

PB-76-17: Appendix C2 - Public Consultation Summary for Appleby GO Mobility Hub Draft Concepts

November 2017 Update

Introduction

On October 11th, 2017, the second round of public consultation was held at the Appleby Ice Centre for the Appleby GO Mobility Hub. Members of the public were invited to attend and provide feedback on two draft concepts for the Appleby GO Mobility Hub. In May 2017, public engagement sessions focused on visioning and what the public loved and valued in the area around the Appleby GO station. A summary of feedback gathered during this visioning stage is available at www.burlington.ca/mobilityhubs. With that input, along with information from ongoing technical studies, two draft concepts for the Appleby GO Mobility Hub were produced. These concepts showed how and where future growth could be accommodated in the area around the Appleby GO station over the long term. Approximately 30 people attended the event.

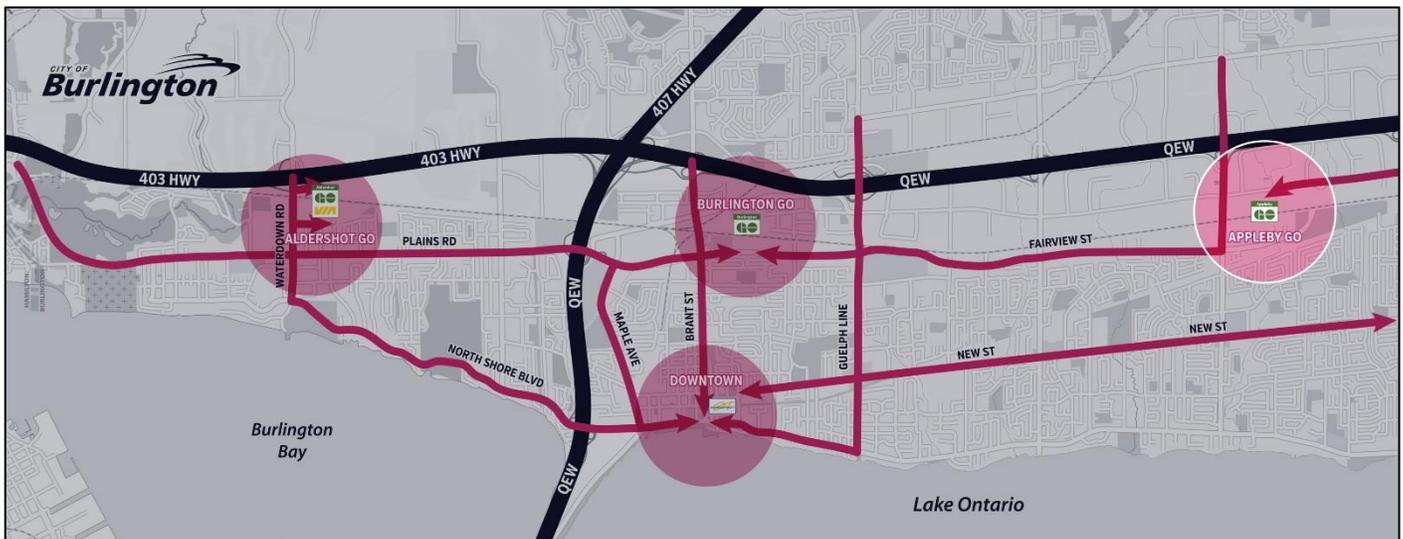
The event was structured as a presentation and workshop. The presentation included an overview of what the City heard to date on the Appleby GO Mobility Hub and a description of each draft concept. Presentation materials can be found at: www.burlington.ca/mobilityhubs. Following the presentation, a workshop was held where participants gathered in smaller groups and were taken through a series of worksheets by a facilitator to discuss the two concepts. The outcome of the workshop and feedback collected is summarized in the following section.

Along with the formal public consultation workshop, two drop-in open houses were held at various locations that were open to the public, landowners and other interested parties to discuss their specific properties, interests, or concerns with staff one-on-one. Feedback from these conversations is included in the following section.

Additionally, the City gathered information using an online survey, where participants were asked to answer questions regarding their preferred development styles, land use distribution and what they liked and disliked concerning different design and neighbourhood features. The survey was used to collect information at a public meeting on May 18th, 2017 and was available online from May 18th to November 3rd, 2017. The results of the Appleby GO Mobility Hub Visioning Survey are provided in the following section.

Table of Contents

Part 1: Draft Concepts Feedback – October 2017	3
Part 2: Appleby GO Mobility Hub Visioning Survey Results	8
Part 3: Next Steps	11



Part 1: Draft Concepts Feedback – October 2017

Below is a summary of the feedback received during the public consultation workshop on two draft concepts for the Appleby GO Mobility Hub held on October 11th, 2017. Feedback is summarized to include general comments on the Appleby GO Mobility Hub, as well as comments specific to concepts #1 and #2.

In addition to the formal workshop on October 11th, 2017, two drop-in open houses were held, where the City continued to hear feedback from the public and stakeholders about the draft concepts. The drop-in open houses took place on the following dates:

Thursday October 12th at Centennial Pool – Multi-Purpose Room; 10:20am - 12pm

Thursday October 12th at Appleby Ice Centre – Multi-Purpose Room; 6:30-8pm

Feedback received during the stakeholder drop-in open houses and collected from comment sheets is also included within the summary below.

A: General Feedback on the Appleby GO Mobility Hub

- **Private Space (Private Development)**
 - Need grocery stores in this area to be a destination and to serve residents
 - Provide amenities at the GO station
 - Include green roofs for new development
 - Prefer a stepped back design – terracing for taller buildings
 - Look at incorporating increased numbers of bedrooms in units to encourage families
 - Taller buildings attract people who use the GO and who walk to meet their needs
 - Look at condo rules for park rates to provide amenities on site
 - Medical buildings would be a good use and are needed south of the tracks
 - 20 storeys feels too high
 - Tall buildings great for those who live in them due to views
 - See Newmarket downtown hub for great storefronts at street level, steps away from sidewalk. All of Burlington has plans that take at least a few minutes to get to store from street level. Store fronts should be closer to the street to help create a sense of place
 - A great deal of consideration should be given to sustainability and weather protection incorporated into new development
 - Design of a new building is important and to the willingness to accept additional height

- **Public Space and Community Facilities**
 - Not enough parks in the concept for the amount of people who could live here in the future
 - Need parks and open spaces for employees as well
 - Need parks in closer proximity to residential and for people using retail and service commercial outside of work hours

- Also look at new larger parks with great amenities
 - Need to ensure there are schools for kids to attract families
 - Need schools for kids
 - Parkettes should be added to the neighbourhood – Sherwood Forest Park is great but too far for the average dog walker in a new community
 - Pet-specific parks needed
 - Need spaces for kids outside of Sherwood Forest Park (i.e. within each walk shed)
 - Need more parks near residential areas and public spaces need to be accessible
 - Parks in employment areas would encourage activity during off-peak employment hours
 - Community uses should be accessible by transit
 - Like the community uses close to the intersection of Appleby Line and Fairview Street – closer to residential uses
 - Incorporate public art
 - Developments should be family friendly – school and locations need to be well throughout
 - Improve amenities in Sherwood Forest Park – picnic tables, seating.
- **Getting Around (Transportation, Transit, Traffic and Parking)**
 - It is currently too dangerous to cycle along Appleby Line
 - Need safer routes for bikes over the QEW
 - Need wider sidewalks for dual purpose – separated bike lanes for safety, perhaps on the boulevard
 - Traffic on Appleby Line is crazy
 - Proposed streets could be a better option for cycling routes rather than major streets
 - Have transit service to get workers to their area
 - Incorporate trails along the rail line – but only if safe
 - Avoid under ground active transportation tunnels for safety – at grade crossing is for good access
 - Concern about cost for active transportation connections through park and loss of soccer field
 - Concern about locations of potential active transportation connections to the south (on private property)
 - Traffic in this area is a major concern today
 - Transit needs a re-think - it is under-funded
 - Why are there so many new roads proposed in both concepts if we are promoting a departure from car dependency
 - Can the main arteries support these extra roads?
 - People currently walk down the creek to the school – they are making a mess of the creek
 - Loss of parking at GO Station to accommodate development is a concern – its already full.
 - Concerned about paths being large enough to accommodate cars in the future
 - Existing path (through the creek to Fairview St.) is unusable at night due to poor lighting
 - Need to see more effort to improve transit
 - Minimize vehicle access into the hub to allow people to walk/cycle within
 - Like the idea of creating secondary streets parallel to the rail corridor for a quieter atmosphere

- Like the potential active transportation connections proposed
 - Additional bike parking and bike lockers at the GO station will benefit increased active transportation
 - Need more connections between the Centennial Multiuse trail and the GO Station
 - Need enhanced bike safety along major streets
 - There are traffic concerns in this area
 - A finer grain street network would encourage safety for active transportation
 - Several businesses in the area are concerned with Harvester Road and the ability to cross the street from the GO station (north side) to the employment area. A safe pedestrian crossing at this location is needed and important to ensure safety for employees/customers and is a critical issue for businesses in the area
 - Think about safe routes for people with mobility concerns
 - Traffic on Fairview St. is a concern
 - Consider synchronized traffic lights to improve flow
 - Green streets should have appealing services to draw pedestrians
 - Need bike paths
 - Need to create a continuous network using improved active transportation connections, which is important for safety and accessibility
 - Consider road connection through Sherwood Forest Park
 - More active transportation through neighbourhoods would be good
 - Consider tertiary roads like in Mississauga
 - Consider vehicle connections under and over roads
 - Safety for pedestrians is a key concern along Appleby Line
 - The underpass at Burloak Dr. will help alleviate traffic
 - Separating pedestrians and cyclist traffic on trails important for pedestrian safety
 - Separated bike lanes a way for traffic and important for safety
 - Improve public transit to reduce vehicle dependency
- **Other**
 - Odour from the pork rendering plant is an issue in the area
 - Attract people here as a destination – need community uses to draw people into the area
 - Need buildings that create a safe environment
 - Strengthen this area's role as a destination for employment in the city
 - Recruit employers/employees through Economic Development
 - Is a 30 m crash wall required along the rail corridor?
 - Noise from rail line will be decreased in the future with RER
 - Lighting should face down towards the ground
 - Concern about road runoff into Appleby Creek
 - Snow removal with high density is a concern and challenge
 - Paradigm development (at the Burlington GO) is smart – where people want to go every day
 - Burden to infrastructure on existing neighbourhoods is a concern
 - Concern about depth of water table – can underground parking even be accommodated here?

- Infiltration flooding is a problem to the south
- Townhomes on Fairview St. currently have no basement due to water table
- More information is needed with regards to future densities in this area, new road network to be planned, new businesses, public infrastructure such as sewers, watermains etc.
- The area around the GO station will benefit from a face lift – the area seems to have a lot of wasted/underutilized space and it would be nice to see more dining options, grocery stores and other amenities that are in close walking distance
- The odor from the pork factory is an issue and will impact the ability to redevelop the area in the future. It is a real downside to the area. The smell is very unpleasant and impacts the people/homes in the area
- Don't block cemeteries
- Not all 400 sq ft units - need a variety of unit sizes and bedrooms

B: Feedback on Concept #1 – Rail Corridor Oriented

- Locate tall buildings close to the rail lines
- Preference for Concept 1 – no more than 20 storeys
- 20+ is too tall
- Huge opportunity to add density near the tracks
- Make it a destination from other parts of the City and the Regional Area
- Connections between buildings (tunnels) with new development to promote people to walk
- Consider synchronized traffic lights to improve flow
- Look at east-west street north of Fairview St.– may not be realistic due to serious slope.
- Pork rendering plant will discourage new tenants due to odour
- Reconsider the use of public parks in employment areas – make reasons for parks that of owners, not city because just serve employees
- Community use at south west corner is good – like coffee shops and an improved library
- Loosen restrictions on live work to encourage more diversity in retail, service commercial needs (i.e. coffee shops)
- New north-south roads across the rail line
- Expand Appleby Line
- The more connections south, the better
- Separate bike paths – off – road needed – keep them off the road
- Like the idea of a transit plaza on the north and south sides of tracks
- Makes sense to have smaller parks
- Harvester Rd side for new commercial uses to support employees
- 20+ storeys is pushing it

- Rail corridor focus should be preferred – Appleby Line is already very loud and not pleasant to walk on (especially during rush hour) - Similar to Yonge Street in Toronto, it is more enjoyable to walk on smaller streets where it is quieter but still enough foot traffic for ambiance.

C: Feedback on Concept #2 – Appleby Line Oriented

- Density along Appleby and major streets
- 20 storeys+ for Appleby Line is too high
- Concentrating density along major streets is problematic due to traffic – mitigation strategies important (ie. southbound at Appleby Line south of the rail)
- Weather protection outdoors will encourage more people to take transit
- Harvester Road and Appleby Line are very dangerous and busy intersection because of highway traffic
- Should be a more gradual transition to stable areas



Part 2: Appleby GO Mobility Hub Visioning Survey Results

The following are results from the Appleby GO Mobility Hub Visioning Survey, which were collected a number of different methods, including: electronic voting at Appleby GO visioning workshop on May 18th, open houses, coffee consultations and an online survey, which was open from May 18th, 2017 to November 3rd, 2017. There were generally 131 responses for each question.

1. Within the area of study boundary are you a: (129 total responses)

Resident (tenant/homeowner)	72%
Business Owner/Operator/Employee	2%
Landowner	1%
Other/Interested Party	25%

2. I want the choice to complete most of my daily needs and trips on foot, by bike or by public transit: (131 total responses)

Strongly Agree	40%
Agree	30%
Not Sure	5%
Disagree	16%
Strongly Disagree	9%

3. Additional or enhanced cycling infrastructure is needed in the area around Appleby GO. (132 total responses)

Strongly Agree	23%
Agree	30%
Not Sure	12%
Disagree	17%
Strongly Disagree	18%

4. I feel that the area around the Appleby GO is adequately serviced by transit routes, stops and frequency. (132 total responses)

Strongly Agree	14%
Agree	32%
Not Sure	23%
Disagree	18%
Strongly Disagree	13%

5. Retail and commercial services within the Mobility Hub study boundary, should be predominately located at the intersection of Fairview Street and Appleby Line. (131 total responses)

Strongly Agree	11%
Agree	47%
Neutral	8%
Disagree	26%
Strongly Disagree	8%

6. New development around the Appleby GO Station should be more family oriented. (131 total responses)

Strongly Agree	23%
Agree	39%
Neutral	17%
Disagree	19%
Strongly Disagree	2%

7. New development should include sustainable and green building features where possible. (131 total responses)

Strongly Agree	48%
Agree	37%
Neutral	10%
Disagree	4%
Strongly Disagree	1%

8. I think its appropriate to allow some tall buildings within the Appleby GO study area (the city defines a tall building as 12 storeys or higher). (132 total responses)

Strongly Agree	17%
Agree	36%
Neutral	1%
Disagree	19%
Strongly Disagree	27%

9. From the list below, select your top TWO (2) priorities for the area around Appleby GO. (232 total responses)

Conservation of significant cultural heritage resources	17%
New Public Spaces	35%
Public Art	4%
Landscaping and Greenery	44%

Part 3: Next Steps

The next steps of the Mobility Hubs Study for the Appleby GO Mobility Hub include:

- Presentation of a preferred concept for the Appleby GO Mobility Hub to Burlington City Council on December 4th, 2017
- Ongoing site analysis and technical studies
- Creation of draft policy framework for the preferred concept
- Public Consultation #3 in early 2018 – at this meeting staff will be presenting draft policies for the Appleby GO Mobility Hub preferred concept
- Development of the Appleby GO Mobility Hub Area Specific Plan (ASP) for delivery to Burlington City Council by June 2018.

For additional information on the progress of the Mobility Hubs Study, please visit the project website:
www.burlington.ca/mobilityhubs