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234-2020-651

Dear Regional Chair Gary Carr and Mayor Marianne Meed Ward:

We are writing you today to provide clarity on removing the Downtown Burlington mobility hub and Major Transit Station Area (MTSA) designation in the Region of Halton's Official Plan. We recognize the need for municipal flexibility and how one-size does not fit all. **A Place to Grow: Growth Plan for the Greater Golden Horseshoe** is responsive to the needs of local communities and supports local decision-making.

We would like to confirm that there is no provincial requirement for mobility hubs to be identified in municipal official plans, including Downtown Burlington. As a result of extensive advocacy from MPP Jane McKenna since July 2018, we agree that the John Street bus terminal does not constitute a mobility hub given that it is not at the intersection of multiple Frequent Rapid Transit Network routes. Consequently, we have directed Metrolinx to remove legacy documents that refer to the 2008 mobility hubs, including the Guidelines.

We acknowledge that, in 2011, under the Liberal government, the then Minister of Municipal Affairs and Housing made the decision to identify the Downtown Burlington mobility hub when approving the Region of Halton's Official Plan. This decision was taken with the advice of Metrolinx, based on the 2008 Regional Transportation Plan.

Furthermore, the 2041 Regional Transportation Plan, issued in 2018, refined the concept of mobility hubs to focus on MTSAs along subway lines and priority transit corridors, as identified in Schedule 5 of **A Place to Grow**. As a result of changes to the policy framework for planning in the Greater Golden Horseshoe by our government, we do not require mobility hubs to be identified in municipal official plans.

Therefore, the Region of Halton, working with the City of Burlington, has the ability to remove the identification of a mobility hub and an MTSA in Downtown Burlington, centred on the John Street bus terminal, from its Official Plan.

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This can be implemented through a municipal official plan amendment under section 17 of the *Planning Act*, outside of a municipal comprehensive review, as this is not a matter of conformity with **A Place to Grow** given that mobility hubs are not a component of the Growth Plan. Alternatively, the Region of Halton and the City of Burlington may address this matter at the time of the next municipal comprehensive review, as part of an official plan amendment initiated under section 26 of the *Planning Act*.

In a letter dated November 12, 2019 from the Minister of Municipal Affairs and Housing, we indicated that our government has taken the position that municipalities may choose to take a phased approach to their municipal comprehensive review through multiple municipal official plan amendments under section 26. This means that the Region can submit an amendment to remove the Downtown Burlington mobility hub and MTSA designations in the Region of Halton's Official Plan now.

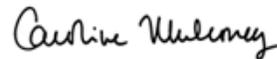
We want to thank MPP Jane McKenna for bringing this to our attention and for her tireless advocacy on this issue.

If you have any questions, please feel free to contact Alex Beduz, Chief of Staff, Office of the Minister of Municipal Affairs and Housing, at alex.beduz@ontario.ca.

Sincerely,



Steve Clark
Minister of Municipal Affairs and Housing



Caroline Mulroney
Minister of Transportation

C. Head, planning departments of City and Region