

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

November 2017 Update

Introduction

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

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

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

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

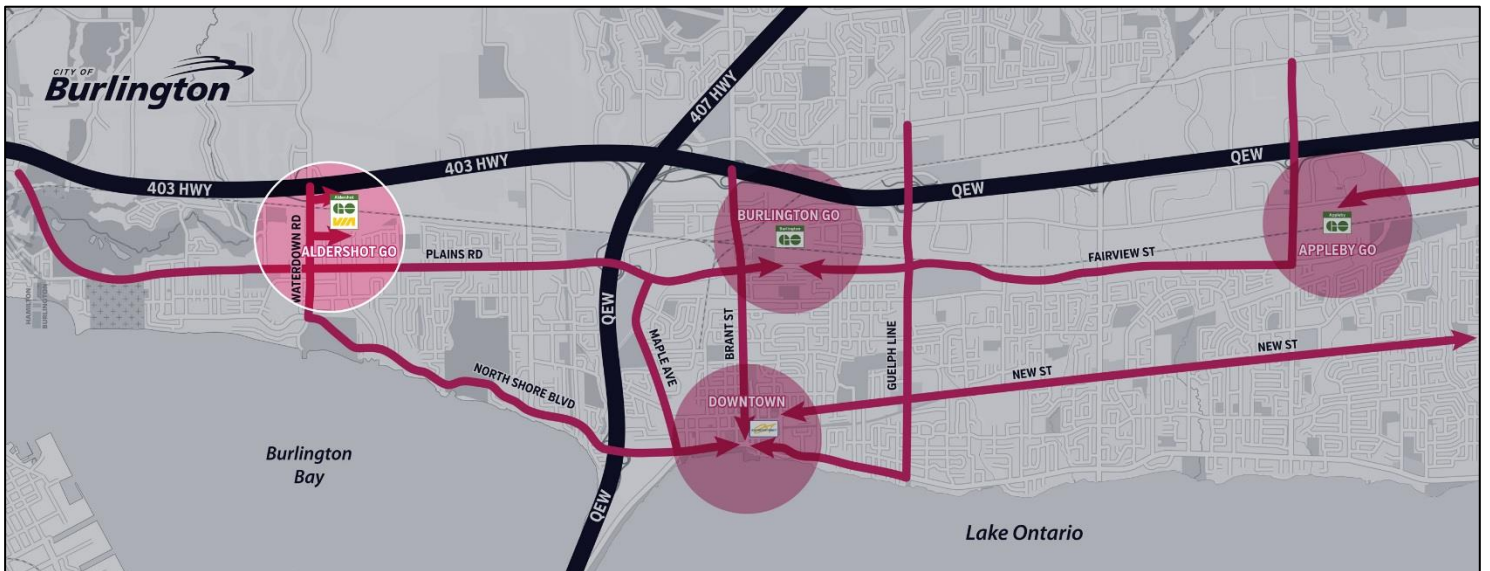
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Part 1: Workshop Feedback – September 13th, 2017

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

A: General Feedback on the Aldershot GO Mobility Hub

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

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

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

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

B: Feedback on Concept #1 – Intersection Oriented

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

- **Public Space and Community Facilities**
 - Need more connections to Hidden Valley Park
 - This concept provides a good balance of park sizes

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

C: Feedback on Concept #2 – Rail Corridor Oriented

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

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



Part 2: Stakeholder Feedback

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

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

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

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

A: General Feedback on the Aldershot GO Mobility Hub

- **Retail and Amenities**

- Need additional retail and amenities in the Aldershot GO Mobility Hub Area
- need grocery stores and other amenities in the area
- there is a need for a greater variety of commercial uses and services (such as stores)
- grocery, beer, hardware, retail stores needed
- within tall buildings, need to create the opportunity to have fresh, affordable, unprepared foods – Smaller, specialty grocery stores support pedestrian, cycling and public transit to access these daily needs
- Need more amenities and retail stores in Aldershot such as grocery store, liquor store, beer store and bank

- **Private Spaces (Private Development)**

- there is currently too much residential use -- without suffice local employment opportunities and varied opportunities this area will just become a bedroom community
- don't remove existing enterprises just for the sake of adding residential density
- some of the tallest buildings closer to the rail may not be possible – look into buffer requirements
- Ensure that the exciting character of the neighbourhood is respected
- ensure building are a reasonable height such as 3-8 storeys so they don't overpower the landscape
- affordable housing is needed
- Like the emphasis on mixed use buildings and areas – need to see more
- Need more office and commercial space incorporated into new development – need more than small retail to achieve a true mixed use, walkable area
- 11 storeys on the south side of Plains Road is too tall – better at 6 storeys
- The more you concentrate density away from existing areas, the better
- Consider the inclusion of live/work units

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

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

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

B: Feedback on Concept #1 – Intersection Oriented

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

C: Feedback on Concept #2 – Rail Corridor Oriented

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

Part 3: Aldershot GO Mobility Hub Visioning Survey Results

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

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

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

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

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

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

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

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

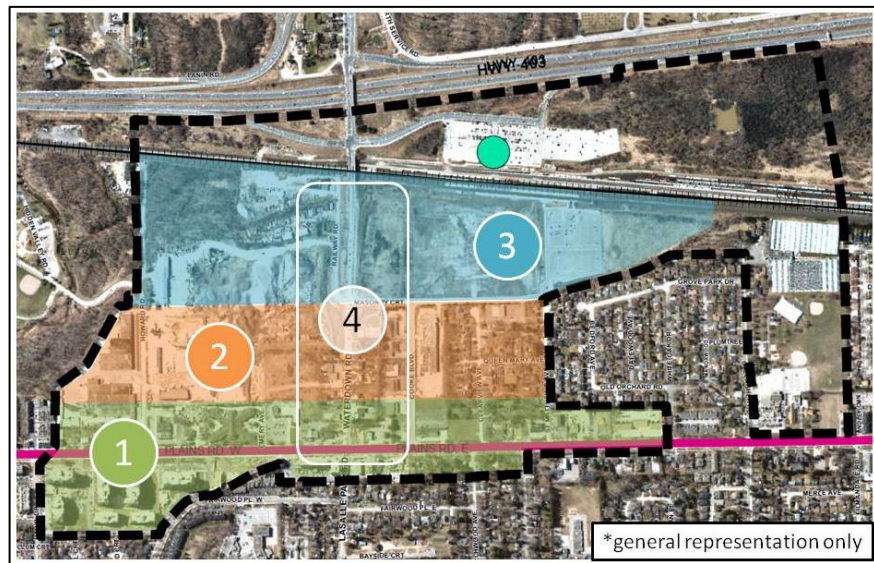
Strongly Agree	9%
Agree	24%
Not Sure	27%
Disagree	23%
Strongly Disagree	17%

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

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

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

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



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

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

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

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

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

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

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

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

Part 4: Next Steps

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

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

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