

## **PB-76-17: Appendix B2 - Public Consultation Summary for Burlington GO Mobility Hub Draft Concepts**

### **November 2017 Update**

#### **Introduction**

On September 6<sup>th</sup>, 2017, the second round of public consultation was held at the Holiday Inn (3063 South Service Rd.) for the Burlington GO Mobility Hub. Members of the public were invited to attend and provide feedback on two draft concepts for the Burlington GO Mobility Hub. In May 2017, public engagement sessions focused on visioning and what the public loved and valued in the area around the Burlington GO station. A summary of feedback gathered during this visioning stage is available at [www.burlington.ca/mobilityhubs](http://www.burlington.ca/mobilityhubs). With that input, along with information from ongoing technical studies, two draft concepts for the Burlington GO Mobility Hub were produced. These concepts showed how and where future growth could be accommodated in the area around the Burlington GO station over the long term. Approximately 15 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 Burlington GO Mobility Hub and a description of each draft concept. Presentation materials can be found at: [www.burlington.ca/mobilityhubs](http://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.

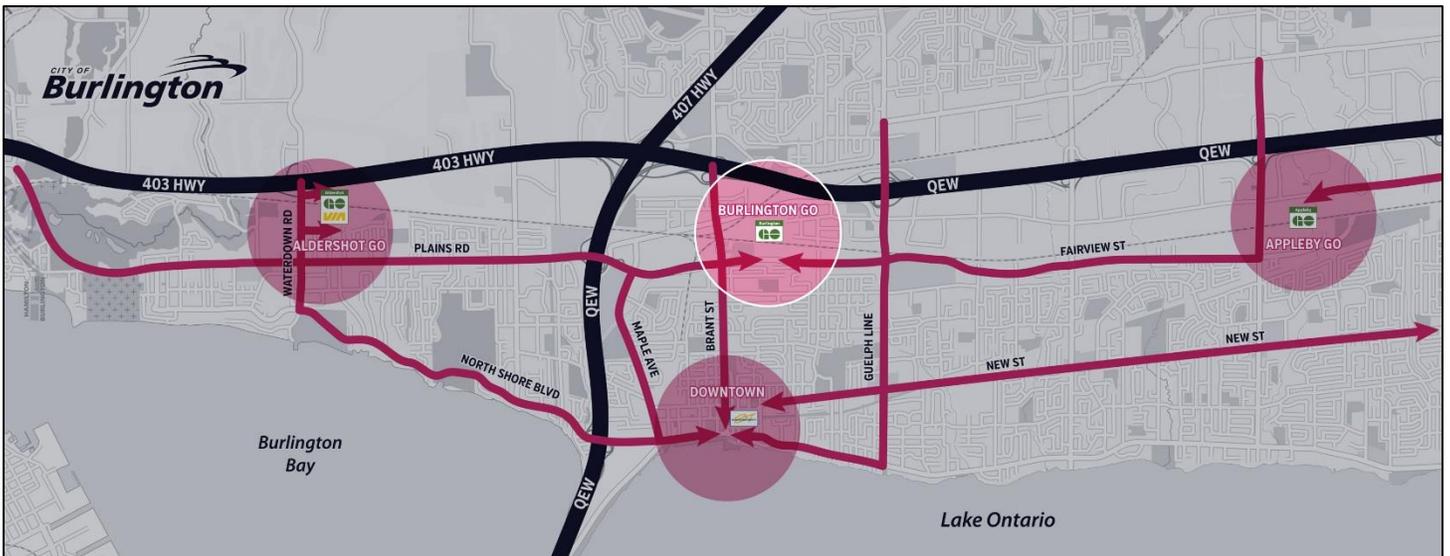
Additionally, the City gathered information using an online survey, where participants were asked to answer questions regarding their preferred development styles, land use distribution and what they liked and disliked concerning different design and neighbourhood features. The survey was used to collect information at a public meeting on May 10<sup>th</sup>, 2017 and was available online from May 11<sup>th</sup> to November 3, 2017. The results of the Burlington GO Mobility Hub Visioning Survey are provided in the following section.

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## **Part 1: Draft Concepts Feedback – September 2017**

Below is a summary of the feedback received during the public consultation workshop on the two draft concepts for the Burlington GO Mobility Hub held on September 6<sup>th</sup>, 2017. Feedback is summarized to include general comments on the Burlington GO Mobility Hub, as well as comments specific to concepts #1 and #2.

In addition to the formal workshop on September 6<sup>th</sup>, 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:

Friday September 15<sup>th</sup> at City Hall – Room 247; 2-4pm

Thursday September 21<sup>th</sup> at Burlington Seniors Centre – Port Nelson 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 Burlington GO Mobility Hub**

- **Private Space (Private Development)**
  - Use podium elements to mitigate impacts on low-rise residential using a 45° angular plane
  - Ensure that the distribution of mid-rise and tall-rise buildings is equitable and fair based on consistent criteria and rationale
  - Need more amenities and activities for people living here to enjoy and use
  - Instead of having big box options, include retail and services with the opportunity for smaller units
  - Include retail at grade in tall buildings
  - Want a good mix of buildings
  - Include active uses at-grade in GO station parking lots
  - Provide unique venues such as a beer market
  - Height and density will have the least impact closest to the GO Station
  - Work with Metrolinx to redevelop parking lots in the future
  
- **Public Space and Community Facilities**
  - Need a mix of smaller and larger community spaces
  - Provide both hard and soft space for public
  - Use the back of creeks for green spaces
  - Like the parks and community feel of both concepts
  - Provide more like an urban park – provide other things than retail, such as recreation and sports for families
  - Need to ensure that services and facilities such as libraries are available for people that will be added to this area

- In the concepts, community uses are well distributed
- The creation of two civic squares in the area would be preferred
- **Getting Around (Transportation, Transit, Traffic and Parking)**
  - Limit the number of entrances off main streets
  - Traffic calming in this area is needed
  - Make road design features in a way that encourages people to slow down such as cobblestones, one way streets etc.
  - Need more north-south connections over Fairview Street
  - Create underground connections between high density development and amenity areas
  - Active transportation connections are currently very difficult in this area
  - need to ensure that green streets and buffers are large enough to buffer the street from tall buildings
  - buffer along Brant Street (higher traffic area)
  - Ensure easy wayfinding throughout the area
  - Need more connections to the neighbourhood south of the mobility hub
  - Extend Queensway to Brant Street
  - Green streets are a fantastic idea – much needed grass addition
  - Do new roads have to be public? – perhaps 20m wide roads might be too big for some developments
  - Need to create more permeability
  - Need more walkway and cycling connections
  - Lots of potential for staying inside the community and walk over to local destinations
  - Less reliable in car transportation/travel
  - Practical to live here and use the GO transit service
  - Integrate the north and south to create more connections
  - Like the idea of connecting the hydro corridor with the area through open space/park/trail
  - We don't currently have good transit service
  - Concerned with parking
  - Important to have a focus on underground parking not on large surface parking
  - Connect this area using bike share and transit
  - Brant Street is not currently not a friendly street – need to be comfortable with speed limits
  - May not need giant, wide roads
  - Improved/increase connections (south-north) across the rail tracks
  - Consider an over or underpass at the rail track connecting green spaces
  - Ensure there is available visitor parking –businesses want this
  - Create a Pedestrian Corridor in the area, similar to the Elgin Promenade
  - Enhanced connection between Fairview Street and the Station and the civic square through the overpass, continuing along the parking garage as a promenade up to Plains Road
  - Details of roads are very important
  - Use the Queensway to make a loop
  - Use cobble to slow drivers down

- North-South foot traffic is a concern because the railway is a barrier – tunnels under at the station are grotesque
  - Need more pedestrian and bike bridges
  - Keep all parking below grade to minimize car traffic – such as an underground garage network
  - Consider underground pedestrian connections between buildings to the GO Station
  - Create connections from the residential neighbourhood south of Fairview Street to the GO Station – perhaps the city can buy a house to facilitate the connection
  - The creation of a connection along the hydro corridor will be a great benefit
  - Need to incorporate north-south green streets especially leading down to the lake
  - The point at which lanes merge on Brant Street near Graham’s Lane can be very chaotic – could be buffered
  - Need to balance parking with green development and public spaces
- **Other**
    - We should think of these hubs as small towns/communities/Complete Communities!
    - Like the idea of small streets with buildings closer to the street and are nice to walk, that are streets for people and have lots of trees
    - Don’t want a bedroom community
    - Think about universal design
    - The Burlington GO needs to have after work hour activity
    - Ensure security measures and building/construction measures for building residential development near rail tracks
    - Incorporate public art!
    - Important to consider accessibility
    - Is there recognition of the significant increase in population and how that will be managed?
    - Is there potential to add more density?
    - Need to explore how to balance heritage character and increased density

### **B: Feedback on Concept #1 – Intersection Oriented**

- Density focused in areas that have the hardest pedestrian environment
- More podium development throughout
- Like the parks in this concept
- The heritage building in this concept is surrounded by better transitions
- Incorporate more open space as part of tall building development
- Prefer concept #1 because it generate more people for existing businesses
- Like the tallest buildings at Brant Street and Plains Road
- Prefer concept 1 because it generates more people for existing businesses
- Prefer tallest buildings at Brant Street and Plains Rd.
- Prefer concept 1 because of interface with adjacent low density neighbourhood at Maplewood Drive
- Preference for this option

## **C: Feedback on Concept #2 – Rail Corridor Oriented**

- Like the massing and density focused around the GO station for access to RER
- Prefer concept #2 – density is spread out away from the main arteries
- High density along Fairview Street and closer to the GO station is better and more preferred
- Prefer tall buildings north of Fairview Street
- May be more in keeping with immediate commercial interest
- Prefer the larger civic square – better to have 1 larger public square vs. 2 smaller ones
- Prefer open space to be located on the south side of the GO station to serve the existing community
- Consider the creation of a 2 level civic square
- If this corridor oriented concept is chosen, make larger boulevards to offset increased density
- Locating density and height along Fairview Street feels like a good idea
- Higher building at Brant Street and Plains Road is also good
- Concept 2 seems more in keeping with existing zoning and potential commercial interest
- High density along Brant Street, south of Fairview Street seems challenging
- Larger civic square is good but should be on the south side of the tracks



## Part 2: Burlington GO Mobility Hub Visioning Survey Results

The following are results from the Burlington GO Mobility Hub Visioning Survey, which were collected a number of different methods, including: electronic voting at the Burlington GO Mobility Hub visioning workshop on May 10<sup>th</sup>, open houses, coffee consultations and an online survey, which was open from May 10<sup>th</sup>, 2017 to November 3<sup>rd</sup>, 2017. There were generally 104 responses for each question.

1. Within the area of study boundary are you a: (103 total responses)

<b>Resident (tenant/homeowner)</b>	<b>60%</b>
Business Owner/Operator/Employee	1%
Landowner	3%
Other/Interested Party	36%

2. I want the choice to complete most of my daily needs and trips on foot, by bike or by public transit: (103 total responses)

<b>Strongly Agree</b>	<b>48%</b>
Agree	28%
Not Sure	6%
Disagree	12%
Strongly Disagree	7%

3. Additional or enhanced cycling infrastructure is needed in the area around the Burlington GO Station. (104 total responses)

<b>Strongly Agree</b>	<b>30%</b>
Agree	29%
Not Sure	11%
Disagree	21%
Strongly Disagree	9%

4. I feel that the area around the Burlington GO is adequately serviced by transit routes, stops and frequency. (102 total responses)

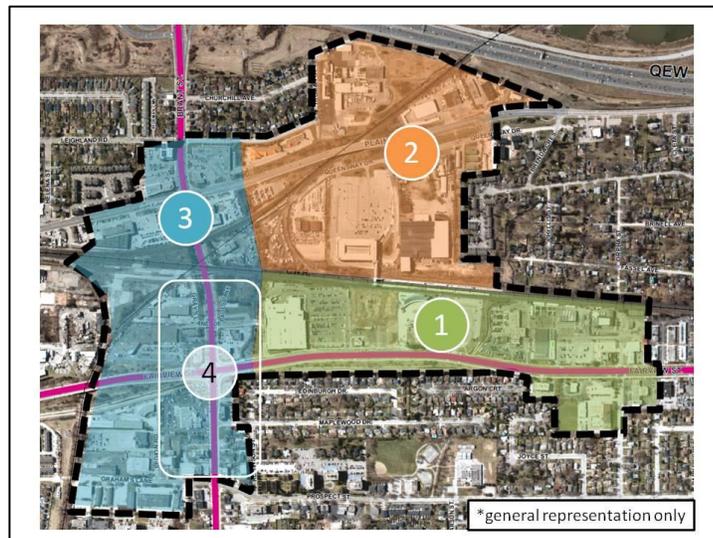
Strongly Agree	6%
Agree	27%
<b>Not Sure</b>	<b>34%</b>
Disagree	22%
Strongly Disagree	11%

5. Within the study boundary, retail and commercial services should be predominantly located along: (129 total responses)

Fairview Street	22%
Brant Street	5%
Plains Rd. E./Queensway Drive	17%
<b>All of the Above</b>	<b>56%</b>
Not Sure	4%

6. Where should the majority of future growth be directed in the area around the Burlington GO Station? (99 total responses)

Area #1	28%
<b>Area #2</b>	<b>55%</b>
Area #3	10%
Area #4	7%



7. New development around the Burlington GO Station should be more family oriented. (104 total responses)

Strongly Agree	24%
<b>Agree</b>	<b>41%</b>
Neutral	16%
Disagree	13%
Strongly Disagree	6%

8. I feel it's important to have more affordable housing options around the Burlington GO Station even if it means an increase in numbers of units to achieve it. (104 total responses)

Strongly Agree	20%
<b>Agree</b>	<b>41%</b>
Neutral	3%
Disagree	21%
Strongly Disagree	14%

9. New development should include sustainable and green building features where possible. (106 total responses)

<b>Strongly Agree</b>	<b>60%</b>
Agree	35%
Neutral	4%
Disagree	0%
Strongly Disagree	1%

10. From the list below, select your top TWO (2) priorities for the area around Burlington GO. (182 total responses)

Conservation of significant cultural heritage resources	19%
New Public Spaces	35%
Public Art	5%
<b>Landscaping and Greenery</b>	<b>41%</b>

### **Part 3: Next Steps**

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

- Presentation of a preferred concept for the Burlington GO Mobility Hub to Burlington City Council on December 4<sup>th</sup>, 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 Burlington GO Station preferred concept
- Development of the Burlington 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](http://www.burlington.ca/mobilityhubs)