



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

**TO: Committee of the Whole - Workshop**

**FROM: Planning and Building Department**

Report Number: PB-68-17

Wards Affected: 2; All

File Numbers: 502-02-68

Date to Committee: September 28, 2017

Date to Council: October 10, 2017

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**Recommendation:**

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

**Purpose:**

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

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

A City that Grows

- Intensification
- Focused Population Growth

A City that Moves

- Increased Transportation Flows and Connectivity

An Engaging City

- Good Governance
- 

## **Background and Discussion:**

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

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

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

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

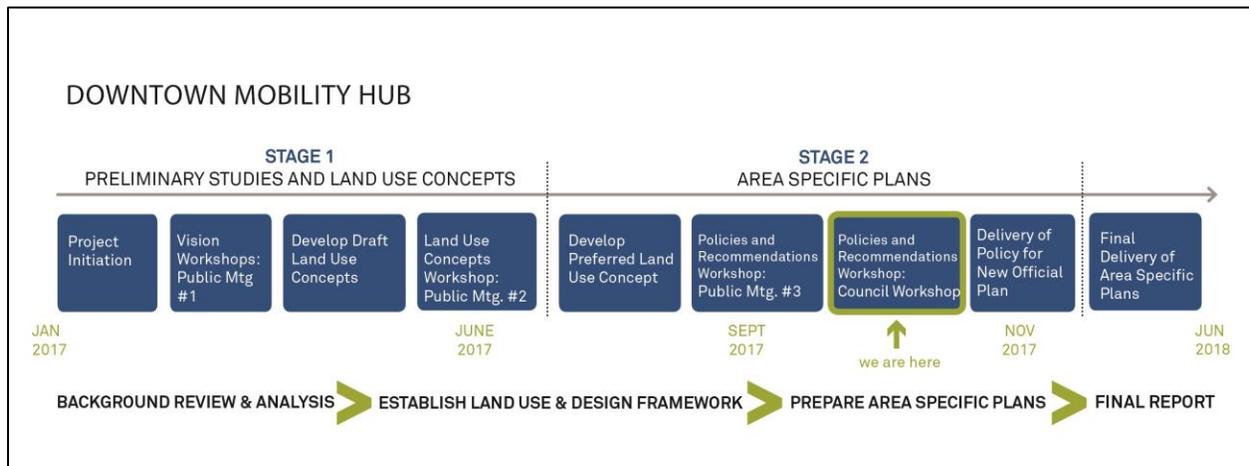
In April 2017, the Mobility Hubs Team initiated the study publicly with a launch party followed by the beginning of a comprehensive public consultation program around the future vision for each of the Mobility Hubs.

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

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

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

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



## 1.0 The Downtown Mobility Hub

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

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

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

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

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

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

## **2.0 Draft New Downtown Mobility Hub Precinct Plan**

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

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

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

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

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

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

The draft new Precinct Plan includes 13 precincts in total.

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

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

## 2.1 Parks and Promenades Precinct

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



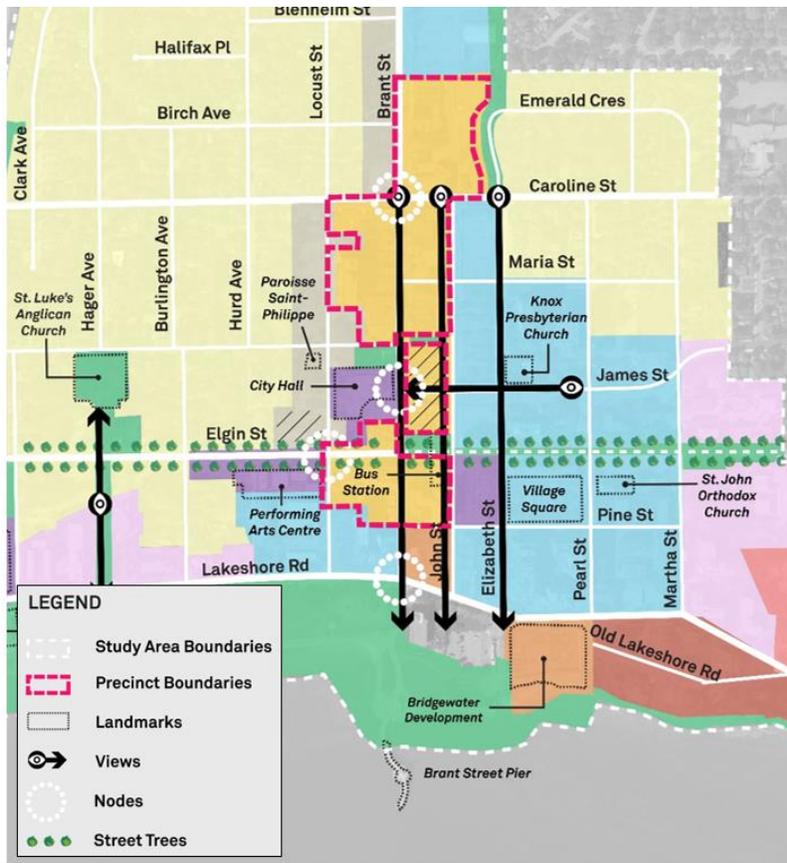
### Draft Intention Statement:

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

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

## 2.2 Brant Main Street Precinct

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



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



Precedent Images

### Draft Intention Statement:

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

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

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

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

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

*Draft Intention Statement for Special Policy Area:*

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

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

### 2.3 Bates Precinct

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



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

**Draft Intention Statement:**

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

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

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

## 2.4 Public Service Precinct

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



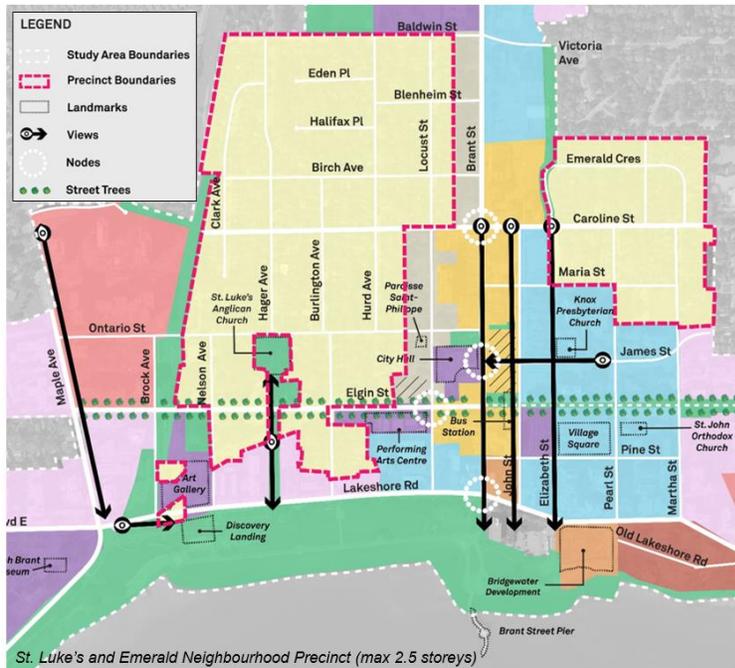
**Draft Intention Statement:**

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

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

## 2.5 St. Luke's/Emerald Neighbourhood Precinct

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



Precedent Images

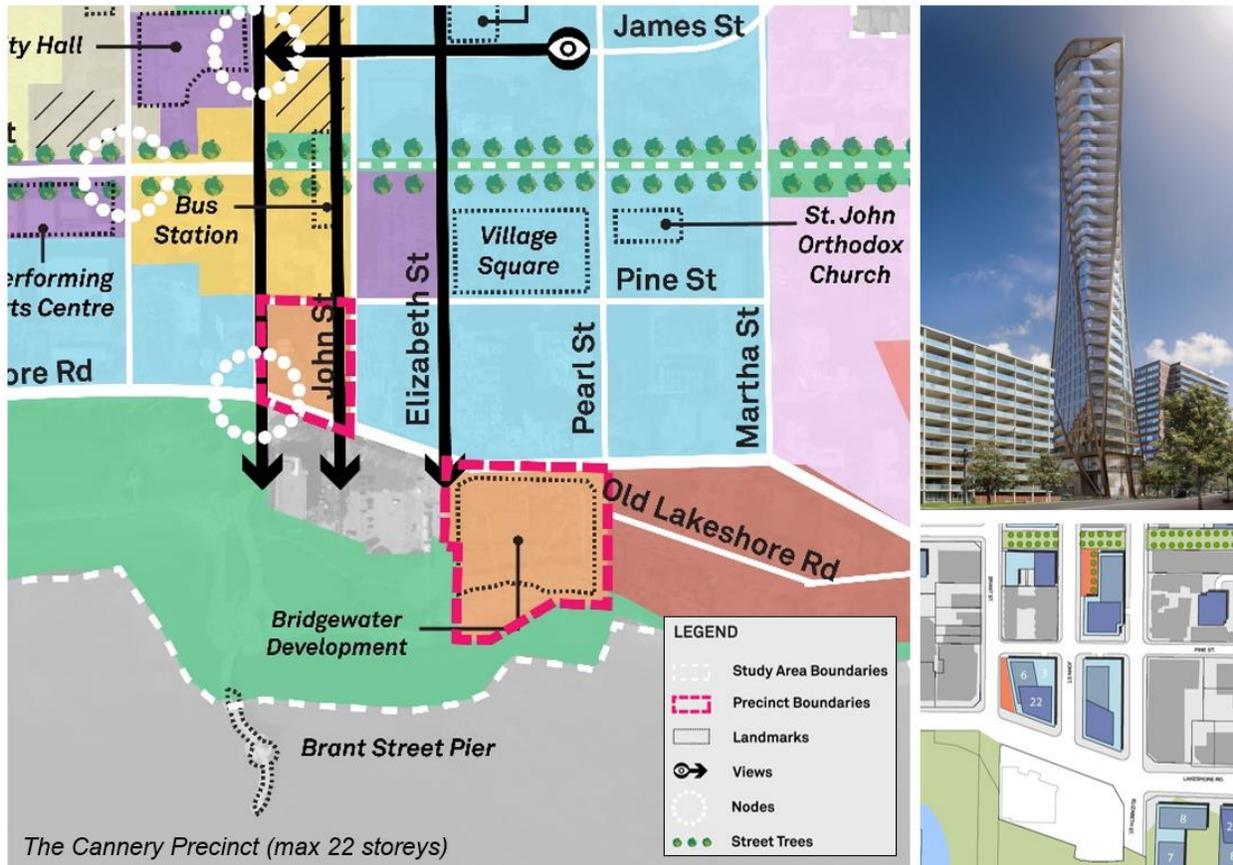
### Draft Intention Statement:

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

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

## 2.6 The Cannery Precinct

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



Precedent Images

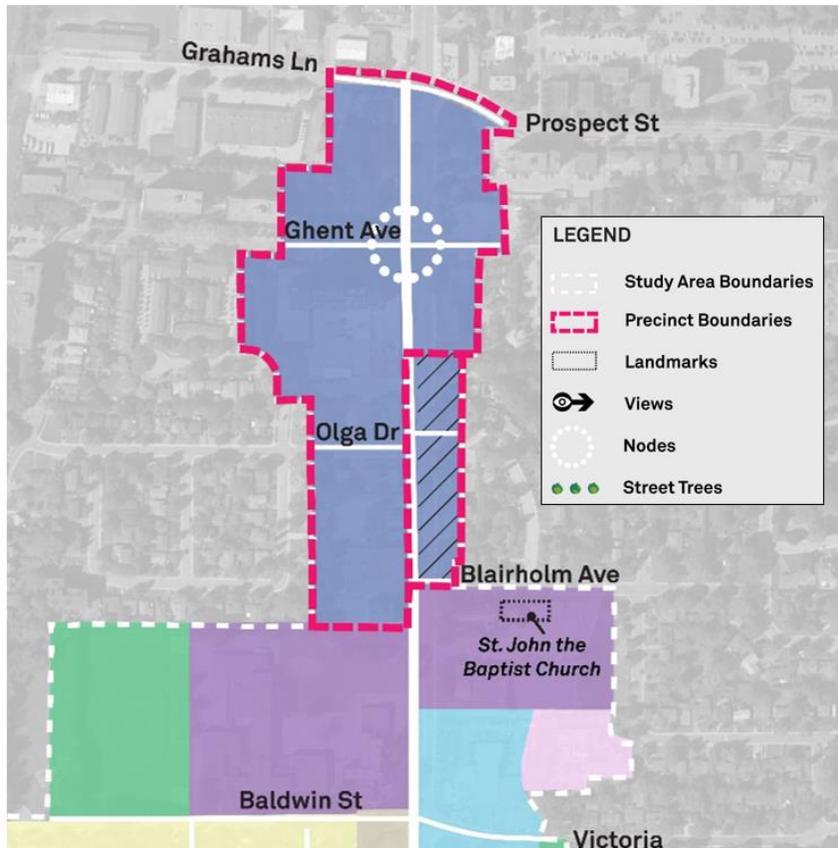
Draft Intention Statement:

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

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

## 2.7 Upper Brant Precinct

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



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



Precedent Images

### Draft Intention Statement:

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

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

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

*Draft Intention Statement for Special Policy Area:*

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

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

## 2.8 Downtown Core Precinct

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



Precedent Images

### Draft Intention Statement:

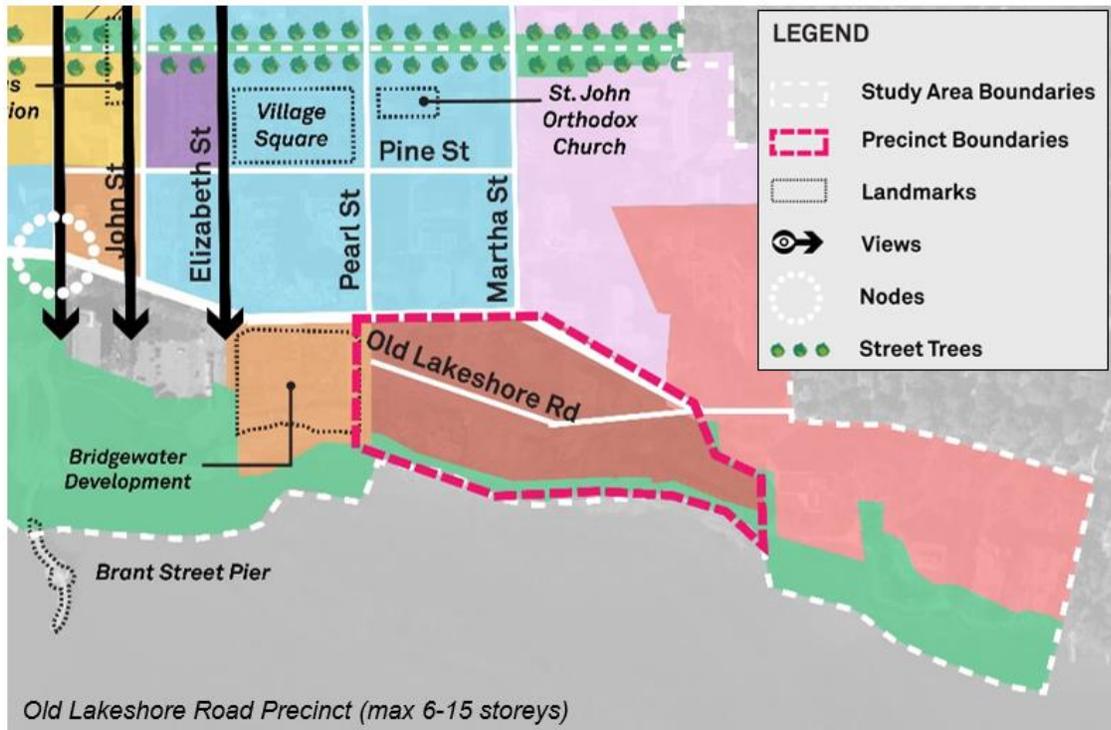
*The Downtown Core Precinct will continue to accommodate the most significant concentration of tall mixed use developments within the Downtown Mobility Hub and serve as the preeminent destination for office as well as provide significant residential and retail opportunities. Developments will achieve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

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

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

## 2.9 Old Lakeshore Road Precinct

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



### Draft Intention Statement:

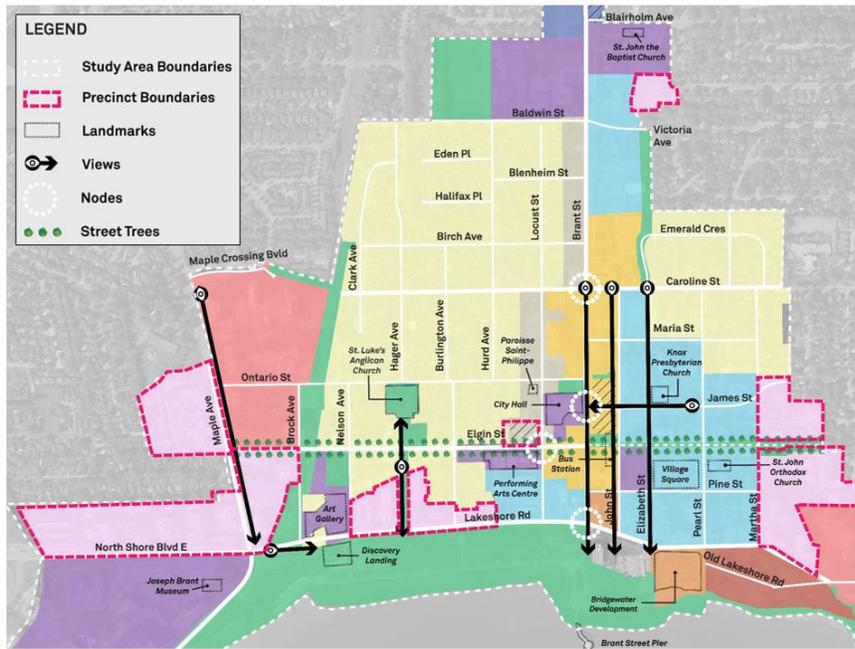
*The Old Lakeshore Road Precinct will continue to serve as an area for mixed use mid-rise developments consisting primarily of residential uses, which are pedestrian-oriented and transit-supportive while achieving a high standard of design. Modest tall buildings may be accommodated where such developments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

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

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

## 2.10 Mid-Rise Residential Precinct

The Mid-Rise Residential Precinct is a new precinct created out of the existing Downtown Residential Medium/High Density Precinct in the Official Plan. The Mid-Rise Residential Precinct is intended to reflect the existing built form in the precinct.



Mid-Rise Residential Precinct (max 11 storeys)



Precedent Images

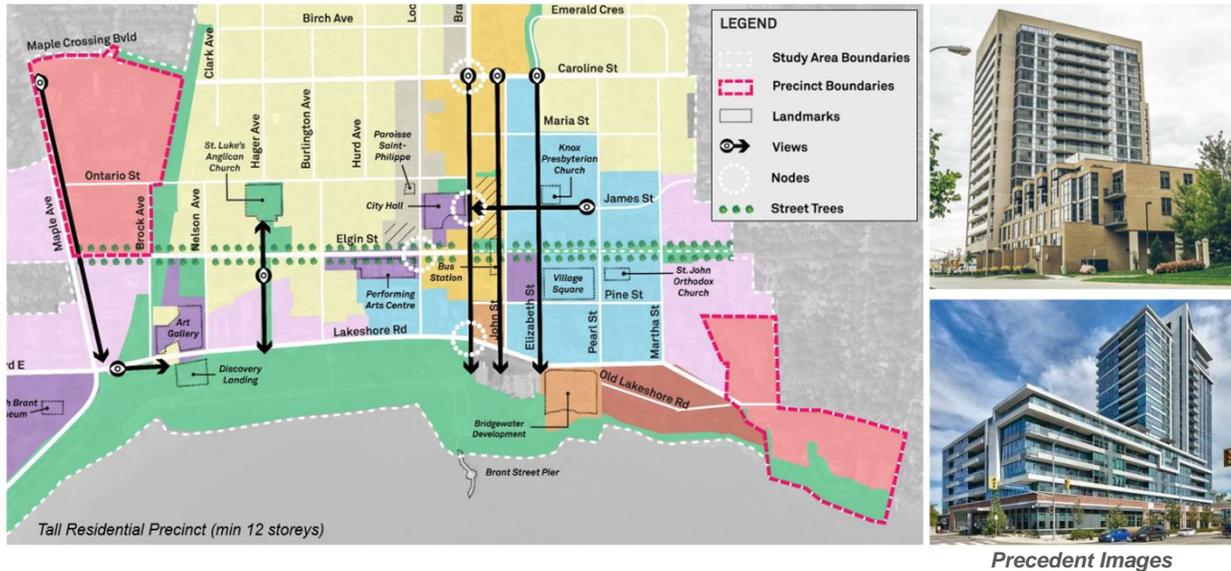
### Draft Intention Statement:

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

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

## 2.11 Tall Residential Precinct

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



### Draft Intention Statement:

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

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

### **3.0 Downtown Mobility Hub Area Specific Plan**

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

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

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

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#### **Financial Matters:**

##### **Total Financial Impact**

Not applicable.

##### **Source of Funding**

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

##### **Other Resource Impacts**

Not applicable.

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#### **Connections:**

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

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

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

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## **Public Engagement Matters:**

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

### **Public Engagement Methods**

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

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

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

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

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

### **Public Engagement Advertisements**

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

**Public Engagement Summary**

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

**Conclusion:**

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

Respectfully submitted,

Rosa Bustamante, MCIP, RPP  
 Manager of Policy Planning – Mobility Hubs  
 (905) 335-7600 ext. 7504

**Appendices:**

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

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

**Notifications:**

Planning to provide.

**Report Approval:**

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