side of the railway.
- Are there any transition buildings required?
- Believe that this area should be strictly intended for low-rise development.
- The character of the existing community should be retained.
- Do not agree with the intent
 - The west side of Clearview must be removed from this concept and to be inclusive of the Grove Park/St. Matthew's Precinct. Low-rise type only.
 - Plains Road and Howard area are already fully developed with recently completed projects of 6,8,10 and 12 storey towers and townhomes. This area would seem complete
 - Why would the Metrolix property be shown unless it was actually developable and not more parking?
- I do not agree that the maximum building height should be 11 storeys along Clearview Avenue or Masonry Court adjacent to Clearview, or to the east of Grove Park. This height of building is not what families moving out of Toronto condos and high-rises are looking for. They are looking for affordable low-rise townhomes and single family housing, not another high-rise.
- In the online workbook, there was no consensus among respondents with regards to whether they agreed with the general intent of the Mid-rise Residential Precinct. The following comments were provided:
 - Some of the areas are too close to existing residential areas and are taking place of some exiting residential areas.
 - There should be no mid-rise on Clearview or behind the houses on the north side of Queen Mary. We do not want people looking into our backyard and overcrowding this quiet neighborhood.
 - Would like to see the residential status of this area maintained.
 - The west side of Clearview must be removed from this precinct as it is already an established low-density street of single homes in an established neighbourhood.
 - The entire west side of Clearview Ave. up to the Etratech Inc. property line must be removed from this concept and be inclusive in the Grove Park/St. Matthews Neighbourhood Precinct.

- The west side of Clearview must be removed from this precinct or concept and to be inclusive in the Grove Park/St. Matthews precinct
- Move the section on Clearview over one street (to east side of Cooke). Remove the section south of Masonry court.
- Mid-rise area should be increased on the greenhouse property and decreased along Clearview due to existing and non-existing housing

Emery/Cooke Commons Precinct

- Yes, I agree with the general intent of the precinct.
- We hope you will relocate the concrete plant. The white dust is polluting our homes.
- Do not agree with the complete intent
 - The maximum building heights of 19 storeys is too high for these areas and Aldershot as a whole
 - Again, requiring complexes to achieve 2 uses could leave portions of the buildings empty. Not large enough to sustain a grocery store. The whole hub does not identify a shopping location
- Ensure that the existing light industrial uses are protected under zoning to ensure the City actively encourage and retain employment within this area
- Use zoning to enforce how a minimum of two uses is specified and can be quantified. Perhaps it is a percentage based on gross floor area (GFA) or derived from the density? Our current approach of having no minimum criteria for retail is not working
- I think 19 storey is too high for the Emery/Cooke Commons Precinct, this height limit should be the MAX in the Aldershot mobility hub – so this building height should be for Aldershot GO Central precinct. We are Aldershot village, not a major city with the means to support these heights. This is not meant for Aldershot.
- 19 story maximum height is way too high on Cooke. - To the East, It's right adjacent to Clearview and the Grove Park/St. Matthews low density residential area. I suggest 6 to 8, subject to provisions to retain existing business potential. – Emery is a different context; less concern with 19 storey maximum – could still have serious problems for roads, public amenities, air pollution and other impacts
- In the online workbook, there was no consensus among respondents with regards to whether they agreed with the general intent of the Emery/Cooke Commons Precinct. The following comments were provided:
 - These high-rise buildings should only be between Emery and Howard where there are not established neighborhoods. Lots of land and easy to get to the GO. Leave the Clearview homes so they do not back onto these.
 - You already built high rises opposite Howard that have few useful services and absolutely no community feel. How would this be different. 19 stories is way too high. The buildings will shadow the houses and streets behind them.

- Don't like the setback requirements - would prefer to see orientation to the street (frequent transit corridor). Keep the active transportation linkages.
- The maximum development heights too tall for the area.
- The heights that are being proposed are too tall. 19 storeys would cause Sun shadowing as far as St. Matthews to the east
- Nothing taller than 12 should be permitted. Requiring complexes to achieve 2 uses could leave portions of buildings empty. What is needed somewhere in this precinct is shopping, specifically a grocery store.
- sun shadowing would be an issue for any properties to the East of Cooke Blvd.
- requiring a building to have 2 uses would lead to vacant ground floor units.
- area is already business and employment driven. Why would this be substituted with residential that provides neither in its present form?

Aldershot GO Central Precinct

- Increase the height in this area. It has the smallest impact on the surrounding neighbourhood.
- The general intent of the Aldershot GO Central was valid at the start, if it remained only at the GO; maximum building height of 30 storeys is outrageous. 20 maximum right at the GO
- Need to include shopping amenities
- We disagree with proposed 30 stories on Waterdown Road. This will cause even more potential traffic congestion on Waterdown and Plains Roads, as well as potential shadowing on established neighbourhoods. We want to see density targets met in a more balanced way, not in growth that turns Aldershot into a mini Mississauga. We are in favour of exceeding greenspace targets.
- I do not agree that the maximum building height should be 30 storeys. Fifteen or twenty would be more reasonable. We do not need to create an eyesore like the downtown Toronto condo developments in Burlington.
- This entire concept is predicated on Burlington becoming even more of a bedroom community to Toronto than it already is. There does not appear to be any effort to attract existing/new businesses/commercial enterprises to this area to retain/increase local employment opportunities and to attract the employees of those existing/new businesses/commercial enterprises to live in the local area served by local transit.
- The maximum building height is too high. The 30 storey height is excessive and may create sun-shadowing on the Clearview and adjacent community, as well as significant traffic onto Waterdown/Plains.
- In the online workbook, there was no consensus among respondents with regards to whether they agreed with the general intent of the Aldershot GO Central Precinct. The following comments were provided:
 - 30 storeys will increase population that will exceed the resources of the area and the city.

- 30 storeys is a massive amount of people in a small area. Way too much traffic for a small village. Max 6 storey should be the limit.
- With thoughts of creating such high density high rises, the population consensus tends to lean closer in favor of having a grocery store rather than just mom & pop stores where prices seem to be more reasonable for the aging or near retirement population where some may need to spend frugally to maintain measurable standard of living.
- too high and too dense
- This precinct area should allocate a site or two for higher end Office Employment (i.e. close to the GO Station)
- Mobility Hub areas should allow for LOS F for the intersections at peak hours...
Notwithstanding that, implementation of Traffic Signal enhancements to modulate signal timings on a real-time basis is seemingly critical to optimize the physically constrained intersections.
- Waterdown will become so busy you will need other options to move cars around the area without making already established neighbourhoods dangerous.
- The Aldershot GO precinct would only be viable if it remained right at the GO station
Everything centralized right at the transit location and at that location only.
- 30 storeys is definitely not a height that is acceptable anywhere in Aldershot.

APPENDIX D2 of PB-65-18

Summary of Public Consultation on the Burlington GO Mobility Hub Draft Precinct Plan

INTRODUCTION

On May 2, 2018, the third round of public consultation was held at the Holiday Inn Burlington for the Burlington GO Mobility Hub. Members of the public were invited to attend and provide feedback on a draft precinct plan for the area.

The draft precinct plan was informed by public feedback gathered during the Mobility Hubs study process in 2017, including two stages of public consultation, as well as on-going technical studies. In May 2017, we heard from the community about what people value in the area, and in September 2017 we received community feedback on two draft concepts showing different options where future growth could be accommodated in the Burlington GO Mobility Hub.

With the input received in 2017, along with information from ongoing technical studies, the draft precinct plan for the Burlington GO Mobility Hub was produced. The draft precinct plan defines a vision for various areas within the Mobility Hub, to guide future development through the use of land such as residential and commercial, height, urban design considerations and more.

Approximately 47 people attended the event on May 2, 2018, where the draft precinct plan was presented. The event was structured as a drop-in open house with a series of display boards that provided information on the study, and described the intention statement and key directions of each precinct. Staff were present to discuss and answer questions. Comment sheets for each precinct were available to fill out or take away. An online workbook was also available to collect public comments on the draft precinct plan. Staff requested that comments on the draft precinct plan be returned by Monday June 4, 2018.

Along with the formal public drop-in open house, two additional drop-in open houses were held at various locations and were open to the public, landowners and other interested parties to discuss their specific properties, interests or concerns with staff one-on-one.

The feedback received from the open houses, email and through the online workbook is provided in the following section.

Draft Precinct Plan Feedback - May 2018

Below is the feedback received during the public consultation open houses and through the online workbook on the draft precinct plan for the Burlington GO Mobility Hub. Feedback is summarized to include general comments on the Burlington GO Mobility Hub draft precinct plan, as well as comments specific to each of the various precincts.

In addition to the formal open house on Wednesday May 2, 2018 at the Holiday Inn Burlington, additional drop-in open houses took place on the following dates:

Friday May 4 – City Hall, Room 305; 2-3:30p.m.

Monday May 7 – Central Library; 10:30 a.m.- noon

Feedback was received through comment sheets, emails and an online workbook that was available from May 15, 2018 to June 4, 2018.

General Feedback

- Active and public transportation increases in the areas where it is needed.
- Make sure that housing affordability is the top priority.
- Habitat for Humanity would love to work with the city to build some affordable housing units in these mid and high-rise condominiums.
- Are there any plans to allocate a piece of land for utilities such as power transformer stations? How will power be brought to this precinct?
- Noise reduction using setbacks and podiums on the opposite side of the rail may be an option. Utilizing podiums will allow for additional space for events, cafes etc.
- Streets such as Fassel, Orpha and Phyllis are currently underserved.
- Bike lanes are key – ensure that there are multiple bike lane connections.
- 45-degree angle setback is great.
- Pedestrian bridge near Orpha needs to be modernized.
- Active transportation routes to the GO Station from Fassel/Orpha are indirect and therefore unrealistic for daily travel.
- Looks like over development
- Strongly disagree with the height of buildings and the number of mid-rise and high-rises planned
- Extremely important to ensure the hubs provide adequate pedestrian and cycle friendly options to help mitigate further traffic congestion
- There should be a bike share
- Due diligence to ensure that the required technical and environmental studies are preformed to ensure the mobility hubs do not cause flooding issues.

Parks and Open Space Precinct

- Incorporate one large central park for this densely populated area for community events.
- All active transport lines should be able to accommodate bicycles, motorized bikes and scooters for those not able to drive or walk.
- Utilizing circles as parks makes it difficult to conceptualize the size of parks.
- Large central park and smaller parks scattered for easy accessibility and daily use, while the large park may be used for events.
- Railways tracks are perceived as a barrier for accessibility to parks.
- Scatter smaller, easily accessible parks throughout the hub.
- In the online workbook, respondents generally agreed with the intent of this precinct. There were a couple respondents who did not agree with the general intent of the precinct and one respondent answered “not sure”. The following comments were provided:
 - While the intent of having small and medium size parks in the Plan is essential... the locations of the larger parks seem to be constrained by adjacent proposed uses and existing infrastructure.
 - Rail corridor active transportation connection between Grahams Lane and Burlington GO over the unused rail shunting yard would be great. Make this part of the parks & open space. Could be Burlington's 'High Line'.
 - Needs an active transport connection to Burlington GO from the south to/from Fairview.

Public Service Precinct

- Any future redevelopment of the south-west corner of Fairview St. and Drury Lane should take into consideration existing single-family residences. Should be townhouses. Buildings higher than 2 storeys would impact privacy and sunlight. Greenspace is important to maintain as well in this area for the wildlife and people. The field is used for walking dogs, people playing sports etc.
- In the online workbook, there was a respondent that agreed with the general intent of this precinct, while some respondents indicated “not sure”. The following comments were provided:
 - Have the projected Public services demands been quantified in proportion to the anticipated population and demographics? It seems like a lot of new residents and children in need of public services, schools and indoor recreation.
 - If this Mobility Hub will be a higher density part of the city supporting young families it needs schools and daycare facilities, with easy walking / AT connections from the residences.
 - Needs schools, not just school board offices

Mid-Rise Residential Precinct

- Appreciate the attempt to buffer existing residential areas from the tallest buildings.
- Reconsider the setbacks for mid-rise developments backing upon existing low-rise residences.

- Provide information for the direction/management of stormwater runoff from the impervious surfaces.
- Concerned for the Mid-Rise Residential area between the two railway tracks. Will residents be able to cross these tracks using active transportation?
- There needs to be more access points for residents who wish to utilize the GO station
- Concerned regarding gentrification and where the lower/middle-income people will go if the development improves to a level that is unaffordable for current residents.
- Agree with the general intent of this precinct however, not the scale. Buildings up to 11 storeys adjacent to existing residential neighbourhoods is too tall. Consideration of privacy to residents should be an important element of design. Townhouses would be suitable in those areas.
- 11 storeys at southwest corner of Fairview and Drury is too tall. Privacy for the existing residents is extremely important and should be a focus. Townhouses would work but anything taller would be intrusive.
- In the online workbook, there were a few respondents that agreed with the general intent of this precinct and one responded was “not sure”. The following comment was provided:
 - Proposed development on Brant at Fairview has no commercial and only 4 story stacked towns.

Leighland Node Precinct

- In the online workbook, there were a few respondents that agreed with the general intent of this precinct and one responded was “not sure”. The following comment was provided:
 - For the planned uses and intensity... underground parking will almost certainly be required. Alternatively, a Municipal parking garage nearby.

Fairview/Brant Frequent Transit Corridor Precinct

- In the online workbook, there were a few respondents that agreed with the general intent of this precinct and one responded was “not sure”. The following comments were provided:
 - Underground parking will almost certainly be required throughout this area to accommodate demands (even with optimistic car sharing, local shuttles etc.)
 - The plan should actively conceive of a Municipally run small vehicle Shuttle service that takes residents and employees in the Burlington Hub to nearby destinations such as the Downtown, Maplevue Mall, Central Park and Burlington Mall.
 - While congestion should not be a governing determinant of the land use and intensification plan, an assessment of internal driveway connections, transit priority measures and traffic signal system advancements should be undertaken to optimize traffic movements in and around the Mobility Hub. As far as an OP Statement goes for acceptable Traffic service levels. The Mobility Hub areas should allow for Level of Service F for peak hours.

Burlington GO Central Precinct

- Agree with the general intent however, not the scale. 30 storeys in this precinct is not in the best interest of current residents, especially those living north of the CN tracks. Consideration of privacy to existing residents should be an important element of design. Perhaps 15-20 storeys would be more suitable
- Agree with the general idea but have difficulty with the height of 30 storeys. Could see something around 20 storeys, but higher obstructs privacy of the residents north of the CN tracks. Traffic is Fairview St. is a concern.
- In the online workbook, there were a few respondents that agreed with the general intent of this precinct and one responded was “not sure”. The following comments were provided:
 - Ensure sufficient measures in place to ensure affordability and enable diverse retail / commercial uses.

Urban Employment Precinct

- In the online workbook, there were a few respondents that agreed with the general intent of this precinct and one responded was “not sure”. The following comments were provided:
 - It seems that the Mobility Hub area should have at least one or two sites adjacent to the GO Station for a high-end office building.
 - Not sure how this precinct connects with the transportation system (both automobile and non-automobile modes). Particularly the portion north of Queensway but south of CNR.

APPENDIX D3 of PB-65-18

Summary of Public Consultation on the Appleby GO Mobility Hub Draft

Precinct Plan

June 2018

INTRODUCTION

On May 10, 2018, the third 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 a draft precinct plan for the area.

The draft precinct plan was informed by public feedback gathered during the Mobility Hubs study process in 2017, including two stages of public consultation, as well as on-going technical studies. In May 2017, we heard from the community about what people value in the area, and in October 2017 we received community feedback on two draft concepts showing different options where future growth could be accommodated in the Appleby GO Mobility Hub.

With the input received in 2017, along with information from ongoing technical studies, the draft precinct plan for the Appleby GO Mobility Hub was produced. The draft precinct plan defines a vision for various areas within the Mobility Hub, to guide future development through the use of land such as residential and commercial, height, urban design considerations and more.

Approximately 29 people attended the event on May 10, 2018, where the draft precinct plan was presented. The event was structured as a drop-in open house with a series of display boards that provided information on the study, and described the intention statement and key directions of each precinct. Staff were present to discuss and answer questions. Comment sheets for each precinct were available to fill out or take away. An online workbook was also available to collect public comments on the draft precinct plan. Staff requested that comments on the draft precinct plan be returned by Monday June 4, 2018.

Along with the formal public drop-in open house, two additional drop-in open houses were held at various locations and were open to the public, landowners and other interested parties to discuss their specific properties, interests or concerns with staff one-on-one.

The feedback received from the open houses, email and through the online workbook is provided in the following section.

Draft Precinct Plan Feedback - May 2018

Below is the feedback received during the public consultation open houses and through the online workbook on the draft precinct plan for the Appleby GO Mobility Hub. Feedback is summarized to include general comments on the Appleby GO Mobility Hub draft precinct plan, as well as comments specific to each of the various precincts.

In addition to the formal open house on Thursday May 10, 2018 at the Appleby Ice Centre, additional drop-in open houses took place on the following dates:

Friday May 11 – Centennial Pool; 10:30 a.m. - noon

Monday May 14 – Centennial Pool; 2 – 3:30 p.m.

Feedback was received through comment sheets, emails and an online workbook that was available from May 21, 2018 to June 4, 2018.

General Feedback

- Highly support extension of Fairview St. to connect to Harvester Rd.
- Bikeable connections (perhaps alongside railroad tracks) connecting mobility hubs would be appreciated
- Additional pathways between existing/proposed connections from the centennial bikeway to cross Sherwood Forest park would be appreciated. As a cyclist, there is no direct path from my starting position (Centennial Bikeway @ Mullin Way) to my destination (Climber's Rock). The Fairview Rd. extension would allow a safe crossing over railroad via a below-grade tunnel, but there is no way for me to cross Sherwood Forest park as there are no paths from the Centennial Bikeway to Fairview St
- strong support for potential active transportation connection connecting Bridlewood Street to the Centennial Multi-use trail for a more direct walk to get there. A connection to the Centennial Multi-use trail from Bridlewood would benefit many people in this end of the neighborhood, and encourage less driving to and from the GO.
- Various comments on potential future amenities in the Appleby GO Mobility Hub:
 - Cultural aspects: such as a fountain in summer or a fountain combined with a sculpture.
 - Sporting recreation designated area that will allow for summer activity such as a skateboard pathway or a winter sledding area.
 - Given the name Appleby can be traced to meaning an apple farm in Nordic times it would be nice to plant a small groupings of them and have carved trunks every other space as a park feature. They would be blossoms in spring time and one could reap from the harvest in fall for the poor.
 - An educational hub within the hub would be nice for a select specialty of unique schooling. Music, painting. sculpting.
 - An area for open cafes and boutique style shopping would make for a lovely walk.

- Gazebos always lend themselves to strolling and or small entertainment possibilities-like chamber or harp or trio music or the like.
- Fine food is always a draw and given they are so near to the Go, then these could be of any number of potentials. Personal specialty shopping like a fine bakery or a fresh produce center, cheeses, specialty meats.
- a very local movie theater would be nice.

Parks and Open Space Precinct

- In the online workbook, a couple of respondents agreed with the intent of this precinct and one respondent did not agree with the general intent of the precinct. The following comments were provided:
 - We back onto the bike path and were witness to the four storey town homes built that back onto us. Don't need or want any further mid/high rise structures peering into our back yards
 - Protect natural habitat. New builds in the recent past, the creek has had no work done to reinforce the retaining walls in some areas. We have water flow from the north that increases with storms, causing sever flooding as it travels south the way the creek runs.
 - Note that the plan does not indicate an active transportation connection to Century Drive at South Service Road.

Public Service Precinct

- Yes, do agree with the general intent of the precinct.
- Need a plan for recreation/recreation facilities for south east Burlington. All current community centers are located in west Burlington or north of the QEW.
- South-east Burlington has a high seniors population who often need to use public transportation to access recreation facilities. Currently the only recreation facility in south east Burlington is Centennial Pool attached to a school that is closing.
- In the online workbook, respondents agreed with the general intent of this precinct. No further comments were provided.

Mid-Rise Residential Precinct

- Do not agree with the general intent of the Mid-Rise Residential Precinct.
- This precinct will create a wall of 11 storey buildings shadowing south. No privacy or sun.
- Needs more affordable housing/mixed income housing.
- Would like to see Burlington partner with non-profits to bring a closer community.
- Bring more designated housing zones to the area. Elderly housing important to compensate incoming population.
- In the online workbook, there was no consensus among respondents whether they agreed with the general intent of this precinct. The following comment was provided:

- Under no circumstances do we want or need multi-story buildings to overlook our backyards. It does not fit into this already pre-existing residential neighbourhood. We have lived here for over 50 years and couldn't imagine back yard neighbours to begin with, never mind being able to see a multi-level building from our backyard or them being able to see into our backyard, simply not acceptable.

Fairview Frequent Transit Corridor Precinct

- In the online workbook, there was no consensus among respondents with regards to whether they agreed with the general intent of this precinct. The following comments were provided:
 - Concern with multi level building overlooking backyards south of Fairview Street
 - Need to be more specific with respect to location of park west of Appleby Line.

Appleby GO Central Precinct

- In the online workbook, there was no consensus among respondents with regards to whether they agreed with the general intent of this precinct. The following comments were provided:
 - Put this type of development on the other side of the QEW or Harvester Rd.
 - Not suitable for this quiet, residential peaceful neighbourhood
 - No development likely without considering a move of the pork processing factory. Where would they go? What would happen to the jobs at that location?

Urban Employment Precinct

- Yes, I agree with the general intent of the precinct.
- Pork processing needs to go.
- Yes, I agree with the general intent of the precinct.
- I like the general employment behind the precinct.
- Parks, walkability, greenspaces, and the small-scale retail would be needed for this precinct. It would be great to see those included.
- In the online workbook, a couple respondents answered they were “not sure” if they agreed with the intent of this precinct and one respondent indicated they did not agree with the general intent of the precinct. The following comment was provided:
 - Enforcement mechanisms to clean up storage yards and store raw materials for industrial businesses. Proposed new roads cut through these businesses' current facilities, which will require significant compensation to enable their destruction and rebuild in an urban format. Plans are unlikely to come to fruition unless the pork processing plant goes elsewhere. Is there anywhere in Burlington that could support that? Bronte Meadows is too close to existing residential and we certainly wouldn't

want Bronte Creek Provincial Park to smell like pig. Don't think there's another location in Burlington that would be feasible for that business.

General Employment Precinct

- Yes, I agree with the general intent of the precinct.
- Keeping this precinct as a general employment area is very necessary to support further growth in the city.
- In the online workbook, a couple respondents that answered they were “not sure” if they agreed with the intent of this precinct and one respondent indicated they did agree with the general intent of the precinct. The following comment was provided:
 - These lands currently are predominantly occupied by food products producers, and other businesses which have a very significant environmental impact. Will uses be restricted in future? What happens to current businesses located here, which greatly reduce the value and development potential of surrounding lands?