

BURLINGTON MOBILITY HUBS STUDY

Downtown Burlington Mobility Hub

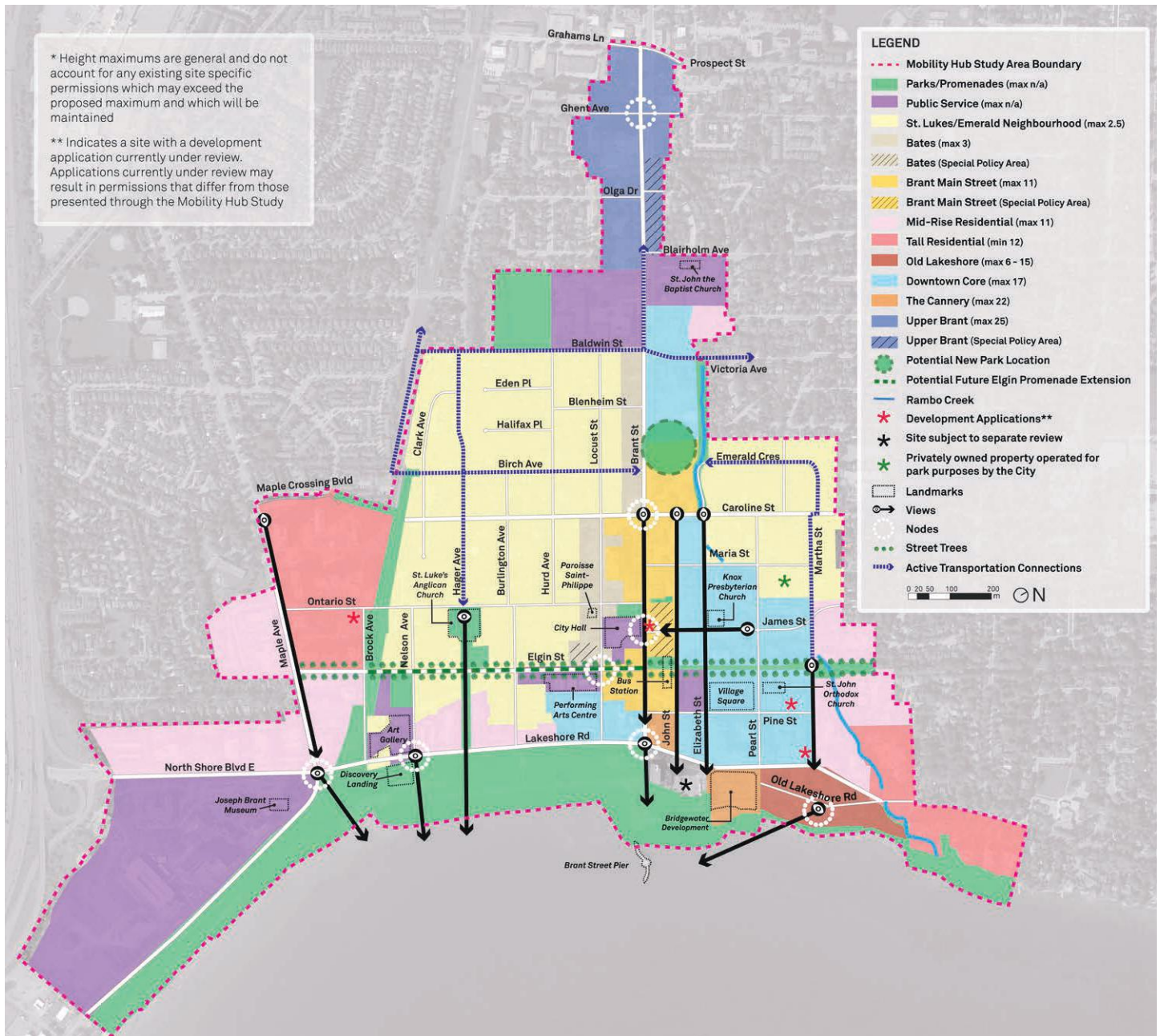
Draft Precinct Plan Workbook

PIC #3, September 7, 2017

DOWNTOWN MOBILITY HUB OBJECTIVES

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

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



Draft Downtown Burlington Precinct System

BRANT MAIN STREET

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

Brant Main Street Precinct Special Policy Area

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







Key Directions:

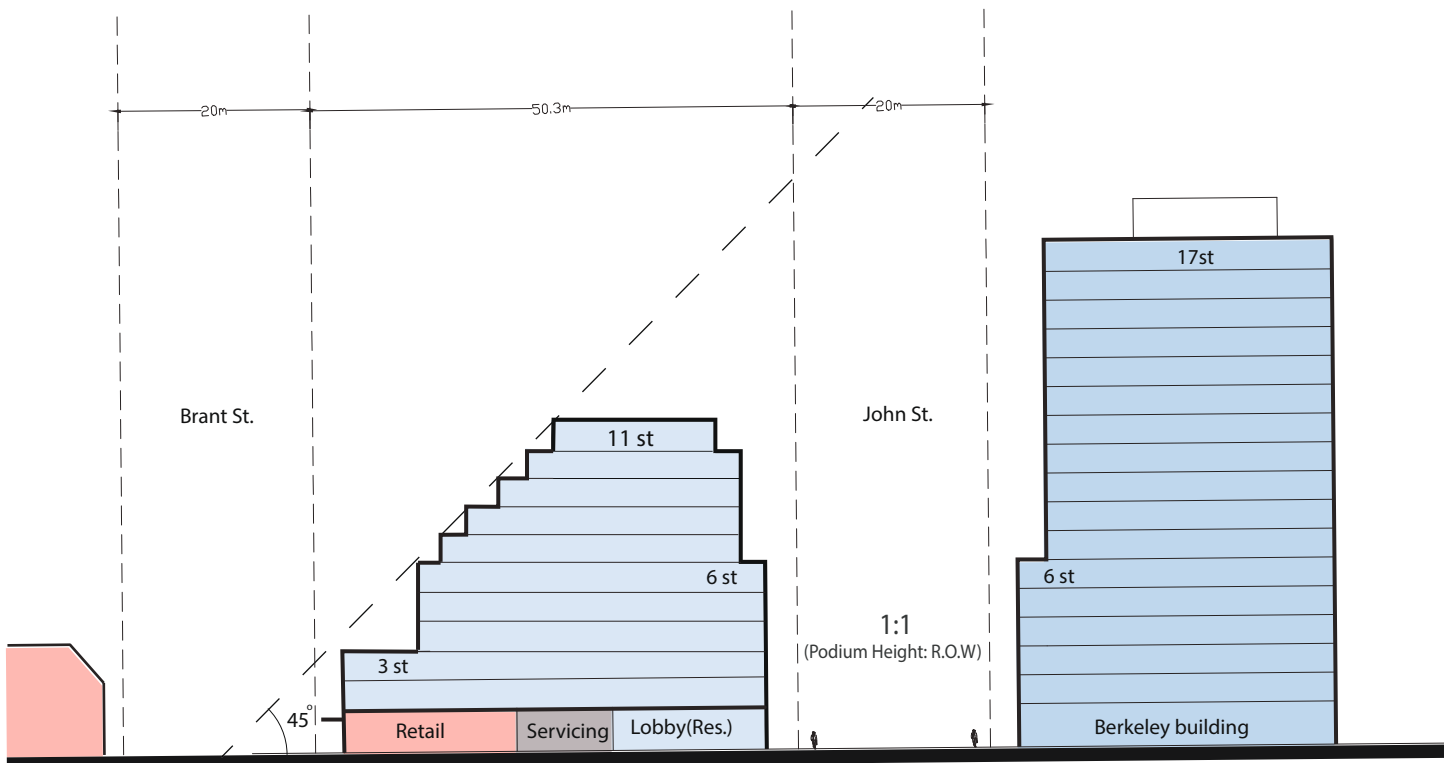
- Establish a maximum building height of three storeys immediately adjacent to Brant Street and 11 storeys along John and Locust Streets. Building height above the third storey will be required to adhere to a 45 angular plane measured from the centre of Brant Street in order to ensure height is terraced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



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

LEGEND

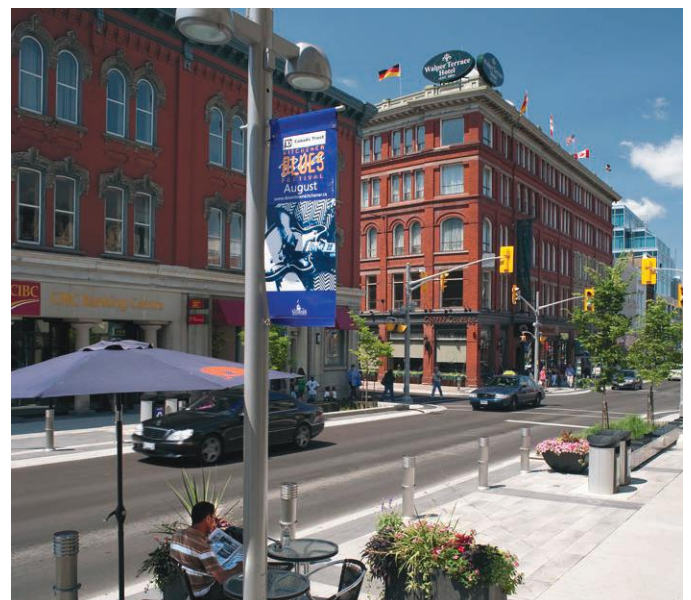
-  Study Area Boundaries
-  Precinct Boundaries
-  Landmarks
-  Views
-  Nodes
-  Street Trees



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



Mid-rise development with terracing



King Street in Kitchener, Ontario

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

Intention Statements (p.4):

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

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

Key Directions (p.4):

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

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

BATES PRECINCT

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

Bates Precinct Special Policy Area

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

Key Directions:

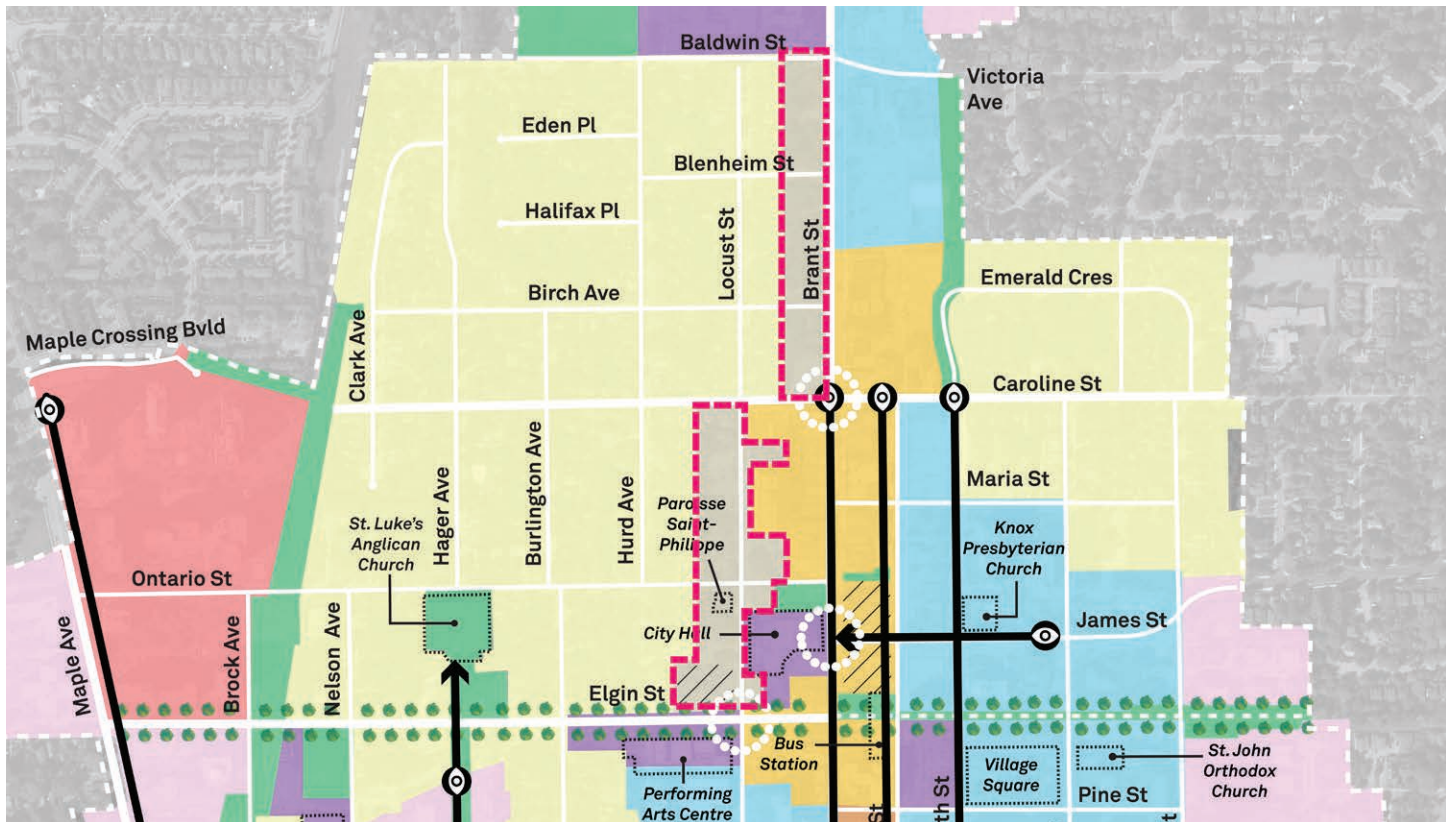
- Protect the last remaining historical building fabric of Nelson Village, Wellington Square and the Township of Burlington.
- Establish new precinct to preserve areas with a concentrated historic character along sections of Locust and Brant Streets within the Downtown Mobility Hub.
- Conserve historic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



Proposed Brampton Main Street North









Bates neighbourhood in Burlington



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

LEGEND

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

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

Intention Statements (p.8):

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

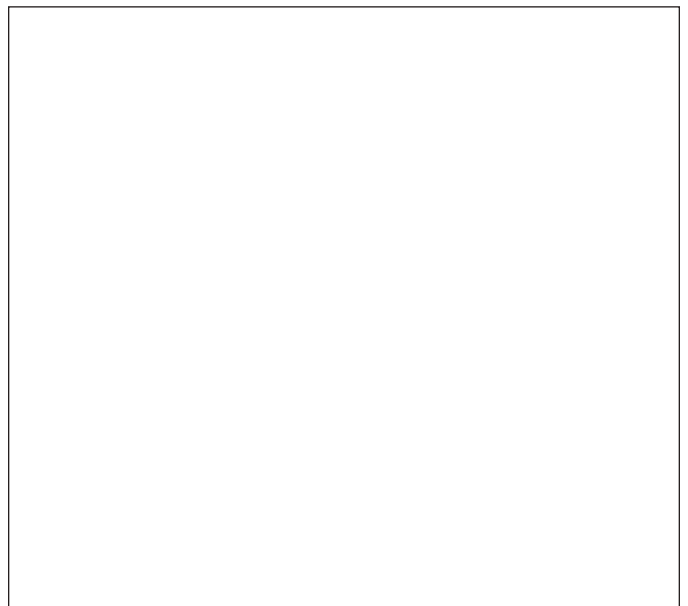
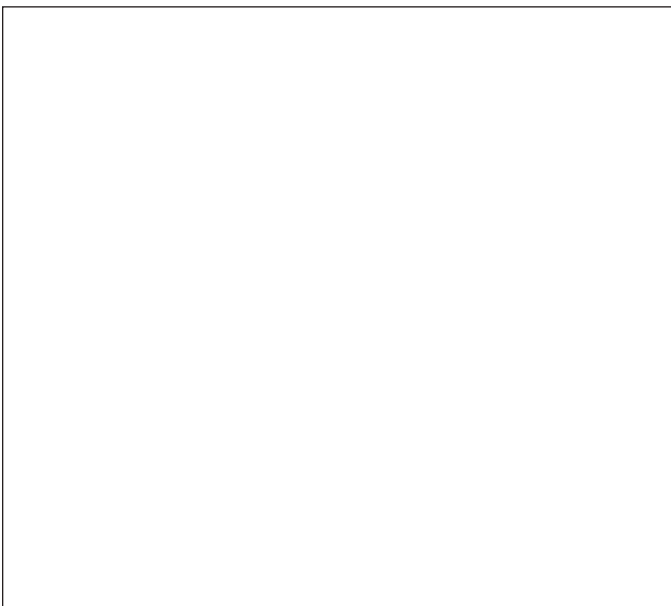
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (p.8):

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

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



PUBLIC SERVICE PRECINCT

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

Key Directions:

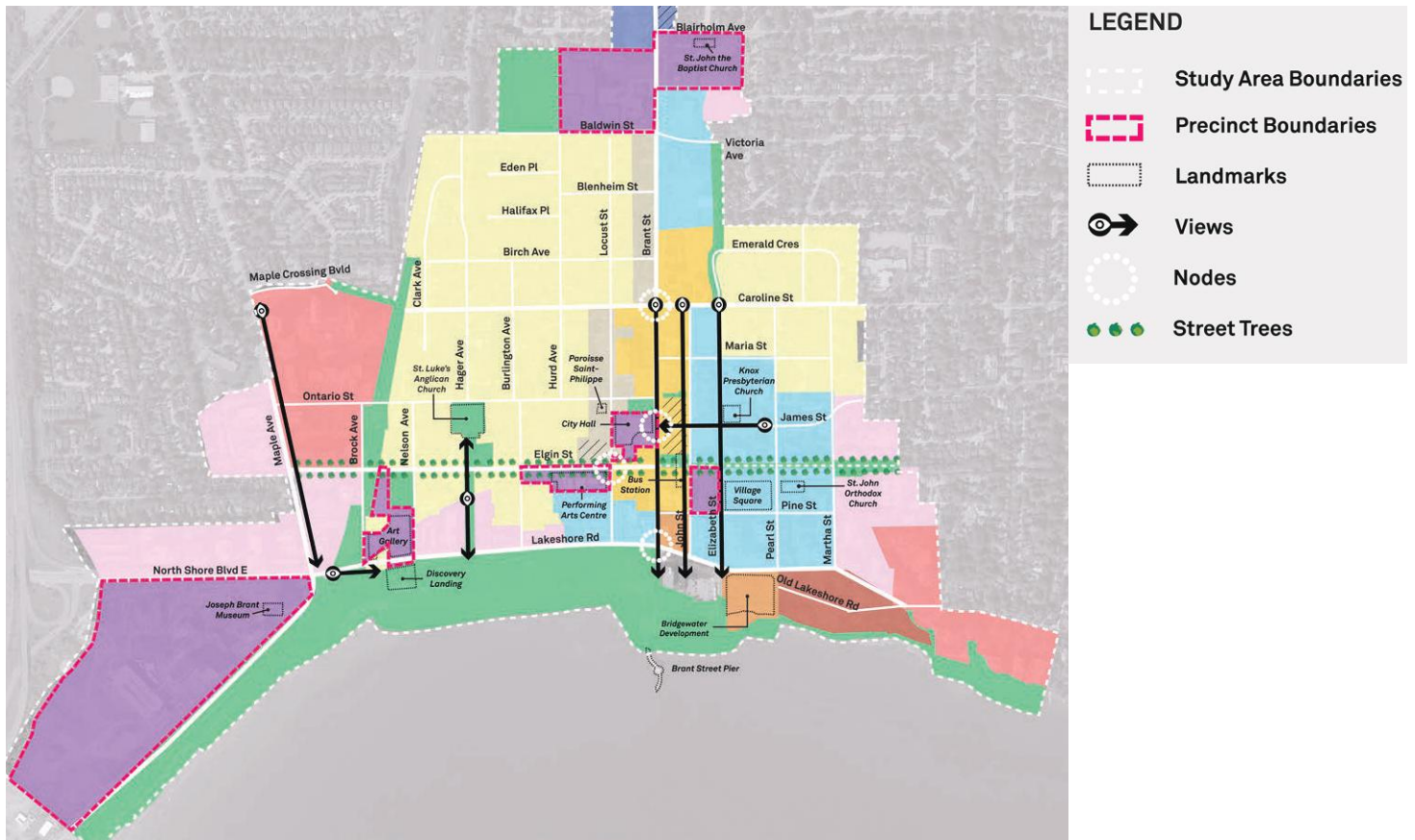
- Include within the precinct existing public services located in the Downtown Mobility Hub including:
 - Joseph Brant Hospital;
 - Central Secondary and Elementary Public Schools;
 - St. John's Catholic Elementary School;
 - The Burlington Performing Arts Centre;
 - Burlington City Hall; and
 - The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



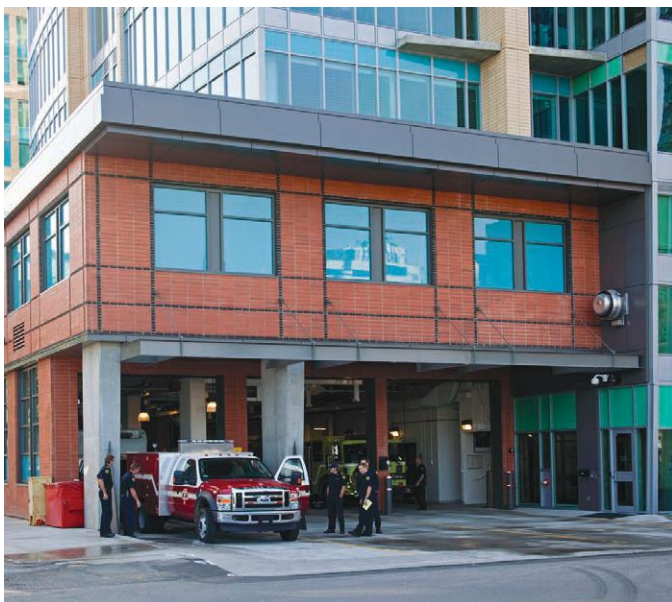
Burlington City Hall



The Burlington Performing Arts Centre



Public Service Precinct (max n/a)



Louise Station in Calgary, an example of mixed use development



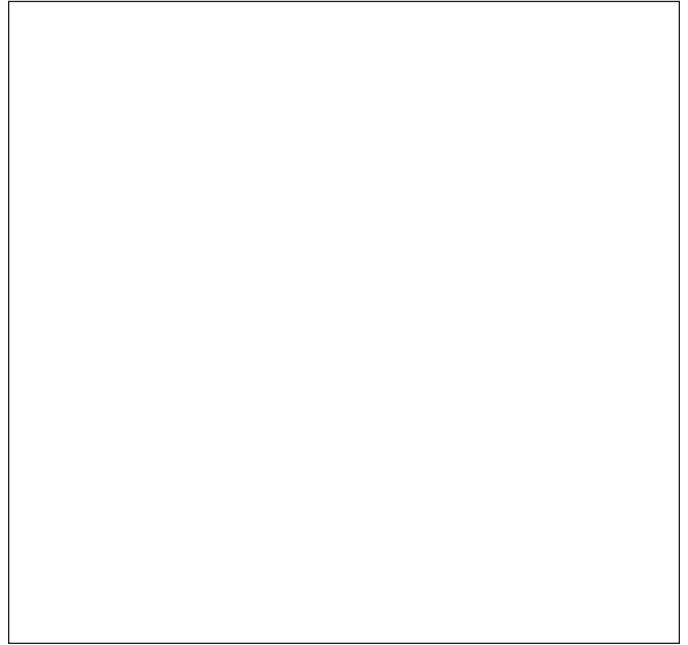
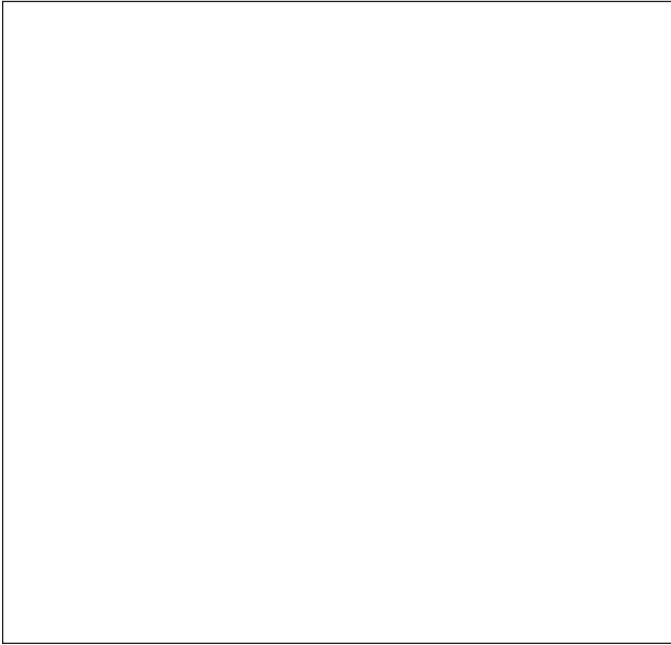
Garden City Tower in St Catharines, an Ontario government building with a transit terminal in the base

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

Intention Statements (p. 11):

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

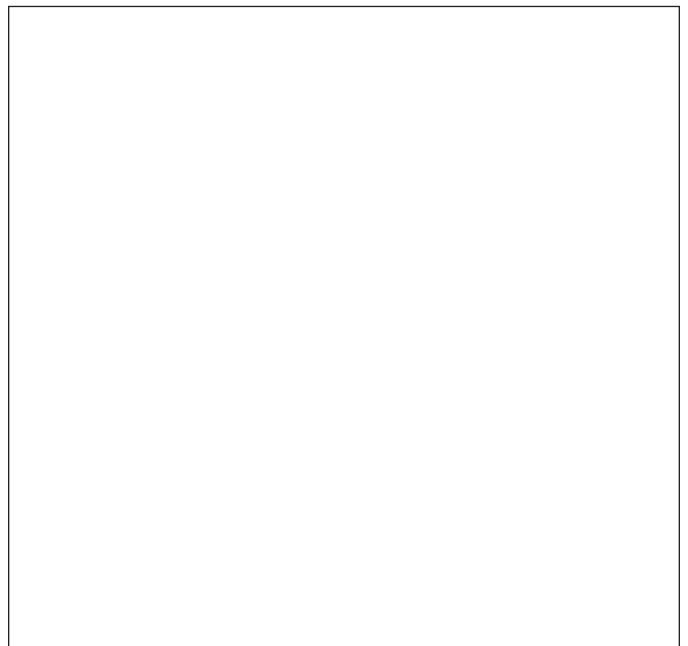
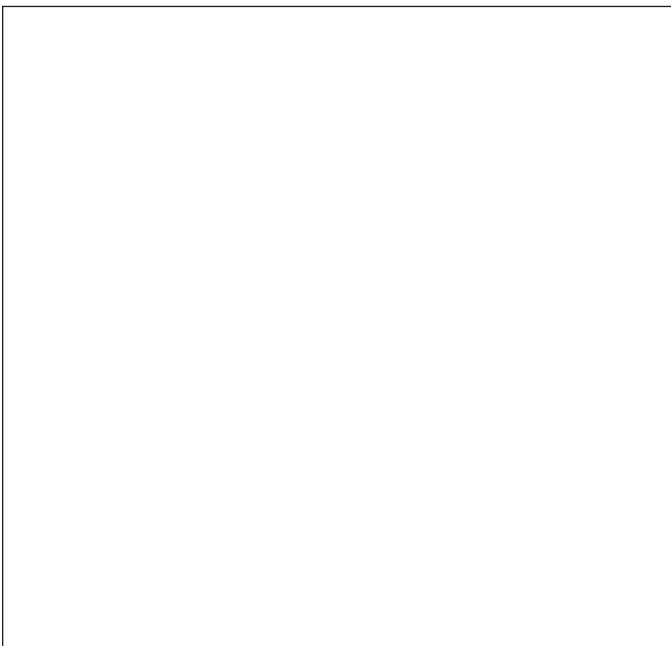
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (p. 11):

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

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

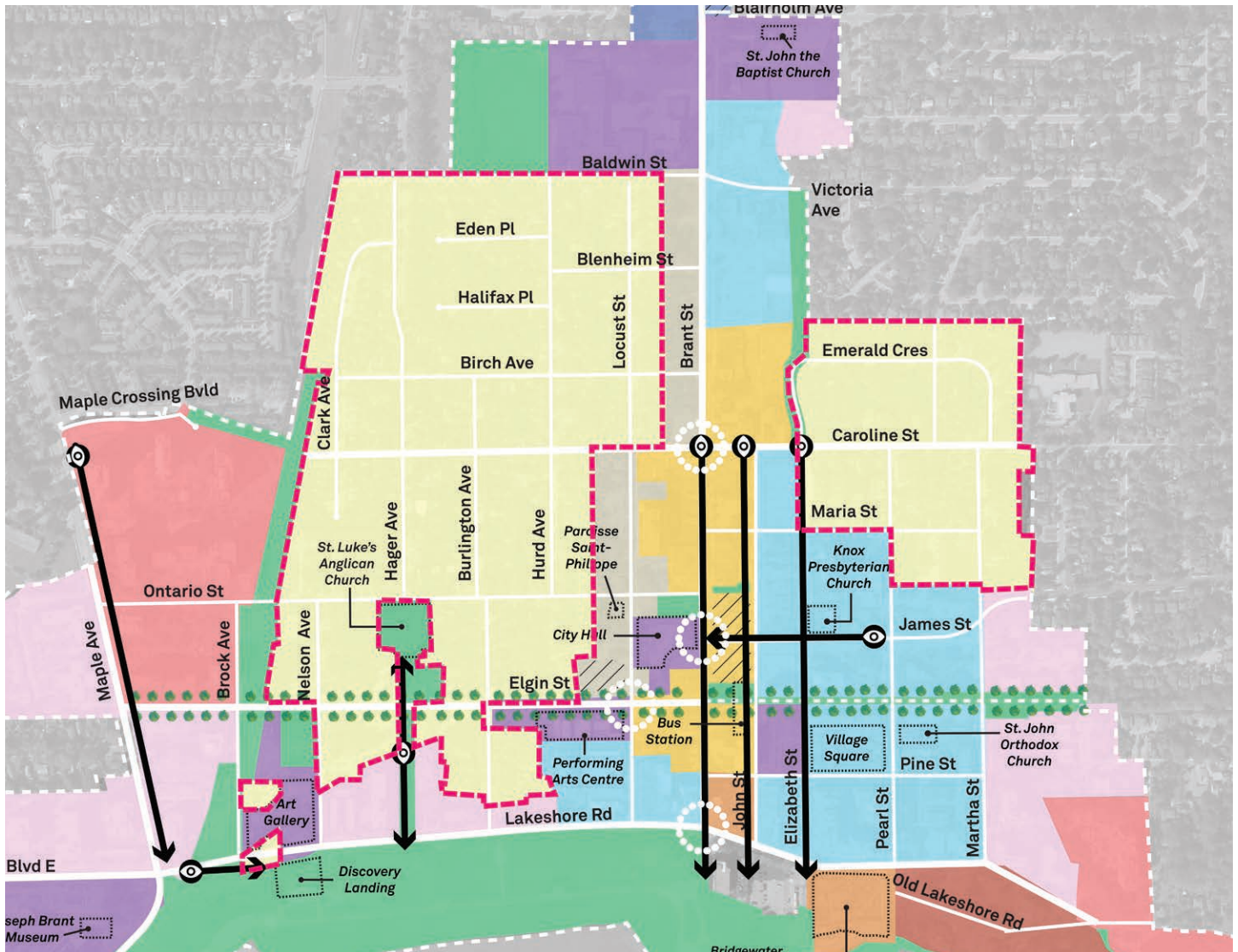


ST. LUKE'S / EMERALD NEIGHBOURHOOD PRECINCT

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







Key Directions:

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



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

LEGEND

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



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



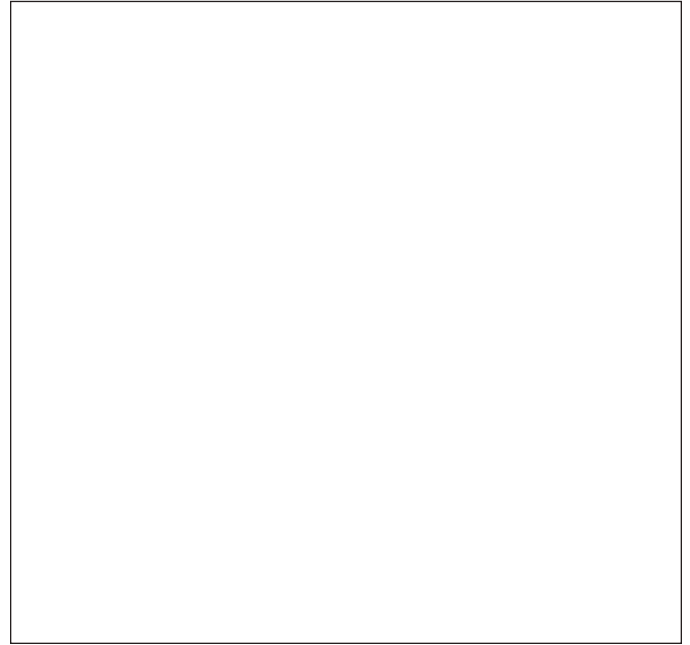
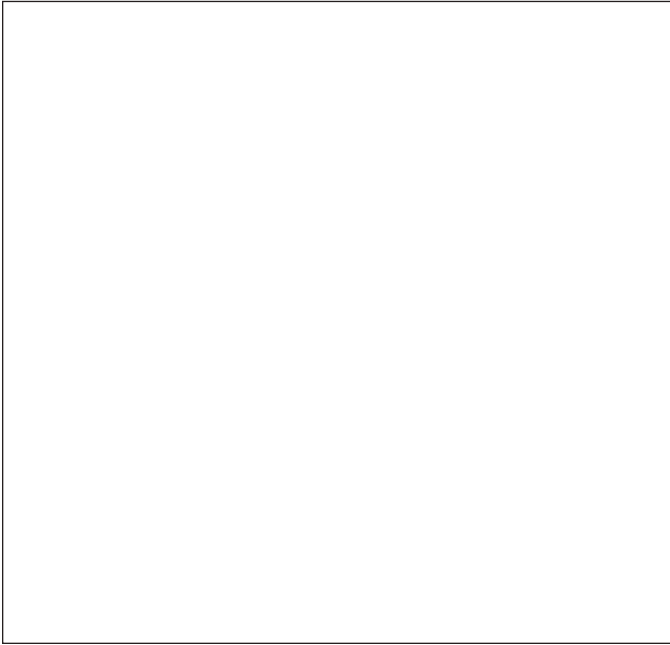
Existing streetscape within the St. Luke's and Emerald Neighbourhood Precinct

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

Intention Statements (p. 14):

1. Do you agree with the general intent of the St. Luke's/ Emerald Neighbourhood Precinct?

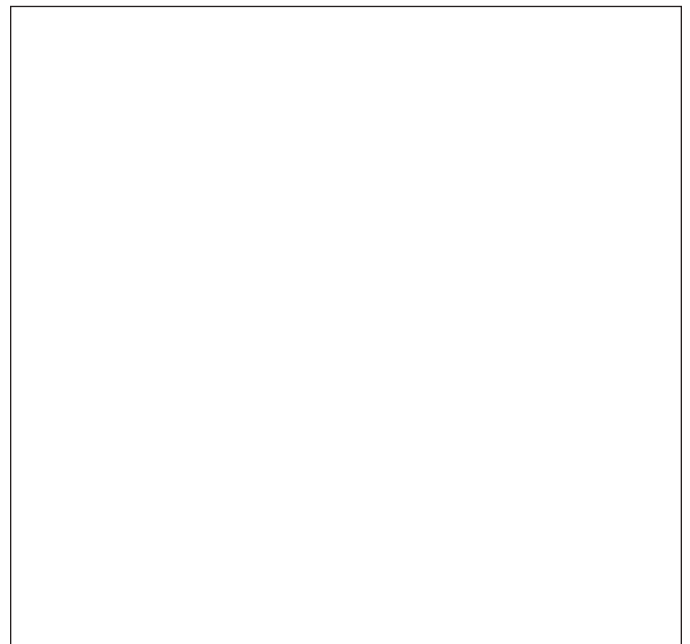
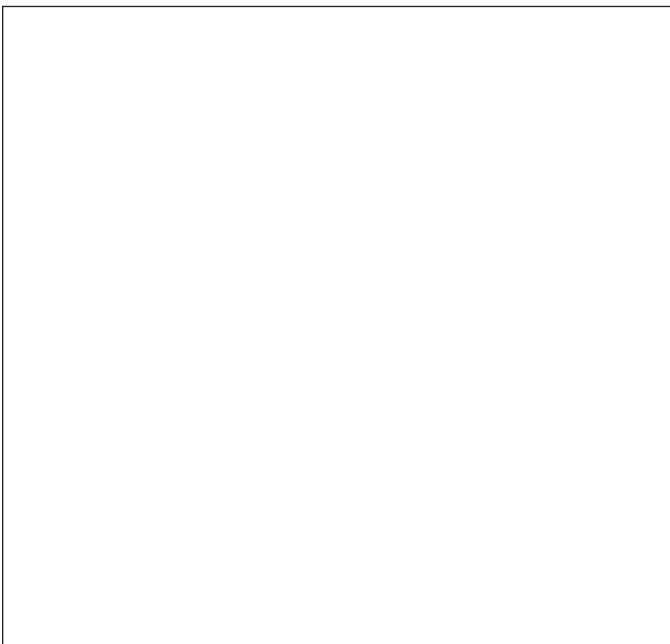
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (p. 14):

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

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

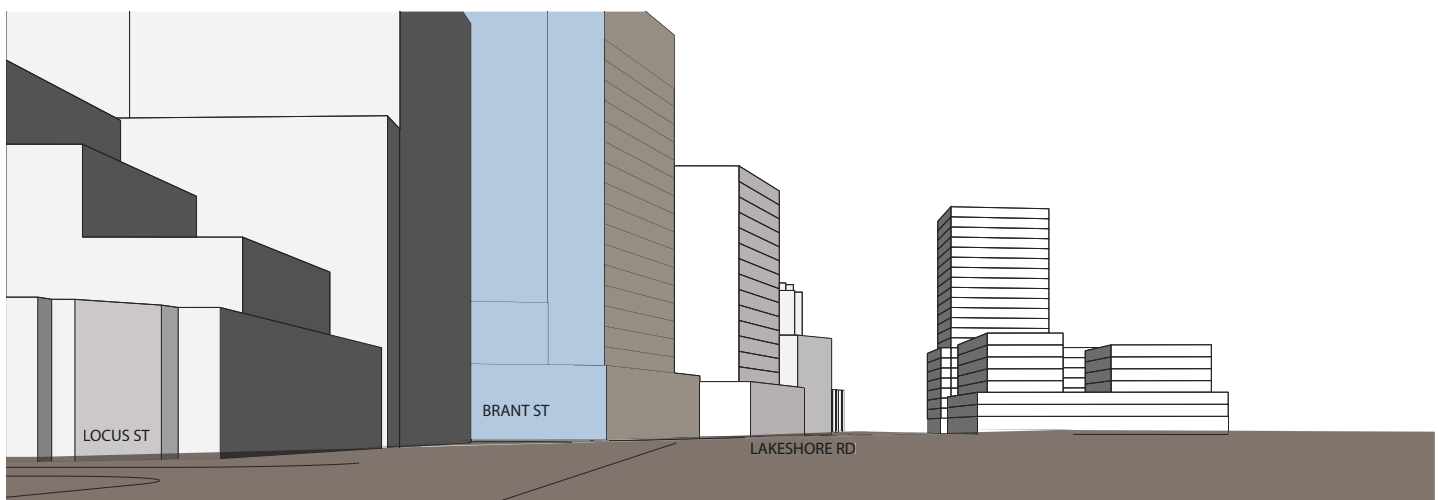


THE CANNERY PRECINCT

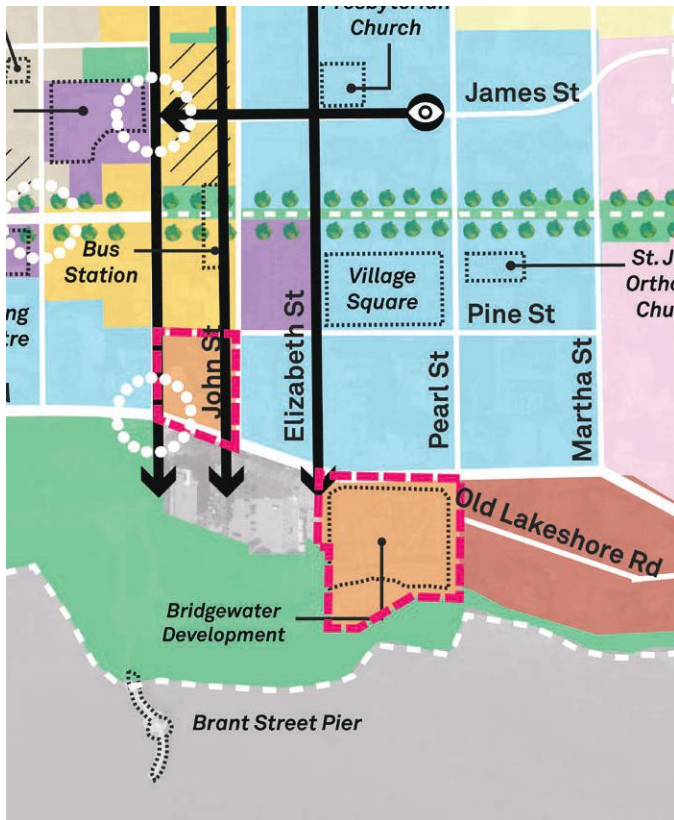
The Cannery Precinct will be focused at and to the east of the Brant Street and Lakeshore Road intersection and establish this area as a major landmark location within the Downtown Mobility Hub. Developments within the precinct will establish a southern height peak for the Downtown Mobility Hub and be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

Key Directions:

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



Proposed built form massing at Brant and Lakeshore



LEGEND

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

The Cannery Precinct (max 22 storeys)



Proposed built form near Brant and Lakeshore



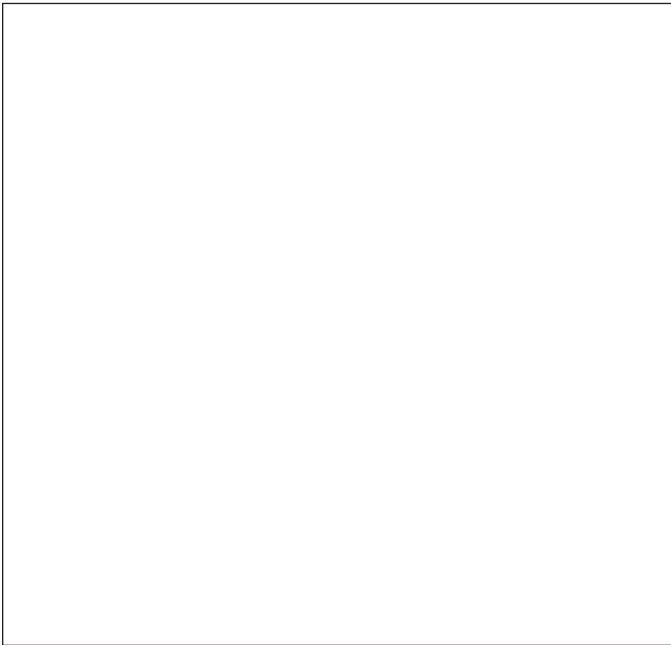
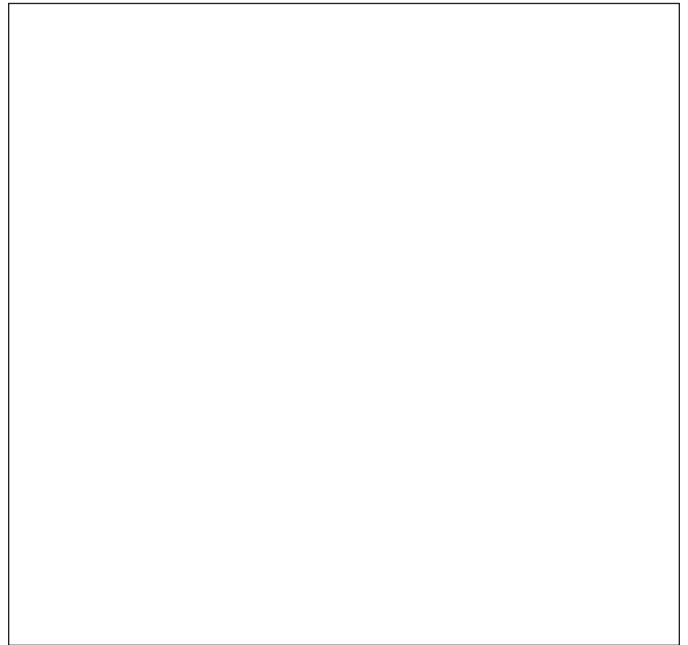
Example of landmark building proposed for 64 Prince Arthur in Toronto

Please answer the following questions about the Cannery Precinct:

Intention Statements (*p. 18*):

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

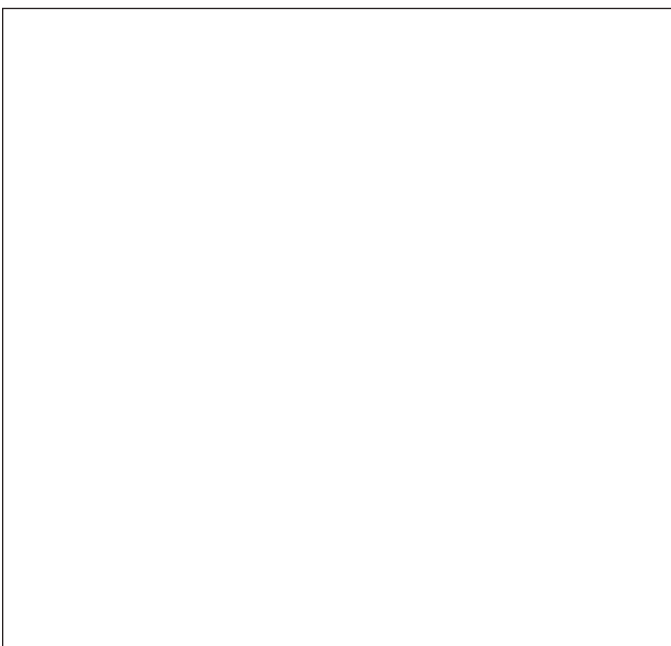
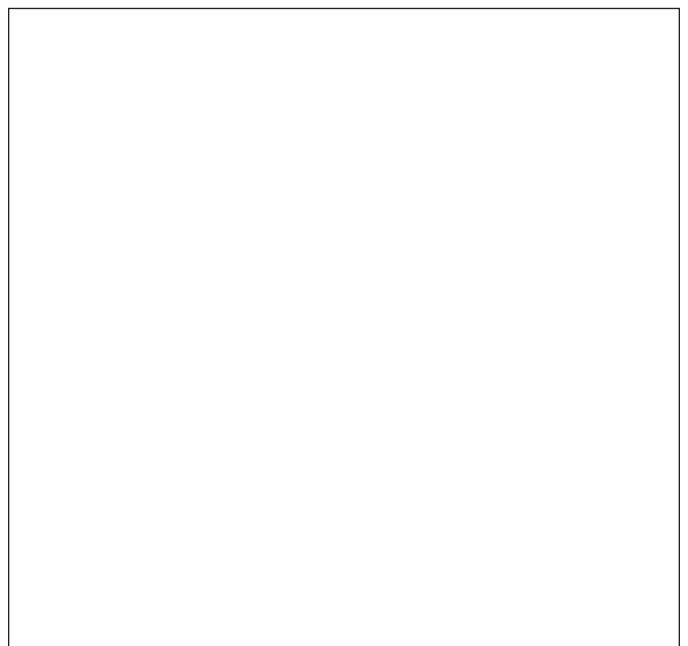
2. Are there key elements of the precinct that you think are missing from the Intention Statement?

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Key Directions (*p. 18*):

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

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

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UPPER BRANT PRECINCT

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

Upper Brant Precinct Special Policy Area

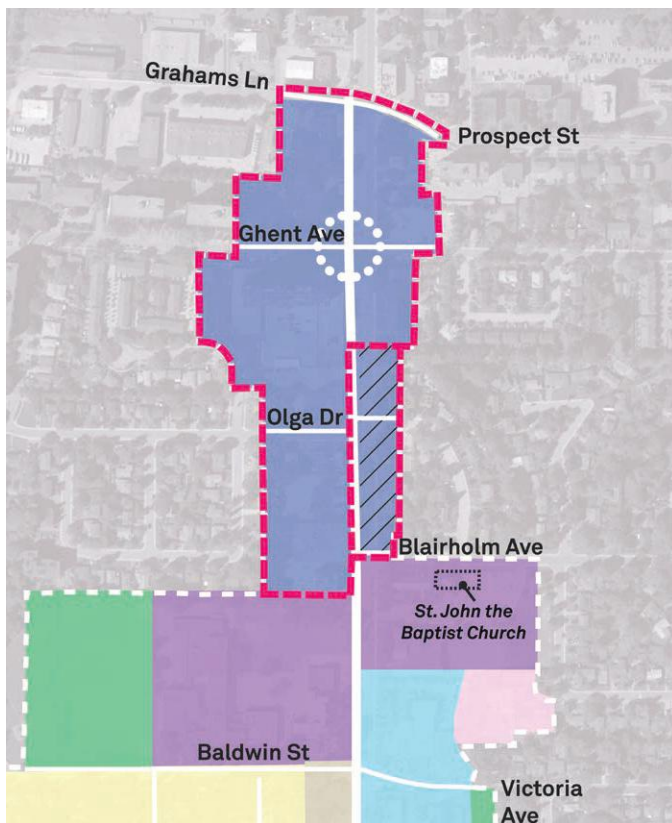
Lands on the east side of Brant Street from south of Ghent Avenue to Blairholm Avenue will accommodate developments at a scale and height significantly less than that permitted throughout the precinct. Developments will not exceed a modest mid-rise form in order to minimize potential impacts on the adjacent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

Key Directions:







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



Proposed built form surrounding Ghent Avenue and Brant Street



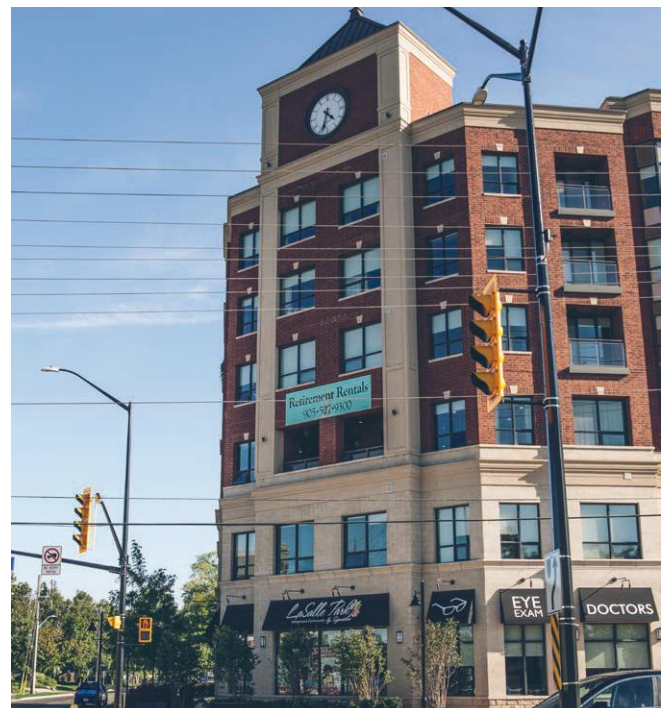
LEGEND

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

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



Appropriate form of tall development within the Upper Brant Precinct

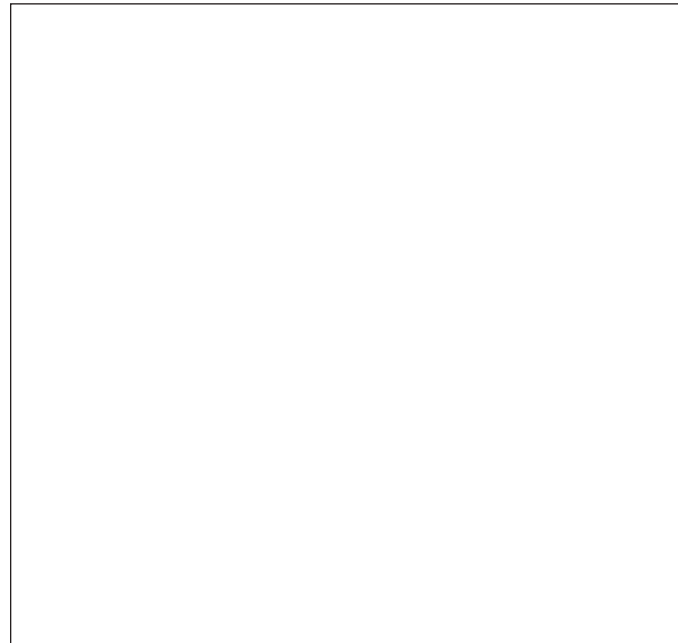


An appropriate form of mid-rise development within the Special Policy Area

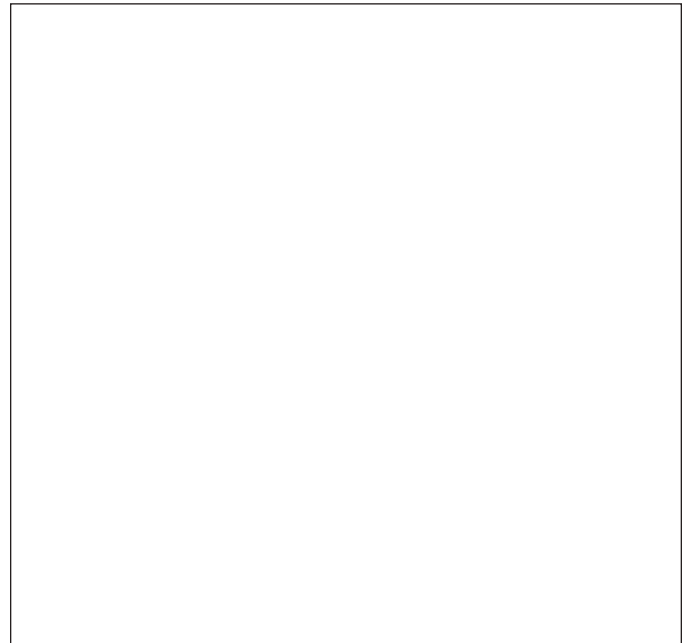
Please answer the following questions about the Upper Brant Precinct/ Upper Brant Precinct Special Policy Area:

Intention Statements (*p. 21*):

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

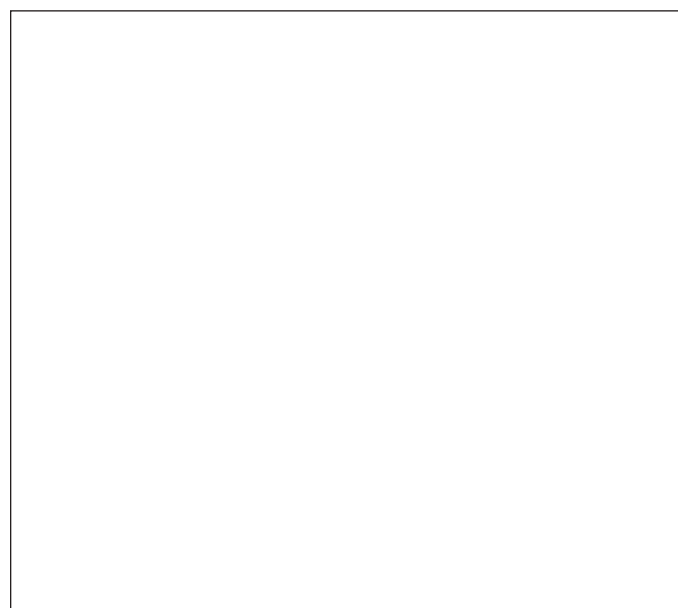


2. Are there key elements of the precinct that you think are missing from the Intention Statement?

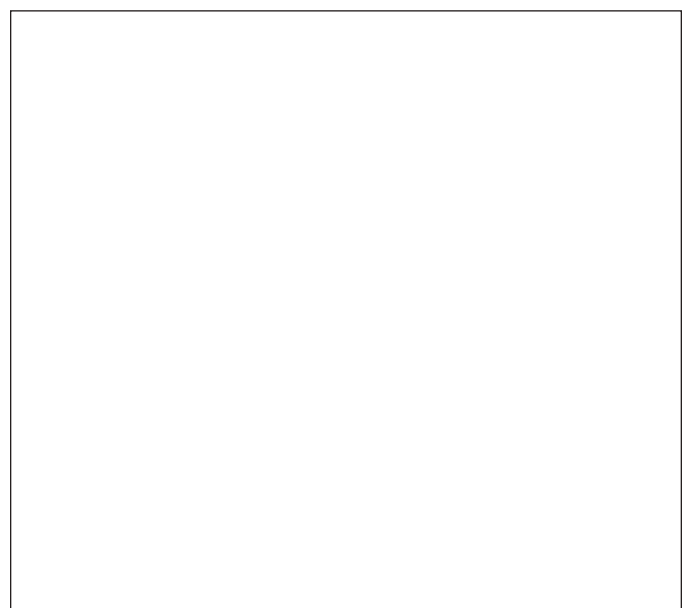


Key Directions (*p. 21*):

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



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



DOWNTOWN CORE PRECINCT

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

Key Directions:

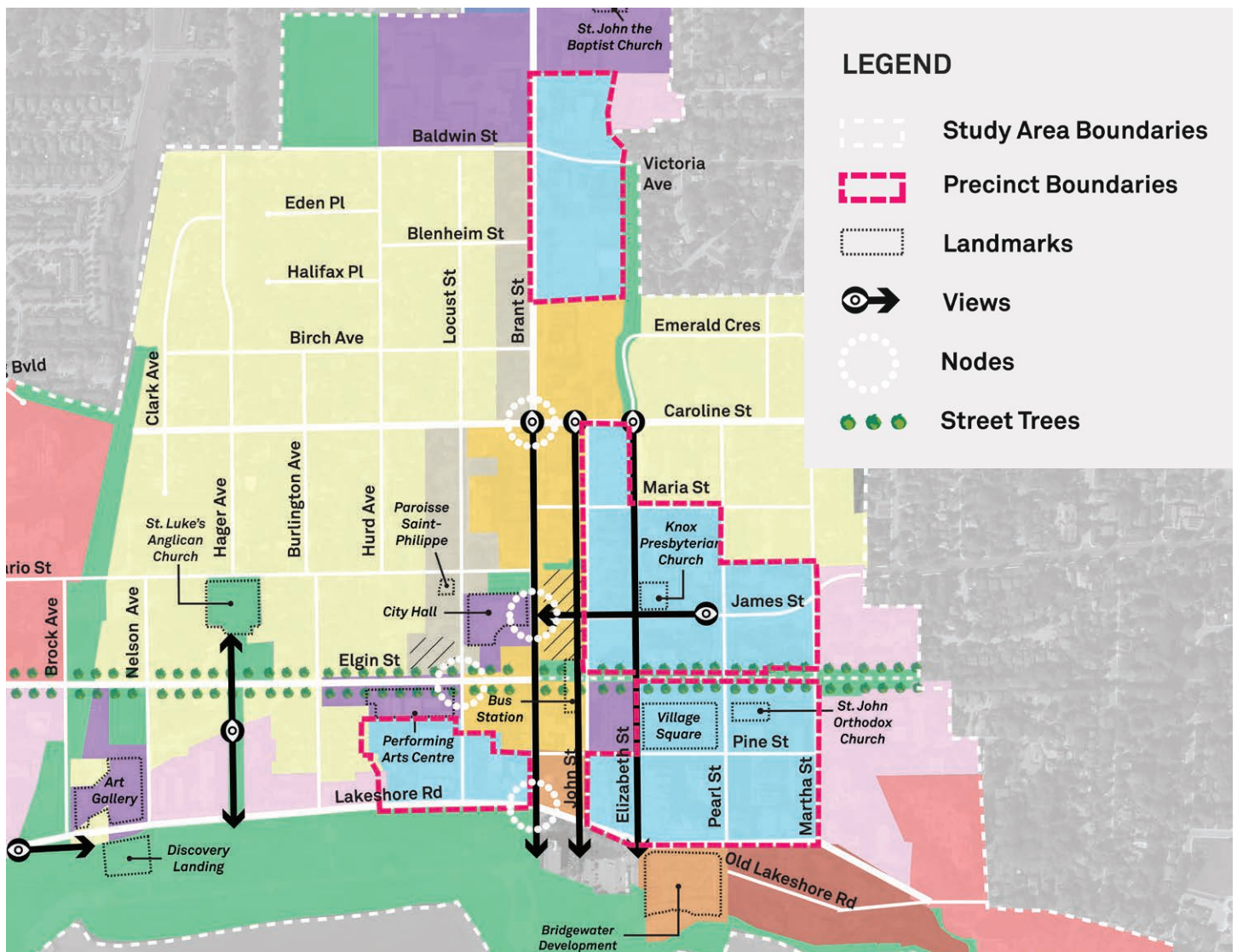
- Establish a maximum building height of 17 storeys to be consistent with existing buildings located within the precinct.
- Establish site specific policies to ensure the Brant Plaza site remains a major retail destination within the Downtown Mobility Hub and require the retention of the existing retail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



The existing 360 Pearl Street development in Burlington



KPMG office building in Vaughan



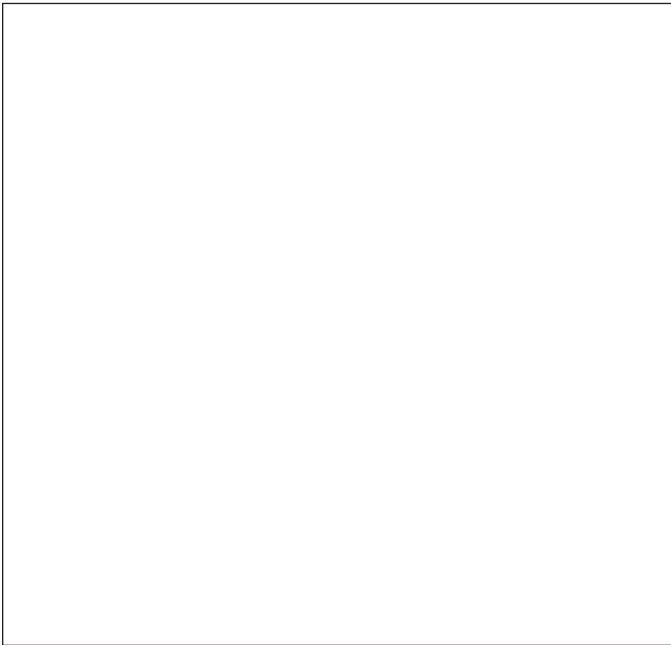
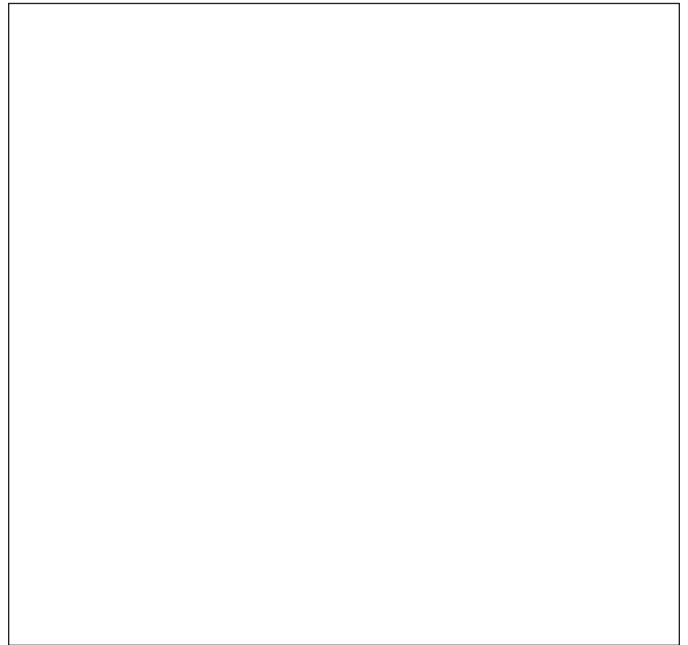
The Downtown Core Precinct (max 17 storeys)

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

Intention Statements (p. 24):

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

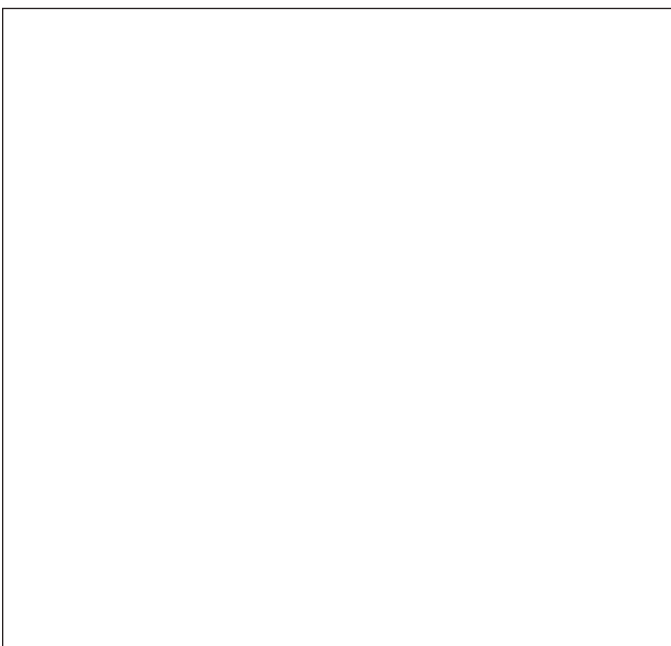
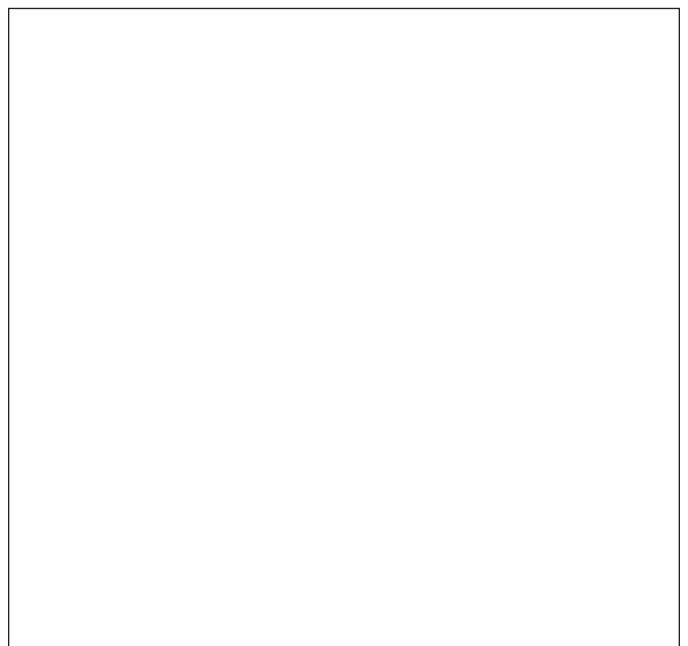
2. Are there key elements of the precinct that you think are missing from the Intention Statement?

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Key Directions (p. 24):

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

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

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OLD LAKESHORE ROAD PRECINCT

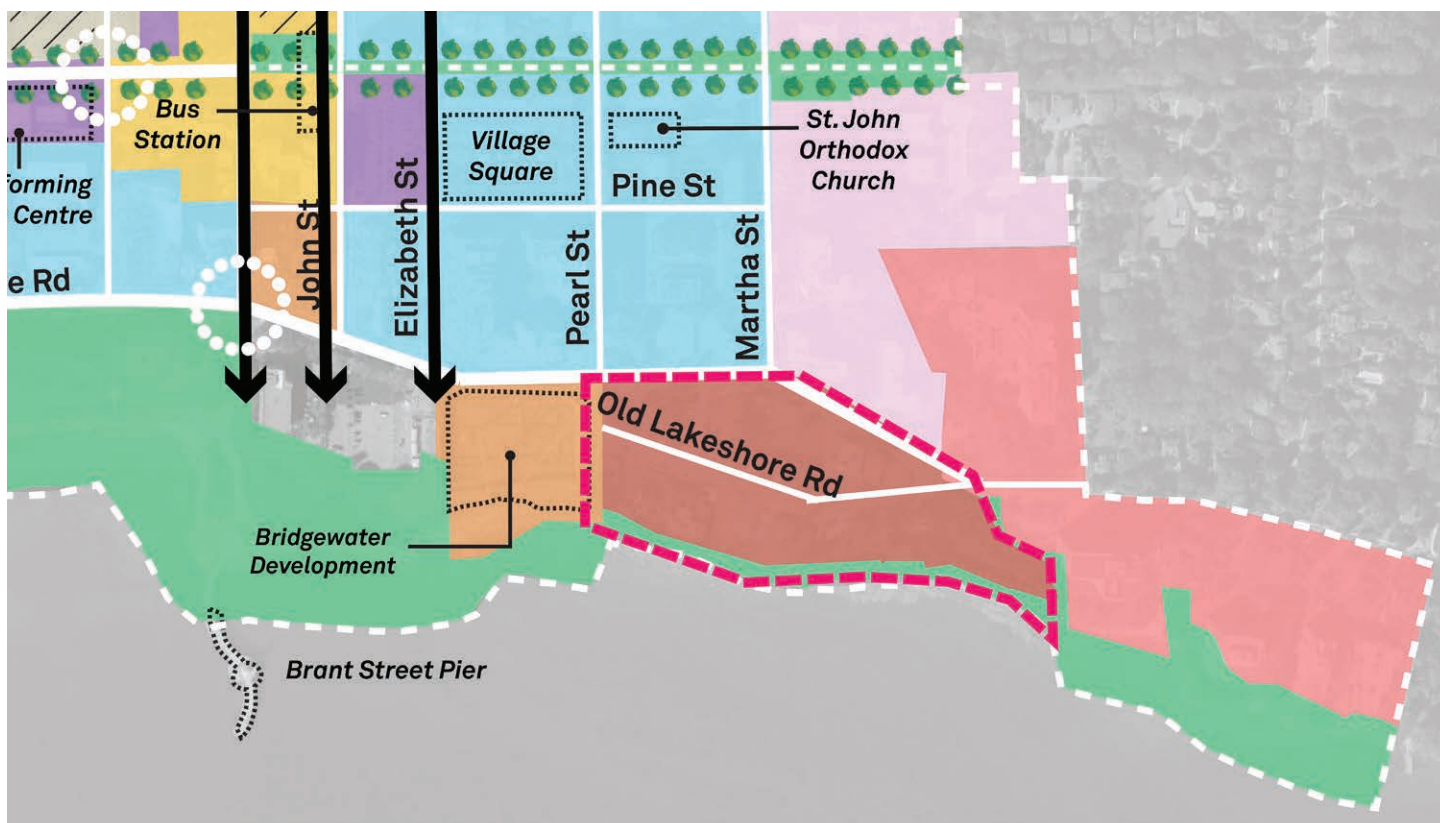
The Old Lakeshore Road Precinct will continue to serve as an area for mixed use mid-rise developments consisting primarily of residential uses which are pedestrian-oriented and transit-supportive while achieving a high standard of design. Modest tall buildings may be accommodated where such developments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

Key Directions:

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



Rendering of main street in Williamsville, Ontario



Old Lakeshore Road Precinct (max 6-15 storeys)

LEGEND

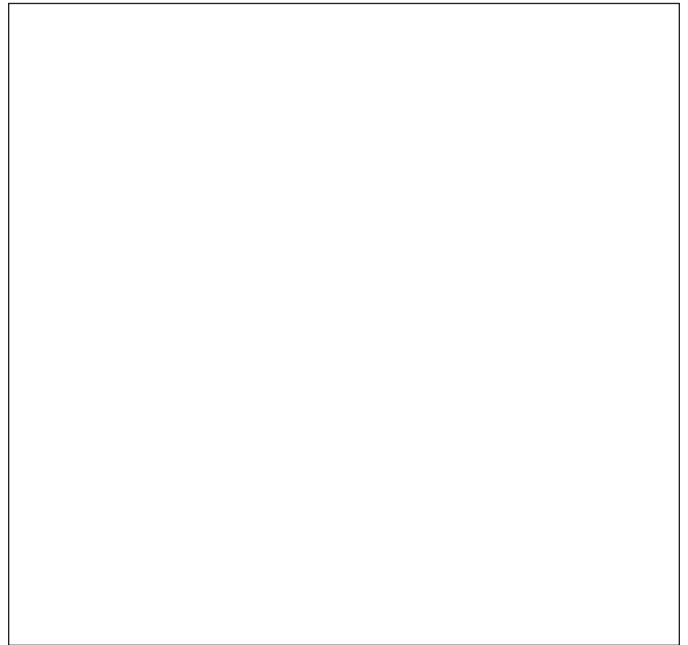
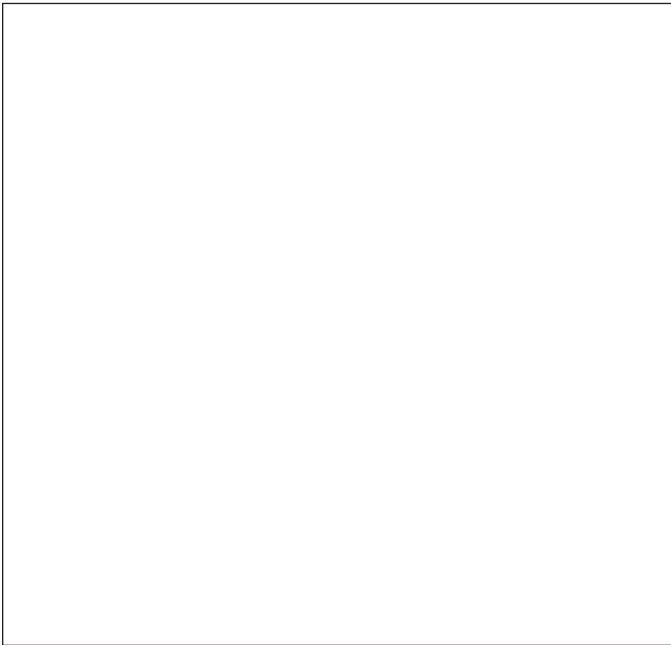
- Study Area Boundaries
- Precinct Boundaries
- Landmarks
- Views
- Nodes
- Street Trees

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

Intention Statements (p. 27):

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

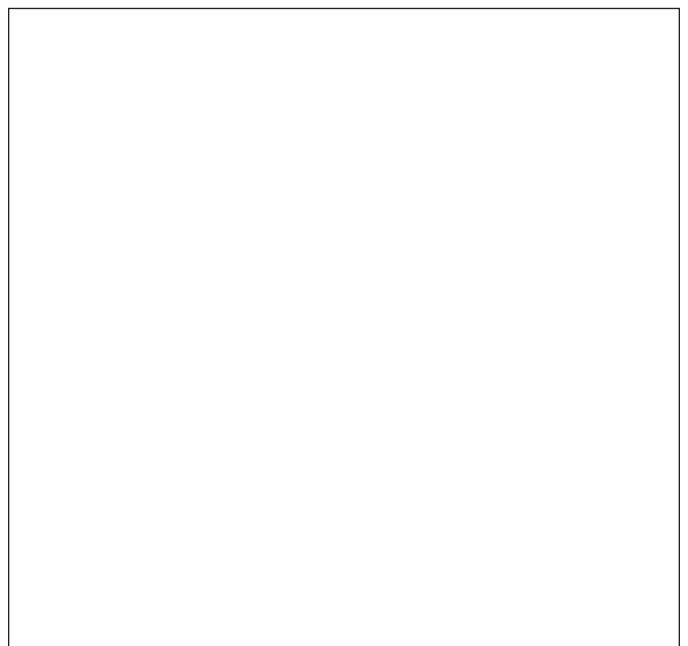
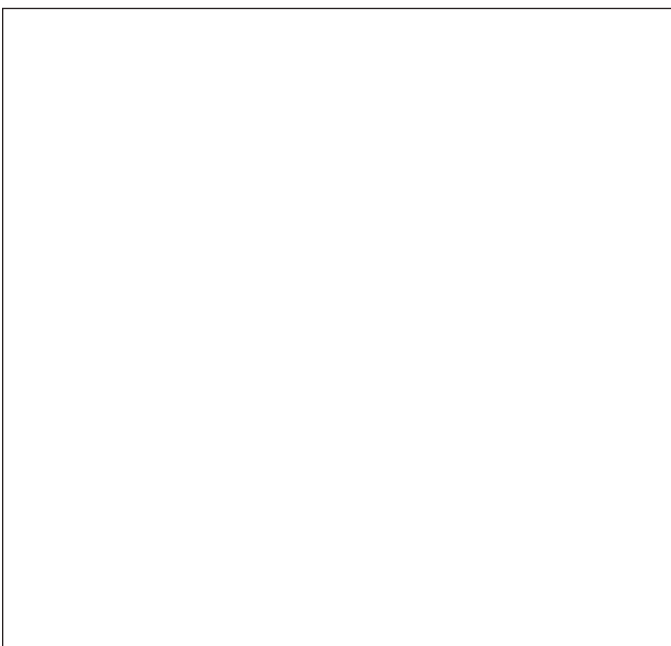
2. Are there key elements of the precinct that you think are missing from the Intention Statement?



Key Directions (p. 27):

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

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



MID-RISE RESIDENTIAL PRECINCT

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

Key Directions:

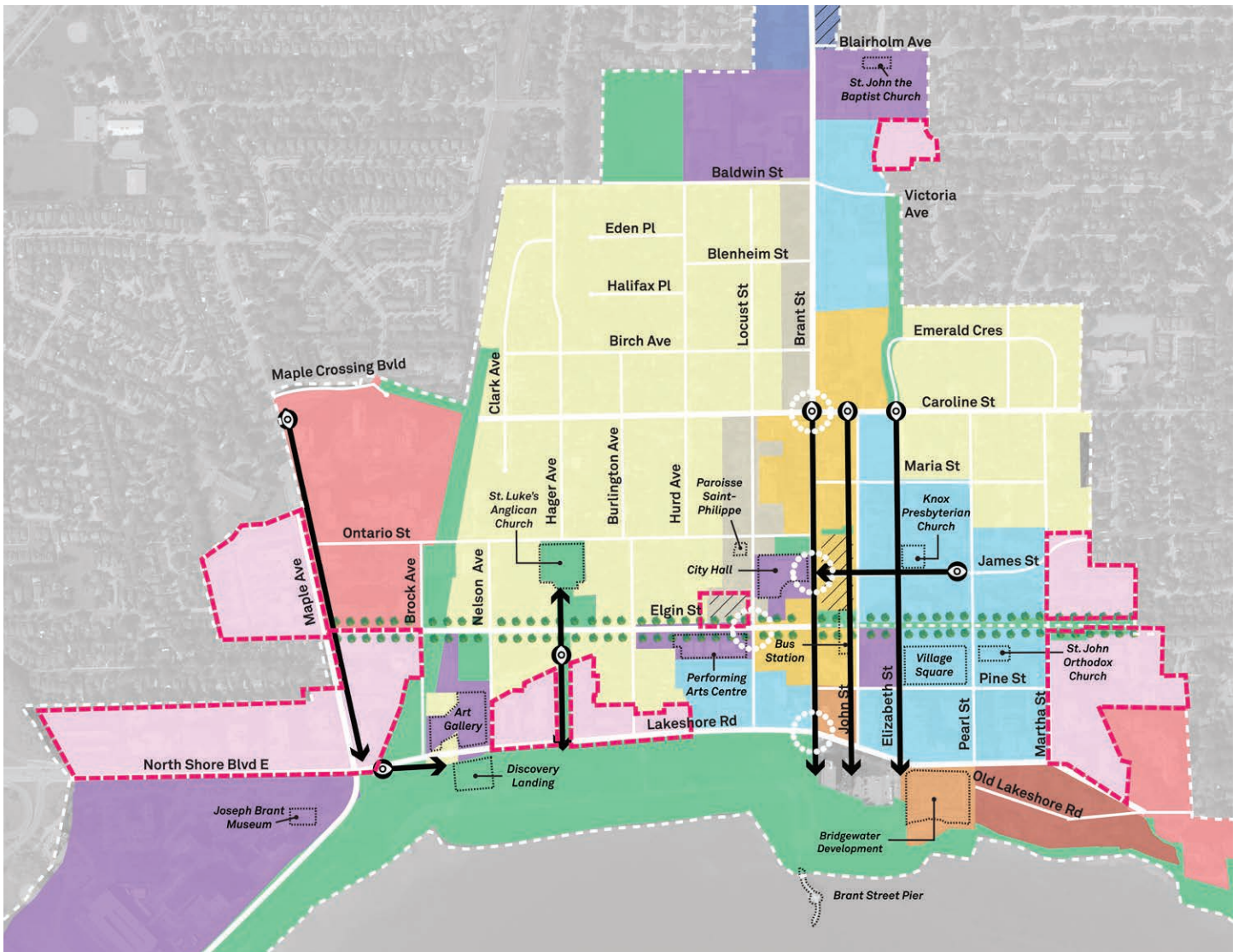
- Establish a maximum building height of 11 storeys to recognize existing developments within the precinct.
- Provide opportunities for limited infilling of existing mid-rise residential developments including the integration of new ground-oriented housing formats (such as townhomes).
- Permit opportunities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



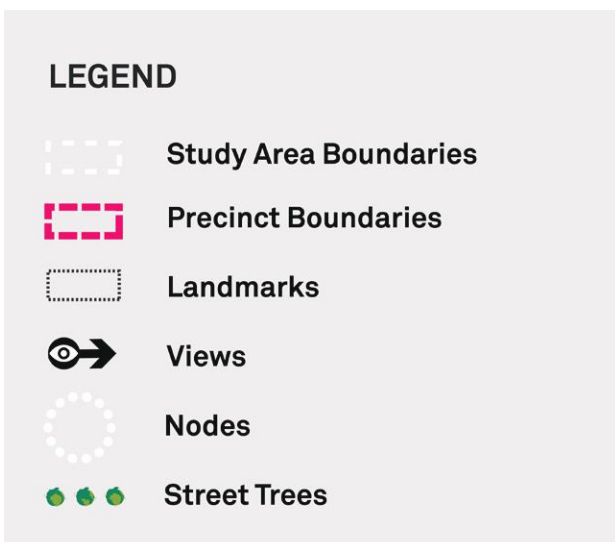
Example of potential mid-rise residential development



Example of potential mid-rise residential development



The Mid-Rise Residential Precinct (max 11 storeys)



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

Intention Statements (*p. 30*):

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

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

Key Directions (*p. 30*):

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

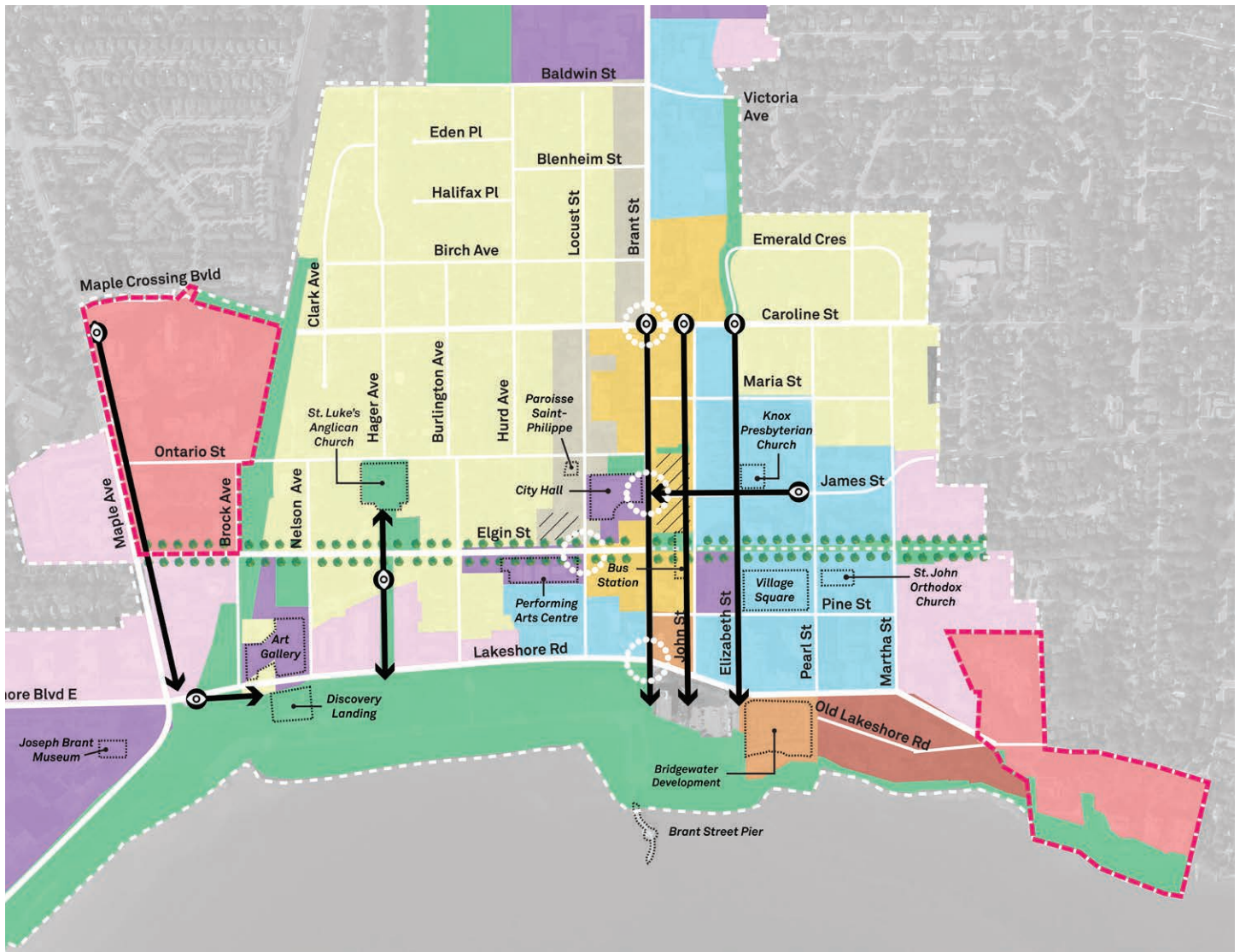
2. Do you agree with the overall key directions for this precinct?

TALL RESIDENTIAL PRECINCT

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

Key Directions:

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



Tall Residential Precinct (min 12 storeys)

LEGEND

Study Area Boundaries

Precinct Boundaries

Landmarks

Views

Nodes

Street Trees



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



Residential infill at a high-rise scale



Existing 'Strata' tall building development in Burlington



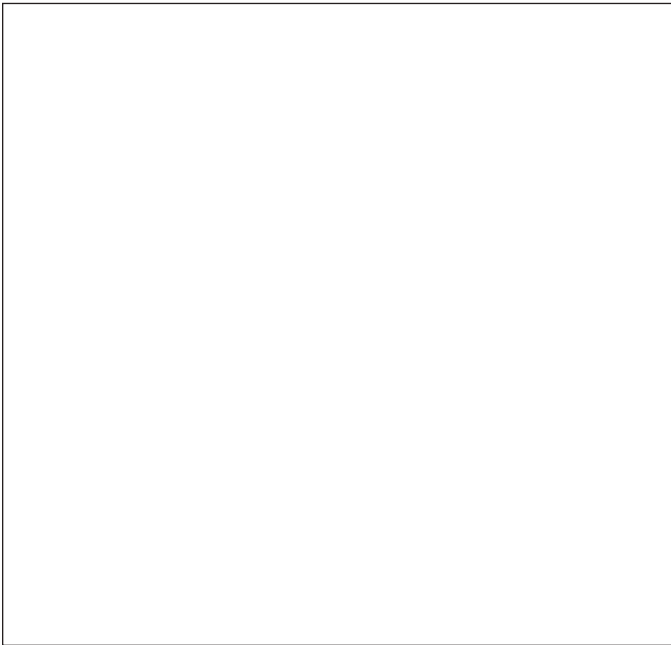
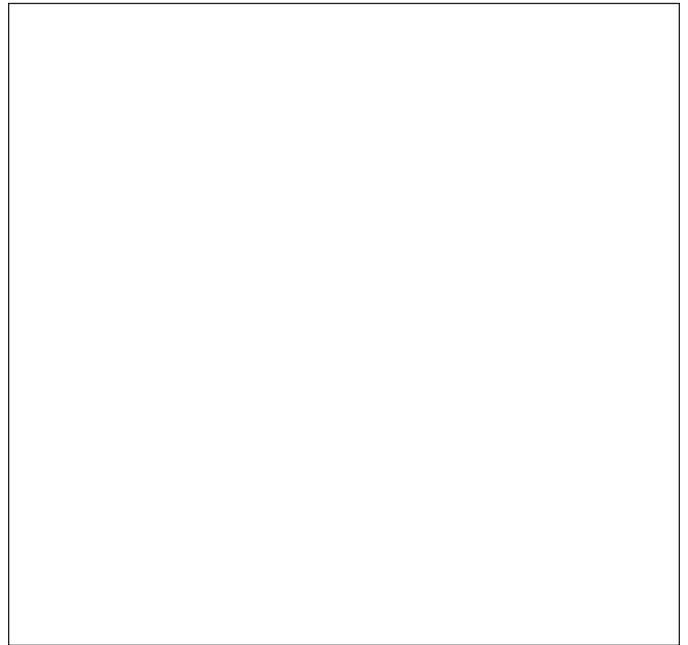
Existing 'Ironstone' tall building development in Burlington

Please answer the following questions about the Tall Residential Precinct:

Intention Statements (*p. 33*):

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

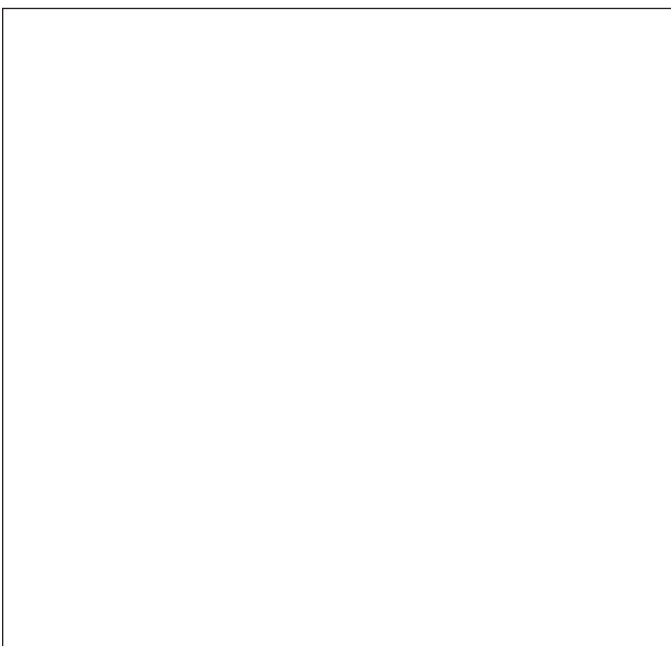
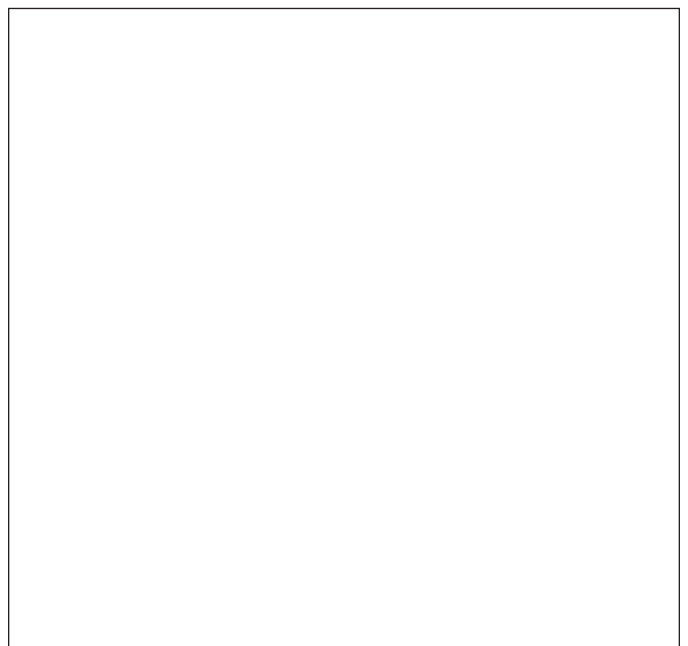
2. Are there key elements of the precinct that you think are missing from the Intention Statement?

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Key Directions (*p. 33*):

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

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

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PARKS AND PROMENADES PRECINCT

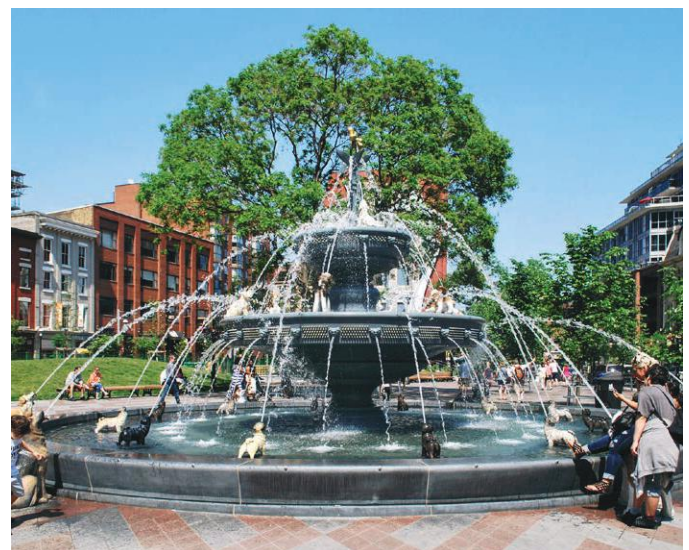
The Parks and Promenades Precinct will identify current and future parks and promenades within the Downtown Mobility Hub which will serve the residents and employees of the Downtown Mobility Hub and also function as key destinations for city-wide and regional events and activities. In addition, the precinct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

Key Directions:

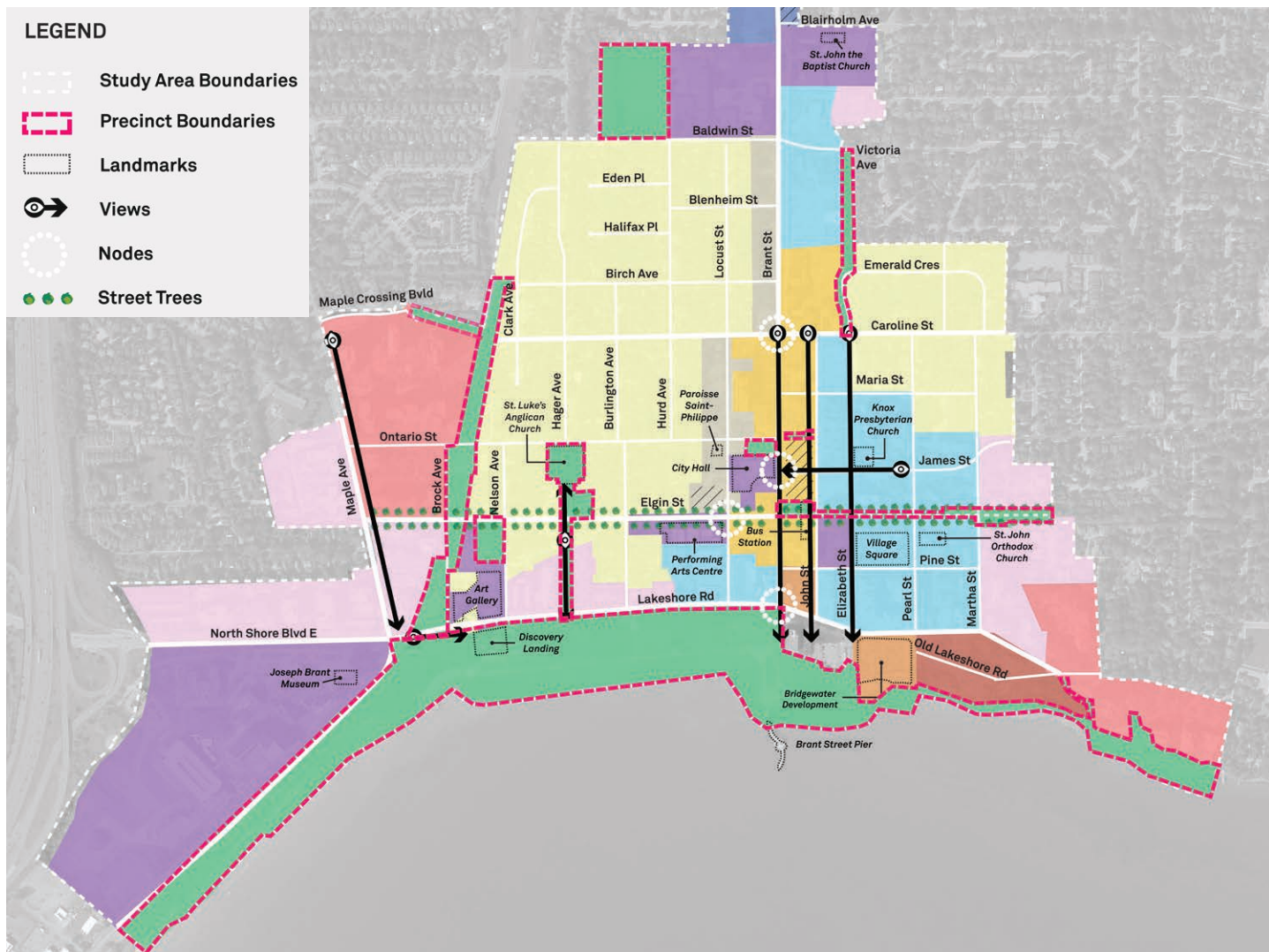
- Identify a new pedestrian promenade to be established from Lakeshore Road to St. Luke's Anglican Church.
- Identify Elgin Street from Brant Street to the Hydro Corridor as a potential future extension of the Elgin Promenade.
- Identify a new urban park to be created in the area of Brant Street and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



Existing Spencer Smith Park in downtown Burlington



Berczy Park in Toronto



Parks and Promenades Precinct (max n/a)



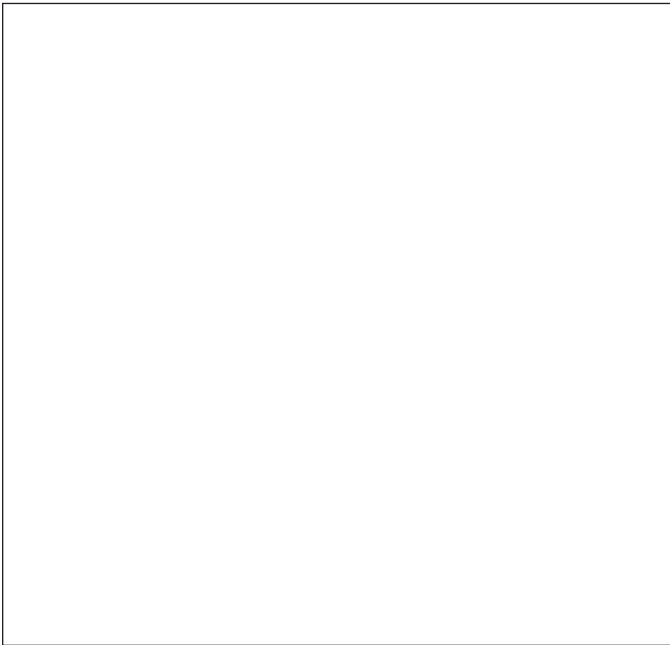
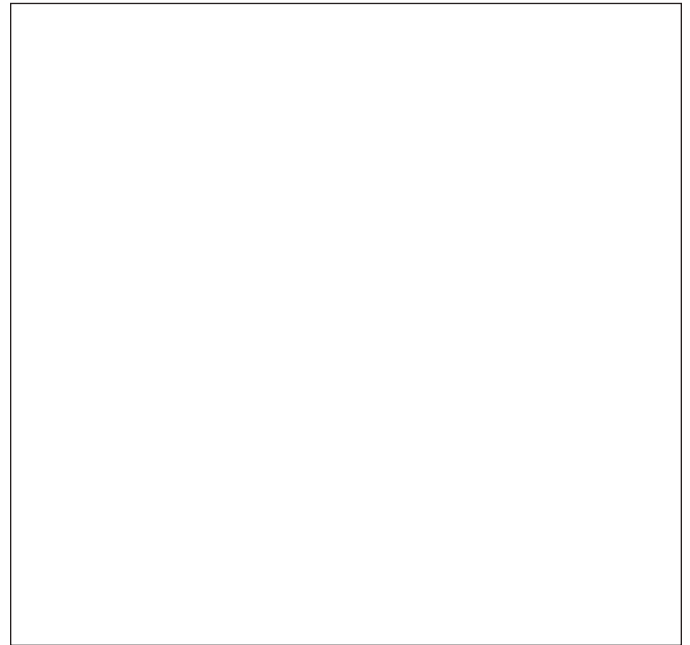
Elgin Promenade rendering view, from Elizabeth Street and Pearl Street

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

Intention Statements (p. 37):

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

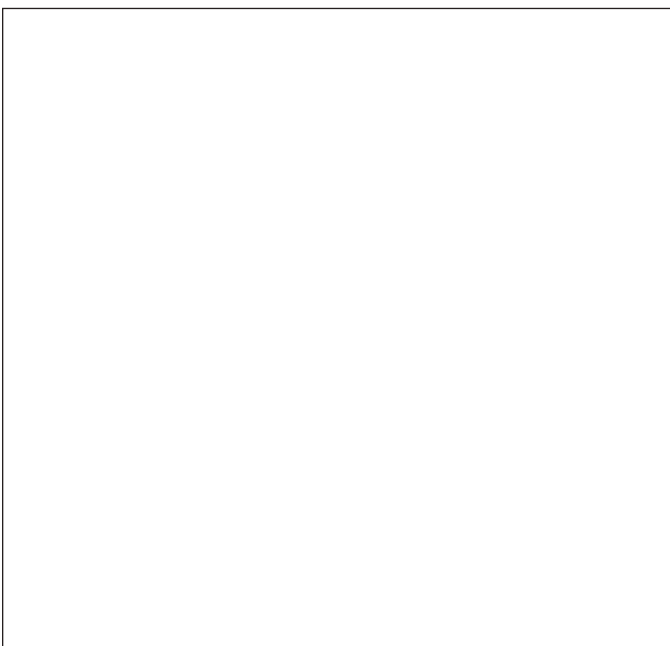
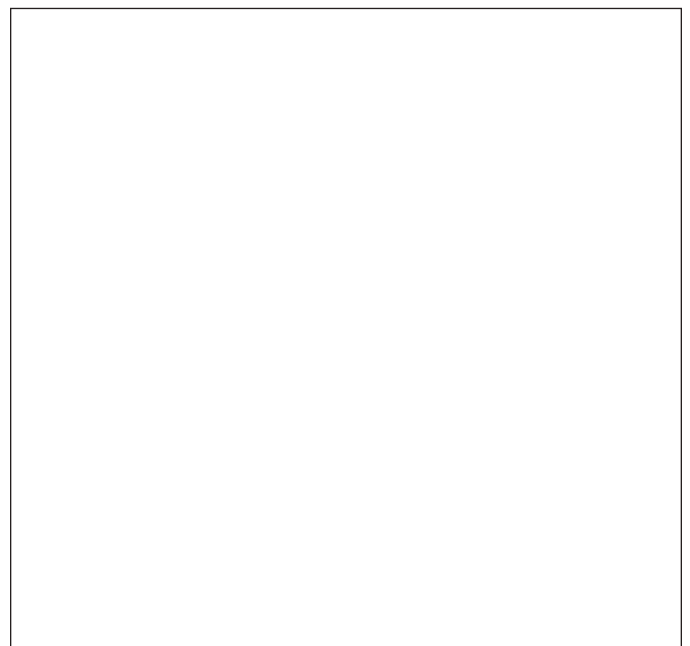
2. Are there key elements of the precinct that you think are missing from the Intention Statement?

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

Key Directions (p. 37):

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

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

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