City of Burlington
Official Plan Review: Mobility Hub
Opportunities and Constraints

February 12th
Public Workshop

BrookMcIlroy/
ARUP
Tonight’s Agenda

6:00 - 6:30  Panel Viewing and Welcome
6:30 – 7:00  Introductory Presentation
7:00 – 8:00  Group Working Session
8:00 – 8:15  Reporting Back
8:15 – 8:30  Wrap-Up and Next Steps
Presentation Outline

- Mobility Hub Recap
- Study Overview
- Opportunities and Constraints
- Workshop # 1 Summary
- The Mobility Hubs
- Tonight’s Workshop
Mobility Hub Recap

What is a Mobility Hub?

“Mobility hubs are urban growth centres and major transit station areas with significant levels of planned transit service ... and high residential and employment development potential within an approximately 800 metre radius of the rapid transit station.”

- The Big Move (2008)
Mobility Hub Recap

Why are Mobility Hubs Important?

Nodes in the Regional transportation system (origin, destination, and transfer)

There is (or is potential for) significant passenger activity

Gateway for many City visitors

Potential to be vibrant places to live, work and socialize

Accommodate City’s employment and population density targets in a sustainable way
Mobility Hub Recap

What are the Characteristics of a Mobility Hub?

- Seamless integration between modes (walking, cycling, transit, private vehicles)
- A well-connected active transportation network
- Vital, pedestrian-supportive streets
- A mix of uses that support a healthy neighbourhood
- Consolidated station facilities
- Attractive public spaces (i.e. streetscapes, plazas, and parks)
- Continuous, mixed-use main streets
- Highly-visible landmark buildings (i.e. station buildings)
Mobility Hub Recap

Mobility Hub Boundaries

Comprised of four distinct areas

Boundaries are refined on-the-ground to reflect:

- Policy framework
- Physical barriers
- Political barriers
- Existing conditions
Study Overview

Why are we doing this Study?

*The Big Move* - facilitates development of complete and compact communities in GTHA

10 broad strategies (#7 is mobility hubs)

Metrolinx’ Mobility Hub Guidelines (2011) for detailed Master Plans

**Made For Burlington:** Apply guidelines to Regional hubs and major transit station areas, to determine their role within the local and regional network
Study Overview

What are the Objectives of the Study?

Applying Metrolinx Mobility Hub Guidelines, this Study aims to:

- Identify and address opportunities and constraints of Burlington’s mobility hubs and major transit station areas
- Inform the integration of mobility hub objectives and policy directions in the Official Plan
- Link with, and where applicable, inform directions for the City of Burlington’s Core Commitment, Transportation Master Plan, Community Trails Strategy, Community Energy Plan, and others
- Propose long-term Implementation Program for mobility hubs
Study Overview

How Can You Be Involved?

OFFICIAL PLAN REVIEW

We are here

Mobility Hub Opportunities and Constraints Study

Directions Report

Policies Added to Official Plan

Mobility Hub Master Plan/Study

Development Applications

OPA, ZBLA, etc.

Stage 1: Mobility Hub as a System

Stage 2: Site Specific Details of a Mobility Hub

Ongoing Public Consultation
Workshop # 1
Summary

Priority Directions Overview

Strong mixed-use policies with balanced employment uses and synergy between uses

Supporting public infrastructure

Continuous active transportation network

 Appropriately designed and massed buildings

Weather-protected bicycle parking and storage

New streets through development sites

Integrated station buildings

LEED standard development
The Mobility Hubs

Four Mobility Hubs; Four Unique Neighbourhoods

1. Burlington GO Station
2. Downtown Burlington
3. Aldershot GO Station
4. Appleby GO Station
The Mobility Hubs

Key Considerations

- Cycling Connections
- Street-Oriented Development
- Rail-Oriented Development
- Highway-Oriented Development
- Nodes/Entryways
- Key Destinations
- Landmarks
- Opportunity Sites
The Mobility Hubs

At each mobility hub, the Official Plan directions provided will impact:

Placemaking (streetscapes, branding, programming)

Land Use (mix of uses, employment protection, infill)

Built Form (height, massing, facades)

Open Space and Circulation (transit, cycling facilities, new and improved parks)
Burlington GO Station/ Mobility Hub Boundaries
Burlington GO Station/ Draft Vision Statement

Burlington GO Station is the central gateway to the City of Burlington and the predominant access point to the Downtown. The area will serve a dual role as a significant employment destination in the City, as well as a Regional and City-wide commercial destination. Commercial uses will be carefully considered to complement and strengthen the character of the Downtown.

New prestige employment buildings on the north side of the rail corridor will create a vital employment village, with pedestrian-supportive streets and an integrated open space network.

Along Fairview Street, new, higher density mixed-use development will promote intensification, provide the critical mass required to support transit use, and ensure a safe, active neighbourhood. At-grade retail uses will augment the Regional shopping destination.
Burlington GO Station/ Land Use

1. Focus **mixed-use development** (retail, office, residential) along Fairview Street.
2. Concentrate **office uses on the north side of the rail corridor** where they will have high visibility and access from Highway 403.
3. North of the rail corridor, where the **employment function of employment lands is ensured**, additional uses may be considered through the Master Plan and informed by appropriate studies to assist in creating a vibrant hub consistent with the vision.
4. Where **above-grade parking** is required, it should be located **adjacent to the rail corridor** to minimize visual impacts on the public realm, provide a noise buffer for adjacent buildings, and to minimize setback requirements through vertical buffering.
5. Explore partnership opportunities and/or incentives for **large-format commercial uses** to support more urban buildings or to be **integrated into the ground floor of new mixed-use buildings**. This could be a pilot project for future mobility hub developments.
1. Concentrate the greatest **height and density adjacent to the rail corridor**, transitioning to lower building heights towards Fairview Street.

2. Provide **Mid-Rise buildings (6 to 10-storeys)** immediately adjacent to Fairview Street to create a main street scale rather than tall buildings.

3. Provide **tall buildings (> 10-storeys)** and prominent architecture in close proximity to Brant Street and Fairview Road to create landmarks and enhance wayfinding.

4. Mid-Rise and Tall buildings should be subject to **front and rear-yard angular planes** to reduce their perceived mass and minimize shadow and privacy impacts.

5. Ensure buildings on the north side of Fairview Street have a **human-scaled podium (2- to 4-storeys)** to frame the street and create transitions to the residential neighbourhood to the south.

6. As new development occurs on the south side of the rail corridor, the design and location of buildings should ensure visual and physical **connections to the existing station** from Fairview Street.

7. New development should **support improved transit functions** through route connections, dedicated waiting areas, etc.
1. Design **Fairview Street and Brant Street as ‘complete streets’** with equal consideration given to all modes of transportation, including transit, pedestrians, cyclists, and vehicles.

2. Explore opportunities to provide pedestrian and cyclist **connections over Highway 403** at the Brant Street hydro corridor.

3. On large blocks along Fairview Street, break-up new buildings to provide **opportunities for courtyards and parkettes**, views to the station, and to provide continuous access between the sites.

4. Ensure **pedestrian safety at Plains Road and Queensway Drive** through enhanced crossings, designated pedestrian areas, and clear signage.

5. **Consolidate access and servicing** to buildings on Fairview Street to minimize curb-cuts and disruption to the public realm.

6. Explore the potential to **re-naturalize the drainage channels** at Burlington GO to provide unique pedestrian and cyclists links.

7. Create **new cycling facilities** on Plains Road and Fairview Street to provide a continuous active transportation network.

8. Provide **direct links to Optimist Park** through Bike Lanes on Prospect Street and Multi-Use Trails through the residential neighbourhood.
Downtown Burlington/ Opportunities & Constraints
Downtown Burlington/ Mobility Hub Boundaries
Downtown Burlington/ Draft Vision Statement

As a mobility hub, Downtown Burlington will continue to develop as an urban growth centre and the primary destination within the City of Burlington. High-density, mixed-use infill development will be encouraged on vacant and underutilized sites to create vital, pedestrian-supportive streetscapes. On John Street and James Street, new development will reinforce a strong transit presence in the Downtown where all modes are seamlessly integrated, and include attractive waiting areas, ticket functions, supporting retail uses, etc.

On Brant Street, a mix of retail uses will create a unique main street shopping destination within the urban growth centre. New mixed-uses north of the urban growth centre will provide a continuous, pedestrian-supportive link to the Burlington GO Mobility Hub.

Short block lengths, enhanced boulevard design and a mix of uses will support walkability, while new bicycle connections to key destinations, including the waterfront, will facilitate cycling throughout the Downtown.
1. **Encourage mixed-use** (retail, office, residential) infill with transit-supportive infrastructure on vacant and underutilized lots (Lots 4 and 5 subject to additional study).

2. Along John and James Street, new development should **reinforce a strong transit presence** through attractive waiting areas, ticketing functions, supporting retail, etc.

3. Concentrate the **greatest densities in close proximity to the transit station** at John Street and along the key transit corridors to protect adjacent residential neighbourhoods and heritage buildings.

4. At the edge of the Primary Zone, the height, mass and design of buildings should be controlled to provide appropriate **transitions to adjacent stable residential neighbourhoods** (i.e. Martha Street, Hurd Avenue).

5. Maintain and promote a **transit presence at the Burlington Transit Terminal**. Explore opportunities to redevelop the area as a mixed-use area, with transit-supportive uses at grade (i.e. cafes, plazas, retail, etc.) while retaining part of the site for complimentary transit facilities.

6. Develop Brant Plaza comprehensively to **ensure new buildings support the mobility hub vision**, including pedestrian supportive streets and height limitations to adjacent properties.
Downtown Burlington/ **Built Form**

1. **Create built form to reinforce nodes** at Baldwin Street/Victoria Avenue and Brant Street and on Lakeshore Road at the key Downtown intersections.

2. Where Tall buildings (> 10-storeys) are provided (i.e. Brant Street/Lakeshore Road) they should be designed and massed to **protect and frame views of Lake Ontario**.

3. At Brant Plaza, new buildings should create a **mid-rise (6 to 10-storey) character along Brant Street** that compliments the uses south of Caroline Street. At the rear of the site, height limitations are encouraged to provide a transition to the residential dwellings along Wellington Avenue and Emerald Crescent.

4. Mid-Rise and Tall buildings should be subject to **front and rear-yard angular planes** to reduce their perceived mass and minimize shadow and privacy impacts.

5. Provide more **efficient alternatives to surface parking**, including above- and below-ground structured parking where feasible, and on-street parking.
1. Reinforce Brant Street as the primary Downtown main street leading to the waterfront. It should be a ‘complete street’ with equal consideration given to all modes of transportation, including transit, pedestrian, cyclists, and vehicles.

2. Promote Brant Street as the primary connection between the Burlington GO Mobility Hub and the waterfront. Support this role through streetscape initiatives, active ground floor uses and street-related infill that builds on the continuous pedestrian-supportive main street.

3. Promote pedestrian-focused street design on Brant Street and John Street to balance the multiple roles of the street as a vibrant place and connector.

4. Create a linked network of cycling connections to promote active transportation to and throughout the Downtown. New Bicycle Priority Streets are encouraged on local streets to provide continuous connections.

5. Extend the Centennial Bike Trail to connect to Brant Street as part of the Downtown Core Commitment.
Aldershot GO Station/ Opportunities & Constraints
Aldershot GO Station/ Mobility Hub Boundaries
Aldershot GO Station/ Draft Vision Statement

Aldershot GO Station is the **western gateway** into the City of Burlington, and will become a significant **mixed-use and employment destination** within the City.

New employment uses, on both sides of the rail corridor, will be of the highest quality, with buildings that frame the street, attractive boulevards, significant landscaping, strategically located parking areas and careful **transitions to adjacent neighbourhoods**. Accessory retail uses will create amenities for employees and local residents.

A range of mid to tall mixed-use buildings on, or adjacent to, Waterdown Road will provide additional density to support a vibrant, safe and active area. The mix of uses will support uses between the mobility hub area and the Plains Road Mixed-Use Corridor.
1. Focus **mixed-use infill** (retail, office, residential) on Plains Road (east to Clearview Avenue) and Waterdown Road.

2. **Protect the existing stable employment uses** on Cooke Boulevard.

3. Concentrate **Tall office uses north of the rail corridor** and **single-use office/light industrial buildings to the south** (east of Clearview Avenue) to provide a transition to adjacent residential uses.

4. Support the **retention of existing employment neighbourhoods**. Where the employment function of employment lands within the hub is ensured, additional uses may be considered through the Master Plan and informed by appropriate studies to assist in creating a vibrant hub consistent with the vision.

5. Near the stable residential neighbourhood, low-rise and townhouse built form **provides an appropriate transition**.

6. Where **above-grade parking** is required, it should be located **adjacent to the rail corridor** to minimize impacts on the public realm, provide a noise buffer for adjacent buildings, and minimize setback requirements through vertical buffering.

7. Consider the redevelopment potential of the **King Paving site to support** more **pedestrian-supportive uses** along Waterdown Road.

8. Explore opportunities to **provide a grocery store in the Primary Zone of the mobility hub.**
1. Concentrate taller Mid-Rise buildings (6 to 10-storeys) at the Waterdown Road and Plains Road intersection, as well as near the station.

2. Mid-Rise and Tall buildings should be subject to front and rear-yard angular planes to reduce their perceived mass and minimize shadow and privacy impacts.

3. Establish a predominantly mid-rise character (up to 6-storeys) along Plains Road to support a ‘village character.’ A minimum 3-storey height should be achieved.

4. Design buildings on Plains Road to include a pedestrian-scaled podium (i.e. 2- to 4-storeys).

5. As new development occurs on Masonry Court and the South Service Road, the design and location of buildings should ensure visual and physical connections to the existing station.

6. New development should support improved transit functions through route connections, dedicated waiting areas, etc.
Aldershot GO Station/ Open Space & Circulation

1. Design Plains Road as a ‘complete street’ with equal consideration given to all modes of transportation, including transit, pedestrians, cyclists, and vehicles.

2. Enhance connectivity through the extension and connection of local streets, including Masonry Court, Emery Avenue, Clearview Avenue and St Matthews Avenue.

3. Provide safe and direct connections across the rail corridor in close proximity to the station, and Grove and Aldershot Parks.

4. On large blocks, design buildings to frame outdoor space, including courtyards, gardens, new public parks, and continuous access between sites.

5. Consolidate access and servicing, particularly on Plains and Waterdown Road, to minimize curb-cuts and disruption to the public realm.

6. Create new cycling facilities on Waterdown Road, Gallagher Road and Clearview Avenue to provide a continuous cycling network.

7. Provide direct links to Grove and Aldershot Parks through Bike Lanes on Gallagher Road, connections over the rail corridor, and cycling facilities on Masonry Court.
Appleby GO Station/ Opportunities & Constraints
Appleby GO Station/ Mobility Hub Boundaries
Appleby GO Station/ Draft Vision Statement

Appleby GO Station is the **eastern gateway** to the City of Burlington and will be a significant **industrial and employment destination** in the City.

**Prestige employment buildings** will be located along Harvester Road and Fairview Street, to create a distinct mobility hub area with attractive streetscapes and to strengthen built form and open space transitions to the newer residential uses on the south side of Fairview Street. Where appropriate, light industrial uses may be located in less publicly visible blocks.

The neighbourhood will have a **generally mid-rise character** (6 to 10-storeys). It will be anchored to the east by a small amount of mixed-use development, taking advantage of **connections and views to Sherwood Forest Park**. To the west, the neighbourhood will be anchored by prestige employment uses, providing an **attractive gateway that encompasses the vision** for the hub.
1. Continue to promote the Appleby mobility hub area as a significant employment area within the City.

2. Replace, where appropriate over the long-term, heavy industrial uses with light industrial and office uses that can be well-integrated into the adjacent neighbourhood.

3. Locate prestige office uses along Fairview Street, Appleby Line and Harvester Road. Light industrial uses should be located internal to the mobility hub, adjacent to the rail corridor.

4. Explore opportunities in the long-term to provide higher-density mixed-uses adjacent to Sherwood Forest Park to promote active use of this primary park resource.

5. Where above-grade parking is required, it should be located adjacent to the rail corridor to minimize visual impacts on the public realm, provide a noise buffer for adjacent buildings, and to minimize setback requirements through vertical buffering.
Appleby GO Station/Built Form

1. Buildings around Appleby GO Station should generally be **Mid-Rise in height** (6 to 10-storeys), with the greatest heights at the Appleby Line/Fairview Road node and along the rail corridor.

2. On Harvester Road, buildings should have a mid-rise height (6 to 10-storeys) with the greatest heights in close proximity to Appleby Road.

3. Where parking is not provided underground, it should be **well-screened, located at the rear of buildings, and in structured lots** adjacent to the rail corridor.

4. Buildings on Fairview Road should have a **2- to 4-storey podium** to provide appropriate transitions to the townhouses to the south.

5. Station facilities on the north and south side of the rail corridor should be **integrated into a comprehensive development** to provide direct, weather-protected access from adjacent streets.
Appleby GO Station/ Open Space & Circulation

1. Provide direct connections on Appleby Line to Highway 5 and North Burlington for all modes of transportation, including frequent transit connections and continuous cycling facilities.

2. Explore the potential to re-naturalize the drainage channels at Appleby GO Station to provide unique pedestrian and cyclists links.

3. On large blocks, design buildings to frame outdoor space, including courtyards, gardens, and parks, and continuous access between sites.

4. Consolidate access and servicing to buildings, particularly on Fairview Street, Appleby Line and Harvester Road, to minimize curb-cuts and disruption to the public realm.

5. Create new cycling facilities on Harvester Road, Appleby Line, along the drainage channel and through the southern neighbourhood to provide a continuous active transportation network.

6. New cycling facilities on Appleby Line should provide connections to the Centennial Bike Trail and to future facilities on New Street.

7. Provide direct links between Sherwood Forest Park and Sheldon Park through Bicycle Priority Streets throughout the southern neighbourhood.
Next Steps/Implementation

The full build out of the mobility hubs will occur incrementally over many years, and will involve:

Multiple developers and partnership opportunities

A variety of landowners and stakeholders

Additional studies (i.e. mobility hub master plans, TMP update, parking strategy, etc.)
Next Steps Recommendations Timeline

The full build-out of the mobility hubs will occur incrementally over many years, and will involve multiple developers, stakeholders and supporting studies. The proposed next steps are outlined below.
Tonight’s Session

How Can You Participate Tonight?

Second workshop

This session focuses on providing feedback on the mobility hub areas, vision and guiding principles

- More detailed concerns should be noted and tabled for future discussion

Please draw and write on the worksheets!
Tonight’s Session

Workshop Instructions

Step 1 - Select a note-taker, and someone to report back to the larger group

Step 2 – Complete each activity as a group, providing feedback directly on the worksheets

Step 3 – Report back with your key findings for each activity
Next Steps

Workshop Summary

Consultant’s Final Report
- Opportunities and Constraints
- Revised Vision and Principles
- OP Policy Recommendations
- Implementation Strategy

Official Plan Directions Report