

APPENDIX D2 of PB-65-18

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

INTRODUCTION

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

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

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

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

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

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

Draft Precinct Plan Feedback - May 2018

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

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

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

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

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

General Feedback

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

Parks and Open Space Precinct

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

Public Service Precinct

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

Mid-Rise Residential Precinct

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

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

Leighland Node Precinct

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

Fairview/Brant Frequent Transit Corridor Precinct

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

Burlington GO Central Precinct

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

Urban Employment Precinct

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