

## Overview of Opportunities and Constraints

The table below provides an overview of the opportunities and constraints at each Mobility Hub, organized by the Mobility Hub Elements outlined in Section 4.0. Each of these elements are described in greater detail throughout this chapter.

|                       | Transportation, Transit and Circulation   | Walking and Cycling  | Opportunity Sites   |
|-----------------------|---|--|---|
| General (All Hubs)    | <ul style="list-style-type: none"> <li>» Align connections between different modes of transportation to reduce travel time and eliminate barriers.</li> <li>» Transit priority measures as identified in the Transportation Master Plan.</li> </ul>   | <ul style="list-style-type: none"> <li>» Attractive streetscapes to support pedestrian activity.</li> <li>» New cycling facilities as prescribed in the Cycling Master Plan.</li> <li>» Pedestrian and cyclist connections over the GO Rail corridor and HWY 403.</li> <li>» Additional pedestrian and cycling connections within new developments.</li> <li>» Additional cycling parking at the GO stations.</li> </ul> | <ul style="list-style-type: none"> <li>» Redevelopment of vacant/ underutilized sites with a mix of uses.</li> <li>» Infill front-yard parking on Mixed Use Corridors to create continuous streetscapes.</li> <li>» All new development has high-quality, street-oriented development.</li> <li>» Promote sustainability in all public and private realm projects.</li> </ul> |
| Burlington GO Station | <ul style="list-style-type: none"> <li>» Centralize regional/ provincial transit modes.</li> <li>» Dedicated transit lanes on Fairview Street.</li> <li>» Transit priority measures in the short-term.</li> </ul>   | <ul style="list-style-type: none"> <li>» Bicycle Priority Street on Drury Lane.</li> <li>» Extend Fairview Street cycling facilities east.</li> <li>» HWY 403 pedestrian and cyclist crossing at Brant Street hydro corridor.</li> <li>» Explore renaturalizing drainage channels for pedestrians.</li> </ul>  | <ul style="list-style-type: none"> <li>» Redevelopment sites north of Fairview Street and south of Plains Road.</li> <li>» Protect Employment areas north of the rail corridor.</li> </ul>  |
| Burlington Downtown   | <ul style="list-style-type: none"> <li>» Dedicated transit lanes on Brant Street.</li> <li>» Connect the Centennial Bike Trail to the Downtown, including John Street and Brant Street.</li> </ul>  | <ul style="list-style-type: none"> <li>» Bike Lanes on Elgin Street, James Street and Lakeshore Road limits.</li> <li>» Bicycle Priority Streets on Caroline Street and Brant Street.</li> <li>» Creation of the Elgin Street Promenade, linking pedestrians and cyclists from Elgin Street to the Centennial Bike Trail.</li> </ul>   | <ul style="list-style-type: none"> <li>» Redevelop surface lots at Brock Avenue/Ontario Street, Martha Street and on City-owned land.</li> <li>» Redevelopment sites on Lakeshore Road (east of Brant Street) and Brant Street (north of Caroline Street).</li> </ul>   |
| Aldershot GO Station  | <ul style="list-style-type: none"> <li>» Extend South Service Road to King Street.</li> <li>» Transit priority measures at Plains Road and Waterdown Road.</li> <li>» Increased transit service to Aldershot GO station.</li> </ul>   | <ul style="list-style-type: none"> <li>» Bike Lanes on Waterdown Road.</li> <li>» Bicycle Priority Street on Clearview Avenue.</li> <li>» Additional connections on Gallagher Road, Masonry Court, Emery Avenue, North Service Road and along the rail corridor.</li> </ul>  | <ul style="list-style-type: none"> <li>» Sites on Plains and Waterdown Road for mixed-use buildings.</li> <li>» Protect Employment areas between Masonry Court and rail corridor.</li> <li>» Sensitive planning near the GO Station woodlot.</li> <li>» Reestablish creek riparian zone within Woodlot.</li> </ul>  |
| Appleby GO Station    | <ul style="list-style-type: none"> <li>» Appleby Line and Fairview Street are Primary Bus Service routes in long-term network as identified in the Transportation Master Plan.</li> <li>» Bus priority signals to station from Fairview Road and Harvester Road.</li> <li>» New Street as a transit connection between Appleby GO and Downtown Burlington.</li> </ul> | <ul style="list-style-type: none"> <li>» Bike Lanes and Multi-Use Paths on Harvester Road.</li> <li>» Bicycle Priority Streets throughout the southern residential neighbourhood.</li> <li>» Explore renaturalizing drainage channels as pedestrian paths.</li> </ul>  | <ul style="list-style-type: none"> <li>» Redevelopment sites on north of Fairview Street.</li> <li>» Redevelopment sites south of Harvester Road.</li> <li>» Redevelopment sites along Appleby Line.</li> <li>» Enhancements to improve creek at GO Station.</li> </ul>   |

| Key Destinations  | Nodes/Entryways  | Highway Oriented Development  | Rail Oriented Development   |
|---|--|---|---|
| <ul style="list-style-type: none"> <li>» Integrated stations to create safe, attractive destinations.</li> <li>» Locate complementary uses near stations.</li> <li>» Protect existing destinations (i.e. parks and open spaces, civic buildings, community facilities, etc.).</li> <li>» Provide semi-private open spaces within new large developments.</li> </ul> | <ul style="list-style-type: none"> <li>» Nodes as vital areas that announce arrival through landmark buildings, plazas, public art, landscaping, enhanced streetscaping and wayfinding.</li> </ul>     | <ul style="list-style-type: none"> <li>» High-quality facades and landscaping on all sites visible from HWY 403.</li> </ul> | <ul style="list-style-type: none"> <li>» Attractive development facing rail corridors, including buffered parking, landscaping, secondary entrances, attractive facades, public art, etc.</li> <li>» All new development adheres to Guidelines for New Development in Proximity to Railway Operations.</li> </ul> |
| <ul style="list-style-type: none"> <li>» Support a mixed-use Regional Commercial destination that does not detract from Downtown.</li> </ul>  | <ul style="list-style-type: none"> <li>» Node at Brant Street/Plains Road.</li> <li>» Node at Brant Street/Fairview Street.</li> <li>» Potential node at Fairview Street/Drury Lane.</li> </ul>        | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  |
| <ul style="list-style-type: none"> <li>» Additional destinations on City-owned land in the Downtown, and along the waterfront.</li> </ul>   | <ul style="list-style-type: none"> <li>» Enhance node at Brant Street and Victoria Avenue/Baldwin Street.</li> <li>» East and western entryways on Lakeshore Road.</li> </ul>                          | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  |
| <ul style="list-style-type: none"> <li>» Focus initial redevelopment at Plains Road and Waterdown Road to create Village Node.</li> <li>» Protect employment uses on Cooke Boulevard.</li> </ul>  | <ul style="list-style-type: none"> <li>» Node at Waterdown Road/Plains Road.</li> <li>» Node at Waterdown Road/Masonry Court.</li> <li>» Node at Waterdown Road/GO entrance.</li> </ul>                | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  |
| <ul style="list-style-type: none"> <li>» Protect and enhance Sherwood Forest Park.</li> </ul>   | <ul style="list-style-type: none"> <li>» Node at Appleby Line/Fairview Street.</li> <li>» Node at Appleby Line/Harvester Road.</li> <li>» Potential node at Harvester Road/Fairview Street.</li> </ul> | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  | <ul style="list-style-type: none"> <li>» See general recommendations.</li> </ul>  |