

Introduction

The City's new Official Plan contains policies to manage and distribute growth within the City of Burlington by accommodating significant future population and employment growth in key intensification areas, like Downtown and Uptown, along Plains Road and Fairview Street, existing retail areas and around GO Stations – Burlington's Major Transit Station Areas (MTSAs). Building on the work the City started with the Mobility Hubs Study in 2017-2019, the area-specific planning work has resumed and will include the completion of three area-specific plans (ASPs) for the Aldershot GO MTSA, Burlington UGC/MTSA and the Appleby GO MTSA. A number of required technical studies are underway to support the project and, the preparation of implementing official plan and zoning by-law amendments will be key components of the project. The workplan for the MTSA ASP project also included hosting public and stakeholder

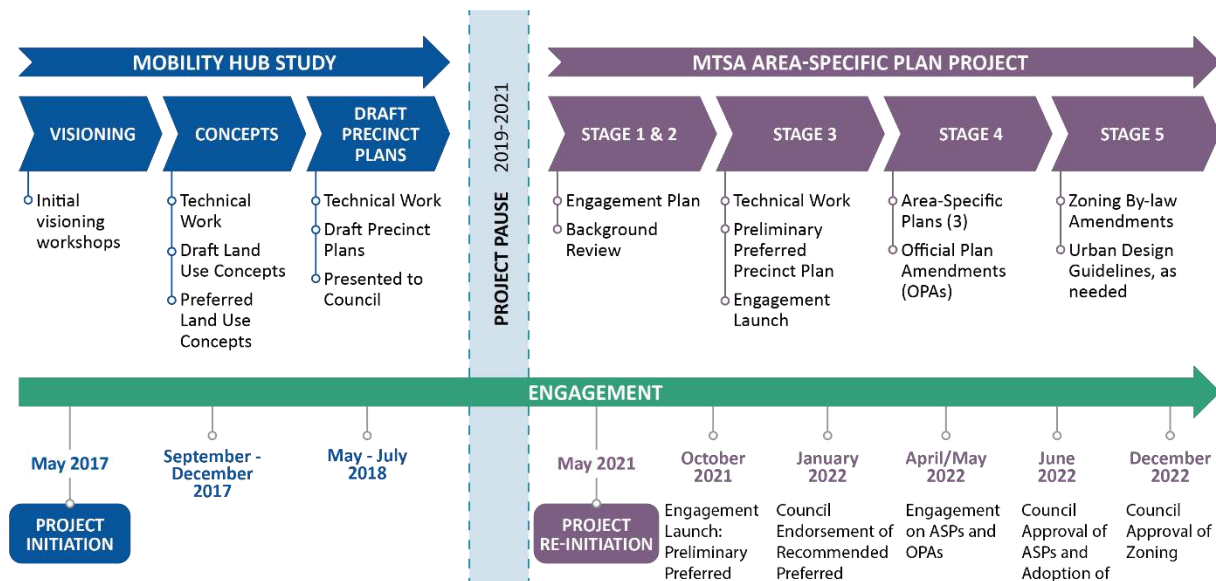


Figure 1.1 MTSA Area Specific Plan Project Timeline

engagement opportunities at key intervals in the project as shown on **Figure 1.1**. This Feedback Report provides a documentation of the results of the public engagement conducted on the Preliminary Preferred Precinct Plans from October to November 2021 in Stage 3 of the project.

Public Engagement Plan

In September of 2021 an [engagement plan](#) was developed by City staff to present a road map of the engagement activities to take place over the course of the project, highlighting at which points in the process engagement will take place, who will be engaged and the level of engagement.

Intensification is a challenging and complex topic. To clarify which aspects of the project can be influenced through public input, the engagement plan defines several “givens” which cannot be influenced: either because they are beyond the City’s control, or because they are outside of the scope of the project as set out in the Council-approved work plan.

The engagement plan identified that in the Fall of 2021, there will be a number of engagement opportunities throughout the project for the public to provide input that will directly influence a recommendation that will be presented to Burlington City Council in the Spring of 2022.

Implications of Covid-19 on Engagement

The City of Burlington continues to take appropriate action to prioritize the health and well-being of our community and staff. Our goal is to keep the public and staff safe and help minimize the spread of the Covid-19 virus. Following Provincial and Public Health directives, the City held engagement opportunities virtually due to the Covid-19 pandemic. While City staff hoped to offer both virtual and in-person engagement opportunities, staff were unable to do so based on direction from the Province and Halton Public Health and completed the engagement period entirely in a virtual format.

To account for these limitations, City staff utilized a variety of engagement tactics and tools to encourage uptake of virtual opportunities to engage, including regular updates to the project webpage, online survey workbooks, virtual public information centres (PICs), social media blasts, stakeholder advisory committee meetings and “One-on-One” Talk to a Planner session. The outcome of the tactics is discussed below.

Engagement Feedback Report: Stage 3 - October/November 2021

A critical objective set out in the public engagement plan was to create an ongoing record of what is said during engagements and to make it available to the public throughout the process, so that they can track the progress of the project, including reports back to the community to highlight how feedback was or was not incorporated in the final recommendation to Council. The purpose of this report is to provide that record of what feedback was received during the engagement period and to discuss how it has informed the Preliminary Preferred Precinct Plans up until this phase of the project.

This feedback report summarizes what we heard through the Fall 2021 engagement period and includes feedback received up to November 23, 2021. This report also includes engagement with stakeholders and advisory committees in late August/early September prior to the official launch of engagement on the Preliminary Preferred Precinct Plans. These opportunities were used to provide general project updates to interested stakeholders.

Due to the more conceptual nature of the Preliminary Preferred Precinct Plans and the pending status of several technical studies, not all of the feedback collected to date was applicable for this phase of the project. However, all feedback will be considered in the next phase of the project, through the development of the Area Specific Plans and their implementing Official Plan Amendments and Zoning By-law Amendments. A comprehensive engagement report discussing how all feedback was/was not used and why will be prepared for June 2022, to accompany the final recommendation report to Council.

Engagement Tactics

Primer Documents

On October 8, staff published “[Primer Documents](#)” for each MTSA that presented a snapshot of the key highlights of the Preliminary Preferred Precinct Plan, a preliminary vision and an overview of each precinct, including the proposed building height and built form elements. The primer document also provided an overview of the key changes since the draft precinct plans were presented to the public and Burlington City Council in 2018 and the drivers of the key changes that have been made or considered in the Fall 2021 Preliminary Preferred Precinct Plans.

Online Workbooks

A tool identified in the engagement plan for the project was an online workbook. The workbook was used to inform participants about the study and questions were developed to ascertain feedback on each MTSA Preliminary Preferred Precinct Plan. The workbook provided a general overview of what was heard through the Mobility Hub Study engagement periods and presented a brief summary of the changes to the plans since 2018. Building upon and refining the draft precinct plan development through 2017-2019 and considering the feedback received through the engagement, the Preliminary Preferred Precinct Plans were developed as the basis for the workbook consultation through this stage of engagement. Following an overview and orientation of the Preliminary Preferred Precinct Plan, respondents were presented with the proposed vision for input, followed by the complete community elements related to mobility connections, existing and new parks and open space, and public service facilities with corresponding questions on these elements. The workbook then walks the reader through a series of questions related to each precinct elements followed by questions related to the overall impression of the precinct plans. For a copy of the full online workbook for each MTSA as published on the project webpage, please see Appendix A

The workbook questions sought feedback on the completeness of the MTSA vision as well as for opportunities to make improvements to the transportation network, the parks, open spaces and public facilities within and adjacent to the MTSA areas. The workbooks then sought feedback on each precinct within the MTSA Area and then asked participants to reflect on how well the plans addressed certain pieces of feedback directions received directly from the 2018 Mobility Hubs Study process. Finally, the workbook asked for an overall impression of the Preliminary Preferred Precinct Plan for each MTSA. Each question was supported with an open text format where respondents could provide additional responses to support their answers. The survey concluded with a general response question for participants to provide any other feedback relevant to the project for the team to consider.

The workbooks were primarily completed online, however several requests for PDF versions were made to enable the opportunity to work off-line to provide feedback.

Public Information Centres

As noted, given the limitations on in-person engagement due to the COVID-19 pandemic, Public Information Centres (PICs) were hosted virtually through the Zoom meeting platform. While this came with some challenges in terms of adapting established practice to an entirely virtual format, it also presented a unique opportunity to further explore digital engagement tools. The first three PICs were geographically focused on each MTSA with a webinar format that included a

high-level presentation from staff as well as live polling questions. The presentation was intentionally kept at a higher level to allow for enough time during the meeting for the audience to ask questions and participate through interactive polling. The presentations were posted on the project website in advance of the meeting, as well as detailed information pertaining to the vision and precincts in the online workbook and primer documents.

The use of live polling questions allowed meeting hosts to create single choice or multiple-choice questions launched during the webinar which allowed participants to provide quick feedback on the vision, each precinct and overall impressions of the plan. The results of the live polling were viewable to all attending the webinars. Live polling enables the simultaneous and instant collection and sharing of input from all participants in a large group setting. It also allows participants to respond anonymously, which can be beneficial to those less comfortable sharing their views in front of a large group. Polling can also serve to re-focus attention by breaking up the less interactive formal presentation component of a meeting.

Following the presentation and polling questions, an open question and answer session was facilitated by Dillon Consulting. Participants had the opportunity to use the Question & Answer (Q&A) function in Zoom to submit written questions or were able to raise their hands to ask live questions. There was also opportunity to “up vote” questions which allowed City staff to focus on the issues most pressing to the community, although this feature was not utilized consistently by attendees. The first three PICs were recorded and made available at Get Involved Burlington with closed captioning. It was encouraged that anyone looking to complete the online workbook to watch the video recording while completing the workbook as it was deliberately completed in the same format/order.

MTSA	Date	Approx. Number of Attendees ¹
Aldershot GO MTSA PIC	October 13, 2021	70 attendees
Downtown Burlington UGC/Burlington GO MTSA PIC	October 19 th , 2021	55 attendees
Appleby GO MTSA PIC	October 26 th , 2021	50 attendees
All MTSA PIC	November 2 nd , 2021	25 attendees

¹ The number is an approximation given that participants were able to join and leave at any time in the meeting. The attendees may have also included City staff and Councillors and may not have provided responses or public input during the session.

City staff utilized a different approach to conduct the last “All MTSA” PIC on November 2nd, 2021. Rather than providing a formal presentation and overview of each MTSA, the meeting began with live polling to get a sense of the interests of the participants and whether they had previously participated in the past PICs. After the audience was polled, Dillon Consulting facilitated a panel discussion with City staff using the frequently asked Q&As from the previous three MTSA PICs as a guide. This enabled staff to focus the discussion on the issues raised more commonly through earlier consultation events. The participants also had an opportunity to ask questions in the Q&A, upvote those questions and raise their hands to speak to the panel live. City staff had slide visuals ready to display to assist in responding to questions. Approximately 25 people attended the November 2nd “All MTSA” PIC. The “All MTSA” PIC was not recorded and posted following the meeting. Given the time involved to out-source the closed captioning of the video, it was not feasible to caption and post the video in advance of the November 5, 2021 workbook deadline and the content was generated based on the already available content from the previous three MTSA PICs.

Each of the PICs was attended by several members of Council, city staff from various departments, staff from other agencies, members of the development community and members of the public.

Talk to a Planner

Throughout the engagement period up to December 10th, City staff were offering the opportunity to schedule one-on-one virtual “Talk to a Planner” sessions with interested members of the public and landowners. City staff held 12 virtual meetings and phone calls with residents and stakeholders who were interested in learning more about the project and the plans for their community. The sessions topics ranged from property specific impacts of the Preliminary Preferred Precinct plans, requests for clarification related to heights proposed and general project timelines and how the public can remain involved.

Stakeholder Advisory Committee meetings

City staff held 20 virtual meetings between August 31st and December 10th with a variety of stakeholders, advisory committees, and BIAs. These meetings included providing a project overview or presentation of the Preliminary Preferred Precinct Plans, enabled the participants to ask questions to staff and provide input to the project team on the plans or project. A full list of stakeholder advisory committee meetings held can be found in Appendix B.

Council One-on-ones

During the month of October, City staff held one-on-one sessions with the Councillor representing each ward. This allowed the opportunity for staff to provide an overview of the project and present each MTSA Preliminary Preferred Precinct Plan to the Councillors. Council had the opportunity to provide feedback that was specific to their ward and constituents.

Findings

Each tactic used to gather feedback gave the team different data to understand. To describe the nuances of analysis of each tactic, this report breaks down each tactic and discusses the approach for analyzing the data and describing the results.

Sources of Input

Public Information Centre and Live Zoom Polling

Broadly, the key themes that we heard throughout all the PICs include the following:

- **Population and Employment Numbers**
 - What is the existing and projected growth over the planning horizon and beyond in each area?
 - Why is growth being directed to the MTSA's?
- **Heights and transitions**
 - How are the heights and transitions determined and what is the rationale?
 - How are transitions achieved to protect established residential neighborhoods?
 - Why do we need to see such tall buildings?
- **Community Services and Facilities**
 - How is the location, need and size determined of facilities including parks, schools, community centres?
 - What are linear parks and how will they be achieved?
 - Comments reinforced the importance of including well-planned parks that are inclusive.

- **Transportation**
 - How will congestion and parking be managed to accommodate the new growth?
 - Concerns over the location of new roads, multi-modal connections and active transportation opportunities.
 - What is the relationship to the City's Integrated Mobility Plan?
- **Housing**
 - Comments and questions on the mix and type of units to support family friendly and an aging population.
 - Frequent concerns about how these areas will be able to support the introduction of affordable housing.
- **Climate Change & Sustainability**
 - Comments related to the importance of planning these areas with climate change/sustainability lens.

The questions and answers were captured and posted online for all following the PICs. The Q&A response tables are provided as Appendix C.

With respect to the Aldershot GO MTSA, the poll responses generally indicated mixed feelings in terms of support for the overall precinct plan and the vision. Participants were most supportive of the Aldershot Main Street and Emery Commons precincts and least supportive of the Aldershot GO Central precinct..

With respect to the Appleby GO MTSA, the poll responses generally indicated mixed feelings in terms of support for the overall precinct plan and the vision. Participants were most supportive of the Urban Employment and General Employment precincts and least supportive of the Mid-Rise Residential precinct.

Finally, with respect to the Downtown Burlington UGC / Burlington GO MTSA, the poll responses generally indicated mixed feelings in terms of support for the overall precinct plan, but stronger support for the vision. Participants were most supportive of the Queensway Main Street Precinct and least supportive of the Upper Brant Precinct.

For each of the PICs, it is important to clarify that “prefer not to comment” and “unsure” were response options for most of the poll questions, which often contributed to very mixed responses. Further, not all attendees participated in all polls, and the number of attendees fluctuated as people arrived and left throughout the PIC.

The feedback received regarding the limitations of the polls informed the re-configuration of the final PIC for all three MTSA's, while the polling results informed the specific items raised for discussion via the panel. As a result of the limitations encountered with live polling throughout the PICs and the lessons learned further discussed below, the results have only been analyzed at a high level and have not been incorporated into the dataset associated with the online workbooks. Instead, there is a stronger reliance on the questions/comments (both written and verbal) received during the PICs and the polling results are being considered as supplemental information only.

Online Workbook

Who responded to the Survey?

Overall, there were 40 online responses to the workbook as follows:

- Aldershot GO MTSA: 13 responses
- Downtown Burlington UGC / Burlington GO MTSA: 13 responses
- Appleby GO MTSA: 14 responses.

In addition to the online workbook, 1 workbook was completed in PDF format and submitted via email to the project team.

While having the option to respond to the survey questions with a simple yes or no, the participants also had the opportunity to elaborate and provide additional commentary on each precinct. The questions were organized and framed around the key themes heard through the engagement on the 2018 Mobility Hub work. The comments received were diverse and wide ranging. Appendix D contains the collective written responses to each MTSA workbook, however, a high-level analysis of the results for each MTSA is as follows.

Downtown Burlington UGC / Burlington GO MTSA

More than half of the respondents who answered felt that the vision for the Downtown Burlington UGC/Burlington GO MTSA was complete. When asked specifically about each precinct, of those who answered, the responses were mixed half positive and half negative except for the Drury Node, the Fairview Frequent Transit Corridor, and Burlington GO Central precincts where the majority of the respondents felt the details of those precincts did not sound right. When asked about the plan over all relative to the key Mobility Hub Engagement themes the responses ranged from neutral, somewhat

well to not very well or not at all well. When asked to reflect on the plan overall, there as a range of responses from neutral, to dislike and strongly dislike.

Appleby GO MTSA

Of the respondents who answered, the majority did not think the vision for Appleby sounded complete. However, the responses to the individual precincts was varied with most of the precinct components sounding right, with the exception of the Appleby GO precinct where the respondents felt that the details of that precinct did not sound right. When asked to respond to how well the Preliminary Preferred Precinct Plan aligned with the key Mobility Hub engagement themes, the high responses ranged from neutral to not very well and not at all well. When asked how respondents felt overall about the plan, most respondents indicated a somewhat dislike and a strong dislike for the plan.

Aldershot GO MTSA

Most respondents who answered the question about vision felt it was not complete. While some precincts had more positive responses most precincts saw equal negative and positive responses. Interestingly, when asked to think about how well the Preliminary Preferred Precinct Plan responded to the key Mobility Hub engagement themes, with only a few exceptions, respondents felt that the Preliminary Preferred Precinct Plan was skewed to performing as neutral to very well over not very well or not at all when measured against those engagement themes from the Mobility Hubs work.

Written Submissions

Agency Circulation

The project team received five written submission from five agencies including the Ministry of the Environment, Conservation and Parks (MECP), the Ministry of Transportation (MTO), Halton Catholic District School Board (HCDSB), Halton District School Board (HDSB) and Conservation Halton. The nature of the submissions is summarized as follows:

- The MECP advised that they did not anticipate any impacts to existing provincial parks and conservation services because of the project.
- The MTO requested that intersections of interest to the agency were to be included in the supporting transportation technical analysis.

- The Halton Catholic District School board advised that once the project numbers and types of housing units for each MTSA are available through later stages in the project, Board staff would be able to calculate the number of students generated in each area to determine accommodation of future students.
- The Halton District School Board indicated that while the three MTSA areas are serviced by established schools, the schools are generally smaller in size and therefore have limited opportunity to expand. Once the HDSB has received the projected numbers and housing units, they will be able to complete preliminary analysis to determine the impacts.
- Conservation Halton indicated that they would provide more fulsome comments once the technical reports were complete and circulated to the agency for review.

Written Submissions

The project team received 40 written comments including a submission from the Integrated Transportation Advisory Committee and the Aldershot BIA (which utilized the workbook format and was considered as part of the workbook analysis). These submissions comprised detailed discussion of the MTSA's and were generally consistent with the themes that emerged from the Q&As submitted during the PICs.

The detailed submissions highlighted a variety of comments and frequently referenced themes in the written submissions were:

- **Technical Studies and supporting information**
 - Additional information on servicing, costing and funding of new infrastructure to support growth is needed.
 - Requests for the updated supporting technical studies for roads, parks, trails, public service facilities, market trend analysis, and land use compatibility is needed to inform future input on the project.
- **Heights and Densities**
 - Highlighted the need for the completion of the Region's Municipal Comprehensive Review to understand the future growth projections, as well as a more fulsome analysis of the impact of the Covid-19 pandemic on the market (for residential, commercial, retail and employment uses).
 - Requests for increased heights in various precincts across the MTSA's coupled with appropriate performance standards to protect stable residential areas.

- Commentary that to achieve a high standard of urban design and a housing supply increase the building heights should not be restricted.
 - Specific commentary related to the need to understand the height expectations for the Drury Node (Downtown Burlington UGC/Burlington GO MTSA).
 - Requests to reconsider the podium height maximum along Fairview Street citing that it could reduce visual interest, streetscape design and reduced affordability.
 - Requests to reconsider the mid-rise precinct west of Burlington GO Central and suggesting that it is well suited for higher densities and heights and would enable a new pedestrian connection to Brant Street.
 - Suggestions that the policy directions and framework should enable flexibility to respond to ongoing evolution of communities and encouraging gentle density through missing middle housing.
- **Transportation**
 - Location of proposed active transportation routes should be supported by technical analysis.
 - Need to consider multi-modal connections to areas outside of the MTSA and the rest of the City.
 - Reconsider opportunities in the Appleby GO for active transportation connections from the GO station parking lot to Fairview Street.
 - Design of new street connections would have implications to sites and needs further transportation study.
- **Engagement**
 - Requests for continued engagement with landowners as key stakeholders in the MTSA lands.
- **Urban Design**
 - Recommended that the urban design standards be limited to City's design guidelines regarding built form rather than incorporating standards in the implementing Official Plan.
 - Reconsider the use of angular planes for transitions citing that it creates a barrier to achieving housing supply, diversity and affordability objectives and climate change mitigation.
- **Employment Precincts**
 - Concerns that the introduction of a new urban employment precinct would result in restrictions on currently permitted employment uses in the area and compromise the long-term viability of existing or planned industrial and manufacturing.

- Introduction of sensitive uses close to established industrial employment areas and introduction of urban employment uses would introduce another layer of incompatibility.
- Land Use Compatibility needs to be addressed in the Recommended Preferred Precinct Plan.
- **Complete Communities and Community Amenities**
 - Concerns with how community amenities will be funded and developed.
 - Investment is needed in all MTSAs to create complete communities and should consider partnership opportunities through public and private investments.

These written submissions have been considered alongside the other sources of input in the development of the Recommended Preferred Precinct Plans and policy directions and will continue to inform the creation of the Area-Specific Plans and the implementation elements of the project going forward.

Summary of What We Heard

The findings from the various tactics worked together well to produce a unified set of themes. Some general observations were that:

- While the questions used for the live polling during the PIC were consistent with the questions in the workbook, due to the limitations of live polling, the results were not analyzed in detail to support the findings.
- In addition to the yes/no responses in the workbook, inclusion of the text box to enable to opportunity to provide additional commentary resulted in useful feedback on the precincts. However, this also solicited feedback that was outside the scope of the project or was not relevant to the plan.

The lessons learned from the engagement tactics are highlighted further below.

Engagement Themes

1. Community Services

- Work with the School boards to ensure that school capacity is considered as development occurs.

- Need to consider additional community centres and facilities to support the residents
 - Need to ensure opportunities for investment to create complete communities
2. Parks and Open Spaces
 - General support of linear park concept.
 - Need to ensure additional parkland is considered for the areas.
 3. Community Amenities
 - Ensure policies developed to allow opportunities for community amenities such as grocery store and retail.
 - Demonstrated need for amenities supported by technical market studies.
 4. Traffic Congestion and Multi-Modal Connectivity
 - Improved access to stations for transit and active transportation users.
 - Safe and increased cycle infrastructure.
 - Reduce traffic congestion through mitigation and Integrated Mobility Plan recommendations.
 5. Parking
 - Ensure as development occurs, impact of parking is addressed.
 6. Land Use Compatibility
 - Attract office space and generate employment opportunities while recognizing and supporting existing employment and major facilities.
 7. Built Form, Height and Neighbourhood Transitions
 - Ensure transitions to adjacent stable residential neighbourhoods
 - Continue to direct height closest to GO Station.
 - Urban Design guidelines should provide direction for built form, not OP policy.
 8. Variety of Housing Options and Affordability
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- Protect existing and create more affordable housing opportunities.
- Increase diversity of housing types including options for families and aging population.

9. Climate Change

- Continue to apply a climate change lens.
- Consider opportunities for renewable energy, district heating and LID stormwater management techniques.

How will this feedback be used?

The feedback received through the Fall engagement period was varied and detailed across each of the three MTSA's. All feedback to date has been reviewed and considered but it is important to note that for the purposes of this round of engagement and given that the preliminary preferred precinct plans are very high-level and aspirational in nature, not all of the comments received to date may appear to be reflected in the recommended preferred precinct plans or high-level policy directions. As the City and Dillon Consulting Limited move into the writing of the detailed policies of the Area-Specific Plans and work on the implementation of the plans through things like the Zoning By-law amendments and the Urban Design Guidelines, much of the impact of this feedback will be evident. Feedback received through this portion of the project will absolutely inform the next steps of the project.

For example, there were a number of comments related to attaining retail and service commercial uses, such as a grocery store, within the Aldershot GO MTSA. The following table shows how such a piece of feedback will inform the project through its various stages:

E.g. Obtaining a grocery store within the Aldershot GO MTSA

Recommended Preferred Precinct Plan	Policy Directions	Area-Specific Plan Policies	Implementation
<ul style="list-style-type: none"> • Confirmation of precincts' intent to allow uses such as 	<ul style="list-style-type: none"> • Within the Interim Report, a policy direction to provide a mix of permitted 	<ul style="list-style-type: none"> • Creation of specific policies to provide the necessary permissions, built form, 	<ul style="list-style-type: none"> • Zoning regulations permissive of large-size units and infrastructure

retail/service commercial, including grocery stores. <ul style="list-style-type: none"> • The Aldershot GO Central, Emery Commons, Cooke Commons and Aldershot Main Street Precincts were all designed to support the planned function of a future grocery store location. 	uses that would support and encourage a grocery store to locate within the MTSA.	design considerations, and floor spaces to permit grocery stores, including in	like loading bays, parking, etc. <ul style="list-style-type: none"> • Urban design guidelines to integrate grocery store uses into building podiums, design of the façade etc.
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What is Next?

Evaluation of the Tactics used in the Stage 3 Fall Engagement

The current COVID-19 pandemic presented challenges to conducting the public engagement process as would normally be done in-person, however, it also allowed us to try new forms and methods of engagement and to access members of the community that may not have been able to attend in-person engagement opportunities. We anticipate that this challenge will continue into the next stage of the project and we continue to adapt to the virtual public engagement environment and apply our learnings from the fall engagement period.

Lessons Learned

Workbook

The workbooks are an excellent tool that allows staff to convey large amounts of complex information to inform participants and then in turn seek their feedback on multiple parts of a project.

Strengths

- Two-way exchange of information.

- Permits very detailed information to be provided.
- Permits participants to provide short, single or multiple-choice answers only if desired.

Drawbacks

- Require a significant investment of time for participants.
- Time consuming for staff to create and format with images
- Cannot be “saved” while completing.

Participants were asked if they wished to provide feedback on the workbooks. The following feedback was received:

What did you like most about the workbook?

- This workbook is excellent in the way it parcels out the detailed information and vision for each precinct in a clear, relevant, salient manner for consideration.
- Ease of use, convenient.

What did you like least about the workbook?

- Could improve on opportunities to provide more meaning comment on overall process.
- The phrasing of the questions could be done in a more constructive way.
- The use of images would be helpful to understand what is being proposed.

What would you recommend the project team focus on for future phases of engagement?

- This workbook is excellent in the way it parcels out the detailed information and vision for each precinct in a clear, relevant, salient manner for consideration. I feel like the accessibility to provide input is already high. It's up to each resident whether they take the initiative to participate. The avenues for inclusion are already available.
- More transparency on the technical studies that are being done to inform the process.

Virtual PICs

The Virtual PICs were held as a webinar format to enable the polling and Q & A functions and permitted people to attend safely and from the comfort of their homes. While the webinar format does not allow participants to be visible on camera and defaults participants to mute, staff were able to unmute participants who wished to speak by raising their hands. The Q&A function was also helpful to allow all participants to see the questions being asked and allow them to “up vote” if they agreed with a question or comment and indicated to staff that the topic was of interest to many. Staff intended to capture and respond to as many in-scope questions during the PICs as possible and then make all questions and answers available in a PDF format online, shortly after the PIC. Questions that were logged by staff were noted as ‘answered’ within Zoom and live answers were then provided where possible, but this generated some confusion as responses were not provided to all questions during the PICs.

The use of the live polling provided an opportunity to conduct the virtual PIC in way that enabled audience participation. However, to be effective, poll questions should be meaningful with a clear and distinct purpose. At the same time, questions should not be overly complicated or too lengthy, and it should be clear as to how the results will be incorporated into the discussion. This presented some distinct challenges within the context of the MTSA PIC sessions. The original intent of the polling questions was to introduce a more interactive element to the webinar setting and to enable a preliminary check-in with participants, while also signaling the elements forming key focus areas for the engagement objectives.

Given the limited time frame of the webinar setting, these questions were intended to function as very broad, generalized indicators of whether the community was generally supportive and where there may be significant concerns either requiring further analysis or the enhancement of communication materials (i.e. for factors that cannot be influenced). The general framing of these polls throughout the presentation was that they were intended to represent an instant, higher level response to the materials being shared and that the more in-depth feedback could be provided through other methods- primarily the online workbooks, but also written submissions and ‘meet with a planner’ sessions.

The more generalized nature of the questions prompted a number of concerns from webinar participants which is reflected throughout the written comments/questions attached as Appendix C, to this report. Participants noted that they were experiencing difficulty in providing an informed response given the higher-level nature of the materials presented and expressed concern at the risk of their answers being preemptive as more information emerges throughout the future phases of the project. However, to ensure a consistent and equitable approach across each of the geographically specific

MTSAs, only minor adjustments were made to the presentation materials to clarify the nature of the polling after the first PIC, and the questions were retained 'as-is' throughout the second and third PICs.

Major Transit Station Areas

Get Involved Burlington

Aldershot MTSA Workbook

The workbook will take approximately 30-45 minutes to complete. Your participation in this workbook is voluntary and individual responses will be kept confidential. Non-identifiable summaries of responses may be developed and shared publicly. For questions regarding the collection, use and disclosure of this information, please contact mtsa@burlington.ca. You may read the Get Involved Burlington portal's [Privacy and Collection of Data Policy](#). Printed copies of this survey are available by contacting getinvolved@burlington.ca.

We recommend you complete the workbook on a laptop, tablet or PC to view the images in a larger format and keep a copy of the Preliminary Preferred Precinct Plan open in another tab or browser window to assist you in answering the questions and as a point of reference.

This can be made available in other languages. To request, e-mail getinvolved@burlington.ca, you may also use the "Select Language" translate button found on the project page to translate both the page and workbook.

Planning for Burlington's Major Transit Station Areas (MTSAs): Aldershot GO

Thank you for your interest in providing feedback on the preliminary preferred precinct plan for the Aldershot GO Major Transit Station Area (MTSA). Shaping future growth in this key area of the City is an important topic and we appreciate you spending your time to provide input to the MTSA Area-specific Planning Project.

This workbook should take about 45 minutes to complete. We recommend you complete the survey on a laptop, tablet or PC to view the images in a larger format.

Introduction

This project may feel familiar. From 2017 to 2019 the City worked on developing area-specific plans (ASPs) for the 3 GO Station areas, then called the Mobility Hubs Study. The MTSA ASP project will build upon and advance the work done through the Mobility Hubs Study.

For more information on the 2017-19 Mobility Hubs Study and to learn more about this project, please refer to the report [Planning for Burlington's Major Transit Station Areas: What you Need to Know](#) available on Get Involved Burlington.

The objective of this project is to plan to accommodate new residents and jobs by setting a vision for three unique, complete communities that are centered around the City's three GO Stations along the Lakeshore West rail line. These communities will be environmentally friendly, infrastructure-efficient, walkable, bikeable, and will support local and regional transit with a diverse mix of uses such as employment, housing, recreation and shopping.

What is a Major Transit Station Area (MTSA)?

An MTSA is the area within 500 to 800-metres of a higher order transit station (Burlington's GO Stations), representing about a 10-minute walk. In Burlington, the MTSAs are three of the most critical locations within the urban area which are expected to accommodate the majority of the City's forecasted growth to 2031 and beyond.

Through the preparation of the new Official Plan new policies were developed to guide development and change in the Downtown and Uptown (at Appleby Line and Upper Middle Road). The MTSAs are now the remaining priority locations for which detailed planning must be completed to establish the vision for growth, to guide development, investments in transit, infrastructure and public service facilities, including parks, and to support significant future population and employment growth.

What have we heard so far?

Major Transit Station Areas

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Engagement was a key element of the previous Mobility Hub Study work. From the feedback received through 2017 and 2018, a number of key themes emerged to provide guidance in planning for these areas:

Increase, Improve and Support...

Public spaces by supporting existing and new open spaces, parks and other community spaces that are safe, usable, inclusive and interactive, and incorporate public art, landscape features etc. to enhance placemaking.

Community amenities by encouraging an increased scale and mix of commercial/retail uses at grade, including grocery stores, coffee shops, community and recreational space etc.

Mobility by designing a well-connected, safe and accessible public realm with active animated streets and robust cycling and pedestrian networks, focused on direct connections to and from GO Stations.

Housing options by planning for a diverse range of different and affordable housing choices to cater to all ages and abilities.

Private Spaces by encouraging sustainable design and variety of architectural styles to create distinct buildings and enhance neighbourhood character, and by reinforcing midrise corridors.

Public engagement by providing residents with enough time to engage and increase resident engagement and clearly explaining the required growth targets for Burlington.

Address...

Parkland by planning for park and public spaces that consider the needs of the entire area including developing fair approaches to meet that objective.

Traffic congestion by supporting the public transportation network and investing in additional facilities for walking and cycling.

Building height and transition concerns by clearly explaining planning rationale for where height is being located, ensuring and explaining how height will be regulated, and by reducing losses of sunlight and privacy through appropriate building height transitions.

Protect...

Established residential neighbourhoods by ensuring built form, height and transition support and respect existing character, and providing clear policies for heritage protection.

Beyond the broad themes highlighted above, a number of key themes specific to the Aldershot GO MTSA also emerged, including the consideration of:

- opportunities for new bike paths, including through Aldershot Park;
- opportunities for amenities to support residents and employees;
- opportunities for complete streets, including Cooke Boulevard;
- ways to manage the impacts of increased traffic along Plains Road;
- opportunities to incorporate mid-rise development along Plains Road and Waterdown Road; and
- excluding the low-density residential properties located on Clearview Avenue and a portion of St. Matthew's Avenue.

Major Transit Station Areas

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[View enlarged image of the Feedback Word Cloud in a new window](#)

Building

upon and refining the draft precinct plan developed through the 2017-19 Mobility Hubs Study, the City has prepared a preliminary preferred precinct plan for the purpose of seeking out further feedback from the public and stakeholders. This work has been guided by:

- the engagement feedback themes developed through the Mobility Hubs Study;
- finalized technical studies*; and
- new given that cannot be influenced by engagement (Provincial Policy Statement, 2020, A Place to Grow, 2019, changes to legislation, and proposed Regional Official Plan Amendment 48 mapping and policies),

*Note that some technical studies are still underway and their ultimate conclusions may impact final policies.

First, there will be a brief summary of the changes since 2018. The survey will walk you through the overall vision for the precinct plan and the complete community elements, followed with questions and opportunities to share feedback. The survey will then go through each precinct to share more about its location, role and the key policy ideas important to the precinct. You may provide feedback on all of the precincts or skip some.

Now we need your feedback. The input you provide may inform:

- Refinements to the vision (i.e. land uses, building heights, urban design considerations etc.);
- Precinct changes (i.e. policy directions, boundaries, built form directions etc.);
- The preparation of the area-specific plans or the development of policy.

To learn more about the City's commitment related to engagement for this project, please review the [Engagement Plan](#), available on Get Involved Burlington.

Additionally, more specific details about all of the work that has informed the preliminary preferred precinct plan, including technical studies, can be found at getinvolvedburlington.ca/mts_a.

Before you get Started

Before we ask you about the vision for the overall area, here is a snapshot of the plan with key highlights for your information. Please note that the plan is preliminary and subject to change as a result of community and stakeholder feedback and on-going technical studies. In some cases, these technical studies will further refine constraints that will inform changes to the plans that could include but are not limited to changes to the extent of the precincts, or ultimately change how the precincts are implemented.



Major Transit Station Areas

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[View enlarged image of the proposed precinct plan in a new window](#)

VISION

Aldershot GO Major Transit Station Area: Aldershot Corners

Located minutes from Hamilton at the western edge of Burlington, Aldershot Corners is a visitor’s first impression of Burlington when travelling east from Hamilton and Niagara on the Lakeshore West GO line.

The area is nestled within the Aldershot Village Business Improvement Area and focused at the corners of Plains Road, Waterdown Road and Cooke Boulevard. Part of the Treaty 3 lands, Indigenous People were stewards of the land for thousands of years before settlers arrived. Post-Colonially, this area was a major hub for brick manufacturing, and also has a rich agricultural past rooted in fruit production.

Aldershot Corners will continue to evolve as an urban area with a distinct sense of neighbourhood character, supported by a mix of residential, commercial and employment uses.

Taller buildings will be concentrated along the rail line and will decrease in height and intensity closer to Plains Road and the existing residential neighborhoods.

Aldershot Corners will be a vibrant, livable community with urban shopping and dining opportunities serving those living and working close by.

New multi-modal urban streets and active transportation facilities will better connect the existing community, providing enhanced mobility and improved access to the GO Station, leisure and recreation opportunities in urban parks and open spaces, as well the many other amenities Aldershot already offers.

Does the vision for the Aldershot GO MTSA sound complete?

(Choose any one option)

- ☐ Yes
- ☐ No

If you wish to elaborate, use the text box below.

Preliminary Preferred Precinct Plan

Major Transit Station Areas

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Please see the map below to reference the Aldershot GO MTSA Preliminary Preferred Precinct Plan.

Yellow – Mid-Rise Residential

Pink – Cooke Commons

Orange- Aldershot Main Street

Purple – Emery Commons

Dark Purple – Aldershot GO Central



[View enlarged precinct plan in new window](#)

Complete Community Elements Planning for a complete community means planning for opportunities for people of all ages and abilities to conveniently access necessities for daily living, providing convenient access to a mix of jobs, shopping and personal services, housing, transportation options, public service facilities, recreation and open spaces.

Several of the most important complete community elements of the preliminary preferred precinct plan are shown in the spaces between the precincts or as an overlay. There are three critical complete community elements to focus on including, Mobility Connections, New and Existing Parks and Open Space as well as Public Service Facilities.

Mobility Connections:

For this MTSA to grow successfully, it must be a walking and cycling friendly area and an area designed and built to support public transit. Planning for various multimodal connections within the MTSA and to areas outside the MTSA such as new and enhanced walking, cycling and street connections will be essential to creating a complete community over the long term.

The core function of the MTSA lies in supporting a safe, efficient and accessible transit station. The preliminary preferred precinct plan identifies new connections and opportunities for transit plazas and emphasizes the importance of access to the GO Stations.

The preliminary preferred precinct plan includes:

Green arrows	Existing or Planned Active Transportation Connections
Yellow Arrows	Potential Active Transportation Connections (conceptual)
White Dashed Lines	Potential New Streets

Major Transit Station Areas

Get Involved Burlington

In your opinion, are there opportunities to identify other transportation connections, including transit, cycling or walking, within the major transit station area? What else should we be considering when setting out the transportation network and active transportation connections within the MTSA?

Existing and New Parks & Open Space:

Existing surrounding parks, the development of new parks and the connections among them are an essential component to creating healthy, sustainable and complete communities. Existing parks were not included within the MTSA boundary as they will not contribute to achieving the mandated people and job density targets. The preliminary preferred precinct plan focuses on enhancing connections to nearby destinations and parks, new gathering spaces and new approaches for parks.

The preliminary preferred precinct plan identifies potential new park locations through the Aldershot GO MTSA with a green tree symbol. Potential linear parks are also identified as opportunities for wider corridors along streets to provide valuable open space/park space and create connections. A linear park along Masonry Court connecting Hidden Valley Park with Grove Park will connect residents, employees and visitors to existing green spaces. A new linear park extending along Cooke Boulevard from Plains Road East to new development north of Masonry Court will focus on providing opportunities to linger and to support safe, comfortable pedestrian access to the station. Enhanced connections, linear parks, new parks and other connections are required throughout the MTSA in order to facilitate safe and more direct pedestrian and active transportation routes to and from the GO station.

In your opinion, what are the most important features of a park?

What else should be considered when setting out the role and function of new park spaces?

Major Transit Station Areas

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Public Service Facilities:

In the 2018 draft precinct plans developed through the Mobility Hubs Study, Public Service Facilities were identified as a designation on existing publicly owned lands. The preliminary preferred precinct plans instead emphasize the role of key precincts to provide community spaces, alongside new residential and retail development in key locations. In addition to that new focus in key precincts the “PS” icon remains in a number of key locations where the consideration of the incorporation of public service facilities is critical. This work will be informed by a public service facilities assessment that may identify other needs and approaches to securing public service facilities to support the community over the long term.

In your opinion, are there opportunities to identify other potential Public Service Facility locations in the Aldershot GO Major Transit Station Area?

Mid-Rise Residential (option to skip this precinct)

Mid-Rise Residential

Generally, this precinct is located at the periphery of the MTSA and is composed in part by existing residential development such as the Royal Gardens development (Drewlo Apartments) that is not expected to change. The extent and location of the precinct is very similar to the 2018 Draft Precinct Plan, while the height and built form direction remains the same. Areas added to the mid-rise residential precinct include areas just west of Grove Park.

These will be compact residential communities with a variety of low-rise and mid-rise building up to 11 storeys closer to main streets. This precinct will provide housing at a lower scale and intensity including family oriented and ground-oriented housing to support the creation of a wide range of housing options, including affordable housing. The mid-rise residential designation will have a key role in providing transition from low rise residential development to more intensive mixed uses. This precinct may permit opportunities for commercial activities at street level on strategic streets.

Policies will be included to guide appropriate transitions from the maximum height in this Precinct (11 storeys) to lower rise buildings adjacent to stable neighbourhoods. This transition could be done through stepping the building back or reducing height limits near the precinct edge.

This precinct includes the following building types:



Major Transit Station Areas

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[View enlarged image of Mid-Rise building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Cooke Commons (option to skip this precinct)

Cooke Commons

This is a new precinct located along Cooke Boulevard.

This precinct will serve as a unique retail and dining destination leading to the GO Station, with a focus on creating a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and multi-modal movement. A flexible street is being considered to provide opportunity for a community gathering space. Mixed-use buildings contribute towards the creation of lively, vibrant and people-oriented places.

Along the west side of the street, heights range up to 19 storeys maximum adjacent to the GO Central Precinct and up to 11 storeys maximum generally along Cooke Boulevard. On the east side, there will be up to 11 storeys maximum generally along Cook Boulevard which gradually steps down to 6 storeys adjacent to the low-rise residential neighbourhood. Policies will introduce a requirement for buildings to include a "lower building" design to create a pedestrian scaled environment at the street level.

Direction to support the function of these areas to accommodate loading and services and support a wide range of retail use will be investigated and imbedded in policy. Opportunities for affordable housing will be considered in the Cooke Boulevard Precinct.

This precinct will include the following building types:



[View enlarged image of building types for Cooke Commons precinct in a new window](#)

Major Transit Station Areas

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In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Aldershot Main Street Precinct (option to skip this precinct)

Aldershot Main Street Precinct

This precinct is located along Plains Road East and Waterdown Road. The location of the precinct as well as the height and built form direction is the same as proposed in the 2018 Draft Precinct Plan.

This precinct will advance the Plains Road Village Vision and establish a unique community destination. The policies of this precinct will focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors (Waterdown Road and Plains Road E.). Policies will introduce a requirement for buildings to have a “lower building” design to create a pedestrian scaled environment at the street level.

Policies will guide appropriate transition from the 11 storey maximum height to lower heights adjacent to existing low-rise neighbourhoods. Precinct lands east of Cooke Boulevard and south of Plains Road E., that are adjacent to existing low rise neighbourhoods, will have a maximum height of 6 storeys. To ensure functional retail and commercial spaces are created, a wide range of approaches will be considered, including but not limited to establishing minimum floor height for the ground floor of buildings, and considering a minimum retail unit size. Opportunities for affordable housing will be considered.

This precinct will include the following building types:



[View enlarged image of building types for Aldershot Main Street precinct](#)

Major Transit Station Areas

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In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Emery Commons (option to skip this precinct)

Emery Commons

This precinct is located on both the east and west sides of Emery Road and extends westward to Howard Road. In the 2018 Draft Precinct Plan a proposed Emery/Cooke Commons precinct incorporated lands on the west and east side of Waterdown Road. The revised Emery Commons focuses on areas west of Waterdown Road. The height and built form directions for this precinct remain consistent with the 2018 Draft Precinct Plan.

This precinct will accommodate a concentration of residential, retail, employment and commercial uses. Opportunity exists for a higher concentration of high density residential due to its proximity to an existing public park, a potential new major public park and the GO Central precinct. Mixed-use buildings, of varying heights to a maximum of 19 storeys contribute towards the creation of lively, vibrant and people-oriented places. Opportunities for affordable housing will be considered in the Emery Commons Precinct.

There are some existing major facilities in and around the Emery Commons precinct that may require separation from sensitive land uses like residential dwellings, daycare centres and education and health facilities. Policies will be included to address land use compatibility between existing employment uses to be informed by technical land use compatibility studies.

This precinct will include the following building types:



[View enlarged image of building types for Emery Commons precinct in a new window](#)

Major Transit Station Areas

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In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Aldershot GO Central (option to skip this precinct)

Aldershot GO Central

This precinct is centered around the existing GO Station, on both the north and south sides of the rail line. The precinct is located along the north side of Masonry Court and extends on the west side of Waterdown Road providing a significant concentration of residential, office, retail and commercial uses close to the GO station and rail line. The location of the precinct as well as the height and built form direction is the same as proposed in the 2018 Draft Precinct Plan.

This precinct will be the preeminent destination for Major Office, affordable housing and urban format retail in this MTSA focusing the tallest buildings (maximum 30 stories) close to the GO station. Where Aldershot GO Central abuts Waterdown Road and Masonry Court policies will require pedestrian oriented development, including an emphasis on enhanced public realm and enhanced spaces for waiting for transit. There is particular emphasis on the need to design a functional, safe and accessible transit plaza.

Polices will ensure that the MTSA will accommodate a proportional mix of residential and employment opportunities and ensure that the Aldershot GO Central precinct will be planned to accommodate major office employment.

This precinct will include the following building types:



[View enlarged image of building types for Aldershot GO Central precinct in a new window](#)

Major Transit Station Areas

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In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Proposed Aldershot MTSA Precinct Plan:

Image of the overall Aldershot MTSA Precinct Plan:



[View enlarged image of the overall Aldershot MTSA precinct plan in a new window](#)

Thinking about what you thought of each precinct and of the precinct plan as a whole, how well does the precinct plan:

Questions	Very well	Somewhat well	Neutral	Not very well	Not at all well
Increase, improve and support the creation of enhanced public spaces					
Increase, improve and support the creation of community amenities, including commercial/retail uses					
Increase, improve and support safe and functional and multi-modal mobility					
Increase, improve and support a variety of housing options					
Shape the development of private spaces, including the use of architecture and design, scale and character					
Increase, improve and support public engagement in the MTSA planning process					
Address parkland and public space in a fair and inclusive way					
Address traffic congestion by supporting public transit and investing in infrastructure and facilities for active transportation					
Address building height and transition concerns through clear explanations, rationale and planning for transitions					
Protect established residential neighborhoods by providing built form, height and transition direction					

Thinking about each of the precinct plans and the Aldershot GO MTSA as a whole, how well does the preliminary preferred precinct plan consider?

Major Transit Station Areas

Get Involved Burlington

Questions	Very well	Somewhat well	Neutral	Not very well	Not at all well
Opportunities for new bike paths, including through Aldershot Park					
Opportunities for amenities to support residents and employees					
Opportunities for complete streets, including Cooke Boulevard					
Ways to manage the impacts of increased traffic along Plains Road					
Opportunities to incorporate mid-rise development along Plains Road and Waterdown Road;					
Excluding the low-density residential properties located on Clearview Avenue and a portion of St. Matthew's Avenue.					

Thinking about all your responses to each precinct above, how do you feel overall about the Aldershot MTSA plan?

(Choose any one option)

- ☐ Strongly like
- ☐ Somewhat like
- ☐ Neutral
- ☐ Somewhat dislike
- ☐ Strongly dislike

If you'd like to elaborate on your answer, use the text box below.

Is there anything else you would like to share?

Next Steps

Thank you for taking the time to complete this workbook and share your thoughts on the preliminary preferred precinct plans for Burlington's Major Transit Station Areas.

While this survey is focused on the vision for the overall MTSA and how precincts are laid out, there is more work to come. There will be more engagement opportunities in 2022 to inform the development of the area-specific plan and policy.

Here's what to expect next:

- Public input and community and stakeholder feedback will support the development of the recommended preferred precinct plans, as well as policy and zoning directions, which will be brought to City Council in December of 2021 for endorsement.
- Population and employment forecasts to 2051 will also be prepared.
- The recommended preferred precinct plans endorsed by City Council will inform the preparation of Area-Specific Plans (ASPs), the Official Plan Amendments (OPAs) required for their implementation, and guidance for future updates to zoning regulations and urban design guidelines.

Major Transit Station Areas

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- The proposed Area-Specific Plans (ASPs) and Official Plan Amendments (OPAs) will be brought to City Council for adoption by June of 2022 and then forwarded to Halton Region for approval.
- Work on zoning regulations and urban design guidelines will follow, as needed.

To learn more about upcoming engagement opportunities, subscribe to project updates, or connect with City staff directly, please visit getinvolvedburlington.ca/mtsa.

Questions can be directed to the project team at:

mtsa@burlington.ca

905-335-7642

City of Burlington

c/o Policy and Community Section – MTSA ASP Team

Community Planning Department

426 Brant St.

P.O. Box 5013

Burlington, ON L7R 3Z6

-

Optional Engagement Feedback

The next few questions are optional.

Would you like to provide feedback about this workbook?

(Choose any one option)

☐ Yes

☐ No

Answer this question only if you have chosen Yes for Would you like to provide feedback about this workbook? Would you like to provide feedback about this workbook? Engagement such as - attending a virtual Public Information Centre, "talk to a Planner", direct email, delegating at Committee of Council?

What did you like most about this workbook?

What did you like least about this workbook?

Major Transit Station Areas

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What would you recommend the project team focus on for future phases of engagement?

Answer this question only if you have chosen Yes for Would you like to provide feedback about this workbook?

Are you aware that there are other opportunities for engagement such as - attending a virtual Public Information Centre, "talk to a Planner", direct email, delegating at Committee of Council?

(Choose any one option)

- ☐ Yes
- ☐ No

Do you plan on taking part in other engagement opportunities regarding this project? If so, which one? (check all that are applicable)

(Choose all that apply)

- ☐ Virtual Public Information Centre
- ☐ Booking a time to "Talk with a Planner"
- ☐ Direct email
- ☐ Register to delegate (talk with) Burlington City Council
- ☐ Other (please specify)

Major Transit Station Areas

Get Involved Burlington

Burlington GO MTSA Workbook

The workbook will take approximately 30-45 minutes to complete. Your participation in this workbook is voluntary and individual responses will be kept confidential. Non-identifiable summaries of responses may be developed and shared publicly. For questions regarding the collection, use and disclosure of this information, please contact mtsa@burlington.ca. You may read the Get Involved Burlington portal's [Privacy and Collection of Data Policy](#). Printed copies of this survey are available by contacting getinvolved@burlington.ca.

We recommend you complete the workbook on a laptop, tablet or PC to view the images in a larger format and keep a copy of the Preliminary Preferred Precinct Plan open in another tab or browser window to assist you in answering the questions and as a point of reference.

This can be made available in other languages. To request, e-mail getinvolved@burlington.ca, you may also use the "Select Language" translate button found on the project page to translate both the page and workbook.

Burlington GO Major Transit Station Area

Introduction:

This project may feel familiar. From 2017 to 2019 the City worked on developing area-specific plans (ASPs) for the 3 GO Station areas, then called the Mobility Hubs Study. The MTSA ASP project will build upon and advance the work done through the Mobility Hubs Study.

For more information on the 2017-19 Mobility Hubs Study and to learn more about this project, please refer to the report [Planning for Burlington's Major Transit Station Areas: What you Need to Know](#) available on Get Involved Burlington.

The objective of this project is to plan to accommodate new residents and jobs by setting a vision for three unique, complete communities that are centered around the City's three GO Stations along the Lakeshore West rail line. These communities will be environmentally friendly, infrastructure-efficient, walkable, bikeable, and will support local and regional transit with a diverse mix of uses such as employment, housing, recreation and shopping.

What is a Major Transit Station Area (MTSA)?

An MTSA is the area within 500 to 800-metres of a higher order transit station (Burlington's GO Stations), representing about a 10-minute walk. In Burlington, the MTSA's are three of the most critical locations within the urban area which are expected to accommodate the majority of the City's forecasted growth to 2031 and beyond.

Through the preparation of the new Official Plan new policies were developed to guide development and change in the Downtown and Uptown (at Appleby Line and Upper Middle Road). The MTSA's are now the remaining priority locations for which detailed planning must be completed to establish the vision for growth, to guide development, investments in transit, infrastructure and public service facilities, including parks, and to support significant future population and employment growth.

Major Transit Station Areas

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What have we heard so far?

Engagement was a key element of the previous Mobility Hub Study work. From the feedback received through 2017 and 2018, a number of key themes emerged to provide guidance in planning for these areas:

Increase, Improve and Support...

Public spaces by supporting existing and new open spaces, parks and other community spaces that are safe, usable, inclusive and interactive, and incorporate public art, landscape features etc. to enhance placemaking.

Community amenities by encouraging an increased scale and mix of commercial/retail uses at grade, including grocery stores, coffee shops, community and recreational space etc.

Mobility by designing a well-connected, safe and accessible public realm with active animated streets and robust cycling and pedestrian networks, focused on direct connections to and from GO Stations.

Housing options by planning for a diverse range of different and affordable housing choices to cater to all ages and abilities.

Private Spaces by encouraging sustainable design and variety of architectural styles to create distinct buildings and enhance neighbourhood character, and by reinforcing midrise corridors.

Public engagement by providing residents with enough time to engage and increase resident engagement and clearly explaining the required growth targets for Burlington.

Address...

Parkland by planning for park and public spaces that consider the needs of the entire area including developing fair approaches to meet that objective.

Traffic congestion by supporting the public transportation network and investing in additional facilities for walking and cycling.

Building height and transition concerns by clearly explaining planning rationale for where height is being located, ensuring and explaining how height will be regulated, and by reducing losses of sunlight and privacy through appropriate building height transitions.

Protect...

Established residential neighbourhoods by ensuring built form, height and transition support and respect existing character, and providing clear policies for heritage protection.

Major Transit Station Areas

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[Click to view larger image of the word bubble in a new window](#)

Beyond the broad themes highlighted above, a number of key themes specific to the Burlington GO MTSA also emerged, including the consideration of:

- additional public parks and open space, and places for community gatherings;
- additional community amenities to create vibrancy, including day cares, entertainment, a community centre, and gateway features;
- a safe way to cross the Queen Elizabeth Way by bike or on foot; and
- additional pedestrian and/or cycling connections from the Glenwood Park neighbourhood to the GO station.

Building upon and refining the draft precinct plan developed through the 2017-19 Mobility Hubs Study, the City has prepared a preliminary preferred precinct plan for the purpose of seeking out further feedback from the public and stakeholders.

This work has been guided by:

- the engagement feedback themes developed through the Mobility Hubs Study;
- finalized technical studies*; and
- new given conditions that cannot be influenced by engagement (Provincial Policy Statement, 2020, A Place to Grow, 2019, changes to legislation, and proposed Regional Official Plan Amendment 48 mapping and policies),

*Note that some technical studies are still underway and their ultimate conclusions may impact final policies.

The survey will first provide a brief summary of the changes since 2018 and then will walk you through the overall vision for the preliminary preferred precinct plan and the complete community elements, followed with questions and opportunities to share feedback. The survey will then go through each precinct to share more about its location, role and the key policy ideas important to the precinct. You may provide feedback on all of the precincts or skip some. Finally, there will be an opportunity to reflect on overall impressions.

Now we need your feedback. The input you provide may inform:

- Refinements to the vision (i.e. land uses, building heights, urban design considerations etc.);
- Precinct changes (i.e. policy directions, boundaries, built form directions etc.);
- The preparation of the area-specific plans or the development of policy.

To learn more about the City's commitment related to engagement for this project, please review the [Engagement Plan](#), available on Get Involved Burlington.

Get Involved Burlington

Before we ask you about the vision for the overall area, here is a snapshot of the plan with key highlights for your information. Please note that the plan is preliminary and subject to change as a result of community and stakeholder feedback and on-going technical studies. In some cases, these technical studies will further refine constraints that will inform changes to the plans that could include but are not limited to changes to the extent of the precincts, or ultimately change how the precincts are implemented.



BURLINGTON GO MTSA VISION

Centrally located along the Burlington segment of the Lakeshore West Line, Burlington Junction is the city's emerging urban growth centre.

Part of the Treaty 3 lands, Indigenous People were stewards of the land for thousands of years before settlers arrived. Post-Colonially, this area was a part of the former Freeman Village and located at the junction of multiple rail lines. The area has longstanding ties to the railway, including the former Burlington Junction Station (now Freeman Station) of the Grand Trunk Railway.

Burlington Junction is the city's Urban Growth Centre, the focal point for growth which will have the greatest variety and intensity of uses from residential to commercial, cultural, recreation, major office and other employment uses.

Burlington Junction will be an urban destination for residents both within and beyond the MTSA for recreational, cultural, employment and day to day needs connected by a network of urban plazas, linear parks and greenspaces.

Major Transit Station Areas

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The tallest buildings will be located steps away from the Burlington GO Station and along portions of Brant Street, connecting to the Downtown. These tall buildings will be framed by buildings of lower heights and intensities stepping down to established nearby neighbourhoods.

An enhanced network of streets and trails will allow better access and connectivity throughout the neighbourhood, and to the Downtown, other MTSAs and beyond.

Does the vision for the Burlington GO MTSA sound complete?

(Choose any one option)

- ☐ Yes
- ☐ No

If you wish to elaborate, please use the text box below:

PRELIMINARY PREFERRED PRECINCT PLAN

Please see the map below to reference the Burlington GO MTSA Preliminary Preferred Precinct Plan.

- Yellow – Mid-Rise Residential
- Light Pink- Drury Node
- Dark Pink – Leighland Node
- Orange – Queensway Main Street
- Bright Pink – Upper Brant
- Light Purple - Fairview Frequent Transit Corridor
- Dark Purple – Burlington GO Central
- Blue – Urban Employment



Major Transit Station Areas

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[View enlarged image of the Burlington GO Precinct Plan in a new window](#)

Complete Community Elements

Planning for a complete community means planning for opportunities for people of all ages and abilities to conveniently access necessities for daily living, providing convenient access to a mix of jobs, shopping and personal services, housing, transportation options, public service facilities, recreation and open spaces.

Several of the most important complete community elements of the preliminary preferred precinct plan are shown in the spaces between the precincts or as an overlay. There are three critical complete community elements to focus on including, Mobility Connections, New and Existing Parks and Open Space as well as Public Service Facilities.

Mobility Connections

For this MTSA to grow successfully, it must be a walking and cycling friendly area and an area designed and built to support public transit. Planning for various multimodal connections within the MTSA and to areas outside the MTSA such as new and enhanced walking, cycling and street connections will be essential to creating a complete community over the long term.

The core function of the MTSA lies in supporting a safe, efficient and accessible transit station. The preliminary preferred precinct plan identifies new connections and opportunities for transit plazas and emphasizes the importance of access to the GO Stations.

The preliminary preferred precinct plan includes:

Green arrows	Existing or Planned Active Transportation Connections
Yellow Arrows	Potential Active Transportation Connections (conceptual)
White Dashed Lines	Potential New Streets
White Solid Lines	New connections to beyond the MTSA

In your opinion, are there opportunities to identify other transportation connections, including transit, cycling or walking, within the major transit station area?

Major Transit Station Areas

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What else should be considered when setting out the transportation network and active transportation connections within the MTSA?

Existing and New Parks & Open Space

Existing surrounding parks, the development of new parks and the connections among them are an essential component to creating healthy, sustainable and complete communities. The preliminary preferred precinct plan focuses on enhancing connections to nearby destinations and parks, new gathering spaces and new approaches for parks.

Urban Growth Centres are to serve as focal areas for investment in region-wide recreational, cultural and entertainment uses. To meet this objective the City is considering a larger park/community amenity space that is multi-purpose and flexible to serve as a gathering space for this urban centre similar to the role Spencer Smith Park serves for the Downtown. The preliminary preferred precinct plan identifies potential new park locations through the Burlington GO MTSA with a green tree symbol. Potential linear parks are also identified as opportunities for wider corridors along streets to provide valuable open space/park space and create connections. A linear park along the Mid-Block Transportation Connection connecting De Pauls Lane towards Drury Lane will connect residents, employees and visitors to existing natural open spaces and create a mid-block connection that is pedestrian and active-transit friendly. Enhanced connections, linear parks, new parks and other connections are required throughout the MTSA in order to facilitate safe and more direct pedestrian and active transportation routes to and from the GO station.

In your opinion, what are the most important features of a park?

What else should be considered when setting out the role and function of new park spaces?

Major Transit Station Areas

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Public Service Facilities

In the 2018 draft precinct plans developed through the Mobility Hubs Study, Public Service Facilities were identified as a designation on existing publicly owned lands. The preliminary preferred precinct plans instead emphasize the role of key precincts to provide community spaces, alongside new residential and retail development in key locations. In addition to that new focus in key precincts the “PS” icon remains in a number of key locations where the consideration of the incorporation of public service facilities is critical. This work will be informed by a public service facilities assessment that may identify other needs and approaches to securing public service facilities to support the community over the long term.

In your opinion, are there opportunities to identify other potential Public Service Facility locations in the Burlington GO Major Transit Station Area?

Mid-Rise Residential Precinct (option to skip this precinct)

Generally, this precinct is located at the periphery of the MTSA. The extent and location of the precinct is similar to the 2018 Draft Precinct Plan, and the height and built form direction remains the same. Areas added to the mid-rise residential precinct include the area south of Queensway Drive along the eastern boundary of the MTSA, the southwest corner of Fairview Street and Drury Lane, areas along Leighland Road as well as the area south of Maplewood Drive on the east side of Brant Street.

These will be compact residential communities with a variety of low-rise and mid-rise building up to 11 storeys closer to main streets. This precinct will provide housing at a lower scale and intensity including family oriented and ground-oriented housing to support the creation of a wide range of housing options, including affordable housing. The mid-rise residential designation will have a key role in providing transition from low rise residential development to more intensive mixed uses. This precinct may permit opportunities for commercial activities at street level on strategic streets.

Policies will be included to guide appropriate transitions from the maximum height in this Precinct (11 storeys) to lower rise buildings adjacent to stable neighbourhoods. This transition could be done through stepping the building back or reducing height limits near the precinct edge.

This precinct includes the following building types:

Major Transit Station Areas

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This precinct includes the following building types:



[View enlarged image of Mid-Rise Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Leighland Node Precinct (option to skip this precinct)

Leighland Node Precinct is located at the intersection of Brant Street and Plains Road East. The extent and location of the precinct is similar to the 2018 Draft Precinct Plan, and the height and built form direction remains the same.

This precinct will create an intersection focused mixed-use node with a maximum height of 19 storeys. Buildings will be set back from the street and policies will guide the enhancement of the public realm to accommodate patio areas and green spaces.

Policies will provide urban design guidance to ensure that mid-rise and tall buildings will support the node as a pedestrian-focused destination serving the retail and commercial service needs of adjacent neighbourhood areas. Opportunities for affordable housing will be considered in the Leighland Node.

This precinct will include the following building types:



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[View enlarged image of Leighland Node Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Queensway Main Street Precinct (option to skip this precinct)

This is a new precinct located south of Queensway Drive, just east of the GO Station, north of the railway.

The Queensway Main Street Precinct will accommodate a concentration of employment, residential, retail and commercial uses along a new potential north-south flexible street. This precinct will serve as a unique main street destination with connections to the GO Station and a comfortable pedestrian environment that offers a good mix of uses and public amenity space such as restaurants and shops. The continued work will identify additional connecting streets to enhance pedestrian and multi-modal movement throughout the precinct.

Policies will direct up to 11 storeys fronting the flexible street and throughout the precinct with the potential to accommodate taller buildings (20+ storeys) at strategic locations (e.g. adjacent to the Burlington GO Central precinct, adjacent to the rail corridor, at key intersections in the precinct).

Policies will also guide gradual and appropriate transitions to the existing neighbourhood to the east and provide direction on parks, public realm and public service facilities. Opportunities for affordable housing will be considered in the Queensway Main Street Precinct.

This precinct will include the following building types:



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[View enlarged image of Queensway Main Street Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Drury Node Precinct (option to skip this precinct)

This is a new precinct located at the northwest corner of Fairview Street and Drury Lane.

The Drury Node Precinct will provide an entry way to the Burlington GO MTSA from the east. This mixed-use precinct will allow for higher heights and will require employment and public service facilities, including parks to support the creation of a vibrant node. A wide range of housing options, tenures and affordability will be prioritized.

Specific height guidance will be established and building height will vary across the node. Policy guidance will establish a maximum 6 storey building height within the first 10 m along Fairview Street and Drury Lane to create transition to adjacent areas through a mid-rise, pedestrian-scale built form.

This large block presents an opportunity to comprehensively develop a block containing several large parcels in close proximity to the GO Station. Policies will guide appropriate transitions to existing low-rise neighbourhoods to the south, east of Drury Lane. Opportunities for affordable housing will be considered in the Drury Node.

This precinct will include the following building types:



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[View enlarged image of Drury Node Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Fairview Frequent Transit Corridor Precinct (option to skip this precinct)

This precinct is located along various sections of Fairview Street which is identified as a Frequent Transit Corridor. The extent and location of the precinct is similar to the 2018 Draft Precinct Plan, and the height and built form direction remains the same. Changes from the 2018 plan include:

- removal of this precinct from the east side of Brant Street just south of Maplewood Drive and replaced by the Mid-Rise Residential Precinct;
- The new Drury Node precinct took over a significant component of the Fairview Frequent Transit Corridor Precinct just west of Drury Lane along Fairview Street; and,
- The Fairview Frequent Transit Corridor precinct was added to the southwest corner of Drury Lane and Fairview Street.

This precinct will accommodate a significant concentration of residential, with retail, employment and commercial uses at-grade and within the podium along frequent transit corridors. Mixed-use buildings, maximum 19 storeys contribute towards the creation of lively, vibrant and people-oriented places. Policy guidance will establish a maximum 6 storey building height within the first 10 m along the north side of Fairview Street to create transition to adjacent areas through a mid-rise, pedestrian-scale built form.

Multiple opportunities for linkages exist for enhanced permeability including linear parks, patio spaces, public open space and enhanced tree canopies which will contribute to the public realm and enhance the experience for those waiting for transit.

New potential active transportation and street connections improve access from the Frequent Transit Corridor to the GO Station. Opportunities for affordable housing will be considered in the Fairview Frequent Transit Corridor Precinct.

This precinct will include the following building types:

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[View enlarged image of Fairview Frequent Transit Corridor Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Burlington GO Central Precinct (option to skip this precinct)

This precinct is centered around the existing GO Station, on both the north and south sides of the rail line. The precinct is located along Brant Street providing a significant concentration of residential, office, retail and commercial uses close to the GO station and rail line. The location of the precinct as well as the height and built form direction is very similar to the area as proposed in the 2018 Draft Precinct Plan.

This precinct will be the preeminent destination for major office, affordable housing and urban format retail in this MTSA focusing the tallest buildings (maximum 30 stories) close to the GO station. At the northwest corner of Brant Street and Fairview Street, policy guidance will establish a maximum 6 storey building height within the first 10 m along both Brant and Fairview Streets to create transition to adjacent areas through a mid-rise, pedestrian-scale built form.

Along the west side of Brant Street a maximum podium height of 6 storeys is envisioned along the street to appropriately transition from the Upper Brant Precinct. Where GO Central abuts Fairview Street and Brant Street policies will encourage pedestrian-oriented development, including an emphasis on enhanced public realm and enhanced spaces for waiting for transit. There is particular emphasis on the need to design a functional, safe and accessible transit plaza.

Polices will ensure that the MTSA will accommodate a proportional mix of residential and employment opportunities and ensure that the Burlington GO Central precinct will be planned to accommodate major office employment.

There are some key existing facilities in and around the Burlington GO MTSA such as industries which may require separation from sensitive land uses like residences, day care centres and education and health facilities. Technical work is being completed to confirm the potential for land use conflict within the MTSA which may result in changes to the precincts and policies to guide land use change and minimize the potential for conflicts over time.

This precinct will include the following building types:

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[View enlarged image of Burlington GO Central Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

Upper Brant Precinct (option to skip this precinct)

This is a new precinct located south Prospect Street and Graham's Lane and will be a transit, pedestrian and cycling oriented mixed-use area.

The northern portions of the precinct envision a maximum height of 25 storeys at the north transitioning to a maximum of 11 storey buildings at the south as identified in the new Official Plan. A low rise feel will be maintained for pedestrians along Brant Street through setbacks above the third storey for buildings abutting Brant Street. Policies in line with those in the new Official Plan will guide appropriate transitions to lower heights adjacent to existing low-rise neighborhoods. Opportunities for affordable housing will be considered in the Upper Brant Precinct.

This precinct will include the following building types:



[View enlarged image of Upper Brant Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

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If you'd like to elaborate on your answer, use the text box below.

Urban Employment Precinct (option to skip this precinct)

This precinct is generally located at the northeast edge of the Burlington MTSA. The areas are comprised of predominately existing employment uses. The extent of the precinct remains the same as the 2018 Draft Precinct Plans.

This precinct will accommodate prestige employment uses (including offices) in a compact built form along major corridors. Opportunities for ancillary retail and service commercial uses will be considered to serve employees in the area. Heights are envisioned to be a maximum of 6-11 storeys with lower heights closest to the existing low-rise neighbourhoods to the west.

There are some key existing facilities in and around the Burlington GO MTSA such as industries which may require separation from sensitive land uses like residences, day care centres and education and health facilities. Technical work is being completed to confirm the potential for land use compatibility issues within the MTSA which may result in changes to the precincts and policies to guide land use change and minimize the potential for conflicts over time.

This precinct will include the following building types:



[View enlarged image of Urban Employment Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text bow below.

OVERALL PRELIMINARY PREFERRED PRECINCT PLAN

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[View enlarged image of the overall Burlington MTSA preliminary preferred precinct plan in a new window](#)

Thinking about what you thought of each precinct and of the preliminary preferred precinct plan as a whole, how well does the preliminary preferred precinct plan:

Questions	Very well	Somewhat well	Neutral	Not very well	Not at all well
Increase, improve and support the creation of enhanced public spaces					
Increase, improve and support the creation of community amenities, including commercial/retail uses					
Increase, improve and support safe and functional and multi-modal mobility					
Increase, improve and support a variety of housing options					
Shape the development of private spaces, including the use of architecture and design, scale and character					
Increase, improve and support public engagement in the MTSA planning process					
Address parkland and public space in a fair and inclusive way					
Address traffic congestion by supporting public transit and investing in infrastructure and facilities for active transportation					
Address building height and transition concerns through clear explanations, rationale and planning for transitions					
Protect established residential neighborhoods by providing built form, height and transition direction					

Thinking about each of the preliminary preferred precinct plans and the Burlington GO MTSA as a whole, how well does the preliminary preferred precinct plan consider:

Questions	Very well	Somewhat well	Neutral	Not very well	Not at all well
Additional public parks and open space, and places for community gatherings					
Additional community amenities to create vibrancy					
Entertainment, a community centre, and gateway features					
A safe way to cross the Queen Elizabeth Way by bike or on foot					
Additional pedestrian and/or cycling connections from Glenwood Park neighbourhood to the GO station.					

Thinking about all your responses to each precinct above, how do you feel overall about the Burlington GO MTSA plan?

(Choose any one option)

- ☐ Strongly like
- ☐ Like

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- ☐ Neutral
☐ Dislike
☐ Strongly dislike

Next Steps

Thank you for taking the time to complete this workbook and share your thoughts on the preliminary preferred precinct plans for Burlington's Major Transit Station Areas.

While this survey is focused on the vision for the overall MTSA and how precincts are laid out, there is more work to come. There will be more engagement opportunities in 2022 to inform the development of the area-specific plan and policy.

Here's what to expect next:

-Public input and community and stakeholder feedback will support the development of the recommended preferred precinct plans, as well as policy and zoning directions, which will be brought to City Council in December of 2021 for endorsement.

-Population and employment forecasts to 2051 will also be prepared.

-The recommended preferred precinct plans endorsed by City Council will inform the preparation of Area-Specific Plans (ASPs), the Official Plan Amendments (OPAs) required for their implementation, and guidance for future updates to zoning regulations and urban design guidelines.

-The proposed Area-Specific Plans (ASPs) and Official Plan Amendments (OPAs) will be brought to City Council for adoption by June of 2022 and then forwarded to Halton Region for approval.

-Work on zoning regulations and urban design guidelines will follow, as needed.

To learn more about upcoming engagement opportunities, subscribe to project updates, or connect with City staff directly, please visit getinvolvedburlington.ca/mtsa.

Contact Us

Questions can be directed to the project team at:

mtsa@burlington.ca

905-335-7642

City of Burlington

c/o Policy and Community Section – MTSA ASP Team

Community Planning Department

426 Brant St.

P.O. Box 5013

Burlington, ON L7R 3Z6

Optional Engagement Feedback:

The next few questions are optional.

Would you like to provide feedback about this workbook?

(Choose any one option)

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- ☐ Yes
- ☐ No

Answer this question only if you have chosen Yes for Would you like to provide feedback about this workbook?
What did you like most about this workbook?

What did you like least about this workbook?

What would you recommend the project team focus on for future phases of engagement?

Are you aware that there are other opportunities for engagement such as - attending a virtual Public Information Centre, "talk to a Planner", direct email, delegating at Committee of Council?

(Choose any one option)

- ☐ Yes
- ☐ No

Do you plan on taking part in other engagement opportunities regarding this project? If so, which one? (check all that are applicable)

(Choose all that apply)

- ☐ Virtual Public Information Centre
- ☐ Booking a time to "Talk with a Planner"
- ☐ Direct email
- ☐ Register to delegate (talk with) Burlington City Council
- ☐ Other (please specify)

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Appleby MTSA Workbook

The workbook will take approximately 30-45 minutes to complete. Your participation in this workbook is voluntary and individual responses will be kept confidential. Non-identifiable summaries of responses may be developed and shared publicly. For questions regarding the collection, use and disclosure of this information, please contact mtsa@burlington.ca. You may read the Get Involved Burlington portal's [Privacy and Collection of Data Policy](#). Printed copies of this survey are available by contacting getinvolved@burlington.ca.

We recommend you complete the workbook on a laptop, tablet or PC to view the images in a larger format and keep a copy of the Preliminary Preferred Precinct Plan open in another tab or browser window to assist you in answering the questions and as a point of reference.

This can be made available in other languages. To request, e-mail getinvolved@burlington.ca, you may also use the "Select Language" translate button found on the project page to translate both the page and workbook.

Introduction

This project may feel familiar. From 2017 to 2019 the City worked on developing area-specific plans (ASPs) for the 3 GO Station areas, then called the Mobility Hubs Study. The MTSA ASP project will build upon and advance the work done through the Mobility Hubs Study.

For more information on the 2017-19 Mobility Hubs Study and to learn more about this project, please refer to the report [Planning for Burlington's Major Transit Station Areas: What you Need to Know available](#) on Get Involved Burlington.

The objective of this project is to plan to accommodate new residents and jobs by setting a vision for three unique, complete communities that are centered around the City's three GO Stations along the Lakeshore West rail line. These communities will be environmentally friendly, infrastructure-efficient, walkable, bikeable, and will support local and regional transit with a diverse mix of uses such as employment, housing, recreation and shopping.

What is a Major Transit Station Area (MTSA)?

An MTSA is the area within 500 to 800-metres of a higher order transit station (Burlington's GO Stations), representing about a 10-minute walk. In Burlington, the MTSA's are three of the most critical locations within the urban area which are expected to accommodate the majority of the City's forecasted growth to 2031 and beyond.

Through the preparation of the new Official Plan new policies were developed to guide development and change in the Downtown and Uptown (at Appleby Line and Upper Middle Road). The MTSA's are now the remaining priority locations for which detailed planning must be completed to establish the vision for growth, to guide development, investments in transit, infrastructure and public service facilities, including parks, and to support significant future population and employment growth.

What have we heard so far?

Engagement was a key element of the previous Mobility Hub Study work. From the feedback received through 2017 and 2018, a number of key themes emerged to provide guidance in planning for these areas:

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Public spaces by supporting existing and new open spaces, parks and other community spaces that are safe, usable, inclusive and interactive, and incorporate public art, landscape features etc. to enhance placemaking.

Community amenities by encouraging an increased scale and mix of commercial/retail uses at grade, including grocery stores, coffee shops, community and recreational space etc.

Mobility by designing a well-connected, safe and accessible public realm with active animated streets and robust cycling and pedestrian networks, focused on direct connections to and from GO Stations.

Housing options by planning for a diverse range of different and affordable housing choices to cater to all ages and abilities.

Private Spaces by encouraging sustainable design and variety of architectural styles to create distinct buildings and enhance neighbourhood character, and by reinforcing midrise corridors.

Public engagement by providing residents with enough time to engage and increase resident engagement and clearly explaining the required growth targets for Burlington.



[Click to view larger image of the word bubble in a new window](#)

Parkland by planning for park and public spaces that consider the needs of the entire area including developing fair approaches to meet that objective.

Traffic congestion by supporting the public transportation network and investing in additional facilities for walking and cycling.

Building height and transition concerns by clearly explaining planning rationale for where height is being located, ensuring and explaining how height will be regulated, and by reducing losses of sunlight and privacy through appropriate building height transitions.

Established residential neighbourhoods by ensuring built form, height and transition support and respect existing character, and providing clear policies for heritage protection.

Beyond the broad themes highlighted above, a number of key themes specific to the Appleby GO MTSA also emerged, including the consideration of:

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- additional landscaping, parkettes and open spaces throughout the area, particularly around employment uses;
- ways to achieve land use compatibility between existing employment uses north of the rail corridor and potential future residents south of the rail corridor;
- ways to manage the impacts of increased traffic, particularly in relation to traffic flowing in and out of the GO Station; and
- opportunities to extend Centennial multi-use path connections to the GO Station, while ensuring compatibility with residential uses adjacent to the trail.

Building upon and refining the draft precinct plan developed through the 2017-19 Mobility Hubs Study, the City has prepared a preliminary preferred precinct plan for the purpose of seeking out further feedback from the public and stakeholders. This work has been guided by:

- the engagement feedback themes developed through the Mobility Hubs Study;
- finalized technical studies*; and
- new givens that cannot be influenced by engagement (Provincial Policy Statement, 2020, A Place to Grow, 2019, changes to legislation, and proposed Regional Official Plan Amendment 48 mapping and policies).

*Note that some technical studies are still underway and their ultimate conclusions may impact final policies.

First, there will be a brief summary of the changes since 2018. The survey will walk you through the overall vision for the precinct plan and the complete community elements, followed with questions and opportunities to share feedback. The survey will then go through each precinct to share more about its location, role and the key policy ideas important to the precinct. You may provide feedback on all of the precincts or skip some.

Now we need your feedback. The input you provide may inform:

- Refinements to the vision (i.e. land uses, building heights, urban design considerations etc.);
- Precinct changes (i.e. policy directions, boundaries, built form directions etc.);
- The preparation of the area-specific plans or the development of policy.

To learn more about the City's commitment related to engagement for this project, please review the [Engagement Plan](#), available on Get Involved Burlington.

Additionally, more specific details about all of the work that has informed the preliminary preferred precinct plan, including technical studies, can be found at getinvolvedburlington.ca/mtsa.

APPLEBY GO MTSA KEY HIGHLIGHTS

Before we ask you about the vision for the overall area, here is a snapshot of the plan with key highlights for your information. Please note that the plan is preliminary and subject to change as a result of community and stakeholder feedback and on-going technical studies. In some cases, these technical studies will further refine constraints that will inform changes to the plans that could include but are not limited to changes to the extent of the precincts, or ultimately change how the precincts are implemented.



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[Click to view larger image of the Appleby MTSA Precinct Plan in a new window](#)

APPLEBY GO MTSA VISION

Appleby GO Major Transit Station Area: Appleby Gateway

Located 45 minutes from Toronto at the eastern edge of Burlington Appleby Gateway is a visitor’s first impression of Burlington when travelling from Toronto on the Lakeshore West GO line. Part of Treaty lands, Indigenous People were stewards of this land for thousands of years before settlers arrived. With a prominent employment area already established above the rail line, the area lends itself naturally to a division of North and South.

Appleby Gateway North will grow to accommodate more intensive office and employment uses while continuing to support existing major facilities. Appleby Gateway South will evolve as an urban village with a balanced mix of employment, mid-rise residential and commercial opportunities, bordered by Sherwood Forest Park. The two areas will be connected by a new transit plaza, as well as enhanced active transportation facilities crossing the rail line.

Transitions from North to South will focus on compatibility and will include mitigation measures to protect both existing employment uses and new sensitive uses. A network of new and enhanced complete streets and active transportation facilities will create additional options for riders travelling to and from the GO Station during peak periods, helping to manage congestion. The transportation network will provide access to recreation opportunities in nearby urban parks and open spaces, while also improving connectivity throughout the neighbourhood, to other MTSA’s, and beyond.

Does the vision for the Appleby GO MTSA sound complete?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ Unsure

If you wish to elaborate, please use the text box below:

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PRELIMINARY PREFERRED PRECINCT PLAN

Please see the map below to reference the Appleby GO MTSA Preliminary Preferred Precinct Plan.

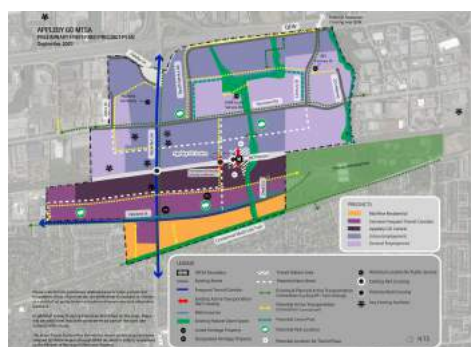
Yellow – Mid-Rise Residential

Blue – Urban Employment

Light Blue – General Employment

Purple – Fairview Frequent Transit Corridor

Dark Purple – Appleby GO Central



[Click to view larger image of the Appleby Precinct Plan in a new window](#)

Complete Community Elements

Planning for a complete community means planning for opportunities for people of all ages and abilities to conveniently access necessities for daily living, providing convenient access to a mix of jobs, shopping and personal services, housing, transportation options, public service facilities, recreation and open spaces.

Several of the most important complete community elements of the preliminary preferred precinct plan are shown in the spaces between the precincts or as an overlay. There are three critical complete community elements to focus on including, Mobility Connections, New and Existing Parks and Open Space as well as Public Service Facilities.

Mobility Connections

For this MTSA to grow successfully, it must be a walking and cycling friendly area and an area designed and built to support public transit. Planning for various multimodal connections within the MTSA and to areas outside the MTSA such as new and enhanced walking, cycling and street connections will be essential to creating a complete community over the long term.

The core function of the MTSA lies in supporting a safe, efficient and accessible transit station. The preliminary preferred precinct plan identifies new connections and opportunities for transit plazas and emphasizes the importance of access to the GO Stations.

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The preliminary preferred precinct plan includes:

Green arrows	Existing or Planned Active Transportation Connections
Yellow Arrows	Potential Active Transportation Connections (conceptual)
White Dashed Lines	Potential New Streets/Proposed Road

In your opinion, are there opportunities to identify other transportation connections, including transit, cycling or walking, within the major transit station area?

What else should be considered when setting out the transportation network and active transportation connections within the MTSA?

Existing and New Parks & Open Space

Existing surrounding parks, the development of new parks and the connections among them are an essential component to creating healthy, sustainable and complete communities. The preliminary preferred precinct plan focuses on enhancing connections to nearby destinations and parks, new gathering spaces and new approaches for parks.

The preliminary preferred precinct plan identifies potential new park locations through the Appleby GO MTSA with a green tree symbol. Potential linear parks are also identified as opportunities for wider corridors along streets to provide valuable open space/park space and create connections. A linear park along Fairview Street or another potential new roadway could provide an opportunity to connect residents and employees in this MTSA to Sherwood Forest Park. A potential linear park between South Service Road and Century Drive can also provide recreation and open space connection to Appleby Creek through the General Employment Precinct. Enhanced connections, linear parks, new parks and other connections are required throughout the MTSA in order to facilitate safe and more direct pedestrian and active transportation routes to and from the GO station.

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In your opinion, what are the most important features of a park?

What else should be considered when setting out the role and function of new park spaces?

Public Service Facilities

In the 2018 draft precinct plans developed through the Mobility Hubs Study, Public Service Facilities were identified as a designation on existing publicly owned lands. The preliminary preferred precinct plans instead emphasize the role of key precincts to provide community spaces, alongside new residential and retail development in key locations. In addition to that new focus in key precincts the “PS” icon remains in a number of key locations where the consideration of the incorporation of public service facilities is critical. This work will be informed by a public service facilities assessment that may identify other needs and approaches to securing public service facilities to support the community over the long term.

your opinion, are there opportunities to identify other potential Public Service Facility locations in the Appleby GO Major Transit Station Area?

MID-RISE RESIDENTIAL (option to skip this precinct)

Generally, this precinct is located south of Fairview Street at the periphery of the MTSA and is composed in part by existing residential development and is not expected to change. The extent of the precinct remains the same as the 2018 Draft Precinct Plan.

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This precinct envisions a variety of low-rise and mid-rise building forms up to 11 storeys closer to main streets, such as Fairview Street. This precinct will provide housing forms at a lower scale and intensity including family oriented and ground-oriented housing to support the creation of a wide range of housing options. The mid-rise residential designation will have a key role in providing transition from low rise residential development to more intensive mixed uses. This precinct may permit opportunities for commercial activities at street level on strategic streets.

Policies will be included to guide appropriate transitions to lower rise buildings adjacent to stable neighbourhoods to the south and west. This transition could be achieved through stepping a building back or reducing height limits near the precinct edge.

This precinct includes the following building types:



[Click to view larger image of Mid-Rise Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not want to comment on this precinct

If you'd like to elaborate on your answer, use the text box below.

FAIRVIEW FREQUENT TRANSIT CORRIDOR PRECINCT (option to skip this precinct)

This precinct is generally located along the north side of Fairview Street and the southwest corner of Fairview Street and Appleby Line and is located along a Frequent Transit Corridor. The extent of the precinct remains the same as the 2018 Draft Precinct Plans as well as the height and built form direction.

This area will accommodate a significant concentration of residential, employment, retail and commercial uses along frequent transit corridors. Mixed-use buildings with a maximum height of 19 storeys will contribute towards the creation of lively, vibrant and people-oriented places. This precinct will provide an opportunity for a range and mix of housing options, retail and commercial uses to support

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oriented places. This precinct will provide an opportunity for a range and mix of housing options, retail and commercial uses to support them.

A linear park along Fairview Street will provide an opportunity to connect residents and employees in the area to Sherwood Forest Park to the east.

Policies will be included to address land use compatibility between existing employment uses north of the rail corridor and residential uses to the south to be informed by technical land use compatibility studies. Policies will be developed for properties along the Frequent Transit Corridor to encourage pedestrian-oriented development and consider lower heights at street level, urban design and public realm considerations.

This precinct will include the following building types:



[Click to view larger image of Fairview Frequent Transit Corridor in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
☐ No
☐ I do not want to comment on this precinct.

If you'd like to elaborate on your answer, use the text box below.

APPLEBY GO CENTRAL PRECINCT (option to skip this precinct)

Generally, the area located north of the Fairview/Brant Frequent Transit Corridor precinct to the GO Rail line. A potential new street is identified to divide between the Appleby GO Central precinct and the Fairview/Brant Frequent Transit Corridor precinct. The extent of the precinct remains the same as the 2018 Draft Precinct Plans as well as the height and built form direction.

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This precinct will be the preeminent designation for major office, affordable housing and urban format retail. The precinct will accommodate the most significant concentration of employment, residential, retail and commercial uses, focusing the tallest buildings (with a maximum of 30 storeys) close to the GO Station and rail line.

Where GO Central is located next to Appleby Line, future streets policies will encourage pedestrian orientated development, including an emphasis on enhanced public realm and enhanced spaces for waiting for transit.

There are some key existing facilities in and around the Appleby GO MTSA such as transportation infrastructure and industries which may require separation from sensitive land uses like residences, day care centres and education and health facilities. Technical work is being completed to confirm the potential for land use compatibility issues within the MTSA which may result in changes to the precincts and policies to guide land use change and minimize the potential for compatibility issues over time.

This precinct will include the following building types:



[Click to view larger image of the Appleby GO Central Precinct Building Types in new window](#)

In your opinion, do the details of this precinct sound right?

- (Choose any one option)
- ☐ Yes
 - ☐ No
 - ☐ I do not wish to comment on this precinct.

If you'd like to elaborate on your answer, use the text box below.

URBAN EMPLOYMENT PRECINCT (option to skip this precinct)

This precinct is generally located on both the east and west sides of Appleby Line and runs east along the south side of Harvester Road to the rail line and GO Station. The precinct also extends from east of the South Service road adjacent to the QEW. The areas are comprised of predominately existing employment uses. The extent of the precinct remains the same as the 2018 Draft Precinct Plans.

This precinct will accommodate prestige employment uses (including offices) in a compact built form along major corridors. Opportunities for ancillary retail service commercial will be considered to serve employees in the area.

There are some key existing facilities in and around the Appleby GO MTSA such as transportation infrastructure and industries which may require separation from sensitive land uses like residences, day care centres and education and health facilities. Technical work is being completed to confirm the potential for land use compatibility issues within the MTSA which may result in changes to the precincts

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and policies to guide land use change and minimize the potential for compatibility issues over time.

This precinct will include the following building types:



[Click to view larger image of the Urban Employment Precinct building types in a new window](#)

In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not wish to comment on this precinct.

If you'd like to elaborate on your answer, use the text box below.

GENERAL EMPLOYMENT (option to skip this precinct)

On the western edge of the Appleby MTSA, this precinct is located on both the south and north sides of Harvester Road. The precinct also extends along the north side of Harvester Road from the South Service Road to the east boundary. On the south side of Harvester Road the precinct is just east of the Urban Employment precinct to the rail line. These areas are largely comprised of existing low rise employment uses and industries. The extent of the precinct remains the same as the 2018 Draft Precinct Plans.

This precinct will provide a broad range of light industrial to office uses with a mix of office and lower rise employment built form.

In addition to policies addressing land use compatibility to sensitive uses, policies will limit outdoor storage and activities to achieve a higher degree of compatibility with surrounding areas

This precinct will include the following building types:



[Click to view larger image of the General Employment Precinct building types in a new window](#)

Major Transit Station Areas

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In your opinion, do the details of this precinct sound right?

(Choose any one option)

- ☐ Yes
- ☐ No
- ☐ I do not wish to comment on this precinct.

If you'd like to elaborate on your answer, use the text box below.

Overall Precinct Plan



[Click to view a larger image of the overall Precinct Plan for Appleby MTSA in a new window](#)

Thinking about what you thought of each precinct and of the preliminary preferred precinct plan as a whole, how well does the preliminary preferred precinct plan:

Questions	Very well	Somewhat well	Neutral	Not very well	Not at all well
Increase, improve and support the creation of enhanced public spaces					
Increase, improve and support the creation of community amenities, including commercial/retail uses					
Increase, improve and support safe and functional and multi-modal mobility					
Increase, improve and support a variety of housing options					
Shape the development of private spaces, including the use of architecture and design, scale and character					
Increase, improve and support public engagement in the MTSA planning process					
Address parkland and public space in a fair and inclusive way					
Address traffic congestion by supporting public transit and investing in infrastructure and facilities for active transportation					
Address building height and transition concerns through clear explanations, rationale and planning for transitions					
Protect established residential neighborhoods by providing built form, height and transition direction					

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Thinking about what you thought of each precinct and of the preliminary preferred precinct plan as a whole, how well does the preliminary preferred precinct plan:

Questions	Very well	Somewhat well	Neutral	Not very well	Not at all well
Additional landscaping, parkettes and open spaces throughout the area, particularly around employment uses					
Ways to achieve land use compatibility between existing employment uses north of the rail corridor and potential future residents south of the rail corridor					
Ways to manage the impacts of increased traffic, particularly in relation to traffic flowing in and out of the GO Station					
Opportunities to extend Centennial multi-use path connections to the GO Station, while ensuring compatibility with residential uses adjacent to the trail.					

Thinking about all your responses to each precinct above, how do you feel **overall** about the plan?

(Choose any one option)

- ☐ Strongly like
- ☐ Somewhat like
- ☐ Neutral
- ☐ Somewhat dislike
- ☐ Strongly dislike

If you'd like to elaborate on your answer, use the text box below.

Is there anything else you'd like to share?

NEXT STEPS:

Thank you for taking the time to complete this workbook and share your thoughts on the preliminary preferred precinct plans for Burlington's Major Transit Station Areas.

While this workbook is focused on the vision for the overall MTSA and how precincts are laid out, there is more work to come. There will be more engagement opportunities in 2022 to inform the development of the area-specific plan and policy.

Here's what to expect next:

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-Public input and community and stakeholder feedback will support the development of the recommended preferred precinct plans, as well as policy and zoning directions, which will be brought to City Council in December of 2021 for endorsement.

-Population and employment forecasts to 2051 will also be prepared.

-The recommended preferred precinct plans endorsed by City Council will inform the preparation of Area-Specific Plans (ASPs), the Official Plan Amendments (OPAs) required for their implementation, and guidance for future updates to zoning regulations and urban design guidelines.

-The proposed Area-Specific Plans (ASPs) and Official Plan Amendments (OPAs) will be brought to City Council for adoption by June of 2022 and then forwarded to Halton Region for approval.

-Work on zoning regulations and urban design guidelines will follow, as needed.

To learn more about upcoming engagement opportunities, subscribe to project updates, or connect with City staff directly, please visit getinvolvedburlington.ca/mtsa.

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Contact Us

Questions can be directed to the project team at:

mtsa@burlington.ca

905-335-7642

City of Burlington

c/o Policy and Community Section – MTSA ASP Team

Community Planning Department

426 Brant St.

P.O. Box 5013

Burlington, ON L7R 3Z6

Optional Engagement Feedback

The next few questions are optional and will help us with future engagement planning.

Would you like to provide feedback about this workbook?

(Choose any one option)

☐ Yes

☐ No

Answer this question only if you have chosen Yes for Would you like to provide feedback about this workbook? Would you like to provide feedback about this workbook? Engagement such as - attending a virtual Public Information Centre, "talk to a Planner", direct email, delegating at Committee of Council?

What did you like most about this workbook?

What did you like least about this workbook?

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What would you recommend the project team focus on for future phases of engagement?

Are you aware that there are other opportunities for engagement such as - attending a virtual Public Information Centre, "talk to a Planner", direct email, delegating at Committee of Council?

(Choose any one option)

- ☐ Yes
- ☐ No

Do you plan on taking part in other engagement opportunities regarding this project? If so, which one? (check all that are applicable)

(Choose all that apply)

- ☐ Virtual Public Information Centre
- ☐ Booking a time to "Talk with a Planner"
- ☐ Direct email
- ☐ Register to delegate (talk with) Burlington City Council
- ☐ Other (please specify)

Appendix B: Stakeholder and Advisory Committee meetings (virtual)

The following table identifies the meetings held from August 31 to December 10th, 2021. The purpose of the meetings was to engage with the committees and advisory groups to provide updates on the project and present the Preliminary Preferred Precinct Plans once released in October, 2021.

#	Stakeholder/Advisory Committee	Date	Time
1	Metrolinx	Tues, Aug. 31,	2:00pm
2	Sustainable Development Advisory Committee	Wed, Sept. 1	7:00pm
3	Aldershot Village BIA	Thurs, Sept 9	7:30am
4	Downtown Parking Advisory Committee	Thurs. Sept 16	8:30am
5	Burlington Urban Design Panel	Thurs, Sept 16	1:30pm
6	Inclusivity Advisory Committee	Fri, Sept 17	9:00am
7	Heritage Burlington Advisory Committee	Wed, Sept 22	7:00pm
8	Burlington Seniors' Advisory Committee	Mon, Sept 27	10:00am
9	Burlington Halton Developers Liaison Committee	Mon, Sept 27	3:00pm
10	Ward 4	Mon, Sept 27	6:30pm
11	Cycling Advisory Committee	Tues, Sept 28	7:00pm
12	Burlington Downtown Business Association	Wed, Oct 6	8:00am
13	Aldershot Village BIA	Tues, Oct 14	7:30am
14	Integrated Transportation Advisory Committee	Mon, Oct 25	7:00pm
15	Mayors Millennial Advisory Committee	Wed, Oct 27 th	7:00pm
16	Ward 5- Oval Court Application meeting	Wed, Oct 27 th	7:00pm
17	Burlington Halton Developers Liaison Committee	Fri, Oct 29	1:00pm
18	Burlington Youth Student Council	Tues, Nov 2	3:30pm
19	Burlington Urban Design Panel	Tues, Nov 18	1:45pm
20	Burlington Halton Developers Liaison Committee	Wed, Dec 8	1:00pm

Appendix C: Public Information Centre Question and Answer Response

Introduction

As part of the Engagement Plan, a series of virtual Public Information Centres (PICs) were held to present the Preliminary Preferred Precinct Plans, enable staff to hear feedback from residents and ask questions. Following the staff representation and polling questions, an open question and answer session was facilitated by Dillon Consulting for the first three PICs. Participants were able to use the Question and Answers (Q&A) function in zoom to submission a written question or raise their hands to ask a live question.

This document captures the complete questions and answers for the four PICs. All questions necessitating a response have been included and minor typos/edits have been corrected for readability.

Downtown Burlington UGC / Burlington GO MTSA Public Information Centre – Tuesday, October 19, 2021

#	Question/Comment	City Response
1	The bus loop at Burlington GO is not of sufficient size to handle the existing transit connections - buses have to load/unload on Fairview also. What is the plan for the Burlington Transit facility at this location, especially if we need to expand transit and run more frequently?	The City continues to work with Metrolinx to improve the utilization and service between local and regional transit. The City of Burlington's proposed Transit 5 Year Business Plan outlines the operational and capital needs for the Transit network in the future. As the frequency between the various planned routes increases, the wait time will decrease which allows for improved utilization of the existing platforms. Metrolinx, through its Station Access Plan document will continue to assess how the station is access and utilized. Potential opportunities for a transit plaza have also been identified to ensure better integration and connection to and from the GO Station.
2	Could we hear what the projection is for the number of housing units you think there will be, the number of people that will live within the boundaries and lastly -	This is the Urban Growth Centre for the City of Burlington and it is anticipated that a significant growth of population and employment will be accommodated here. The plan is required to achieve a minimum of 200 people and jobs per hectare. That would mean a combination of about 20,000 people and jobs, at a minimum.

Appendix C: Public Information Centre Question and Answer Response

	the number of jobs that might be located within the boundary – thanks	
3	Are the land uses/colours shown in the precinct plan fixed? or is there an opportunity for minor changes to the boundaries of where the land uses are?	Within the Downtown Burlington UGC / Burlington GO MTSA Boundary, there are opportunities to make changes to the precincts, including to boundaries, as a result of stakeholder feedback. We encourage you to reach out to mtsa@burlington.ca or complete the online work and include any proposed changes or suggestions.
4	What is the height limit for "midrise"?	The maximum height contemplated for the Mid-Rise Residential Precinct is 11 storeys. Policies will guide appropriate transitions from the maximum height of 11 storeys to low rise residential neighbourhoods and open spaces and may include angular planes, setbacks and/or setbacks to help shape that height in its context.
5	Would you make a point of talking about the road that is going to run through the property - it is shown in white and refer to "linear" parks,	The white dotted line (shown adjacent to the potential linear park in green) shown on the Preliminary Preferred Precinct Plan is a "Mid-Block Connection". This connection was also identified in Burlington's Official Plan (2020), which is currently under appeal.
6	What is the expectation regarding transition from strip mall stores and parking lots (e.g. Leighland node, Brant & Fairview) to higher-density mixed use. How will we ensure the area maintains the retail services that are needed by a growing community during transition?	As these plans are very much long term. it is expected that the area will undergo periods of transition and growth. The supporting policy framework is critical to setting the conditions to ensure that we can achieve these essential retail and other commercial uses and make them successful. It is possible to have policies to ensure that in the interim condition, these areas maintain the retail services needed to sustain a community until completion.

Appendix C: Public Information Centre Question and Answer Response

7	<p>The residential along Plains Rd near Glendor would a sound wall be considered to limit noise from the trains? Also more development has occurred at Glendor and Helena with a new townhouse development and a new one on the way. Could a stop light be considered here to enter Plains rd? There are more cars with more residents and more incoming. Some traffic control would make sense for those who are pedestrians and cars to enter Plains in a controlled way.</p>	<p>Thank you for this comment. While this area is outside of the study area, we will pass your note along to the appropriate department for their information. Regarding the potential noise wall, we wanted to note that Metrolinx is responsible for providing noise walls along the Lakeshore West corridor and has advised that there are presently no plans for noise walls here. Metrolinx has plans to eventually electrify the Lakeshore West line out to Burlington GO, resulting that in the future a significant percentage of trains will be electrified and less noisy. If you have any further questions on the Metrolinx Noise program or the plans to electrify the Lakeshore West line, please contact HaltonRegion@metrolinx.com.</p>
8	<p>How many hectares of land in the MTSA? How many people / jobs currently there?</p>	<p>The Downtown Burlington UGC / Burlington GO MTSA is 102.3 hectares in area. This is the Urban Growth Centre for the City of Burlington and it is anticipated that a significant growth of population and employment will be accommodated here. The plan is required to achieve a minimum of 200 people and jobs per hectare. That would mean a combination of about 20,000 people and jobs, at a minimum.</p>
9	<p>Can you explain where your potential new street is?</p>	<p>Potential new streets are identified on the Preliminary Preferred Precinct Plan as white dashed lines and are intended to provide connection within the study area. All new streets will include some complete street elements. Through the completion of the technical work, additional new roads or connections may be identified. It is important to note that these streets are truly preliminary.</p>

Appendix C: Public Information Centre Question and Answer Response

10	How will the area be able to meet the challenge of becoming carbon neutral by 2050? Will there be district heating, solar/wind power, charging stations for vehicles including e-bikes, etc.?	The City's Climate Action Plan establishes a net carbon neutral goal by 2050 for community emissions. Work continues to identify ways for the City of Burlington to address the impacts of climate change and reduce greenhouse gas emissions. In addition to the transit and active transportation focus of the Downtown Burlington UGC/Burlington GO MTSA consideration will be given to other ways future development of this MTSA could address climate change including encourage building energy efficiency, urban design policies to address heat and tree cover, and opportunities to consider district energy. We will continue to apply a climate lens to the recommended preferred precinct plan, policy directions and in the development of the area specific plans, as well as any implementing strategies/work.
11	How the proposed active corridor will go over the QEW as well as the service roads?	The City is working with the Ministry of Transportation (MTO) on the Freeman Interchange Environmental Assessment (EA) to protect for the construction of an active transportation structure east of Brant Street. Currently, staff are working on designing the proposed structure and determining the final alignment and design requirements so that it can be coordinated with the MTO's work plan for construction.
12	Are there servicing capacity concerns with all of the density planned? Will servicing be allocated to properties?	As a part of the technical work associated with the project, a functional servicing study will be completed to assess capacity within the context of the plans.
13	No active transport to the community south of Fairview between Brant Street and Argon Road?	Thanks for your question - We hope we understood it correctly. The neighbourhood south of Fairview Street between Brant Street and Argon Court is located outside of the boundaries of the MTSA, however, the plans do show proposed and existing active transportation connections through the neighbourhood in the green dotted lines. While the options to add new active transportation connections through the existing low-rise residential neighbourhood are limited, the dotted lines represent existing key connections from within the community to and from Optimist Park and Brant Street and Fairview Street. Additionally, the City's Cycling Plan has identified Prospect Street as a key component of the proposed Spine Network (most important components). This is planned to provide that East/West active transportation connection to and from the MTSA area.

Appendix C: Public Information Centre Question and Answer Response

14	Will there be reduced parking space requirements for developments within the MTSA?	We expect that parking rates within the MTSA will be reflective of a more urban condition and will be reflective of the nature of the area as being multi-modal and transit supportive. As we reach the later phases of the project and start to develop specific by-laws for these uses, parking will be reviewed, and appropriate rates proposed. These rates will be informed by ongoing parking studies which are currently being conducted by transportation staff which are evaluating existing uses.
15	Considering that the railway spur line that runs underneath Fairview Street west of Brant only serves one or two existing older industrial properties and terminates at the southwest corner of the MTSA, does the plan contemplate the possibility of future decommissioning the spur line? That might become a recreational corridor through the western end of the MTSA and could even allow for reconstruction of Fairview Street without an overpass.	Thank you for your comments. Your comments have been noted and will be considered by the project team in the development of a preferred precinct plan. At this time, due to the ownership of the spur lines, there are no plans for the decommissioning of those lines. That said, the city is always interested in the extension of its trails and AT connections and would be open to exploring potential new connections should opportunities become available.
16	What assumptions does this plan have WRT the future development of the Holland Park property (and probably the adjacent automobile dealership)?	Area Specific Plans and implementing Official Plan policies set out the framework against which development applications will be addressed, which is also informed by the Regional and Provincial land use planning policy framework. Landowners choose when and how to develop lands and the City must accept complete applications for review. Development applications are assessed against the existing in force and effect policy framework at the time of their submission. The MTSA Area Specific Planning project is implementing a vision and policy framework in which once in effect, future development applications will be assessed against.

Appendix C: Public Information Centre Question and Answer Response

17	Why are you not considering Central Park as a major park destination?	While Central Park is located outside of the boundaries of the Downtown Burlington UGC/ Burlington GO MTSA, it is a destination in close proximity to the MTSA and is currently not visible on the mapping. The potential locations for new parks within the MTSA are identified with a green tree symbol. Provincial policy requires that communities are planned to include publicly accessible built and natural settings including parklands to promote healthy and activate communities. The size of the potential parks will be determined at a later stage in the project.
18	What is the type of linear park envisioned for Brant St.? Is this a road diet project?	A linear park is a new concept or format of park that have been introduced with the intent of creating a connection or network of parks across the MTSA and beyond. Linear parks will be different from one another and will be influenced by the context of what is around them and the pieces of the area they are knitting together. Linear parks are spaces where we could see a green street canopy or a place where restaurant patios spill out into a greened sidewalk. They could also represent places to sit or rest while travelling from one area to another.
19	Are you considering shared mobility/micro mobility for these plans?	The Integrated Mobility Plan will be considering new ways and trends in mobility. The IMP work is closely aligned with the MTSA Area Specific Planning project and will inform recommendations as part of our proposed policy framework and implementation plans. Additionally, Burlington Transit is also exploring on-demand / micro-transit options as identified in the Burlington Transit 5 Year Business Plan.
20	North of Grahams lane is currently mostly light industrial up to the tracks. It is designated mid-rise residential in the document. Would higher density be able to be supported here, especially with the addition of new connections to Brant St.?	The proposed Mid-Rise Residential area located around Graham's Lane was formerly identified as city-designated employment lands. The area is proposed as Mid Rise Residential and could support potential for affordable housing. It is important to note that Grahams Lane does not extend beyond the hydro corridor or north to Fairview Street and access to the area is limited to Brant Street.

Appendix C: Public Information Centre Question and Answer Response

21	What plans are there to ensure that the housing options in this MTSA are accessible? Not simply meeting the minimum requirements of the AODA but meeting the requirements of an aging population such as exists in Burlington.	Accessibility is a critical component of a complete community and one that is very difficult to depict through a high level and aspiration land use plan. Accessibility will also be addressed through the implementation stage through urban design guidelines.
22	Why can't the six storey building heights be on the track side to alleviate the block of sunlight and the overseeing into the residential area already exist.	Through engagement done on the previous Mobility Hubs Study, the City received feedback that the tallest buildings should be located adjacent to the rail line in order to mitigate impacts to the low density, established neighbourhoods outside of the MTSA. That being said, shadow impacts are something that the City reviews for new development applications regardless of the location.
23	How does these requirements for Drury Node relate to the proposed high-rise development for that zone?	Work to determine height direction in the Drury Node Precinct is on-going and will support the Recommended Preferred Precinct Plan when presented to Council.
24	What is the City's planned timeline to complete the whole MTSA process, to be able to apply for a site plan?	Staff will bring forward Area-specific Plans for each of the GO MTSA Areas in June 2022. By December 2022, it is anticipated that the supporting Official Plan Amendments and Zoning By-law Amendments will be in place to support the plans.
25	Why no maximum height for Drury node?	Work to determine height direction in the Drury Node Precinct is on-going and will support the Recommended Preferred Precinct Plan when presented to Council.
26	Leighland node south of Plains Rd. can go taller, while north of Plains Rd. should be less tall in respect of adjacent residential.	Thanks for your feedback. We will consider your feedback in the preparation of the Recommended Preferred Precinct Plan.
27	Is this precinct considered also as part of the Prosperity Corridor Study?	Much of the Downtown Burlington UGC/ Burlington GO MTSA Area is within the Prosperity Corridor Study Area. Work on both studies continues to be connected.

Appendix C: Public Information Centre Question and Answer Response

28	With the plan that you have proposed, what is the projection of the population growth that will be accommodated by this MTSA and the employment projections and how do those projections compare with the provincial requirements?	We are continuing to work with the Region on growth assignments for the region. This information is anticipated to be released in November and will be used to support the Recommended Preferred Precinct Plan at Council. This is the Urban Growth Centre for the City of Burlington and it is anticipated that a significant growth of population and employment will be accommodated here. The plan is required to achieve a minimum of 200 people and jobs per hectare. That would mean a combination of about 20,000 people and jobs, at a minimum.
29	Has the City/Region done any servicing capacity studies, such as water, storm, sanitary, Hydro, to support the intensity of the proposed developments.	There are a number of technical studies which are being completed as a part of the scope of work of the project. These studies include Functional Servicing Studies, a Scoped Environmental Impact Study and a Phase 2 Downtown and Burlington GO UGC/ MTSA Flood Hazard and Scoped Stormwater Management Assessment. These studies will inform the project at various levels including the Recommended Preferred Precinct Plan and the area-specific plan and the implementing policies.
30	If the MTSA does not extend to downtown, why would building heights increase as you go further south? Should building heights not decrease as you approach Olga where there is legacy housing? Any mid-rise building will cast east side homes on Brant street into darkness and remove privacy for any homes on the west side of Brant street.	While the Upper Brant Precinct does allow for taller buildings, it is very important to note due to the variable nature of the depth of the lots, and the particular context of a given site, among other things, the maximum building heights may not always be able to be achieved. In addition to the high-level precinct plan, transition policies to support the precinct will be forthcoming and will require things like angular plans, step backs and setbacks to help shape buildings and create development that is compatible and respectful to existing lower rise development.
31	Brant street (south of Ghent) is one lane in either direction with left hand turn lanes. Is there a plan for road widening to support increased cars, etc. for these mid-rise buildings (especially in the Upper Brant area)?	As a part of the project, a transportation analysis is currently under way. Capacity will be assessed by way of the transportation analysis. No wholesale road widenings will be considered on existing streets, but intersection improvements (turn lanes, queue jump lanes or storage, etc..) will be assessed, and if need be the intersection may be widened to accommodate these upgrades. The IMP will be developing recommendations to balance modes in the right of way and focus on increasing the people moving capacity by leveraging things like: Transit, Walking, Cycling, and future trends in mobility.

Appendix C: Public Information Centre Question and Answer Response

32	How many new schools are considered to serve all this proposed new development?	As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities (including schools) are identified to meet both the existing and future community needs.
33	Is the City intending to create a new downtown?	The designation of the Downtown Burlington UGC/ Burlington GO MTSA as the City's Urban Growth Centre represents an important shift. Consideration of the policies of the Growth Plan and the Regional Official Plan with respect to Urban Growth Centres will inform the policy for the area.
34	With the plans that have been presented, what are the population and employments projections for the Burlington GO MTSA?	This is the Urban Growth Centre for the City of Burlington and it is anticipated that a significant growth of population and employment will be accommodated here. The plan is required to achieve a minimum of 200 people and jobs per hectare. That would mean a combination of about 20,000 people and jobs, at a minimum.
35	How will the new Conservation Halton mapping impact your redevelopment assumptions and plans?	Conservation Halton's work could have implications for both the organization of the Precinct Plan and the supporting policies of the area-specific plan.
36	Please provide the numbers.	This is the Urban Growth Centre for the City of Burlington and it is anticipated that a significant growth of population and employment will be accommodated here. The plan is required to achieve a minimum of 200 people and jobs per hectare. That would mean a combination of about 20,000 people and jobs, at a minimum.
37	How many new people and jobs are you planning to accommodate?	This is the Urban Growth Centre for the City of Burlington and it is anticipated that a significant growth of population and employment will be accommodated here. The plan is required to achieve a minimum of 200 people and jobs per hectare. That would mean a combination of about 20,000 people and jobs, at a minimum.
38	Why is there so much emphasis on height?	The Preliminary Preferred Precinct Plans build upon the Mobility Hubs Study work. The plan carries forward the direction from the Draft Precinct Plans from 2018 that took into consideration a wide range of feedback. In alignment with the feedback heard in 2017 and 2018 the Plan focuses height to the areas generally located closest to the rail line and frequent transit corridors and away from area adjacent to low rise or stable residential neighbourhoods.

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39	Why does the Upper Brant precinct (the south end) not include the east side of Brant St?	The lands on the east side of Brant Street south of Rambo Crescent are not included in the Downtown Burlington UGC / Burlington GO MTSA.
40	Most high-rise buildings are required to have a 10-meter setback from the street. Should this be variable depending on the specific site condition?	Notwithstanding the specific zoning requirements of a property which may require setbacks of various amounts, the City has developed Tall Building Urban Design Guidelines to assist with the shaping, placement and design of tall buildings over 12 storeys in height. As a result of the implementation work on this project, specific setbacks could be explored at the precinct level to better reflect the unique conditions of each precinct.
41	Which lands are required to be converted from employment lands by the Region and the Province to make this happen?	Regional Official Plan Amendment No. 48 advanced a number of Employment Area conversions including properties within the Downtown Burlington UGC / Burlington GO MTSA (2070-2082, 2120, 2150-2205 Queensway Drive). ROPA 48 has been adopted by Regional Council but is subject to approval by the Ministry of Municipal Affairs and Housing.
42	How did you determine how much parkland is required?	The potential locations for parks are identified with a green tree symbol. Provincial policy requires that communities are planned to include publicly accessible built and natural settings including parklands to promote healthy and activate communities. The size of the potential parks will be determined at a later stage in the project.
43	Could not the railway corridors be considered for use as active trails, connections etc.? OR is Metrolinx and/or CNR not playing a part in the provision of solutions/opportunities?	Due to the ownership and current usage of rail lines, there are no plans for the decommissioning of those lines for trails or connections. That said, the city is always interested in the extension of its trails and AT connections and would be open to exploring potential new connections should opportunities become available.
44	Have any existing applications been appealed? e.g. CLV	Area Specific Plans and implementing Official Plan policies set out the framework against which development applications will be addressed, which is also informed by the Regional and Provincial land use planning policy framework. Landowners choose when and how to develop lands and the City must accept applications for review. The active development applications are assessed against the existing in force and effect policy framework. The MTSA Area Specific Planning project is implementing a vision and policy framework in which once in effect, future development applications will be assessed against.

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45	Are you going to provide information about how traffic generated by the proposed new types of development will be managed with only two main (already congested) corridors?	Technical work to support the plan is ongoing including a transportation assessment that will evaluate the existing conditions and model the proposed future uses based on the expected population and employment growth in the area. The assessment will identify areas by developing a model and then applying the proposed future land uses and population in the area to assess improvement needs and mitigation.
46	As part of this process what studies will the City undertake to ensure the heights proposed meet provincial targets/objectives for MTSAs?	The policies of the Regional Official Plan and the Provincial Growth Plan will inform the development of the Official Plan Amendments to implement the Area Specific Plans. The Official Plan Amendments must conform to those higher-level policies. The implementing Official Plan Amendment will be adopted by City Council and will be sent to the Region of Halton for consideration for approval.
47	How are you planning on creating a linear park on already existing roads that are used primarily as connections to homes?	The Preliminary Preferred Precinct Plan for the Downtown Burlington UGC/Burlington GO MTSA does not contemplate new linear parks along existing roads.
48	Will this plan stop redevelopment downtown?	The purpose of the MTSA ASP for the Downtown Burlington UGC/Burlington GO MTSA is to develop a long-term vision for change in the study area. The Downtown is a desirable place to live, work and play, and will continue to experience growth pressures.
49	Will you be widening our roads and taking away frontage to build the linear park access?	The implementation and access to linear parks will be addressed at a later stage of the process, informed by on-going technical work and other city studies.
50	How will this plan connect people with the most significant area in the City - the downtown. This appears to be a commuter oriented plan that ignores complete community fundamentals.	The new Official Plan identifies a network of frequent transit corridors which include both Fairview and Brant Street (south of Fairview). Investments in the transit service provided to connect the Downtown Burlington UGC/Burlington GO MTSA to the Downtown will be critical elements to supporting appropriate development of both areas and supporting existing and new businesses and access to services. Connections to the Downtown and to areas outside of the MTSA study area boundary are important considerations.

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51	Have we considered including facilities such as a sports arena or a college campus into this MTSA?	As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities are identified to meet both the existing and future community needs. These include child care, emergency services, human/social services and community agencies, libraries, parks and open spaces, recreational facilities and cultural services, and schools.
52	Can this plan, when approved by City Council, be appealed to the Ontario Land Tribunal?	Under the Planning Act, municipalities can utilize a tool called Protected MTSAs that restricts appeals of certain elements. Halton Region, through its Regional Official Plan Amendment 48 (ROPA 48) identified Burlington's MTSA as Protected MTSA or PMTSAs. As a result of this identification, elements like heights and uses cannot be appealed to the OLT.
53	Where can we find additional detail about the Upper Brant area? What about this area is still subject to appeal?	The Primer Document for the Downtown Burlington UGC / Burlington GO MTSA area contains information about the Upper Brant Precinct. Please reach out for more information or with questions with respect to appeals.
54	Where would you put schools or religious institutions in this MTSA	As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities are identified to meet both the existing and future community needs. These include child care, emergency services, human/social services and community agencies, libraries, parks and open spaces, recreational facilities and cultural services, and schools.

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55	<p>As a resident on Argon Court, we have seen the increased traffic loadings along Fairview, especially prior to COVID, with Fairview during rush hour, backing up from Brant Street sometimes to east of Drury Lane. Will there be a detailed traffic assessment completed, considering the growth being recommended? Will improvements be made to the traffic systems along Fairview, including lane improvements, that will improve traffic movement along Fairview. Will potential traffic movement improvements help residents on Argon Court enter and exit the Court onto Fairview?</p>	<p>Yes, by way of the transportation assessment, we will be evaluating the network and proposing the improvements required to accommodate this growth. All the existing roadways, and potential new connections will be evaluated.</p>
56	<p>When did the City of Burlington decide to give away its floodplain management authority to Cons. Halton?</p>	<p>At the outset of the Mobility Hubs Study the need for a scoped Subwatershed Assessment was identified. The discussion on a scope of work for understanding flood impacts at Burlington GO and Downtown was initiated. Through the scoped reexamination of the Downtown the final scope of work was agreed to by the City and CH. In 2019 and 2020 the City retained Wood, and in partnership with Conservation Halton prepared a set of studies called the “Flood Hazard and Scoped Stormwater Management Assessment”. The Phase 1 Study findings his study shed new light on the nature of the drainage area for the Lower Rambo Creek, plus a substantial spill from the Upper Rambo System into the Lower Rambo Creek, resulting in greater flooding and erosion potential along the Lower Rambo Creek than previously modelled. Conservation Halton, after considering the findings of the Phase 1 Flood Study, determined that Ontario Regulation 162/06 should be applied to Lower Rambo Creek and the status quo for Lower Hager Creek (i.e., O.Reg.162/06 does not apply to Lower Hager Creek).</p>

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57	So how many of the trips to be generated by this 20,000 residents/employees can be diverted to other modes of transportation aside of vehicular traffic?	Through the Integrated Mobility Plan (IMP) Project, the city is looking to achieve a better balance /split between all modes to transportation in the long term. The transportation analysis currently underway will speak to the modal split between transportation uses but it is the goal of these areas shift some auto trip to other modes and reduce auto usage as a whole.
58	Will all of Brant be 4 lanes? Ghent and Olga, if you go ahead with 25 stories on Brant, will become major thru-ways to Maple. These streets are heavy with children walking to and from school. The pink Upper Brant plan seems very political. Would other areas that are currently industrial not be better choices, plus they are closer to the Go when considering walkable.	As a part of this project, a transportation assessment of the area is currently underway. While there are no planned widenings of Brant Street, the transportation study could make suggested modifications to improve traffic flows or other changes for the roadway/intersections. It is also important to note that we are planning to make improvements to other active transportation options within the area and beyond to assist with multi-modal movement.
59	I think this MTSA needs a community center and I don't see one.	As part of the next stage of the project, the development of the Area Specific Plan, technical work will provide recommendations to ensure adequate community services and facilities are identified to meet both the existing and future community needs. These include child care, emergency services, human/social services and community agencies, libraries, parks and open spaces, recreational facilities and cultural services, and schools.
60	What is the targeted parkland allocation rate being considered?	The potential locations for parks are identified with a green tree symbol. Provincial policy requires that communities are planned to include publicly accessible built and natural settings including parklands to promote healthy and active communities. The size of the potential parks will be determined at a later stage in the project.

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61	Why do we feel like a provincial target?	Provincial policy (e.g. Growth Plan, 2019) provides direction to municipalities to inform the identification of an urban structure. An urban structure is how the land use of a city or town is determined. It helps further the growth within our community by providing a way to guide the development of buildings, spaces or municipal infrastructure. This includes the identification of strategic growth areas like Urban Growth Centers and Major Transit Station Areas (MTSAs), and corridors intended to be the focus of concentrating population and job growth. All municipalities with the Greater Golden Horseshoe are required to undertake this work. To ensure conformity with the Growth Plan, 2019, Halton Region has identified strategic growth areas in the Regional Official Plan through Regional Official Plan Amendment (ROPA) No. 48, which delineates the Urban Growth Centres and MTSAs for all lower-tier municipalities in Halton, including the City of Burlington. While ROPA is still subject to final approval by the Province, the MSTa ASP work will ensure that the City is well positioned to implement these changes through the required conformity updates to the Burlington Official Plan.
62	Are any of the guidelines implemented in any existing and approved policies?	The City has a number of pieces of guidance that would apply to any applications prior to the completion and approval of the MTSA Area-Specific Plans. The New Official Plan, while under Appeal, does provide direction which supports the intensification of the MTSA Areas and the protection of established residential neighbourhoods. The City also has a number of guideline documents such as the Tall Building Guidelines and Mid-Rise Building Design Guidelines which guide any new development in the interim.
63	Is the project already on Stage 3? Is the technical work already completed? and what is this technical work?	Yes, the project is currently in stage 3 as outlined in the Project Terms of Reference.. This stage of the study anticipated the updating and completion of a number of pieces of technical work completed under the 2017-2018 Mobility Hubs Study including the Market Analysis, Scoped Environmental Impact Studies, Flood Hazard Assessment (Appleby GO and Aldershot GO), Functional Servicing Study, Air Quality Study. Some new technical studies including Transportation Assessment, Land Use Compatibility Study and a Phase 2 Downtown and Downtown Burlington UGC / Burlington GO MTSA Flood Hazard and Scoped Stormwater Management Assessment are also underway as a part of this stage. It is anticipated that these studies will extend into the next stage(s) of the project. Please refer to PL-27-21 https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=49748

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Appleby GO MTSA Public Information Centre – Tuesday, October 26, 2021

#	Question	City Response
1	There doesn't seem to be a direct connection for active transportation between the "potential pedestrian crossing over the QEW" and the Appleby GO station. How are people going to be able to travel to and from this crossing by bike or walking?	Thank you for the comment and feedback. There is an existing and planned active transportation connection identified along Century Drive to the potential pedestrian connection over the QEW down to Harvester Road. Your comments have been noted and will be considered by the project team in the development of the Recommended Preferred Precinct Plan and vision. The Recommended Preferred Precinct Plan will be brought forward to City Council for their consideration and endorsement.
2	What do you mean by mid-rise? Is there any development planned for south of Fairview Street?	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity including family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise precinct that have been developed and are already a low-rise in character, significant redevelopment is not anticipated in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
3	I am interested in what the plans are for the small parcel of land on the North side of Fairview between the Go station and the fire station.	The Area Specific Planning project for the MTSA is to shape the vision for growth in the area over the long term. This Preliminary Preferred Precinct Plan identifies the north side of Fairview as within the Fairview Frequent Transit Corridor Precinct which is envisioned to include a concentration of residential, with retail, employment and commercial uses at grade. Mixed use buildings to a maximum of 19 storeys could be considered with step backs and consideration given for achieving a pedestrian scale of development along the Frequent Transit Corridor (Fairview Street).

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4	How is “Key Existing Facilities”, the asterisk on the map(s), defined? What is included?	Key existing facilities means major industrial facilities in and around the Appleby GO MTSA that may require separation from sensitive land uses such as residences, day care centres and education and health facilities. A Land Use Compatibility technical study is being completed to determine potential for compatibility issues. The work may result in changes to the precincts or area specific plan policies to minimize potential land use compatibility issues over time.
5	Would Harvester Road also be considered as an active transit corridor	Active Transportation opportunities will continue to be encouraged on Harvester Road which is identified in the City's Cycling Plan. Through the City's Integrated Mobility Plan, we are looking to balance all modes of transportation and ensure that there are appropriate facilities to support safe active transportation opportunities.
6	What is a "linear" park	A linear park is a new concept or format of park that have been introduced with the intent of creating a connection or network of parks across the MTSA and beyond. Linear parks will be different from one another and will be influenced by the context of what is around them and the pieces of the area they are knitting together. Linear parks are spaces where we could see a green street canopy or a place where restaurant patios spill out into a greened sidewalk. They could also represent places to sit or rest while travelling from one area to another.
7	The “Potential New Street” shown across the employment area could fragment, and potentially impede, existing/future employment operations (e.g. Sofina Foods). How is this street justified in this context?	Through engagement on the 2018 Draft Precinct Plan, the City received feedback related to addressing the traffic flowing in and out of the GO Station and throughout the MTSA. The Preliminary Preferred Precinct Plan has identified the need to explore a new east-west connection through both through the Urban Employment and General Employment precincts. The need for, exact location or type of facility is still to be determined by way of the transportation assessment and other technical studies.

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8	I'm confused. This "orange" area already exists as dense residential area. What exactly is the proposal, to knock down existing homes?	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity including family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise precinct that have been developed and are already a low-rise in character, significant redevelopment is not anticipated in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
9	Are you talking about the existing residential or adding to it? (Orange Mid-rise area)	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity including family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise precinct that have been developed and are already a low-rise in character, significant redevelopment is not anticipated in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
10	What is the population expectation for this area (purple)?	Regional Official Plan Amendment (ROPA) 48 identified a minimum density target and proportional mix of residents and jobs that the City must plan these areas to achieve. Appleby GO MTSA is to be planned to achieve a minimum density of 120 people and jobs per hectare for the entire MTSA. A target proportional mix of 40% residents and 60% jobs is identified in ROPA 48. The Region of Halton is currently completing its Official Plan Review that will allocate growth to 2051 to the City's growth areas including the MTSA's. The City is actively engaged with the Region to determine the distribution of population and employment to Burlington through the Regional Official Plan Review.

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11	Why 19 stories on the north side of Fairview and 11 stories on the south? Can't it stay at 11 stories both sides of Fairview?	Through the engagement of the 2018 Draft Precinct Plan, the City received feedback that the taller buildings should be positioned closest to the GO Station and away from the lower density residential areas. The Preliminary Preferred Precinct Plan directs the tallest buildings of 30 storeys to the Appleby GO Central Precinct and 19 storeys in the Fairview Frequent Transit Corridor Precinct. Opportunities exist for transition policies and urban design guidance to continue to support a pedestrian oriented environment along Fairview Street.
12	Are the linear parks just a consideration or are they guaranteed? Compressed walkways and small trees and bushes will not survive and the area will just look like a concrete wasteland.	A linear park is a new concept or format of park that have been introduced with the intent of creating a connection or network of parks across the MTSA and beyond. Linear parks will be different from one another and will be influenced by the context of what is around them and the pieces of the area they are knitting together. Linear parks are spaces where we could see a green street canopy or a place where restaurant patios spill out into a greened sidewalk. They could also represent places to sit or rest while travelling from one area to another.
13	Is affordable housing planned only for the Appleby Go Central Precinct?	Housing is a top priority in the City of Burlington. As identified in the Strategic Plan, the City of Burlington is committed to building an inclusive and diverse city with a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices. Opportunities for affordable housing will be considered in the precincts in the southern portion of the Appleby GO.
14	Details of GO Central Precinct are potentially inappropriate/premature, given proximity to industrial lands immediately to the north of the tracks.	Technical studies have identified existing key existing facilities shown as an asterisk (*) on the Preliminary Preferred Precinct Plan. These are major industrial facilities in and around the Appleby GO MTSA that may require separation from sensitive land uses such as residences, day care centres and education and health facilities. A Land Use Compatibility technical study is being completed to determine potential for compatibility issues. The work may result in changes to the precincts or area specific policies to minimize potential land use compatibility issues over time.

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15	Is there a height limitation in the Urban employment precinct?	A height limitation is not currently identified for the Urban Employment precinct. The Urban Employment precinct is intended to accommodate prestige employment uses including offices along major corridors. The location of the urban employment precinct provides high visibility from major corridors such as the QEW, Appleby Line and the rail line making the area attractive for future business to locate within the Appleby MTSA. Further policies as well as urban design guidelines would provide guidance to ensure development is achieved in an urban compact built form.
16	How many hectares is the Appleby GO MTSA?	The Appleby GO MTSA is 179 hectares.
17	How is the city planning to allow developers to build on the orange area, say, to build 10 story buildings when most of the area already has housing on it?	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity including family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise precinct that have been developed and are already a low-rise in character, significant redevelopment is not anticipated in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
18	Can you provide examples of Urban Employment vs General Employment?	The Urban Employment precinct is intended to accommodate prestige employment uses including offices, research and development and information technology along major corridors. The General Employment Precinct could accommodate a broad range of light industrial and office uses with policies to limit outdoor storage and ensure compatibility with the surrounding areas.
19	3 additional streets intersecting with Appleby Line between Fairview and the QEW will impact car and truck traffic in an already heavily travelled area. Has that impact been assessed in developing these plans?	Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area. This analysis will evaluate the existing conditions and model the future uses based on the expected population and employment growth in the area. The Transportation Assessment will also assess improvement and mitigation needs.

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20	There are many capital- and nuisance-intensive industries currently within “Urban Employment” Precinct. Could the urbanization of employment use in this area create another layer of incompatibility, in addition to increasing/intensive residential to the south of the CNR?	Technical studies have identified existing key existing facilities shown as an asterix (*) on the Preliminary Preferred Precinct Plan. These are major industrial facilities in and around the Appleby GO MTSA that may require separation from sensitive land uses such as residences, day care centres and education and health facilities. A Land Use Compatibility technical study is being completed to determine potential for compatibility issues. The work may result in changes to the precincts or area specific policies to minimize potential land use compatibility issues over time.
21	Is there a plan to improve the casual path along the creek from Pinedale condos directly north to the Centennial trail to connect better to GO? Otherwise you have to go far to left or far to right making it much farther.	Thank you for providing feedback on the Appleby GO MTSA Area Specific Planning project. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision.
22	What about climate change? Has climate impact of these plans been determined? Will opportunities for renewable energy, district heating/cooling and stormwater management / green roofs be incorporated?	The City’s Climate Action Plan establishes a net carbon neutral goal by 2050 for community emissions. Work continues to identify ways for the City of Burlington to address the impacts of climate change and reduce greenhouse gas emissions. In addition to the transit and active transportation focus of the Appleby GO MTSA consideration will be given to other ways future development of this MTSA could address climate change including encourage building energy efficiency, urban design policies to address heat and tree cover, and opportunities to consider district energy. We will continue to apply a climate lens to the recommended preferred precinct plan, policy directions and in the development of the area specific plans, as well as any implementing strategies/work.
23	How will the city ensure that the developers don’t go over the projected height limits, as they currently do?	These MTSAs have been identified through Regional Official Plan Amendment 48 as Protected MTSAs. Protected MTSAs is a tool under the Planning Act that is available to municipalities to utilize to support higher order transit infrastructure and restricts appeals of certain required official plan policies and zoning regulations such as those establishing transit supportive densities and establishing maximum and minimum heights.

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24	Is there any plan to add parkland in the purple area adding a park connection between and along the creek over to existing Sherwood Forest Park?	As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities are identified to meet both the existing and future community needs. The potential locations for parks are identified with a green tree symbol. Provincial policy requires that communities are planned to include publicly accessible built and natural settings including parklands to promote healthy and active communities.
25	What is the timeline from start to finish for this project?	We are currently consulting on the Preliminary Preferred Precinct Plan and anticipate bringing forward a Recommended Preferred Precinct Plan to City Council for endorsement in December 2021. Following the endorsement of a Preferred Precinct Plan, we will continue to develop Area Specific Plans and Official Plan Amendments, consulting on those in April/May 2021. We anticipate bringing forward a recommendation to City Council for approval and adoption of those in June 2022. Following that and moving into Stage 5 of the project, we will complete any necessary Zoning Bylaw amendments and Urban Design Guidelines by December 2022.
26	How is the policy accounting for the fact that a good portion of the Mid-Rise Residential precinct is made up of freehold single family 3 storey homes currently - and that is very unlikely to change	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity including family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise precinct that have been developed and are already a low-rise in character, significant redevelopment is not anticipated in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
27	Can you explain further how you will move the additional traffic around as the roads currently get congested in the morning and evening.	Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area. This analysis will evaluate the existing conditions and model the future uses based on the expected population and employment growth in the area. The Transportation Assessment will also assess improvement and mitigation needs.

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28	It is not clear how the bus terminals are integrated with the station	Access to the station, including the integration of the Bus Terminals is governed by Metrolinx through their Station Access Plan Document. For more information, please contact Metrolinx.
29	It is not clear what is the future of metro line rail speed will affect the corridor space and effect on build up area near the tracks	Metrolinx is the transit authority responsible for providing service along the Lakeshore West rail line. Metrolinx is improving service throughout the Greater Toronto Hamilton Area (GTHA) including along the Lakeshore West GO line through Burlington. These improvements include increasing train frequency and availability by providing 15-minute two-way all-day service on core segments of the rail network. To implement these service levels, Metrolinx is identifying various infrastructure requirements including the electrification of the Lakeshore West rail corridor.
30	Excluding Fairview Street are there ways of providing transit connections between the Appleby MTSA and the corporate centre on Burloak Drive?	The feasibility of a new north-south mobility connection is being examined as part of the transportation work which would provide direct connectivity from the Appleby GO Station to Fairview Street. However, there are no plans to construct a new, grade-separated crossing of the QEW in order to provide direct access from Appleby GO to the Corporate Park on Burloak Drive.
31	ST / MT / LT timeline to achieve this vision	In the short term, staff will bring forward Area-specific Plans for each of the GO MTSA Areas in June 2022. By December 2022, it is anticipated that the supporting Official Plan Amendments and Zoning By-law Amendments will be in place to support the plans. The plan and vision being set is considering the potential to accommodate growth to 2051 and beyond.
32	Is there any plan to improve the casual trail to provide a direct link to GO? Without it, you have to go from the Appleby Village area way around left to Appleby or right to Sherwood Park to get there.	Thank you for your feedback. The Preliminary Preferred Precinct Plan identifies a new crossing of the rail line to provide a north-south connection to the west of the Go Station. The nature of this crossing is to be confirmed through technical analysis. Thank you for the feedback, your comments have been noted and will be considered by the project team in the development of the Recommended Preferred Precinct Plan.

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33	Understanding that the city is seeking different perspectives on the MTSA work, how are you monitoring the demographics of people who are submitting feedback? (e.g. feedback from a homeowner may have different context than feedback from a business owner; low income; age; etc.) This would be important for the city to understand to ensure feedback isn't skewed by a specific demographic.	As part of the project Engagement Plan, the project team is considering all input received. We are also conducting a number of engagement opportunities with a variety of committees including the Mayor's Millennial Advisory Committee and the Burlington Youth Student Council to obtain a variety of input. The team is also collaborating with other City projects including the Housing Strategy and the Integrated Mobility Plan to share feedback received across all engagement activities.
34	What will the future tenants of these proposed towers on look? Seems as though they will tower over commercial spaces such as metal refineries, animal processing plants, train tracks and other unattractive views. Why are they not proposing row houses, semidetached and detached homes so as to keep the additional population and traffic increase to a minimum? In order to keep everyone happy, rather than overpriced and poorly placed condos that will only cause issues for existing residents	Thank you for the feedback. Regional Official Plan Amendment 48 has identified a minimum density target of 120 people and jobs per hectare (subject to Minister of Municipal Affairs and Housing approval). The City, in completing the Area Specific Plan for Appleby GO MTSA is planning to achieve this target over the long term. In planning to achieve this target, higher density is proposed for the area with tallest buildings focused toward the rail line and GO Station to plan densities that support transit infrastructure.
35	Where are the current parking spaces be incorporated? Underground below all the developments?	The Area Specific Plans are considering a multi-modal approach and enabling opportunities for active transportation connections, as well as parking to support the transition of this area to one that is also focused to alternative modes of transportation. High level policy directions will be developed to identify how the City intends to achieve this over time, including providing guidance on parking standards.
36	Why would we not include the university in the Major Transit Station area? This is a very important facility with an opportunity to build it into the urban fabric	The Region, through Regional Official Plan Amendment No. 48 delineated a boundary for the MTSA. An MTSA is defined by the Growth Plan, 2019 as the area within a 500m to 800m radius of the transit station. The City is looking at identifying opportunities to

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	of Burlington instead of having it isolated by the highway.	provide multi-modal connections to areas outside of the MTSA boundary and including to McMaster's DeGroote Campus and other employment uses in the area.
37	Are there existing guidelines for new buildings to be "green"? i.e. green roofs, energy efficient, low light polluting, migrating bird friendly	The Preliminary Preferred Precinct Plans, at a high level, anticipate greening of the community, including linear parks, low impact development and the application of a climate change lens. Policy directions and implementation initiatives such as Urban Design guidelines typically provide direction and detail with respect to ensuring that the area is green in the next stage of the project. We encourage you to continue to stay engaged in the process to assist in the development of policies and design guidance.
38	"Self sufficiency" - exactly what does that mean? Will it for example provide grocery stores, drug stores, fast food services, banking?	While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage retail development in particular areas and in ways that could accommodate amenities like retail and commercial services in a variety of formats. Through the next phase of the project, the City will be developing and consulting on area specific plans and implementing official plan amendments that would contain the policies that would encourage and support the location of amenities critical for the establishment of complete communities.
39	What's the impact of automobile congestion in Burlington given all these new residential towers	Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area. This analysis will evaluate the existing conditions and model the future uses based on the expected population and employment growth in the area. The Transportation Assessment will also assess improvement and mitigation needs. The City's Integrated Mobility Plan (IMP) will be considering new ways and trends in mobility. The IMP work is closely aligned with the MTSA Area Specific Planning project and will inform recommendations as part of our proposed policy framework and implementation plans. Additionally, Burlington Transit is also exploring on-demand / micro-transit options as identified in the Burlington Transit 5 Year Business Plan.

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40	Will the parking spaces at the Go Station be impacted	The Metrolinx Station Access Plan provides details with regards to the amenities at the GO station facilities. The Metrolinx Regional Transportation Plan speaks to expanding service along the Lakeshore West GO line. Locating development within a 10 minute walk of the GO Station is intended to reduce the need to drive and park at the GO Station, as local uses could travel by walking, rolling, cycling or public transit. The City of Burlington's new Official Plan, 2020 encourages Transportation Demand Management as a means to reduce traffic congestion, parking supply needs, and demand for parking spaces by encouraging non-automobile modes of travel.
41	Will developer fees be sufficient to pay for the infrastructure needed?	A Fiscal Impact Analysis will be undertaken to determine the individual and combined impact of the endorsed preferred precinct plans for the three MTSAs on both the capital and operating cost and revenue implications for the City of Burlington, and on a broad basis for the Regional Municipality of Halton and the Halton District School Boards.
42	Are we sure one road in and one road out of the area to the south of the train tracks is sufficient? Not sure there are many existing examples of this with so much potential population	Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area. This analysis will evaluate the existing conditions and model the future uses based on the expected population and employment growth in the area. The Transportation Assessment will also assess improvement and mitigation needs.

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43	<p>Due to the high volume of traffic on Appleby, I would see that as a natural barrier to the easy flow of pedestrians which might create separate neighbourhoods. Also, Sherwood Forest Park is roughly 2km away from the Western edge of the MTSA. For those reasons, I would ask, is it possible to expand the greens space to the West of Appleby?</p> <p>Additionally, would it be possible to either ensure that larger commercial spaces are congregated around the center of the mixed-use zones to reduce trip distances for residents (in addition to other approaches like ground floor commercial, upper level residential)?</p>	<p>The Preliminary Preferred Precinct Plan identified a number of multi-modal opportunities to provide connections between the precincts, including crossings of Appleby Line. As part of the development of the area specific plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities are identified to meet the needs of both the existing and future community. These include parks and open spaces and recreational facilities. While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage retail development in particular areas and in ways that could accommodate amenities like retail and commercial services in a variety of formats. Through the next phase of the project, we will be developing and consulting on area specific plans and implementing official plan amendments that would contain the policies that would encourage and support these community amenity locations.</p>
44	Are there any residential areas planned North of the railroad tracks?	<p>The area north of the rail line is continuing to be planned as an employment area in line with the Regional Official Plan and City Official Plan, 2020 policies. Residential uses are not contemplated for the areas north of the rail line.</p>
45	What will happen with the entertainment facilities along Harvester?	<p>The MTSA Area Specific Plan project is developing a vision for how the area is expected to accommodate growth over the long term.</p>
46	Is there a planned community centre where residents of the Appleby Village can gather for special events i.e. New Year's Eve celebrations	<p>As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities are identified to meet both the existing and future community needs. These include child care, emergency services, human/social services and community agencies, libraries, parks and open spaces, recreational facilities and cultural services, and schools.</p>

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47	<p>I love the idea of linear parks flowing through an area, particularly when the area is going towards high density. The creek provides a great corridor from north to south to provide both active transportation but also to add parks along it. I only see one, but none in the high density area, where most needed by families. Adding the east west linear park with active transportation and wide nodes of patios/parks for kids, etc. is exciting. Don't miss the opportunity to add much more parkland than what I see so far. The existing park Sherwood Forest should not be counted as parkland for the area. It should be added to, as this is your only chance to do this with development charges.</p> <p>Other than that, I like that you are taking care to gradually increase density with step backs and lower rise, although adding too much 30 story along that high-density corridor without intermittent parks worries me.</p> <p>Thanks for the presentation.</p>	<p>Thank you for your feedback. Your comments have been noted and will be considered by the project team in the development of a recommended preferred precinct plan. As the recommended preferred precinct plan is determined, further consideration will be given to opportunities to identify additional active transportation connections. As part of the area specific planning work, technical work is ongoing to provide recommendations to ensure adequate community services and facilities including parks and open space opportunities.</p>
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48	Having a maximum height of 30 storeys seems very high. Can this be reduced ? 19 is also high in comparison to the 2 storey town houses in the areas.	Based on feedback received during the 2018 Mobility Hub work, it was determined that the tallest heights and intensities should be directed closest to the rail line. In doing so, this would enable transit supportive densities while providing a wide variety of housing options within the MTSA. The maximum heights are also determined based on the surrounding context of the area and with the opportunity to allow for appropriate transitions to adjacent neighbourhoods. The heights presented in the Preliminary Preferred Precinct Plan for the Appleby GO MTSA remain as they were presented in 2018 and we welcome feedback at this stage.
49	Has Branthaven Homes addressed the housing affordability concern that was brought up by the Mayor in the last meeting? Last I heard, they used a blended formula, which was not approved by the region of Halton. If housing is the goal, shouldn't they be affordable? Especially since most units will be 1 bdrm.	For information on the development application, please visit the project website at https://www.burlington.ca/en/services-for-you/branthaven-oval-court.asp or speak with the development planner reviewing the file (also noted in the link above).
50	Was there any consideration made to add your linear park to the active transportation corridor along with the parks shown along it instead of having it go along Fairview, which will be very busy with GO traffic?	A linear park is a new concept or format of park that have been introduced with the intent of creating a connection or network of parks across the MTSA and beyond. Linear parks will be different from one another and will be influenced by the context of what is around them and the pieces of the area they are knitting together. Linear parks are spaces where we could see a green street canopy or a place where restaurant patios spill out into a greened sidewalk like Fairview Street. They could also represent places to sit or rest while travelling from one area to another. The project team will consider the feedback as part of the development of the Recommended Preferred Precinct Plan.
51	Sorry perhaps I can be more specific.....what do you expect the population to be for residential.	The Region of Halton is currently completing its Official Plan Review that will allocate growth to 2051. The City is actively engaged with the Region to determine the distribution of population and employment to Burlington through the Regional Official Plan Review.

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52	What is the definition of long term? Is there a hierarchy between the "components"? For example, the Development Application for Oval court is being consulted on - maybe it makes sense with the "potential new street network" - however in the interim its irresponsible to create the full buildout condition on the current Fairview Street. Is it possible to tie development- phasing etc.- to the rest of the precinct's implementation?	Active development applications in the area are being considered and assessed against the existing in force and effect Official Plan policy framework. The MTSA Area Specific Planning project is implementing a long-term vision and policy framework in which once in effect, will be what future development applications will be assessed against. Phasing policies or other approaches may be required to support the implementation of the MTSA ASP.
53	Will the culvert on Fairview street be widened to accommodate traffic?	The City's Integrated Mobility Plan (IMP) will be considering new ways and trends in mobility with an emphasis on moving people in more sustainable ways. There are no plans to widen Fairview Street for the purposes of accommodating additional traffic. The IMP has examined the potential to incorporate a future bus rapid transit facility along Fairview Street.
54	Orange is listed as "Mid-Rise", but it's not. It's a nice colouring and it makes sense in theory, it's just completely disregarding the reality.	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity including family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise precinct that have been developed and are already a low-rise in character, significant redevelopment is not anticipated in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
55	Why is the orange being misrepresented as midrise when in fact it is low rise? The current diagram benefits the erection of 30 storey towers against the existing 2/3 storey houses on Fairview across the Appleby Go station	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity for family-oriented housing to a maximum of 11 storeys. Given that there are several properties in the mid-rise precinct that have been developed and are already a low-rise in character, we do not anticipate significant redevelopment in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with

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		appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
56	I believe that the University mentioned needing connection to Appleby GO is the possible Brock University Campus being discussed for the old Robert Bateman High School on New Street east of Appleby Line., which is directly south of the GO station along the Creek.	The Region, through Regional Official Plan Amendment No. 48 delineated a boundary for the MTSA. An MTSA is defined by the Growth Plan, 2019 as the area within a 500m to 800m radius of the transit station. The City is looking at identifying opportunities to provide multi-modal connections to areas outside of the MTSA boundary.

Aldershot GO MTSA Public Information Centre – Wednesday, October 13, 2021

#	Submission	Response
1	My biggest concern is with respect to retail / commercial services. Burlington is built out and has more retail than its own population can support - primarily car-dependent big-box format retail. How are we going to ensure retail and commercial services will locate in the MTSA and provide the amenities that the population needs within walking distance?	While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage things like retail development in particular areas and in ways that could accommodate amenities like retail and commercial services in a variety of formats. Through the next phase of the project, we will be developing and consulting on area-specific plans and implementing Official Plan Amendments that would contain the policies that would encourage these community amenities.
2	Why is the land north of the 403 Hwy (North Service Road) not part of the MTSA even though it falls within the 800 metre boundary? Is it a question of ownership? If so, who owns this property?	The Region, through Regional Official Plan Amendment No. 48 , delineated a boundary for the MTSA based on the methodology established through the Region's Regional Urban Structure Discussion Paper . The methodology excluded lands that were undevelopable lands identified as Regional Natural Heritage or Provincially Significant Wetlands. These lands are within the Regional Natural Heritage System and include a Provincially Significant Wetland.

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3	When cycling in Burlington, I usually use King Rd. to travel between this area and the rest of the city north of the QEW/403. Will the proposed new cycling connections also connect to King Rd.?	There will be improved cycling facilities that will connect to King Road, both from within the MTSA area and beyond, as identified in the City's Cycling Master Plan . Please refer to the Cycling Master Plan for an overview of the proposed facility improvements, and spine network.
4	The lands east of the GO station, north of the train tracks are vacant and offer the most potential for intense development within easy walking distance to the GO station and minimal impact to adjacent landowners. Why are those lands not included within the MTSA boundary? Why are lands further away and lands that are already developed within the boundary, yet these vacant lands are not? It doesn't make any sense. Seems like a missed opportunity to focus this study on lands that don't offer anywhere near the same amount of potential.	The Region, through Regional Official Plan Amendment No. 48 , delineated a boundary for the MTSA based on the methodology established through the Region's Regional Urban Structure Discussion Paper . The methodology excluded lands that were undevelopable lands identified as Regional Natural Heritage or Provincially Significant Wetlands. These lands are within the Regional Natural Heritage System and include a Provincially Significant Wetland.
5	Is a new South Service Road still planned to connect Waterdown Road to King Road to help reduce traffic on Plains Road?	The new South Service Road connection from Waterdown Road to King Road has been identified in the New Official Plan . While the connection is important to the MTSA area, a future study is required through a separate process to determine the potential alignment of the right of way.
6	How much of the new housing will be designated "affordable"? How is "affordable" defined?	The Regional Official Plan defines Affordable Housing as housing with a market price or rent that is affordable to households of low- and moderate-income spending, no more than 30 percent of their gross household income. Through ROPA 48, policy direction is provided that enables the City to examine the use the Planning Act tool called Inclusionary Zoning and to establish affordable housing targets. As part of the City's

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		Housing Strategy, an Inclusionary Zoning approach will be examined and recommended for the MTSA which will have an impact on the delivery of Affordable Housing.
7	The Asphalt/Concrete Plant at Railway Rd/Waterdown Rd seems to fall within the Aldershot MTSA. Do we have any updates on it moving to North Service Rd and if anyone has plans for that property when it becomes vacant?	The Preliminary Preferred Precinct Plans lay out an aspirational vision for all lands within the MTSA area, including the lands currently occupied by King Paving and St. Mary's CBM. The Plans identify the future land use vision for these properties in the long term, to help guide any future development or changes to the property. Landowners choose when and how to develop lands and the City must accept applications for review.
8	What does ROPA 48 mean?	Regional Official Plan Amendment No. 48 (ROPA 48)
9	The inclusion of affordable housing is admirable, how can those units deemed affordable be kept affordable when market forces will tend to push their prices/rents up to market levels over time	The Inclusionary Zoning tool through the Planning Act enables the City to ensure units remain affordable over the long term. To learn more about Inclusionary Zoning and the Housing Strategy please visit getinvolvedburlington.ca/housingstrategy to subscribe and receive updates on the project.
10	Will the connection with Burlington Transit improve? Currently one has to take Route 4 bus then wait 20 minutes or more until the Route 1 bus comes along. Or are we expected to walk to Plains Rd.?	Burlington Transit has an interim strategy to improve levels of service over the next 5 years. Please refer to the Burlington Transit Business Strategy . The City's Integrated Mobility Plan will be identifying improvements for transit and other sustainable modes of transportation for a longer horizon year, with an implementation plan to be integrated into the City's capital budget.
11	Aldershot Main Street - "precinct lands that are adjacent to existing low-rise neighborhoods will have a maximum height of 6 storeys." Isn't the proposed development along plains near Russell Williams asking for 9 storeys?	Active development applications in the area are being considered and assessed against the existing in force and effect Official Plan policy framework. The MTSA Area Specific Planning project is implementing a long-term vision and policy framework in which once in effect, will be what future development applications will be assessed against.

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12	What developments are there for parking to use various amenities?	Access to amenities will consider a multi-modal approach and may include opportunities for active transportation connections as well parking to support the transition of this area to one that is more focused to alternative modes of transportation. High level policy direction will identify how the City intends to achieve this over time, including providing guidance on parking, loading and other important functional issues.
13	Vision appears to be missing a carbon neutral / zero emissions focus. By 2050 this will be required city-wide.	The City's Climate Action Plan establishes a net carbon neutral goal by 2050 for community emissions. Work continues to identify ways for the City of Burlington to address the impacts of climate change and reduce greenhouse gas emissions. In addition to the transit and active transportation focus of the Aldershot GO MTSA consideration will be given to other ways future development of this MTSA could address climate change including encourage building energy efficiency, urban design policies to address heat and tree cover, and opportunities to consider district energy. We will continue to apply a climate lens to the recommended preferred precinct plan, policy directions and in the development of the area specific plans, as well as any implementing strategies/work.
14	Transit Plaza????	The Area Specific Plan is considering maintaining and enhancing the function of the transit station to ensure multi-modal access. The comprehensive development of a transit plaza and the connections is an important consideration of the work. The transit plaza is envisioned as a place to facilitate vehicular access for pick up and drop off of riders. The comprehensive development of a transit plaza and the connections to it is an important consideration.
15	Will the recommendations in the previous study: "Plains Road Corridor Urban Design Guidelines" be leveraged/followed or will there be a revised visionary study be completed? (https://www.burlington.ca/en/services-	The Plains Road Corridor Urban Design Guidelines provide design guidance for the public realm. To support this, future private realm urban design guidelines may be recommended as part of the implementation of the Aldershot GO MTSA Area Specific Plan.

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	for-you/resources/Planning_and_Development/Design_Guidelines/Plains_Road_Urban_Design_Guidelines.pdf)	
16	Is there a vision to provide pedestrian access from Plains Road to Fairwood opposite Emery Ave? it appears that way on the plan	The Preliminary Preferred Precinct Plan presented at the Aldershot PIC identifies a conceptual potential active transportation connection (yellow dashed line).
17	What is the latest news on LaSalle Park? will Hamilton continue to lease it to Burlington?	The focus of the Aldershot GO MTSA Area Specific Plan is to implement a vision to accommodate the right level of intensification and land uses in the area within the MTSA boundary as identified on the Preliminary Preferred Precinct Plan. La Salle Park is outside of the MTSA study area and outside the scope of the MTSA Area Specific Planning project. We would encourage you to reach out to us at mtsa@burlington.ca and we can connect you to the correct department to get updates on LaSalle Park.
18	Most of this MTSA is NOT within walking distance to the GO station and encourages intense re-development within the existing neighborhood where compatibility will inevitably be an issue. With all this additional traffic being directed to Waterdown Road and Plains Road, how does the City intend to address the additional traffic densities?	The Region, through Regional Official Plan Amendment No. 48 delineated a boundary for the MTSA. An MTSA is defined by the Growth Plan, 2019 as the area within a 500m to 800m radius of the transit station. The Region refined the boundary to consider areas outside of the 800m radius to maximize development potential and improve connectivity. Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area.

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19	How does this plan incorporate north-south wildlife corridors?	Several technical studies are being completed to support the development of the Area Specific Plan including an Environmental Impact Study (EIS). The findings of the EIS may result in changes to the Preliminary Preferred Precinct Plan as part of this work.
20	What is the estimated size of the potential parks? Is there a minimum size to be called a "park"?	The potential locations for parks are identified with a green tree symbol. Provincial policy requires that communities are planned to include publicly accessible built and natural settings including parklands to promote healthy and active communities. The size of the potential parks will be determined at a later stage in the project.
21	Will there be any schools north of Plains Rd.? Large population will have to walk across Plains to get to Glenview School for public board students.	As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities (including schools) are identified to meet both the existing and future community needs.
22	Why did the zoning of the area west of Grove Park change to mid-rise? allowing 11+ storeys, and not stay with low-rise since it is adjacent to the existing low-rise neighborhood?	Thank you for providing feedback on the Aldershot GO MTSA Area Specific Planning project. Your comments have been noted and will be considered by the project team in the development of the Preliminary Preferred Precinct plan and vision. The Grove Park/St. Matthew's Neighborhood precinct as identified in the 2018 plan was removed from the MTSA boundary. With the removal of the precinct, the area west of Grove Park is now identified as Mid-rise Residential precinct. As the Preferred Precinct Plan is determined, further consideration will be given to requirements for transition to parks and open space, such as the proposed linear park and how development will be guided across the large block. The Preferred Precinct Plan will be brought forward to City Council for their consideration and endorsement in December.
23	What is going to happen to the industrial park buildings that currently exist along both sides of Cooke Blvd?	The Preliminary Preferred Precinct Plan envisions Cooke Blvd (Cooke Commons) will evolve to be a mixed-use precinct. Opportunities exist within the Aldershot GO Central precinct and the Emery Commons Precinct to support employment uses.

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24	Mid-Rise Precinct up to 11 storeys is still too close to existing low-density residential areas	Thank you for providing feedback on the Aldershot GO MTSA Area Specific Planning project. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision. The Preferred Precinct Plan will be brought forward to City Council for their consideration and endorsement in December.
25	The nature of the polling questions in the presentation are somewhat misleading and intellectually dishonest. The wording speaks to the details being “right “.....which is not whether or not they are acceptable.	Thank you for participating in the Aldershot GO MTSA Public Information Centre. We encourage you to reach out to mtsa@burlington.ca to provide your feedback on the MTSA Preliminary Preferred Precinct Plan. Your comments will be noted and considered by the project team in the development of the Preferred Precinct Plan and vision.
26	The 40-70 Plains Rd application does not support the retail frontage/pedestrian orientated statement just made	Area Specific Plans and implementing Official Plan policies set out the framework against which development applications will be addressed, which is also informed by the Regional and Provincial land use planning policy framework. Landowners choose when and how to develop lands and the City must accept applications for review. The active development applications are assessed against the existing in force and effect policy framework. The MTSA Area Specific Planning project is implementing a vision and policy framework in which once in effect, future development applications will be assessed against.
27	I don't understand your question - 'do the details sound right?'. What happens to existing buildings and businesses in this area? Lots of information not given, so it is difficult to know what is 'right'	Thank you for participating in the Aldershot GO MTSA Public Information Centre. We encourage you to reach out to mtsa@burlington.ca to provide your feedback on the MTSA Preliminary Preferred Precinct Plan. Your comments will be noted and considered by the project team in the development of the Preferred Precinct Plan and vision.

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28	Connections to Go Station from St. Matthews Ave with green dotted lines? Does this mean the court will remain closed to traffic and only allow a walk thru or bike thru	The Preliminary Preferred Precinct Plan presented at the Aldershot GO MTSA PIC identifies an existing and planned active transportation connection, either identified through the City's Cycling Master Plan or Trails Strategy along St. Matthews Avenue connecting to Masonry Court.
29	Is there a plan for additional residential above the retail strip? If not, seems like a wasted opportunity for more density and much needed housing. Especially along a transit line. There should be way more density.	Thank you for the feedback and participating in the Aldershot GO MTSA Public Information Centre. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision.
30	It has been stated that the lands beside Aldershot Park (Aldershot Greenhouses land) have been removed Re: ROPA 48. Has there been any more discussion or plans on the record for this area for development? Thank you.	The Aldershot Greenhouse lands are outside of the MTSA boundary as delineated by ROPA 48. As noted on the Preliminary Preferred Precinct Plan presented at the Public Information Centre, an approach for policy updates in the Official Plan will be developed concurrently with the MTSA Area Specific Planning project.
31	Emery Commons Precinct provides a great opportunity to design a Village Centre. Is there a more defined vision for that core?	Thank you for the feedback and participating in the Aldershot GO MTSA Public Information Centre. Emery Commons is a precinct that will accommodate a concentration of residential, retail, employment and commercial uses. Opportunity exists for a potential new public park. We encourage you to reach out to mtsa@burlington.ca to provide your feedback on a vision for the Emery Commons Precinct and the Aldershot GO MTSA Preliminary Preferred Precinct Plan.
32	Interested in knowing what the angle is for angular planes next to regular houses. In The picture it still seems quite high next to the house.	Thank you for the feedback and participating in the Aldershot GO MTSA Public Information Centre. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision.

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33	As a planner, would you consider it an appropriate transition for a building to drop into your backyard of 11 storeys? Is this acceptable to anyone?	The Preliminary Preferred Precinct Plans show the height maximums within a precinct, but don't show the supporting policies and tools that help to shape that height within the context of its surroundings. Transition policies will be critical to support the interface between existing low rise residential and buildings of any height. At the policy development stage, there will certainly be guidance with respect to things like step backs of the top portion of a building from the lower portion of a building, setbacks from property lines, especially those adjacent to low-rise areas as well as the application of angular planes to ensure height is focused back and away from low-rise areas. Additionally, the City has a set of Mid-Rise Design Guidelines that further specify how a building should be shaped in relation to other buildings, and specifically with respect to low rise buildings.
35	Has Burlington completed its city-wide Parks and Recreation Master Plan? Were the findings of this study/analysis used to identify the number and location of proposed new parks?	As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities are identified to meet both the existing and future community needs. The City's Parks and Recreation Master Plan is ongoing, and the project teams are working closely together.
36	Has the City considered how mandating at-grade retail or commercial in certain blocks or buildings might either sterilize development or result in vacant storefronts?	While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage retail development in particular areas and in ways that could accommodate amenities like retail and commercial services in a variety of formats. Through the next phase of the project, we will be developing and consulting on area-specific plans and implementing Official Plan Amendments that would contain the policies that would encourage and support these community amenities.

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37	<p>The City has been unsuccessful limiting building heights downtown. What makes you think developers will limit their applications to just 6 to 11 stories along Plains Road when there are already existing buildings taller than that?</p>	<p>The Area Specific Plan for the Aldershot GO MTSA will identify the long-term vision for the area and establish heights and built form elements through implementing policies. Development applications are assessed under the applicable framework or Official Plan policies that are in effect at the time of submission. It is important that we establish the vision for the future of the area so that other applications can be assessed within the framework of that vision. Notwithstanding that, ongoing policy initiatives are informative to the review of development applications and are considered an input into the review of a development application. These MTSA's have been identified through Regional Official Plan Amendment 48 as Protected MTSA's. Protected MTSA is a tool under the Planning Act that is available to municipalities to utilize to support higher order transit infrastructure and restricts appeals of certain required official plan policies and zoning such as transit supportive densities and maximum and minimum heights. These Protected MTSA's will allow the City to implement the vision for these areas identified in the Official Plan policies.</p>
38	<p>I am not hearing how the existing infrastructure will support the tens of thousands of people moving into this small area. Lots of gloss and fluff, no real details. How many people will be moving into this region? Why are we not hearing your estimate as to this? I suspect that you have a sense of this number. Why is this very basic fact not being shared with us?</p>	<p>Regional Official Plan Amendment No. 48 identifies minimum density targets for strategic growth areas including the Appleby MTSA of 150 people and jobs per hectare. The City, in completing the Area Specific Plan is planning to achieve this target over the long term. As part of the Regional Official Plan Review, the Region is responsible for allocating growth to the local municipalities through a preferred growth concept that will identify the amount of growth that will be directed to the City's MTSA's. The City is establishing a vision for the area for how to accommodate the growth.</p>
39	<p>How big are the new 'parks'? It should be mandatory for each development to include green space and a central gathering area for their residents.</p>	<p>The potential locations for parks are identified with a green tree symbol. Provincial policy requires that communities are planned to include publicly accessible built and natural settings including parklands to promote healthy and active communities. The size of the potential parks will be determined at a later stage in the project.</p>

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40	Why is 30 story building necessary?	<p>Based on feedback received during the 2018 Mobility Hub work, it was determined that the tallest heights and intensities should be directed closest to the rail line. In doing so, this would enable transit supportive densities while providing a wide variety of housing options within the MTSA.</p> <p>The maximum heights are also determined based on the surrounding context of the area, opportunity to allow for appropriate transitions and opportunity to provide supporting infrastructure. The heights presented in the Preliminary Preferred Precinct Plan for the Aldershot GO MTSA remain as they were presented in 2018 and we welcome feedback at this stage.</p>
41	What is meant by "Key existing facilities"? the fact that these are key to construction of all of this or key that they are in the way?	<p>Key existing facilities means major industrial facilities in and around the Aldershot GO MTSA that may require separation from sensitive land uses such as residences, day care centres and education and health facilities. A Land Use Compatibility technical study is being completed to determine potential for compatibility issues. The work may result in changes to the precincts or area specific policies to minimize potential land use compatibility issues over time.</p>
42	How long will it take to come to full development for each MTSA?	<p>The MTSA Area Specific Planning project is implementing an aspirational vision and policy framework to guide growth for the area over the long term.</p>
43	The Aldershot Village Vision did not include building specifications so that a coffee shop or bakery could be opened. Will future specifications for retail shops be more stringent?	<p>While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage retail development in particular areas and in ways that could accommodate amenities like retail and commercial services in a variety of formats. Through the next phase of the project, we will be developing and consulting on area-specific plans and implementing Official Plan Amendments that would contain the policies that would encourage these community amenities.</p>

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44	Why does Waterdown road not have taller heights. That is the major thoroughfare (5 lanes and bike lane) and that's where heights should be concentrated. Having tall buildings on narrow streets do not make sense	Thank you for the feedback and participating in the Aldershot GO MTSA Public Information Centre. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision.
45	Are Clearview and St Mathews going to be through roads to Masonry Court?	The Preliminary Preferred Precinct Plan presented at the Aldershot Public Information Centre identifies an existing and planned active transportation connection, either identified through the City's Cycling Master Plan or Trails Strategy, along St. Matthews Avenue connecting to Masonry Court. A potential active transportation connection (conceptual) is shown on the plan for Clearview Avenue.
46	Will there be an opportunity in the Cooke Commons Precinct to have free Wi-Fi? Retail spaces need to be bigger than on Plains Road with flexibility in square footage. Also need to plan for some retail spaces to have venting built in for restaurants and food vendors.	While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage uses such as retail development in particular areas and in ways that could accommodate amenities in a variety of formats. Through the next phase of the project, we will be developing and consulting on area-specific plans and implementing Official Plan Amendments that would contain the policies that would encourage these community amenities.
47	Note the response to the traffic through question "as per the plan proposed today "St. Matthews/Clearview. The response was not a no. A political response to save the option to open these roads for vehicle traffic. Plains is a gong show now and with 10's of thousands of people and their cars coming...it will only get worse.	Thank you for the feedback and participating in the Aldershot GO MTSA Public Information Centre. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision.

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48	Why is there a need to extend the MTSA boundary south of Plains Rd? What is the reasoning for this intensification.	The Region, through Regional Official Plan Amendment No. 48 delineated a boundary for the MTSA. An MTSA is defined by the Growth Plan, 2019 as the area within a 500m to 800m radius of the transit station. The Region refined the boundary to consider areas outside of the 800m radius to maximize development potential and improve connectivity. The inclusion of the area south of Plains Road is also in alignment with the new Official Plan which provides direction for a maximum height of 6 storeys.
49	How do active applications with the city affected by this plan if they are not in line with it?	Area Specific Plans and implementing Official Plan policies set out the framework against which development applications will be addressed, which is also informed by the Regional and Provincial land use planning policy framework. Landowners choose when and how to develop lands and the City must accept applications for review. The active development applications are assessed against the existing in force and effect policy framework. The MTSA Area Specific Planning project is implementing a vision and policy framework in which once in effect, future development applications will be assessed against.
50	I so appreciate how you've thought through (re)organizing our helter skelter but much beloved community as it has developed over decades. Much of my concern comes from not knowing whether your plans will result in a preponderance of concrete and concrete, hence precipitation running off, plus a harsher environment to be surrounded by. Is this a consideration as your planning moves forward?	Thank you for your concern and comment. While we do anticipate that many areas with the MTSA will develop to establish an urban condition, ensuring greenspace and adequate stormwater management (including storm runoff) are central objectives of all our MTSA areas. The Preliminary Preferred Precinct Plans, at a high level, anticipate greening of community including linear parks, low impact development and the application of a climate change lens. Policy Directions and Implementation initiatives such as Urban Design guidelines typically provide direction and detail with respect to ensuring that the area is green and safe with respect to runoff. We encourage you to continue to stay engaged in the process to assist in the development of policies and design guidance.

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51	We live in the 'gray area' but do not have easy access to the GO station directly south of the tracks. Define walkability.	The Preliminary Preferred Precinct Plan is organized by a network of complete streets planned to accommodate pedestrian, cycling, transit and automobile connections within and beyond the MTSA. The Plan also seeks to provide opportunities to enable active transportation connections from the areas south of the GO station outside of the MTSA to enable connections to the station to allow for permeability and facilitate necessary first mile/last mile connections to the station.
52	So, what you're saying, by the time this precinct plan takes effect, it will already be outdated and not in line with existing development applications that propose higher building heights than what this plan contemplates? If so, then what's the point of this?	Thank you for the feedback and participating in the Aldershot GO MTSA Public Information Centre. Area Specific Plans and implementing Official Plan policies set out the framework against which development applications will be addressed, which is also informed by the Regional and Provincial land use planning policy framework. Landowners choose when and how to develop lands and the City must accept applications for review. The active development applications are assessed against the existing in force and effect policy framework. The MTSA Area Specific Planning project is implementing a vision and policy framework in which once in effect, future development applications will be assessed against.
53	Will your building heights as per our OP be subject to appeals and being overridden by the provincial government's LPAT/OLT?	Area Specific Plans and implementing Official Plan policies set out the framework against which development applications will be addressed, which is also informed by the Regional and Provincial land use planning policy framework. Landowners choose when and how to develop lands and the City must accept applications for review. The active development applications are assessed against the existing in force and effect policy framework. The MTSA Area Specific Planning project is implementing a vision and policy framework in which once in effect, future development applications will be assessed against. These MTSAs have been identified through Regional Official Plan Amendment 48 as Protected MTSAs. Protected MTSA is a tool under the Planning Act that is available to municipalities to utilize to support higher order transit infrastructure and restricts appeals of certain required official plan policies and zoning such as transit supportive densities and maximum and minimum heights. These Protected MTSAs will allow the City to implement the vision for these areas identified in the Official Plan policies.

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54	How many hectares is the MTSA? 150 people / jobs times x?	The Aldershot GO MTSA is 86.1 hectares. Therefore, the minimum target within the study area is approximately 12,000 total residents and jobs.
55	Are you remediated the land where King Paving and CBM currently exist?	As part of the development application process, the City may require all applications, as specified in the Region of Halton's Contaminated Sites Protocol, to be supported by a Phase I Environmental site assessment to be undertaken in accordance with Provincial legislation by a qualified person. The City shall require a Phase II Environmental site assessment to be undertaken in accordance with Provincial legislation to support development applications for sites where the Phase I Environmental site assessment reveals that the site may be contaminated. The Phase II Environmental site assessment shall include conclusions as to whether or not contamination is migrating off site. The City may also require the applicant to provide a Record of Site Condition in accordance with Provincial legislation, to be completed to the satisfaction of the City and the Province, confirming that the site has been made suitable for the proposed use.
56	How will the development of the proposed MTSA be phased?	The implementing policy framework of the Area Specific Plan will include phasing policies to ensure alignment between growth and supporting infrastructure.
57	Can you explain what the impacts of new Conservation Halton flood mapping will be on this MTSA?	The new Conservation Halton Flood Plain mapping is being considered as a constraint that the policy framework in the implementing Official Plan Amendment will acknowledge.

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58	<p>Will the policies provide minimum requirements for family-sized housing? I.e. affordable 2br + den, 3br condos and townhomes. A large percentage of the working population will continue working from home at least on a part time basis. New housing developments should include adaptable space for couples and families.</p>	<p>Housing is a top priority in the City of Burlington. As identified in the Strategic Plan, the City of Burlington is committed to building an inclusive and diverse city with a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.</p> <p>The City has initiated a Housing Strategy to provide current and future residents with more housing options across our city. The Housing Strategy is an opportunity to develop creative and innovative solutions for housing issues in Burlington that will build on and support the Region's Housing Strategy. The Housing Strategy may inform the MTSA Area Specific Planning work to develop policies that support the creation of a wide range of housing types, tenures and may include considerations related to housing for families, seniors and young people. You can learn more about the Housing Strategy by checking out the Housing Strategy's Get Involved Burlington page.</p>
60	<p>With the City's focus on the MTSA's, has the City abandoned affordable housing in our downtown?</p>	<p>Housing is a top priority in the City of Burlington. As identified in the Strategic Plan, the City of Burlington is committed to building an inclusive and diverse city with a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.</p> <p>The City has initiated a Housing Strategy to provide current and future residents with more housing options across our city. The Housing Strategy is an opportunity to develop creative and innovative solutions for housing issues in Burlington that will build on and support the Region's Housing Strategy. You can learn more about the Housing Strategy by checking out the Housing Strategy's Get Involved Burlington page.</p>

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61	it looks like the GO Station parking lots are being turned into high rise buildings. this would put more pressure on parking as many people from Hamilton, Dundas, Ancaster, Brantford, and Guelph area drive specifically to Aldershot to take the GO train. where are they going to park?	The Metrolinx Station Access Plan provides details with regards to the amenities at the GO facilities. For Aldershot GO, the plan is to increase the available parking supply by a significant amount. The Metrolinx Regional Transportation Plan speaks to expanding service further west, which will provide increased opportunities for residents from outside of Burlington to travel less distance to access GO Rail. Locating development within a 10 minute of the GO Station being intended to reduce the need to drive and park at the GO Station, as local users could travel by walking, rolling, cycling or public transit. The City of Burlington's new Official Plan, 2020 encourages Transportation Demand Management as a means to reduce traffic congestion, parking supply needs, and demand for parking spaces by encouraging non-automobile modes of travel.
62	How does this proposed plan implement the City's Strategic Plan?	The completion of the MTSA Area Specific Plans are highlighted as one of several strategic initiatives to deliver on focused population growth within the pillar of a City that grows. Please visit https://www.burlington.ca/en/services-for-you/Strategic-Plan.asp to review the City's Strategic Plan. Council has operationalized this strategic plan for this 4-year term of Council through focus area 1 and has identified the MTSA Area Specific Planning project as a key action.
63	Will inclusionary zoning be pursued as part of the overall MTSA area plans? If so, what stage of the process will this take place?	As part of the City's Housing Strategy, an assessment of options to implement Inclusionary Zoning is underway. Inclusionary Zoning is a tool to enable affordable housing into future development. Inclusionary Zoning can only be implemented in MTSAs that are identified as Protected by the Province and Regional Official Plan Amendment 48. Technical work is underway to determine whether Inclusionary Zoning should be recommended for the Aldershot GO MTSA and the need for technical guidance on how the tool will be applied.

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64	What makes the City think that most people want to live next to a major railway?	Provincial policy, through the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe has provided high-level direction through the policy framework to align growth with provincial transit infrastructure investment as key strategic growth areas along higher order transit.
65	Will the City be preparing individual OPA's for each MTSA, or one OPA for all three MTSA's? What would the timing for the OPAs be? I am assuming the Region's OP must be approved before these OPA's will be advanced.	Individual OPAs for each MTSA will be prepared. We are bringing forward a Preferred Precinct Plan to Council for endorsement in December 2021. Following that the Area Specific Plan and implementing Official Plan amendments will be developed and we anticipate consulting on those in April/May 2022 with a recommendation for Council adoption in June 2022. Stage 5 of the project will include the approval of the Zoning By-law and Urban Design Guidelines, as needed in December 2022.
66	I have not seen anything in the City's Strategic Plan that suggests that residential development adjacent to a major rail line is a priority. Please direct us to the City's vision?	The completion of the MTSA Area Specific Plans are highlighted as one of several strategic initiatives to deliver on focused population growth within the pillar of a City that grows. Please visit https://www.burlington.ca/en/services-for-you/Strategic-Plan.asp to review the City's Strategic Plan. Council has operationalized this strategic plan for this 4-year term of Council through focus area 1 and has identified the MTSA Area Specific Planning project as a key action.
67	How do you determine the maximum height for new buildings in this MTSA?	Based on feedback received during the 2018 Mobility Hub work, it was determined that the tallest heights and intensities should be directed closest to the rail line. The maximum heights are also determined based on the surrounding context of the area, opportunity to allow for appropriate transitions and opportunity to provide supporting infrastructure. The heights presented in the Preliminary Preferred Precinct Plan for the Aldershot GO MTSA remain as they were presented in 2018 and we welcome feedback at this stage.

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68	Where is the grocery store going?	While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage retail development in particular areas and in ways that could accommodate amenities like retail (including grocery stores) and commercial services in a variety of formats. Through the next phase of the project, we will be developing and consulting on the Area Specific Plans and implementing Official Plan Amendment that would contain the policies that would encourage these community amenities.
69	Are you suggesting that the City has no choice but to have inclusionary zoning at all MTSA's?	As part of the City's Housing Strategy, an assessment of options to implement Inclusionary Zoning is underway. Inclusionary Zoning is a tool to enable affordable housing into future development. Inclusionary Zoning can only be implemented in MTSA's that are identified as Protected by the Province and Regional Official Plan Amendment 48. Technical work is underway to determine whether Inclusionary Zoning should be recommended for the Aldershot GO MTSA and the need for technical guidance on how the tool will be applied.
70	What community services and facilities are required to be provided to make this MTSA work?	As part of the development of the Area Specific Plan, technical work is ongoing to provide recommendations to ensure adequate community services and facilities are identified to meet both the existing and future community needs. These include child care, emergency services, human/social services and community agencies, libraries, parks and open spaces, recreational facilities and cultural services, and schools.
71	Please share your market analysis that suggests that most new residents want to live next to a rail station?	Provincial policy, through the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe has provided high-level direction through the policy framework to align growth with provincial transit infrastructure investment as key strategic growth areas along higher order transit.

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72	The City is approximately 20,000 short of meeting its 2031 growth targets. Has the Region provided future growth numbers (2051) to the City that is to be added to the existing 20,000 shortfall?	The Region of Halton is currently completing its Official Plan Review that will allocate growth to 2051. The City is actively engaged with the Region to determine the distribution of population and employment to Burlington through the Regional Official Plan Review.
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All MTSA Public Information Centre – Tuesday, November 2, 2021

#	Question	City Response
1	If we are adding living units in this area, have we looked at what schools in the area would service these families?	As part of the development of the Area Specific Plans, technical work is ongoing to provide recommendations to ensure adequate community services and facilities (including schools) are identified to meet the existing and future community needs.
2	What does the city or development teams plan on doing to preserve the nature wildlife habitats and forest/wildflower/greenspace. Many animals use that area to live and support future life cycles.	Several technical studies are being completed to support the development of the Area Specific Plans including an Environmental Impact Study (EIS). The findings of the EIS may result in changes to the Preliminary Preferred Precinct Plan as part of this work.
3	In line with Jemma's question the area at the base of Fairview has had foxes and coyotes all over the residential areas since the pipeline work started. More work in this area will make it worse. Calls to city are responded with wild life is here to co-live. There would need to better	

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	plan to address this issue with more green space removed.	
4	From an owner in the Burlington Go Central between Graham's Lane and Fairview West Side - What time frame are we looking at? Now this is public information, how will this affect an owner having to sell prior to development?	The City is currently consulting on the Preliminary Preferred Precinct Plan and anticipate bringing forward a Recommended Preferred Precinct Plan to City Council for endorsement in December 2021. Following the endorsement of a Recommended Preferred Precinct Plan for each MTSA, the City will continue to develop Area Specific Plans (ASP) and Official Plan Amendments (OPA) for consultation in April/May 2021. The project plan anticipates bringing forward a recommendation to City Council for approval and adoption of the ASP and OPA in June 2022. Following that, any necessary Zoning Bylaw amendments, Urban Design Guidelines or other implementation measures will be developed with a plan to complete the project by December 2022.
5	Can someone explain the traffic impact these developments will have? There seems to be a tremendous emphasis put on making these areas walkable/cyclable but to get anywhere else in the city, the majority of the people living in these areas will need and have cars. Is there evidence from similar developments in other municipalities that show that residents use cars less and public transit or bicycles more?	The Preliminary Preferred Precinct plan is recognizing that these areas are to be planned in a manner that places less emphasis on the need of a private vehicle to meet the day to day needs (shopping, employment, services) and mobility needs of the residents over the long term. Reduced parking standards and a policy framework to consider more sustainable modes such as transit, cycling and walking are being considered through the Area Specific Plans.
6	Has anyone actually reviewed how many Burlington residents actually use the transit station? The massive complex at Brant didn't produce the projected increase in users, meaning most of these people drive to work. If this happens in other already congested areas, you just	Thank you for the comment and participating in the all MTSA Public Information Centre. The City is undertaking an Integrated Mobility Plan that is focusing on sustainable mobility options and ensuring our residents have an ability to travel through the City using modes other than just the automobile. Investments to GO Transit will help shift these trips from the Provincial freeway system to GO Transit

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	make it worse. The highways from Hamilton to Toronto are already packed most of the day. This will just add to it.	
7	Looking at the MTSA plan legend, there are yellow dotted lines called "Potential Active Transportation Connection" - what are these more specifically? (looking at Appleby go map, but assume the other maps have the same legend)	The yellow dotted lines are identified as conceptual potential active transportation connections within the MTSA and to areas beyond. The intent is to identify opportunities where additional connections are need within and beyond the Preliminary Preferred Precinct Plan.
8	The world has changed due to COVID and how people commute and use public transit. Why aren't these plans being updated to reflect current and future use?	Thank you for the comments. We continue to monitor and consider what the long-term impacts of the Covid-19 pandemic may have on future planning of these areas and will continue to address COVID-19 related impacts as we proceed with the project.
9	Some of the immediate areas next to the GO stations are labeled on the plans as changing to "mid-rise" neighbourhoods. The problem is that these areas, especially around Appleby GO are ALREADY existing low-rise neighbourhoods. Thus, this created a false understanding of the impact of adding 5 major towers right next to it.	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity for family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise residential precinct in the Appleby GO MTSA area (as well as the other MTSAs) have been developed and are already a low-rise in character, we do not anticipate significant redevelopment in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.

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10	Why are we looking at Appleby or south Burlington in general that have infrastructure (i.e. roads) that cannot be expanded to accommodate additional people and demand because of existing neighbourhoods. Why aren't we instead looking at areas north of Dundas that have wide open spaces to develop with roads that are already built to accommodate higher volumes of traffic (3 lanes across) that are also "walkable/cyclable" if that's the main focus.	The City's Official Plan, 2020 establishes an Urban Structure that focuses growth and intensification to primary growth areas, including the Major Transit Station Areas. This will direct growth and intensification to areas already served by high order transit and enable transit supportive densities. These areas are identified to be the focus for long term planning and for investments in transit and other infrastructure and public services including parks to support population and employment growth. These areas will be planned to support multi-modal connections such as walking, cycling and transit.
11	You mentioned that the Region influenced the outline of the boundary. Could you clarify who (City, Region or Province) has the final say in where the boundary lines should fall?	The Region, through Regional Official Plan Amendment No. 48 delineated a boundary for the MTSA. An MTSA is defined by the Growth Plan, 2019 as the area within 500m to 800m radius of the transit station. ROPA 48 was adopted by Regional Council and is subject to approval by the Ministry of Municipal Affairs and Housing (Province).
12	Drawings and sketches from the developers are NOT to scale. Thus, it creates false visuals as to what a 30-storey building (planned around Appleby) would actually look like next to existing neighbourhoods. Why is there no requirement for the developers to fix these misrepresentations?	Thank you for the comment and we do appreciate the concerns. The focus of this project and in particular at this stage is very high level and on the broad visions for the future of each of the MTSA areas and not specific development applications.

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13	Has the MTSA boundary delineation affected any changes to new official plan designations to specific properties? If there is a change in the Official plan to specific properties, would you notify the land owners that their land designations are being changed since those changes can affect land values?	<p>The Region's Regional Official Plan Amendment 48 delineates the boundaries for the MTSA. The City's new Official Plan Growth Framework considers the MTSA's as Primary Growth Areas to accommodate future growth and intensification. The City will need to complete a conformity exercise to implement the delineated boundaries of ROPA 48 in the new Official Plan. The MTSA ASP project is utilizing the ROPA 48 boundaries in conformity with the Regional Official Plan.</p> <p>Through the new Official Plan and ROPA 48 there was no direct property notification as it was a planning exercise at a City/Regional level. As part of the MTSA ASP project, there has been and will continue to be direct property mailings to addresses within the MTSA boundary. If you wish to receive notification of the project, please email mtsa@burlington.ca.</p>
14	Are the boundaries engraved in stone, or can they be reviewed?	<p>The Region, through Regional Official Plan Amendment No. 48 delineated a boundary for the MTSA. An MTSA is defined by the Growth Plan, 2019 as the area within 500m to 800m radius of the transit station. ROPA 48 was adopted by Regional Council and is subject to approval by the Ministry of Municipal Affairs and Housing.</p>
15	What info is out there to explain the transit use from Halton by residents? The way the lines run now using it is not very efficient time wise anywhere you go unless its downtown Toronto	<p>Thank you for the comments. Reports and business plans by each of the local transit agencies are reported to their respected councils (Burlington, Oakville & Milton). With respect to the city of Burlington, details of transit ridership and short term improvements can be found in the Burlington Transit 5-Year Business plan: https://www.burlingtontransit.ca/en/news-and-alerts/resources/Burlington-Transit-2020---2024-Business-Plan_Web.pdf. In the case of inter-regional transit, GO Transit details their ridership projections and growth plan in their Regional Transportation Plan, which has been updated recently. In this plan, GO details ridership trends and how they plan on improving their service through the Greater Golden Horseshoe and beyond. https://www.metrolinx.com/en/regionalplanning/rtp/Metrolinx%20-%202041%20Regional%20Transportation%20Plan%20%E2%80%93%20Final.pdf</p>

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16	But adding a few additional streets WITHIN the MTSA area doesn't address what they all tie to - already overly congested surrounding areas.	Thanks for your comments. Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area. This analysis will evaluate the existing conditions and model the future uses based on the expected population and employment growth in the area. The Transportation Assessment will also assess improvement and mitigation needs.
17	How does this planning address the affordability of housing in these MTSA's? Developers seem to have density figured out but not affordability. I have 20-somethings looking to live in the area but the new builds in the Aldershot area, but affordability is a major concern for them.	<p>Housing is a top priority in the City of Burlington. As identified in the Strategic Plan, the City of Burlington is committed to building an inclusive and diverse city with a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.</p> <p>The Regional Official Plan defines Affordable Housing as housing with a market price or rent that is affordable to households of low- and moderate-income spending, no more than 30 percent of their gross household income. Through ROPA 48, policy direction is provided that enables the City to examine the use the Planning Act tool called Inclusionary Zoning and to establish affordable housing targets.</p> <p>The City has initiated a Housing Strategy to provide current and future residents with more housing options across our city. The Housing Strategy is an opportunity to develop creative and innovative solutions for housing issues in Burlington that will build on and support the Region's Housing Strategy. As part of the City's Housing Strategy, an Inclusionary Zoning approach will be examined and recommended for the MTSA which will have an impact on the delivery of Affordable Housing. The Housing Strategy may inform the MTSA Area Specific Planning work to develop policies that support the creation of a wide range of housing types, tenures and may include considerations related to housing for families, seniors and young people. You can learn more about the Housing Strategy by checking out the Housing Strategy's Get Involved Burlington page.</p>

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18	You're trying to create a European-type city within Burlington that doesn't match with the rest of the entire GTA area. People will not walk to a grocery store that's 1.5 kms away. Especially in the winter.	Thank you for providing feedback on the Aldershot GO MTSA Area Specific Planning project. Your comments have been noted and will be considered by the project team in the development of the Recommended Preferred Precinct Plan and vision. The Recommended Preferred Precinct Plan will be brought forward to City Council for their consideration and endorsement in December 2021.
20	With regards to "greener" ways of getting around, the thought process around getting away from cars and to biking/walking/public transit is getting to be somewhat of a moot point. As communities shift to electric vehicles (EVs), tailpipe emissions won't be as much of a concern in 5-10-15 years from now. And you cannot change existing single-home neighbourhoods where people require cars.	Thank you for providing feedback on the Aldershot GO MTSA Area Specific Planning project. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision. The Preferred Precinct Plan will be brought forward to City Council for their consideration and endorsement in December.
26	Do we know the % of Burlington residents that work in Burlington or go to school in Burlington vs have to leave for this?	<p>Thank you for providing feedback on the Aldershot GO MTSA Area Specific Planning project. By way of the Transportation Tomorrow Survey (TTS), we have a understanding of what the travel behavior of residents are within the Region. According to the results of the last TTS survey:</p> <ul style="list-style-type: none"> • During the AM Peak (6-9 am) 18% of all trips made by Burlington Residents were school based trips. • Within a 24-Hour period, school based trips accounted for 9% of the total trips made. • During the AM Peak (6-9 am) 51% of all trips made by Burlington Residents were work based trips (From home to work and vice versa) • Within a 24-Hour period, work based trips accounted for 31% of all trips made by Burlington Residents.

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29	Will residents be notified when any changes occur in the official plan designations?	As part of the MTSA ASP project, we will continue to provide direct property notification to addresses within 120m of the MTSA. If you wish to receive notification of the project, please email mtsa@burlington.ca . Please visit the project website at getinvolvedburlington.ca/MTSA to subscribe and receive updates on the project.
ALDERSHOT		
30	Functional shopping centres in Aldershot, including grocery stores, liquor stores, beer stores, etc.	While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use permissions and encourage or require uses like retail development in particular areas and in ways that could accommodate amenities like retail and commercial services in a variety of formats as well as policies to support the inclusion of functional, useable spaces. Through the next phase of the project, the City will be developing and consulting on area-specific plans and implementing Official Plan Amendments that would contain the policies that would encourage these community amenities. Additionally, through the implementation of the Area Specific Plans (ASP), Zoning By-law regulations and urban design guidance will be created to help to ensure spaces created for retail and other uses like restaurants have the necessary supports.
32	We discovered that it was City that determined Aldershot area as a mobility hub, not Metrolinx. Is the Aldershot MTSA actually defined by the Province.	The Growth Plan, 2019 defines MTSA as the area within 500-800m radius of a transit station. The Region, through ROPA 48 has delineated the boundary of the Aldershot GO MTSA and through policy, directed the local municipalities to implement area specific plan policies for the MTSA.
33	Why isn't the area from St Matthews church, east to Filmandale not included in the plan? It was in previous plans. Will this be included in the future?	Thank you for the question. Page 14 of the Background Report presents a map comparing the boundaries of the 2017-2019 Mobility Hub Study Area and the 2021 Major Transit Station Area. The area between St. Matthews Church, east to Filmandale Road on the south side of Plains Road was not included in either study area boundaries.

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34	Can you please tell us whether there are plans for adding a grocery store to the Aldershot area, other than the existing Fortinos, as this is already extremely busy based on the current population?	While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage retail development in particular areas and in ways that could accommodate amenities like retail (including grocery stores) and commercial services in a variety of formats. Through the next phase of the project, we will be developing and consulting on the Area Specific Plans and implementing Official Plan Amendment that would contain the policies that would encourage these community amenities
DOWNTOWN BURLINGTON UGC/ BURLINGTON GO MTSA		
35	Residential adjacent to the Burlington Go line is single family home, WWII veteran's bungalows and storey and half. How will tower heights keep in mind the very low rise on that North side of the rail line with the 29 to 37 storey buildings? This Drury Node not mentioned during your previous PIC, the palest pink area. You have spoken to south of Fairview residential. Thank you.	The Preliminary Preferred Precinct Plans currently show the height maximums within a precinct, however, at this stage do not show the supporting policies and tools that help to shape that height within the context of its surroundings. Transition policies will be critical to support the interface between existing low rise residential and buildings of any height. At the policy development stage guidance will be developed with respect to things like step backs of the top portion of a building from the lower portion of a building, setbacks from property lines, especially those adjacent to low-rise areas as well as the application of angular planes to ensure height is focused back and away from low-rise areas. Additionally, the City has a set of Mid-Rise Design Guidelines that further specify how a building should be shaped in relation to other buildings, and specifically with respect to low rise buildings.

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36	<p>What about the housing immediately behind the tracks i.e. Fassel Ave.</p> <p>Sorry re: Shadow</p>	<p>Transition policies will be critical to support the interface between existing low rise residential and buildings of any height. At the policy development stage, there will be guidance with respect to things like step backs of the top portion of a building from the lower portion of a building, setbacks from property lines, especially those adjacent to low-rise areas as well as the application of angular planes to ensure height is focused back and away from low-rise areas and address shadowing. Additionally, the City has a set of Mid-Rise Design Guidelines that further specify how a building should be shaped in relation to other buildings, and specifically with respect to low rise buildings. Through the implementation stage of the project, additional design guidance and zoning by-law regulations will be established to further protect established residential areas.</p>
37	<p>Will you please speak to the heights and transitions proposed for the Burlington GO at the rail line. Glenwood Park is the only MTSA residential area on the North side whereas others are all south side of the rail lines and further from the tracks themselves. Thank you.</p>	<p>The Preliminary Preferred Precinct Plans show the height maximums within a precinct, but don't show the supporting policies and tools that help to shape that height within the context of its surroundings. Transition policies will be critical to support the interface between existing low rise residential and buildings of any height. At the policy development stage, there will be guidance with respect to things like step backs of the top portion of a building from the lower portion of a building, setbacks from property lines, especially those adjacent to low-rise areas as well as the application of angular planes to ensure height is focused back and away from low-rise areas. Additionally, the City has a set of Mid-Rise Design Guidelines that further specify how a building should be shaped in relation to other buildings, and specifically with respect to low rise buildings. Through the implementation stage of the project, additional design guidance and zoning by-law regulations will be established to further protect established residential areas.</p>

Appendix C: Public Information Centre Question and Answer Response

38	Burlington GO: Based on this, the existing Wal-Mart land will be re-designated to high-rise areas. The plan is to remove Wal-Mart?	The MTSA Area Specific Planning project is implementing an aspirational vision and policy framework to guide growth for the area over the long term. While Official Plan policies cannot dictate the specific type of business, the policies can identify the general land use and encourage retail development in particular areas and in ways that could accommodate amenities like retail (including grocery stores) and commercial services in a variety of formats. Through the next phase of the project, we will be developing and consulting on the Area Specific Plans and implementing Official Plan Amendment that would contain the policies that would encourage these community amenities.
39	Was there consideration to have midrise density along the frequent transit corridor such as Fairview St	Through the engagement of the 2018 Draft Precinct Plan (Mobility Hubs Study), the City received feedback that the taller buildings be positioned closest to the GO Station and away from the lower density residential areas. The Preliminary Preferred Precinct Plan directs the tallest buildings of 30 storeys to the Burlington GO Central Precinct and down to 19 storeys in the Fairview Frequent Transit Corridor Precinct. These densities are identified for the Fairview Frequent Transit Corridor to support higher order transit ridership given the location of the precinct adjacent to the Frequent Transit Corridor as identified in the Official Plan, 2020. Opportunities exist for transition policies and urban design guidance to continue to support a pedestrian oriented environment along Fairview Street. Policy guidance will establish a maximum 6 storey building height within the first 10m along the north side of Fairview Street to create transition to adjacent areas through a mid-rise, pedestrian scale built form.

Appendix C: Public Information Centre Question and Answer Response

APPLEBY GO MTSA		
40	I'll second the height restriction for the Appleby GO area as well. Current plans go well above the norm.	Thank you for providing feedback. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision. The Recommended Preferred Precinct Plan will be brought forward to City Council for their consideration and endorsement in December.
41	Traffic on Appleby line from new to Dundas is already chaos. Not sure how we address this when adding the tower complex on Fairview.	<p>The City is undergoing an Integrated Mobility Plan (IMP) that identifies Appleby Line as a future Bus Rapid Transit (BRT) corridor which would support the area as the Appleby MTSA develops. The current engagement on the IMP proposes a future transit network that looks at connecting Fairview to Dundas through dedicated transit lanes, integrating with the Dundas BRT which is currently being planned by the Province. To remain involved in the Integrated Mobility Plan, please visit the project website at getinvolvedburlington.ca/imp to subscribe and receive project updates.</p> <p>Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area. This analysis will evaluate the existing conditions and model the future uses based on the expected population and employment growth in the area. The Transportation Assessment will also assess improvement and mitigation needs.</p>

Appendix C: Public Information Centre Question and Answer Response

42	Have we done a review of what the impact of the massive 5 tower building complex for this area would do to the water table. The whole space at the base of Fairview is already flooding and the fothergill area routinely floods.	<p>Thank you for your concern and comment. While we do anticipate that many areas with the MTSA will develop to establish an urban condition, ensuring adequate stormwater management (including storm runoff) are central objectives of all our MTSA areas. The Preliminary Preferred Precinct Plans, at a high level, anticipate greening of community including linear parks, low impact development and the application of a climate change lens. Policy Directions and Implementation initiatives such as Urban Design guidelines typically provide direction and detail with respect to ensuring that the area is green and safe with respect to runoff. There are a number of technical studies which are being completed as a part of the scope of work of the project. These studies include Functional Servicing Studies, a Scoped Environmental Impact Study and a Phase 2 Downtown and Downtown Burlington UGC / Burlington GO MTSA Flood Hazard and Scoped Stormwater Management Assessment. These studies will inform the project at various levels including the Recommended Preferred Precinct Plan and the area-specific plan and the implementing policies.</p> <p>We encourage you to continue to stay engaged in the process to assist in the development of policies and design guidance.</p>
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Appendix C: Public Information Centre Question and Answer Response

43	<p>Some concerns for the Appleby Fairview area:</p> <p>1) Fairview in that area is only 2 lanes one in either direction no center lane no turning lane. Garden towns and business on one side are at the curb. No ability to move out that direction, to go the other way you have greenspace that would be lost and not sure you could expand that way.</p> <p>2) Turning lanes and advanced greens are not very efficient in Halton if they are even at an intersection. Will this be looked at.</p> <p>3) In line with the above Burlington traffic flow is not very well deployed. You should have flow one-way green flow the other red then swap here you have sporadic reds and greens where no one can move. The exit intersections on the bridges over the Highway can be seen as green but roads on either side are red so you can't actually move, and it takes 2 light cycles just to get off the bridge. As a growing city this method is antiquated and needs to be fixed this is no longer a small town.</p>	<p>Thank you for your comments. Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets as well as localized improvements to the street network to support safe and efficient movement throughout the area. Traffic operations throughout the Appleby corridor are continually monitored and signal timing improvements are implemented when required.</p>
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Appendix C: Public Information Centre Question and Answer Response

44	Are there going to be high rises around the Appleby Go? what area is this in the Map and how high will they be?	Through the engagement of the 2018 Draft Precinct Plan, the City received feedback that the taller buildings are positioned closest to the GO Station and away from the lower density residential areas. The Preliminary Preferred Precinct Plan directs the tallest buildings of 30 storeys to the Appleby GO Central Precinct and down to 19 storeys in the Fairview Frequent Transit Corridor Precinct. These densities are identified for the Fairview Frequent transit corridor to support higher order transit ridership.
45	Can you point me to where the report is that explains a review of the infrastructure (services, roads, utilities etc.) for the Appleby and Fairview area can handle the expansion?	Several technical studies are being completed to support the development of the Area Specific Plan including a Transportation Assessment which will confirm the need and location of transportation infrastructure and a Functional Servicing Study to assess water service, wastewater service and stormwater servicing within the context of the plans.
46	Sounds like you've heard about the concerns around Appleby's existing congestion issues, and that the trends away from public transit exist (we cannot be sure they are temporary...) but you are planning to move ahead with adding more people and cars? What study's or evidence do you have that these changes will not exacerbate an already existing issue.	<p>The focus of the Appleby GO MTSA Area Specific Plan is to implement a vision to accommodate the right level of intensification and land uses in the area within the MTSA boundary as identified on the Preliminary Preferred Precinct Plan. Technical studies are underway including a Transportation Assessment which will confirm the need and location for any new local streets to support safe and efficient movement throughout the area.</p> <p>The City's Integrated Mobility Plan examines long-term travel demands and is proposing a sustainable mobility approach. Shifting the priority from the single occupant vehicle to sustainable modes of travel, while ensuring that streets are re-designed using a Complete Street lens, ensures that all users have equitable and safe access to mobility.</p>
47	The developer at Appleby is ready to go but we are talking here of long-term infrastructure etc. Why are they given permits now when the rest to accommodate has to wait long-term? This is backwards, no?	Landowners choose when and how to develop lands and the City must accept applications for review. Development applications are assessed against the policy framework which is in force and effect at the time that an application is made. Notwithstanding this, the work of the MTSA Area Specific Planning Project is informative to the review of development applications. The MTSA Area Specific Planning project is implementing a vision and policy framework in which, once in effect, future development applications will be assessed against.

Appendix C: Public Information Centre Question and Answer Response

49	Appleby GO MTSA: The entire "mid-rise residential" area is already existing low-rise residential area. What exactly is this proposing? That the existing neighbourhood is knocked down and mid-rise buildings are put in their place?	The mid-rise residential precinct would provide for a variety of housing forms at a scale and intensity for family-oriented housing to a maximum of 11 storeys. Given that there are a number of properties in the mid-rise residential precinct in the Appleby GO MTSA area (as well as the other MTSA's) have been developed and are already a low-rise in character, we do not anticipate significant redevelopment in this area. Within the precinct south of Fairview Street, there are limited redevelopment opportunities that could accommodate both a low-rise and mid-rise built form with appropriate setbacks and step backs to facilitate transitions to the development that is currently in the area.
50	Parking is already a big issue along Fairview Street and Sherwood Forest Park. Since the Park cannot be expanded, and the plan is to add thousands of more cars to the area, there simply isn't anywhere else to go. People are already parking outside of the park all along Fairview Street in no-parking areas.	Thank you for your comments. Sherwood Forest Park is City wide resources that residents from all over the City actively use. Your feedback will be considered by the project team in the development of the Preliminary Preferred Precinct plan and vision.
51	The farm land that is across from Taylor/Fairview has been sold? As this is a prime area for wildlife and wildflowers (monarch butterflies) where you plan on putting a parkette. Do you plan to collect seeds and re-plant native plants back into those green spaces?	Thank you for providing feedback on the Appleby GO MTSA Area Specific Planning project. Several technical studies are being completed to support the development of the Area Specific Plan including an Environmental Impact Study (EIS). The findings of the EIS may result in changes to the Recommended Preferred Precinct Plan as part of this work. Your comments have been noted and will be considered by the project team in the development of the Preferred Precinct Plan and vision. The Recommended Preferred Precinct Plan will be brought forward to City Council for their consideration and endorsement in December.

Appendix D: Full Workbook Responses

Introduction:

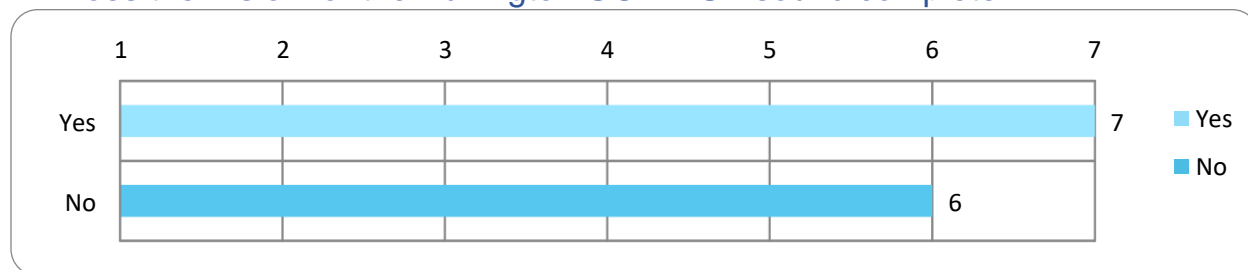
The following are the responses to the online workbook that was posted on GIB from Mid-October to November 12. Overall, the City received 40 responses as follows:

- Downtown Burlington UGC / Burlington GO MTSA: 13 responses
- Appleby GO: 14 responses
- Aldershot: 13 responses

The questions were in yes or no and respondents had the opportunity to provide any additional feedback. All responses received in the workbook are included below completely as submitted, although some minor edits/typos have been corrected for readability.

Downtown Burlington UGC / Burlington GO MTSA

1. Does the Vision for the Burlington GO MTSA sound complete?



- Hard to know from image.
- Sections of the MTSA boundary could be expanded to align with roadways rather than property boundaries. To explain further, MTSA boundary at the eastern intersection of Brant and Fairview runs along the back of the properties along 849 and 855 Brant St. The better location seems to be along Edinburg Dr (rather than the back of those properties). That way, the transition to the single-family homes would not be restricted by angular plane requirements.
- More details required for walking/cycling points to cross railway tracks and highway.
- What does "sound complete" mean?
- "An enhanced network of streets and trails will allow better access and connectivity throughout the neighbourhood, and to the Downtown, other MTSA's and beyond", this is vague.
- Active transportation in this area needs to be separated from vehicular traffic to downtown and also across the QEW so that this area can be accessed without dependence on a vehicle. The proximity of the QEW makes vehicular transportation unreliable in this area especially

Appendix D: Full Workbook Responses

2. Mobility Connections - In your opinion, are there opportunities to identify other transportation connections, including transit, cycling or walking, within the major transit station area? What else should we be considering when setting out the transportation network and active transportation connections within the MTSA?

- Building a walkable city is impossible when the majority of the city is single-family low-density housing that depends entirely on cars for essential travel.
- Make sure we keep in mind that we live in a northern climate and that active transportation routes need to take into account safety and usability during inclement weather. Residents are more likely to develop the "habit" of using active transportation if there are minimal disruptions to their routines.
- Do you mean in addition to what is already noted? Unclear.
- Not opening up quiet streets to pass through traffic.
- How will downtown residents access the MTSA? What is the opportunity to improve multi-modal traffic along Brant street between the lake and the GO station area? i.e. Is there a space and plan for grade-separated multi-use path along Brant?
- Where will existing commuters using the GO station park their vehicles on the south side of the tracks. Is the present parking lot to be repurposed?
- Traffic analysis to support the "potential" new road (white dashed line), especially in absence of master plan/site plan applications. Cost sharing of road and other transportation infrastructure amongst landowners
- You need to consider the impact of traffic on these roads. Brant Street cannot accommodate more traffic. There is gridlock already on upper Brant.
- Yes; Is there a plan to add for charging areas for electric vehicles?
- Yes. The connections east to Guelph Line, south to Prospect / New St and west to Hager / Maple should be included. These shouldn't be ignored since they are integral in transportation through this area.
- How you are going to accommodate additional passenger vehicle traffic? Brant St south of Fairview is at capacity. Fairview east/west between Guelph and Brant is at (or over) capacity during rush hour (7 days a week). You've ignored what the impact is going to be to traffic on Drury, Prospect, New Street, and Hager in the pre-existing residential areas south of the MTSA.
- Active transportation route along the rail corridor to downtown would be optimal for moving people in and out safely.
- Really need those active transportation bridges over QEW.
- Bussing is a must.
- Adequate space for parking. Lots of room for pick up and drop off. Larger buildings near GO stations only please... not on nearby streets.

3. Parks and Open Spaces - In your opinion, what are the most important features of a park? What else should be considered when setting out the role and function of new park spaces?

- Active transportation access to the parks, green space for recreation, benches and other features for sitting and enjoying the space, safety.

Appendix D: Full Workbook Responses

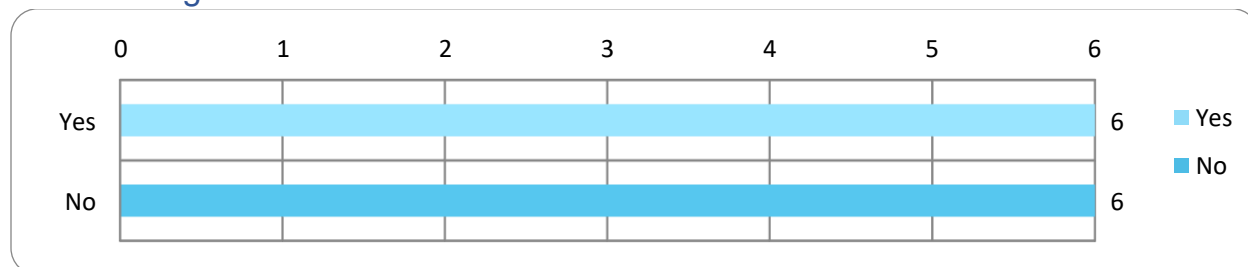
- Using the parks to help address climate change...tree canopy extension, flood mitigation, storm water management, planting of native species, drought resistant landscaping, proper lighting and safety features.
- green space, benches/tables, areas for dogs.
- off leash areas for dogs.
- Trees and gathering areas (sitting areas, gazebos and shade).
- They must cover several acres in size.
- Access.
- The most important features are activities for kids, splash pads and washrooms.
- Parks should be within walking distance to communities with growing families not areas where there are seniors homes or senior apartments.
- Abundance of trees, areas for garbage and recycling, benches, tables.
- Area for citizens who wish to exercise outdoors.
- Green space. Gathering space. Parking. Bike / walking trail. Recreational / play space. Public washroom facilities onsite or nearby.
- How people will get there? How they will be used? What is being eliminated (sacrificed) for the park space? Can they be used all seasons? Can use be maximized for all-day / 24-hour use?
- Green spaces and some hard surfaces for sports. Safe active transportation corridors to get to the park - Central Park is well used with many people walking or cycling there.
- Free space- IR space where people can just have some fun activities - especially with all the high-rise developments - access to green space is important. This weekend I cycled through several local parks in Toronto and it was clear that whatever the weather (but especially in sunshine) urban green space is well used and appreciated. SO many people out - just hanging out with blankets, footballs, kids, dogs, kites etc.
- Open space, benches, trees, water fountain, bike rack.

4. Public Service Facilities – In your opinion, are there opportunities to identify other potential Public Service Facility locations in the Burlington GO MTSA?

- Should be more opportunity for public services on the North side of the tracks.
- Don't know.
- I don't understand what "opportunities to identify" means.
- If you put too much development around the transit hubs you are taking away green space. If Burlington is worried about a climate crisis more people will only increase our carbon footprint.
- Is there capacity in schooling available nearby? I suspect not.
- More frequent bussing needed to downtown, especially with the increase in population density and no infrastructure to support the corresponding traffic. Maybe carpooling possibilities outside of the downtown area with shuttle busses back and forth.

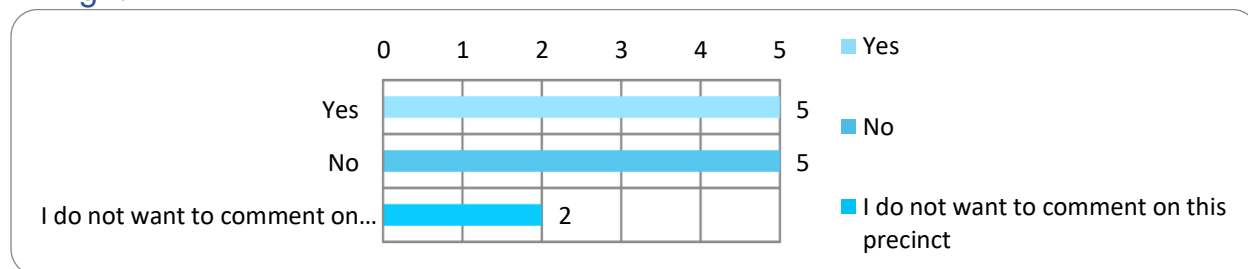
Appendix D: Full Workbook Responses

5. Mid-Rise Residential Precinct – In your opinion, do the details of this precinct sound right?



- Density is too low and if single family zoning does not adapt the city will never become walkable as the city will need to subsidize the wealthy homeowners by building large amounts of car supporting infrastructure to allow them to live their car centric lives
- Mid-rise is fine if there is enough parking and side streets do not become clogged with flow through traffic.
- REDUCE THE PARKING REQUIREMENTS FOR MID-RISE, LESS CARS = LESS TRAFFIC.
- I would like to see a proposed layout of the various structures within the node, and to understand how many units proposed in each structure. I cannot say the details are Right unless I know what the details are.
- think we need more single dwelling homes. How are kids going to play in backyards if they do not have one? Covid-19 has taught us that being in a cognitive setting during an outbreak is not a good idea. When you have 100 people pressing elevator buttons and touching doors it is a breeding ground for transmission of diseases.
- 11-stories does not sound like "low-rise"...it seems to almost exceed "mid-rise" heights. The area south of Fairview around Drury should not exceed 2-4 stories.
- 11 stories is too high. Shouldn't be more than 6 in these areas.

6. Leighland Node Precinct - In your opinion, do the details of this precinct sound right?

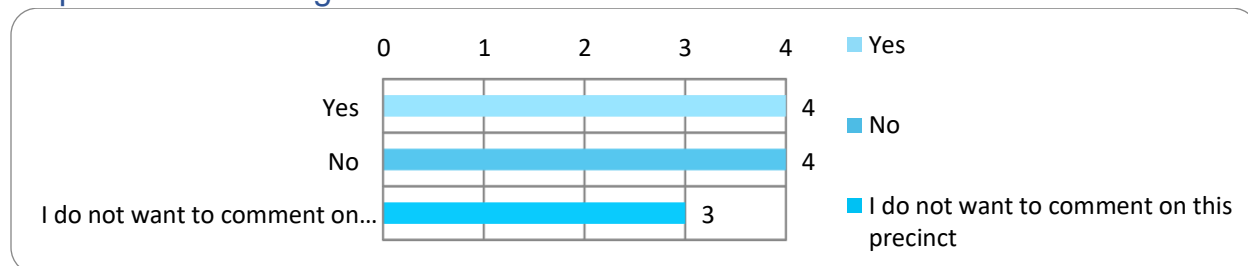


- Density is too low though better and if single family zoning does not adapt the city will never become walkable as the city will need to subsidize the wealthy homeowners by building large amounts of car supporting infrastructure to allow them to live their car centric lives.
- HIGHER DENSITY IS APPRECIATED.

Appendix D: Full Workbook Responses

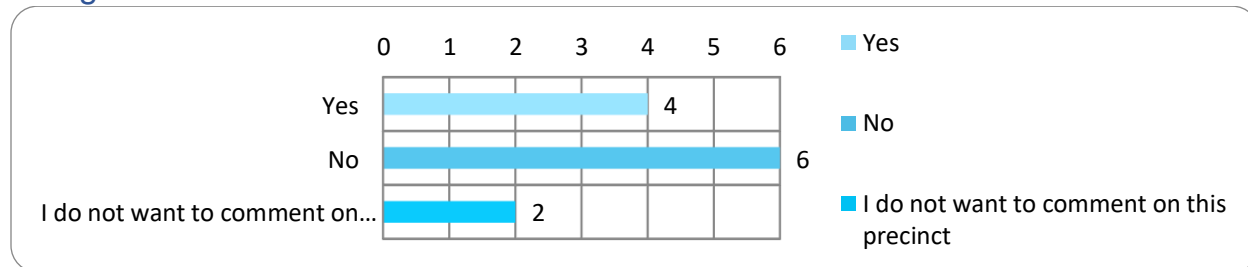
- I would like to see a proposed layout of the various structures within the node, and to understand how many units proposed in each structure. I cannot say the details are Right unless I know what the details are.
- Absolutely against tall/high rise apartments.
- 19 stories is way way too high!

7. Queensway Main Street Precinct - In your opinion, do the details of this precinct sound right?



- Over 11 stories is too tall.
- Density is too low and if single family zoning does not adapt the city will never become walkable as the city will need to subsidize the wealthy homeowners by building large amounts of car supporting infrastructure to allow them to live their car centric lives.
- AGREE ON DENSITY.
- Again, the proposed building heights are way too high!

8. Drury Node Precinct - In your opinion, do the details of this precinct sound right?



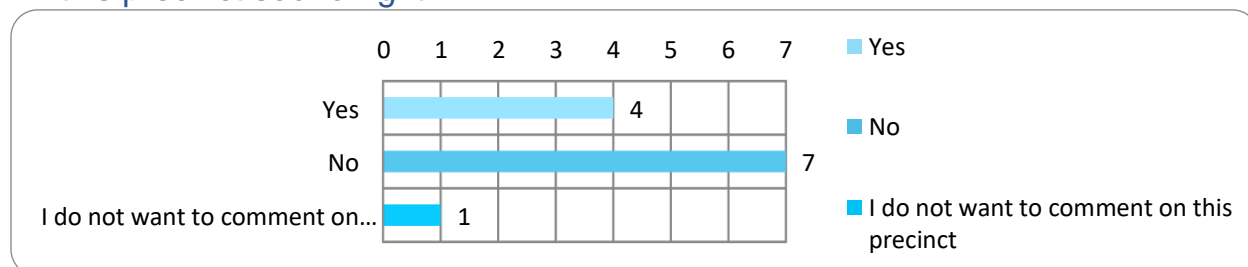
- The height transition needs to push much farther out into established neighbourhoods.
- There is no maximum height listed here. I would be very upset to see such tall buildings going in here. These will overshadow the lower rise/residential housing all around. Hate this plan.
- THIS SHOULD BE HIGH DENSITY, 30+ STORIES TO ALLOW FOR THE MAX NUMBER OF EOPLE AND PROVIDE OPEN & GREE SPACES AT GROUND LEVEL. ANOTHER OPPORTUNITY TO HAVE NO PARKING REQUIREMENTS.
- Mixed use commercial space should include mandatory planning/zoning for grocery store amenities, so people living in the MTSA do not have to get into a car to do their normal grocery shopping. As well, "opportunities for affordable housing are considered"

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should be made mandatory. Affordable housing units of different sizes are key to a more vibrant community.

- Isn't this node to include the tallest of the MTSA structures? What is the maximum and minimum? How many structures? How many units? No mention of establishing a maximum height along the rail line on the south side to transition for the single home residences on the immediate north side of the tracks for the existing WWII veteran's single-family bungalows and 1 1/2 storey Glenwood Park residences. Please be transparent: How tall are these structures in those positions? You provide building heights for the areas bordering south of Fairview and east of Drury Lane, but not for north of the rail tracks, which is most impacted if these are where the tallest of the MTSA buildings are proposed. This is important information that is missing! Why is it missing from this proposed node which is bordering on the lowest rise properties in the MTSA?
- You will be eliminating the current retail / commercial usage in this space? This will push traffic to other places in the city. Also, "existing natural open space" is grossly misrepresented on your map along the south of Fairview. This is not "natural", nor is it "open".
- Anytime you add a building you need to add some green space- and as much as I don't have a dog- places for dogs to do their business is a great way to keep the rest of the green spaces nicer for the non dog people.
- Fairview street is a street that CAN support higher buildings.

9. Fairview Frequent Transit Corridor Precinct - In your opinion, do the details of this precinct sound right?

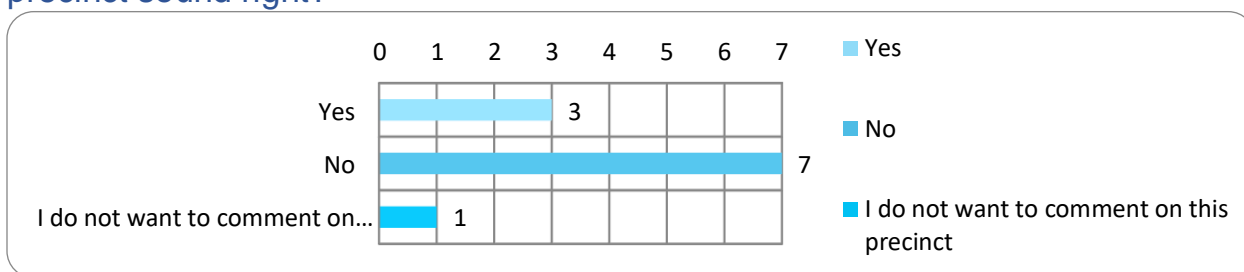


- Avoid tall buildings.
- FOCUS SHOULD BE ON HOW THE BUILDINGS INTERACT WITH PEOPLE AT GROUND LEVEL AND NOT ON THE NUMBER OF STORIES.
- It is unclear why podium height is limited to 6 storeys within 10m of Fairview Street and should be left to urban and architectural design. The limitation will likely result in a uniform podium height across Fairview St as opposed to varying height along streetscapes. It is also unclear how heights and densities will be determined - is this subject to the existing development application currently under review?
- Again, look at the traffic this is going to create. The roads in Burlington are already congested and this will make it worse. Stop trying to make us Mississauga. We have lost that small community feel.

Appendix D: Full Workbook Responses

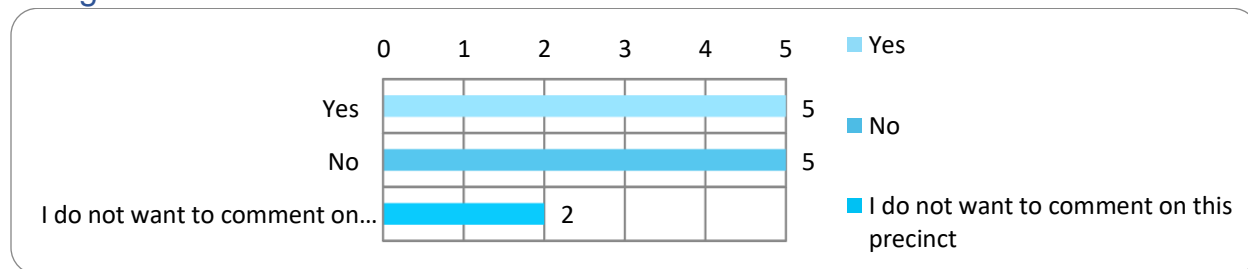
- Adding this density doesn't seem possible without major changes to road infrastructure. Traffic in this location is overcapacity.
- Green spaces green spaces green spaces.

10. Burlington GO Central Precinct - In your opinion, do the details of this precinct sound right?



- In the absence of target densities, new development should not be limited to 30-storey height. It is unclear what technical studies (if any) are driving the maximum height limit and if the relocation of the UGC (and subsequent growth) from the Downtown has been reallocated to the "new" UGC. Height limitation drawn from OPA 119, ZBA 2020-418, new OP and now the preferred plan have down-zoned previous permissions within the Burlington GO Central Precinct. Further analysis and review should be considered before limiting height. It will also result in uniform development, as opposed to variety of heights and building design excellence. It is unclear why podium height is limited to 6 storeys within 10m of Fairview & Brant Streets - this should be left to urban and architectural design rather than driven by policy. Similar to limitation to overall max heights, the limitation will likely result in a uniform podium height across Fairview & Brant Streets as opposed to varying height to create interesting pedestrian experience and scale along streets.
- Green space in each precinct.

11. Upper Brant Precinct - In your opinion, do the details of this precinct sound right?

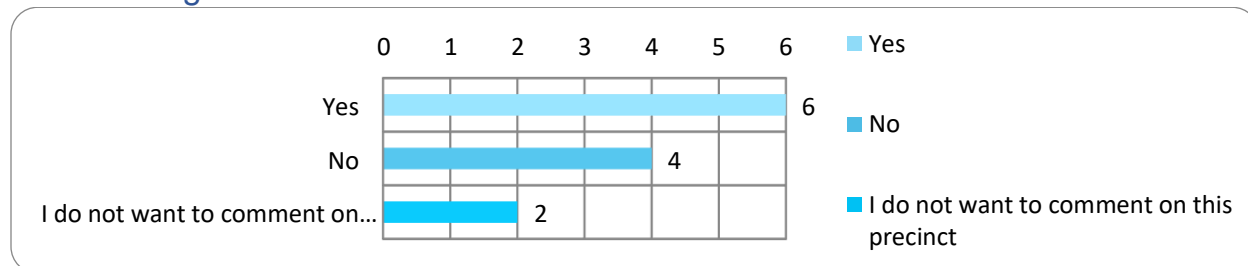


- Avoid Tall Buildings.
- more appropriate density for a future thinking city.
- Avoid tall buildings.

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- This is crazy. You are creating more problems because you want more people, but we do not need more people. Maybe try and get more small businesses in Burlington.
- Adding this density doesn't seem possible without major changes to road infrastructure. Traffic in this location is overcapacity. The density at the south-end seems unnecessary.

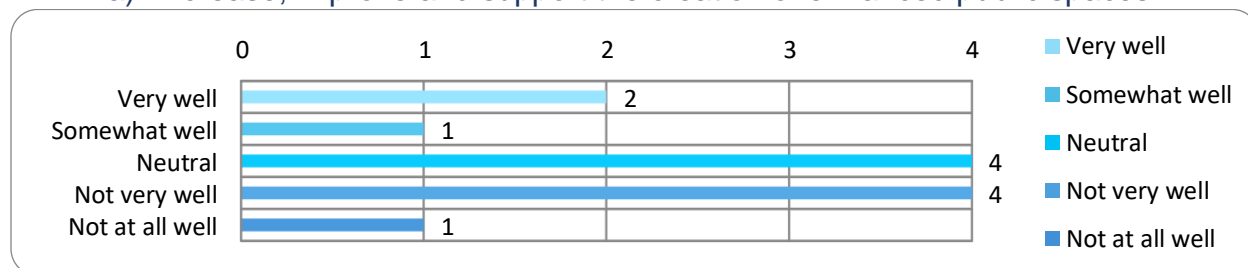
12. Urban Employment Precinct - In your opinion, do the details of this precinct sound right?



- The Emshih lands at Guelph Line should have been redeveloped as a mixed-use introduction to Burlington.
- Transportation infrastructure in and out of this precinct is not properly described. How will the increase in passenger vehicles be accommodated in/out of the precinct? Pedestrian / cycling infrastructure seems to be ignored in/out of the precinct.
- Green space- have some good walking routes around the area.

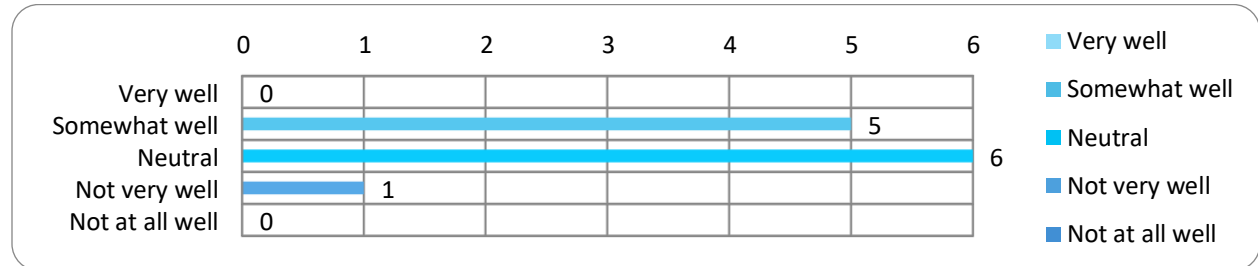
13. Burlington GO MTSA Overall Preliminary Preferred Precinct Plan - Thinking about what you thought of each precinct and of the precinct plan as a whole, how well does the precinct plan:

a) Increase, improve and support the creation of enhanced public spaces

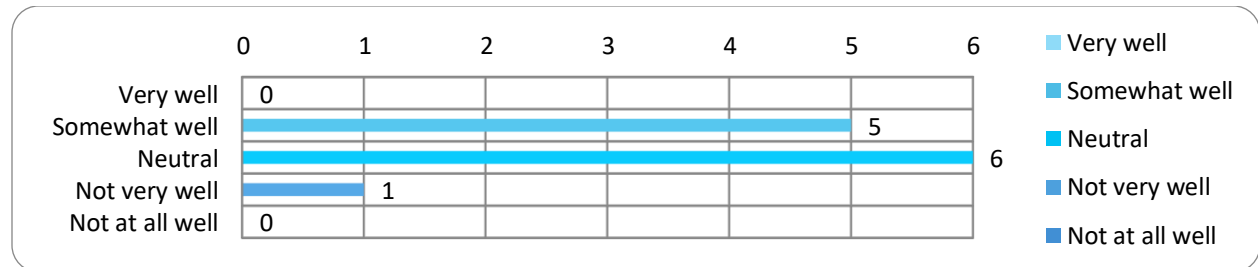


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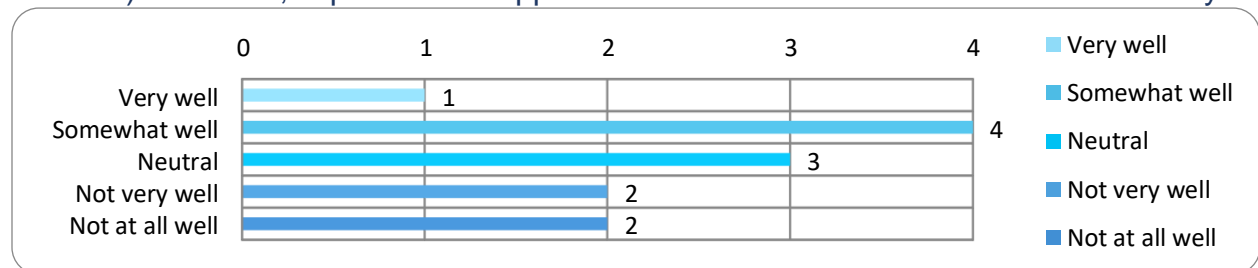
b) Increase, improve and support the creation of community amenities, including commercial/retail uses



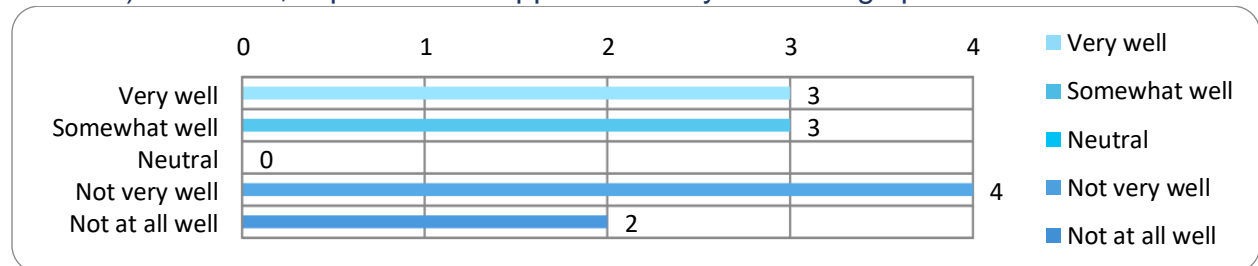
c) Increase, improve and support the creation of community amenities, including commercial/retail uses



d) Increase, improve and support safe and functional and multi-modal mobility

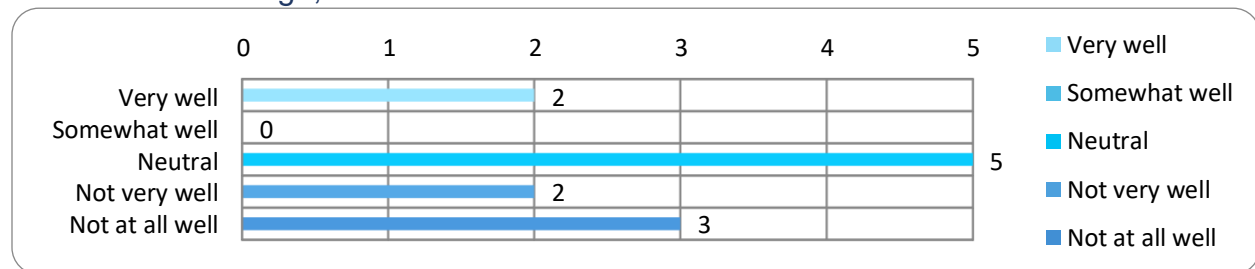


e) Increase, improve and support a variety of housing options

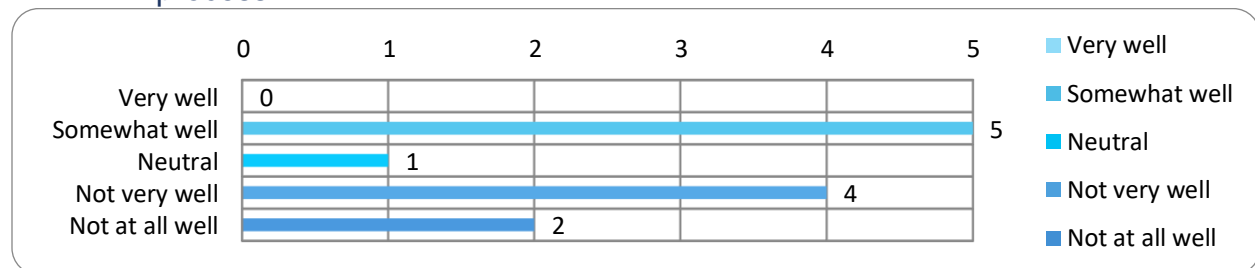


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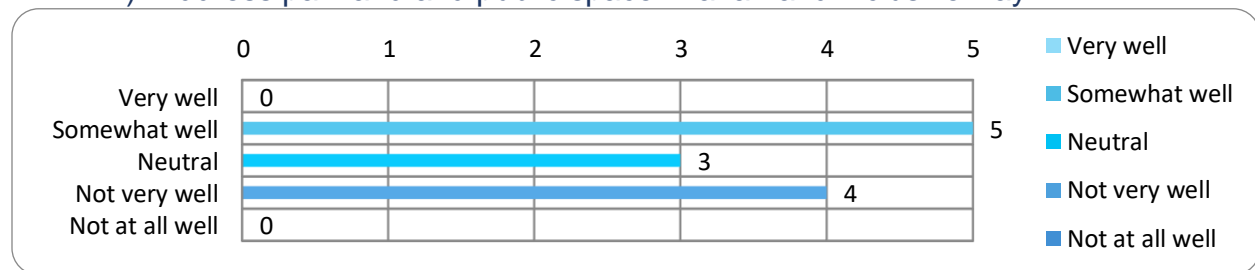
f) Shape the development of private spaces, including the use of architecture and design, scale and character



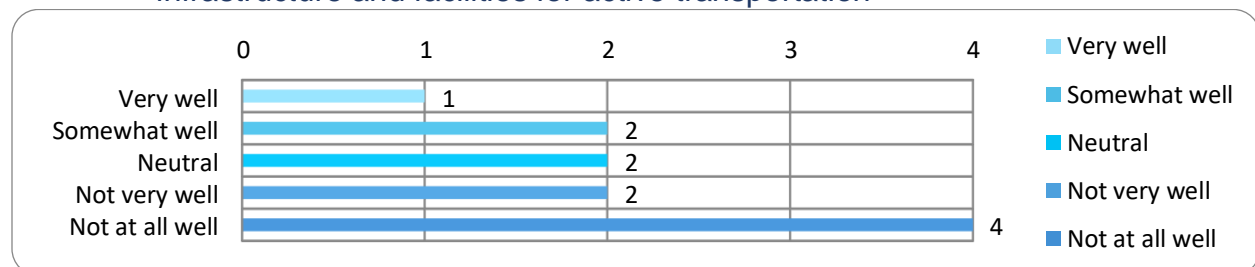
g) Increase, improve and support public engagement in the MTSA planning process



h) Address parkland and public space in a fair and inclusive way

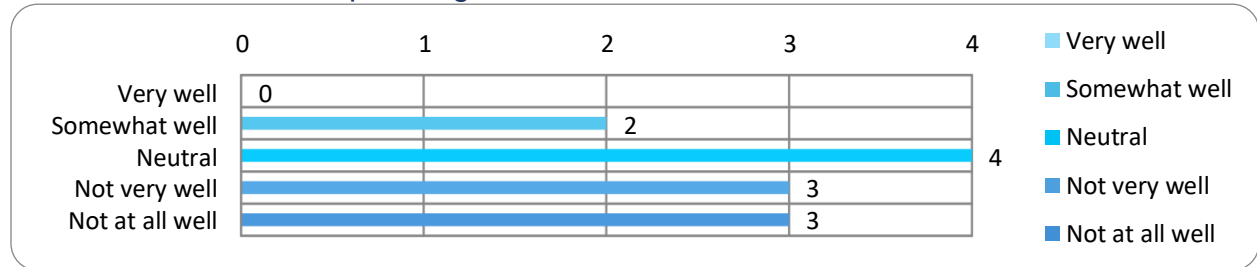


i) Address traffic congestion by supporting public transit and investing in infrastructure and facilities for active transportation

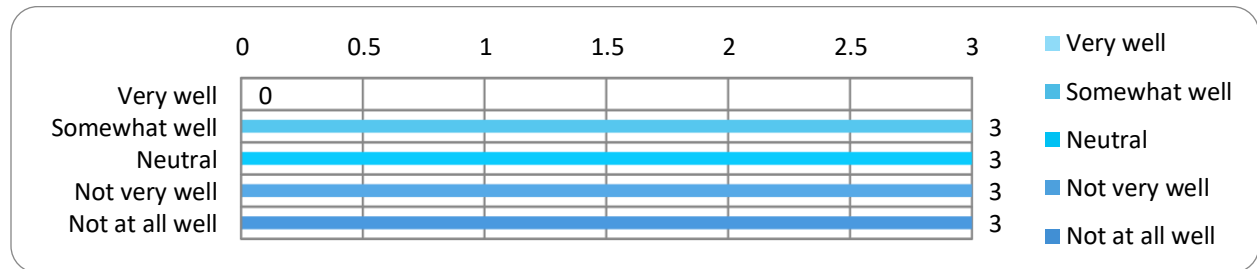


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j) Address building height and transition concerns through clear explanations, rationale and planning for transitions

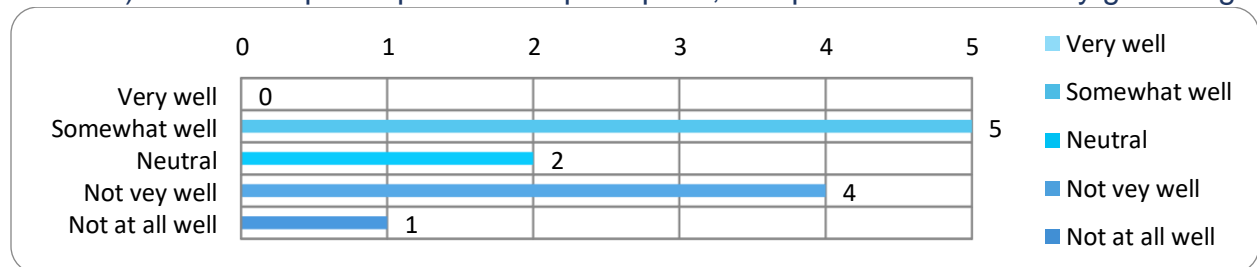


k) Protect established residential neighborhoods by providing built form, height and transition direction



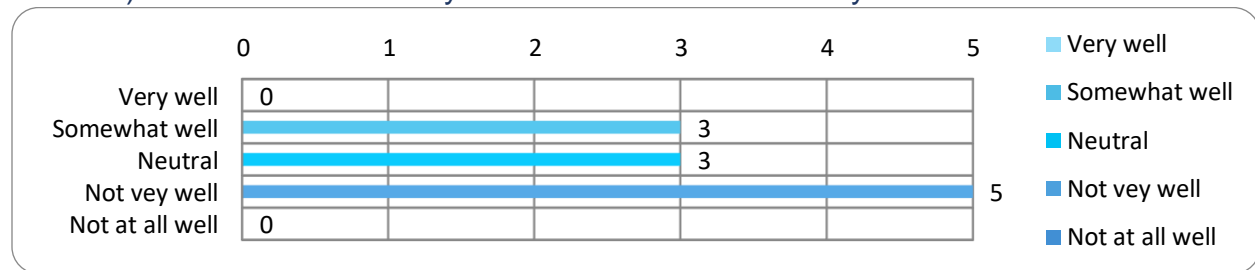
14. Thinking about each of the precinct plans and the Burlington GO MTSA as a whole, how well does the preliminary preferred precinct plan consider?

a) Additional public parks and open space, and places for community gatherings

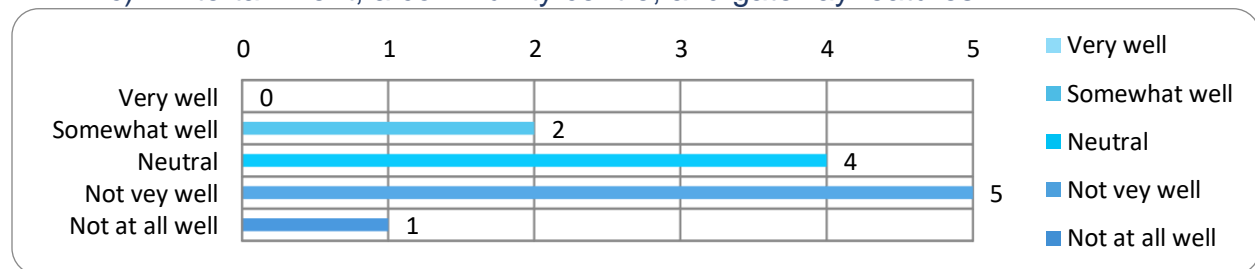


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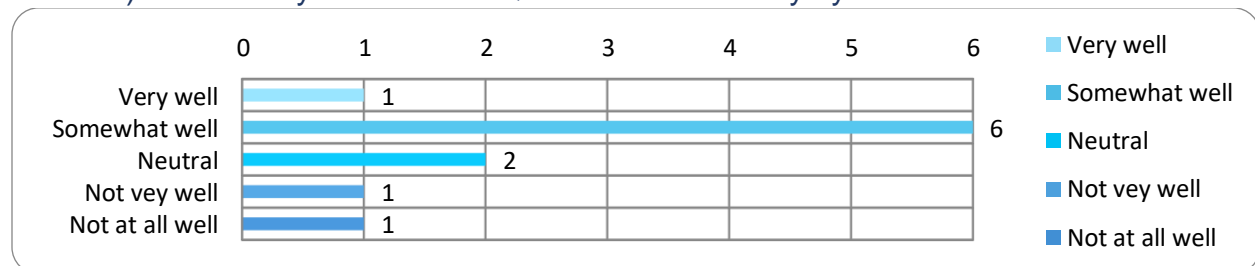
b) Additional community amenities to create vibrancy



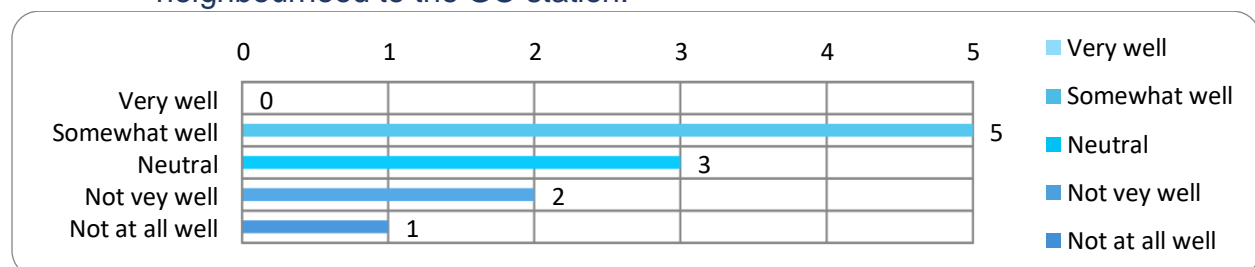
c) Entertainment, a community centre, and gateway features



d) A safe way to cross the Queen Elizabeth Way by bike or on foot

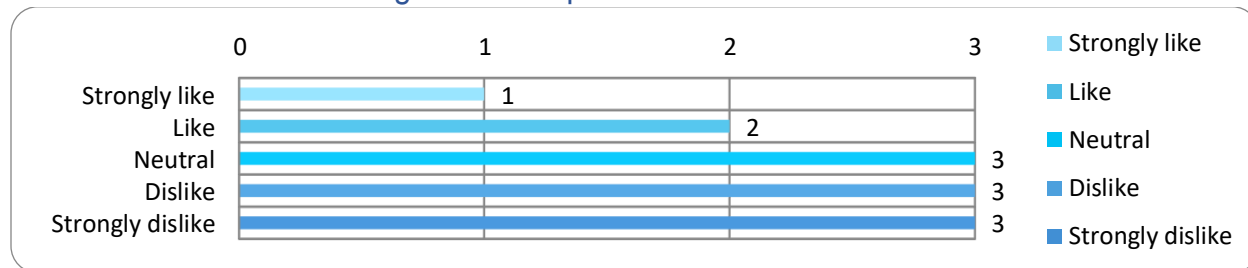


e) Additional pedestrian and/or cycling connections from Glenwood Park neighbourhood to the GO station.



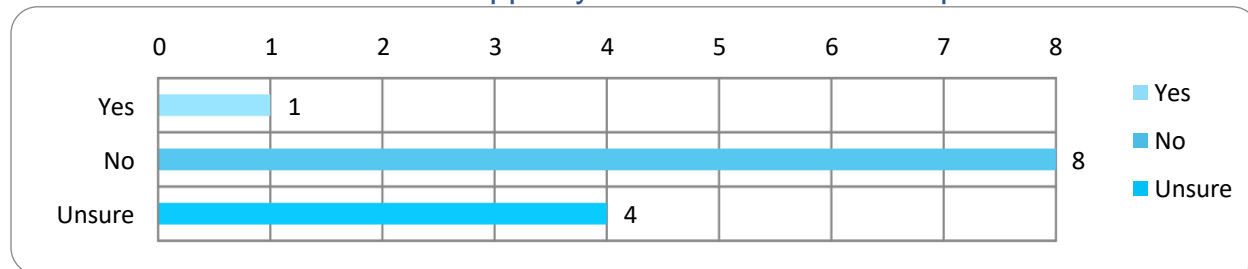
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15. Thinking about all your responses to each precinct above, how do you feel overall about the Burlington MTSA plan?



Appleby GO MTSA

1. Does the Vision for the Appleby GO MTSA sound complete?



- Question the wisdom of identifying potential new streets in the MTSA that bisect sites occupied by existing industries. The traffic studies cannot rely on such new streets to demonstrate capacity in the road system to support the traffic generated by this precinct plan. No mention of what the proposed densities for the Appleby GO MTSA are. Suspect that they are around 300 pp/ha, contrary to the Region's vision of ROPA 48 of 120 pp/ha for this MTSA. What is the City's justification for so much density?
- I'm concerned for the future of the sports facilities at Sherwood Forest park. The available parking is woefully inadequate now. Will there be more or less parking as a result of this development?
- Are schools under consideration?
- Much of this land is currently parking lot - GO and Fearmans. These huge parking lots are economic dead zones that should be used for housing or employment or services
- I have concerns regarding the smell from "the pig factory" I used Appleby Go for many years and the smell is nauseating and overwhelming some days. Unless that can be contained, I don't see how people are expected to live and work nearby. I urge staff to visit the Go station on those days (when the smell is bad) to experience it firsthand.
- My family and I are against the building of resident or commercial buildings higher than 11 storeys high. There is an area of the land across from Angela court in which

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wildflowers and butterflies live which needs to be preserved. (approx. two yards on the edge alongside the walking path).

- Unless I've misunderstood, the vision is to use Burlington's MTSA's to provide the high-density growth that Burlington needs, while protecting existing neighbourhoods. This proposed plan for the Appleby GO MTSA misses the mark in my opinion. I like the vision for the lands south of the railway tracks, but the land north of the tracks is undeniably being wasted by this plan. These lands under this plan will remain static for decades to come and fails to provide any incentive for growth. It is no secret that the employment/office space market is on the decline, and major industry is just not interested in Burlington, yet you seem to be cemented in place with your idea that any uses other than employment north of the railway simply will not be considered or permitted. This area makes up most of the Appleby GO MTSA. To limit these lands as employment uses only forever is missing an opportunity. Development pressures downtown and throughout Burlington will only continue unless you actually use these MTSA's to their fullest potential.
- Key highlight areas are wrong - the entire "orange" area calls for mid-rise residential, but it's already 95% low-rise existing neighborhood. Many misconceptions on developers' renderings that do not fall in line with this vision.
- Not sure what is meant by mitigation measures here in the context of the pig plant and other industrial uses north of the railway corridor. These measures need to be more specific. Is it possible to protect a residential neighbourhood from sounds and odours and other nuisance factors of an abattoir? Is it possible to protect an industrial facility and a jobs centre from the needs of nearby residents and the pressure on property values that residential development creates? If this area is to be a locus for intensification of people and jobs, the plan must ensure that there be compatibility between nearby uses, and people who live in this area will have to live with a mix of uses that is not typical for either residential or employment focused areas.
- The proposal concerning building height is still an issue, the height surrounding Appleby GO MTSA 30 storeys is too high, 20 - 24 seems more acceptable, aligning with the Burlington go station current building heights. Building heights along Fairview street should see a further reduction in building height, from 19 storeys to 11- 15. On another note the plan doesn't include any planning to support existing wide-life in the area. Further studies of this impact would need to be completed to identify which species would be impacted and how it can be mitigated.

2. Mobility Connections - In your opinion, are there opportunities to identify other transportation connections, including transit, cycling or walking, within the major transit station area? What else should we be considering when setting out the transportation network and active transportation connections within the MTSA?

- Concerned about the interface and incompatibility between the enhanced active transportation connections and truck traffic from heavy industries - particularly where the industries have active transportation connections on all of their property frontages. How

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is the City going to ensure that such active transportation corridors are safe and that the City can also demonstrate that such corridors are being preserved for the movement of goods?

- The Appleby MTSA relies too heavily on potential new streets that are unlikely to materialize where they bisect existing industries. Is the City is going to expropriate these industries so there is certainty that these new streets will materialize? The alternative is that such new streets cannot be relied on as part of the transportation network that supports this community.
- Parking for Sherwood Forest park.
- GO's policy of providing free parking for motorists needs to change. Lots of research has been done on the negative effects of free parking (The High Cost of Free Parking - Shoup) and the effect of paid parking on increasing transit modal share in Hamilton and Toronto (By the Numbers: Impacts of Paid Parking at Work on Commuter Modal Share - Pinder - raisethehammer.org/article/2647/?view=flat)
- Cycling etc. great but it is CANADA and not a feasible mode of year-round transit!
- An expressway to North Burlington is badly needed. Burloak Drive would be ideal, AND I hope would be considered for that purpose. The stop and go on all the lines (with the huge increase in traffic) has led to people running lights and Road Rage!
- Avoiding car centric planning.
- parking and traffic issues, it will cause in our already busy area.
- This will be a challenge given the fragmented ownership of this area, and your own claim that this vision may take 80 years or more to achieve. If you have one area develop with a pathway that leads to nowhere other than a neighbouring property that has no intention to develop, what's the point?
- It's not reasonable to think that people moving into this area will stay within a 1-5 km radius and have NO family/friends wanting to visit. The existing development proposal doesn't allow for this to happen. Not enough parking, or enough roads to deal with the volume. It's ALREADY a big issue as-is WITHOUT this mini-city coming here.
- Appleby Line is the major transportation connector between the GO Station and dense neighbourhoods to the North including Uptown intensification area. Nearly all services MTSA residents will need to live their daily lives are located on Appleby, either at Uptown, Appleby/Dundas, or to the south at Appleby & New. Appleby Line is a Regional road, and also identified as a major trucking corridor between the 407 and the QEW/403 in addition to the industrial facilities near the intersection of Appleby/Harvester. As a result, Appleby Line will need to facilitate all kinds of movement, from active transport, frequent transit, as well as goods movement. The Region's plans for Appleby Line involve further road expansion, to 7 lanes, plus painted bicycle lanes to pretend to account for active transportation. Such a facility will be of little use to the community, as human beings simply do not feel safe crossing the QEW/403 with trucks travelling 80-100 km/h, with no protection other than a thin line of paint. The Region of Halton's plans for Appleby Line MUST be modified to provide real protection for active transportation users and be designed to prioritize safety and comfort for people not in motor vehicles while reducing the volume and speed of motor vehicles using this infrastructure if the MTSA or the primary intensification area at the Uptown node are to be able to support and encourage active transportation. Circuitous routes like Century Drive, to a

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pedestrian/cycling bridge, to Sutton Drive which ends in the middle of nowhere at Mainway, won't be anywhere near as effective as the direct connection of Appleby Line, which also is needed for connections through the MTSA area between North Burlington and the Centennial Path.

- Will the planned transit corridor support electric powered scooters and or electric powered transportation? If there is, will there be a designated lane or shared lanes?
- The only concern is how many other future residents will start driving to the from the QEW. Traffic congestion will be worse.

3. Parks and Open Spaces - In your opinion, what are the most important features of a park? What else should be considered when setting out the role and function of new park spaces?

- Space for activity, active programming, contemplation and astonishment in the landscape.
- Adequate parking.
- Space trees and accessibility.
- Cycle paths leash free dog areas surrounding buildings and their uses.
- playgrounds and trees.
- Open space, trees, rocks, trails.
- Water front is awesome.
- Accessibility.
- Preserving the natural wildflowers already in that area, fun play area for children, and possibly bench area/ pagoda.
- The height of the building as there is no other buildings in this area even close to 11-30 storeys. The already established businesses across the railroads; metal yard, Top notch, Fitness studio.
- Rather than trying to force connections within privately owned properties that will all be developed separately and over the course of the next 80 plus years, why not turn your focus to a multi-use pathway immediately adjacent to Appleby, Fairview and Harvester where your vision may actually be achievable?
- They need to be within easy walking distance from residential. Requiring people to drive to a park kind of defeats the purpose.
- Given the interest in a new urban feel to this area, the parks need to reflect that. Multiple large parks within such a small area are not needed. Smaller parks or parkettes provide the day to day functionality whereas existing large parks such as Sherwood Forest Park provide opportunities for more relaxed enjoyment during weekends. No need to have vast areas of parkland sitting unused during the week, costing taxpayer's money to maintain. Smaller public spaces would be better.
- No crowds. Sherwood Forest Park is ALREADY jam packed on most weekends. There isn't enough space to accommodate 5,000 new people.
- Look at existing usage!! Can't assume it's currently FREE. It's not!
- Trees. Beauty. Shade. Places to sit and just be. Connecting paths that allow people of all ages and abilities to get to and from the park. Play - not just for babies/toddlers but

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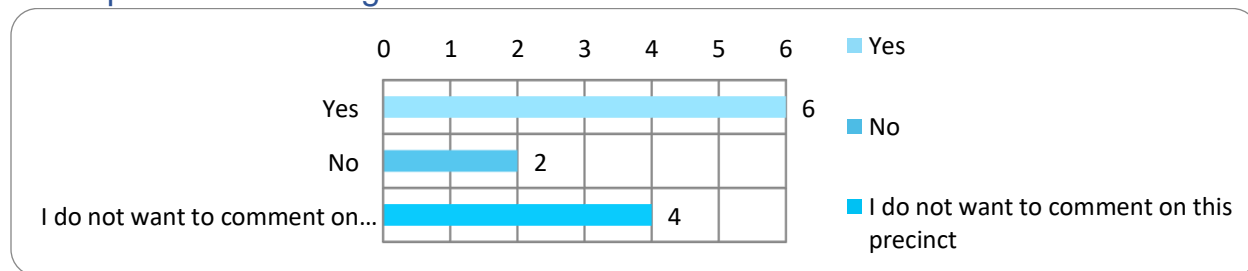
think of adolescents, teens and adults too. Opportunities to participate in different activities / sports. Places for large gatherings both informal and formal. Larger parks need to allow for food (picnics), refreshments and washroom facilities to make it possible for people to stay and enjoy the park for longer time periods.

- Try not to duplicate what's already there. Maybe we can make that more accessible and inclusive instead of trying to duplicate the functions in a new park space.
- How well the park supports wildlife, more trees, community centre etc.
- It's known that condo owners own dogs, will there be a dog park? With condos there will certainly be a variety of small dogs.

4. Public Service Facilities – In your opinion, are there opportunities to identify other potential Public Service Facility locations in the Burlington GO MTSA?

- Restrooms?
- Yes, community center and library.
- Noticed that there were just machines to purchase tickets from. It should be made clear on website that NO human is working. Elderly folk needed help to operate the machines!!!!
- Not sure I really understand what is meant by Public Service Facilities. We don't need more libraries, and we already have plenty of arenas. These Public Facilities may be better suited where they are, outside of the MTSA boundaries, leaving the lands within the MTSA boundaries available for the most intensive and dense development in the City such that all existing neighbourhoods and our downtown can be protected from major growth.
- Oval Court proponents have suggested a library (currently at Appleby/Fairview plaza), not sure if city is on board with that or if library will move to former Bateman school location. Definitely will be need for school(s). Daycare proposed at Oval Court important also and will be very popular with existing community in addition to new residents with it being so close to GO station. Health care - a medical clinic and doctors' offices will be necessary - there are few such services around here.
- It would be nice if there was a swimming pool facility.

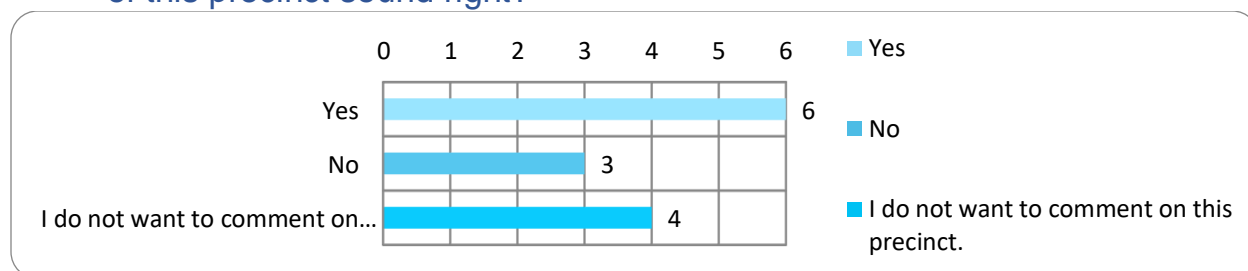
5. Mid-Rise Residential Precinct – In your opinion, do the details of this precinct sound right?



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- As a resident of the south west corner of Fairview and Appleby I do not want any development higher than my 2 storey home which would result in my home being overlooked
- It should allow for taller construction and the surrounding areas currently zoned for single family houses should be rezoned to allow for mixed use and low-rise developments
- I'm ok with them bringing smaller business' to the area but keep the structures small.
- As mentioned before, the entire mid-rise residential area identified ALREADY EXISTS as a mainly low-rise residential area.
- Mostly. I would support higher density on the west side of Appleby Line - possibly to supplement the university campus with residences or if redeveloping the Appleby / Fairview plaza. Compatibility issues are a big detractor, although most of these areas are further away from heavy industrial uses, the recently approved auto wreckers and the Fearman's plant make this a difficult proposition

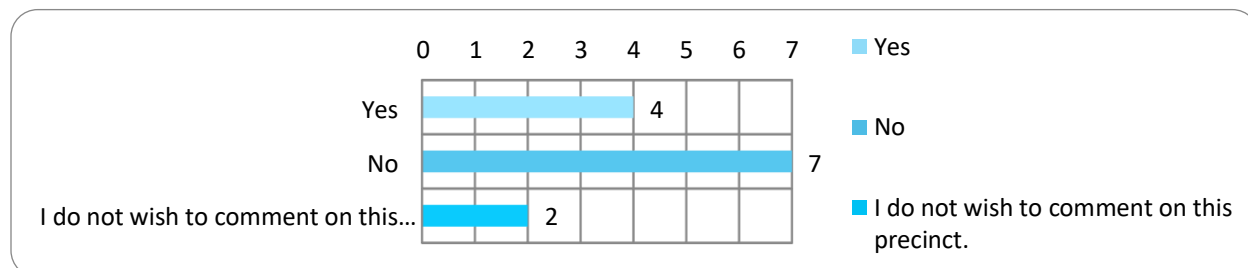
6. Fairview Frequent Transit Corridor Precinct - In your opinion, do the details of this precinct sound right?



- As a resident of the south west corner of Fairview and Appleby I do not want any development higher than my 2 storey home which would result in my home being overlooked
- Is it possible to NOT pave over every blade of grass?
- The details of this one piece seem decent however sandwiched in the middle of this plan it does not work. You can't look at just discrete pieces of a city when planning. While this one piece is appropriate for a forward looking city the severe restrictions on any development or progress outside of the MTSA's cripples the ability of the city to develop in a way that will allow it to continue to be a place that allows a mix of people to live in.
- Issue: You say "linear park" along Fairview. I don't see this on the developers' renderings. Once again, why is it so inaccurate?
- While the form and function of this precinct on its own makes sense, when you consider the nearby land uses north of the railway, much of the land in which this precinct sits will not be usable for residential purposes because of the pork processing plant.
- I don't agree with the planning building height, the maximum building height should be lower, 11- 15 storeys. This would enforce a better transition from the 2 - 3 storey town house across the street to 11 - 15 on the opposite side

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7. Appleby GO Central Precinct - In your opinion, do the details of this precinct sound right?

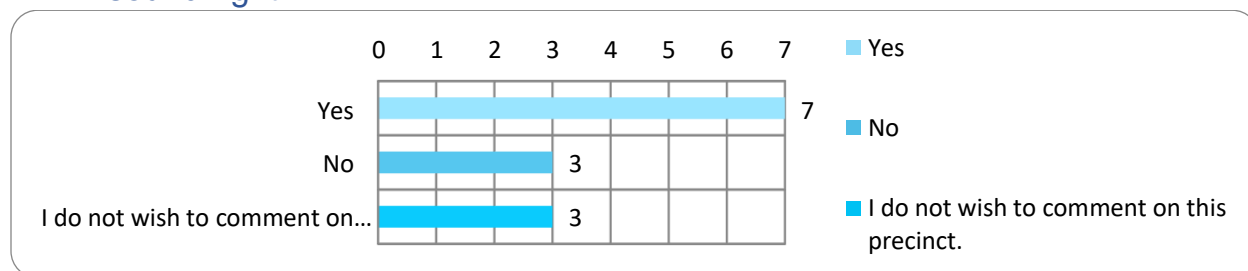


- Before the rest of the environmental and traffic compatibility and support studies are complete and available to the public, City planners are already signaling that the responsibility for compatibility will be downloaded to the applicants: "Lands adjacent to key existing facilities (e.g. rail line and industrial uses) will need to consider potential air and noise impacts in their development. Current work is confirming policies for lands in proximity to major facilities." City Planners are shirking their responsibilities under section 2.2.5.7 of the Growth Plan that requires that "Municipalities will plan for all employment areas within settlement areas by: ...c) providing an appropriate interface between employment areas and adjacent nonemployment areas to maintain land use compatibility." There is no evidence in the Appleby MTSA work that there is any interface "planned" between 30 storey "affordable housing" tower permissions and the Urban Employment precinct with its 5 existing heavy industries located therein. Shameful.
- These in my opinion are too tall.
- The details of this one piece seem decent however sandwiched in the middle of this plan it does not work. You can't look at just discrete pieces of a city when planning. While this one piece is appropriate for a forward looking city the severe restrictions on any development or progress outside of the MTSA's cripples the ability of the city to develop in a way that will allow it to continue to be a place that allows a mix of people to live in.
- If this is similar to the one that is built next to Walmart/Burlington go station it is too extreme in size. Our area does not need something like this.
- With all of the lands on the north side of the railway tracks being protected indefinitely for employment and office uses, there is no need to put major employment within this area. This area should be focused strictly on high-rise, high density apartments/condos and maybe some ground floor retail. With permissions up to 30 stories in height, this area provides the most opportunity for high density residential, which equates to the most affordable of all housing options in Burlington. The term affordable is subjective, but these high-rise condos/apartments are as affordable as it gets anymore in the Greater Toronto Area. Let's not muddy the waters, if this is where we want affordable housing, then let's make sure this is where it goes, not downtown.
- Too many high-rise type buildings very close to existing low-rise residential. Will provide much less privacy and too much shadowing based on shadow reports.

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- Yes, but...the compatibility issue is a huge one, which makes much of the potential for higher density development impossible, as nearly half of the area slated for this kind of development is right next to Fearman's. Ultimately, I can't see anyone investing hundreds of millions of dollars building high-rises there.
- The maximum height of 30 storeys is too high, 19 - 24 would be better.

8. Urban Employment Precinct - In your opinion, do the details of this precinct sound right?

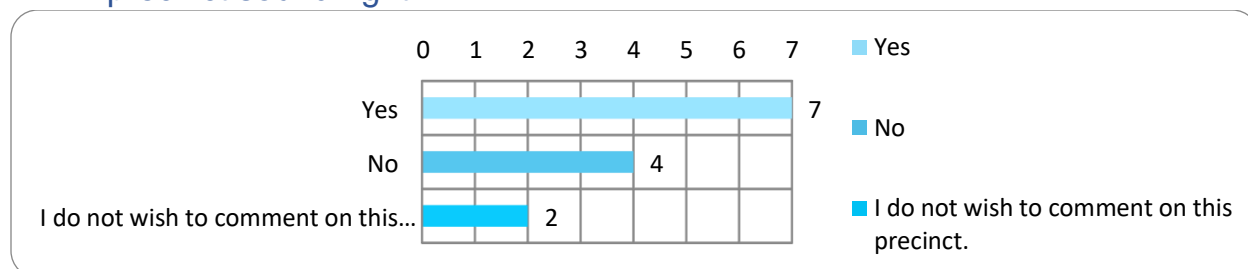


- From the City's 2017 Lyons Market Report, "While the presence of this office space in and around the [Appleby GO] Mobility Hub area is certainly notable, it is also important to point out that there is also a significant amount of office space available for lease in these buildings. Active listings at the time of writing indicated approximately 40,000 sf of available office space near Appleby Line and the QEW, and more than 250,000 sf of available office space in the buildings located near Burloak Drive and the QEW. So long as office space remains readily available and affordable, it is unlikely that new office space will be constructed." So, in 2017, before COVID, the Market Report said there is no market in the foreseeable future for office in the Appleby GO MTSA. Yet the Appleby GO MTSA is still being planned to accommodate "Urban Employment" (aka office park). This is no field of dreams. The City's consultants have said there is no office market in the Appleby MTSA, so why is this planning vision being imposed when it is unlikely to be successful? Planners should also be aware that heavy industries have compatibility issues with the accessory, support and service uses that support major office uses, and with education and institutional uses - all of which are sensitive non-residential land uses that are also employment uses. Employment uses can also generate compatibility issues that have to be planned for in proximity to existing industrial uses.
- Wasted opportunity, and a waste of the valuable lands within the MTSA. These lands are doomed to remain untouched for decades. There is no incentive to redevelop existing underused employment lands into even more underused employment lands. Look at all the for lease signs in this area already. If property owners cannot find office tenants for their existing buildings and units, why would they redevelop their lands and provide even more office space that's just going to sit empty. Not going to happen.
- This area is highly unlikely to see prestige employment uses in the near or long-term. It is separated from the facilities that prestige employment requires by the highway (i.e. hotels, convention facilities, commercial services, restaurants). There is poor transit and

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no active transport connections between the MTSA area and these facilities, so it will be car-dependent. The buildings on South Service facing the QEW were 1960's style development requiring a huge surface parking lot. This form of development is no longer viable, nor does it deliver the urban density of jobs that the MTSA requires. The area needs to become more mixed-use and incorporate fewer restrictions on creative uses, while encouraging a more walkable, cyclable and transit-centred built form. Eventually the kinds of facilities and services located north of the QEW at Burloak/North Service will have to migrate to the MTSA area in order to have workable urban employment at the MTSA. One supportive driver for prestige employment could be McMaster University campus. The City and Region invested a huge amount of money to bring them here but has got little benefit out of it. Students typically drive to campus for classes, then drive back to their communities, instead of supporting local businesses and doing research with local business leaders. The vicinity of the campus needs to be re-envisioned as a meeting place and community hub, with the kinds of technical and commercial services students need nearby, giving business access to ideas and talent, and connected into the fabric of the city. The MTSA could serve as the bridge that enables that to happen, but it is not included at all in the plan. Perhaps residences could also be incorporated in the MTSA area to enable DeGroote students to live in and become part of the same community in which they attend classes.

9. General Employment Precinct - In your opinion, do the details of this precinct sound right?



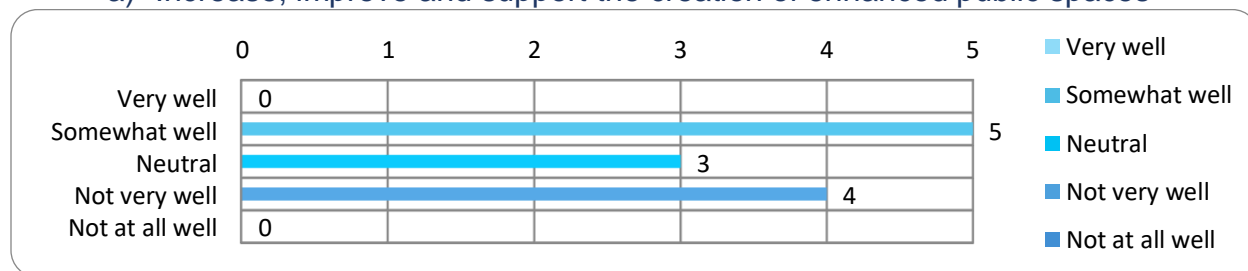
- Instead of planning for transition and compatibility, City Planners are instead shifting the onus of compatibility onto the proposed employment use to be compatible with nearby sensitive land uses. There are very few employment uses that are or can be made compatible without additional mitigation expense and there are many opportunities in other municipalities that do not have such risks or additional expense associated with them. You are making the employment lands unattractive for the planned purpose you are ascribing to them.
- Wasted opportunity, and a waste of the valuable lands within the MTSA. These lands are doomed to remain untouched for decades. There is no incentive to redevelop existing underused employment lands into even more underused employment lands. Look at all the for lease signs in this area already. If property owners cannot find office tenants for their existing buildings and units, why would they redevelop their lands and provide even more office space that's just going to sit empty. Not going to happen.

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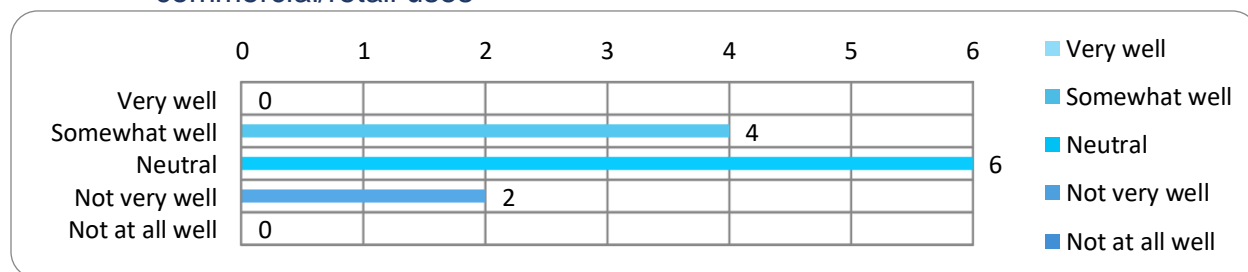
- Why cram the high-rise residential SO close to existing neighbourhoods, and leave the general employment area as-is? This new "mini-city" around the Appleby GO should be more centered on the NORTH side of the station. Much better for traffic issues as well.
- We have too many car-dependent office parks already. Office uses are increasingly in need of access to talent, which requires transportation connections to the widest possible area at the lowest possible time / financial cost. As the GTHA grows, the viability of car-dependent office parks will continue to shrink, with increasing vacancies in the real estate next to the highway. We already see For Lease signs on nearly 50% of the buildings along the QEW / North & South Service road. Closer to the GO station there is possibility to consolidate some light office uses but the landowners seem to want to use this land for things like auto salvage yards because office workers don't demand to work near a park plant. Much of development recent years has been in commercial services, sales offices and entertainment uses like gyms, but these are all 100% car-dependent due to their location being inaccessible to residential areas without a car. As with the urban employment precincts, there needs to be more integration with the business services and university community at DeGroote (and the future Brock campus as well if that ends up going to the vacant Pearson location).

10. Thinking about what you thought of each precinct and of the precinct plan as a whole, how well does the precinct plan:

a) Increase, improve and support the creation of enhanced public spaces

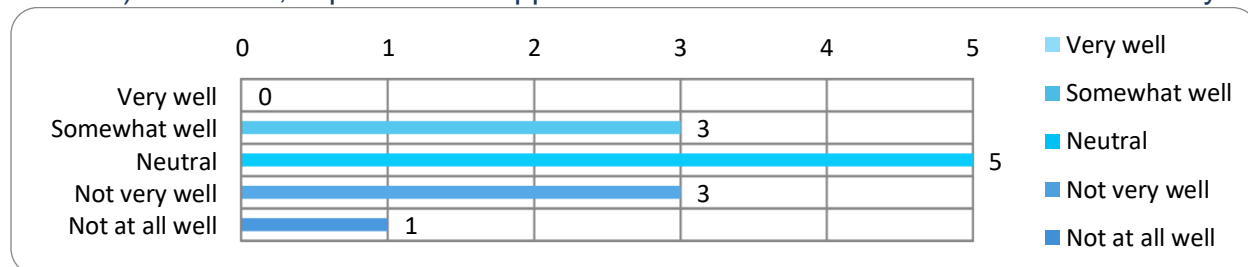


b) Increase, improve and support the creation of community amenities, including commercial/retail uses

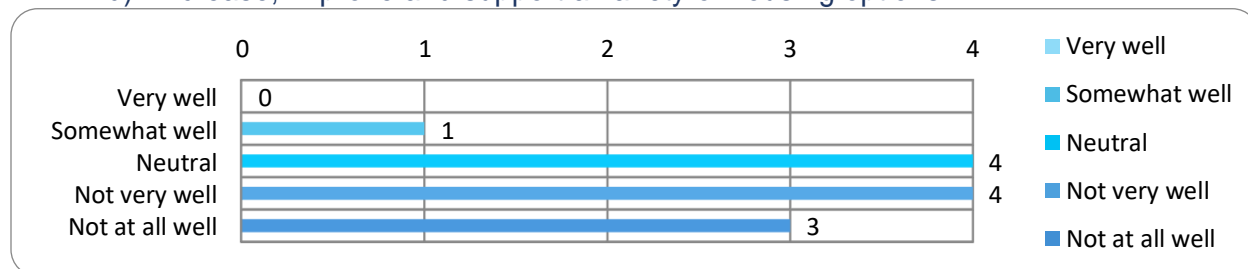


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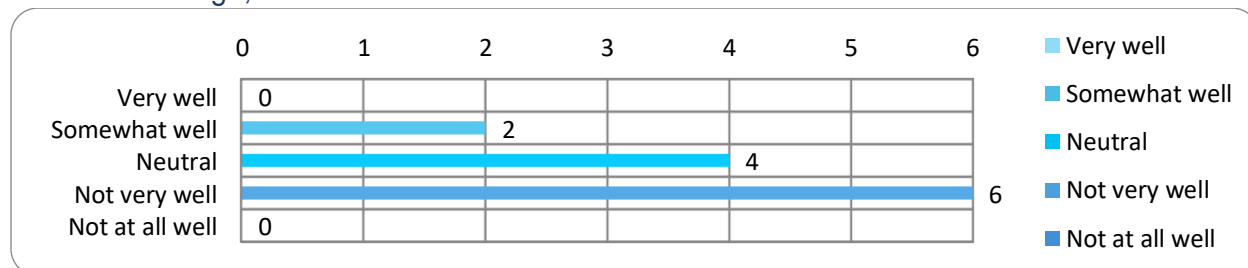
c) Increase, improve and support safe and functional and multi-modal mobility



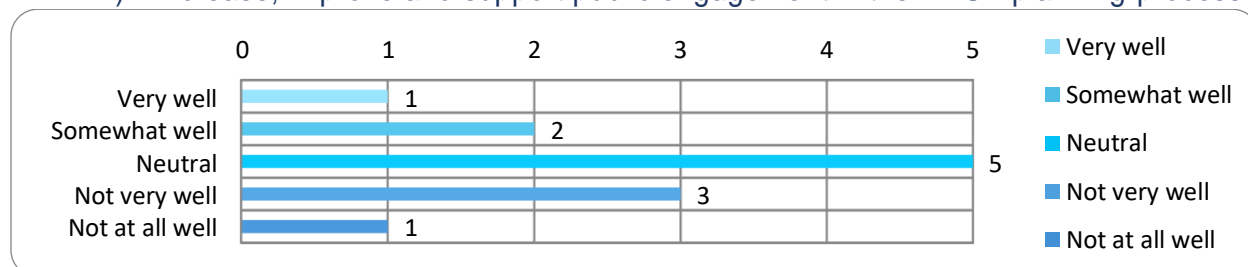
d) Increase, improve and support a variety of housing options



e) Shape the development of private spaces, including the use of architecture and design, scale and character

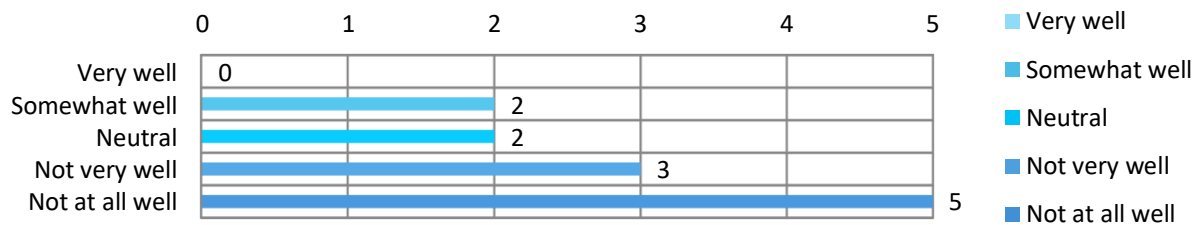


f) Increase, improve and support public engagement in the MTSA planning process

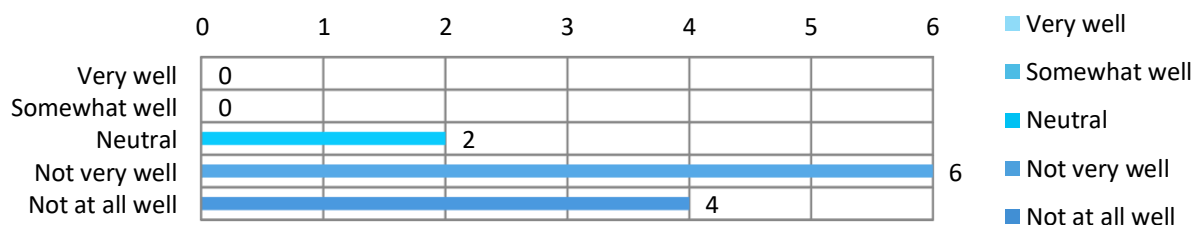


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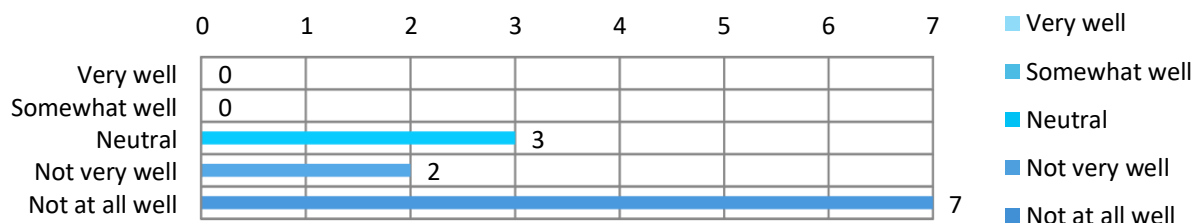
g) Address parkland and public space in a fair and inclusive way



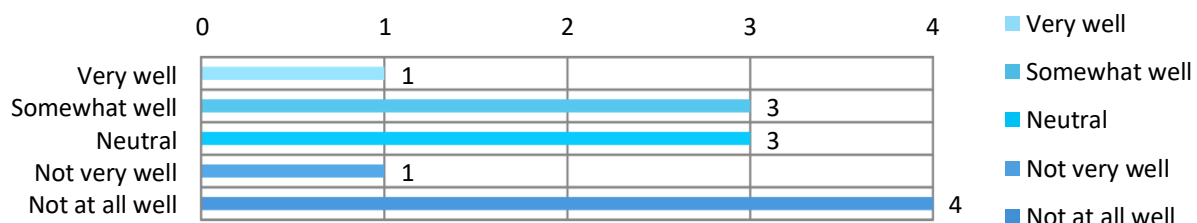
h) Address traffic congestion by supporting public transit and investing in infrastructure and facilities for active transportation



i) Address building height and transition concerns through clear explanations, rationale and planning for transitions



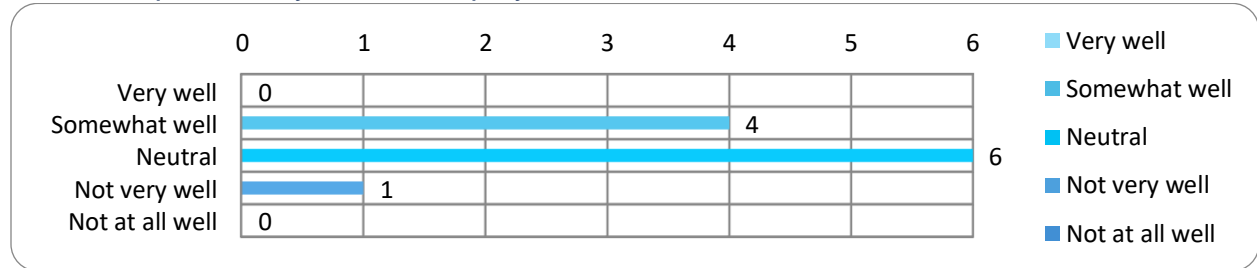
j) Protect established residential neighborhoods by providing built form, height and transition direction



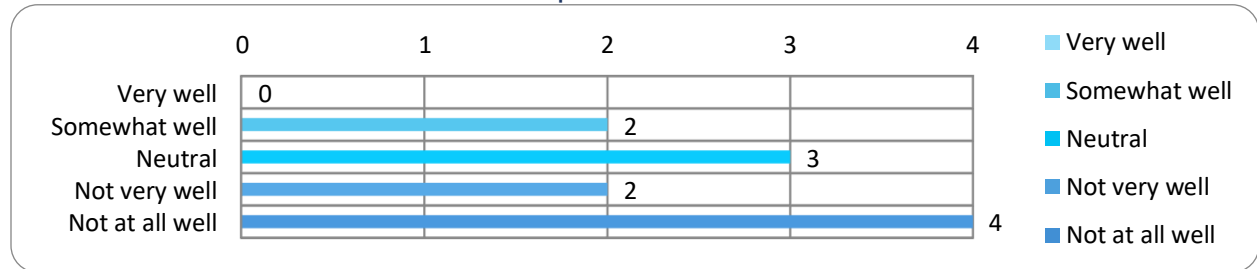
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11. Thinking about each of the precinct plans and the Appleby GO MTSA as a whole, how well does the preliminary preferred precinct plan consider?

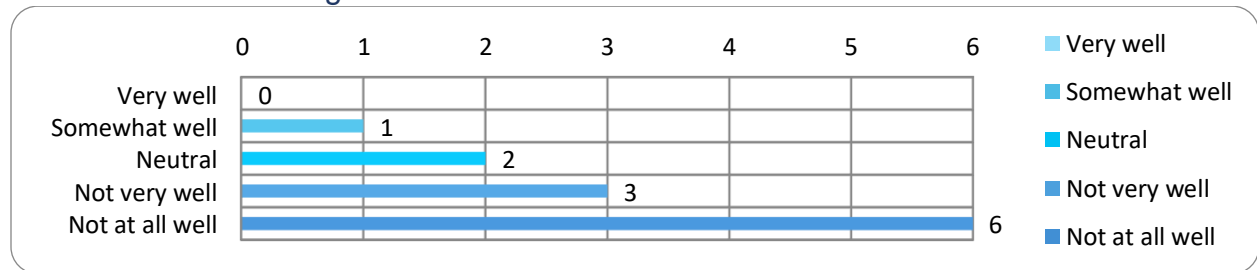
a) Additional landscaping, parkettes and open spaces throughout the area, particularly around employment uses



b) Ways to achieve land use compatibility between existing employment uses north of the rail corridor and potential future residents south of the rail corridor

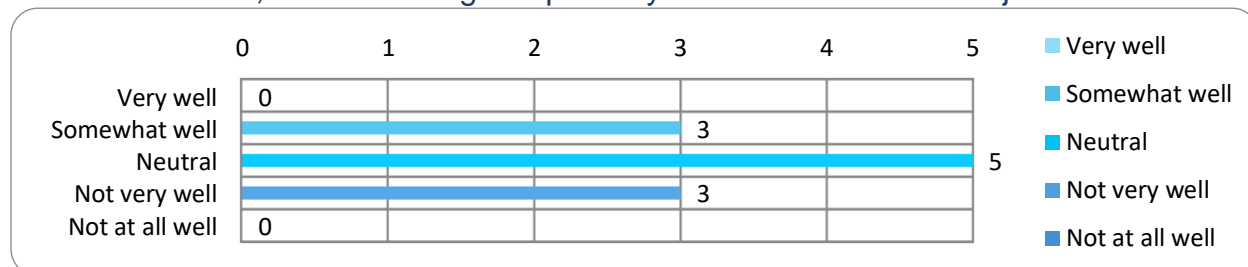


c) Ways to manage the impacts of increased traffic, particularly in relation to traffic flowing in and out of the GO Station

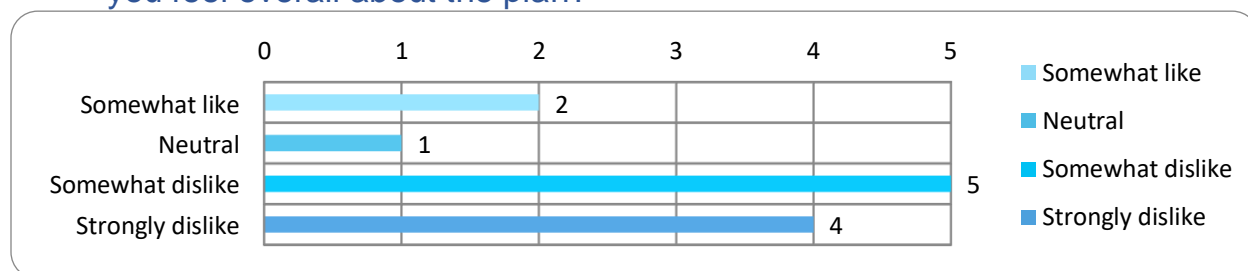


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d) Opportunities to extend Centennial multi-use path connections to the GO Station, while ensuring compatibility with residential uses adjacent to the trail



12. Thinking about all your responses to each precinct above, how do you feel overall about the plan?



- You need to deal with the smell issue before anything else OR it will become a huge issue when all the people move in.
- This sub question from question 18 above captures the core issue "Protect established residential neighborhoods by providing built form, height and transition direction". If the city is not willing to adapt to growth, if the city is not willing to look globally for best examples of walkable and livable cities, if the city is not willing to abandon a single-minded focus on car centric transport and the single family zoning that obligates people to drive everywhere than the city will not be able to provide a good quality of life for young people who want to stay in the city they grew up in. The plan has some good ideas but without the scope to really improve this city and allow for sustainable, sufficient development and growth.
- The more natural wildflower and green areas we destroy the more we will see our local wildlife disappear or look for new homes. This goes for Birds, butterflies (monarchs are natural to this area across from Angela/Taylor Cres.), coyotes, foxes, and many more.
- It's going to be very difficult to get landowners on-side with the plan. The introduction of a significant level of residential use will reduce the flexibility these owners have to develop their lands the way they wish to. The plan is very general and lacks guidance as to the types of uses that will be present in each precinct, and vague in terms of the overall requirements of a successful employment or residential area, especially in such a concentrated form. Ultimately, decisions will have to be made that make some individual land owners very unhappy and require some currently approved uses to be ceased in this location. I'm not sure how that ends up getting reconciled, but it will have to be if

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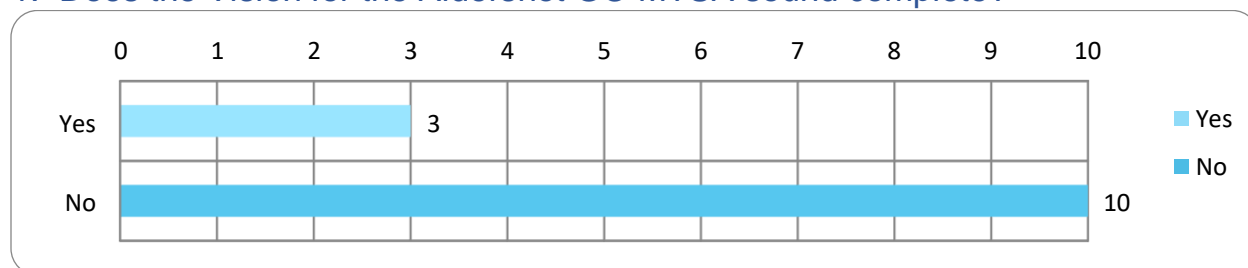
these areas are to meet the goals of attracting more people and jobs required by the province.

13. Is there anything else you'd like to share?

- Please stop the developer from pushing through their plans so quickly. You cannot have a 5-30 year plan here and permit the developer to break ground on this major redevelopment in 12 months. It's completely against what the community wants and how things should be planned.
- In the plan there are several acres of forest next to the Appleby go train station, is there a plan or a wildlife impact analysis of the removal of the forest for condominiums? What other species will be impacted?

Aldershot GO MTSA

1. Does the Vision for the Aldershot GO MTSA sound complete?



If you wish to elaborate, use the text box below:

- Disagreed with the affordable housing complexes proposed on Cooke Blvd as that increase crime rate and vandalism in the neighborhood. Affordable housing complexes need to move towards Brant Street or West of Holy ... Cemetery preferred. Thank you. The 11 storey and 30 storey apartment condo complexes with mix income occupants also incurred potential crime rate. I live in the 6-storey on Plains Road with a lot less occupants but mix income and office politics as part of any apartment style condo environment naturally spells out crime or theft due to jealousy and envious of other unit occupants and power play from Board of Directors over control of condo policy and practices and maintenance contracts. Traffic congestions will be an issue with the 30 storey proposed on Masonry Court near the GO station.
- We are missing a vision for Aldershot Village. By designing for increased density of development close to a link to Toronto we run the risk of becoming a commuter town where everyone works and spends their money in Toronto. We need to include in these designs a vision of what would attract people living in Toronto to catch the train to Aldershot and spend their money here. This could be as a hiking hub with trails

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connecting to RBG, Bruce trail and LaSalle, a Market Town (like St Jacobs), Theatre/Arts (like Stratford). With this vision defined the plan can be designed to accommodate and encourage that vision. E.g. define a market square or create natural trail links where people feel like they are in the woods almost immediately after stepping off the train. With a small amount of promotion, we would then easily encourage people to visit Aldershot from Toronto via train and spending in our community. This will allow small businesses to prosper here, create a vibrant community and remove the risk of becoming a boring commuter town.

- "Multi-modal urban streets and active transportation facilities" makes it sound like the active transportation facilities are not part of the streetscape, but rather some separate lesser-than entity. At a bare minimum, the "and" must change to "with". However, I would much prefer if the vision for the MTSA emphasized active and public transportation to be congruent with the City's declaration of a climate emergency in April 2019. Something like "New urban streets with active transportation facilities will better connect the existing community by prioritizing and protecting climate-friendly modes of transportation along streetscapes designed as places, not as thoroughfares."
- No mention of attainable housing or community amenities and facilities such as local schools; How does the vision addresses climate change and sustainable design? How has the area's history informed the vision and future urban design? Does the Aldershot GO MTSA vision seek to create a unique and memorable place? / Where's the "heart" of the community? What does the vision look like?
- Missing low-rise detached dwellings to be built or added to the existing plan.
- There are major traffic implications. The buildings should have been built at the Adi locations with underground go transit access and building the town house developments closer to the main arteries with back access to the highway entrances.
- Unfortunately, at this time, this is only a draft and while it looks fairly complete prior to any completed version are approved by Council and Halton, the developers will run rampart on these few parcels of land available, with "pre-applications". In fact, some completed applications for 40-70 Plains Road East (under review) and 53-71 Plains Road East/1025 Cooke Blvd. (under appeal), far exceed the height restrictions laid out in your vision of only 6 storeys along Plains Road where they back on to established neighborhoods. With respect to 40-70 Plains Road, these were all single-family homes and the properties were approximately only a 1/4 acre each having only a 160-foot depth. Basically, the property is just too small to build what the developer is proposing and variances they are all requesting, far exceed any you would grant a single-family homeowner. the system is severely flawed in favor of the developers. The heights and cramping of multiple 30 story towers onto 1 to 1 1/2 acre lots, such as the development proposal at 1120 Cooke Blvd. and proposal for 1062 -1074 Cooke Blvd are ludicrous. While the rationale was explained in the meeting, the fact that there is no proposed major shopping venue anywhere within walking distance of the Aldershot MTSA, makes every single unit, and with present applications and pre-applications, we are looking at some 4000 units on a very small area of Plains Road East and Cooke Blvd., ALL will be totally vehicle dependent. Shameful!! Property amenities need to be built prior too at least in conjunction with development. This is clearly the case in other municipalities

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such as Markham and Oshawa where the amenities are built in the form of 900 to 1 million sq. foot shopping centres. then development follows.

- Updated technical studies and market data for growth and employment have not been considered. Current "preferred" plan remains nearly unchanged from 2018 version
- Please remove Solid Gold and the Tent-City occupants of the existing 40 - 70 Plains Road East low rise that looks like slumps in the neighborhood.
- I feel like it's complete but worry about local green spaces for play and building community. If you don't have a yard you should be able to step outside of your building and have a space to throw or kick a ball, sit in the sunshine or read a book in green space.
- Understanding that the vision incorporates a walkable neighbourhood, thereby a population density increase should not warrant a proportionately equal expansion of road infrastructure, it's irresponsible to suggest that road volume will not increase...yet there is no formal inclusion of more robust intersections planned along Plains Road for Waterdown Road and Cooke Boulevard. These intersections struggle today to serve rush hour volume and are already problematic. Added pressure on these intersections will result in catastrophic gridlock if not addressed appropriately.

2. Mobility Connections - In your opinion, are there opportunities to identify other transportation connections, including transit, cycling or walking, within the major transit station area? What else should we be considering when setting out the transportation network and active transportation connections within the MTSA?

- Burlington Transit and Hamilton Transit coordination when GO trains seize to run due to malfunctioning or fatality or bad storms and passengers are asked to find own transportation to return home. People that are single and live alone cannot make/coordinate such ask by MTSA to find alternate arrangement to get home.
- We want to encourage people to visit Aldershot without bringing their car. Having active transportation running along the railway line to the west of the station will be an unpleasant link, this link would be more pleasant if it followed the creek line or there was a linear park that did not run alongside the road. In fact, almost all the footpaths are running next to either roads or railway tracks which will not make them pleasant to walk/ride on. We need to include exclusive corridors to encourage active transport similar to Francis Rd Bikeway or the Waterfront Trail otherwise traffic congestion issue will become exponentially worse.
- To prevent the new streets from becoming car sewers with commuter traffic, designs should include one-way streets (with contra-flow for cyclists), selective permeability (e.g. cyclist/pedestrian-only barriers) etc. so that people parking at the GO station follow a single higher-capacity route. Additionally, to better integrate the lands north of the railway with those south of the railway, the plans should consider a fully protected grade-separated crossing away from Waterdown Rd. Unless the entire highway interchange is rebuilt, there is no engineering intervention that will make Waterdown Rd safe to traverse on foot or by car. But the existing tunnels at the station are also not conducive

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to people traversing the tracks, especially those with strollers, wheelchairs, and others with reduced mobility. Moreover, a grade-separated crossing can become a place in itself. The recently-constructed rail corridor crossings near Fort York (Toronto) aren't just thoroughfares for active transportation users, but create places to meet, places to observe transit infrastructure, and feel much safer than below grade options.

- Proposed mobility connections are good. Traffic speed however should not exceed 40km/hr and inclusion of roundabouts should be considered as the new streets are created rather than new stoplights and stop signs. Roundabout should be strongly considered for Plains and Cooke to improve traffic and make Plains more pedestrian friendly
- There is an opportunity to extend the 'Proposed Road' shown parallel to Plains Rd. W., between Howard Rd. and Waterdown Rd., easterly from Waterdown Rd. to Cooke Blvd. to create a mid-block connection - perhaps it's a restricted vehicle access street that provide access for service vehicles together with the proposed active transportation connections. Consider creating a distinctive hierarchy of streets and scales.
- So in this plan the on ramp will be a congestion point similar to getting onto the 403 from the Lincoln Alexander Parkway in Hamilton. In the morning the commute will be brutal.
- More opportunities for connected street pattern for traffic considerations and ease of access to GO station. Has traffic analysis been completed which considers expected growth?
- You should be considering that no streets that are currently Not active transportation connections remain status quo and no thru vehicle traffic be allowed. Walkable connections only to Masonry Court be allowed on Clearview Ave., similar to the exiting walkable connection on St. Matthews to the Go Train.
- It's hard to say. I find that walk ways in large apartment areas are often missing. For example, the walk through from the large apartments on Plains Road between Daryl Drive and LaSalle Park Rd don't have great access behind them. Can people walk through the parking lots safely without fences around all of the buildings, or sidewalks through the developments?
- A bike share program centered in the MTSA areas would promote even more cycling opportunities.

3. Existing and New Parks & Open Space – In your opinion, what are the most important features of a park? What else should be considered when setting out the role and function of new park spaces?

- A sense of being separate from the business and noise of the street. Seating. Walkways. Bike paths. Have them away from the car roads. Have paths to them only for pedestrians and cyclists. Have the paths connect to other park areas and roads that create shorter walking and biking commuting distances. Make it attractive to take these paths because they are shorter routes than the roads. In Hamilton, on York Blvd., there was once a bike path away from the road, and you could ride and enjoy the views. Now

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the bike paths are on the road and you have none of that. You only have time to watch the road and cars.

- Playgrounds if there will be families. Useable space for seniors. Something for all ages. I was recently at Grange Park in Toronto on a beautiful September afternoon. The park had a major renovation in 2017. Mature trees, slopes and benches to sit on, activities for children, room to kick a ball, dog area, sculpture, water features, accessibility. The park draws you in. See: <http://grangeparktoronto.ca>. Note: I just read online that Aldershot Landscaping Contractors managed the revitalization project. Small world.
- With more parks means more maintenance to keep insect and bug population down. Without control, mosquitoes, wasps and other flying insects are carrier of diseases and not a welcome site to most human population in parks and green environment areas.
- BBQ area and maintenance crew, art sculpture, bike lanes and ice cream trucks, clean washroom facilities, waterfall features, splash pads, well groom flower garden, sit down, resting patio areas
- For all parks, natural vegetation and features are very important. For the Linear Parks it is important for the park to be separated from road traffic and to have plenty of greenery and shade similar to the Waterfront Trail/Francis Rd Bikeway. Ideally there would be two physically separated trails for bikes and pedestrians, plenty of rest points and accessible for wheelchairs/strollers etc. For the other parks it is important to accommodate for a range of interests and age groups. Any new playgrounds in this area should be designed to inspire all ages and abilities similar to Grange Park in Toronto or Lake Macquarie Variety Playground in Australia, be well shaded, and be unique. The park space could be outdoors or be incorporated in the lower floor(s) of a building as long as it is accessible. Additionally, we need parks designed with teenagers in mind with skateparks, free WIFI, hangout space, lighting etc. In my experience these are best placed close to police stations or fire departments to discourage antisocial behaviour as well as food shops/cafes.
- Given the proposed density parks should be designed to engage more people for the space (think slides vs swings). A Good example of playground equipment that maximizes participants per square foot is Wallholla in Purmerend, the Netherlands.
- Amenities for all. Greenspace is important, but simply designating a lot as a park and trimming the grass isn't enough. If there aren't basic amenities for the community (e.g. drinking fountains, washrooms, places to sit, etc.) then it will simply turn into a space for sports and dogs.
- Parks ought to be inclusive of all ages and abilities. They must serve as community gathering spaces rather than simply dog toilets and sports fields.
- Playgrounds and tot-lots, programming, and relationships to adjacent uses - it's edges, particularly in an urban setting.
- Size and location (keep them small and local). Locate them to be walkable. Eliminate or minimize surface parking associated with parks in a MTSA.
- Well-paved, ice-clearing (during winter) for taking strolls, washroom facilities and garbage bins, water station. BBQ tables for summer gatherings
- Ease of access, parking, paths, Bike trails, play areas for kids
- The size and usefulness. What is identified as a + 1 hectare park (2.47 acres) at the ADI project and built, and while this is a seemingly large area, could not possibly be suitable

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for use for potentially at least 10,000 people in some the some 4000 proposed units, the ADI Park is basically useless as it was merely was built for water control and I have my doubts it is anywhere near 2.47 acres nor is it verifiably classed as a public park.

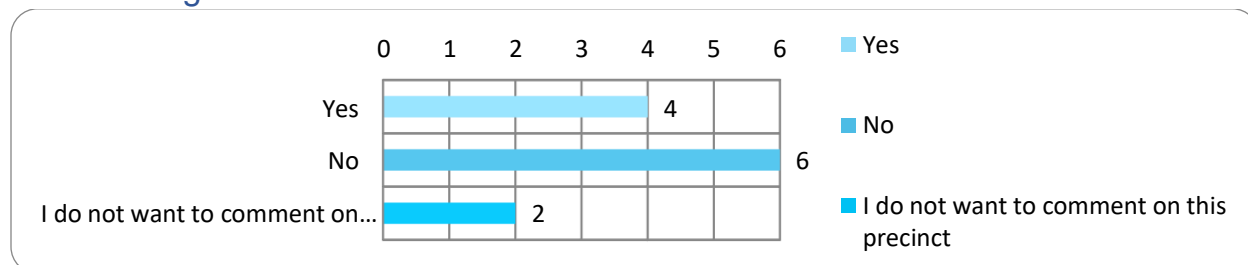
- Access, multi-functional.
- Usable green space. large trees and shade, opportunities for fitness, covered spaces that are open (gazebos)
- As mentioned, close to home, step out my door close. If these places don't have a 'backyard' then they should be offered green space outside of their building. Not a block away, or two blocks away, beside the apartment building/complex.
- Fitness spaces (walking paths) and gathering opportunities (places to safely congregate).
- Purpose (pedestrian walkway for destinations), demographics (playgrounds near schools), proximity to density (greenspace for gathering).

4. Public Service Facilities – In your opinion, are there opportunities to identify other potential Public Service Facility locations in the Aldershot GO MTSA?

- You'll need to define the title "Public Service Facility".
- There are no shelter area once getting off the train on the South side platform i.e. waiting area such as Tim Hortons or covered sheltered area during storms
- Locate them in the areas designated for the most growth i.e. the highest residential density and intensity, namely, the Aldershot GO Central precincts to promote walkability. The only "PS" icon shown east of Waterdown Rd. is on the periphery of the MTSA. This location is not well connected or integrated into the planned MTSA community and is more likely to encourage the use of an automobile to get there
- All that have lived in Aldershot for the past 20 years and for those that have lived here for the last 10-12 years at least, know we have lost such public service amenities we loved and came to rely on. They were all lost to of course to developers as they did not fit into the previous Ward 1 Councilors vision for 'his' Aldershot. Things like The MTO, Service Canada, 2 major foods stores in Loblaw and A& P (or IGA). CTC full service gas station and multiple mechanic bays, stand alone Beer store, Liquor store and restaurant venues such as Sotiris, Foo Hoo, Pizza Hut & MacDonalds. The icon, the Beloved Russell Williams has stood the test of time since the 50's. All the Mom &Pop convenience stores also gone. Don't think the question should be to identify other locations for PS Services but the fact that that "they are in fact reinstated."
- Community Recreation facility. If there's 40 000 people in this area, it needs a place to gather (community rooms), affordable fitness (indoor track), a gymnasium.

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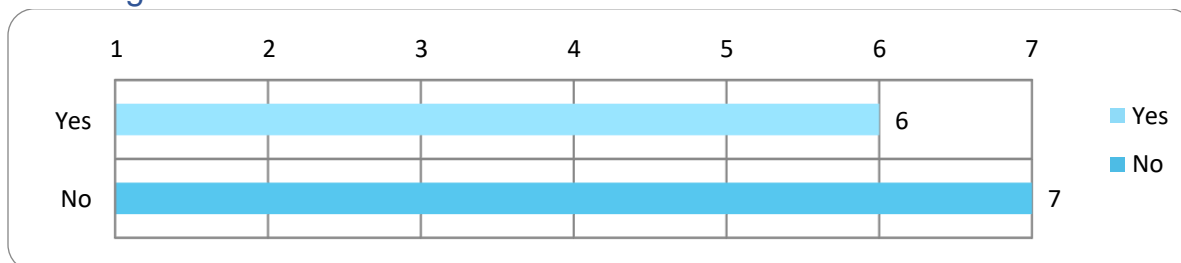
5. Mid-Rise Residential Precinct – In your opinion, do the details of this precinct sound right?



- Please consider keeping affordable housing as far away from the area as it breeds crime scene and vandalism which is not controlled in the existing neighborhood from Waterdown/Plains Roads to St. Matthews/Plains Road stretch. Move the affordable housing complex and mix income away from Plains/Waterdown Road and 40 -70 Plains Road area. The 40 – 70 Plains Road occupants need to be vacated without delay as they keep theft and vandalism rates high in the area as it stands as well as rental apartments complexes West of Plains Road across from Unsworth Ave. Please keep mid-rise to maintain as 6-storey and not exceeding that number that was grandfathered to prevent more crime from mix income and affordable housing potential occupants.
- The gentle transition from existing low-rise is critical along with shade studies to ensure adequate sunlight reaches the streets. Assuming this is done well along with good street design (similar to the designs in the now outdated Plains Rd Study) then the design sounds right.
- Provide more 'details'. Instead of reducing height limits, consider setting appropriate height limits based on the adjacent context and desired fit and transitions. Could this mean that some areas of this precinct may be more appropriate for low-rise building types?
- They are too tall. They should be kept at 6 storeys max. Affordable housing units should not be included to alleviate crime in the neighborhood that already existed in this community.
- Mid Rise along Plains Road as shown must adhere to the 2020 approved OP of 6 story max in height on both sides of Plains Road, not the generality of up to 11 story. We all know developers will use they own thoughts on justification to build their proposed 10 and 12 story buildings, as they have already submitted applications at the 2 locations, 53-71 Plains Road East and 40-70 Plains Road East. We all know if these go to LPAT, the Burlington's OP and recommendations will be over ruled. Developers 2/Burlington 0
- More green space around these buildings.
- In essence, the general concept of guiding appropriate transitions from the maximum height in this Precinct (11 storeys) to lower rise buildings adjacent to stable neighbourhoods is 100% the right thing to do, as is providing affordable housing. Following this approach however, allowing more than six storeys immediately adjacent to stable, low-rise residential neighbourhoods along the main-street on the south side of Plains Road East is not appropriate, and is antithetical to protecting the Aldershot/Plains Road Village community feel.

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6. Cooke Commons Precinct - In your opinion, do the details of this precinct sound right?



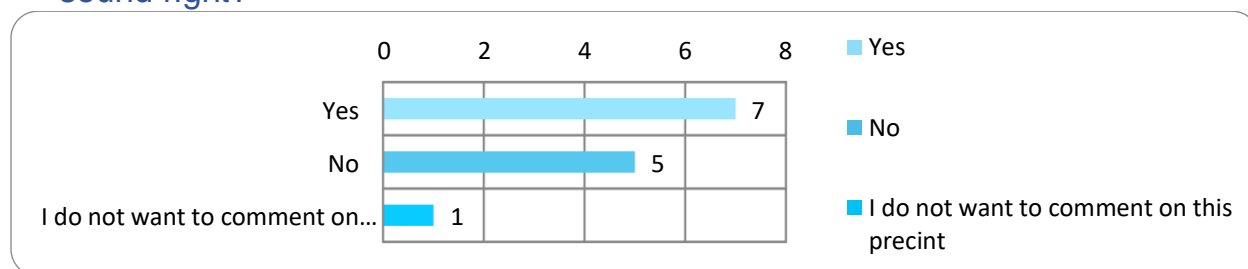
- It looks right for thirty years from now. I hope you will have parking for all this, or they will park on all the residential side streets. I realize Clearview residents would like to continue to have their attractive neighbourhood, but I fear it will be overwhelmed by the development all around it. Perhaps this is part of the plan?
- Mix income apartment style condos always breeds trouble with people occupying the units within from power play to jealousy to envious to inferior complex where control of Board members and others who have the power to obtain master keys can steal from units during absences of owners. There is favoritism of units to Board members targeting less/least liked unit occupants etc. and hence stealing occurs especially monetary, food, clothing items etc. Affordable housing complexes do not need to build nearby to increase crime activities to the existing neighborhood.
- Many of these design principles should be used through all development. For a Cafe type area, I believe north of Emery Ave would be better along with a pedestrian Village Square to give the village a centre.
- Aldershot is not having any success in attracting new restaurants due to parking and design of buildings. Consider incentives and design to actually create a dining destination.
- Provide more 'details'. What is the planned street width of Cooke Blvd. and do the contemplated heights take into consideration sunlight access and wind impacts to ensure that the street will function as planned - "creating a comfortable and vibrant pedestrian environment"?
- They condo should be kept at 6 storeys max. The denser the population the more crime, traffic congestion and traffic accidents.
- We agree in general this should serve as a unique retail and dining destinations, but Council must ensure this happens. As the Honorable Mayor Marianne Meed Ward has quoted: "we need to fight to protect jobs and industry as we plan the future mixed-use area around the 3 Go Stations and MTSA. The areas cannot simply be high density residential and token commercial. Complete communities require significant employment and that will be the focus for me as we complete the GO/MTSA planning. " Heights up to 19 story on the west side of Cooke adjacent to GO Central Precinct that allows up to 30 story's is ridiculous is ridiculous as the GO Central Precinct takes up a good portion of Cooke Blvd. West best suited for only 11 story heights, up to and including lands that face onto Masonry Ct. (i.e. 1074 Cooke Blvd.) There is really no separation on the east side of Cooke Blvd as this only contains 1 available plot of land. No to even 6 heights story as it backs on the 50-year established neighborhood of Clearview Ave. The east

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side of Cooke Blvd should only include the park as shown on the preferred precinct drawing and dining destinations.

- Further analysis is required to determine market demand for retail commercial uses - what is feasible and what infrastructure is needed to ensure success of businesses?
- Affordable housing is essential, as are unique retail and dining destinations. Without these considerations, people will continue to rely on their vehicles as the primary mode of transportation.

7. Aldershot Main Street Precinct - In your opinion, do the details of this precinct sound right?



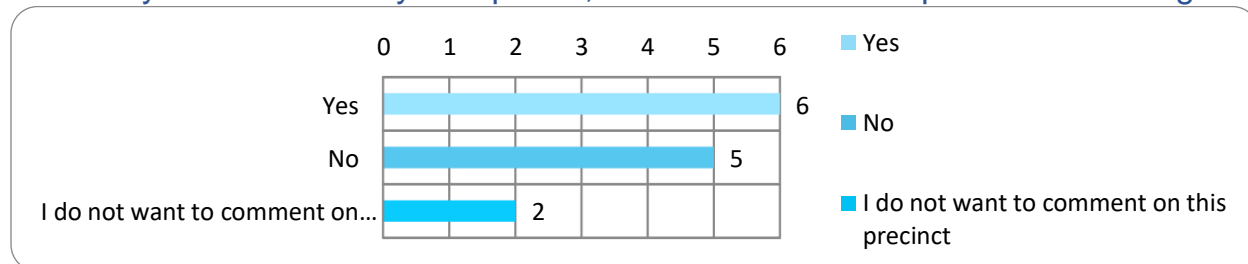
- I hope it will stay at 6 storeys on the south side of Plains Rd. E. The recent building applications seem to challenge this.
- Keep Apartment style condo at bay to no higher than existing 6-storey. There are existing crime activities surrounding Esso gas stations, rental building complexes across from Unsworth Ave and tent-city occupants (that needs to be evicted) in the 40 - 70 Plains Road low rise that had lived there to infinity it seems. The more units added to the apartment complex means more tensions built between unit owners naturally. The units with dogs barking will have relatives/close friends occupying unit 24/7 to avoid other units entering while vacationing (or unless they are the unit(s) that have access to Master Keys for committing petty crime of other unit(s) during owner(s) vacationing.)
- We need to watch that Plains has variation along the way. The Plains Road Village Vision was very well studied with transitions to mark the passing through different neighborhoods Plains Road Village Vision. We do not want Plains Road to become homogeneous line of mid to high-rise buildings from Daryl Drive to the QEW.
- How about 6 storeys + single detached units. Too many apartment style residential buildings in the neighborhood already. Looking like a slump area instead of community living at comfortable zones.
- As outlined the details of this precinct are perfect, but doubt their longevity In reality in the lands east of Cooke Blvd on Plains Road E , and this policy must include both sides of Plains Road East, have already had applications submitted for 10 -12 story buildings that are 1) 40-70 Plains Rd. E. at 10 storeys and under review and 2) 53-71 Plains Rd. East at 2 buildings 10 & 12 story and under appeal.
- Waterdown Road is a main thorough fare and gateway to connect to the Aldershot GO station. Further consideration should be given to the proposed heights of development. Through urban design and architecture, pedestrian scale can be achieved with greater

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than 11-st height. It is unclear how the boundaries of the various precincts have been determined. Additional information regarding market demand, growth and density, infrastructure and servicing is missing or out of date. These technical studies should be completed prior to determining maximum height permitted within the precinct. In the absence of the Region completing their MCR, and servicing capacity planning, it is unclear if the area will be able to achieve the target densities within the proposed planning horizon. It is also unclear how the proposed "potential" road connecting Waterdown and Howard has been determined in the absence of any master planning or cost sharing analysis for landowners.

- More green space. Worried about traffic from all of these buildings.
- Absolutely, precinct lands east of Cooke Boulevard on the south side of Plains Road E., that are adjacent to existing low rise neighbourhoods, must have a maximum height of 6 storeys. Functional retail and commercial spaces are essential to promote a walkable neighbourhood.

8. Emery Commons - In your opinion, do the details of this precinct sound right?



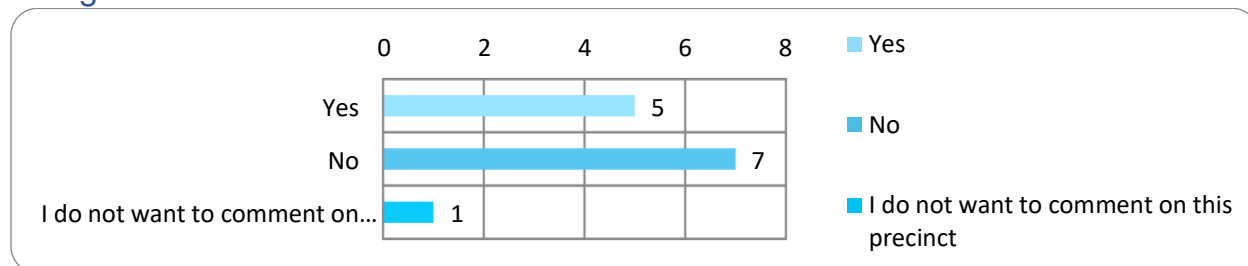
- What a sizable piece of land. Is it known if it is contaminated in any way? What an opportunity to create a new hub. Thinking of this, is it too short sighted to focus on Cooke Blvd as a gathering spot. Emery Commons could become that gathering spot.
- With increase apartment units in any proposed development means complicated occupants due to mix income for criminal activities, hatred that is unavoidable. Mix income means power play and so much dogs living in a large apartment style complex means noise control from dog barking is not respected from units that do not own pets.
- With the addition of some type of Village Square and more of the Cooke Commons theme of creating pedestrian friendly neighborhood
- The existing rental building on Howard are constantly calling 911 either for crime or for injuries and accidents. Please do not add more such tall buildings to the neighborhood.
- This area was extremely well designed from 2009 to 2016 with the building of the 7-purpose built rental properties known as Royal Gardens. This was an extremely well thought out complex, park like spacious settings and topping out at 12 storeys. Perfect. Also, in the area that was once CTC is a nice complex of Urban Towns and a little further to the east, the LaSalle Retirement Residences at 11 storeys. The existing area is something to strive for in any future development.
- It is unclear how the boundaries of the various precincts have been determined. Additional information regarding market demand, growth and density, infrastructure and servicing is missing or out of date. In the absence of the Region completing their MCR,

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and servicing capacity planning, it is unclear if the area will be able to achieve the target densities within the proposed planning horizon.

- Too high. More common spaces needed for these locations.

9. Aldershot GO Central - In your opinion, do the details of this precinct sound right?



- What is Major Office exactly? And given recent Covid-19 events, will people still be gathering in large corporate spaces.
- As mentioned, the proposed 30-storey of human population breeds complexing because of mix income issues and dog barking population. Noise cannot be contained properly with so many living under one roof as well as crime activities, power play of Board members, Master Key holders (from unit9s) within building etc. and monthly fee(s) spent on weekly grass cutting, monthly fire alarm testing, smoke detector inspection and annual exterior window cleaning only.
- I believe this is too tall for the plan knowing that developers will often push to exceed the plan
- Locate "PS" in this precinct to support the objectives of a significant concentration of residential, office, retail and commercial uses as well as being a preeminent destination for affordable housing.
- Too many apartment towers condo in this hood. Looking like the slumps and tent-city of the future. Where is enjoyment over crime scenes? Night time hear of sirens from 911 calls and illegal fireworks in apartment balconies around Victoria Day and July 1st after 11pm for consecutive 4-5 days nonstop already. You are considering more crime and unrest of the neighborhood here?
- This whole area is basically a non-starter!!!!!! Metrolinx owns the lands to the west of the project for parking as shown on the MTSA Precinct Plan. The developer has already completed their Town House/ low rise project that takes up the major portion up to Cooke Blvd. Of the remainder up to Waterdown Road is the watershed control /park, leaving not more than a couple of acres of available land for their ridiculous proposal of 3 to 4 towers and proposed 18 -37 story. Too much for a couple of acres. To include the south side Masonry at Cooke Blvd in this precinct is another failure and should be included in the Cooke Commons precinct. The parcel of land available at 1061-1074 Cooke Blvd is just too small to appropriately accommodate 30 and 32 story towers. unless King Construction vacates, and all the land is remediated for contaminants, this

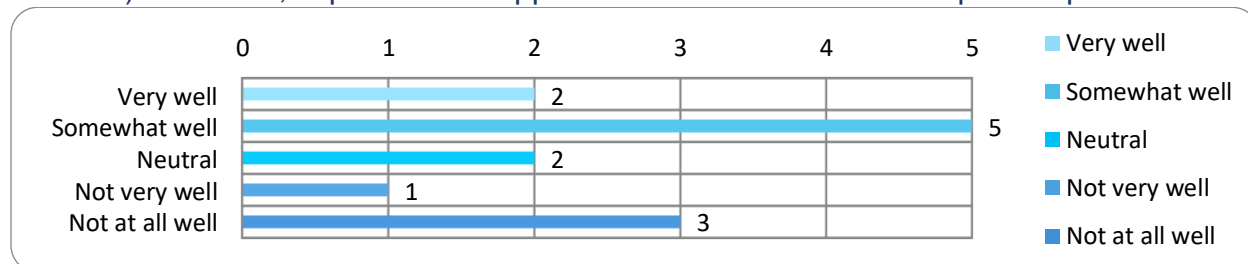
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area is unsuitable for development. Lastly the wet lands to the North of the Go Station are not a viable option. In short scrap this one.

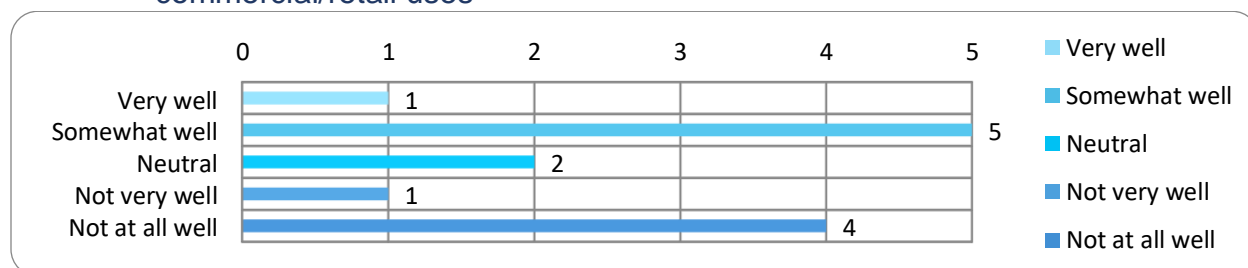
- Additional information regarding market demand, growth and density, infrastructure and servicing is missing or out of date. These technical studies should be completed prior to determining maximum height permitted within the precinct. In the absence of the Region completing their MCR, and servicing capacity planning, it is unclear if the area will be able to achieve the target densities within the proposed planning horizon.
- Too tall.
- The traffic from these buildings will be a problem on preexisting streets.
- Safe, well-lighted pedestrian access, as well as retail opportunities for evening commuters is essential.

10. Aldershot GO MTSA Overall Preliminary Preferred Precinct Plan - Thinking about what you thought of each precinct and of the precinct plan as a whole, how well does the precinct plan:

a) Increase, improve and support the creation of enhanced public spaces

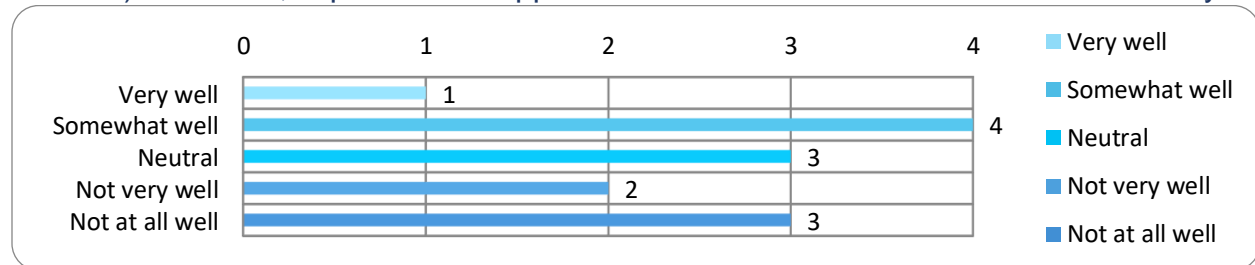


b) Increase, improve and support the creation of community amenities, including commercial/retail uses

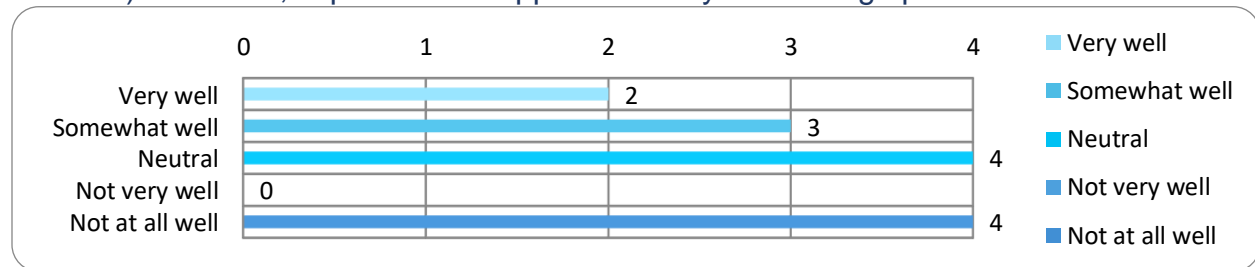


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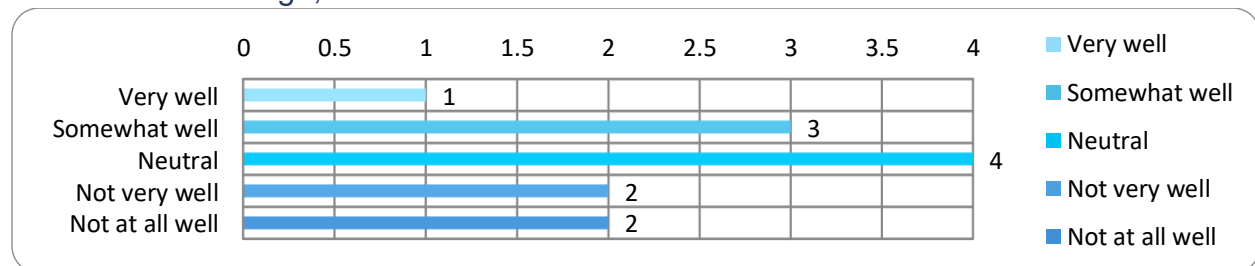
c) Increase, improve and support safe and functional and multi-modal mobility



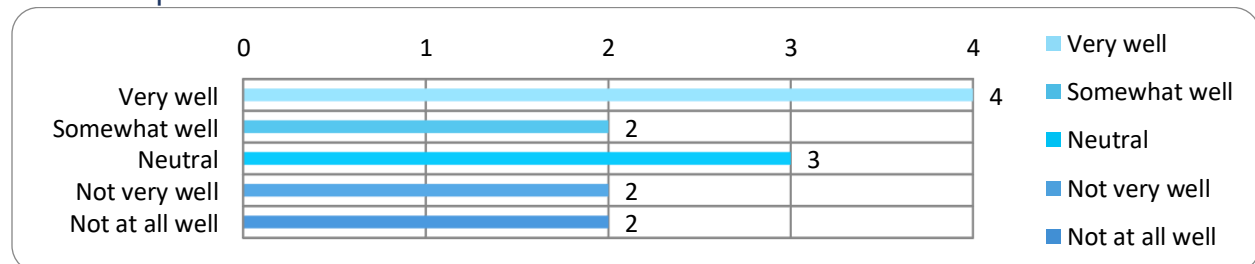
d) Increase, improve and support a variety of housing options



e) Shape the development of private spaces, including the use of architecture and design, scale and character

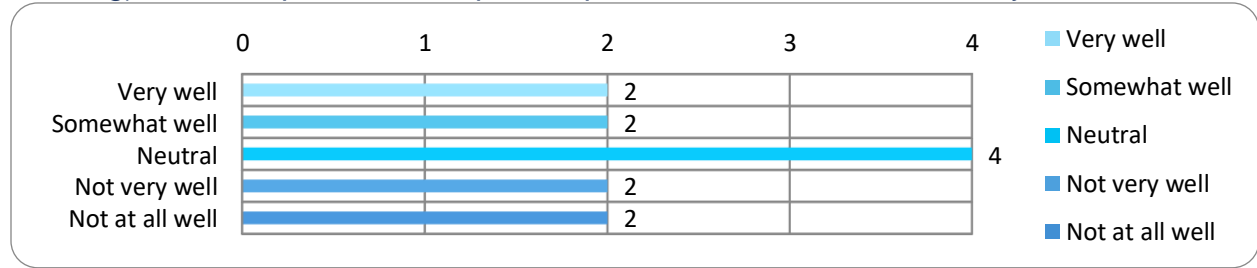


f) Increase, improve and support public engagement in the MTSA planning process

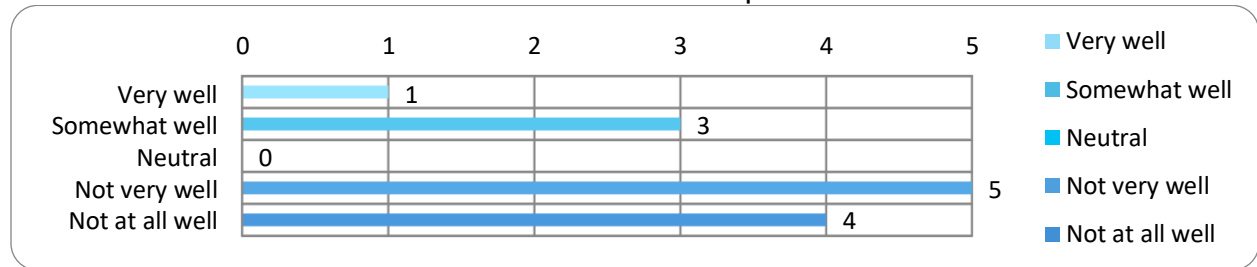


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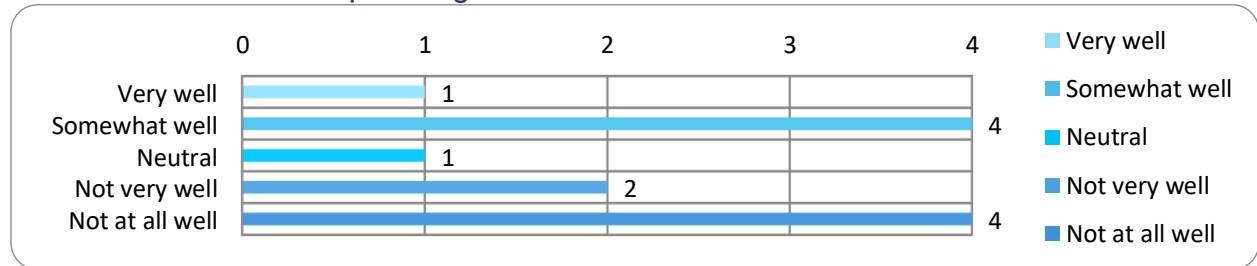
g) Address parkland and public space in a fair and inclusive way



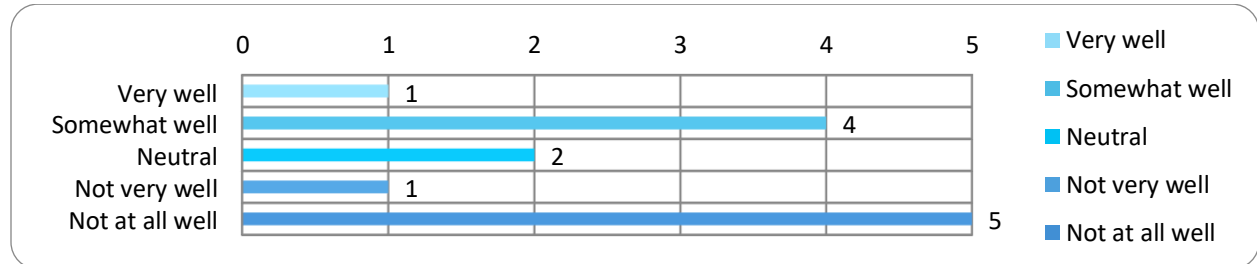
h) Address traffic congestion by supporting public transit and investing in infrastructure and facilities for active transportation



i) Address building height and transition concerns through clear explanations, rationale and planning for transitions



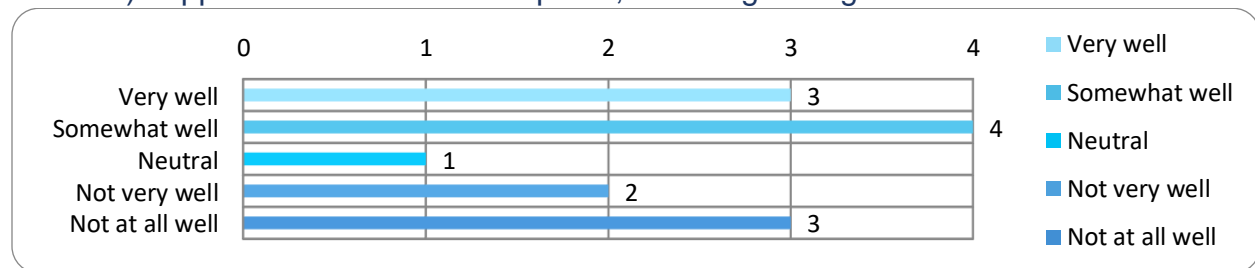
j) Protect established residential neighborhoods by providing built form, height and transition direction



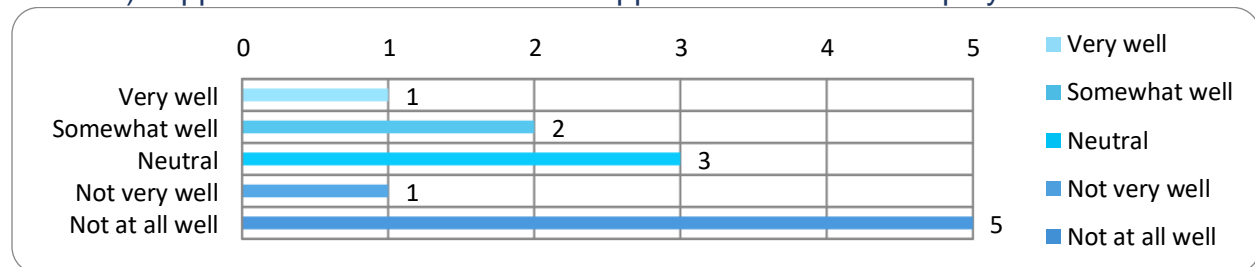
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11. Thinking about each of the precinct plans and the Aldershot GO MTSA as a whole, how well does the preliminary preferred precinct plan consider?

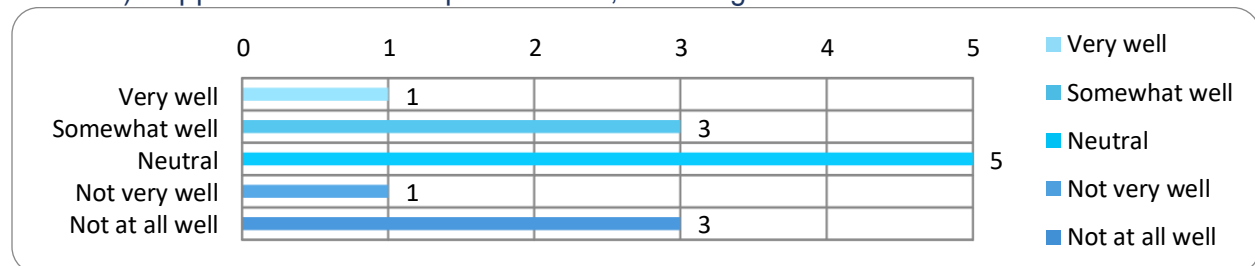
a) Opportunities for new bike paths, including through Aldershot Park



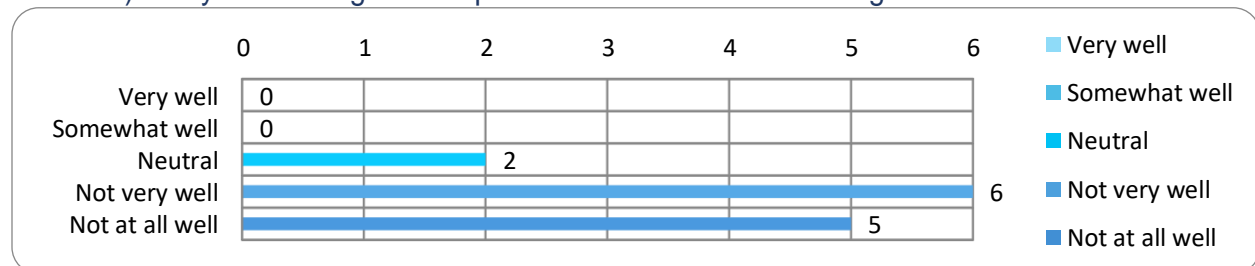
b) Opportunities for amenities to support residents and employees



c) Opportunities for complete streets, including Cooke Boulevard

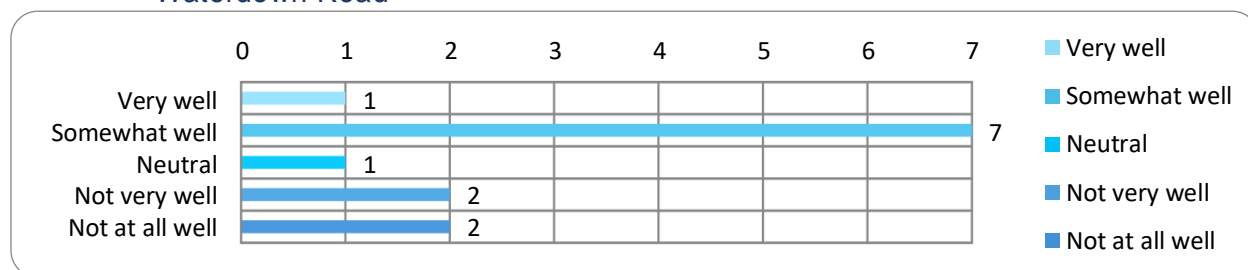


d) Ways to manage the impacts of increased traffic along Plains Road

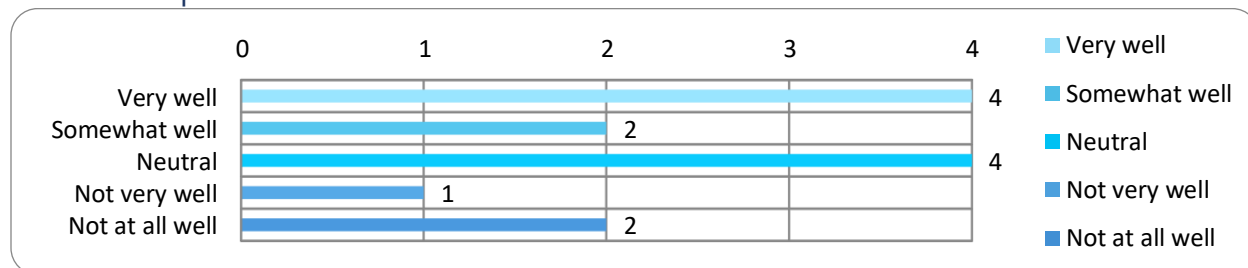


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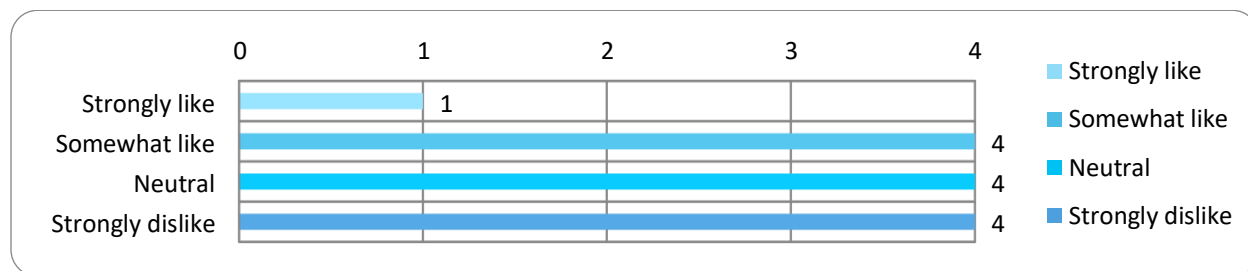
e) Opportunities to incorporate mid-rise development along Plains Road and Waterdown Road



f) Excluding the low-density residential properties located on Clearview Avenue and a portion of St. Matthew's Avenue



12. Thinking about all your responses to each precinct above, how do you feel overall about the Aldershot MTSA plan?



- More detail is needed. The label "precinct" is bothersome. It makes me think of old American police shows. Definitely a negative association.
- Not agreeing on apartment complexes above 6-storey and affordable housing in the area. This will increase crime rate with complexity of human population and interaction of dog and barking issues. The neighborhood will not be safe and traffic congestion will be an issue.
- More comprehensive design and details are needed on complete streets, linear parks and addressing congestion.

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- Besides worsening the crime situation, please consider removing Solid Gold establishment and the 40 - 70 Plains Road East tenants (look like from Hamilton's tent city spill over) making existing neighborhood looking like slumps and crime unresolved. Bad young drivers on the roads and hearing 911 sirens on Plains Road East more often than not.
- In the absence of new or updated technical studies, the "preferred" precinct plan remains nearly unchanged from the 2018 plan. Further analysis should be considered with greater transparency to the public. The process by staff seems rushed given the amount of time that has passed since the Mobility Hub studies were placed on hold and the market changes that have taken place over the past 2-yr period (i.e. COVID-19, escalating housing costs, escalating construction costs, etc.)
- Please remove affordable housing, Solid Gold and residents of existing 40 - 70 Plains Road East slumps. These tenants add to existing crime that are not monitor or control by authority. More recently, fireworks on consecutive nights during June 29 - July 4, 2021 past 11pm in balconies of existing condo buildings and neighborhood surrounds near Cooke Blvd and Plains Road East intersection
- There has not been any definitive information provided about how increased traffic along Plains Road East at Waterdown Road and Cooke Boulevard is being addressed. Without a plan or proposed outline, it's difficult to trust that these considerations are being seriously addressed. Also, although the approach of limiting building height to six storeys along the south side of Plains Road E adjacent to low-rise housing is desirable and preferred by existing residents, until a more firm commitment is made to this end, the plan will not receive perfect marks.

13. Is there anything else you would like to share about the Aldershot GO MTSA Preliminary Preferred Precinct Plans?

- At the Zoom meeting tonight, (Oct. 13/21) no one could answer how many people would fill these spaces but there must be some estimates. The MTSA plans must be looking for certain densities. I believe Rick Craven gave us numbers a few years ago. At a meeting about mobility hubs a number of years ago, a planner asked me if I was familiar with the neighbourhood around Eglinton and Yonge in Toronto. I was. He said the mobility hubs would have that kind of density. How can Burlington plan without numbers? Better reparation needed to answer questions at these meetings, I think. Virtually none of the typed questions were answered. Only the spoken ones?
- Solid Gold and low-rise occupants (tent city like) from 40 -70 Plains needs to be evicted without further delays from existing. They aid with existing crime activities and 40 -70 Plains are contributors to firework activities on June 30, July 1, 2 and 3rd that causes disturbances to the quiet neighborhoods in the area and surrounds.
- The City has a duty not just to its existing residents, but to the tens of thousands of future residents that will live in these new developments. While the number of people complaining about the impacts on their single-family homes may be perceived as

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significant, the number pales in comparison to those looking for opportunities to rent or buy housing that fits *their* lifestyles, which includes higher density.

- A centralized community centre with a pool, park, library and gym etc. is needed in this area especially with the population expected. Aggressively work to attract a grocery store. Potentially attract a new concept store that is cashier less. Aim for a 15min neighborhood.
- Please remove Solid Gold Establishment and 40 - 70 Plains Road East tenants without delays!!!
- What happened to the Aldershot village feel. Stop selling out to building development firms that have no prior experience like ADI. Increase the housing developments but look at the eye sore at Burlington Station it doesn't fit in at all with the overall look
- Why is the City taking so long to decide on these development projects but rid of Solid Gold Establishment, Affordable housing units and the tenants of 40 - 70 Plains Road East low-rise slump neighborhood?