



TO: Development and Infrastructure Committee
FROM: Planning and Building
SUBJECT: Official Plan Review: Transmittal of Final Mobility Hubs Opportunities and Constraints Study

Report Number: PB-54-14

Wards Affected: All

File Numbers: 505-08-03

Date to Committee: May 26, 2014

Date to Council: June 9, 2014

Recommendation:

Receive the *Final Mobility Hubs Opportunities and Constraints Study, May 2014*, prepared by Brook McIlroy for the purpose of informing policy directions for the City's Official Plan review.

Direct the Director of Planning to provide an Official Plan Review Policy Directions Report, which considers the findings of the *Final Mobility Hubs Opportunities and Constraints Study*.

Purpose:

The purpose of this report is to:

- Transmit the *Mobility Hubs Opportunities and Constraints Study* prepared by Brook McIlroy, dated May 2014.
 - Provide an overview of the study purpose and scope.
 - Highlight the key findings and recommendations of the study.
 - Summarize the process and next steps.
-

Background:

1.0 Purpose of Study

The purpose of the *Mobility Hubs Opportunities and Constraints Study* (hereafter referred to as "the MHOC Study") is to use the Metrolinx Mobility Hub Guidelines (2011) to assess the opportunities and constraints at the two provincially-designated mobility hubs (Burlington GO and Downtown Burlington) and the City identified mobility hubs

(Aldershot GO and Appleby GO), as well as the key transportation corridors that connect them.

As a key city-wide study included in the Official Plan Review project, the MHOC Study is to inform the Official Plan Review Policy Directions Report to integrate mobility hubs into the Official Plan, potentially in a number of ways:

- Developing Official Plan policies;
- Influencing modifications to the City's urban structure;
- Developing high level urban design principles and a defined vision and role for each of the hubs and transportation connectors (city-wide system); and
- Providing guidance on detailed mobility hub studies and a long-term implementation strategy.

To view the detailed study objectives, please refer to the Section 1.2 in the MHOC Study (under separate cover).

2.0 Pertinent Council Resolution

On August 27, 2012, Council endorsed the Official Plan Review Comprehensive Work Plan 'Option A' outlined in PB-53-12. The MHOC Study was identified as a key city-wide consultant study. Late in 2012, Brook McIlroy was retained to undertake the study.

A two-stage approach to mobility hub planning was outlined in the Official Plan Review Comprehensive Work Plan report (see Appendix A). The desired outcome of Stage 1 is complimentary policy for mobility hubs in the Official Plan and Transportation Master Plan that would position the City for the next stage of detailed mobility hub planning and implementation and to explore funding and partnership opportunities with Metrolinx and other potential partners.

Since effective coordination between land use and transportation is key to the success of mobility hubs, alignment of mobility hub policies in the Official Plan with the City's Transportation Master Plan (currently under development) was identified as an important objective of the Official Plan Review work plan. Both studies have been intentionally coordinated through a shared Steering Committee consisting of City staff from different departments from the beginning to ensure alignment in process and deliverables.

3.0 Study Context

3.1 Mobility Hubs

Mobility Hubs are major transit nodes that play a strategic role in the regional transportation system. As special transit-oriented mixed use areas, they include the

transit stations and surrounding areas, and generally Urban Growth Centres as well. They are places of connectivity where different modes of transportation – from walking to commuter rail – come together seamlessly and where there is an intensive concentration of places to live, work, shop and play. With significant levels of planned service, mobility hubs serve as a place to wait for and connect with the rest of the Greater Toronto Hamilton Area (GTHA) through reliable, rapid transit whether walking, cycling, taking transit or driving. Successful mobility hubs have the potential to become vibrant places of activity in neighbourhoods over time.

3.2 Policy/Planning Framework

The Big Move is the 25-year regional transportation plan for the GTHA. Developed and adopted by Metrolinx, an agency of the Province of Ontario, the plan builds on the linkages between transportation and growth management established in the Province's Growth Plan for the Greater Golden Horseshoe Growth Plan. How we plan and design our communities determines how people travel. A fundamental strategy of the Big Move is to build communities that are more pedestrian, cycling, and transit-supportive.

The plan identifies ten strategies and nine “big moves” from which a set of priority actions were identified as being thought to have the most transformational impact on the GTHA transportation system. Big Move #7 identifies the development of a system of connected mobility hubs:

“Create a system of connected mobility hubs, including Anchor Hubs and Gateway Hubs, at key intersections in the regional rapid transit network that provide travellers with access to the system, support high density development, and demonstrate excellence in customer service.”

(Priority Action 7.1, The Big Move)

The Plan identifies Burlington GO station as a Gateway Hub and Downtown Burlington as an Anchor Hub and provides supporting policies. The Plan directs municipalities to incorporate the designated mobility hubs into their Official Plans and Transportation Master Plans (Policy 7.14) and to prepare detailed master plans (Policy 7.15) for each mobility hub in response to requirements set out in the Big Move.

The Big Move includes a detailed phasing strategy that identifies Top Transit Priorities to be completed within the first 15 years of the plan's implementation. Projects related to Burlington include:

- Extension of express rail on the Lakeshore Line between Hamilton and Oshawa – which will stop at Burlington GO (and presumably Aldershot GO and Appleby GO). *To be completed within first 15 years (by 2023).*

- Bus Rapid Transit on Dundas Street from Brant Street in Burlington to Kipling Station in Toronto. *To be completed within first 15 years (by 2023).*
- Additional rapid transit services to be added on the mountain along Mohawk Road in Hamilton and in Halton connecting both Burlington and downtown Milton to the rapid transit service on Dundas Street. *To be completed between years 16-25 (2024-2033).*

As the lead agency responsible for the implementation of the Big Move, Metrolinx plays the role of a coordinating body, and has required and prioritized cooperation with municipalities to carry out Big Move projects. Metrolinx has developed a financial program to assist municipalities in mobility hub capital projects, with priority directed at top projects they have identified for completion within the first 15 years.

Burlington's mobility hubs are not on the list for completion within the first 15 years and there is currently no Metrolinx funding committed to them. However, undertaking the MHOC Study at this time enables the City of Burlington to be progressive and take leadership in moving toward conformity with the Big Move and strategically reconciling regional and municipal land use and transportation objectives (e.g. considering Dundas Bus Rapid Transit, mobility hubs, and potential mobility hub transportation connectors as part of a city-wide system). Another desired outcome of the MHOC Study is to position the City to more effectively explore funding opportunities/partnership with Metrolinx and other potential partners.

Mobility hubs present an opportunity to help the City of Burlington reconcile its land use and transportation policies (e.g. Official Plan, Transportation Master Plan) and initiatives with regional (e.g. Regional Official Plan, ROPA #38, Halton Region Transportation Master Plan) and provincial policies and initiatives (e.g. Greenbelt Plan, Growth Plan for the Greater Golden Horseshoe, the Province's Big Move Regional Transportation Plan).

In Burlington, mobility hubs have the potential to become special transit-oriented mixed use areas in the city's nodes and corridors system (informed by the Official Plan Review). As major nodes from both a land use and transportation perspective, mobility hubs have the potential to become an important part of the City's urban structure, addressing long-term growth and helping the City achieve its targeted modal split (the percentage of people using various modes of transportation including walking, cycling, transit, and driving) and a more sustainable multi-modal transportation network. Above and beyond conformity with upper-tier policy, mobility hubs present an opportunity to advance the review of the next level of intensification in the city in such a way that effectively integrates land use and transportation in key areas and across the city-wide

system. Mobility hubs are a part of Burlington’s city-building and intensification objectives moving forward.

To guide planning and development of mobility hubs, Metrolinx has developed Mobility Hub Guidelines (2011). The Guidelines were considered by the consultant in the made for Burlington approach to the MHOC Study. To view the Mobility Hub Guidelines, please refer to the Metrolinx website or [click here](#).

Please see Section 2.0 of the MHOC Study for additional discussion on the Policy/Planning Framework.

4.0 Study Areas

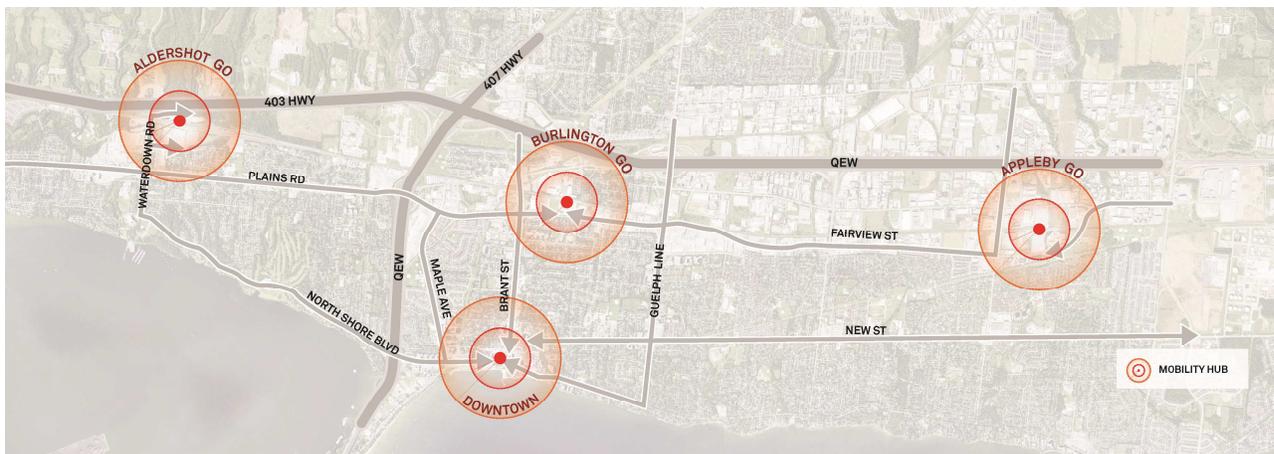


Figure 1 – Study Areas (Source: MHOC Study, BMI)

The study included City of Burlington’s two provincially-designated mobility hubs – Burlington GO station area and the Downtown Urban Growth Centre. It also includes two other major transit station areas identified in the Regional Official Plan (ROPA #38) – Appleby and Aldershot GO station areas. Lands generally within 800 meters (or approximately a 10 minutes walk) of the transit station or terminal for each site were considered in developing the boundaries for each mobility hub. Recognizing that the mobility hubs are part of a city-wide system, “connectors” or supporting transportation corridors for the mobility hubs were also included in the study.

Applying the Mobility Hub Guidelines, approximate boundaries were defined for each of the mobility hubs including:

- The primary zone: area within a 250m radius where there is generally the greatest potential for change through redevelopment

- The secondary zone: area within a 400 m radius that is generally indirectly impacted by development through enhanced connections, façade improvements, etc.
- The tertiary zone: 800 m transition zone between the mobility hub and adjacent neighbourhoods where little impact is generally anticipated.

For each mobility hub area, the boundaries for the various zones were adjusted to account for existing land uses, physical and political barriers (e.g. highway). It is recommended that future mobility hub studies and planning build on and refine these boundaries.

Opportunities and constraints were assessed within the defined boundaries of the mobility hubs through site and neighbourhood mapping analysis, review of best practice precedents, and feedback gained from consultation with City staff, regional agencies, and the public.

5.0 Study Process

The MHOC Study was undertaken in three phases:

- Phase I (A): Case Study Review and (B) Site and Context Review
- Phase II: Mobility Hub Visioning and Urban Design Principles
- Phase III: Recommendations

Since the initiation of the study, a significant amount of collaboration has occurred across departments and organizations through the Project Steering Committee (consisting of Planning and Building, Transportation, Transit, Engineering, Burlington Economic Development Corporation) with the consulting team, Metrolinx and other agencies, and the Region of Halton. The study included a kick-off agency meeting and two public workshop sessions, as well as a series of meetings between the Steering Committee and consultants.

For details, please refer to the Public Engagement Matters section of this report.

Discussion:

1.0 Consultant's Findings and Recommendations

The MHOC includes findings and recommendations that apply to all of the mobility hubs as well as those that apply to individual mobility hubs. Please refer to the following sections of MHOC Study for detailed discussions:

Section 3: Precedent Review

Section 4: Mobility Hub Elements

Section 5: The Mobility Hubs

- Proposed boundaries
- Opportunities & constraints (see also Appendix C)
- Mobility hub vision
- Proposed Official Plan directions (general principles) for each mobility hub (see also Appendix D)
- Proposed General Official Plan directions (general principles) that apply to all mobility hubs (See also Appendix D)

Section 6: Mobility Hub Connectors

- Proposed mobility hub connectors
- Opportunities & constraints
- Role of each connector

Section 7: Recommendations

- Proposed Short, Medium, and Long-Term Recommendations for mobility hub planning (see also Appendix E)
- Mobility Hub Study Funding

The following section of the subject staff report highlights the Consultant's recommendations on updates to the Official Plan and implementation timeline/strategy. For a complete discussion, please refer to the respective sections of the MHOC Study outlined above.

1.1. Proposed Updates to the Official Plan

The MHOC Study includes many potential policy implications for consideration as part of the Official Plan Review. The following section summarizes the key policy recommendations from the study; for specific details, please refer directly to the MHOC Study.

A. Define a Mobility Hub Hierarchy

The MHOC Study recommends that the City establish a hierarchy of mobility hubs to assist in prioritizing the order that specific mobility hub studies/master planning studies are to be completed in a future phase.

The purpose of these mobility hub/master planning studies are intended to develop a future area-specific plan including supporting studies such as: an urban design and public realm plan, a servicing and infrastructure study, a transportation study, market uplift analysis, etc.

The MHOC Study recommends that given the time and cost of such studies, they should be undertaken in the following order: Burlington GO, Burlington Downtown, Aldershot GO, Appleby GO.

The MHOC Study recognizes that although detailed mobility hub studies and master planning will be City-led, there may be other funding possibilities (e.g. developer funded, Metrolinx funded, public-private partnerships, etc.) and development applications and other catalysts may trigger mobility hub development at different times, potentially in a different order than the recommended hierarchy. To capitalize on development opportunities, a number of strategies are also recommended in the MHOC Study for the City of Burlington to guide development of mobility hubs in the interim, prior to completing detailed mobility hub studies such as:

- Adding criterion to the site plan application for proponents to submit a letter demonstrating how proposed development reflects the mobility vision and guiding principles for the area.
- Developing a preliminary massing strategy for each of the mobility hubs to illustrate the recommended urban design principles to ensure that applications demonstrate conformity to the mobility hub vision and objectives
- Requiring area contextual plans as part of the application process for the proponent to illustrate how a proposed building fits on their site, adjacent sites, and overall mobility hub area.
- Undertaking demonstration projects at opportunity sites to ensure excellent precedent-setting development – a dedicated steering committee would be created to work directly with developers at key stages to encourage development at opportunity sites through a clear, expedited, and effective

approval process that achieves highest and best use for the developer, while ensuring that development successfully meets mobility hub objectives.

B. Create a new ‘Mobility Hub’ overlay in the Official Plan

The MHOC Study includes a recommendation to update Schedules A and B and supporting text in the Official Plan to include a new “mobility hub” overlay to illustrate their location within the City’s urban structure and land use plan. Specifically, the MHOC Study recommends that the Official Plan be amended to include:

- A definition of mobility hubs within the Official Plan.
- Policies and objectives clarifying the intent of mobility hubs and their role within the City’s land use and transportation network.
- High-level principles and policies that apply to all of the mobility hubs (e.g. placemaking, land use, built form, open space, and circulation.)
- A vision statement and guiding principles and policies for each of the mobility hubs.

C. Create a new ‘Mobility Hub Connectors’ road classification

The MHOC Study recommends Schedule J and Table 1 in the Official Plan be updated to include a new ‘Mobility Hub Connectors’ street classification. The new classification will:

- Provide a general definition for the mobility hub connectors and how they relate to the mobility hubs and city road hierarchy.
- Provide high-level principles and policies that apply to all connectors (note: many of the principles proposed for the mobility hubs also apply to the connectors).
- Provide a subsection for each connector that outlines their role within the City’s transportation and land use network, as well as any policies that are specific to the connector (e.g. new design standards).

D. Incorporate enabling policies to support mobility hub development

- **Mobility Hub Master Plans:** Require a detailed mobility hub master plan for each of the mobility hubs prior to redevelopment detailing requirements related to land use, building heights, densities, built form, public realm, transportation facilities, community amenities, etc. The study also recommends interim policies to consider developments that meet mobility hub objectives preceding the completion of master plans (see Recommendation A for examples of interim strategies).

The MHOC Study highlights some potential components for mobility hub studies such as: identifying key opportunity sites; illustrating optimal build out; developing urban design guidelines; addressing transportation and parking issues; analyzing land value uplift; and developing implementation recommendations (e.g. phasing, policy amendments). These should be considered as part of the scoping of the next stage of detailed mobility hub planning work.

- **Interim Parking:** Allow for surface parking to be an interim use within the zoning by-law to help phase development in a feasible manner. Additional policies should ensure that surface parking is located at the rear of the site away from public view. The applicant would need to demonstrate how these surface parking areas will be intensified in future phases.
- **Reduced Parking Standards:** The Official Plan should allow for reduced surface parking requirements within the mobility hubs, to be further reviewed in the zoning by-law update to reflect the desired long-term shift toward alternative transportation modes. Parking reductions may also be considered for development applications that demonstrate meeting the respective mobility hub's vision on a case-by-case basis.
- **Development Incentives:** The Official Plan should include language to accommodate the use of incentives to encourage transit-oriented development at the mobility hub sites.

The MHOC Study recommends identifying mobility hub areas as Community Improvement Project (CIP) Areas (Part II – Functional Policy, Section 10 of the Official Plan) as part of the detailed mobility hub study. This enables the City to establish clear priorities for future municipal investment. Once a CIP is prepared, the City can direct funds and initiate a variety of planning tools to spur growth and investment as recommended in the Metrolinx' Mobility Hub

Guidelines (e.g. tax incremental-based financing, municipal grants and loans, façade improvement programs, Planning Act Section 37 benefits). Please see Section 7.2 - Recommendation #10 of the MHOC Study for more information.

The MHOC Study recommends that the Official Plan be reviewed to provide the required language to ensure that these incentives can be implemented in the mobility hub areas.

- **Provide new definitions within the Official Plan related to Mobility Hubs:** The MHOC Study includes a recommendation to update the language within the Official Plan with terms and concepts from the Big Move and mobility hubs in Part VIII: Definitions of the Official Plan. Potential terms may include: active transportation, alternative transportation, anchor hub, complete streets, gateway hub, mobility hub, multi-modal streets, place-making, transit-oriented development, transit-supportive development, etc.

E. Undertake Stakeholder Outreach/Developer Education Sessions

The MHOC Study includes a recommendation for the City to facilitate outreach sessions to potential stakeholders and developers to inform them of the updates to the Official Plan in particular in relation to mobility hubs. The objective is to involve stakeholders early and generate trust and develop long-term investment and partnership opportunities in the planning of mobility hubs.

1.2 Implementation Timeline

The MHOC Study recognizes that the full build out of Burlington's mobility hubs will occur incrementally over many years and will require a significant amount of dedicated resources. The study includes a recommended implementation timeline of short, medium, and long-term recommendations – many of which are beyond the scope of the Official Plan Review. Some of the recommendations are mobility hub-specific while others are city-wide projects.

All recommended projects have significant resource implications including major cross-departmental collaboration and shared responsibility. The study identifies potential lead departments and key stakeholders for each of the projects.

A dedicated and effective steering committee has been formed for the MHOC Study. Moving forward, it is anticipated that significant dedicated staff resources will continue to be required for the next stage of work. Discussions will be required to negotiate the appropriate city staff resources from various departments, as well as involvement from various agencies.

The following lists the short, medium, and long-term recommendations. For a diagram illustrating the implementation strategy timeline and a complete discussion of each of the recommendations please refer to Section 7.0 of the MHOC Study (see also Appendix E).

Short-term Recommendations (by 2016)

**Will inform the Official Plan Review*

| | |
|---|---|
| 1 | Finalize the <i>Mobility Hub Opportunities and Constraints Study*</i> |
| 2 | Establish a Mobility Hub Communications Plan |
| 3 | Prepare a Community Trails Strategy* |
| 4 | Create a Public Works Priority List |
| 5 | Update the Official Plan* |
| 6 | Update the Transportation Master Plan* |

Medium-Term Recommendations (2016-2019)

| | |
|----|---|
| 7 | Undertake a Office Attraction Study |
| 8 | Prepare a City-wide Parking Strategy |
| 9 | Prepare a Mobility Hub Branding Strategy |
| 10 | Undertake the Burlington GO Mobility Hub Study and Community Improvement Plan (CIP) - Pilot Project |
| 11 | Undertake a Burlington GO Canal Regeneration Project – Pilot Project |
| 12 | Undertake a Public Realm Project – Pilot Project |

Long-Term Recommendations (Beyond 2020)

| | |
|----|---|
| 13 | Release an RFP for Public Private Partnership Opportunities – Pilot Project |
| 14 | Downtown Mobility Hub Guidelines and CIP |
| 15 | Aldershot GO and Appleby GO Mobility Hub Studies and CIP |
| 16 | Update the City's Wayfinding Strategy |
| 17 | Undertake a Canal Regeneration Study |

2.0 Next Steps

A Council Workshop on the final MHOC Study will be held on June 16, 2014. The purpose of the workshop is to explore the findings of the study and to engage in a discussion with Council prior to staff bringing forward an Official Plan Review Policy Directions Report. Staff anticipate that the policy direction report will be scheduled to a Development and Infrastructure Committee meeting in Q1, 2015.

3.0 Strategy/Process

Upon Council's receipt of the Consultant's report, staff will share the findings of the final MHOC Study with the public, agencies, and stakeholders through elite mail, the City's Official Plan review website, station area-specific community meetings, and meetings with stakeholders and agencies as necessary.

The Council Workshop on the MHOC Study on June 16, discussions with the public, stakeholders and agencies, and internal staff review of the findings and recommendations will help staff develop potential Official Plan Review policy directions for Council consideration. Subject to Council endorsement of the directions, staff will commence work on the draft Official Plan policy and schedule updates.

Findings from all three city-wide Official Plan review studies – the MHOC Study, Employment Lands Study and Commercial Strategy Study – will be reviewed together to ensure that policy and schedule updates are coordinated. Alignment with the Transportation Master Plan and transportation-related policies among other work plan areas in the Official Plan Review, will also be important.

As a key component of Stage 1 mobility hub planning in the City of Burlington, this Official Plan Review Study will help the City of Burlington incorporate mobility hubs into the Official Plan and Transportation Master Plan and set the foundation for detailed mobility hub studies and ongoing mobility hub planning and implementation.

The proposed implementation timeline in the MHOC Study illustrates one potential scenario for mobility hubs planning and implementation in Burlington.

Moving forward to the next stage of work, some important elements will be critical to the success of realizing mobility hubs:

- Continued strong commitment and leadership from the City of Burlington;
- A strong policy framework for mobility hubs (Official Plan and Transportation Master Plan) ;
- Significant dedicated time and resources strategically and appropriately prioritized for the planning and implementation of the mobility hubs;

- Effective collaboration across departments and partnership with Metrolinx and other agencies and various stakeholders; and
- Ongoing consultation with the community.

Options Considered

Not applicable

Financial Matters:

The following section highlights the financial implications related to the Official Plan Review MHOC Study costs (Stage 1 of mobility hubs planning) and other resource considerations for Stage 2 mobility hubs planning work.

Official Plan Review MHOC Study Costs (Stage 1 Mobility Hubs Planning)

Funds for the MHOC Study were previously approved as part of staff report PB-53-12 (Official Plan Review Comprehensive Work Plan) and PB-89-13 (Official Plan Review Revised Comprehensive Work Plan) and are being drawn from the council approved Official Plan Review Budget (OP009). The total for the MHOC Study is \$126,000, excluding taxes. The study costs remain within the approved funding envelope.

In support of the upcoming Council Workshop scheduled for June 16 a minor additional sum (to be finalized) will be formally included in the purchase order.

Source of Funding

OP0009

Other Resource Impacts

Stage 2 Mobility Hubs Planning (Source of Funding: not yet identified)

The MHOC Study is a key component of the Stage 1 mobility hubs planning work. Stage 1 will build a strong policy foundation for detailed mobility hub studies and ongoing planning and implementation. The Official Plan Review Directions Report will address potential options for prioritizing mobility hub studies – additional scoping will be required to better understand the financial implications of the next stage of mobility hubs work.

The MHOC Study recognizes that significant time and resources will be required to continue the next stage of planning and implementation of Burlington's mobility hubs. The study notes that the City should consider a range of funding opportunities including partnership with multiple potential partners such as Metrolinx, the Region of Halton, the development community, community partners, and other agencies.

Public Engagement Matters:

Agency Kick-Off Meeting:

An agency kick-off meeting was held to launch the study on March 22, 2013 at the Burlington Arts Centre.

This Kick-Off Visioning Workshop was an opportunity to think about the vision for these important areas of the City of Burlington, with multiple city departments, with our agency partners, our municipal neighbours, and with the Region. This workshop provided an opportunity to learn more about the Mobility Hubs concept, start discussions among departments and with other agencies about the potential for these areas, and to participate in group exercises related to each of the two Mobility Hubs and two Major Transit Station Areas included in the study. The session collected knowledge of each of these areas of the City and started to shape the discussion of opportunities and constraints.

The following City Departments were represented at the session:

- Transportation
- Transit
- Planning & Building
- Parks & Open Space
- Corporate Strategic Initiatives

The following municipalities and agencies were present at the session:

- Region of Halton – Planning
- Region of Halton – Transportation
- City of Hamilton
- Town of Oakville
- Metrolinx

Public Sessions #1

The first public session on the study was held on September 10, 2013. It was advertised twice in the Burlington Post in the two weeks preceding the session. Notice of the session was also provided using elite email (on August 30th and September 9th). The main objectives of the session were to:

- Share information about mobility hubs and the opportunities and constraints study, including an overview of the study, the objectives and the background work completed to-date by the consultant team.
- Obtain feedback from the public regarding the mobility hubs and a vision for the future of these key nodes in the City.

Approximately 30 people attended the workshop, including a mix of residents, property owners, Regional staff, several elected officials and other interested parties. Members of the consultant team and City Staff were on hand to help facilitate the workshop and answer questions. The session included a presentation and a group workshop. To view the presentation, please refer to the City's Official Plan Review website or [click here](#).

Participants sat at tables participants engaged in group discussions focused on the preliminary opportunities and constraints of each mobility hub area. A guiding worksheet was used to illustrate the preliminary opportunities and constraints, and to record group comments directly on the sites.

A Summary Report was prepared highlighting the event, priority directions and mapping refinements and further considerations. To view the Summary Report, please refer to the City's Official Plan Review website or [click here](#).

Public Session # 2

The second public session on the study was held on February 12, 2014. The session was advertised twice in the Burlington Post in the two weeks preceding the session. Notice of the session was also provided using elite email ("save the date on January 10th, January 29th, February 7th and February 11th). The main objectives of the session were to discuss:

- The opportunities and constraints at Burlington's Mobility Hubs
- The future role and vision of each hub
- Draft Official Plan directions for land use, built form, open space and circulation.

Approximately 30 people attended the workshop, including a mix of residents, property owners, Regional staff, Metrolinx staff, several elected officials and other interested parties. Members of the consultant team and City Staff were on hand.

The feedback from Session #2 has been integrated into the Consultant's final report. The input from both public sessions was used to refine the recommendations included in the Final Study report. Comments received that were applicable were incorporated in the MHOC Study and mapping. Other agency and public comments will be considered in preparation of the Official Plan Review Directions Report.

Consultant Presentation

On April 1, 2014, the consultants delivered a presentation containing background on the process and purpose of the study and the elements that would be making up the Final Report. The assembled group was similar to the agency kick off meeting and included representation from a number of internal departments, the Region, Conservation Halton and adjacent municipalities.

This provided an opportunity to discuss the Consultant's process and recommendations to be considered through the Official Plan Review.

Conclusion:

The Consultant's report fulfills the requirements of the Terms of Reference for the *Mobility Hubs Opportunities and Constraints Study*. Staff recommend receipt of the MHOC Study. The Council Workshop on the MHOC Study on June 16, discussions with the public, stakeholders and agencies, and internal staff review will help staff development of potential policy directions for Council consideration.

The MHOC Study will help to inform the development of policies and schedule updates to guide detailed mobility hub studies and ongoing mobility hub planning and implementation in Burlington.

Respectfully submitted,

Andrea Wen, Senior Planner - Policy

335-7600, ext. 7477

Appendices:

- a. *Mobility Hubs Opportunities and Constraints Study*, dated May 2014
- b. Diagram illustrating City of Burlington's two stage mobility hub planning process (p. 3-4 of the MHOC Study)
- c. Overview of Opportunities and Constraints (p.45-46 of the MHOC Study)
- d. Overview of Guiding Principles (p.47-48 of the MHOC Study)
- e. Timeline Overview of Recommendations (p.91-92 of the MHOC Study)

Notifications: (after Council decision)

| Name: | Mailing or E-mail Address: |
|----------------------------|----------------------------|
| Metrolinx | |
| Region of Halton | |
| Conservation Halton | |
| Ministry of Transportation | |
| BEDC | |
| CN Rail | |
| | |

Approved by:

Bruce Krushelnicki, Director of Planning & Building

Scott Stewart, General Manager of Dev. & Infrastructure

Reviewed by: