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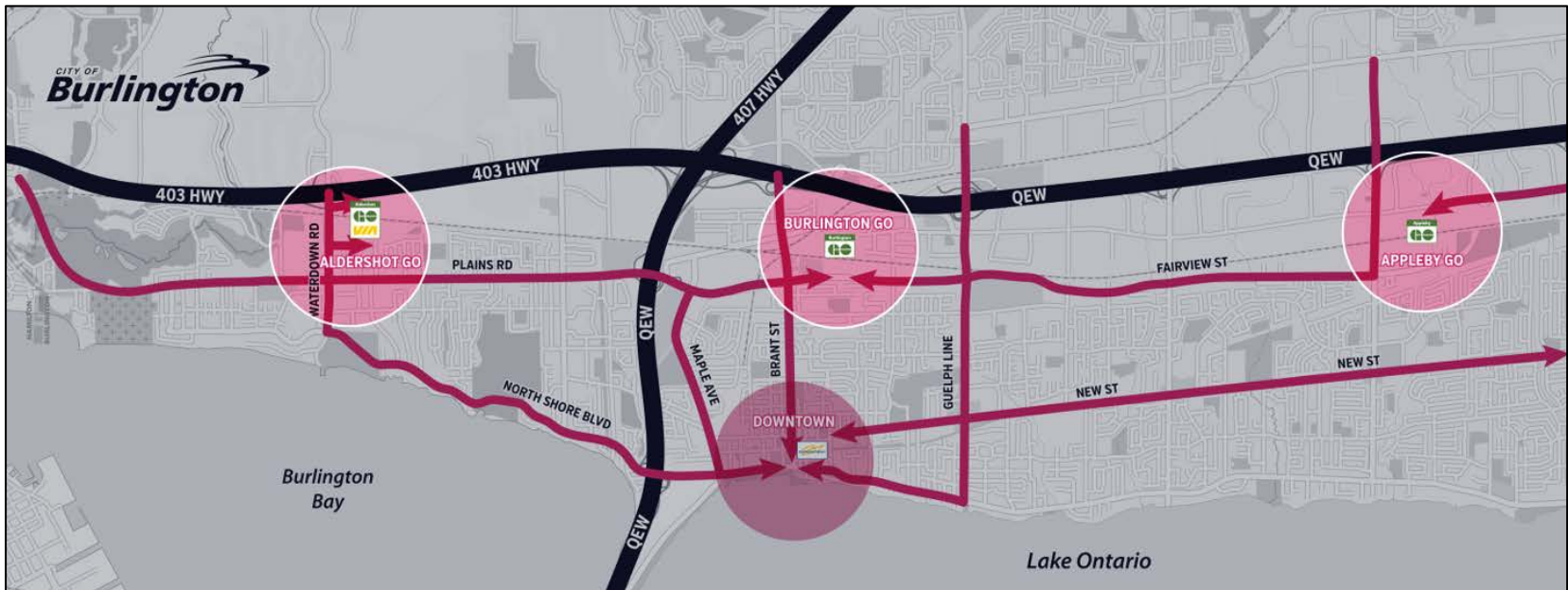
GO Station Mobility Hubs: Draft Precinct Plans

Committee of the Whole
July 12, 2018



Purpose of this Workshop

- Present Draft Precinct Plans for the 3 GO Station Mobility Hubs
- Continue the conversations that began with the public in May 2018
- Discuss precincts and their key policy directions
- Collect feedback to be used as a key input into the Area Specific Plans



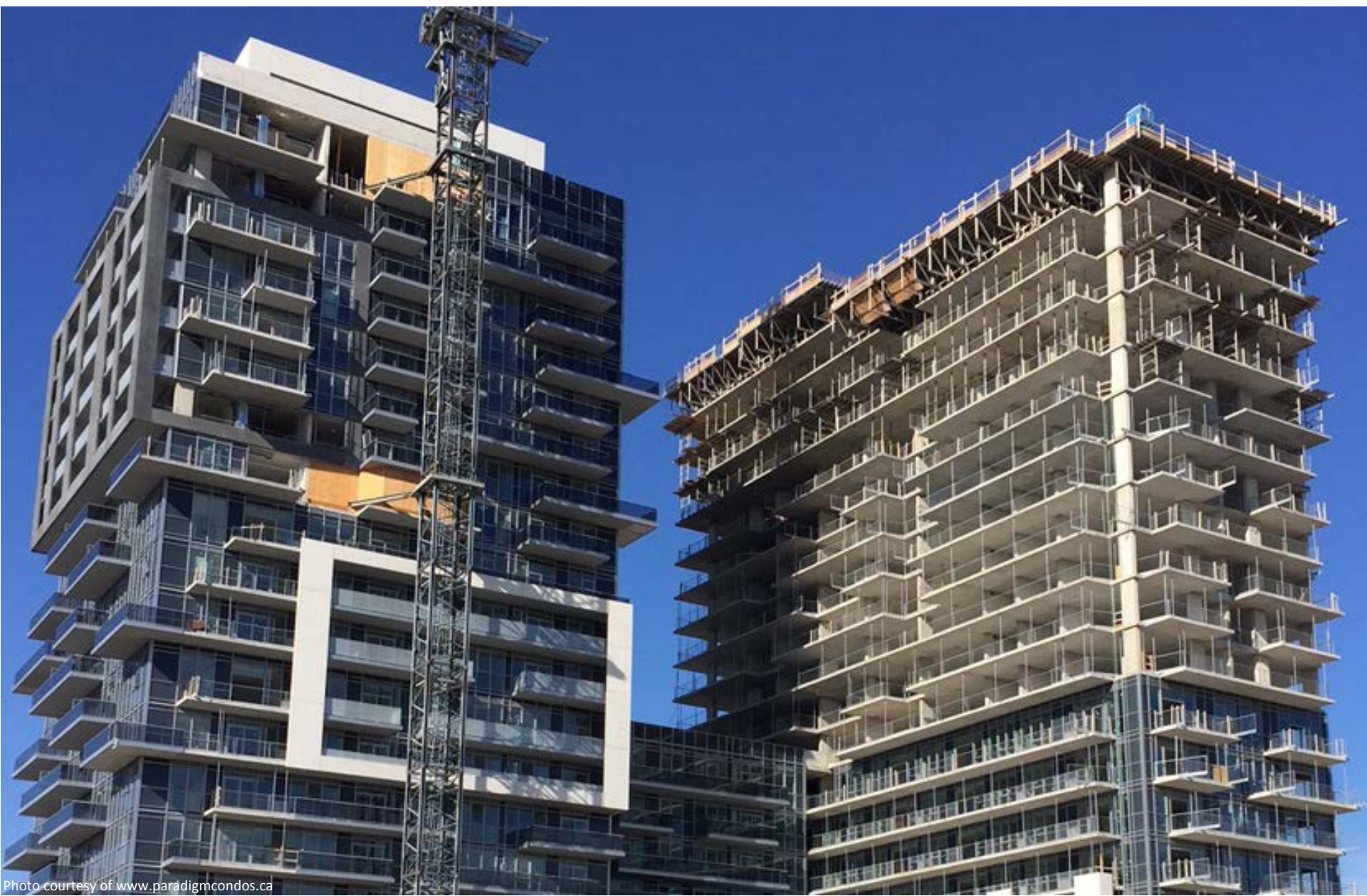


Photo courtesy of www.paradigmcondos.ca







BURLINGTON NEIGHBOURHOODS



Source: Google Image Search
(chistinawaskey.com)

BURLINGTON NEIGHBOURHOODS



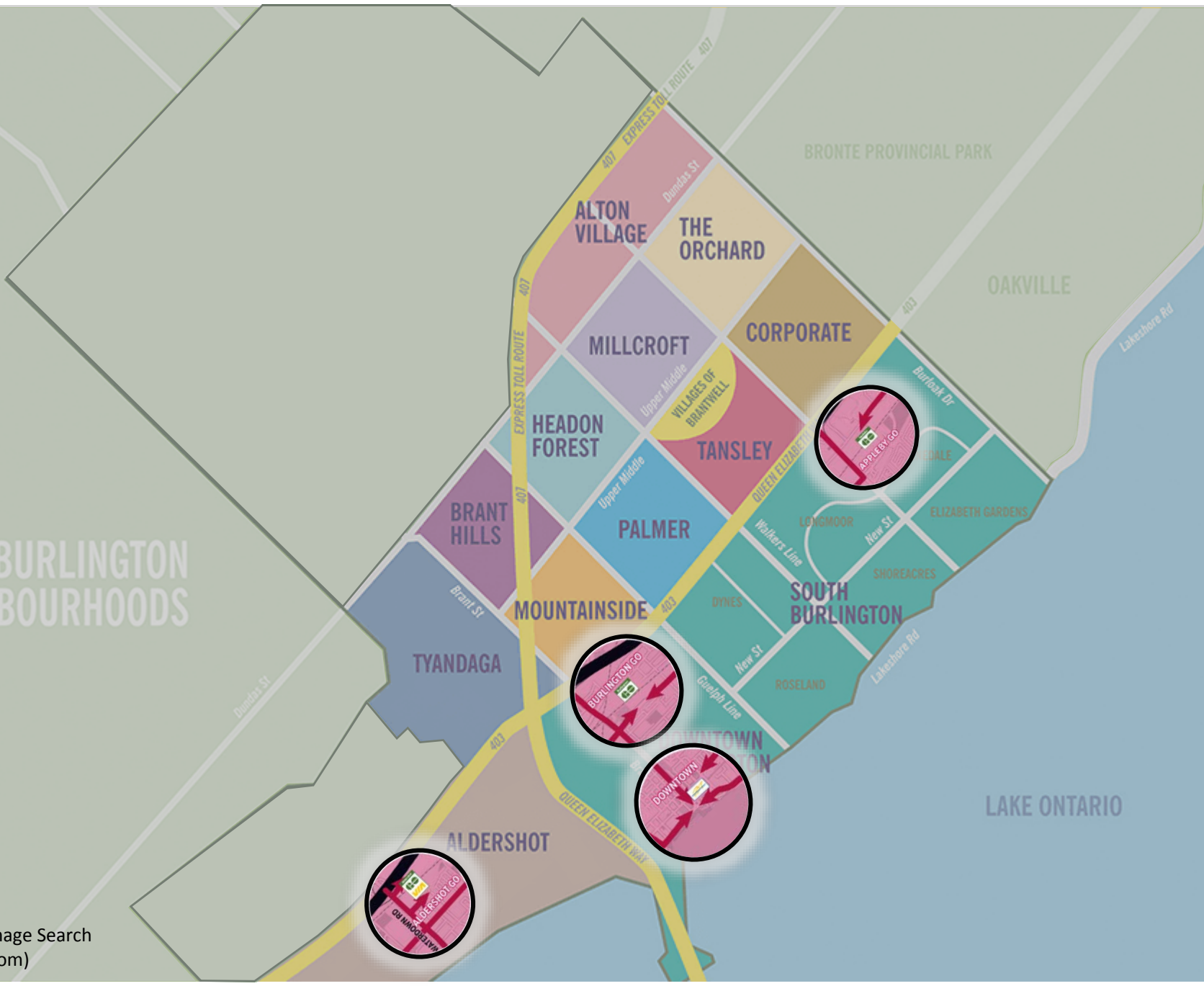
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BURLINGTON NEIGHBOURHOODS

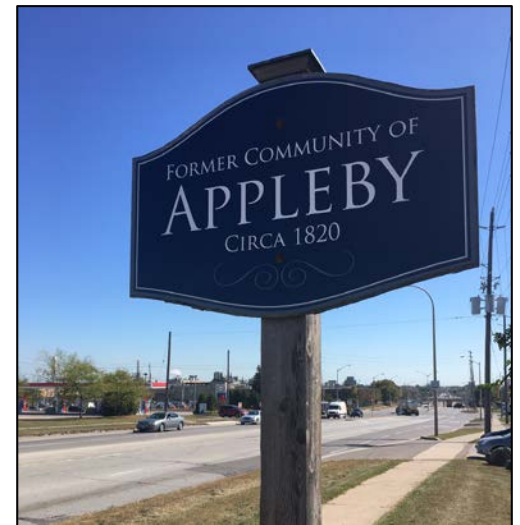
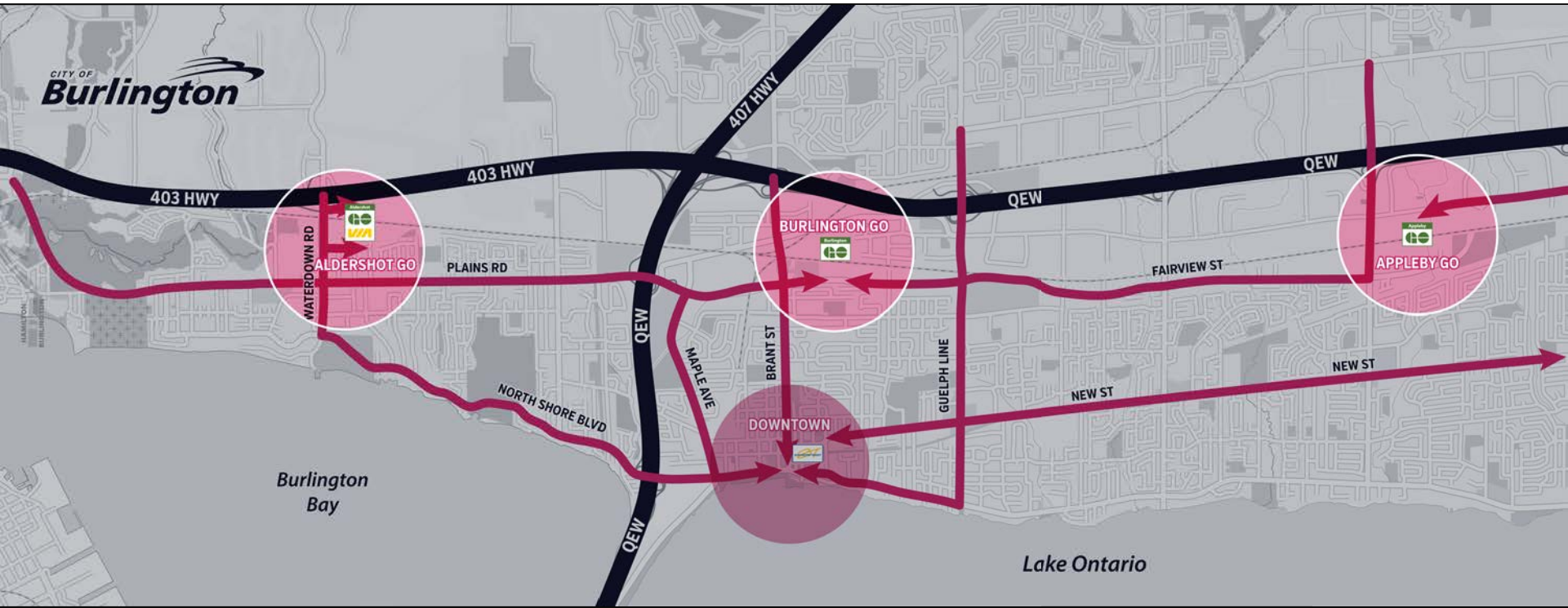


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BURLINGTON NEIGHBOURHOODS



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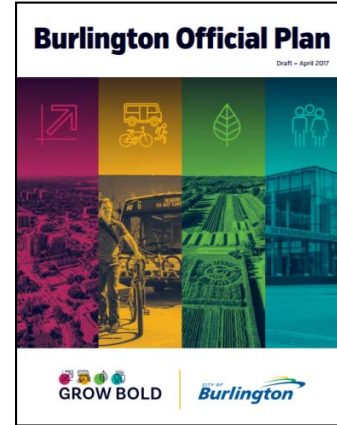
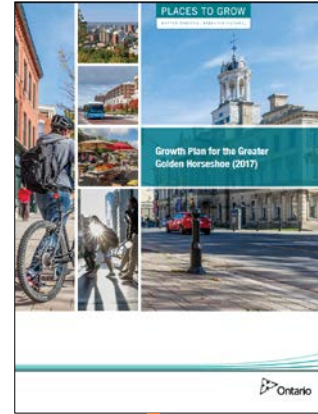
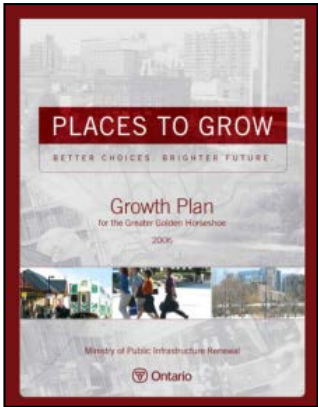


Burlington's Strategic Plan:

Key Strategic Direction for City



Key Planning Documents



2006

2008

2015

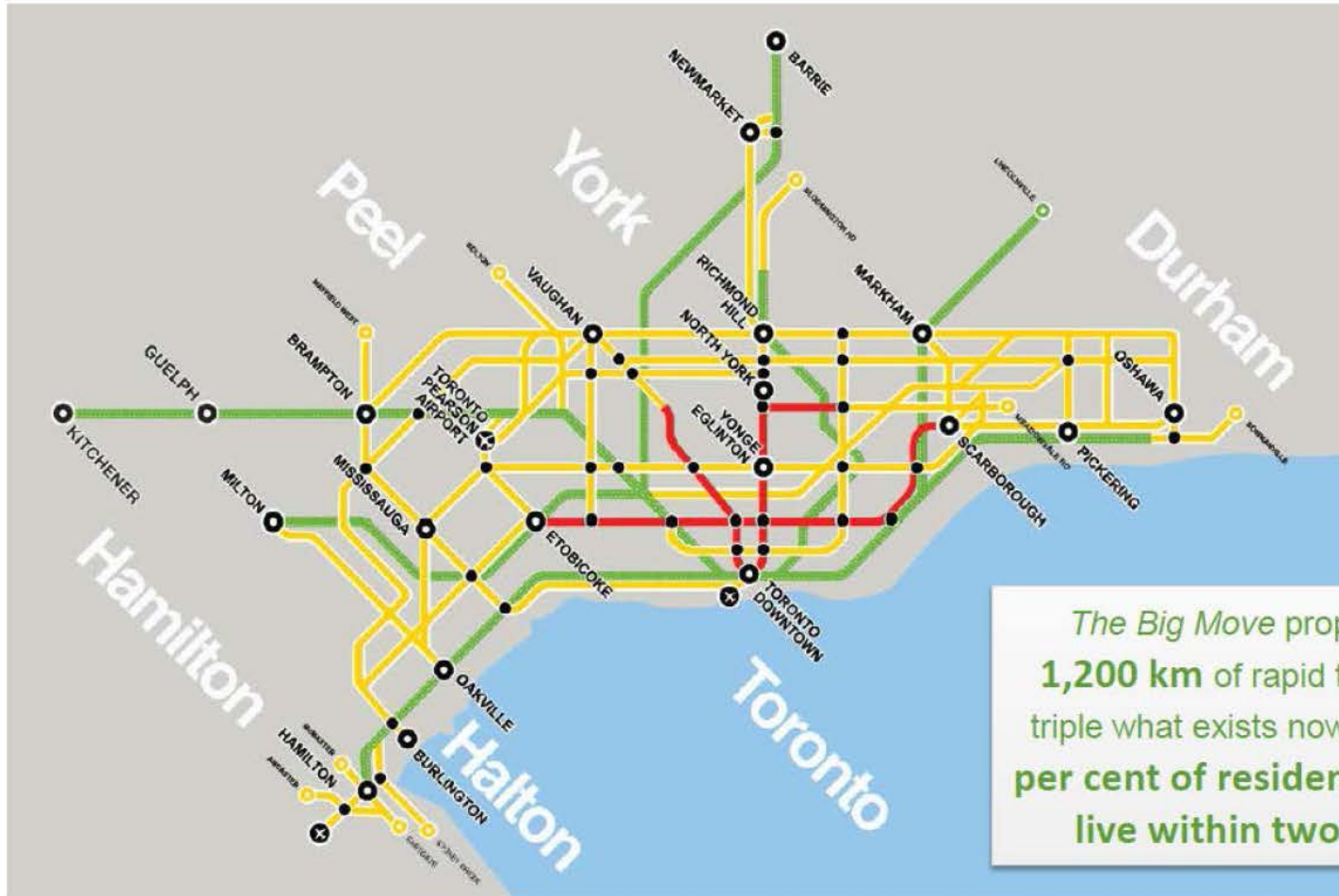
2017

2018





Metrolinx 2041 Regional Transportation Plan



The Big Move proposes to build **over 1,200 km** of rapid transit — more than triple what exists now — so that over **80 per cent of residents** in the region will live within two km of rapid transit

MTSA vs. Mobility Hub

“Major Transit Station Areas”
(MTSA)



City, Region, Provincial
Land Use Planning
Purposes



- Aldershot GO
- Burlington GO
- Appleby GO
- Downtown

“Mobility Hub”
(MH)



Metrolinx Transit
Planning and
Investment Purposes



- Burlington GO
- Downtown

City-Identified
“Mobility Hubs” (MTSA/MH)



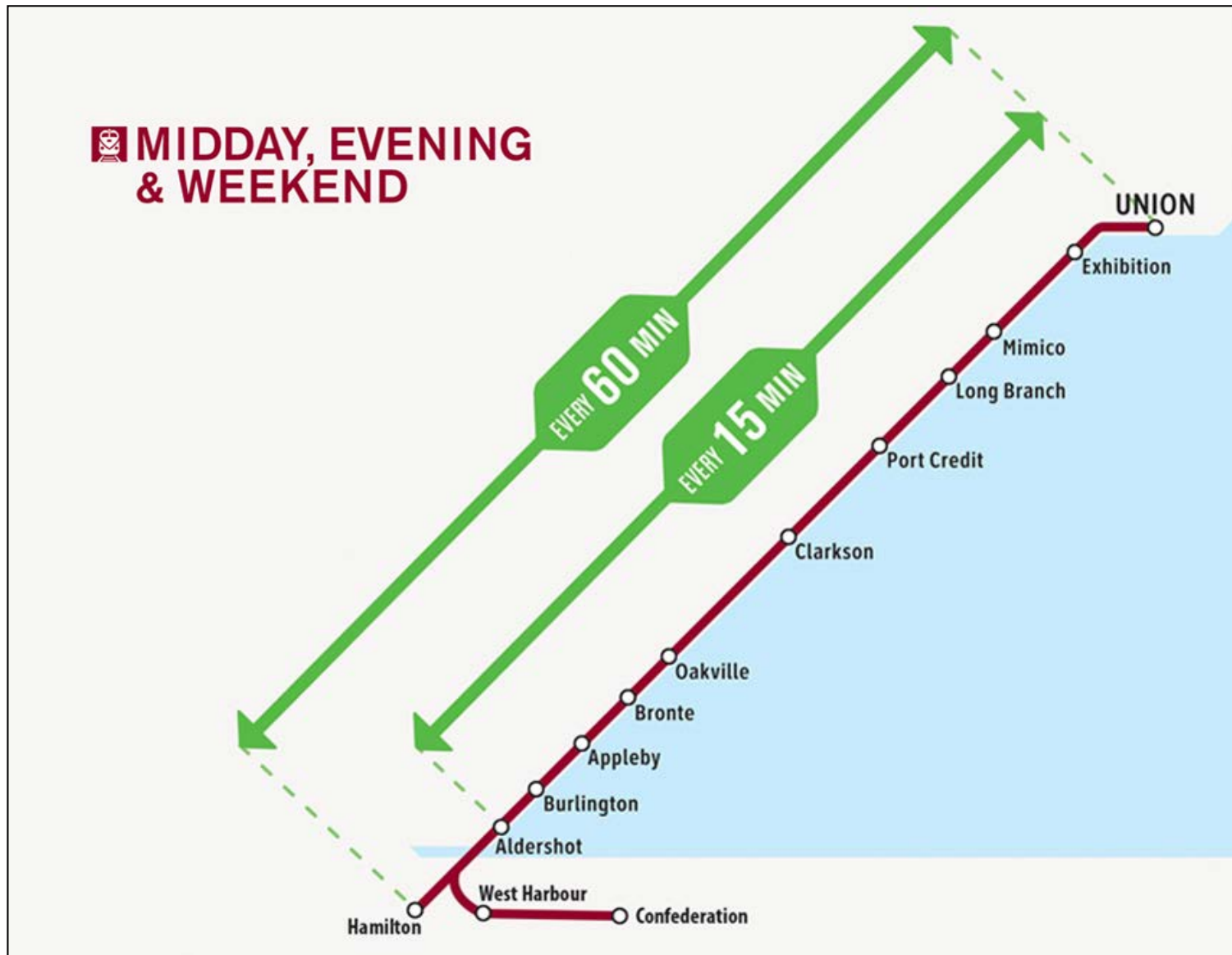
City Land Use Planning
and Investment
Purposes



- Aldershot GO
- Burlington GO
- Appleby GO
- Downtown

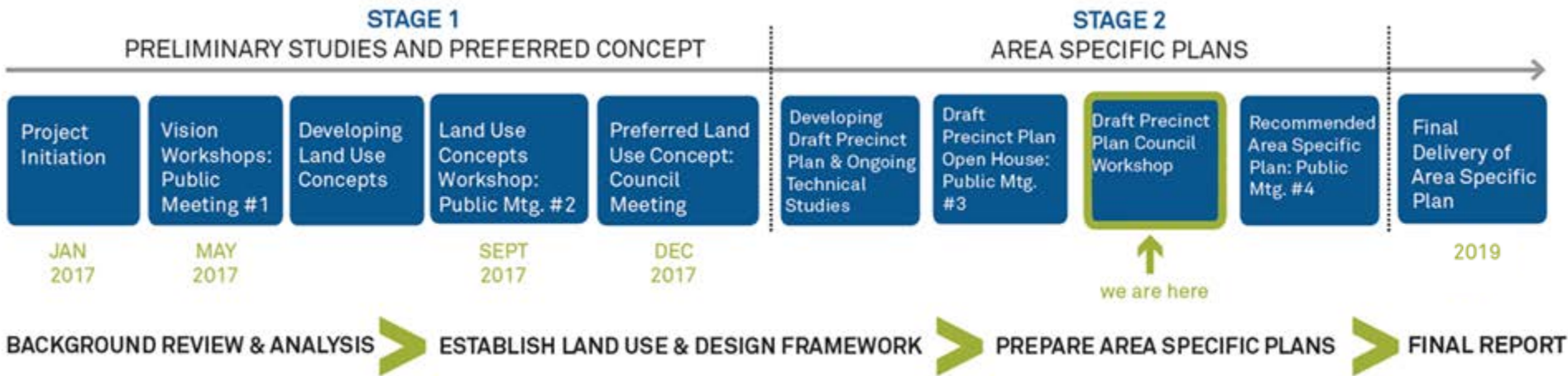


Regional Express Rail (RER)





Project Stages



Community Dialogue

All GO Station Hubs

- Open houses
- Newspaper ads
- Direct mailings
- Email blasts
- Project website
- Online workbook
- Tweets
- Facebook ads
- Burlington Transit bus ads





Community and Council Dialogue

Things to Keep in Mind...

- The City is **NOT** expropriating land
- These are long term plans
- These plans are evolving
- Not all sites may be able to achieve the maximum building height
- These plans are not zoning





Objectives

Minimize Shadows



Near GO and
Transit Corridors



Height Transitions



Future Public
Service Facilities



Active Transportation
Connections



Variety of Housing



**Draft
Precinct
Plans**

Existing and Future
Employment



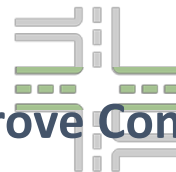
Heritage Cultural
Resources



Attract Retail and
Commercial Uses

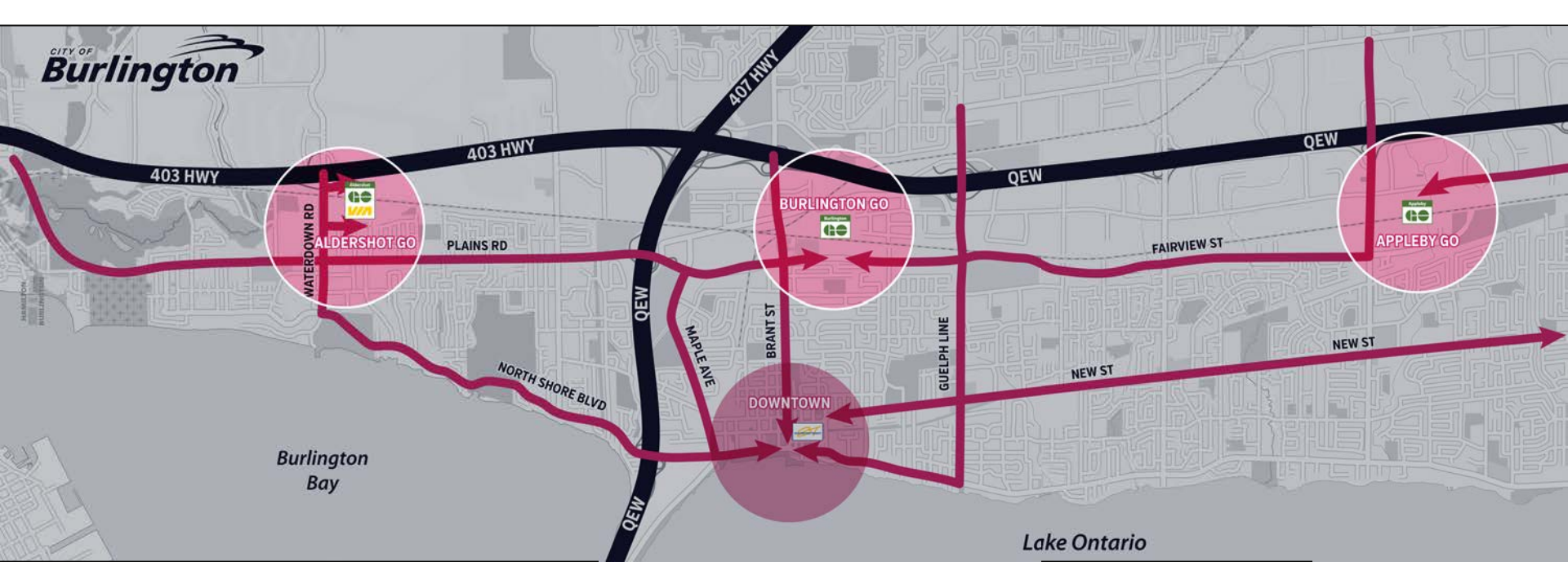


Improve Connectivity



New Parks &
Open Space



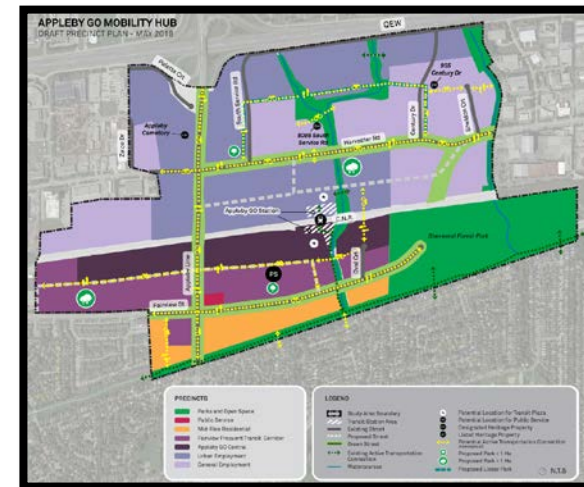
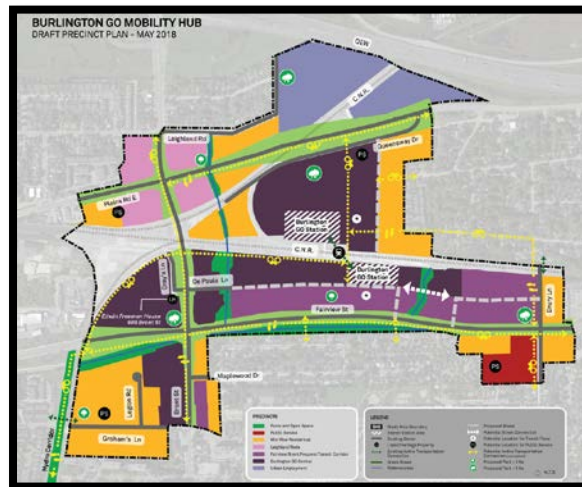
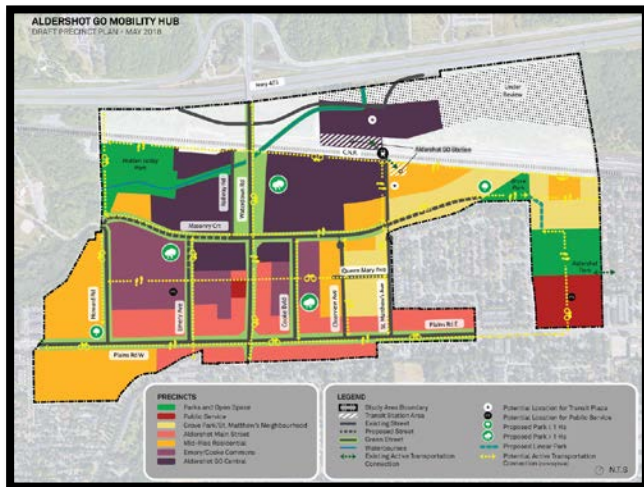


Draft Precinct Plans – May 2018

ALDERSHOT GO

BURLINGTON GO

APPLEBY GO



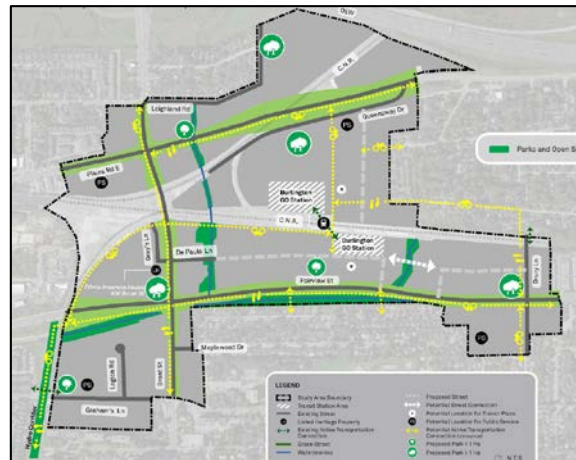
Parks and Open Space

- Create a parks and open space network to serve residents and employees
- Maintain and enhance public access to parks and open spaces

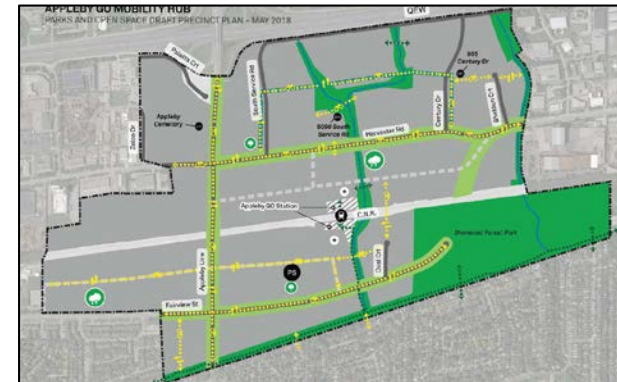
ALDRESHOT GO



BURLINGTON GO



APPLEBY GO



Public Service

- Accommodate current and future public services
- May accommodate public service uses wholly or as part of a public-private partnership

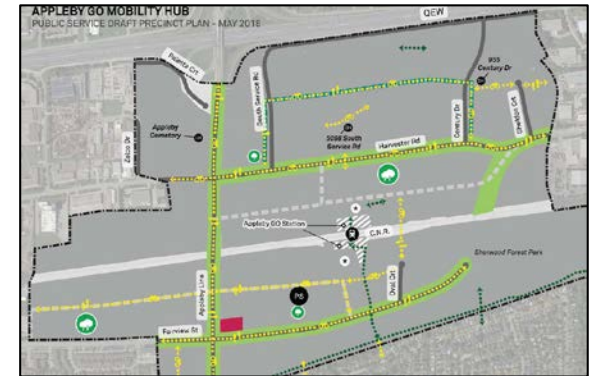
ALDRESHOT GO



BURLINGTON GO



APPLEBY GO



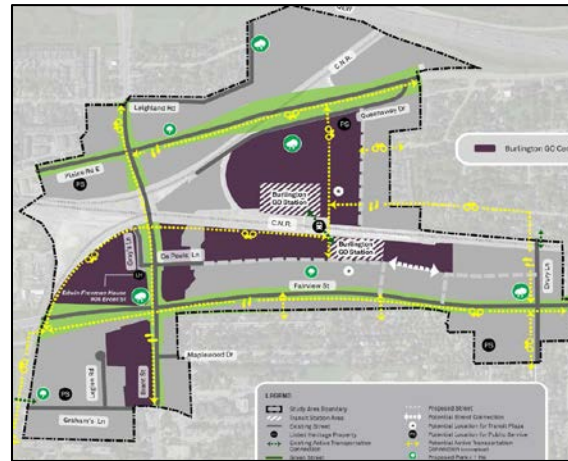
GO Central Precincts

- Establishes a height peak within the GO Station Mobility Hubs
- Most significant area for residential, retail and commercial
- Pre-eminent destination for office, affordable housing and urban format retail

ALDERSHOT GO



BURLINGTON GO



APPLEBY GO





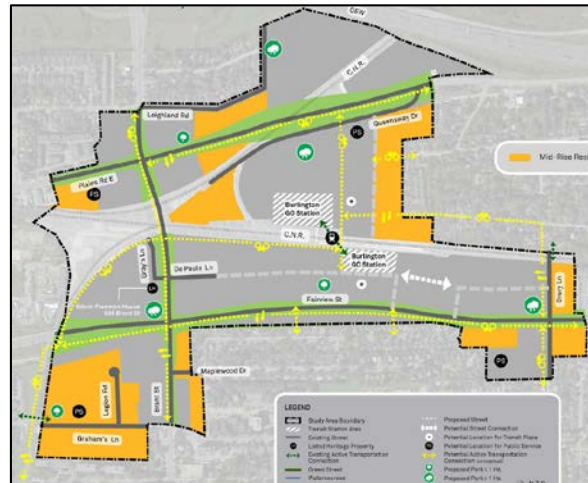
Mid-Rise Residential Precinct

- Support the development of compact urban residential communities low and/or mid-rise housing forms (“The Missing Middle”)
- Accommodate a wide range of demographics
- Transition to adjacent precincts and/or areas

ALDRERSHOT GO



BURLINGTON GO



APPLEBY GO



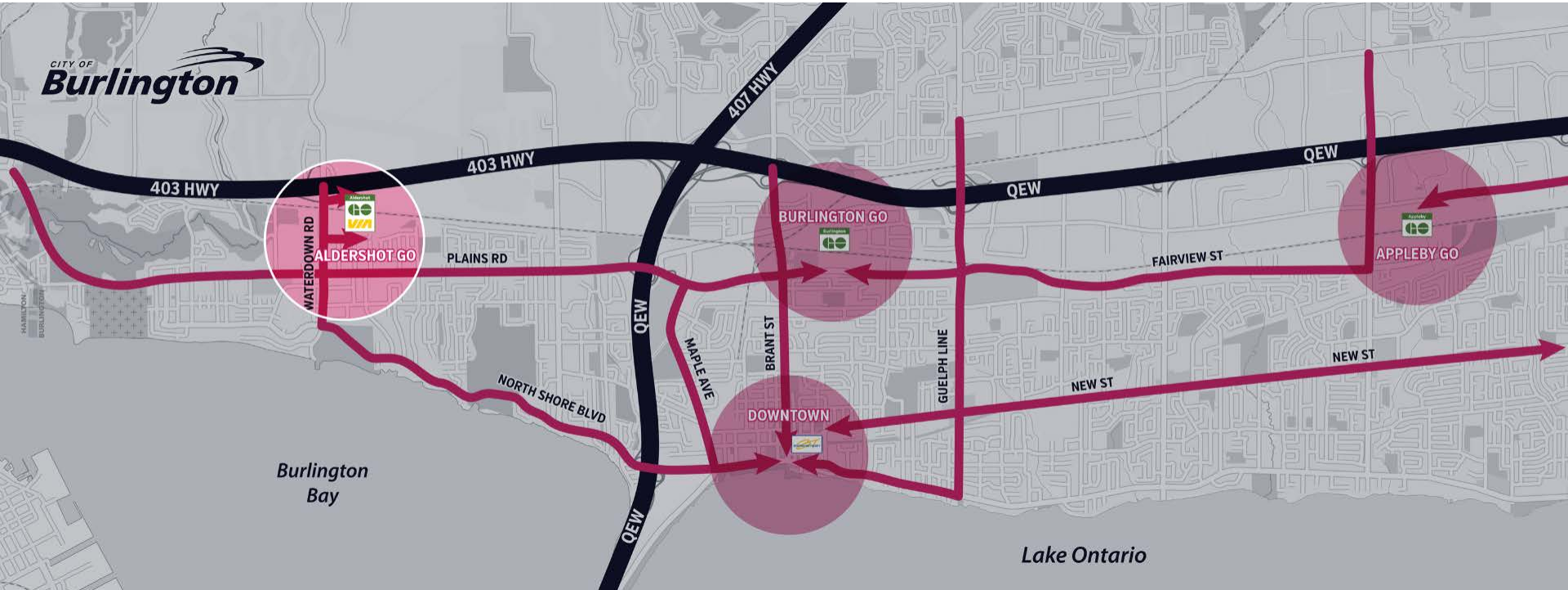


Things to Know about All Draft Precincts

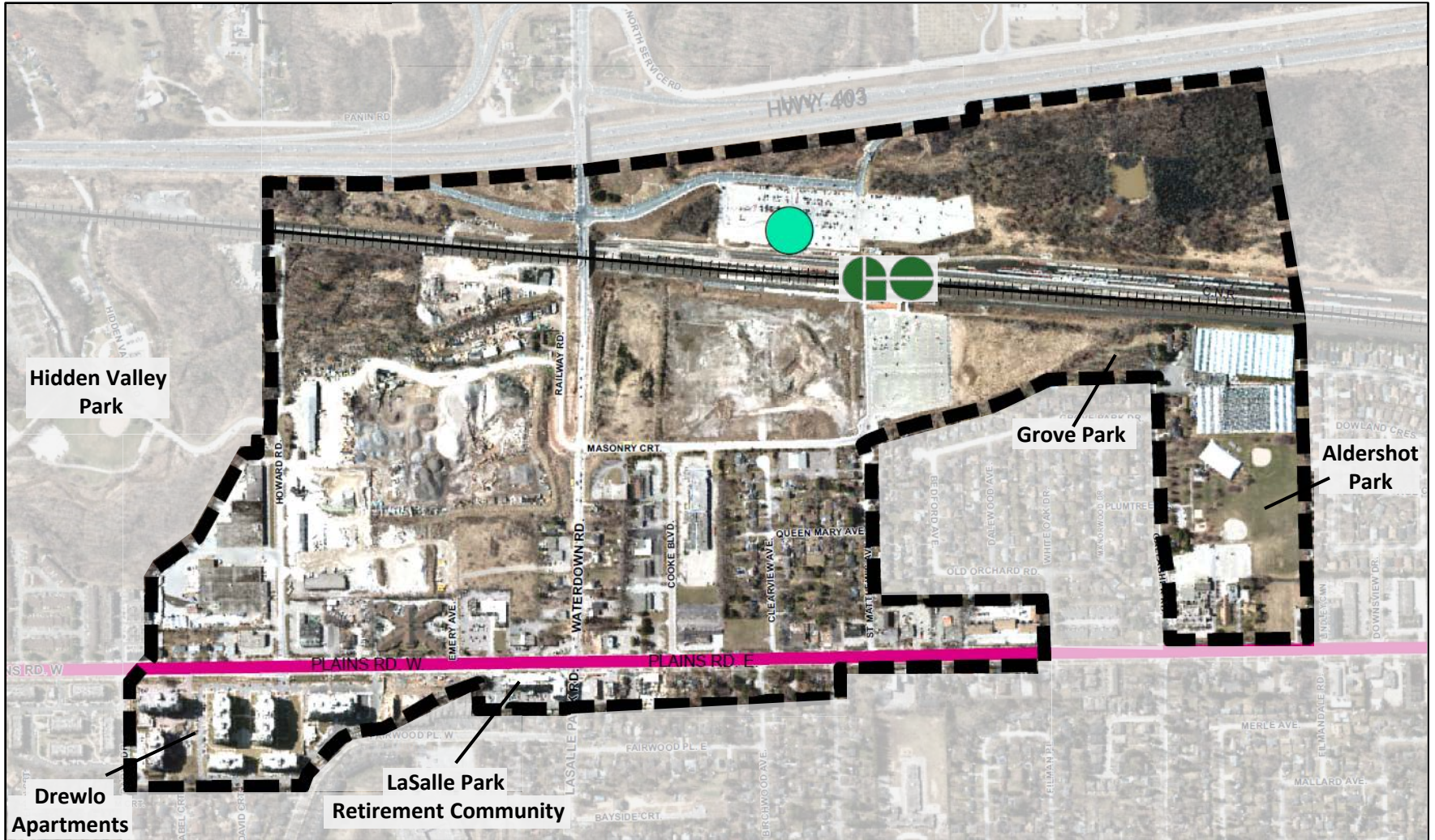
- Not all sites may be able to achieve maximum height/density
- Heights are maximums – inclusive of Community Benefits (Section 37)
- Transportation Demand Management (TDM) & traffic mitigation measures to be incorporated into all developments
- High degree of public realm and building design required
- Full suite of Technical Studies on-going



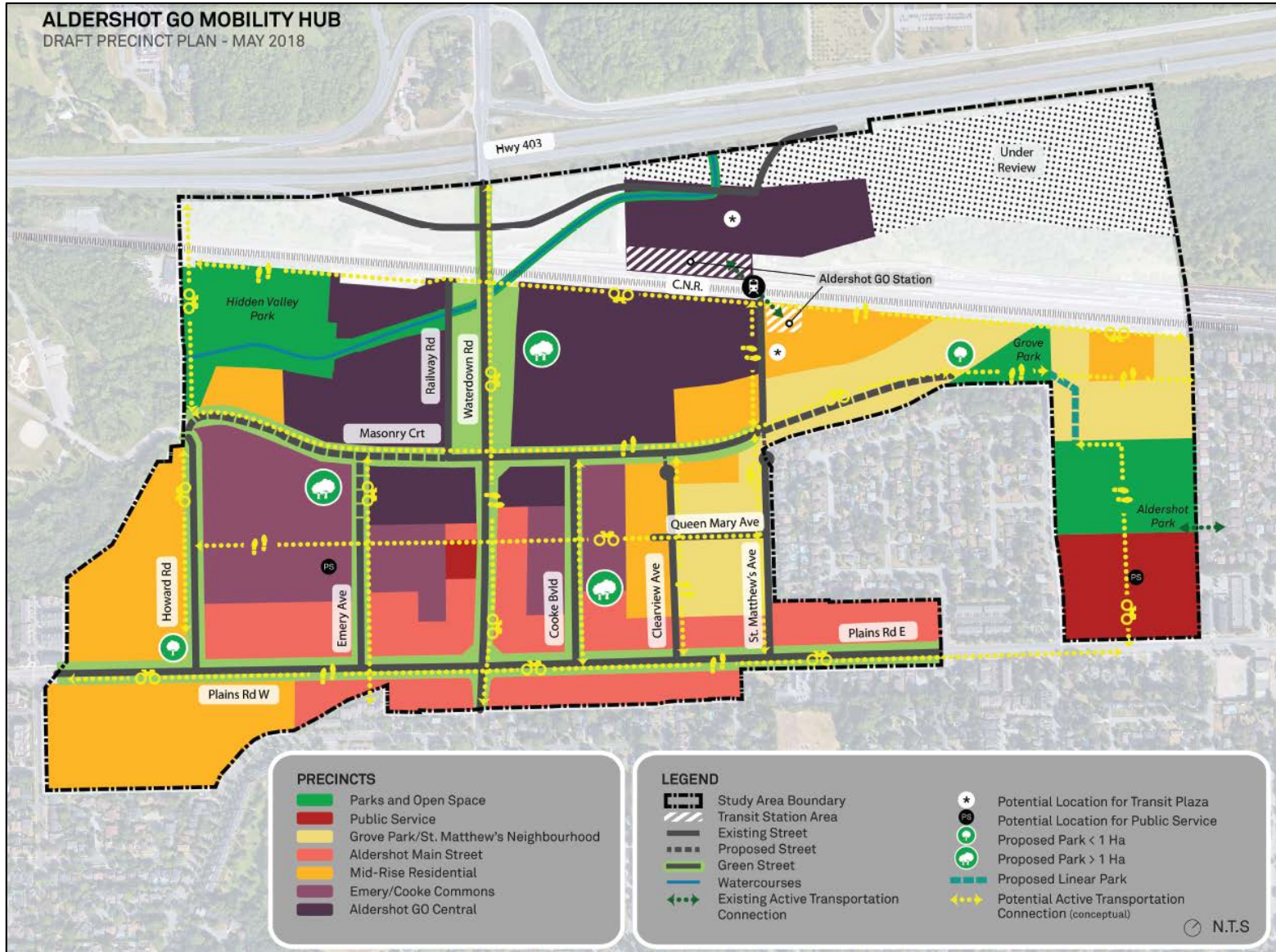
ALDERSHOT GO MOBILITY HUB



Aldershot GO Mobility Hub Area



Aldershot GO Mobility Hub





Parks and Open Space Precinct

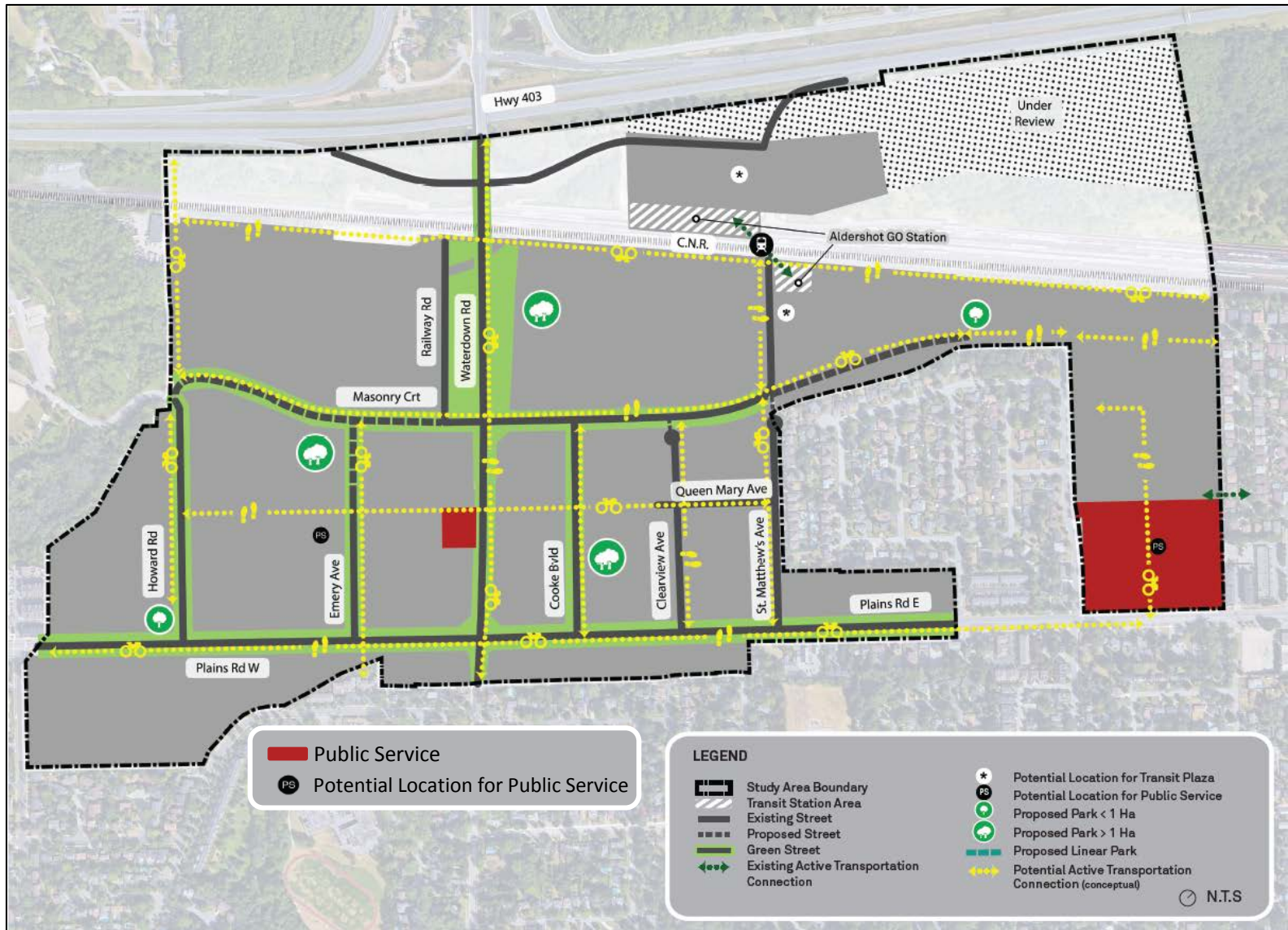




Parks and Open Space Precinct



Public Service Precinct



Public Service Precinct

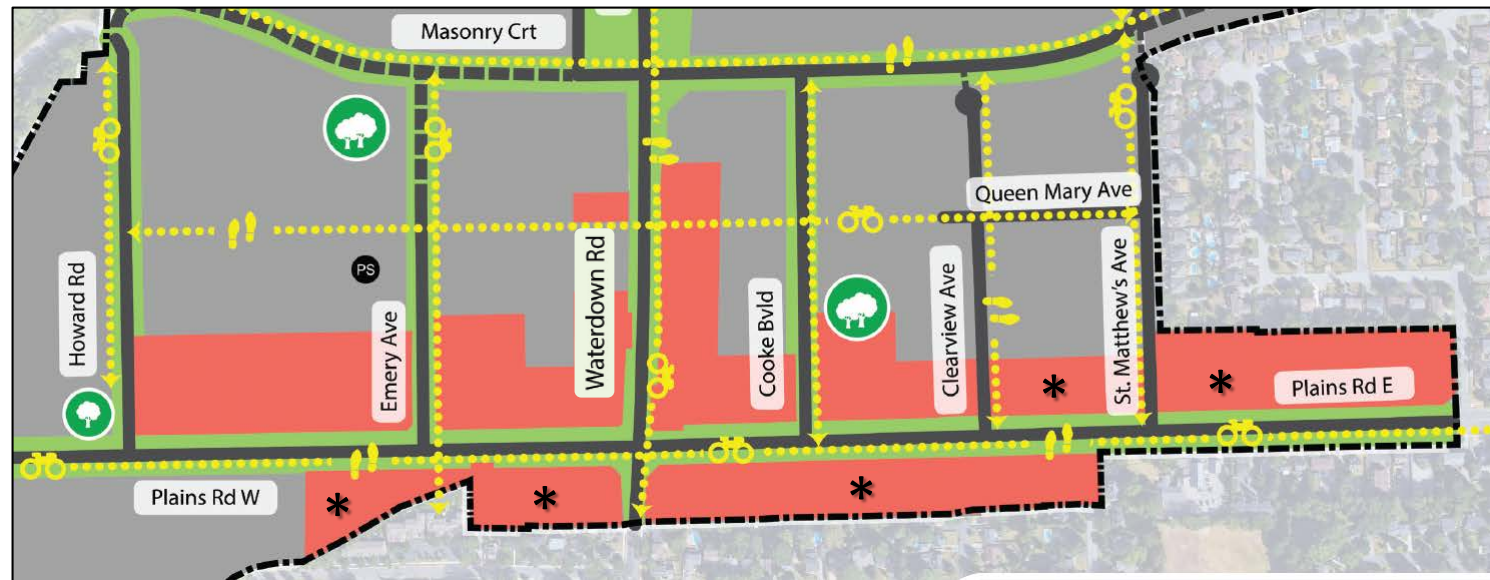




Aldershot Main Street Precinct

INTENTION STATEMENT

- Advance the Plains Road Village Vision
- Establish a unique community destination
- Create a continuous retail frontage with a main-street pedestrian experience



* Area of lower height maximum



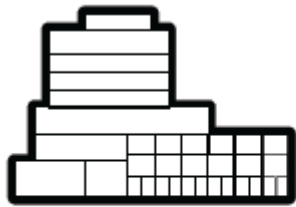


Aldershot Main Street Precinct

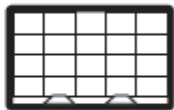
KEY DIRECTIONS

- Mid-rise form (5-11 storeys) with continuous building frontage
- Establish a minimum floor height for ground floor
- Require podium elements to enhance public realm and pedestrian environment
- Minimum of two uses

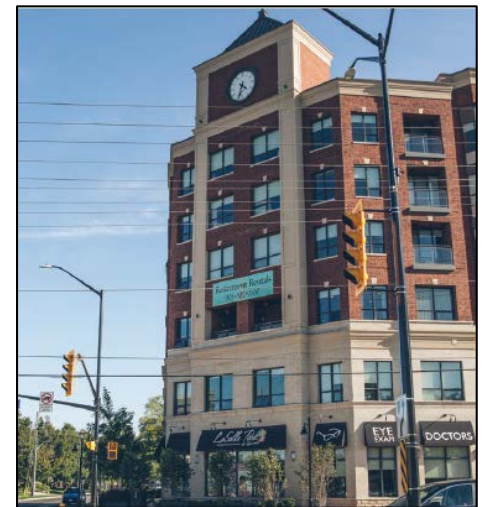
MID



mid



stacked townhouses





Grove Park/St. Matthew's Neighbourhood Precinct

INTENTION STATEMENT

- Maintain low-rise residential and neighbourhood character
- Provide an effective and compatible transition to established neighbourhoods
- New and/or enhanced multi-modal connections
- Consistent with existing and adopted Official Plan permissions





Grove Park/St. Matthew's Neighbourhood Precinct

KEY DIRECTIONS

- Provide for street-oriented townhouses
- Enhance existing streets to provide permeability
- Require built form and design measures to achieve effective transitions and compatibility

LOW





Mid-Rise Residential Precinct

INTENTION STATEMENT

- Support the development of compact urban residential communities with a variety of low and/or mid-rise housing forms
- Accommodate a wide range of demographics
- Transition to adjacent precincts and/or areas

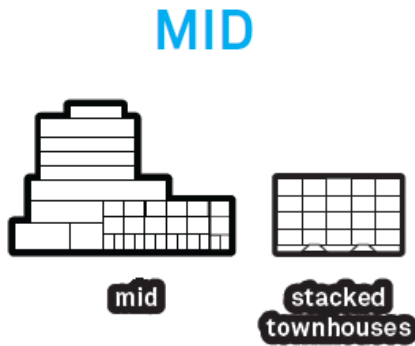




Mid-Rise Residential Precinct

KEY DIRECTIONS

- Maximum 11 storeys in a mid-rise or low-rise form (inclusive of community benefits)
- Opportunities for commercial activity at the street
- Provide for a range of unit types and sizes





Emery/Cooke Commons Precinct

INTENTION STATEMENT

- Concentration of residential, retail and commercial uses oriented around planned major public parks
- Ensure linkages to/from the frequent transit corridor
- Tall mixed-use buildings that will contribute to a people-oriented place





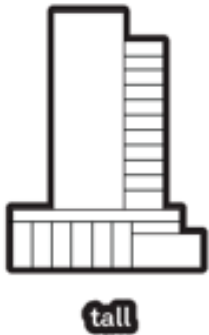
Emery/Cooke Commons Precinct

KEY DIRECTIONS

- Maximum 19 storeys (inclusive of community benefits)
- Required podium for pedestrian scaled environment
- Provide active transportation linkages to/from frequent transit corridor (Plains Rd. and Waterdown Rd.)
- Setbacks at street level for enhanced public realm
- Minimum of two uses

TALL

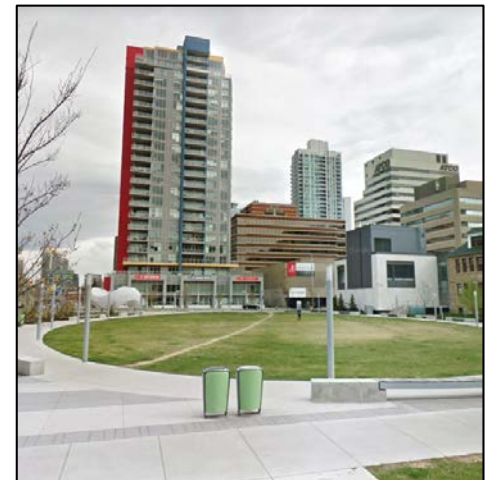
May be in combination with:



Stacked townhouses



Mid-rise





Aldershot GO Central Precinct

INTENTION STATEMENT

- Height peak in close proximity to the rail and GO Stations
- Most significant area for residential, retail and commercial
- Pre-eminent destination for office, affordable housing and urban format retail



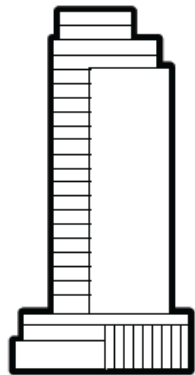
Aldershot GO Central Precinct

KEY DIRECTIONS

- Maximum 30 storeys (inclusive of community benefits)
- Require retail, office and/or other service commercial uses at street level
- Setbacks at street level to enhance public realm
- Incorporate significant employment function
- Minimum of two uses

TALL

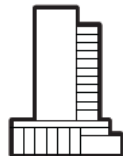
May be in combination with:



Stacked townhouses



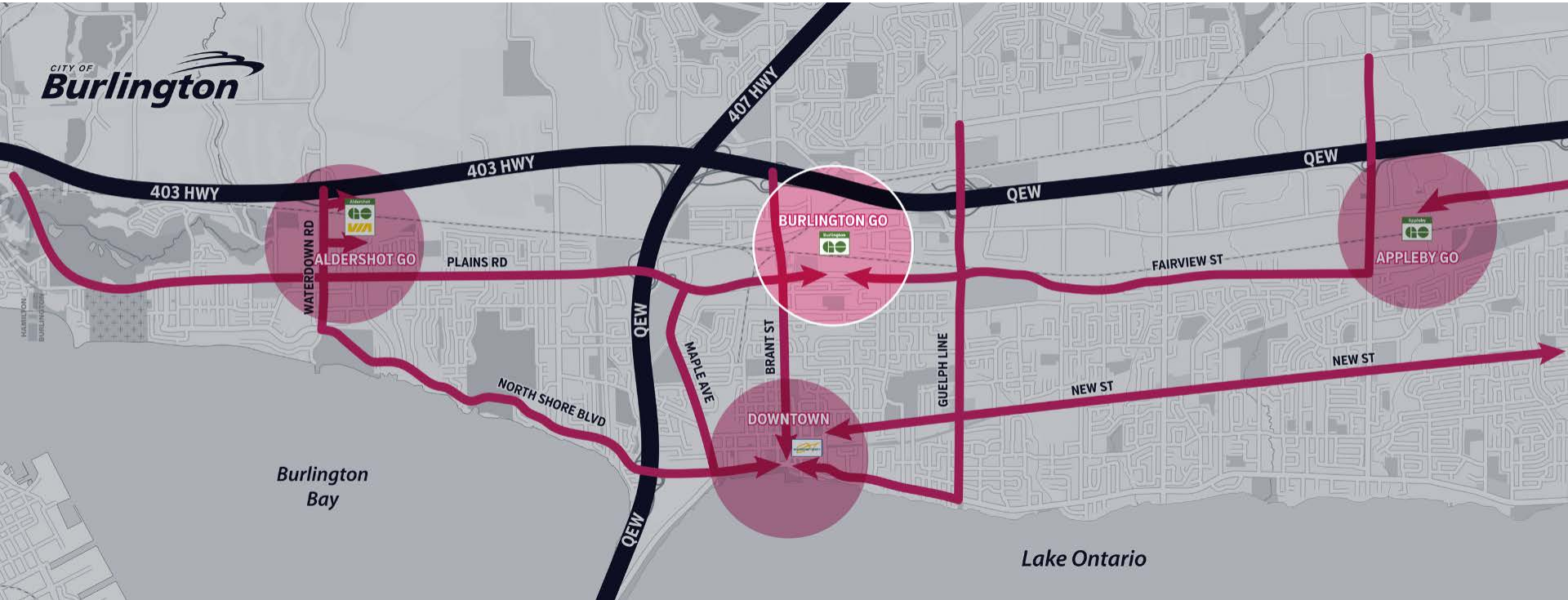
Mid-rise



Tall

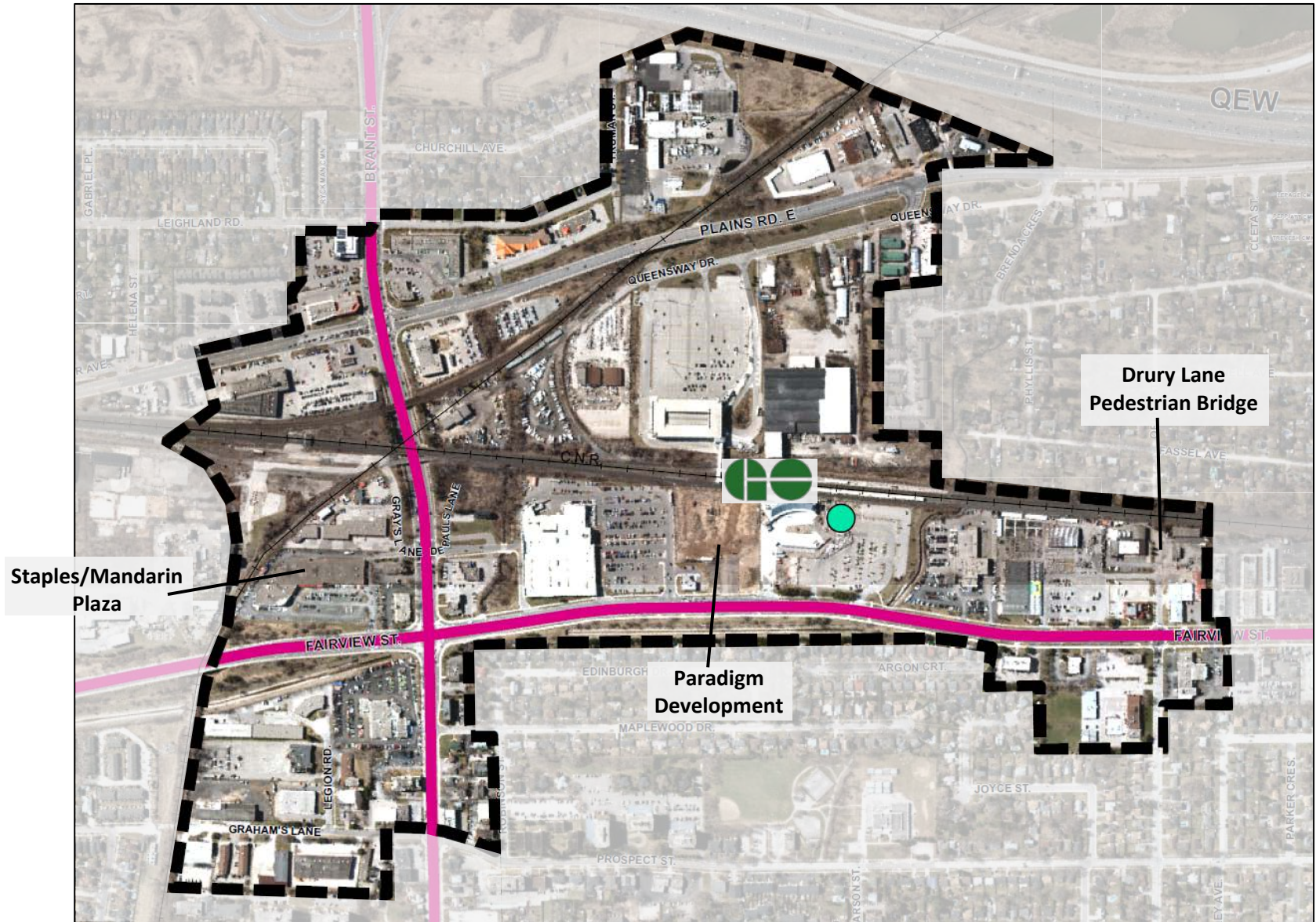


BURLINGTON GO MOBILITY HUB





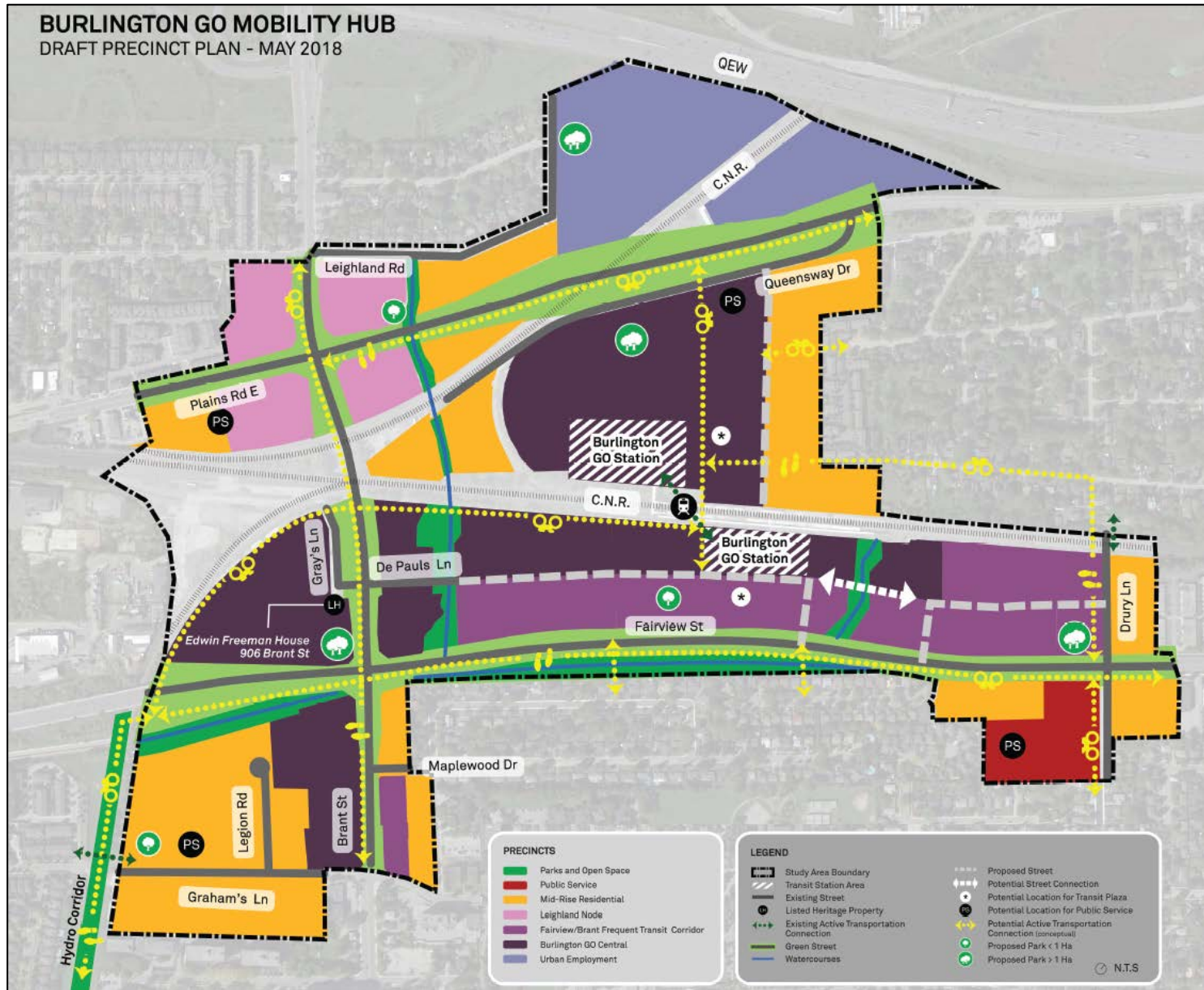
Burlington GO Mobility Hub Area





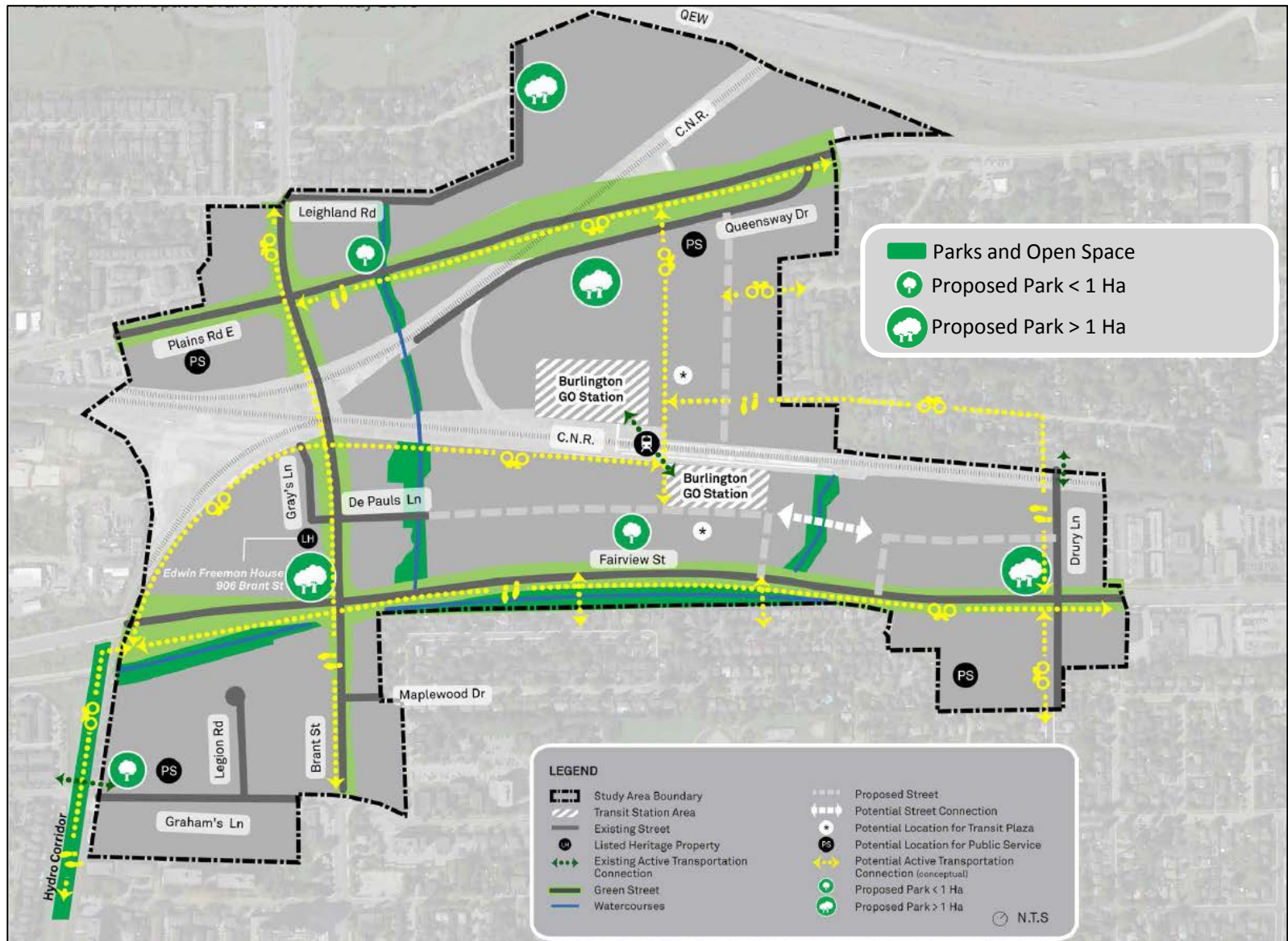
Burlington GO Mobility Hub

BURLINGTON GO MOBILITY HUB
DRAFT PRECINCT PLAN - MAY 2018



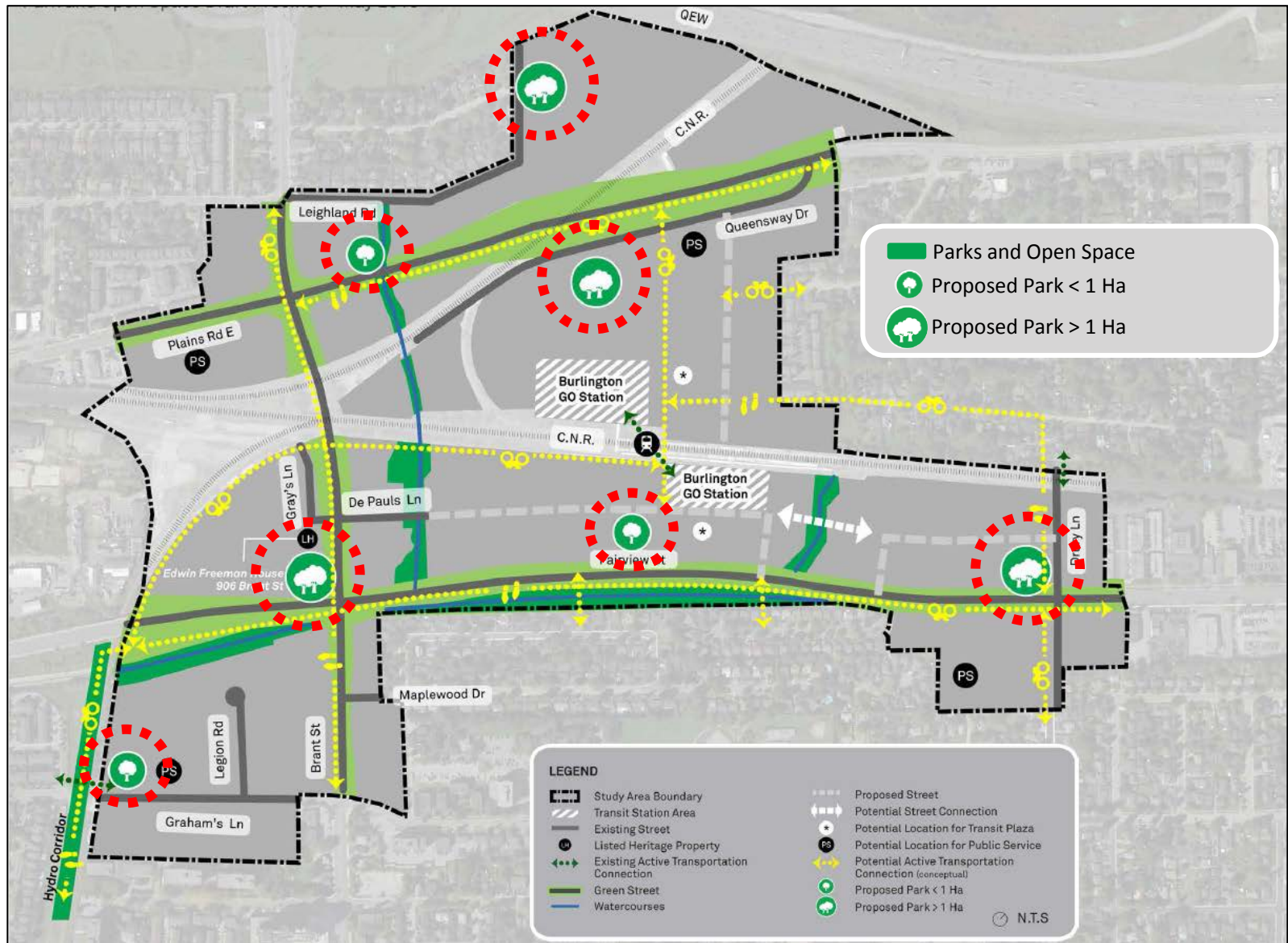


Parks and Open Space Precinct

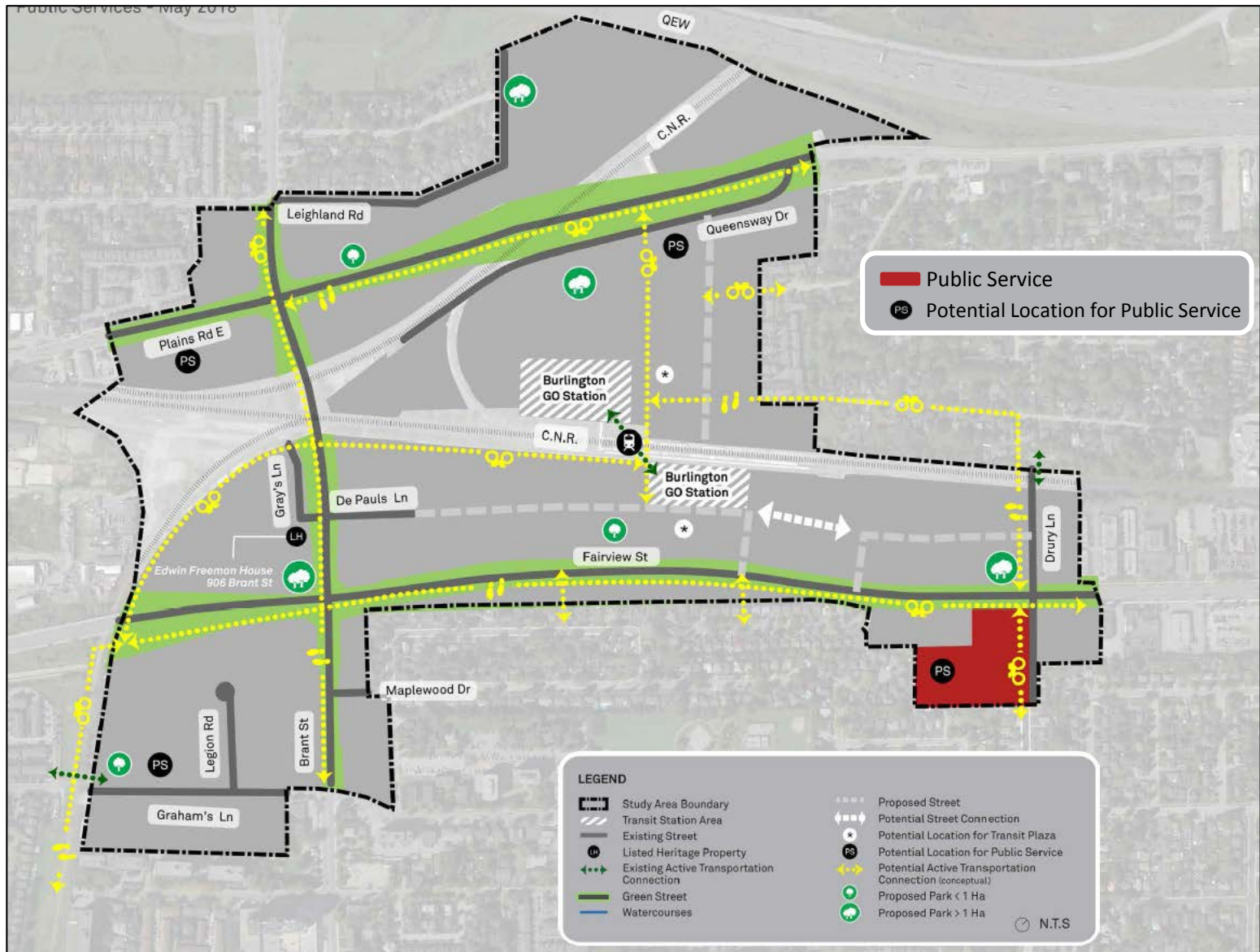




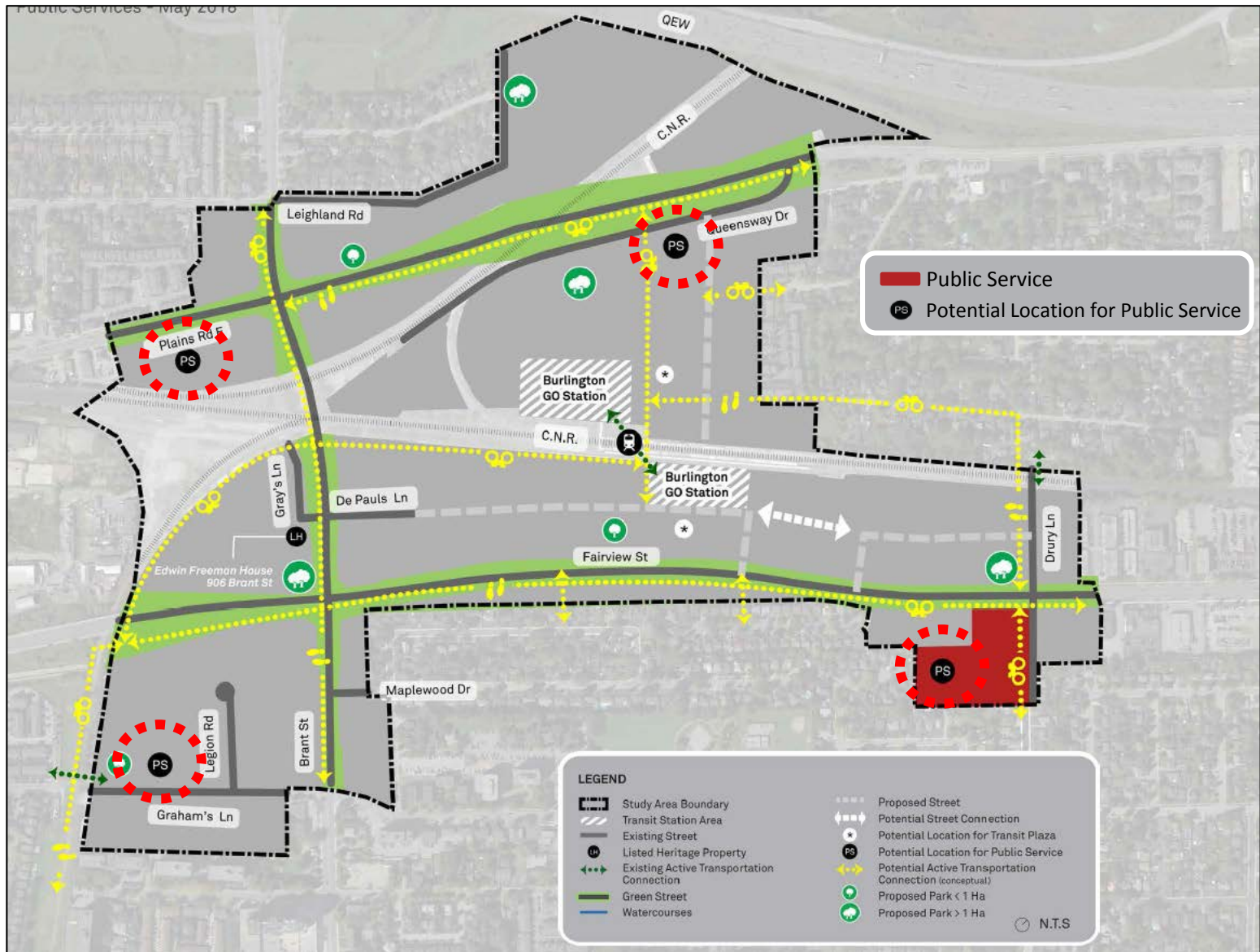
Parks and Open Space Precinct



Public Service Precinct



Public Service Precinct

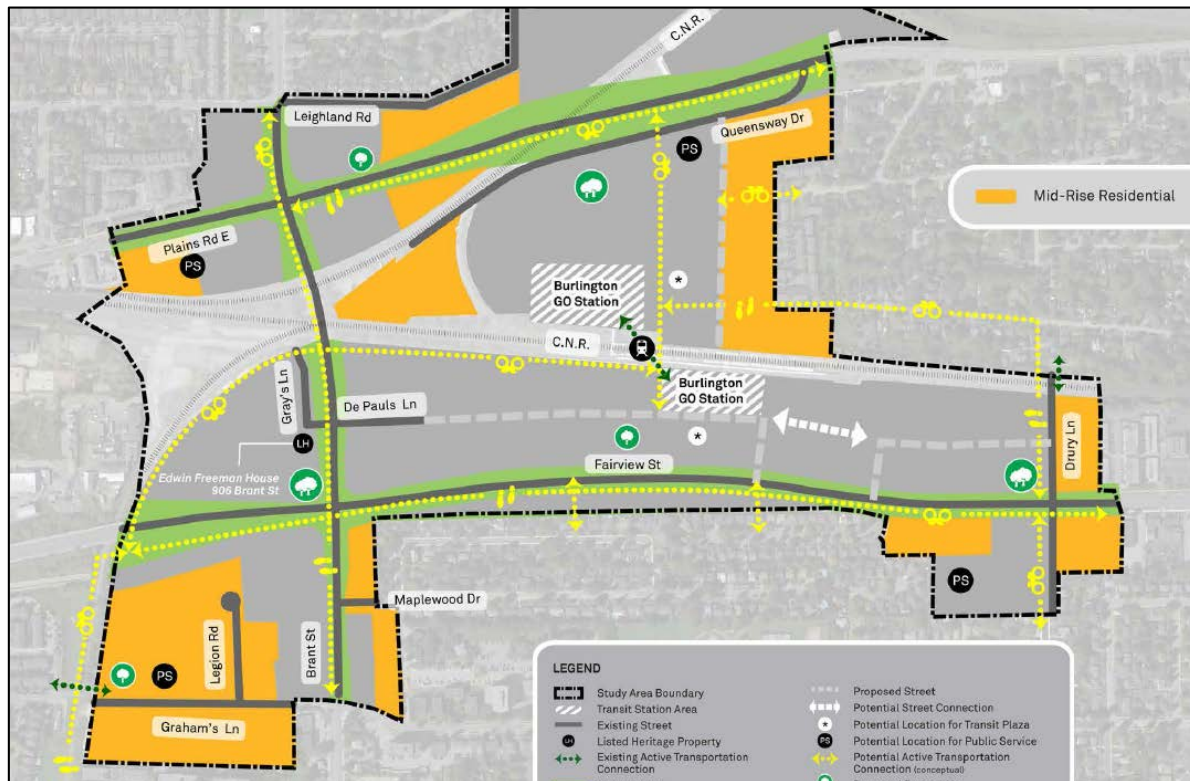




Mid-Rise Residential Precinct

INTENTION STATEMENT

- Support the development of compact urban residential communities with a variety of low and/or mid-rise housing forms
- Accommodate a wide range of demographics
- Transition to adjacent precincts and/or areas



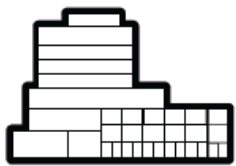


Mid-Rise Residential Precinct

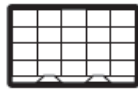
KEY DIRECTIONS

- Maximum 11 storeys in a mid-rise or low-rise form (inclusive of community benefits)
- Opportunities for commercial activity at the street
- Provide for a range of unit types and sizes

MID



mid



stacked townhouses



Leighland Node Precinct

INTENTION STATEMENT

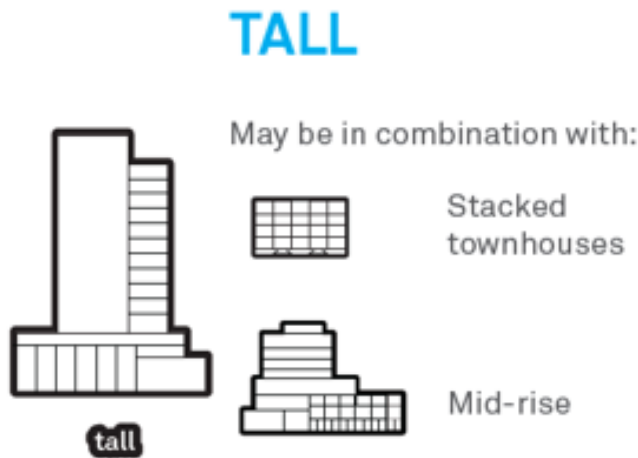
- Intersection-focused mixed-use node
- Serve retail and commercial service needs of adjacent residential area
- Tall mixed-use buildings that frame the intersection of Plains Rd. and Brant St. with high degree of compatibility with adjacent residential area



Leighland Node Precinct

KEY DIRECTIONS

- Maximum 19 storeys (inclusive of community benefits)
- Requirement for built form and design tools to achieve effective transition and high-degree of compatibility
- Required podium for pedestrian scaled environment
- Setbacks at street level to enhance public realm
- Minimum of two uses

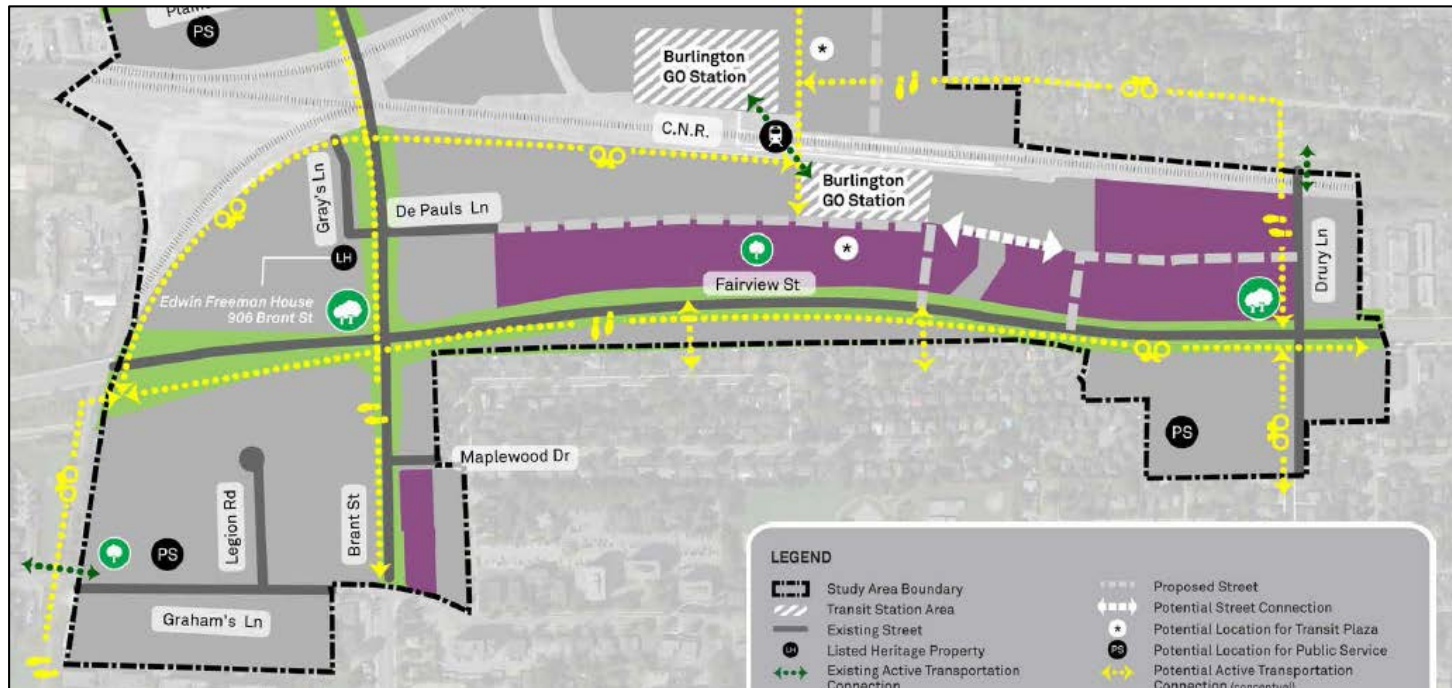




Fairview/Brant Frequent Transit Corridor Precinct

INTENTION STATEMENT

- Concentration of residential, retail and commercial uses oriented around planned major public parks
- Support the frequent transit corridor along Fairview St. and Brant St.
- Tall mixed-use buildings that will contribute to a people-oriented place





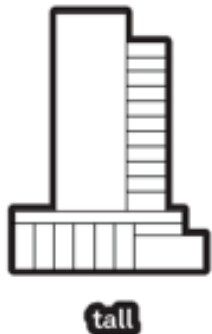
Fairview/Brant Frequent Transit Corridor Precinct

KEY DIRECTIONS

- Maximum 19 storeys (inclusive of community benefits)
- Required podium for pedestrian scaled environment
- Provide active transportation linkages to and from frequent transit corridors (Fairview St. and Brant St.)
- Setbacks at street level to enhance public realm
- Minimum of two uses

TALL

May be in combination with:



Stacked townhouses



Mid-rise





Burlington GO Central Precinct

INTENTION STATEMENT

- Height peak in close proximity to the rail and GO Station
- Key linkage to Burlington's Urban Growth Centre/Downtown Mobility Hub
- Most significant area for residential, retail and commercial
- Pre-eminent destination for office, affordable housing and urban format retail





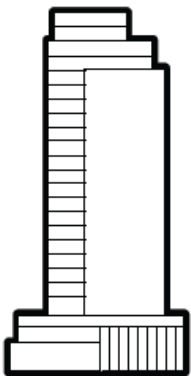
Burlington GO Central Precinct

KEY DIRECTIONS

- Maximum 30 storeys (inclusive of community benefits)
- Require retail, office and/or other service commercial uses at street level
- Setbacks at street level to allow for amenities to enhance public realm
- Incorporate significant employment function within mixed use developments
- Minimum of two uses

TALL

May be in combination with:



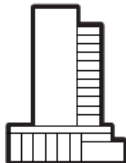
tallest



Stacked townhouses



Mid-rise



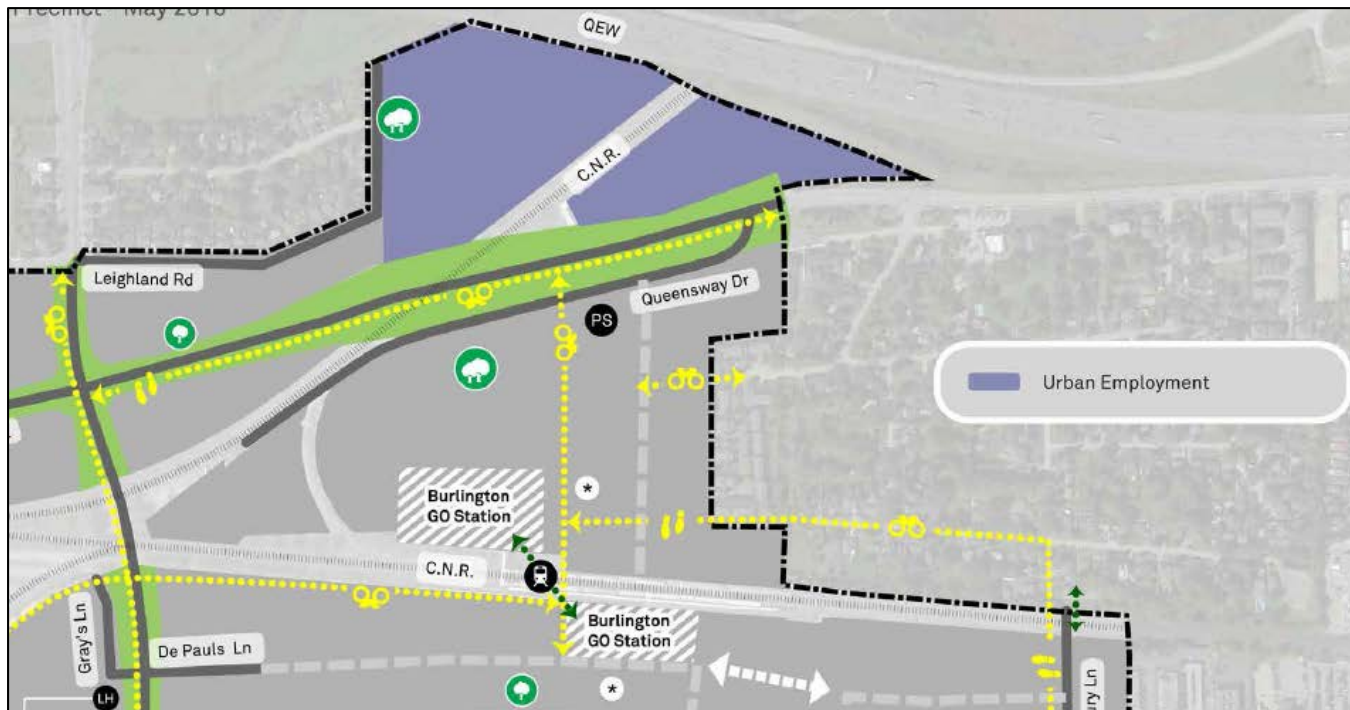
Tall



Urban Employment Precinct

INTENTION STATEMENT

- Provide opportunities for employment uses in a compact built form along major transportation corridors
- Prestige employment uses (i.e. offices, R&D, information technology, etc.)
- Retail and service commercial uses to serve employees



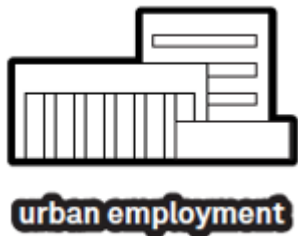


Urban Employment Precinct

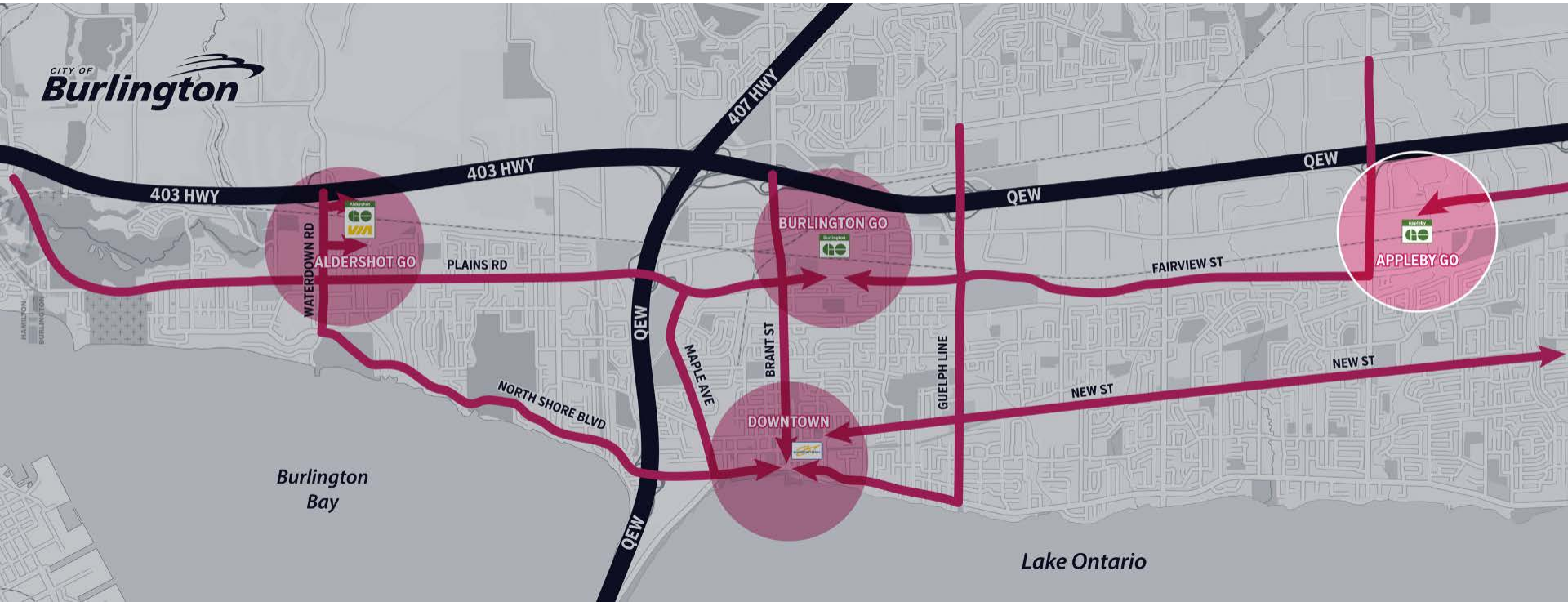
KEY DIRECTIONS

- Establish high design and development standards
- Permit opportunities for small scale retail/commercial at grade

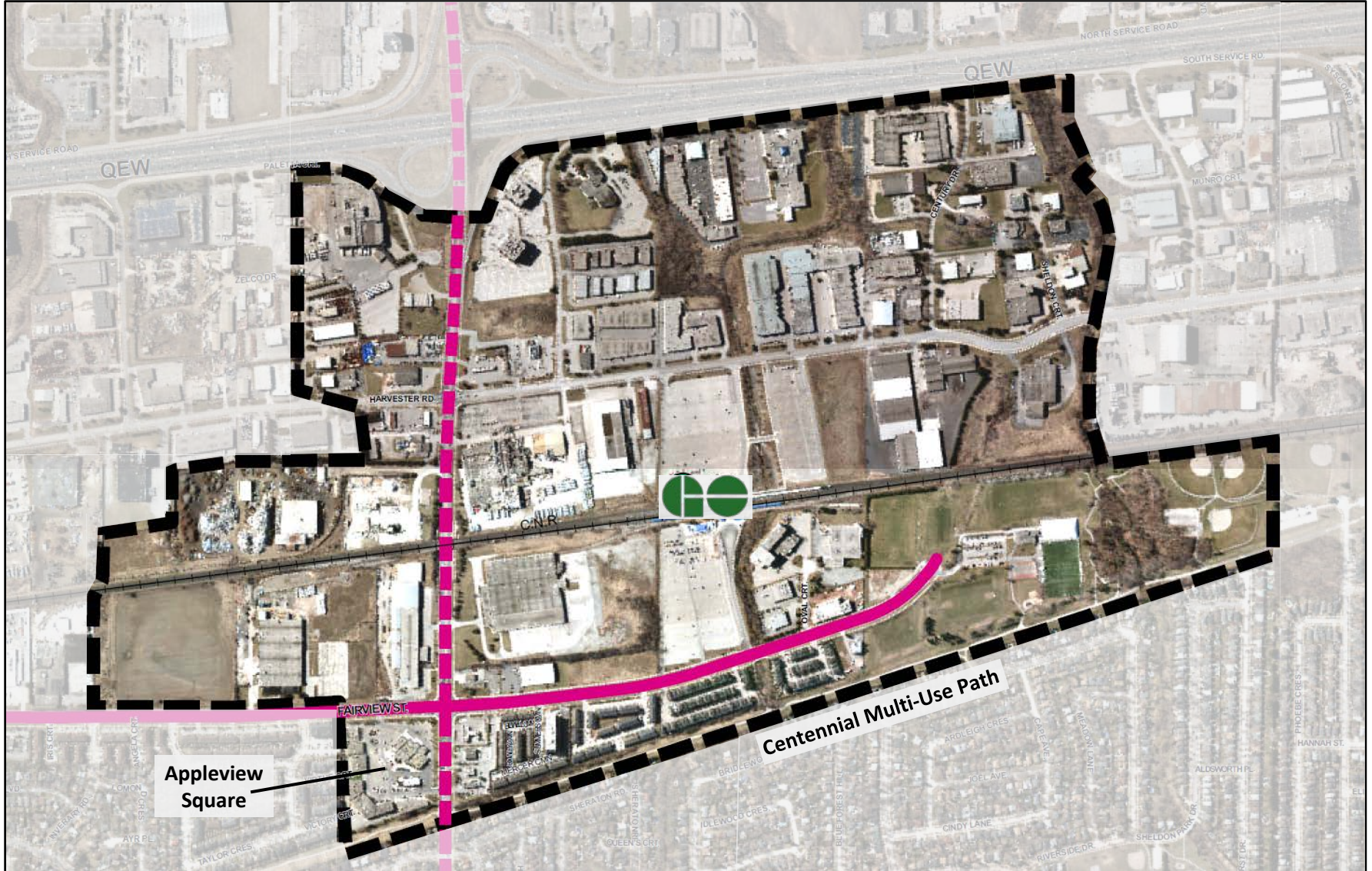
EMPLOYMENT



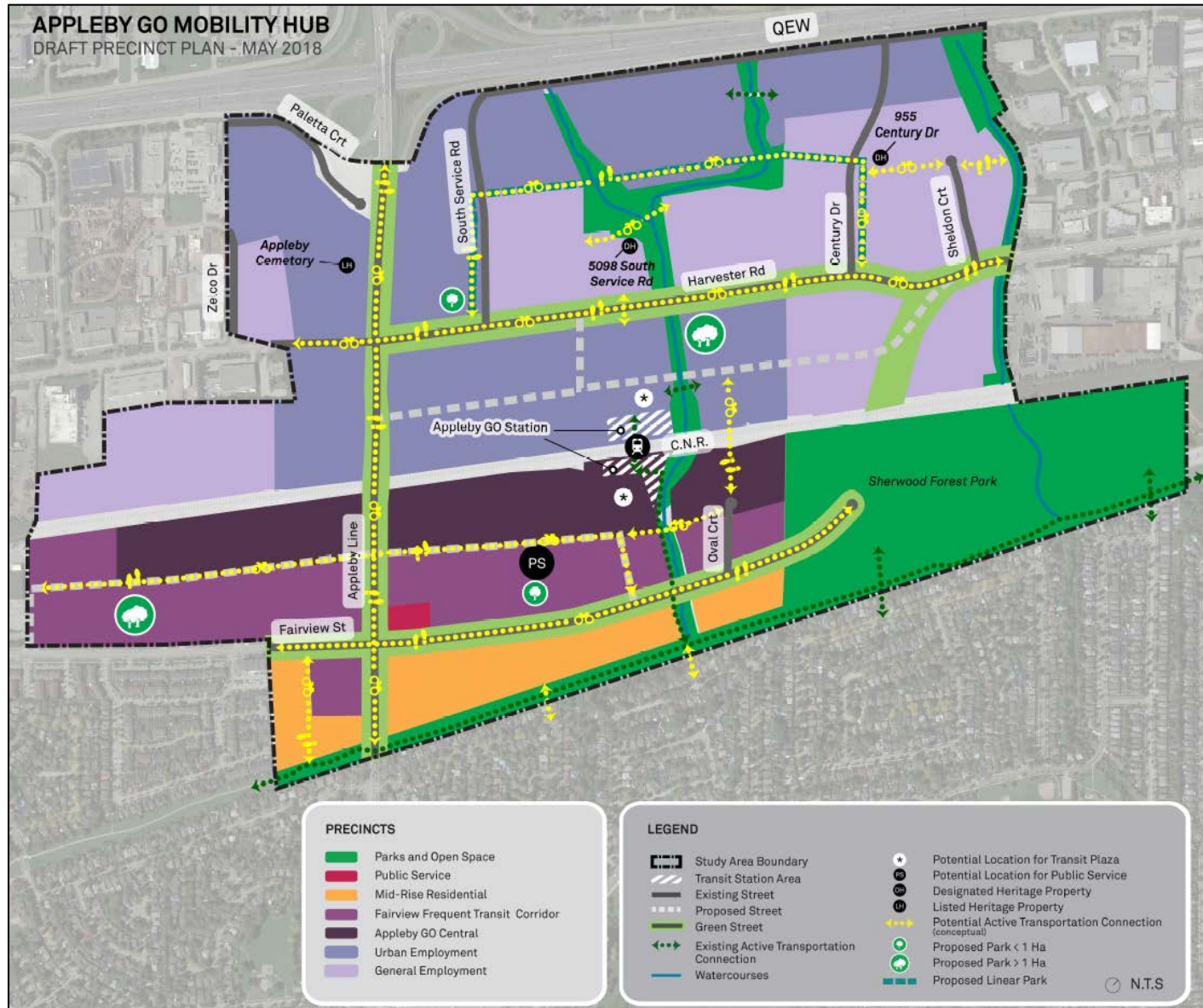
APPLEBY GO MOBILITY HUB



Appleby GO Mobility Hub Area



Appleby GO Mobility Hub



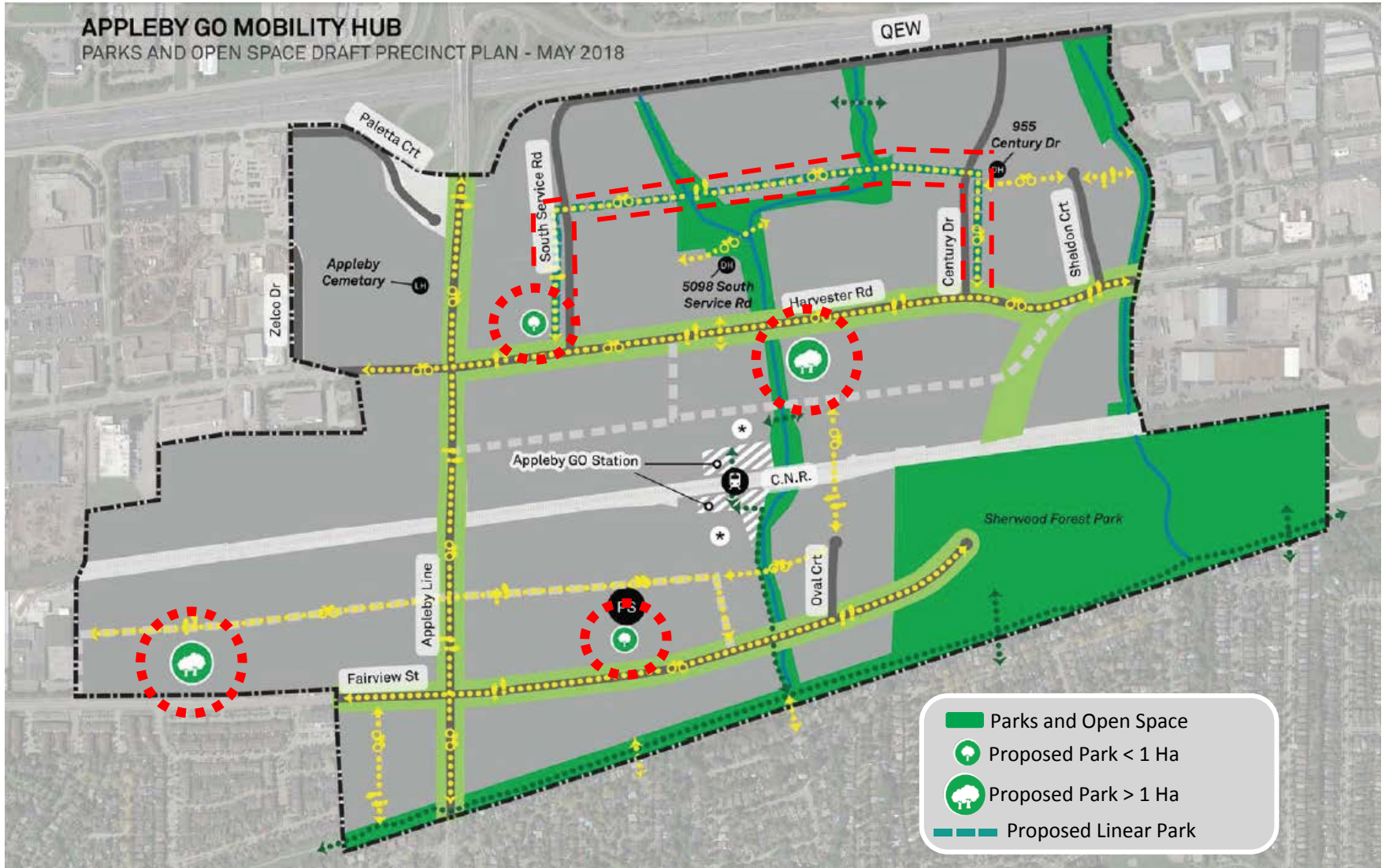


Parks and Open Space Precinct

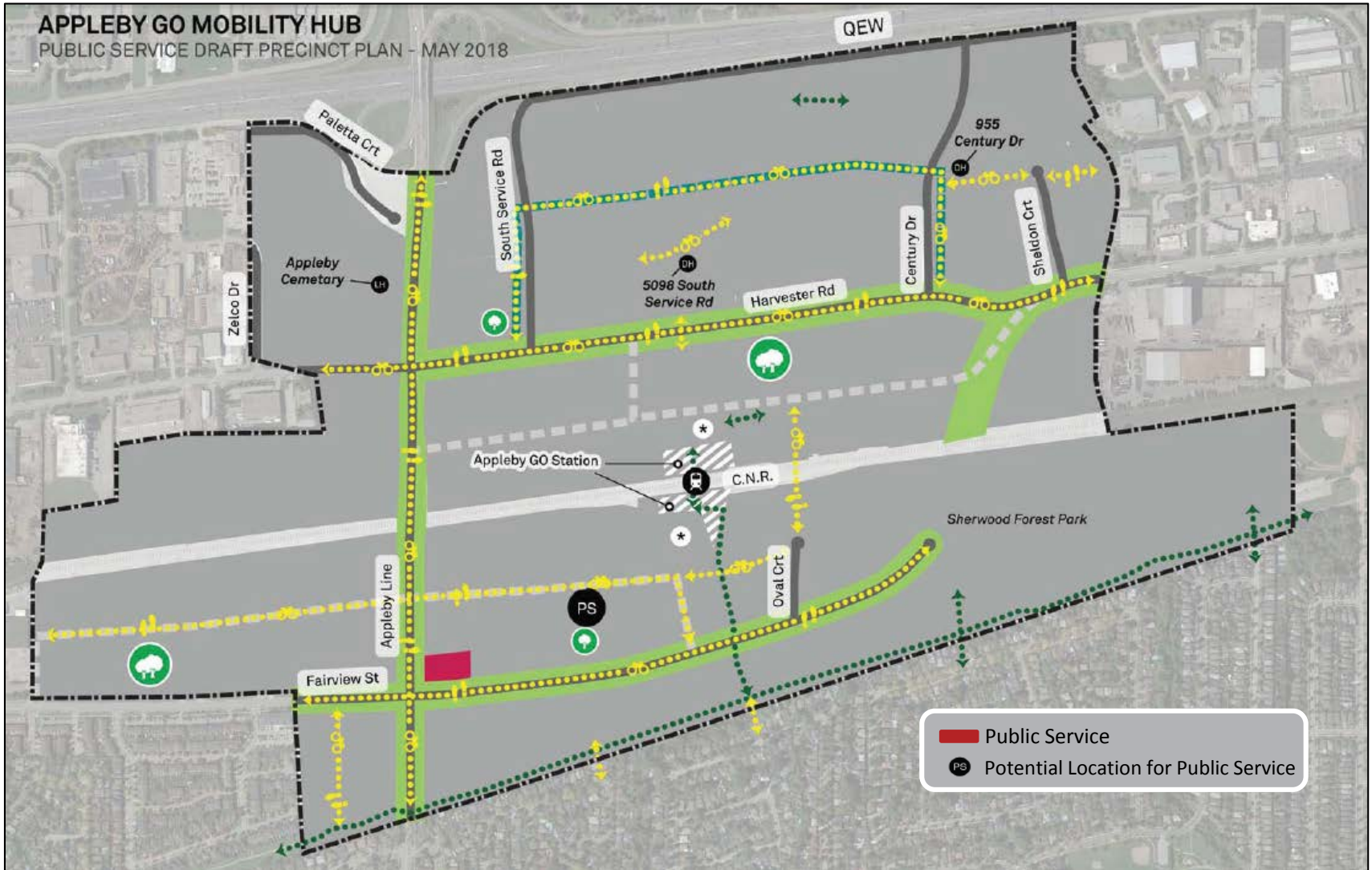




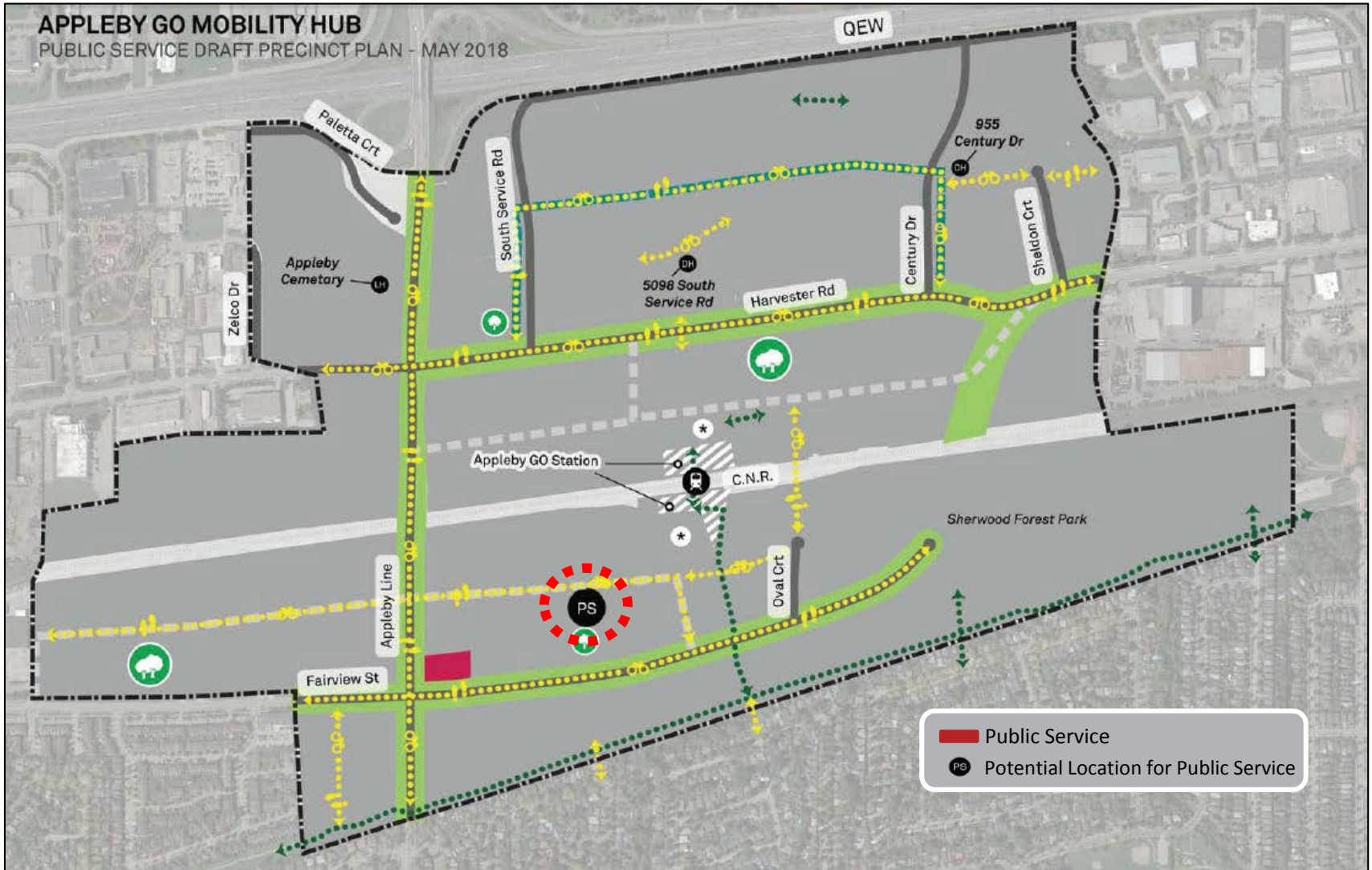
Parks and Open Space Precinct



Public Service Precinct



Public Service Precinct

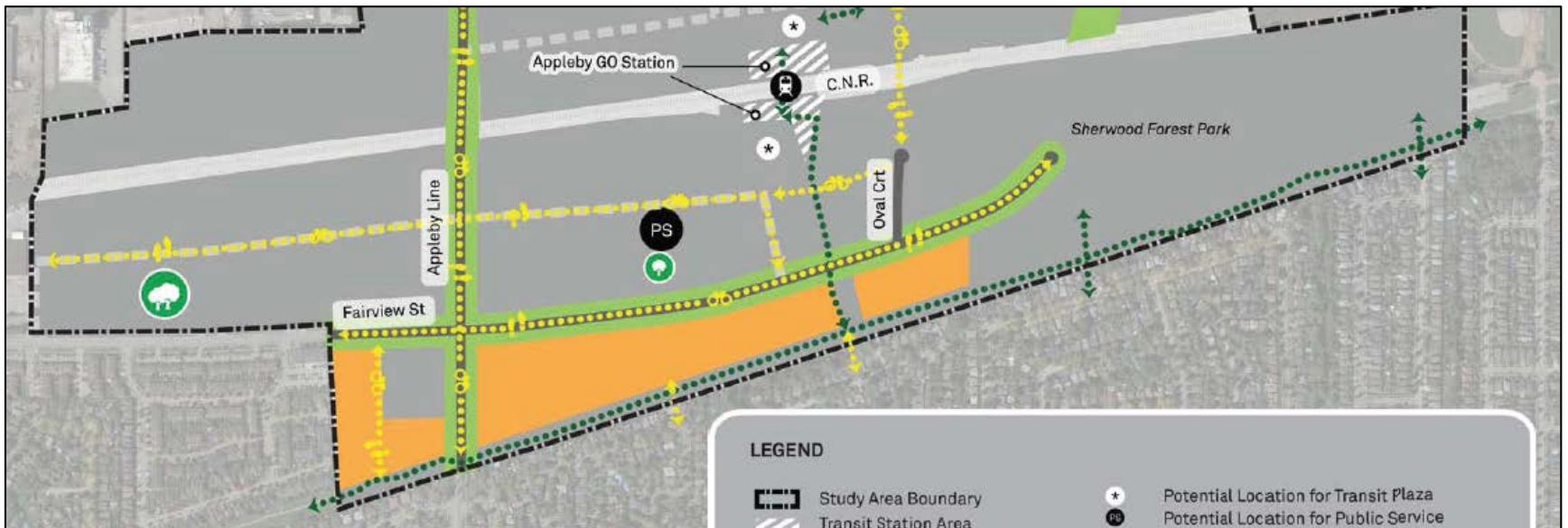




Mid-Rise Residential Precinct

INTENTION STATEMENT

- Support the development of compact urban residential communities with a variety of low and/or mid-rise housing forms
- Accommodate a wide range of demographics
- Transition to adjacent precincts and/or areas



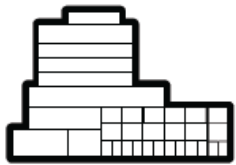


Mid-Rise Residential Precinct

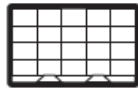
KEY DIRECTIONS

- Maximum 11 storeys in a mid-rise or low-rise form (inclusive of community benefits)
- Opportunities for commercial activity at the street
- Provide for a range of unit types and sizes

MID



mid



stacked townhouses





Fairview Frequent Transit Corridor Precinct

INTENTION STATEMENT

- Concentration of residential, retail and commercial uses along the planned frequent transit corridor
- Tall mixed-use buildings that will contribute towards the creation of a lively, vibrant and people-oriented place





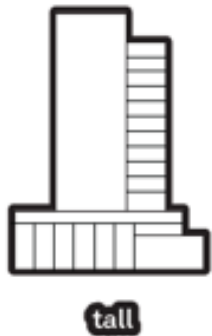
Fairview Frequent Transit Corridor Precinct

KEY DIRECTIONS

- Maximum 19 storeys (inclusive of community benefits)
- Required podium for pedestrian scaled environment
- Provide active transportation linkages to and from frequent transit corridor (Fairview St.)
- Setbacks at street level to allow for amenities to enhance public realm
- Minimum of two uses

TALL

May be in combination with:



Stacked townhouses



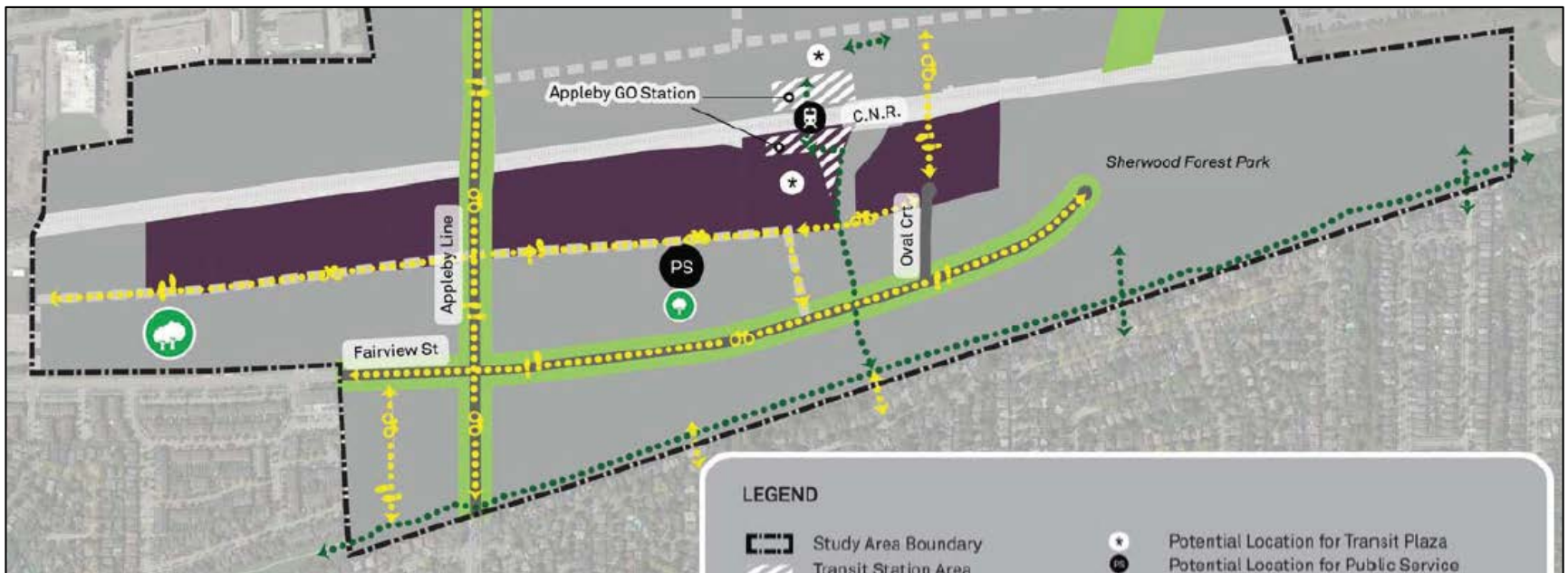
Mid-rise



Appleby GO Central Precinct

INTENTION STATEMENT

- Concentration of residential, retail and commercial in close proximity to the rail and GO Station
- Pre-eminent destination for office, affordable housing and urban format retail
- Contribute to a complete, transit-oriented community
- High degree of compatibility with adjacent land uses



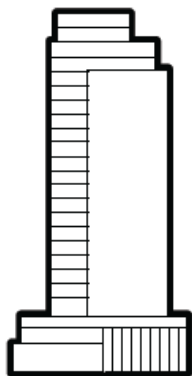
Appleby GO Central Precinct

KEY DIRECTIONS

- Maximum 30 storeys (inclusive of community benefits)
- Require retail, office and/or other service commercial uses at street level
- Setbacks at street level to enhance public realm
- Incorporate significant employment function within
- Minimum of two uses

TALL

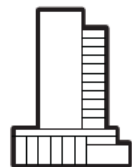
May be in combination with:



Stacked townhouses



Mid-rise



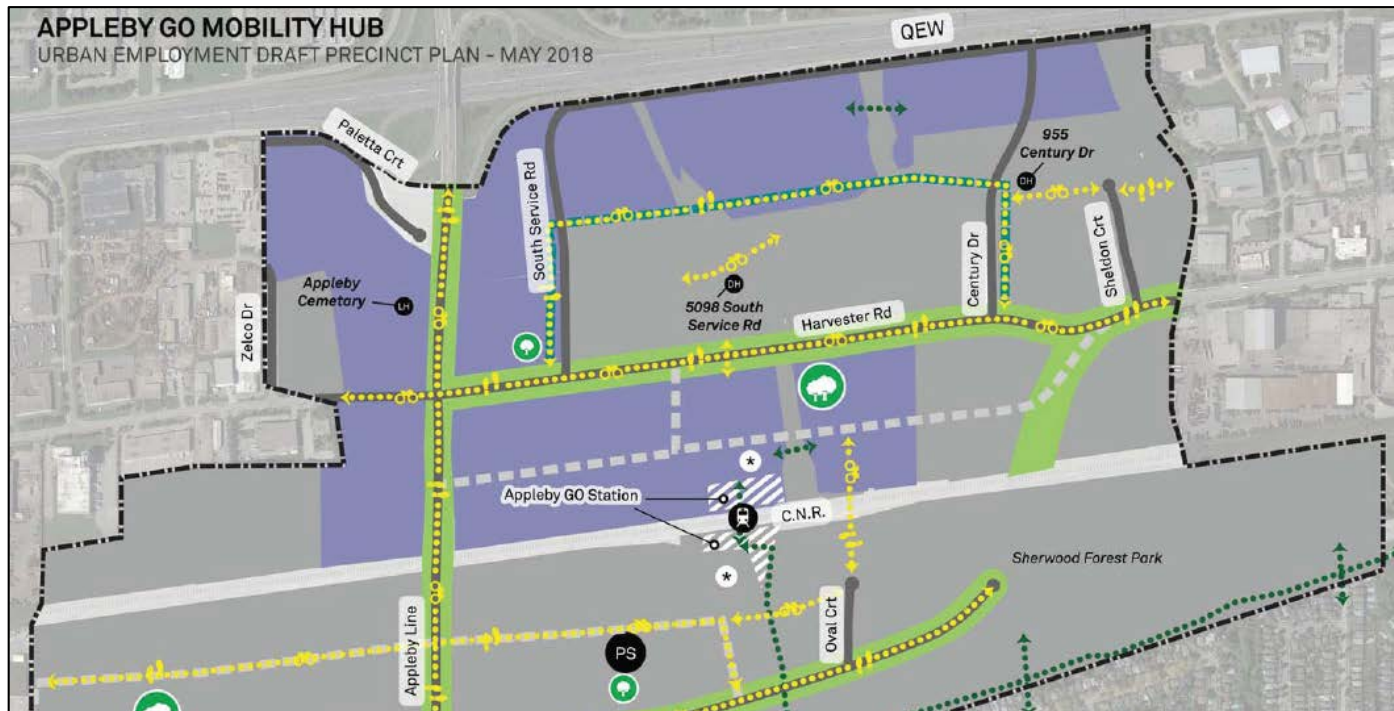
Tall



Urban Employment Precinct

INTENTION STATEMENT

- Provide opportunities for employment uses in a compact built form along major transportation corridors
- Prestige employment uses (i.e. offices, R&D, information technology, etc.)
- Retail and service commercial uses to serve employees



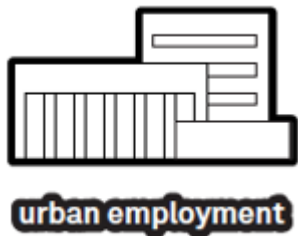


Urban Employment Precinct

KEY DIRECTIONS

- Establish high design and development standards
- Permit opportunities for small scale retail/commercial at grade

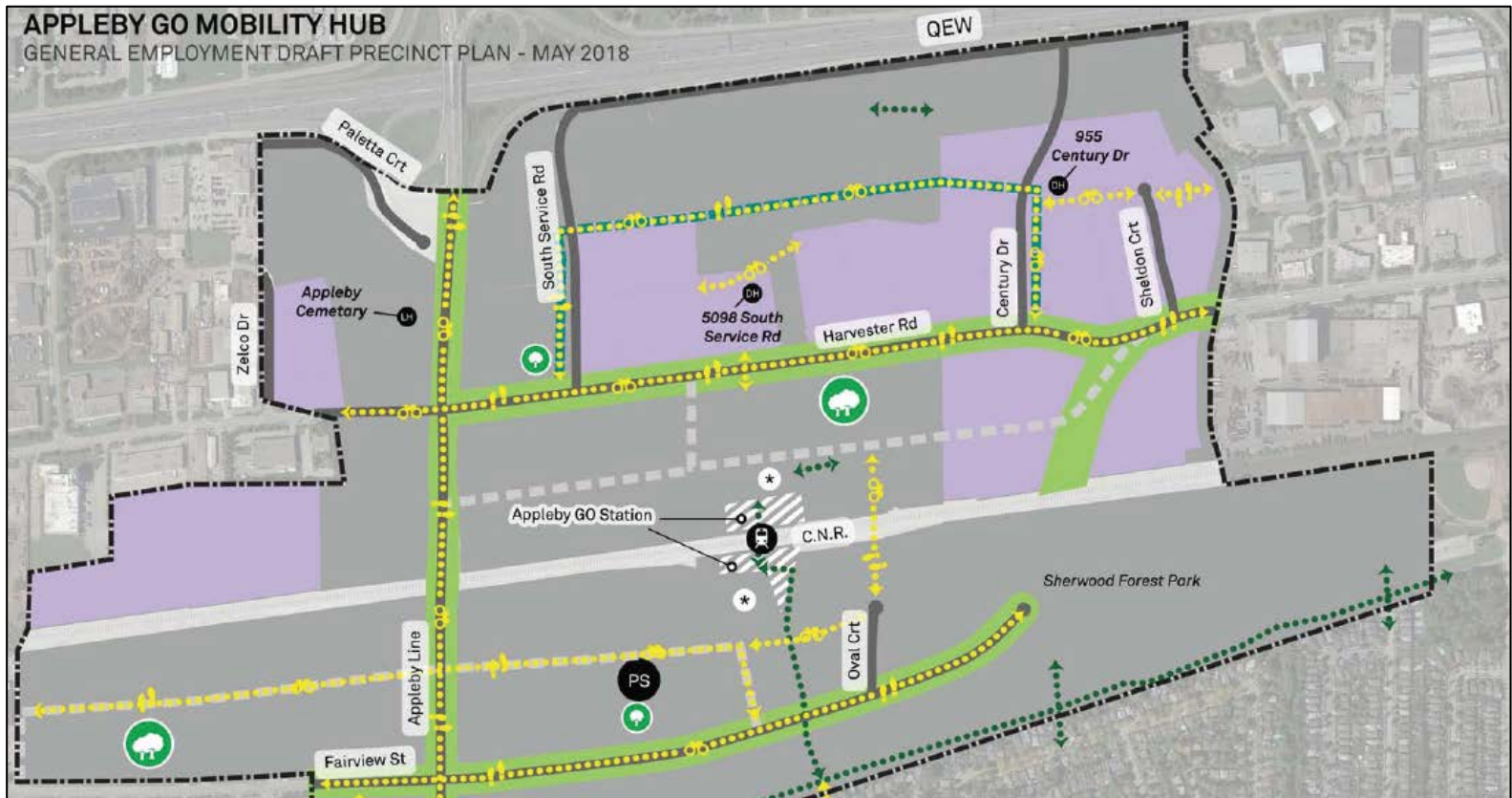
EMPLOYMENT



General Employment

INTENTION STATEMENT

- Provide opportunities for a broad range of employment uses such as light industrial and offices



General Employment

KEY DIRECTIONS

- Limit outdoor storage and activities to achieve higher degree of compatibility with surrounding uses

EMPLOYMENT



employment



Important On-Going Considerations for the Mobility Hub





Public Parks & Open Spaces



- Parks are integral to making the mobility hubs healthy, active and livable neighbourhoods
- Physical dedication of public parks and/or open spaces (instead of cash-in-lieu) will be a priority
- Precinct plans identify strategic urban park locations developed with Parks and Open Space section
- Other parks and/or open spaces (not on the precinct plan) may be required



Compatibility

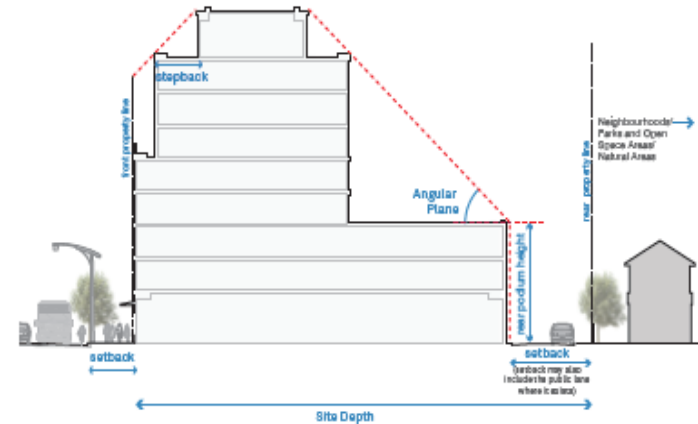
Compatibility with Existing Neighbourhoods



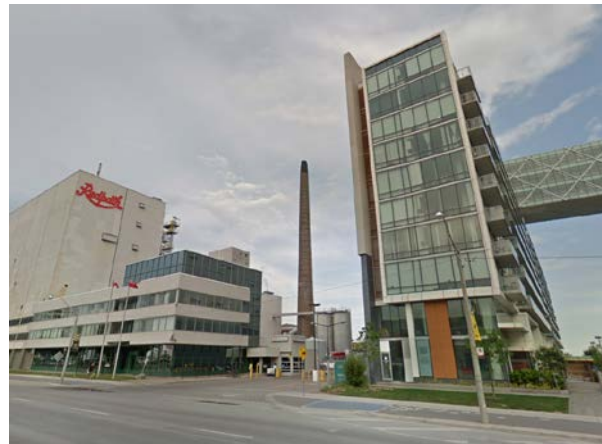
Example of Transitioning Between Building Heights



Transitions Between Higher and Lower Density Areas



Compatibility with Existing and Future Industry and Transportation Infrastructure



Transportation



- Each hub will incorporate new streets and active transportation connections to:
 - increase pedestrian, cycling, transit and vehicular permeability
 - create new development opportunities
 - provide alternative transportation routes within, to and from the hubs to mitigate traffic congestion
- Transportation measures for the hubs are focused on mitigation of traffic congestion



Employment Uses / Jobs

- Preliminary target is a 2:1 ratio of residents to jobs within each hub (subject to on-going assessment)
- Employment uses accommodated through:
 - employment only precincts; and/or
 - requirements for employment only floor space in mixed use developments
- Proportional requirement: the greater the height/density permitted in a precinct the greater the employment floor space required





Next Steps and Timelines

2018

Area Specific Plan
Development and
Further Public
Engagement



2019

Present Final
Mobility Hub Area
Specific Plans to
City Council



2019/2020

Implementation
(Region
coordination,
zoning, design
guidelines etc.)



Purpose of this Workshop

- Present Draft Precinct Plans for the 3 GO Station Mobility Hubs
- Continue the conversations that began with the public in May 2018
- Discuss precincts and their key policy directions
- Collect feedback to be used as a key input into the Area Specific Plans

