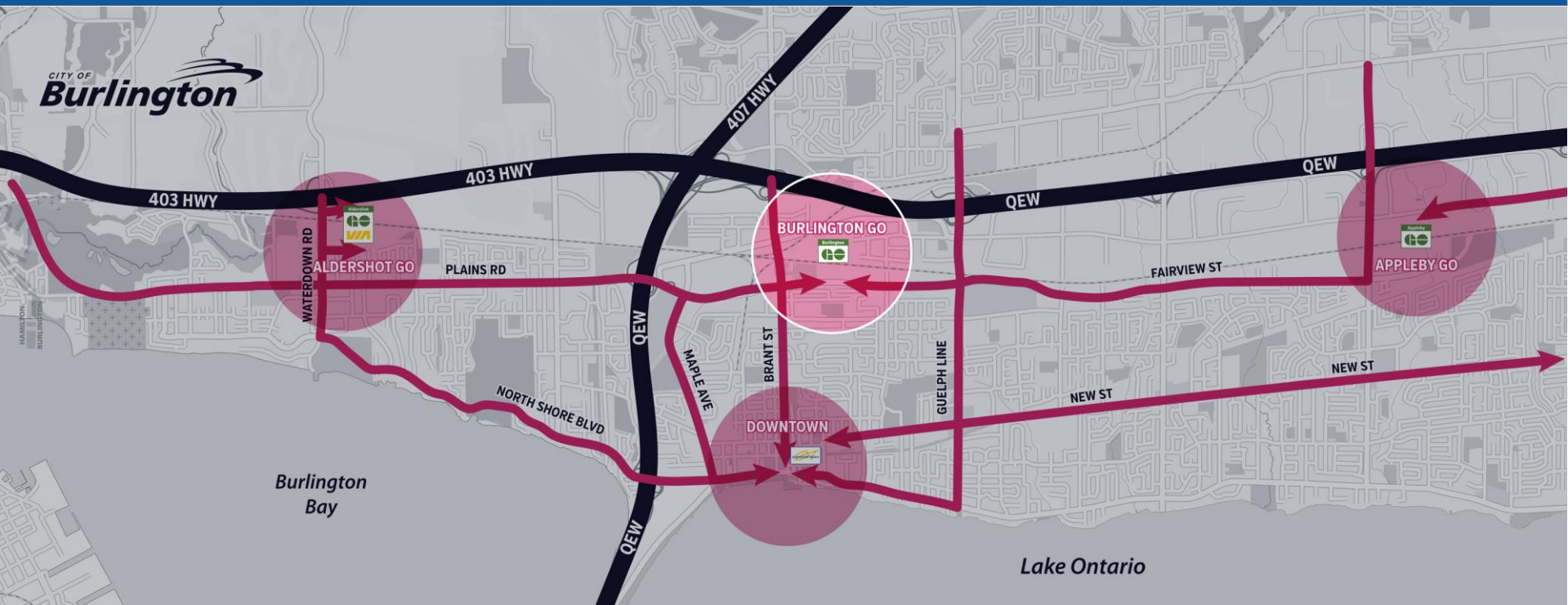


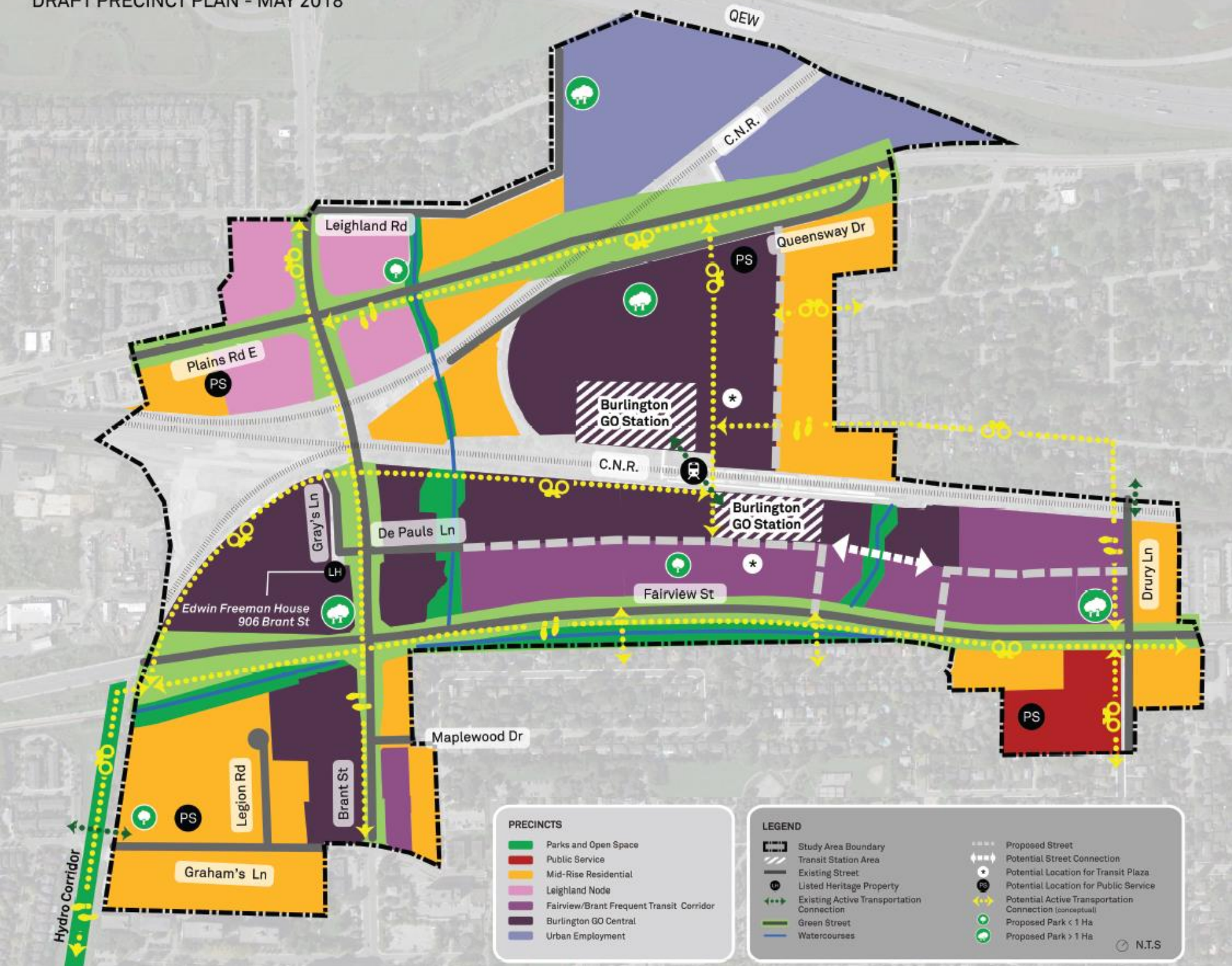
BURLINGTON GO MOBILITY HUB



APPENDIX B PACKAGE

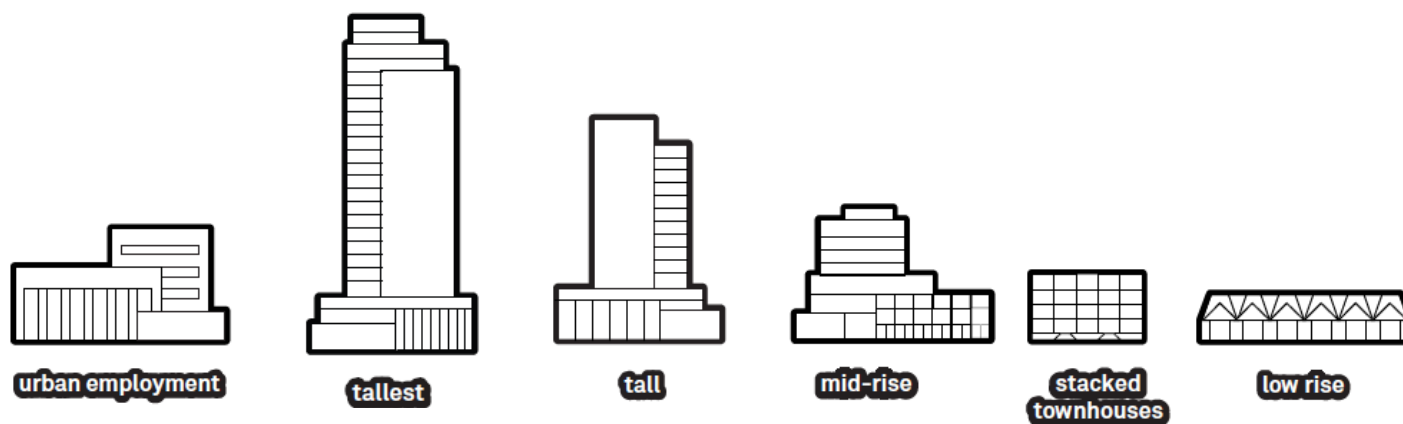
DRAFT BURLINGTON GO PRECINCTS

BURLINGTON GO MOBILITY HUB
DRAFT PRECINCT PLAN - MAY 2018



PROPOSED FUTURE BUILDING TYPES WITHIN THIS HUB

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



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PARKS AND OPEN SPACE PRECINCT

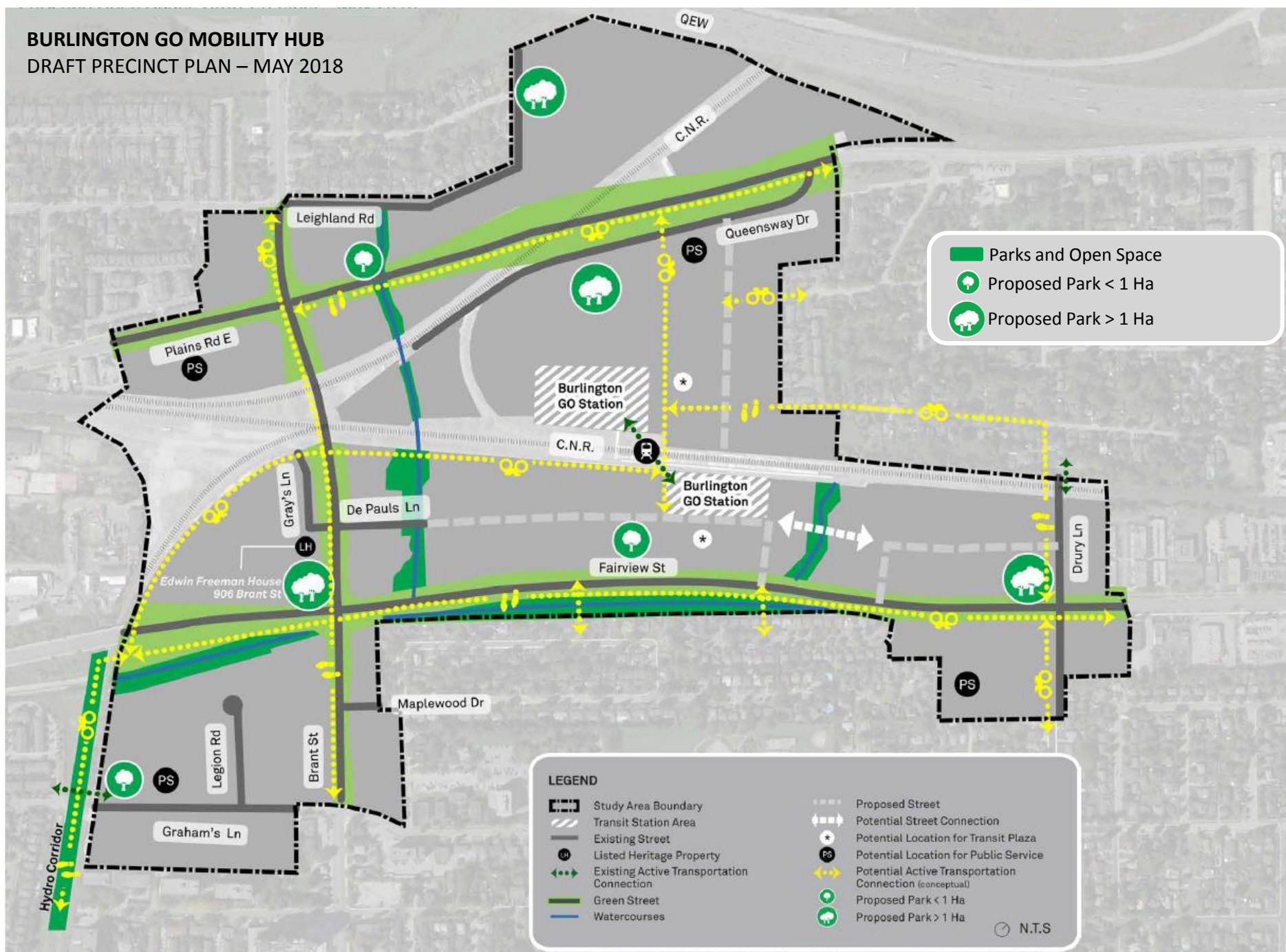
INTENTION STATEMENT

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

KEY DIRECTIONS

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

**BURLINGTON GO MOBILITY HUB
DRAFT PRECINCT PLAN – MAY 2018**



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PUBLIC SERVICE PRECINCT

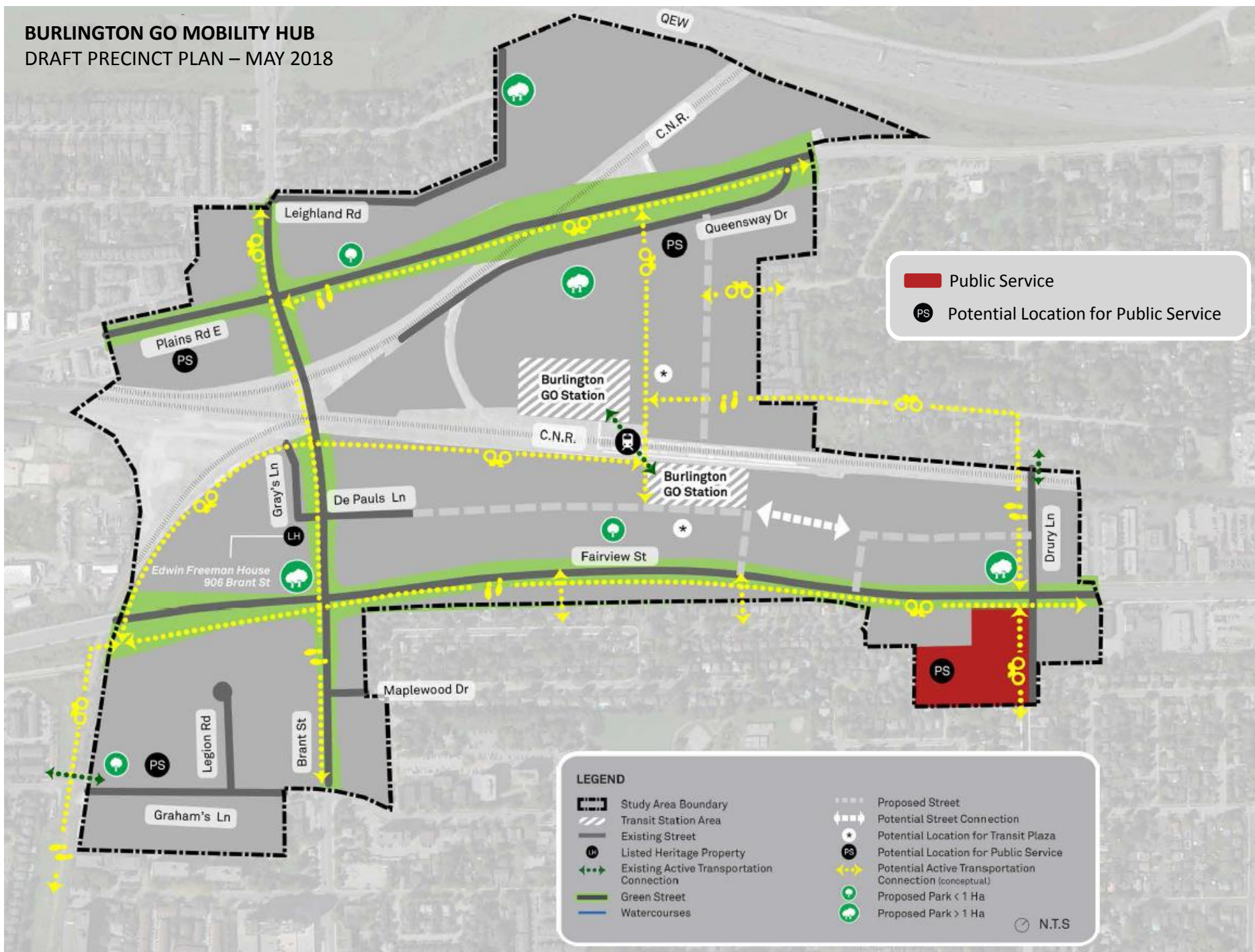
INTENTION STATEMENT

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

KEY DIRECTIONS

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

BURLINGTON GO MOBILITY HUB
DRAFT PRECINCT PLAN – MAY 2018



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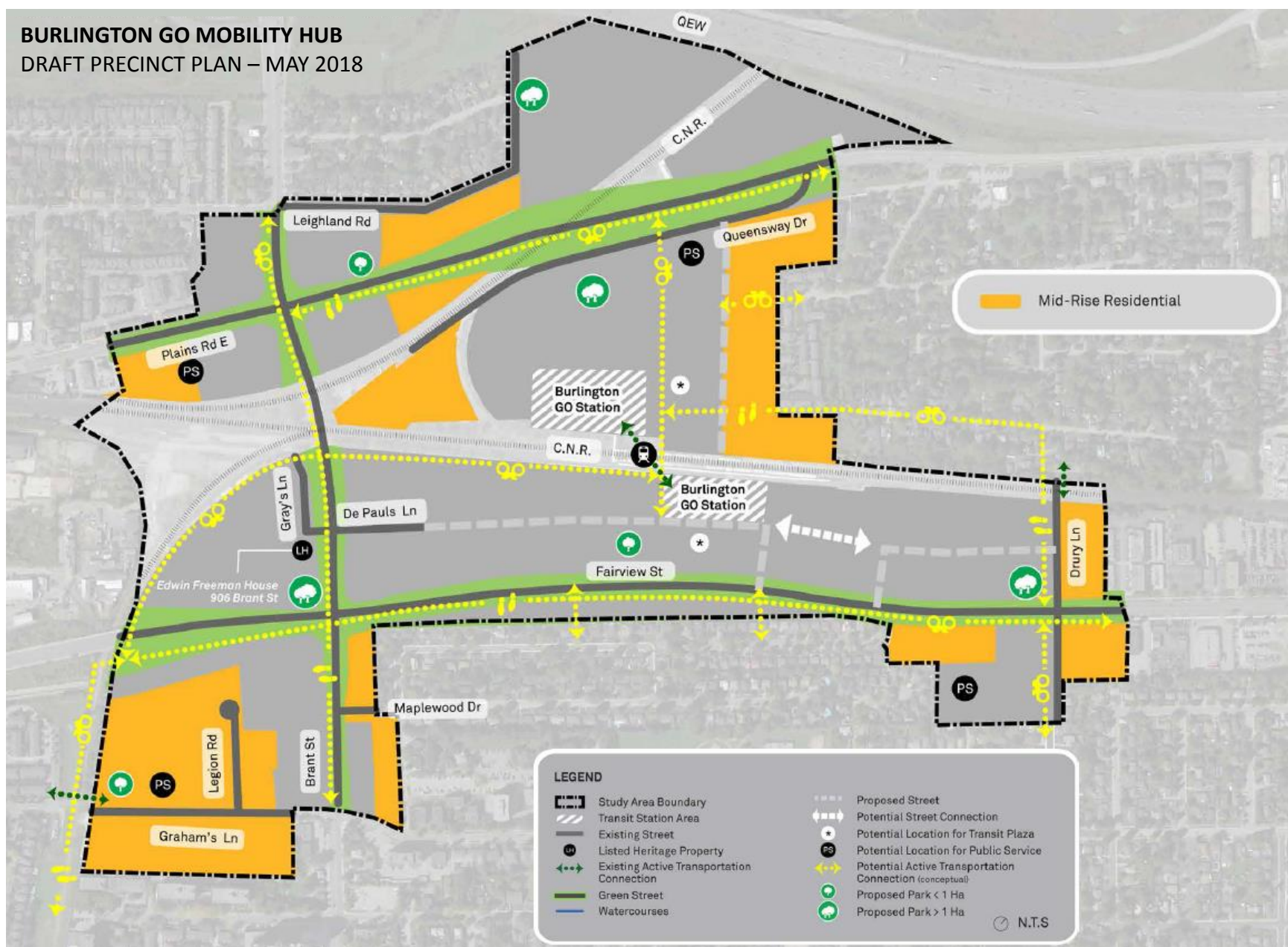
MID-RISE RESIDENTIAL PRECINCT

INTENTION STATEMENT

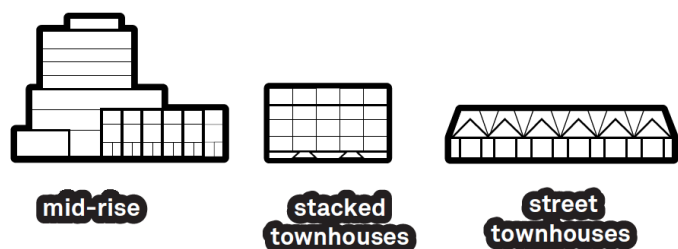
The Mobility Hub **Mid-Rise Residential Precinct** will support the development of compact urban residential communities within the mobility hub. This precinct will provide a variety of housing forms at a lower scale and intensity not otherwise provided for in the mobility hub and which will accommodate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

KEY DIRECTIONS

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



PROPOSED BUILDING TYPES



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LEIGHLAND NODE PRECINCT

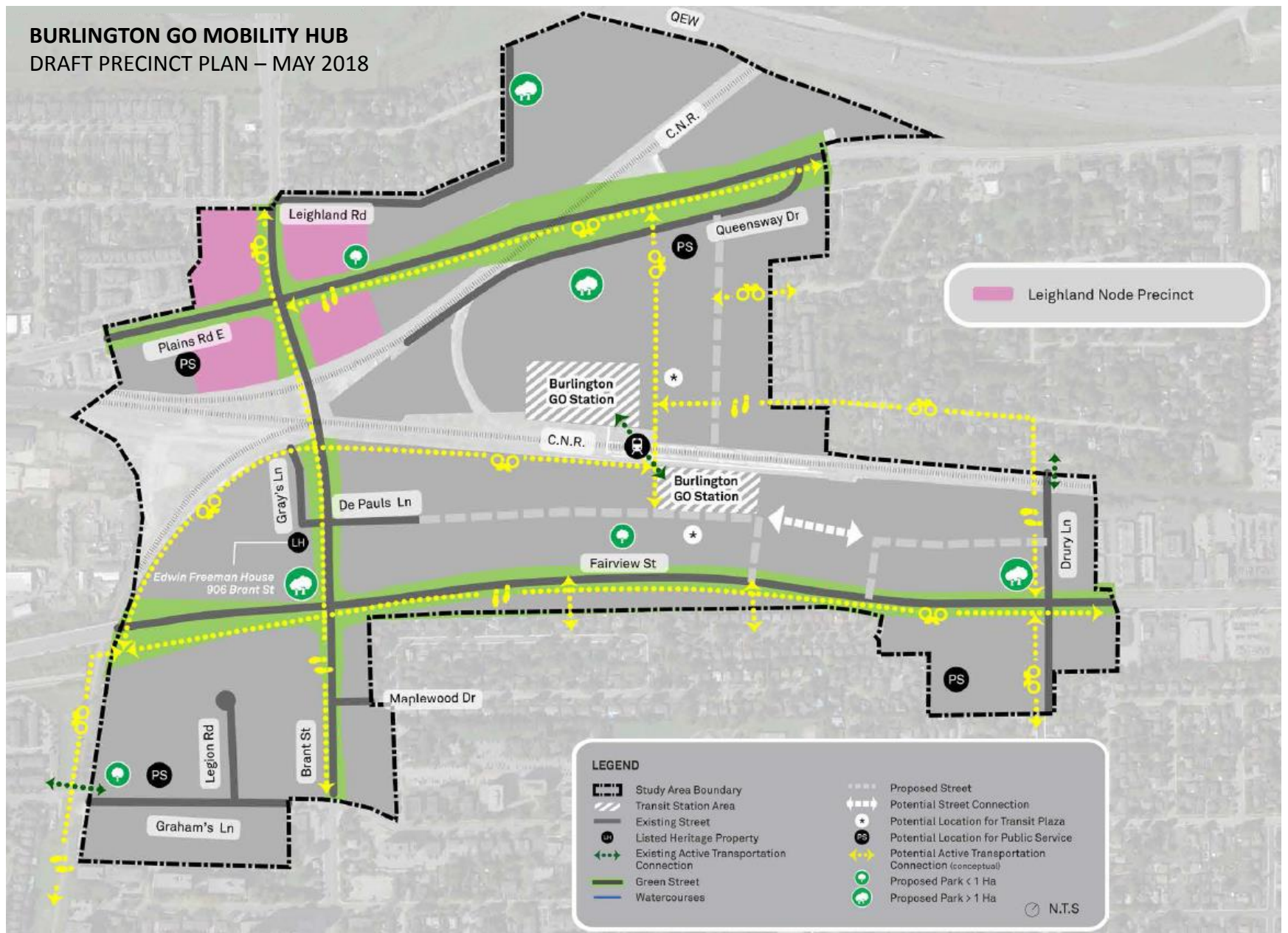
INTENTION STATEMENT

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

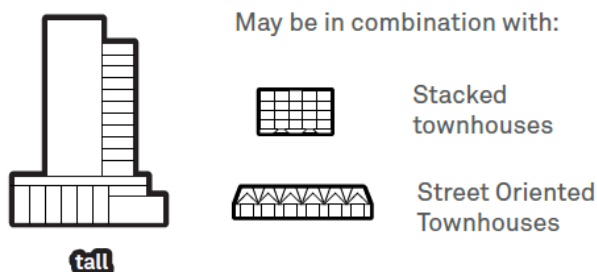
KEY DIRECTIONS

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

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



PROPOSED BUILDING TYPES



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FAIRVIEW/BRANT FREQUENT TRANSIT CORRIDOR PRECINCT

INTENTION STATEMENT

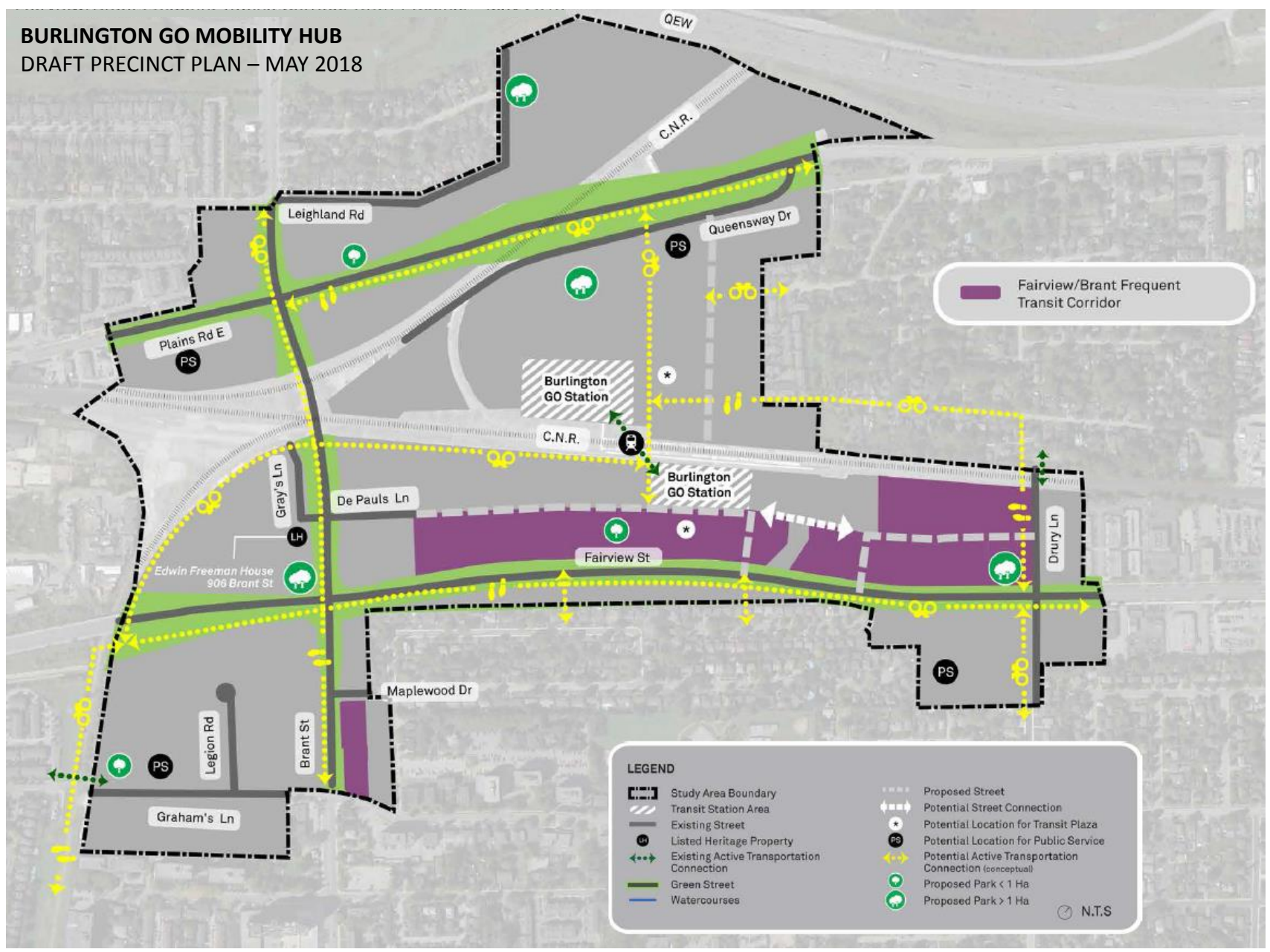
The **Fairview/Brant Frequent Transit Corridor Precinct** will accommodate a significant concentration of residential, retail and commercial uses which are located in close proximity to, and support, the planned frequent transit corridor within the hub along Fairview Street and Brant Street south of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

KEY DIRECTIONS

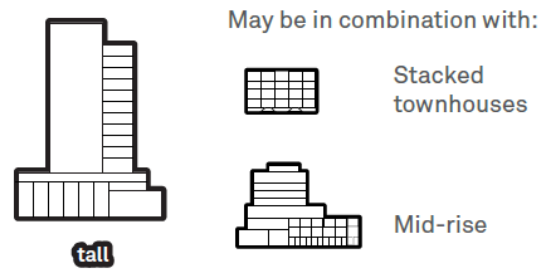
- Establish a maximum building height of 19 storeys.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.

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

**BURLINGTON GO MOBILITY HUB
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PROPOSED BUILDING TYPES



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BURLINGTON GO CENTRAL PRECINCT

INTENTION STATEMENT

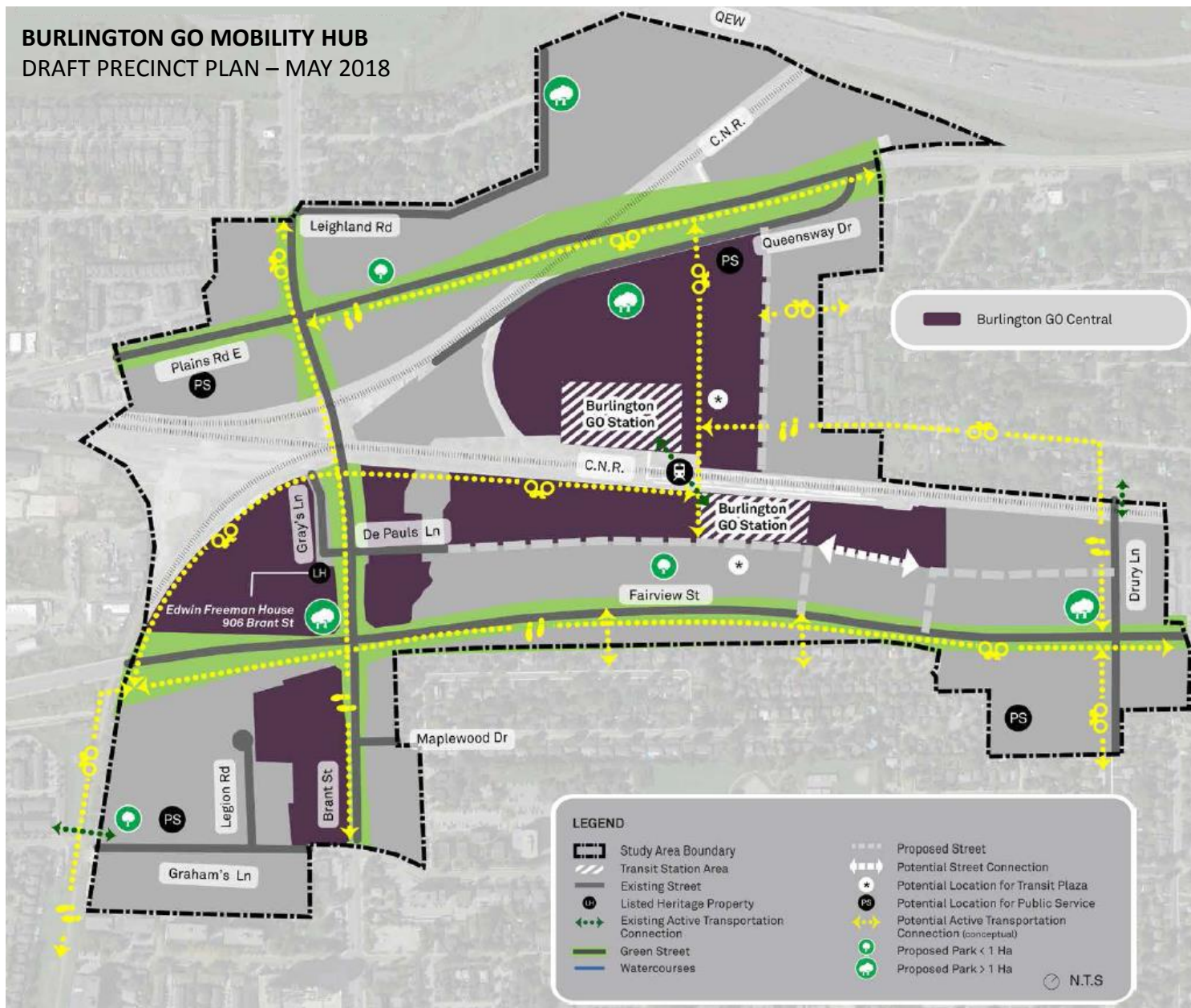
The **Burlington GO Central Precinct** will establish a height peak within the Mobility Hub in close proximity to the rail corridor and GO station and establish a key linkage to the Downtown Urban Growth Centre. The precinct will accommodate the most significant concentration of residential, retail and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

KEY DIRECTIONS

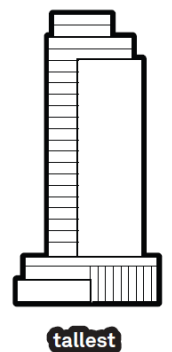
- Establish a maximum building height of 30 storeys, where appropriate and compatible.
- Require developments to achieve a high standard of architectural and urban design excellence to create a distinct and identifiable landmark area within each hub.
- Provide developments which will support strong active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

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

BURLINGTON GO MOBILITY HUB
DRAFT PRECINCT PLAN – MAY 2018



PROPOSED BUILDING TYPES



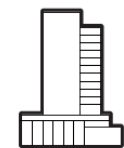
May be in combination with:



Stacked townhouses



Mid-rise



Tall

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URBAN EMPLOYMENT PRECINCT

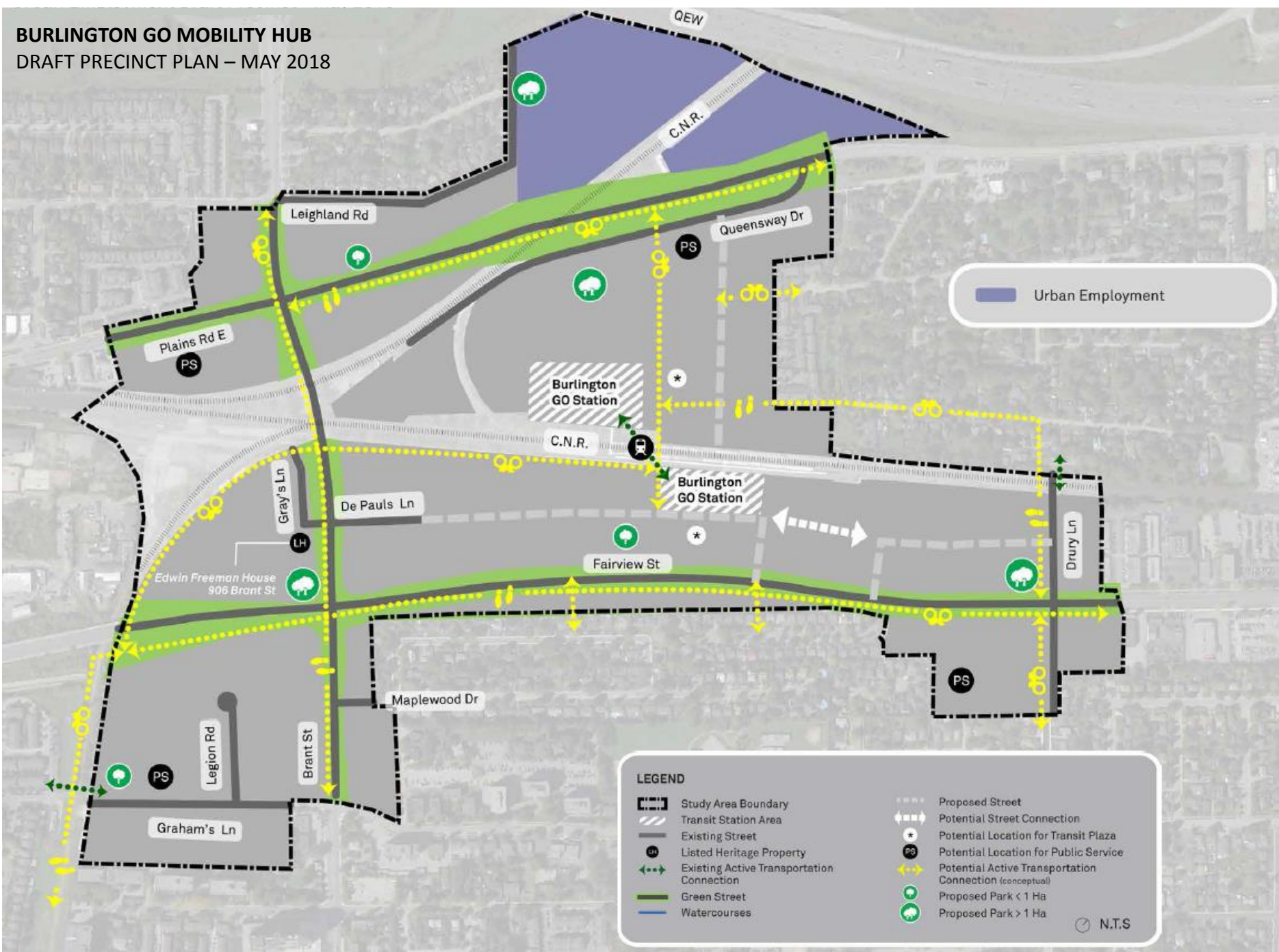
INTENTION STATEMENT

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

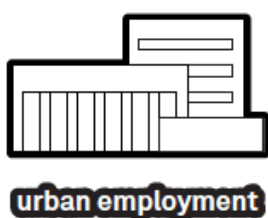
KEY DIRECTIONS

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

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PROPOSED BUILDING TYPES



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