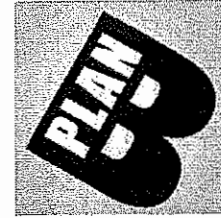




Engaged Citizens  
of Burlington  
Building a better Burlington



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**To:** Mayor Marianne Meed Ward, Councillors Kelvin Galbraith, Lisa Kearns, Rory Nisan, Shawna Stolte, Paul Sharman, Angelo Bentivegna

**CC:** MPP Jane McKenna, MPP Effie Triantafilopoulos, Hamilton Spectator, Toronto Star, Burlington Post, Burlington Gazette, Bay Observer

**Re: Burlington Community Planning Department Report PL-01-2  
(including ICBL Land Use Study report)**

Dear Mayor and Councillors,

Having reviewed the above mentioned report, we the undersigned Burlington community groups wish to make the following requests of City Council members.

We are encouraged by one of the primary findings of Dillon's report, which concludes, as our groups have argued for some time, that the John Street Bus Terminal is not located on a priority Transit Corridor, nor is it supported by higher order transit, nor frequent transit within a dedicated right-of-way, and that it is not functioning as a major bus depot based on common characteristics of typical major bus depots.

Given the narrow rights-of-way downtown, the function of the John Street Bus Terminal will not change. Simply put, the John Street Bus Terminal is not and will never be a Major Transit Station Area (MTSA).

The report has made it clear that the Region classified the John Street Bus Terminal as an MTSA in their ROPA 38 in 2009, and that Burlington must conform to Regional & Provincial planning policy, to the extent that it cannot delineate or establish densities for MTSA's.

It also has been noted that local Official Plan policies can provide clarity on how provincial or regional plans, policies and definitions will be implemented within the local context of its municipality. We must not lose sight of the fact that the local Official Plan remains the most

important vehicle for implementation of Ontario's Provincial Policy Statement. Planning staff have recommended that the John Street Bus Terminal remain classified as an MTSA despite Dillon's findings, albeit distinguished from the three MTSA's in Burlington which are served by Regional Express Rail. This recommended use of MTSA designation serves no purpose other than to continue to imply a level of transit infrastructure that does not and can never exist. By doing so, developers will continue to request building densities based on MTSA designation far beyond those appropriate or legislated by provincial or regional policy, and which will never have appropriate levels of transit to support them.

Staff have further claimed that MTSA designation will not increase intensification downtown beyond the current 200 jobs/residents per hectare, because downtown is also designated as an Urban Growth Centre. This claim assumes that the Urban Growth Centre remains as-is downtown, which is far from certain and not what residents want, and is made in spite of the glaring example to the contrary provided by the OMB's decision to allow a 26-storey building at 374 Martha Street on this basis of the Downtown MTSA, against Burlington's position.

It is apparent from the PL-01-20 report that the Region made an error in classifying the John Street Bus Terminal as an MTSA, and we must not propagate the error through Burlington's Official Plan and supporting policies.

We emphasize that we do not oppose better transit for downtown Burlington. MTSA designation does not create more transit, and arguing for the designation's urgent removal does not constitute an argument against better transit services. MTSA designation is a development and building density tool, not a tool for better transit.

We, the undersigned organizations therefore urge members of Council sitting as the Community Planning, Regulation & Mobility Committee to defer receipt of the ICBL Land Use Study report on January 14<sup>th</sup>, and to reject the recommendations for Official Plan and Zoning By-law Amendments.

Furthermore, we implore the Committee and Council to take the necessary steps to advise the Region of Halton of their classification error and request that they correct it, and to direct the Burlington Planning Department to remove any and all references to a Downtown MTSA in and through their future Official Plan & Zoning By-law Amendments, including those in PL-01-20.

Respectfully, the undersigned

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Building a better Burlington

Penny Hersh, co-chair, Engaged Citizens of Burlington

Signature: Penny Hersh  
Penny Hersh (Jan 5, 2020)

Email: [REDACTED]

Roland Tanner, co-chair, Engaged Citizens of Burlington

Signature: Roland Tanner  
Roland Tanner (Jan 5, 2020)

Email: [REDACTED]

Lynn Crosby, We Love Burlington

Signature: Lynn Crosby

Email: [REDACTED]

Blair Smith, We Love Burlington

Signature: K. Blair Smith  
K. Blair Smith (Jan 5, 2020)

Email: [REDACTED]

Don Fletcher, Plan B

Signature: Don Fletcher  
Don Fletcher (Jan 5, 2020)

Email: [REDACTED]

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