



**Community Planning, Regulation and Mobility Committee Meeting
Addendum**

Date: April 12, 2022
Time: 1:00 p.m. and reconvening at 6:30 p.m. (if required)
Location: Council Chambers - members participating remotely

Pages

5. Regular Items:

5.1. Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)

- | | |
|--|---------|
| a. <i>Staff Presentation regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | 1 - 11 |
| b. <i>Delegation from Alicia DeFreitas regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | |
| c. <i>Delegation from Don Fletcher, representing Citizens Plan B, regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | 12 - 21 |
| d. <i>Delegation from Ira Kagen and Kristie Stitt, representing Kagan Shastri LLP, regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | |
| e. <i>Correspondence from Yvonne Miller regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | 22 - 23 |
| f. <i>Correspondence from Lisbeth Fregonese regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | 24 - 24 |
| g. <i>Correspondence from Sarah Tos regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | 25 - 25 |
| h. <i>Correspondence from Brenda Smith regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i> | 26 - 26 |

i.	<i>Correspondence from Elyse Matthews regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i>	27 - 27
j.	<i>Correspondence from Scott Tutching regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i>	28 - 28
k.	<i>Correspondence from Liz Newberry regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i>	29 - 29
l.	<i>Correspondence from Burlington Sustainable Development Committee regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i>	30 - 47
m.	<i>Correspondence from David Bronskill, representing Goodmans LLP, regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i>	48 - 51
n.	<i>Correspondence from Bob Wiley regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i>	52 - 52
o.	<i>Correspondence from Judy Johnson regarding Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road (PL-24-22)</i>	53 - 53
5.2.	<i>Waterfront Hotel Planning Study (PL-28-22)</i>	54 - 449

Note: This item will be the subject of a Special Council meeting immediately following the April 12, 2022 Community Planning, Regulation and Mobility Committee meeting.

a.	<i>Correspondence from David Falletta, Bousfields Inc., representing Burlington 2020 Lakeshore Inc., regarding the Waterfront Hotel Planning Study (PL-28-22)</i>	450 - 455
b.	<i>Correspondence from Ron Porter, representing Citizens Plan B, regarding Waterfront Hotel Planning Study (PL-28-22)</i>	456 - 466
c.	<i>Correspondence from Vince and Michelle Volpe regarding Waterfront Hotel Planning Study (PL-28-22)</i>	467 - 467
d.	<i>Correspondence from Yvonne Miller regarding Waterfront Hotel Planning Study (PL-28-22)</i>	468 - 468
		469 - 471

- e. *Correspondence from Warren Bell regarding Waterfront Hotel Planning Study (PL-28-22)*
- f. *Correspondence from Paul Roberts regarding Waterfront Hotel Planning Study (PL-28-22)* 472 - 472
- g. *Correspondence from Lucila Branco regarding Waterfront Hotel Planning Study (PL-28-22)* 473 - 473
- h. *Correspondence from Efraim Halfron regarding Waterfront Hotel Planning Study (PL-28-22)* 474 - 474
- i. *Correspondence from Patric Murphy regarding Waterfront Hotel Planning Study (PL-28-22)* 475 - 475
- j. *Correspondence from Marie Houde regarding Waterfront Hotel Planning Study (PL-28-22)* 476 - 476
- k. *Correspondence from Fred Koornneef regarding Waterfront Hotel Planning Study (PL-28-22)* 477 - 477
- l. *Correspondence from Mira and Ragai Louis regarding Waterfront Hotel Planning Study (PL-28-22)* 478 - 478
- m. *Memorandum from Mark Simeoni, Director of Community Planning, regarding Waterfront Hotel Planning Study (PL-28-22)* 479 - 481

Recommendation Report

Applications to amend the Official Plan and Zoning By-law

Applicant: Burlington 2020 Lakeshore Inc.
Address: 2020 Lakeshore Road
File: 505-10/21, 520-11/21
Date: April 12, 2022
Report: PL-24-22

Overview of Development Site



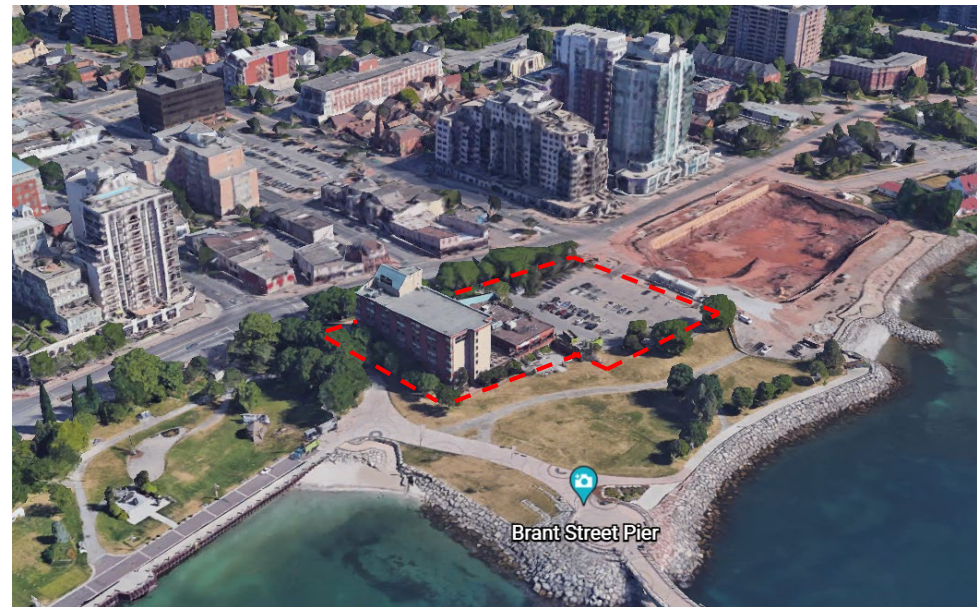
2020 Lakeshore Rd

Site Area: 0.76 hectares

Frontage on Lakeshore Rd: 114 m

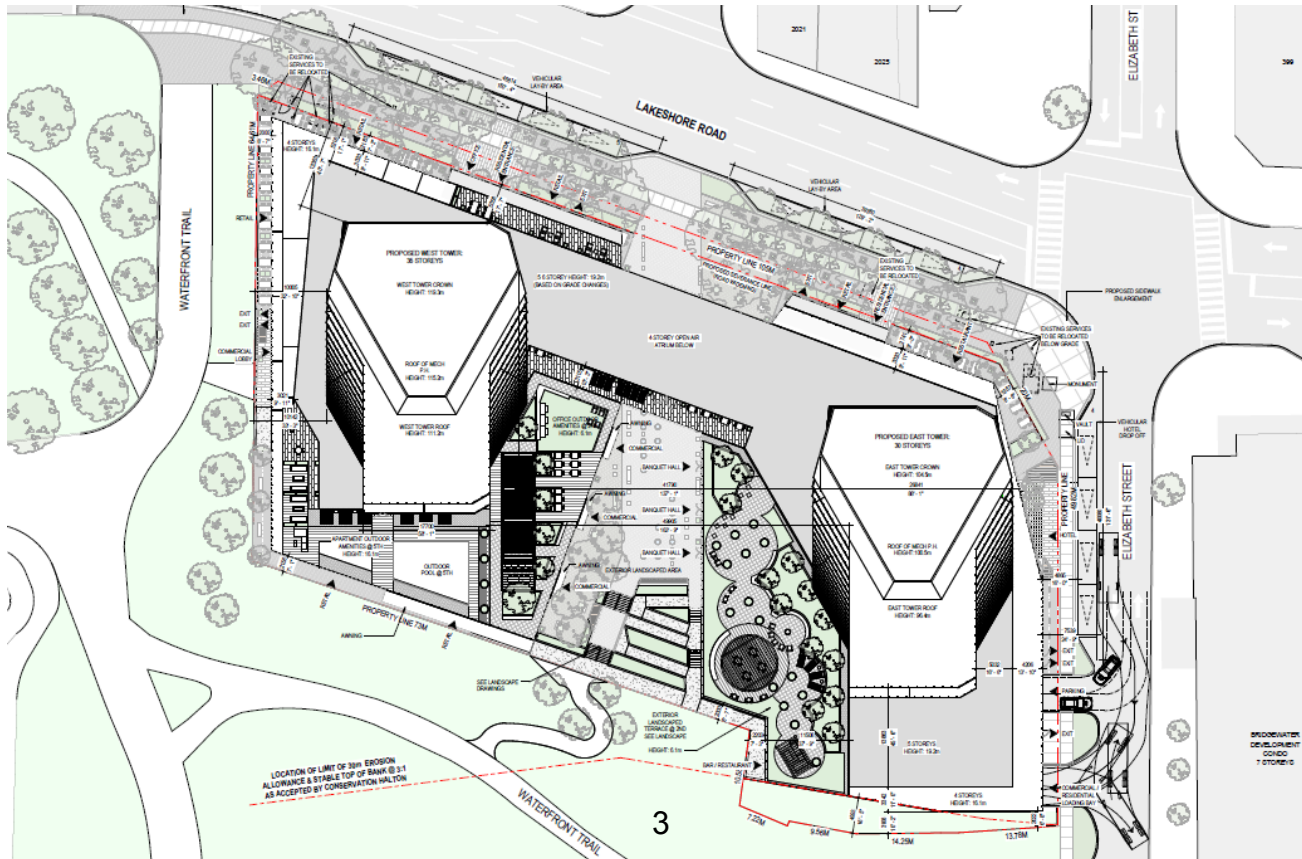
Frontage on Elizabeth St: 50 m

Existing zoning: DW



Proposed Mixed-Use Development

- Residential: 557 apartments
- Hotel: 122 suites
- Retail/commercial: 4,445 m²
- Office: 4,348 m²
- Two tall buildings: 35 & 30 storeys with 5-storey podiums
- 598 parking spaces
- Proposed Floor Area Ratio: 7.8:1



Policy Context

- Provincial
 - Provincial Policy Statement (PPS), 2020
 - A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)
- Regional
 - Halton Region Official Plan (ROP)
- Local
 - City of Burlington Official Plan
 - City of Burlington Zoning By-law 2020

Provincial Policies

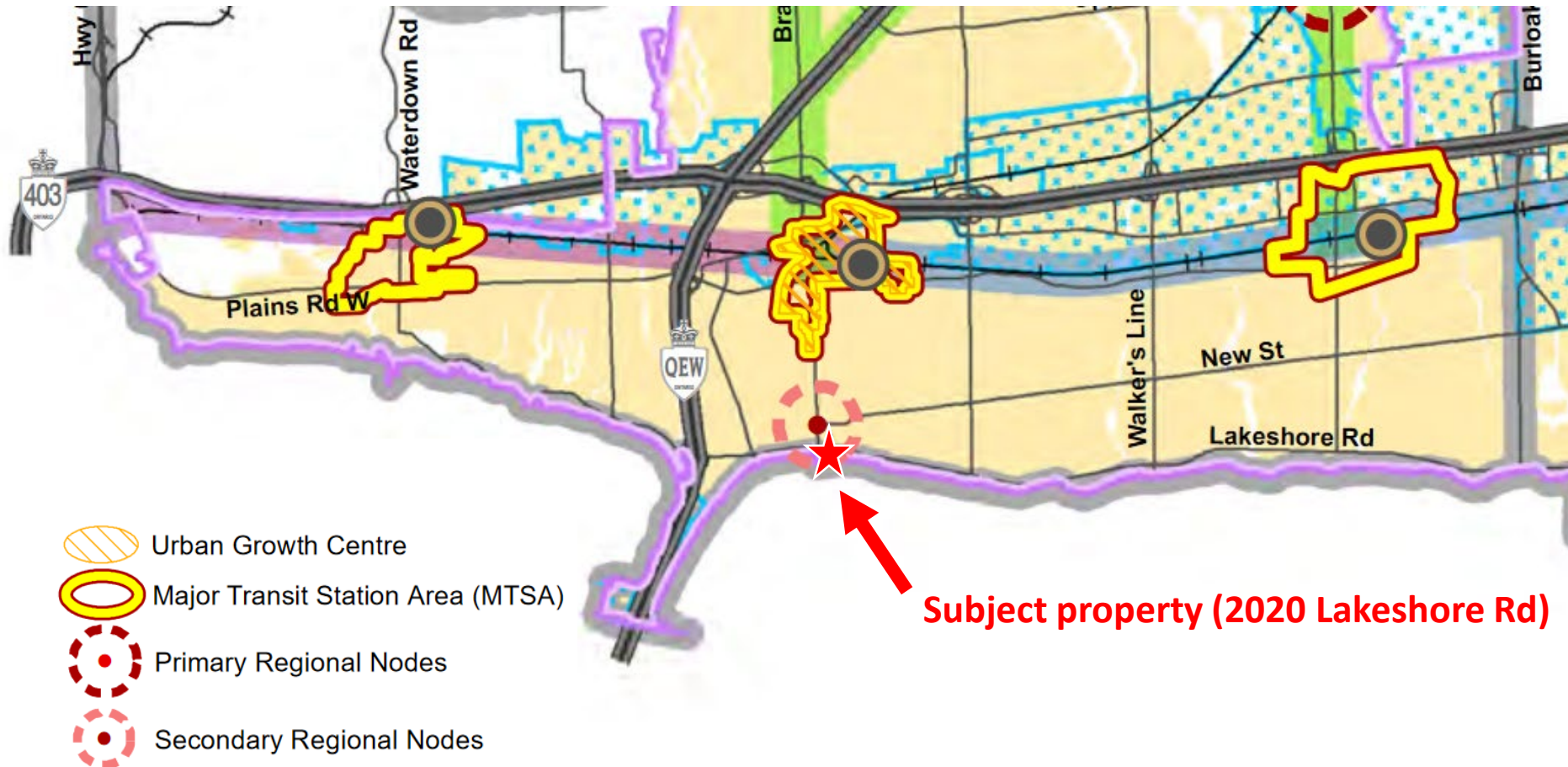
The subject applications are not consistent with the Provincial Policy Statement, 2020 (PPS)

The subject applications do not conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (“the Growth Plan”)



Halton Region Official Plan

The subject applications do not conform to the Halton Region Official Plan (ROP)



Burlington Official Plan

Current Official Plan (1997 as amended)

Designation:	Wellington Square Mixed-Use Precinct
Policies:	Require a master plan for the subject property

New Official Plan (2020) (subject to appeals)

Designation:	Downtown Waterfront Hotel Planning Study + within Primary Growth Area
Policies:	Require a planning study for the subject property + Primary Growth Area = priority location for growth, investment

Requested Official Plan Amendment

Designation:	Wellington Square Mixed-Use Precinct with site-specific policies
Permits:	Maximum height: 35 storeys, 119.3 metres Maximum Floor Area Ratio: 7.8:1

Burlington Zoning By-law

Zoning By-law

Zone:	DW
Permits:	Mixed uses Maximum height: 8 storeys, 29 m Maximum Floor Area Ratio (FAR): 5.0:1

Requested Zoning By-law Amendment

Zone:	DW-XXX
Amendments:	Maximum height: 35 storeys, 119.3 m Maximum Floor Area Ratio (FAR): 7.76:1 Reduced parking Site-specific yard/setback requirements Reduce deemed width of Lakeshore Rd (30 m to 24 m) Deem that visibility triangle is not required

Waterfront Hotel Planning Study



Staff have considered the findings of the Waterfront Hotel Planning Study in the review of the development applications.

Public Consultation

- Public comments expressed concerns with:
 - Scale, massing, and height
 - Setbacks, stepbacks, and siting
 - Compatibility with Spencer Smith Park and surrounding area
 - Impacts to lake views and access to the waterfront
 - Changes to character of Downtown
 - Shadow and wind impacts
 - Traffic impacts
 - Parking
 - Other concerns discussed in report PL-24-22

Conclusion & Recommendation

- The subject applications:
 - Are not consistent with the Provincial Policy Statement (PPS)
 - Do not conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan)
 - Do not conform to The Region of Halton Official Plan (ROP)
 - Do not conform to the City of Burlington Official Plan (OP)
 - Do not conform to the City of Burlington New Official Plan (New OP)
 - Do not satisfy the Key Policy Directions endorsed by Council for the site
- Staff recommend refusal of the applications



Citizens' PLAN B Delegation

Statutory Public Meeting re: Planning's Recommendation PL-24-22

D. Fletcher
April 12th, 2022

Vrancor Application

- **Mixed use development featuring:**
 - **Two towers (30 & 35 storeys) atop 5/6 storey podium**
 - **557 residential units & 122-room hotel**
 - **4 floors underground parking**
 - **Floor Area Ratio 7.6:1**
- **Level of intensification proposed heavily dependent on MTSA/UGC designations downtown**
- **Application originally submitted October 22nd (just prior to ROPA 48) but not deemed complete until December 17th, now being assessed & decided on by City on April 12th, 2022 (prior to April 16th deadline).**

THIS IMAGE SOLELY REPRESENTS PLAN B'S INTERPRETATION OF THE PROPOSED DEVELOPMENT

Application from PLAN B's Perspective

- Our focus remains on ensuring that any redevelopment of the Waterfront Hotel
 - Enhances the Brant Street gateway to Lake Ontario &
 - Extends the green/ open space of Spencer Smith Park
 - The Application fails to accomplish either.
- We acknowledge & respect the property owner's right to profit from his investment, and that this will necessitate a "reasonable" amount of massing & building height.
 - The BUD panel experts & majority of residents consider inappropriate for its' context.
- PLAN B has sought a "Win Win Win" for all parties.
 - Application provides little to no evidence that community feedback has been considered

Planners' Assessment (PL-24-22) of Application

- *Proposed development is at a scale & intensity that is inappropriate for the existing & emerging local context.*
- It is not consistent with the Burlington OPs, Halton ROP or Ontario Provincial Policy Statement (PPS) & does not conform to local policies of built form, urban design & parkland dedication
- Application has not provided for land being conveyed to the City under existing Parkland Dedication policies & by-laws. Parks Design & Construction clearly requires land on the West & South sides of the property to improve pedestrian mobility and access for emergency/ maintenance & large event vehicles, for the future. *The City can exercise this right, in good faith.*

Planners' Assessment (PL-24-22) cont'd

- Only 4 of 13 Intensification Criteria (1997 OP) are satisfied, and 8 of 16 WHPS June 2018 Key Policy Directions are met.
- Applicant's Park Concept Plan offers a public washroom, but is sadly deficient in integration of planned development with Spencer Smith Park.
- Shortfall of 100 +/- parking spaces
- Below-grade parking that is built out to lot lines (& apparently beyond) ignoring the 3m setback Zoning By-law requirement.
- Ramp from underground parking that does not provide minimum 7.5m setback to allow those exiting in cars to see pedestrians & cyclists at street level.
- 49 of 53 (arguably healthy) trees on-site and within 5m will be removed.

PLAN B endorses Planning's Recommendation

- The analysis is objective, well-researched and comprehensive.
- Based on the extent of the deficiencies, errors & omissions and violations identified in the analysis, the Approve with Modifications option that we recommended at the February 15th Statutory Public Meeting is obviously not workable.
- PLAN B wholeheartedly endorses recommendation PL-24-22 to **REFUSE this application**

Waterfront Hotel Planning Study Impact

- The Preferred Concept 2022 provides a development design concept that balances the viewpoints of Residents, vision of City & its' Planners and the needs of the Property Owner. It also solidifies the City's Parkland Dedication requirement.
- 16 Key Policy Directions (PB-23-18) have already provided a planning framework & informed the Applicant's development of the Application & the Planners' Assessment.
- WHPS PL-28-22 will uniquely influence any future:
 - Negotiations between the City & the Applicant
 - OLT appeal(s)
 - New Application(s)
- PLAN B strongly recommends that **WHPS PL-28-22 (as amended) be approved without delay.**

Assuming PL-24-22 Approval, What's Next?

- Reach out to Vrancor < 20 days, attempting to:
 - Separate Wants from Needs
 - Establish WHPS's TPC 2022 as Basis for Moving Forward
 - Negotiate a "Win Win Win"
- Be Prepared for OLT Appeal

Apply Lessons Learned at OLT

➤ **Develop a Comprehensive Strategy**

- Identify Points of Leverage
- Establish Goals

➤ **Build Competent Multi-disciplinary Team**

- Top Gun Litigator(s)
- Bona fide Expert Witnesses
- Project Manager

➤ **Execute Plan**

- With Passion & Persistence



Questions?



From: Yvonne Miller [REDACTED]
Sent: Thursday, April 7, 2022 11:21 AM
To: Rudy, Jo-Anne <Jo-Anne.Rudy@burlington.ca>
Subject: Fwd: Waterfront Hotel proposal.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Jo-Anne,

I sent this letter below on March 31st.

Could you please have it read at the meeting scheduled on April 12th, in particular note the entrance planned from Elizabeth St, which is constantly congested already with large deliveries to The Pearl Hotel, stretch limo's, and the hundreds of cars to the Bridgewater Condo's.

Also note the many cars dropping the public off for access to the parkland.

I don't wish to be a delicate as long as these grievances will be heard in the decisions making process by the people involved.

Thank you sincerely,
Yvonne

----- Forwarded message -----

From: **Yvonne Miller** [REDACTED]
Date: Thu., Mar. 31, 2022, 11:45 a.m.
Subject: Waterfront Hotel proposal.
To: Douglas, Thomas <thomas.douglas@burlington.ca>, <jo-anne.rudy@burlington.ca>, Office of the Mayor Mailbox <mayor@burlington.ca>

Hello Thomas,

I have written and sent notices of photos referring to the objections with respect to the height of proposed towers and podium as well as the entrance from Elizabeth St to the proposed entrance of the new development which is next door to The Bridgewater and Pearl Hotel.

I live at [REDACTED] and would be significantly compromised by the development proposed, as well as many neighbor's, the public and tourists visiting our beautiful waterfront. Please have my voice heard at your next meeting to:

Change the entrance proposed for Elizabeth St.

Lower or take away the podiums.

Lower the height of both towers.

I send this with all due respect for everyone concerned.

Sincerely,

Yvonne Miller

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: 35+ Story Building
Date: Saturday, April 9, 2022 10:08:13 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a 25 year plus resident of Burlington. I have enjoyed the nature, trees and especially the lake that I am a short walk from.

I have watched this quaint town slowly turn into another Mississauga with all the new buildings. Now you are planning 2 30-35 story buildings right in the Centre of our most precious real estate in this town. A place where everyone comes to enjoy the park like grounds. You are carelessly replacing this green setting with more high rise buildings.

When will you have enough? Once you have managed to destroy the beauty of our town? Money, money, money....I am so sick of the greed and the complete neglect to nature and the people of this community who by the way are the ones paying the taxes.

Please stop this project now.

Lisbeth Fregonese

Sent from my Galaxy

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: 2020 lakeshore proposal
Date: Saturday, April 9, 2022 10:35:26 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello there,

I am a current resident in downtown Burlington. There are already three buildings in progress downtown. With yet another 30+ storey building being proposed. The build spot at Brant and James is already annoying at the limited intersection, and can't imagine what traffic will be like when that building opens. That being said, I am against this new development at 2020 lakeshore. Lakeshore rd can only accommodate one lane of traffic each way, how are we going to deal with the new influx of inhabitants and the traffic it will bring to the downtown. It's already impossible to get down lakeshore at certain times of the day. Don't destroy our beautiful waterfront even further with these two large buildings. Construction will impede the use of the best part of the waterfront and no doubt take up all the gorgeous space available to people near the pier. With all these new developments happening in such a small area, downtown Burlington will be gridlocked during peak season. How are all these people going to get to their homes when certain roads close in the summer time for events. How are people going to get home when sound of music and rib fest bring so many people to the downtown area. It's going to be a messy nightmare for most that live on lakeshore already. The old heritage charm of Burlington that everyone loves is getting ruined.

Sincerely,
Sarah Tos

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: Re proposed new high rise buildings
Date: Sunday, April 10, 2022 6:33:52 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

No! Just No! They would be so very out of place, towering over what we already have. PLEASE, do not allow these. Burlington is not Toronto! We cherish our waterfront.

Brenda Smith

[REDACTED]

Burlington.

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: Proposed buildings 2020 lakeshore road
Date: Sunday, April 10, 2022 8:00:57 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening

As a burlington resident I am emailing to voice my disapproval of the proposed 30 and 35 story buildings at 2020 lakeshore road. I am not opposed to further densifying our city, I just think it should be done along the go train stations where people can more easily use public transit. The little roads in the downtown can hardly sustain traffic as it is. Parking is an issue already, and construction is seemingly endless. Please don't allow this monstrosity. If we need more buildings please build them near the go stations where people can access the highway and public transit.

Elyse Matthews

From: [REDACTED]
To: [Mailbox, Clerks](#); [Mailbox, Office of the Mayor](#); [LIST - Office of Ward 2](#)
Subject: Fwd: Burlington 2020 Lakeshore
Date: Monday, April 11, 2022 9:22:57 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

----- Forwarded message -----

From: Scott Tutching [REDACTED]
Date: Mon, Apr 11, 2022 at 9:09 AM
Subject: Burlington 2020 Lakeshore
To: <samantha.romlewski@burlington.ca>, Thomas Douglas
<thomas.douglas@burlington.ca>

Good Morning,

I know you are meeting tomorrow to discuss the new 30 plus storey project. The fact that this is even being considered is absurd. My partner and I love Burlington and we both understand that we have to evolve. However destroying the waterfront with enormous buildings is a complete disaster, not only to the beautiful landscape but the wildlife itself. The traffic that this will cause on Lakeshore is also an extreme disadvantage. We believe it will have a negative impact on the lifestyle of our current residents as well as new ones considering moving in.

We are very concerned citizens and vote against this project all together.

Thank you for your time,
Scott

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: Proposed buildings
Date: Monday, April 11, 2022 10:00:47 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

I am a resident of Burlington and I am very concerned about the 2 proposed buildings at 2020 Lakeshore.

I don't think this is a good idea as it will cause too much traffic downtown and destroy the quaint look of downtown. Please consider this and don't allow these buildings to be built.

Liz Newberry

Get [Outlook for iOS](#)

headerTo: Thomas Douglas, Planning Department of City Building
Date: March 21, 2022
Regarding: **2020 LAKESHORE ROAD**
File No(s): 505-10/21 & 520-11/21
Description: Burlington 2020 Lakeshore Inc. - 2020 Lakeshore Rd.



Overall Recommendation:

- ☐ Support
☐ Support with Modifications/Conditions
☐ Oppose

Appreciated Follow-up:

- ☒ Planner response
☒ Developer response
☒ Meeting with SDC
☐ Nothing at this time

Summary of Recommendations:

2020 Lakeshore Road is one of Burlington's most high profile and premier addresses. Given its proximity to the Lakeshore Road and Brant Street intersection and Spencer Smith Park, it is a very reasonable expectation that any development in this area should enhance Burlington's Downtown precinct and serve as a great symbol of what Burlington is all about. It should be a development that Burlington residents can point to and be proud of for many years to come.

The Burlington Sustainable Development Committee (SDC) generally supports densification and are not in opposition to a similar landmark development at this location. However, the deficiencies in this proposal as they pertain to sustainable development are too numerous to garner full support, especially for a landmark development. As a result, **we do not feel it would be appropriate to support or oppose this proposal**, either as proposed or with modifications.

The SDC believes that the current proposal falls short in achieving many of the objectives articulated in Burlington's Sustainable Building and Development Guidelines and there is a lack of any evidence to suggest that the current proposal incorporates any notable energy efficiency or other design elements to help the City of Burlington achieve its goal of becoming net carbon neutral by 2050. Additionally, the SDC has identified considerable concerns/deficiencies in regard to; impact on the amount of available public infrastructure in the Lakeshore Road right of way which in turn will negatively impact the City's efforts to enable improvements in the city's transportation mix, storm water management, bird friendly design and the City's tree canopy.

Lastly, the SDC believes that the current proposal detracts from the ability of citizens to participate in and enjoy their waterfront and there should be consideration for the emerging preferred concept from the Waterfront Hotel Planning Study. The development should also adhere to Burlington's Tall Building Guidelines, especially with respect to its podium.

Climate Action Lens Review

Net-Zero by 2050 Plan: ☐ Included/☒ None Climate Resilience Plan: ☐ Included/☒ None ☐ Yes (e.g., LEED): _____ ☒ None

Planned Certification

Note

The SDC recommends that all Objectives of the [Sustainable Building and Development Guidelines](#) (as approved by the City of Burlington) are considered. Many of the Objectives identified in the guidelines are implemented through site plan and/or building permit approval, after a development proposal has received an Official Plan amendment and/or zoning by-law amendment; however, to ensure the design of sustainability features can be incorporated, the SDC recommends these Objectives be given consideration at this stage in the process.

Author and Distribution:

Respectfully Submitted,

SDC Chair: _____ Date: _____

Burlington Sustainable Development Committee

Approved by: Burlington Sustainable Development Committee, Committee of the Whole, November 17, 2021

Cc: T. Park, Chair, Sustainable Development Committee
L. Robichaud, Sr. Sustainability Coordinator, Capital Works Department, City of Burlington

Attached: Appendix A – Detailed Comments on Sustainable Development Principles and Objectives

Appendix A – Detailed Comments on Sustainable Development Principles and Objectives

Preface

Sustainable Development is “development that meets the need of the present without compromising the ability of future generations to meet their needs”

- Brundtland Commission Report 1987

The City of Burlington Sustainable Development Committee (SDC) reviews development applications in order to provide comments to encourage sustainable development. Council approved this mandate in 1990. In order to implement sustainable building and design measures effectively, they should be considered at the earliest possible stage in the development process to ensure integrated design occurs and to reduce project costs. In addition, the Committee is empowered to review applications based on Part II Section 2.3 policy b) of the 2008 Official Plan which states:

"The City will maintain a citizen's advisory committee to advise and assist Council and staff on the implementation of Principles and Objectives of Sustainable Development (see Appendix E), through the review of development applications and other matters of interest in accordance with the terms of reference adopted and periodically reviewed by Council."

In general, the committee also relies on the following sections of the official plan in its review of applications:

Part II Section 2.2 objective d) *To use Sustainable Development criteria for review of applications for development, and to ensure that new development is compatible with existing end uses,*

Part II Section 2.7.1 Principles a) *To the greatest extent possible, proposed development shall be consistent with the goals and objectives of Sustainable Development, and other policies in Part II Section 2.7 of the Official Plan.*

Preamble

Application Details

The application proposes to demolish the existing six-storey hotel and develop two mixed-use tall buildings of 35 storeys (west tower) and 30 storeys (east tower) with five-storey podiums. The two podiums would be connected at the fifth storey.

The proposed development includes 4,445 square metres of commercial space, 4,348 square metres of office space, 557 residential apartment units, and a hotel with 122 guest suites. The residential apartment units consist of 23 studio units, 212 one-bedroom units, 166 one-bedroom + den units, 138 two-bedroom units, and 18 three-bedroom units.

The application proposes to provide 598 parking spaces in four underground levels. Driveway access for parking and loading will be provided from Elizabeth Street. The existing driveways from Lakeshore Road will be removed.

The application proposes an outdoor mid-block connection from Lakeshore Road to Spencer Smith Park, in line with John Street. This publicly accessible, privately owned connection would pass beneath the fifth-floor connection between the two podiums.

Figure 1: Development Image



Figure 2: Development Location

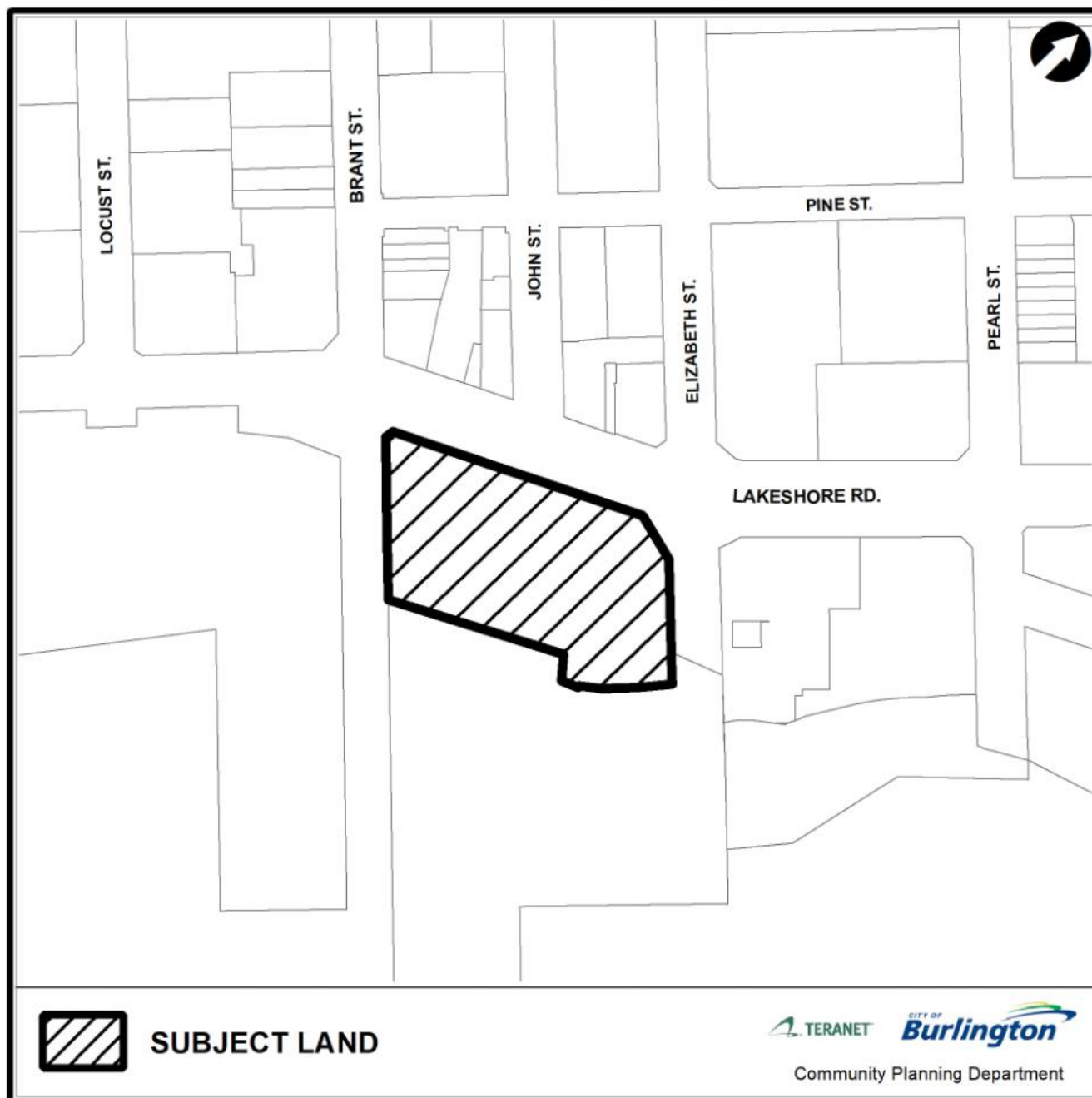
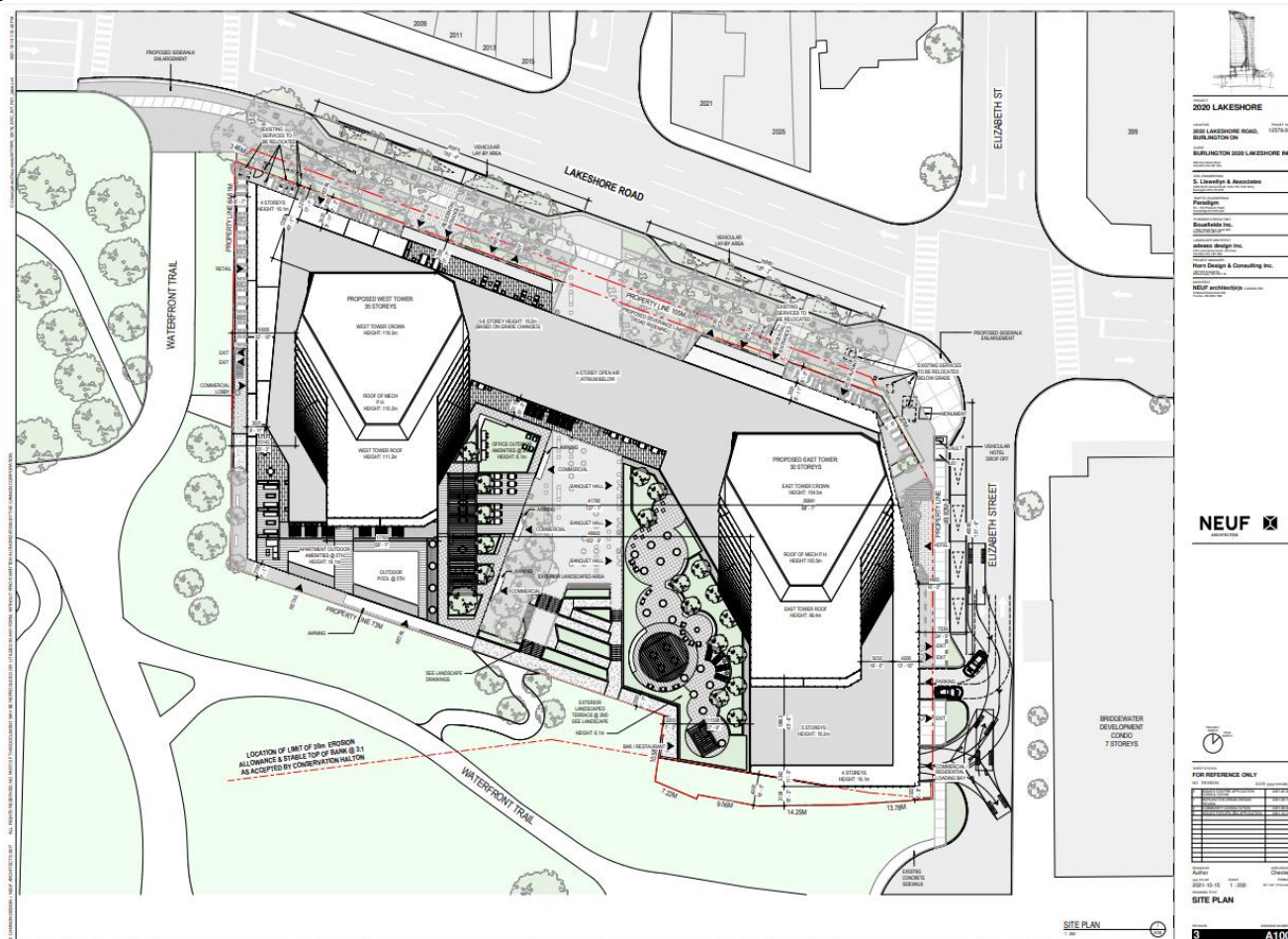


Figure 3: Site Plan



Sustainable Development Principles

Principle	Assessment				Comments
	Exemplary	Good	To Improve	Undefined	
1. Recognize the interdependence of humans and the rest of nature in a common ecosystem; seek to prevent and reverse degradation of the earth, air, water, plants, and animals by human activity.	☐	☐	☒	☐	No explicit mention of participation in Burlington's ecosystem or reduction of impacts on the ecosystem resulting from this development.
					Acknowledgement of location's importance ☐ Included ☒ Consider
					Holistic human-environment perspective ☐ Included ☒ Consider
					Explicit goal to prevent degradation ☐ Included ☒ Consider
					Explicit goal to reverse degradation ☐ Included ☒ Consider
2. Recognize the urgency of climate change and take measures to reduce greenhouse gas emissions and to adapt.	☐	☐	☐	☒	The building should be designed and built in a way that helps Burlington achieve its goal of being net carbon neutral.
					No acknowledgement of climate emergency in this development proposal and no specific measures identified to target emissions reductions or support net-zero by 2050.
					Acknowledgement of climate change ☐ Included ☒ Consider
					Acknowledgement of necessary urgency ☐ Included ☒ Consider
					Explicit plan to mitigate GHG emissions ☐ Included ☒ Consider
					Explicit climate adaptation/resilience plan ☐ Included ☒ Consider
3. Promote conservation, stewardship, and responsible use of resources. Discourage processes and practices that result in natural resources being consumed at a rate faster than they can be replenished.	☐	☐	☐	☒	Specific GHG reduction methods/measures See Objective N
					The SDC would like to see reference to:
					- Commitment to installation of energy efficient appliances (if provided) - Efficient use of water
4. Discourage the production and use of persistent and harmful substances. Reinforce proper disposal practices for such substances.	☐	☐	☐	☐	Promotion of conservation, sustainability ☐ Included ☒ Consider
					Responsible energy and water use See Objective D
					Avoidance of production, use of substances ☐ Included ☒ Consider
					Disposal plan for harmful substances ☐ Included ☒ Consider
					Waste management See Objectives D and E

Sustainable Development Principles

Sustainable Development Principles							
Principle	Assessment				Comments		
	Exemplary	Good	To Improve	Undefined			
5. Affirm and promote practices that provide a safe and healthy environment and build resilience and engage our community in not only meeting the economic and social needs of all citizens but enhancing quality of life.	☐	☒	☐	☐	The proposed commercial spaces should seek to enhance the enjoyability of the community by providing ample spaces for restaurants, eateries etc.		
					In an effort to meet the social needs of the community, living suites and homes should be large enough to accommodate families rather than having the majority of units be hotel size bachelor and 1 bedroom units.		
					Explicit recognition of intent to include practices for safe and healthy environment	☐ Included	☒ Consider
					Identification of economic needs being met	☐ Included	☒ Consider
					Identification of social needs being met	☐ Included	☒ Consider
Explicit plan to enhance quality of life	☐ Included	☒ Consider					

Sustainable Development Objectives						
Objective	Assessment				Comments	
	Exemplary	Good	To Improve	Undefined		
a. Leadership: Take a leadership position on sustainability issue both within and outside the City of Burlington. Recognize that our local actions can have global implications.	☐	☐	☒	☐	A well-defined sustainability mission could be established, and additional voluntary measures could be established in order to establish a greater leadership position for this prominent, landmark location. The proposal could consider all Objectives of the Sustainable Building and Development Guidelines (as approved by the City of Burlington). The proposal could also take into consideration Burlington's Plan for Climate Action as articulated within Burlington's November 2020 Official Plan (appealed).	
					Net zero energy and carbon plan	See Objective N
					Climate change adaptation/resilience plan	See Principle 2
					Plan to obtain green building certification	☐ Included ☒ Consider
					Well-defined sustainability mission/goal	☐ Included ☒ Consider
					Explicit alignment with UN SDGs	☐ Included ☒ Consider
b. Protection and Enhancement of Natural Features: Protect and enhance Burlington's natural features to ensure that shorelines, natural water courses, wetlands, flood plains, woodlands, and forestry tracts, as well as notable landmarks such as the Niagara Escarpment, are preserved for future generations. Improve the connectivity of natural features to enhance the natural heritage system. Preserve habitat to maintain and increase biodiversity and protect species at risk.	☐	☐	☐	☒		
					Limit site disturbance to 12 m from building	☐ Included ☒ Consider
					Limit site disturbance to 1.5 m from roads	☐ Included ☒ Consider
					Limit site disturbance to 7.5 m from constructed permeable surfaces	☐ Included ☐ Consider
					Natural Heritage System management plan	☐ Included ☐ Consider
					No impact on water courses	☐ Included ☐ Consider
					Protection of natural features	☐ Included ☐ Consider
					Enhancement of natural features	☐ Included ☐ Consider
					Nature feature connectivity improvement	☐ Included ☐ Consider
					Preservation of animal habitat potential	☐ Included ☐ Consider
					Protection of species at risk	☐ Included ☐ Consider
c. Protection of Natural Resources: Sustainably manage and protect natural resources such as water, minerals, and fertile lands. Reverse degradation of natural resources when feasible.	☐	☐	☒	☐	Environmental Assessment of the site has identified historical activities which may have resulted in soil contamination. Additional soil and groundwater tests and a scientific assessment would be required to complete a Record of Site Condition. Soil contamination would affect the disposal of excavation material and possibly treatment of groundwater discharged from the site.	
					Protection of natural resources	☐ Included ☐ Consider
					Snow Management: Minimize salt run-off	☐ Included ☒ Required
					On-site snow storage area	☐ Included ☒ Consider

Sustainable Development Objectives							
Objective	Assessment				Comments		
	Exemplary	Good	To Improve	Undefined			
					Smart About Salt Site Certification	☐ Included	☒ Consider
					Revegetates >50% of previous development	☐ Included	☐ Consider
d. Responsible Use of Natural Resources: Reduce the consumption of natural resources and ensure users are responsible for the full local costs of services such as water, electricity, and sanitary sewers. Provide educational programs to encourage conservation of natural resources and increase awareness of the full costs of services.	☐	☐	☒	☐	Provide fixtures and appliances that conserve water.		
					Consider development of a plan to capture and reuse storm water on site.		
					Consider a plan for the use of energy efficient construction and carbon neutral heating and colling systems.		
					Consider the use of energy efficient appliances (if provided).		
					Use of sustainable practices to manage construction waste.		
					Reuse of uncontaminated topsoil	☐ Included	☒ Consider
					Minimized light pollution to guidelines	☐ Included	☒ Required
					Maximized use of daylight and quality views	☐ Included	☒ Consider
					Low maintenance/low water landscaping	☐ Included	☒ Consider
					No permanent potable water-based irrigation system.	☐ Included	☒ Consider
					Grey water recycling	☐ Included	☒ Consider
					Rainwater harvesting system	☒ Included	☐ Consider
					WaterSense-labeled efficient fixtures	☐ Included	☒ Consider
					Minimized cooling tower water use/make-up	☐ Included	☒ Consider
					Minimized construction material waste	☐ Included	☒ Consider
					Waste management plan	☒ Included	☐ Required
					Enhanced recycling management plan	☐ Included	☒ Consider
					Maximize use of certified sustainable wood	☐ Included	☒ Consider
					Provision of educational programs to encourage conservation of resources	☐ Included	☒ Consider
					Energy reduction measures	See Objective N	
					Enhanced composting management plan	See Objective N	
e. Waste Reduction: Reduce waste generation and increase resource recovery. Minimize waste in designing, building, operating, renovating, demolishing, and re-purposing buildings.	☐	☐	☒	☐	Consider sorting and reusing materials from demolished buildings.		
					Consider waste reduction measures in all phases of the development.		
					>15% recycled construction materials	☐ Included	☒ Consider
					Construction waste management plan	☐ Included	☒ Consider
					Maximized use of recycled aggregates	☐ Included	☒ Consider
					Maximized dust/particulate control	☐ Included	☒ Consider
					Divert waste to recycling and reuse sites	☐ Included	☒ Consider
f. Greening of the City: Promote the preservation,	☐	☐	☒	☐	Existing trees should be preserved when possible. When this is not possible, the SDC requests		

Sustainable Development Objectives

Sustainable Development Objectives							
Objective	Assessment				Comments		
	Exemplary	Good	To Improve	Undefined			
management and planting of trees and other vegetation on private and public property within the City. Encourage the use of native, non-invasive, and diverse species.					compliance with tree replacement requirements in Section 9.4 of the Site Plan Application Guidelines for planting of equivalent caliper diameter at another site that will be paid for by cash in lieu.		
					49/53 trees on site to be removed. City-owned street trees to be retained. Small trees and landscaping elements proposed on 2 nd floor & 5 th floor and additional plantings proposed inside of tree grates within breezeway.		
					Vegetated landscape in hard surface areas	☐ Included	☒ Required
					Augmented topsoil: Minimum 15 cm (6")	☐ Included	☒ Required
					Enhanced topsoil: Minimum 30 cm (12")	☐ Included	☒ Consider
					Use native species within the Natural Heritage System and related buffers	☐ Included	☒ Required
					Maximize use of native species site-wide	☐ Included	☒ Consider
					Use non-invasive species in all areas	☐ Included	☒ Required
					Canopy Cover Plan >20% of hard surfaces	☐ Included	☒ Consider
					30 m³ soil volume per tree and > 1 m depth	☐ Included	☒ Consider
					Tree soil cell product for hard surface areas	☐ Included	☒ Consider
					Maximize use of existing trees >30 cm	☐ Included	☒ Consider
					Maintain >75% of healthy trees >20 cm	☐ Included	☒ Consider
					Use high-quality soil (5-15% organic matl.)	☐ Included	☒ Consider
Net positive quantity of trees added	☐ Included	☒ Consider					

Sustainable Development Objectives					
Objective	Assessment				Comments
	Exemplary	Good	To Improve	Undefined	
g. Natural Features and Green Space: Ensure natural features and greenspace are fundamental components of the City, including new developments and redevelopments.	☐	☐	☒	☐	Integration with the natural waterscapes of the waterfront and surrounding areas.
					Integration between development and nearby Waterfront Trail primarily through landscaped area and breezeway.
					Integrated features with surrounding area ☒ Included ☐ Consider
					Rooftop garden ☒ Included ☒ Consider
					Terrace gardens ☒ Included ☐ Consider
					Green roof See Objective L
h. Superior Neighbourhood Design: Make land-use decisions considering the natural features, site characteristics and location relative to employment, transportation, and amenities. Apply an ecosystem approach to assess the impacts of development and ensure environmental integrity, diversity, and resiliency. Create vibrant, equitable communities that are healthy, walkable and transit supportive.	☐	☒	☐	☐	All homes and units within the building should be larger and more accommodating to modern day condominium living and lifestyles.
					Developers should consider affordability targets set at the regional level. Potentially working with a group such as habitat for humanity to accomplish this.
					Adaptive reuse or rehabilitation of non-designated heritage building ☐ Included ☐ Consider
					Land-use integrates well with surroundings ☒ Included ☐ Consider
					Promotion of vibrant, equitable community ☐ Included ☒ Consider
					Assessment of impacts to environment integrity, diversity, and resiliency ☐ Included ☒ Consider
i. Sense of community: Create sustainable and appropriate forms of development that reflect the human scale, promote a sense of community, and connect and integrate urban development natural surroundings.	☐	☐	☐	☒	The developer should ensure conformity with Burlington's Tall Building Guidelines, including its podium.
					It is not clear if there are weather buffers on the lower levels.
					The podium supports lots of community activities and commercial spaces for outings and places for citizens to enjoy food / music / shopping etc.
					The podium is taller than other recent developments in the area, which will not adequately reflect human scale and overshadows the public realm on Lakeshore and on the Waterfront trail. The Tall Building Guidelines suggest that the height should reflect the established streetwall. The breezeway is particularly detrimental as

Sustainable Development Objectives					
Objective	Assessment				Comments
	Exemplary	Good	To Improve	Undefined	
					it provides a sense of enclosure – consider the removal of the 5 th story overhang and separation of the building podiums.
					15% of units as accessible units (ground oriented residential developments only) ☐ Included ☒ Consider
					Accessible units have a zero-step entrance ☐ Included ☒ Consider
					Accessible units have wider doorways ☐ Included ☒ Consider
					Accessible units have a main floor bathroom ☐ Included ☒ Consider
					Sufficient units for special needs ☐ Included ☒ Consider
					Sufficient units for low-income occupants ☐ Included ☒ Consider
					Sufficient units to accommodate families ☐ Included ☒ Consider
					Architectural alignment with location/area ☐ Included ☒ Consider
					Height & setback alignment with location ☐ Included ☒ Consider
					Encouraged use of publicly accessible area ☒ Included ☐ Consider
					Reflects human scale needs and satisfiers ☐ Included ☒ Consider

Sustainable Development Objectives

Objective	Assessment				Comments
	Exemplary	Good	To Improve	Undefined	
j. Neighbourhood Connectivity: Promote community development where residents can easily access necessities and amenities, such as housing, employment, locally produced food, retail, green spaces, education, recreation, and arts and culture through active transportation or transit.	☐	☒	☐	☐	Consider if the larger podium could enable a larger commercial space to be enacted as the community's new grocery location in addition to other mainstays of the downtown community. Central location provides good connectivity to neighbourhood amenities. Grocery amenity is at the edge of the walkshed (750 m using John St.)
					Retail space ☒ Included ☐ Consider
					Office space ☐ Included ☒ Consider
					Net positive employment opportunities ☐ Included ☒ Consider
					Basic amenity: Community centre or library ☒ Nearby ☐ Consider
					Basic amenity: Entertainment venue ☒ Nearby ☐ Consider
					Basic amenity: Financial services ☒ Nearby ☐ Consider
					Basic amenity: Fitness centre ☒ Nearby ☐ Consider
					Basic amenity: Green space ☒ Nearby ☐ Consider
					Basic amenity: Grocery or market ☒ Nearby ☐ Consider
					Basic amenity: Health care services ☒ Nearby ☐ Consider
					Basic amenity: Outdoor recreation ☒ Nearby ☐ Consider
					Basic amenity: Pet-friendly space ☒ Nearby ☐ Consider
					Basic amenity: Playground ☒ Nearby ☐ Consider
					Basic amenity: Restaurant, bar, or cafe ☒ Nearby ☐ Consider
					Basic amenity: Transit See Objective K

Sustainable Development Objectives

Objective	Assessment				Comments																																																			
	Exemplary	Good	To Improve	Undefined																																																				
k. Sustainable Transportation System: Prioritize walking, cycling and transit and make the best use of the existing road system for the safe movement of goods and people. Support multi-modal connectivity within the City and with neighbouring municipalities.	☐	☒	☐	☐	The area is very walkable and there is easy access to the bus terminal. There should be a lay-by area to allow taxis/ride sharing businesses to pick up and drop off residents. There should be an area for bike storage in the building and outdoor bike parking capacity should be increased. SDC supports the developer's provision of limited parking space per resident, as it encourages the use of alternate modes of transport. However, a portion of the parking should be allocated for visitors and for customers of the businesses located in the development. A substantial amount of public parking should be provided underground. The proposed reduction in Lakeshore Road right of way from 30m to 24m will preclude city from providing cycling connectivity between Elizabeth and Brant streets. Increased pedestrian right of way is beneficial but comes at the expense of the public road space which is constrained under current conditions. Proposed parking lay-bys on Lakeshore Road and potential hotel use may further constrain all forms of mobility in the Downtown. <table><tr><td>Pedestrian and cycling connections</td><td>☒ Included</td><td>☐ Required</td></tr><tr><td>Maximized bicycle parking/storage</td><td>☐ Included</td><td>☒ Required</td></tr><tr><td>Secure and protected bicycle storage</td><td>☒ Included</td><td>☐ Consider</td></tr><tr><td>Bicycle storage near main entrance</td><td>☐ Included</td><td>☒ Consider</td></tr><tr><td>Protected visitor bicycle storage at entrance</td><td>☒ Included</td><td>☐ Consider</td></tr><tr><td>Enlarged bicycle spaces for cargo/utility</td><td>☐ Included</td><td>☒ Consider</td></tr><tr><td>On-site bicycle share service</td><td>☐ Included</td><td>☒ Consider</td></tr><tr><td>On-site bicycle repair station</td><td>☐ Included</td><td>☒ Consider</td></tr><tr><td>On-site cycling map in lobby or storage area</td><td>☐ Included</td><td>☒ Consider</td></tr><tr><td>Walkways are all universally accessible</td><td>☐ Included</td><td>☒ Required</td></tr><tr><td>Site designed with pedestrian-oriented main entrance</td><td>☒ Included</td><td>☐ Consider</td></tr><tr><td>Enhanced pedestrian and cycling paths</td><td>☒ Included</td><td>☐ Required</td></tr><tr><td>Enhanced path lighting and security</td><td>☐ Included</td><td>☐ Required</td></tr><tr><td>Transportation demand management plan</td><td>☐ Included</td><td>☒ Consider</td></tr><tr><td>Minimized parking spaces</td><td>☒ Included</td><td>☐ Consider</td></tr><tr><td>De-emphasized parking access</td><td>☒ Included</td><td>☐ Consider</td></tr><tr><td>Unbundled parking (i.e., sold separately)</td><td>☐ Included</td><td>☒ Consider</td></tr></table>	Pedestrian and cycling connections	☒ Included	☐ Required	Maximized bicycle parking/storage	☐ Included	☒ Required	Secure and protected bicycle storage	☒ Included	☐ Consider	Bicycle storage near main entrance	☐ Included	☒ Consider	Protected visitor bicycle storage at entrance	☒ Included	☐ Consider	Enlarged bicycle spaces for cargo/utility	☐ Included	☒ Consider	On-site bicycle share service	☐ Included	☒ Consider	On-site bicycle repair station	☐ Included	☒ Consider	On-site cycling map in lobby or storage area	☐ Included	☒ Consider	Walkways are all universally accessible	☐ Included	☒ Required	Site designed with pedestrian-oriented main entrance	☒ Included	☐ Consider	Enhanced pedestrian and cycling paths	☒ Included	☐ Required	Enhanced path lighting and security	☐ Included	☐ Required	Transportation demand management plan	☐ Included	☒ Consider	Minimized parking spaces	☒ Included	☐ Consider	De-emphasized parking access	☒ Included	☐ Consider	Unbundled parking (i.e., sold separately)	☐ Included	☒ Consider
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Sustainable Development Objectives							
Objective	Assessment				Comments		
	Exemplary	Good	To Improve	Undefined			
					Workplaces: >1 shower and change facility for every 30 bicycle parking spaces	☐ Included	☒ Consider
					100% EV charging capacity / rough-ins	☐ Included	☒ Consider
					100% EV charging capacity for visitors	☐ Included	☒ Consider
					On-site vehicle share service	☐ Included	☒ Consider
					Lay-by area for ride-sharing pick-up/drop-off	☐ Included	☒ Consider
					Priority parking for carpooling and car share	☐ Included	☒ Consider
					No-cost transit pass provided to residents	☐ Included	☒ Consider
					On-site transit facilities	☐ Included	☒ Consider
					On-site transit schedule information/screens	☐ Included	☒ Consider
					New bus stop to support development	☐ Included	☐ Consider
					Wayfinding signage	☐ Included	☒ Consider
l. Efficient Urban Design: Increase the efficiency of land use in the urban community with the goal of reducing greenhouse gas and other air emissions and provide efficient, well-connected routes for active transportation and transit. Promote urban intensification and development policies, rather than suburban policies that generate sprawl.	☐	☒	☐	☐	The detailed design elements should be mindful of urban design elements that can improve quality of life.		
					Additional green roof/rooftop coverage should be considered for the podium and towers.		
					Light-coloured materials / white paving	☐ Included	☒ Consider
					Landscaped parking for >50% hardscape	☐ Included	☐ Consider
					Cool roofing materials for >75% area	☐ Included	☒ Consider
					Green roof for >50% area	☐ Included	☒ Consider
					Green roof + cool roof material >75% area	☐ Included	☒ Consider
					Use of low- or no-VOC emitting materials	☐ Included	☒ Consider
					Enhanced indoor air quality strategies	☐ Included	☒ Consider
					Use lightweight concrete	☐ Included	☒ Consider
					Mixed-use/intensification development	☒ Included	☐ Consider
					Transit connections	See Objective K	
GHG reduction/energy efficiency methods	See Objective N						
m. Natural Storm Water Management: Protect water courses in their natural state and encourage the restoration of water courses that have been degraded. Encourage low impact development design and use of best practices to improve storm water quality and reduce the quantity storm water sent to traditional storm water infrastructure.	☐	☐	☐	☐	Consider developing a plan to capture and re-use stormwater for on site irrigation. Use a Low Impact Design approach to storm water management.		
					Protection of nearby water courses	☐ Included	☒ Consider
					Restoration of nearby water courses	☐ Included	☐ Consider
					Enhanced stormwater runoff treatment	☐ Included	☒ Required
					Permeable pavement	☐ Included	☐ Consider
					Bioswales	☐ Included	☐ Consider
					Infiltration trenches/bioretention areas	☐ Included	☐ Consider
					Rain basins or gardens	☐ Included	☒ Consider
					Constructed wetlands	☐ Included	☐ Consider
					Drain roofs to pervious areas	☐ Included	☐ Consider
					Stormwater to stormwater infrastructure	☐ Included	☒ Consider
					Stormwater and flood event scenario plans, including during construction.	☐ Included	☒ Consider

Sustainable Development Objectives							
Objective	Assessment				Comments		
	Exemplary	Good	To Improve	Undefined			
n. Energy Conservation, Efficiency and Generation: Promote net zero carbon energy generation and usage. Increase energy conservation through efficient land use planning and building design. Encourage sustainable local thermal and electrical energy generation and the supporting distribution network. Adopt low emission forms of transportation. Take all opportunities to switch from fossil fuel to renewable and electricity-based technologies	☐	☐	☐	☒	SDC recommends: • Construction of a very efficient Building Shell • Incorporation of passive solar design elements • Reduction in the use of energy through efficient fixtures and appliances, and • Individual energy metering of each unit The developer should provide electric vehicle charging stations for residents and visitors. Consider developing measures specifically designed to assist Burlington in achieving its goal to be carbon net neutral by 2050.		
					Net-zero carbon emissions	☐ Included	☒ Consider
					On-site renewable energy (solar/wind/geo)	☐ Included	☒ Consider
					District heating and cooling	☐ Included	☒ Consider
					Solar water heating	☐ Included	☒ Consider
					High thermal efficiency building shell	☐ Included	☒ Consider
					High thermal efficiency glass/windows	☐ Included	☒ Consider
					Passive solar design	☐ Included	☒ Consider
					Heat pump (air and/or ground source)	☐ Included	☒ Consider
					Energy-efficient fixtures >10% over ASHRAE 90.1-2010, certified by third party	☐ Included	☒ Consider
					Energy demand response program	☐ Included	☒ Consider
					Enhanced energy system commissioning	☐ Included	☒ Consider
					Use of smart systems/sensors	☐ Included	☒ Consider
					Unit-based energy metering/monitoring	☐ Included	☒ Consider
					Refrigerant management plan	☐ Included	☒ Consider
					Comprehensive composting facilities / plan	☐ Included	☒ Consider
					>15% locally manufactured materials	☐ Included	☒ Consider
					Green power or carbon offset program	☐ Included	☒ Consider
					Minimized parking spaces	See Objective K	
					Maximized bike storage	See Objective K	
					100% EV charging capacity / rough-ins	See Objective K	
On-site vehicle sharing program	See Objective K						
No-cost transit passes to new residents	See Objective K						
o. Agriculture and Food: Promote policies that improve long-term food security with sustainable local agriculture in urban and rural communities. Increase the supply of local, accessible, affordable, culturally diverse, and nutritious food.	☐	☐	☐	☒			
					Community garden plots in common area	☐ Included	☒ Consider
					On-site food retail services	☐ Included	☐ Consider
					Promotion of food and agriculture security	☐ Included	☒ Consider
					Supply of local, affordable, diverse food	☐ Included	☐ Consider

Sustainable Development Objectives							
Objective	Assessment				Comments		
	Exemplary	Good	To Improve	Undefined			
Protect agricultural land from loss and fragmentation.					Preservation of agricultural land	☐ Included	☐ Consider
p. Healthy Lifestyles: Promote and support healthy and active lifestyles through the development of complete neighbourhoods, active transportation infrastructure, recreational facilities, and parks.	☐	☐	☐	☒			
					Promotes nearby recreation destinations	☐ Included	☒ Consider
					Inclusion of health-based amenities	See Objective J	
					Inclusion of healthy transportation	See Objective K	
q. Community Engagement: Seek and encourage public participation and education and consider public input in city decision-making. The economic, environmental, and social aspects of proposed developments should be considered. Decisions should address all aspects and build consensus among stakeholders.	☐	☐	☒	☐	Proposal needs to take into consideration the emerging preferred concept(s) from the Waterfront Hotel Planning Study currently underway.		
					Demonstrated reflection of public feedback	☐ Included	☒ Consider
					Holistic reflection of community economic, environmental, and social needs	☐ Included	☐ Consider
					Demonstrated consensus of stakeholders	☐ Included	☐ Consider
					Green feature instructions for occupants	☐ Included	☐ Consider
					Features to highlight local transport network	☒ Included	☐ Consider
					Mindful of Halton Region's Comprehensive Housing Strategy and Official Plan	☒ Included	☐ Consider
r. Evaluation of Development: Continuously monitor and evaluate community development to assess its sustainability in relation to social, environmental, or economic impacts.	☐	☐	☐	☒			
					Natural Heritage System monitoring plan	☐ Included	☐ Consider
					Maintenance plan for sustainability features	☐ Included	☒ Consider
					Collection and monitoring of energy, water, and environmental performance data.	☐ Included	☒ Consider
					Use of smart systems/sensors	See Objective N	
s. Sustainability Assessment: To assess progress towards sustainability, the City of Burlington should prepare a performance review of the entire municipality at regular intervals and develop and implement an action plan based on the findings.	☐	☐	☐	☒			
					Long-term sustainability assessment plan	☐ Included	☒ Consider



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April 11, 2022

Our File No.: 173075

Delivered Via Email

Planning, Regulation and Mobility Committee
City of Burlington
426 Brant Street
Burlington, ON L7R 3Z6

Attention: City Clerk (clerks@burlington.ca)

Dear Sirs/Mesdames:

**Re: Report Number PL-24-22 – 2020 Lakeshore Road
File Numbers 505-10/21, 520-11/21**

We are solicitors for Burlington 2020 Lakeshore Inc. in respect of the property known municipally in the City of Burlington (the “**City**”) as 2020 Lakeshore Road (the “**Lands**”). We are writing to provide high level comments regarding the staff report dated April 12, 2020 (the “**Staff Report**”) in respect of the official plan amendment and rezoning applications filed for the Lands (the “**Applications**”).

Introduction

It is clear that significant intensification of the Lands is appropriate. City staff recognize that the Lands can and should be developed with two tall buildings. The critical flaw in the Staff Report, however, is the failure to recognize the mandatory direction in Provincial policies to optimize the use of land and infrastructure, compounded by a misapplication of Regional Official Plan policies and a misunderstanding of the surrounding context. Based on the materials submitted in support of the Applications, including the Planning Justification Report, the proposed redevelopment of the Properties with two tall buildings of 35 storeys and 30 storeys appropriately implements the applicable policy framework.

The flaws in the Staff Report suggest that City Council will not have a complete and fair record before it as part of making a decision regarding the Applications. As an example, while the Staff Report quotes policies regarding optimization, the staff analysis does not once use this important policy language, let alone apply it to the Applications. Further, our client is concerned that significant information has been omitted from the Staff Report. While hyperlinks are provided to the materials submitted in support of the Applications, these materials are not before the Community Planning, Regulation and Mobility Committee (the “**Committee**”) or adequately

reviewed in the Staff Report. It is clear that the Committee, and eventually City Council, cannot make a fair, transparent and informed decision regarding the Applications based on the incomplete analysis and record in the Staff Report.

Brief Review of Applicable Policy Framework

The above-noted Planning Justification Report provided a detailed analysis of the Applications and their consistency with the Provincial Policy Statement (2020) (the “**PPS**”), conformity with the Growth Plan for the Greater Golden Horseshoe (2019) (the “**Growth Plan**”) and conformity with the Region of Halton Official Plan. The response in the Staff Report is simply deficient when it comes to addressing this detailed analysis.

(a) The PPS and the Growth Plan

The Staff Report generally provides that the Applications are not consistent with the PPS and lack conformity with the Growth Plan because of concerns related to the new City of Burlington Official Plan (the “**New OP**”). There are at least three critical flaws in this approach:

1. The New OP is under appeal and not in effect. It cannot be relied upon as a policy framework to guide the appropriate intensity and form of development for the Properties. Certainly, there is no requirement for the Applications to conform with the New OP.
2. The Applications include an official plan amendment. Case law is clear that official plan policies proposed to be amended cannot be used to defeat an official plan amendment application.
3. The test is consistency with the PPS and conformity with the Growth Plan, not conformity with an official plan document let alone one that is under appeal. The approach in the Staff Report relegates the importance of provincial policies to a question of conformity with an unapproved policy document.

The Staff Report compounds these flaws by importing a test of “need” when considering consistency with the PPS and conformity with the Growth Plan. City staff should be well aware that there is no test of need because this argument was previously presented by the City to the Ontario Land Tribunal and plainly rejected.

Strikingly, the Staff Report acknowledges that the intensity of development proposed by the Applications is well-suited to an Urban Growth Centre. However, and as outlined below, the Staff Report errs in its application of Regional Official Plan Amendment No. 48 (“**ROPA 48**”) because the Lands are within an Urban Growth Centre for the purposes of the Applications. By staff’s own logic, therefore, the level of intensity proposed is appropriate and should be approved.

2. Regional Official Plan

The Lands are within an Urban Growth Centre for the purposes of the Applications. City staff are simply incorrect when they suggest that the transition provisions in ROPA 48 do not apply to the Applications. The error is that City staff have conflated submission of the Applications with the City's obligation in the Planning Act to notify if the Applications are complete. There is no dispute that the Applications were made prior to the approval of ROPA 48 by the Minister of Municipal Affairs and Housing, meaning that the Lands are within an Urban Growth Centre for the purposes of the Applications.

This approach is also inconsistent with the amount of time taken by the City to undertake the Waterfront Hotel Planning Study (the "**Study**"). Launched in 2017 and funded by our client, the City put the Study on hold in mid-2018. Our client had participated in the Study and waited for the City to re-engage and conclude the Study. Only after it became clear that the City was not proceeding with the Study, our client initiated pre-application consultation rather than incur additional prejudice from the City's delay. It cannot be a coincidence that the City then re-initiated the Study, with a staff report regarding the Study coming forward at the same time. Given that the City is seeking to apply the Study to the Applications despite clear case law to the contrary, and given that the Study was initiated by the City when the Lands formed part of an Urban Growth Centre, the City's interpretation of ROPA 48 seems not only incorrect but inequitable.

3. City Official Plan

The analysis in the Staff Report regarding City Official Plan policies, in particular scale, massing, height and transition, ignores significant development activity within the immediate context. The Staff Report fails to identify existing, approved and proposed tall buildings within the context. City staff also, yet again, place inordinate weight on Section 2.5 of the Official Plan, despite City staff having acknowledged in a staff report dated July 18, 2016 and under oath before the Ontario Municipal Board that these policies do not adequately address mid-rise or high-rise proposals and require updating.

From an urban design perspective, the Staff Report is also misleading. The shadow impacts generated from the Applications are approximately 10 square metres of incremental shadowing, which are so minor as to be inconsequential especially in this context. Further, the Staff Report inappropriately relies on inaccurate minutes from the UDP meeting, which our client's consultant previously corrected by email on September 10, 2021.

Conclusion

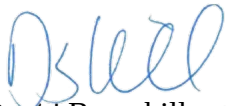
These comments are only a high level review of the Staff Report and its inadequacies. Our client is under no illusion that our client's concerns will cause either the Committee or City Council to defer the item or reconsider the recommendation of City staff. However, and especially since the City stalled the Study for so long, it would have been more appropriate for City staff to provide a

recommendation in accordance with the purposes of the *Planning Act* to “encourage co-operation and co-ordination among various interests” having regard for “the resolution of planning conflicts involving public and private interests”, rather than forcing the Applications to the Ontario Land Tribunal.

We would appreciate receiving notice of any decision made by City Council regarding this matter.

Yours truly,

Goodmans LLP



David Bronskill

DJB/

7262406

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: Waterfront Towers
Date: Monday, April 11, 2022 6:00:38 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern

I felt it necessary to add my comments to the proposed developers plan for 2 towers at the site of the current waterfront hotel. My concerns are several and are in support of the staff recommendation to not approve.

- 1) Have adequate traffic flow studies been done by the developer outside of the COVID pandemic. Time of study is critical.
- 2) Have developers addressed the requirements for infrastructures and at what cost, to whom.
- 3) Are current city plans required to change? When, how much, public input.
- 4) how will this project affect public access to the waterfront, Burlington annual events, etc.

I could add others but wanted to express my opposition to drastic height of this proposed development. Please stay the course with realistic development plans.

Sincerely
Bob Wiley
Concerned resident Burlington
Sent from my iPhone

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: Towers on the waterfront.
Date: Monday, April 11, 2022 7:23:19 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Personally, I think this proposal is a crime.
It will deface the beautiful waterfront that is left.
Judy Johnson
[REDACTED]

Sent from my iPad



SUBJECT: Waterfront Hotel Planning Study

TO: Community Planning, Regulation & Mobility Cttee.

FROM: Community Planning Department

Report Number: PL-28-22

Wards Affected: 2

File Numbers: 560-01

Date to Committee: April 5, 2022

Date to Council: April 12, 2022

Recommendation:

Receive the “Waterfront Hotel Planning Study Planning Justification Report” dated March 23, 2022, prepared by The Planning Partnership Limited, attached as Appendix “A” to community planning department report PL-28-22; and

Endorse in principle the Waterfront Hotel Planning Study, the recommended Preferred Concept Plan, site-specific draft Official Plan policies, directions for a future Zoning By-law amendment and site-specific Urban Design Guidelines as detailed in Appendix “A” to community planning department report PL-28-22; and

Consider the Waterfront Hotel Planning Study findings in Council’s consideration of the site-specific development applications for 2020 Lakeshore Road.

PURPOSE:

This report presents the findings of the Waterfront Hotel Planning Study (the “Study”) and recommends Council’s endorsement, in principle, of the preferred concept plan, site-specific draft Official Plan policies and site-specific urban design guidelines for 2020 Lakeshore Road (the “Subject Site”).

Vision to Focus Alignment:

- Increase economic prosperity and community responsive city growth
- Improve integrated city mobility
- Support sustainable infrastructure and a resilient environment
- Building more citizen engagement, community health and culture

Background and Discussion:

1.0 Background

The Study was undertaken to provide a land use and urban design framework to inform site-specific policies to guide a future redevelopment of the Subject Site. Figure 1 shows the location of the Subject Site and defines the surrounding Study Area.



Figure 1: Subject Site and Study Area

The City retained The Planning Partnership Limited to undertake the Study, which began in early 2017.

In November 2017, an update on the status and progress of the study was presented to Council at the Planning and Development Committee Meeting ([PB-67-17](#)).

As a result of additional community and stakeholder input in early 2018, staff report [PB-23-18](#) was brought to the Planning and Development Committee in June 2018. At that time, Council endorsed a set of key policy directions to advance the development of a final development concept for the Subject Site.

Subsequently, the Waterfront Hotel Planning Study was placed on hold due to other various priorities in the Community Planning Department such as the new Official Plan process.

With the re-examination of the downtown policies (Taking a Closer Look at the Downtown) completed, the new Official Plan approved, and the Minister of Municipal Affairs and Housing's approval, with modifications, of the Regional Official Plan Amendment (ROPA) 48, the Study resumed in late 2021.

On January 11, 2022, staff report [PL-15-22](#) was brought to the Community Planning, Regulation and Mobility Committee to inform Council that the Study was resuming where it left off in 2018 with an anticipated timeline to completion of 16-17 weeks. At this meeting, the Committee passed the following motion regarding the resumption of the study:

Direct the Director of Community Planning to complete the Waterfront Hotel Study within the statutory time frame of processing the pending application related to the Waterfront Hotel (2020 Lakeshore Road) so as to inform the review of any development proposal on this site in accordance with the policies of the Official Plan.

This report responds to the above staff direction (SD-01-22).

2.0 Discussion

In line with the project Terms of Reference (Appendix "C" of this report), the Study provides recommendations for a preferred concept plan for the Subject Site along with recommendations for implementation of the preferred concept including a draft Official Plan Amendment, direction for a future Zoning By-Law Amendment and site-specific Urban Design Guidelines.

An overview of the Study findings is summarized below:

- The recommended preferred concept (2022):
 - has regard for matters of Provincial Interest, policy and legislation and has been designed with consideration for the intent of the applicable Regional and Local Municipal policies and guidelines;
 - reflects overall alignment with City's in-force Official Plan (1997), the new Official Plan (2020), ROPA 48 and emerging context within the Study Area;
 - delivers a vibrant mix of uses that will reinforce and support the continuing evolution of the Downtown;
 - provides for a compact built form that is transit supportive, provides for a range of housing, supports intensification and provides for a range of uses
 - enhances the streetscape along Lakeshore Road unified with a common language of materials and design elements;
 - provides for public view corridors down Brant and John Streets to Lake Ontario;

- provides for on-site parkland dedication to enhance public access to Spencer Smith Park and build upon an important landmark through high quality open space;
- Proposed urban design guidelines will provide site-specific guidance related to the conditions and context of the site to implement the Vision and Principles established through the consultation process and subsequently endorsed in principle by Council in early 2018;
- An Official Plan Amendment (OPA) to the in-force OP is required to implement the findings of this Study, and include site specific directions related to matters such as massing and scale, transportation and public open spaces; and,
- A Zoning By-law Amendment (ZBA) will be required to implement the OPA. The Study recommends that a rezoning process take place in the future to consider the Preferred Concept (2022) and would also be supported by detailed technical studies.

The following sections of this report summarizes the recommended preferred concept and implementation tools.

2.1 Final Report – Recommended Preferred Concept

The recommended preferred concept is based on the inputs and work completed in 2017 and 2018, feedback on the emerging preferred concept (2022) and consideration for the relevant policy drivers and changes since the Study paused in mid-2018. Section 6.0 of the Planning Justification Report (see Appendix “A”) provides a comprehensive overview of the preferred concept plan.

See Appendix “B” of this report for the Recommended Preferred Concept Plan (2022).

Highlights of the Recommended Preferred Concept

Highlights of the preferred concept include:

Land Use / Built Form

- Building heights: 21 storeys for the west tower and 22 storeys for the east tower
- John Street public view corridor with a minimum width of 18 metres
- Stepping down of built form toward Lake Ontario
- 3-storey podium/street wall along Lakeshore Road
- Active at-grade uses like commercial, retail and restaurants
- Focus on a strong pedestrian relationship to the streets and public spaces

Public Realm

- Enhance Brant Street as a gateway to the Downtown, the Waterfront and the Waterfront Trail
- Enhance the entrance to Spencer Smith Park and the Brant Street public view corridor
- Additional public parkland identified on the west and south sides of the Subject Site:
 - West side: 0.13 ha
 - South side: 0.05 ha
 - Total: 0.18 ha
- Provide a John Street public view corridor and inclusion of a privately-owned public space (POPS)
- Maintain existing trees along Lakeshore Road

Mobility and Access

- Remove existing vehicular access at the foot of Brant Street
- Site access for parking and loading from Elizabeth Street
- Active Transportation route along Lakeshore Road, including a painted buffered bike lane as identified in the City's Cycling Master Plan
- No surface parking on site

2.2 Final Report - Implementation

Draft Official Plan Amendment

The Study recommends an Official Plan Amendment (OPA) to the in-force OP to implement the findings of the Study.

A draft OPA to the in-force OP is appended to the Planning Justification Report (Appendix "A").

The OPA will provide a site-specific framework that will guide development of the subject site. The OPA will also include the implementation of site-specific directions, including those related to massing and scale, transportation and public open spaces.

Key policies from the Draft OPA include the following:

- Objectives related to on-site parks and open spaces;
- Site specific height and density requirements;
- Parking and vehicular access; and
- Key view corridors and vistas.

Future Zoning By-law Amendment

A Zoning By-law Amendment (ZBA) will be required to implement the OPA. The Study recommends that a rezoning process take place in the future to consider the Preferred Concept. Furthermore, the Study provides that:

“A future rezoning process, supported by technical studies and further evaluation, would allow for flexibility to achieve an interesting built form that would better respond to the landmark nature of this site. This ZBA process would take place in the future and would advance additional engagement through the statutory public process. It would allow for the principles of this Study to be further advanced and explored through meaningful active engagement with the public and stakeholders of this project. Furthermore, a rezoning in the future would allow for community benefits to be leveraged through Section 37.” (or in accordance with alternative benefit charges).

Site-Specific Urban Design Guidelines

The Study recommends site-specific urban design guidelines that will apply to the development of the Subject Site.

The intent of the site-specific urban design guidelines is to augment and enhance the City existing urban design documents by providing site-specific guidance related to the conditions and context of the site. They will work together with the guidance provided in the City’s design documents to implement the Vision and Principles established through the Study’s consultation process phase and subsequently endorsed in principle by Council in June 2018.

The site-specific urban design guidelines are provided in Section 6.3 of the Study (Appendix “A”).

The recommended site-specific urban design guidelines provide guidance with regards to:

- Built Form (Building Placement; Building Height, Massing and Transition; Tower Separation; Podium Height; and Setbacks / Stepbacks);
- Access and Mobility; and
- Public Realm (John Street View Corridor; Spencer Smith Park; Lakeshore Road; and Elizabeth Street).

2.3 Staff Position on The Study's Recommendations

Staff are supportive of the recommendations as outlined in the Study, including the preferred concept plan and implementation tools, for the following reasons, as outlined in Section 10 of the Study (Appendix "A" to this report):

- Delivers a vibrant mix of uses that will reinforce and support the continuing evolution of the Downtown;
- Has regard for matters of Provincial, Regional and Local Municipal policies and guidelines;
- Includes tall mixed-use buildings with commercial uses at grade, and residential and/or hotel uses which address many Provincial, Regional objectives and aligns with the overall directions established by ROPA 48;
- Achieves the City's vision as articulated in the in-force OP (1997) and considers the policy direction of the new OP (2020);
- Provides residents and jobs and public open spaces in this central location that will further support the creation of a complete community; and,
- Creates a special place by balancing significant new redevelopment with public amenities and accessible open spaces.

2.4 Completion of The Waterfront Hotel Planning Study

As per the project Terms of Reference (Appendix "C" of this report), it is staff's opinion the completion of the Study has been fulfilled with the delivery of The Planning Partnership's Planning Justification Report.

The intent of the Study is to guide the review and consideration of site-specific applications for the subject site.

Given that site specific applications have been submitted for the subject site, it is staff's recommendation that Council consider the Waterfront Hotel Planning Study findings in its consideration of the site-specific development applications for 2020 Lakeshore Road.

Strategy/process

In early 2022, the Study resumed where the work plan left off in 2018 to build upon and advance the work completed in 2017-2018 and community input received during the earlier phases of the Study. The final phases of the Study have had regard for the current Provincial, Regional and local policy framework, the current and planned context in the downtown, as well as further public engagement opportunities throughout February 2022.

As directed by City Council on January 11, 2022, the Study has been completed expeditiously to inform the review of any development proposal on this site in accordance with the policies of the Official Plan.

In staff's opinion, the completed Study presented in the Final Planning Justification Report satisfies Part III, Subsection 5.5.9.2 I) of the in-force OP with respect to the completion of a master plan that addresses the integration of the subject site with the publicly owned lands to the south and west and the private development to the east, and addresses other matters such as preservation of lake views and enhancements to the public realm.

Options Considered

The Study considered a wide range of considerations in developing first, design concepts, the various emerging preferred concepts and the recommended preferred concept for the subject site. As per the Terms of Reference (Appendix "C" to this report), the Study methodology included:

- Site and Context Review;
- Background and technical studies;
- Opportunities and constraints analysis;
- A robust engagement process including workshops, surveys and open houses; and,
- Evaluation of land use concepts based on public feedback, applicable policy framework and urban design considerations.

A wide range of approaches and options were considered in developing the recommended preferred concept.

Financial Matters:

The work completed to date through the Study has been funded by the landowner and administered by the City of Burlington. The study has been completed within their original project budget.

Climate Implications

Not applicable.

Engagement Matters:

A summary of consultation that took place in 2017 and 2018 as part of the Study is described in Section 2.0 of [PB-23-18](#). “What We Heard” workshop reports (June 2017, July 2017 and September 2017) prepared by The Planning Partnership are appended to the Planning Justification Report (Appendix “A”).

As discussed in Section 2.1 of this report, further community and stakeholder engagement took place in February 2022 to inform the development of the preferred concept, including a virtual public open house and public survey.

Engagement on the Emerging Preferred Concept (2022)

Building upon engagement completed as part of the Study in 2017 and 2018, additional engagement was undertaken in 2022 as the study resumed.

On February 15, 2022 a virtual public open house was held to provide an overview of the study process and hear from the public. The project team presented an emerging preferred concept (2022), followed by a question and answer period.

Following the virtual public open house, participants were asked to share their feedback on the emerging preferred concept (2022) by emailing the staff project lead or visiting the Study’s Get Involved Burlington page to submit feedback through an online portal. Get Involved Burlington also provided a copy of the public meeting presentation, video recording and an overview of the emerging preferred concept highlights. Feedback was received until Tuesday March 1, 2022 and shared with the project team to inform the final preferred concept.

In total, 175 responses were received, including:

- 19 emails;
- 2 letters via email; and
- 154 responses via the Get Involved Burlington survey.

For a snapshot of the comments received on the emerging preferred concept (2022), see pages 17-18 of the study report (Appendix “A” of this report).

See Appendix “D” of this report for all feedback received on the emerging preferred concept (2022).

Other Tactics

The following engagement tactics were used to notify members of the community about the opportunities to engage on the emerging preferred concept (2022):

- Email notices through Get Involved Burlington;
 - Area-specific mailout;
 - Digital screen as (City Facilities);
 - Media Release;
 - Burlington Post – City Update; and
 - Social Media, including a Facebook event, Instagram and Twitter.
-

Conclusion:

Staff recommends Council receive the Waterfront Hotel Planning Study, City of Burlington, Planning Justification Report dated March 23, 2022 prepared by The Planning Partnership Limited, and endorse, in principle, the preferred concept for the subject site together with the draft Official Plan Amendment, directions for a future Zoning By-law amendment and site-specific Urban Design Guidelines. The Study provides a strategic framework to guide the review and consideration of site-specific applications for the subject site. Staff recommends that Council consider the Waterfront Hotel Planning Study findings in Council's consideration of the site-specific development applications for 2020 Lakeshore Road. The findings of the Waterfront Hotel Planning Study establish a framework that will contribute to the vibrant downtown area and enhance the community's access to the waterfront and the downtown.

Respectfully submitted,

Samantha Romlewski

Senior Planner

905.335.7600 x 7402

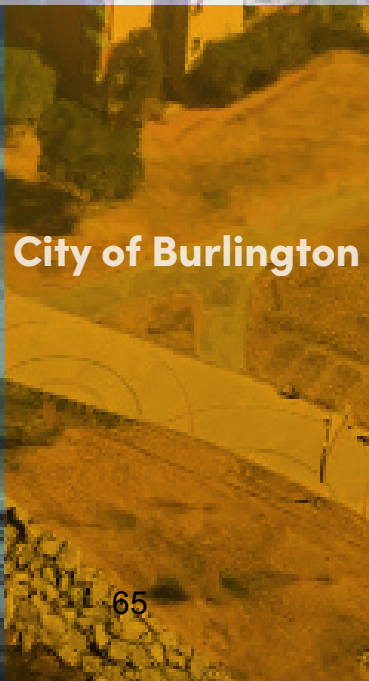
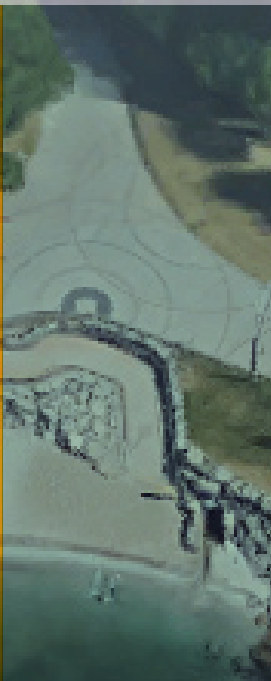
Appendices:

- A. Burlington Waterfront Hotel Planning Study Planning Justification Report prepared by The Planning Partnership Limited (March 23, 2022)
- B. Preferred Concept (2022) prepared by The Planning Partnership Limited (March 21, 2022)
- C. City of Burlington Brant & Lakeshore Planning Study Terms of Reference (January 22, 2015)
- D. Feedback Received on the Emerging Preferred (2022)

Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.

BURLINGTON
Waterfront Hotel Planning Study
PLANNING JUSTIFICATION REPORT



City of Burlington | The Planning Partnership

March 23. 2022

Table of Contents

1.0 Introduction	6
1.1 Background	6
1.2 Purpose of the Study	6
1.3 Study Process	7
2.0 Basis of the Study	8
2.1 Subject Site	8
2.2 Study Area	8
2.3 Downtown Burlington Context	9
2.4 Surrounding Development	13
2.5 Key Considerations	15
3.0 Public Engagement	16
3.1 Summary of Engagement 2017	16
3.2 Public Open House 2022	17
3.3 Email/Online Input 2022	17
4.0 Vision and Principles	19
5.0 Options & Concepts	23
5.1 Concept Options (2017-2018)	20
5.2 Additional Concept Options (2017-2018)	24
6.0 The Preferred Concept	26
6.1 Overview of the Preferred Concept (2022)	26
6.1.1 Massing and Built Form	27
6.1.2 Height and Density	27
6.1.3 Vibrant Mix of Uses	29
6.1.4 Public Waterfront Access	30
6.1.5 Parks, Open Spaces and Community Facilities	30
6.1.6 Parking and Loading	30
6.2 Summary of Previous Supporting Studies	31
6.3 Urban Design Guidelines	32
6.3.1 Built Form	33
6.3.2 Public Realm	37
6.3.3 Access and Mobility	39
7.0 Policy & urban design framework review	42
7.1 Planning Act	42
7.2 Provincial Policy Statement	43
7.3 Growth Plan, 2019 (Amendment 1)	44
7.4 Halton Region Official Plan	47
7.4.1 Halton Region Official Plan Review	47
7.5 New Burlington Official Plan	51

7.6	In-force Burlington Official Plan (1997)	58
7.7	Zoning By-law 2020	60
7.7.1	Interim Control By-law, 2019-2020	61
7.8	Applicable Urban Design Guidelines and Directives	62
7.8.1	Sustainable Building and Development Guidelines (2021)	62
7.8.2	Draft Downtown Burlington Placemaking and Urban Design Guidelines (1st Draft – August 2020)	62
7.8.3	Shadow Study Guidelines and Terms of Reference (June 2020)	63
7.8.4	Downtown Streetscape Guidelines (2019)	63
7.8.5	Tall Building Guidelines (May 2017)	63
7.8.6	Downtown Urban Design Guidelines (2006)	64
8.0	Framework Assessment & Conclusions	66
9.0	Implementation	74
9.1	Official Plan Amendment	74
9.2	Zoning By-law Amendment	74
9.3	Additional Planning Approvals And Implementation	75
10.0	Overall Conclusions	76
Appendix A: Key Policy Directions		
Appendix B: What We Heard Workshop #1 (2017)		
Appendix C: What We Heard Workshop #2 (2017)		
Appendix D: What We Heard Workshop #3 (2017)		
Appendix E: Draft Official Plan Amendment		

Figures List

Figure 1: Subject Site and Study Area	7
Figure 2: Regional context	9
Figure 3: Surrounding uses and points of interest	10
Figure 4: Local active transportation routes	10
Figure 5: Surrounding heights in the context area	13
Figure 6: Styrofoam Models of Massing Explorations	20
Figure 7: Snapshot of the Preferred Concept (2022)	21
Figure 8: Emerging Preferred Concept #1 (2017)	23
Figure 9: Emerging Preferred Concept #2 (2017)	23
Figure 10: Emerging Preferred Concept #3 (2018)	25
Figure 11: Snapshot of the Preferred Concept (2022)	26
Figure 12: The Preferred Concept (2022)	28
Figure 13: 3D Massing Model of the Preferred Concept (2022)	29
Figure 14: Growth Plan Schedule 1	44
Figure 15: Urban Growth Centre relocation	48
Figure 16: ROPA Preferred Growth Concept (November 2021) (Growth Concept Discussion Paper)	49
Figure 17: New Official Plan - Schedule B: Urban Structure (Excerpt)	52
Figure 18: New Official Plan - Schedule B-1: Growth Framework (Excerpt)	52
Figure 19: New Official Plan - Schedule D: Land Use Downtown Urban Centre	54
Figure 20: Current Zoning in the Downtown	60
Figure 21: The Interim Control By-law 2019-2020 Area	61
Figure 22: Character area map	64
Figure 23: Illustration of Preferred Concept (2022) in emerging Downtown context	72-3

Tables List

Table 1 : Surrounding development applications	14
Table 2 : The Preferred Concept (2022) - Potential Development Statistics	26
Table 3 : Forecasted Burlington Population Growth (ROPA Preferred Growth Concept November 2021)	49
Table 4 : Parkland Dedication	70

1.1 Background

Burlington is experiencing a time of change with many infrastructure, planning and development projects that will advance a city-building agenda. It is also in the midst of re-imaging its urban structure, which, together with new Provincial, Regional and Local policies, will guide growth to 2051.

The Downtown has historically been the City's focus for new growth and intensification. This has been long established through identification of the Downtown as an Urban Growth Centre by the Growth Plan, and reinforced and implemented by Regional and Local policy. However, this framework is changing.

The Burlington Waterfront Hotel site (Figure 1) is located next to two of Burlington's most significant landmarks, Spencer Smith Park and the Brant Street Pier. The site anchors the south end of Downtown's Brant Street and is at the convergence of two important streets in the Downtown, being Lakeshore Road and Brant Street.

The Waterfront Hotel occupies a prominent place within this landmark location with a potential that has long been recognized by the City. In 2005 and 2006, City staff approached the landowner/ developer of the Waterfront Hotel site to collectively evaluate options for the future of these lands.

In 2015 the City of Burlington approved the Terms of Reference for the Study to establish a framework to guide redevelopment.

In 2017, The Planning Partnership ("TPP") was retained to undertake the Burlington Waterfront Hotel Planning Study.

In 2018, after completing most of Phase 3 of the five phase study, TPP was directed to pause their work with the intent to allow the City to undertake other studies to better understand the role of the Downtown within its broader Regional and Local Urban Structure. During this pause, significant changes occurred to the policy and urban design regime of the Downtown. At the same time, intensification of the Downtown continued.

On January 11, 2022, City Council approved a motion to re-engage TPP to complete the Study with the intention of fast-tracking the process of selecting a preferred concept, and establishing a planning and design framework for City

staff to assess the redevelopment proposal for the site. TPP was asked to complete Phases 4 and 5 of the work. This involved the selection of a preferred Land Use Concept and recommendations that would form the basis for site specific land use policies, zoning and urban design guidelines.

1.2 Purpose of the Study

The purpose of the Waterfront Hotel Planning Study is to establish a land use and urban design framework to inform site specific policies that will guide development on the site. The Study was conducted through a public consultation process which provides the opportunity for all of those who were interested in the development of the site to participate and share their thoughts. The Study includes Official Plan policies, zoning regulations and urban design guidelines. These implementation tools have been informed by a preferred concept plan for the site.

Many other city-led studies have been completed and contribute to informing this Study.

The Study considers the work that has been done to-date by the City since the Study's pause in 2018.

The Study is site-specific and is not intended to provide broader direction to new policies that will apply to other areas of Downtown.

01 INTRODUCTION

1.3 Study Process

The Study was completed in five phases:

- Phase 1 - Site and Context Review
- Phase 2 - Opportunities and Constraints
- Phase 3 - Development and Evaluation of Alternative Land Use Concepts (Explorations, Options, Emerging Preferred Options)
- Phase 4 - Selection of Alternative Land Use Concept (Preferred Concept)
- Phase 5 - Draft Official Plan Policies, Draft Zoning and Urban Design Guidelines



Figure 1: Subject Site and Study Area

02 BASIS OF THE STUDY

2.1 Subject Site

The Burlington Waterfront Hotel is located at the southeast corner of Lakeshore Road and Brant Street, municipally known as, 2020 Lakeshore Road (the “Subject Site”). It is prominently located at the foot of Brant Street and is considered an important “landmark” site in the City’s downtown. The in-force Official Plan addresses the importance of this identification through Part III, Policy 5.5.9.2.1) which reads “any further development shall provide a high quality of urban design reflecting the landmark nature of this site”. As such, the Subject Site is one of the City’s most important parcels and warrants a rigorous urban design evaluation, and a plan that achieves a broad range of objectives.

The Subject Site (Figure 1) is 0.76 hectares in size with approximately 105 metres of frontage along Lakeshore Road, and approximately 50 metres of frontage along Elizabeth Street. Additionally, the site borders Spencer Smith Park along the west and south sides with these frontages measuring approximately 65 metres and 118 metres respectively. The Subject Site is approximately 80 metres from the shore of Lake Ontario; this condition requires a 30 metre Shoreline Erosion Setback be imposed on the Subject Site. The Subject Site includes a 6-storey hotel and a 300 space ground-level parking lot. The owner has expressed an interest for redevelopment of the lands in a coordinated manner with the City.

2.2 Study Area

The Study Area which was defined in the terms of reference in 2017, includes lands in the immediate context of the Subject Site (Figure 1). The northern edge of the Study Area extends mid-block between Lakeshore Road and Pine Street while the western edge of the Study Area is Locust Street and its eastern edge is Pearl Street. The southern edge of the Study Area extends along the shoreline of Lake Ontario to include a segment of the Waterfront Trail. The Naval Ships Memorial Monument and the Brant Street Pier are included in the Study Area.

The policy and built form context has changed since the Study Area was established. This change in context merits an additional evaluation of the site, within its immediate Downtown context and broader regional structure. Accordingly, this Study also evaluates and considers emerging trends that extend beyond the boundaries of the Study Area.

The area immediately adjacent to the site is characterized as follows:

North: The northern edge of the Subject Site fronts onto Lakeshore Road. The area north of Lakeshore Road, along Brant Street includes a vibrant mix of fine grained retail and mixed uses, with a mix of lower and taller buildings forms.

East: The Bridgewater development is located East of the Subject Site. The development includes the 8-storey Pearle Hotel and two mixed use condominium buildings that are 7-storeys and 22-storeys respectively. There is a mix of commercial and residential uses located further east.

South: The Great Lakes Waterfront Trail and Spencer Smith Park is located to the South. Further South is the Brant Street Pier which extends into Lake Ontario and provides a lookout point for residents and tourists.

West: Spencer Smith Park abuts the western side of the Subject Site and extends down to the Dofasco Waterjet Plaza and Rotary Centennial Pond. The Waterfront Trail traverses this area and connects the various green and open spaces to provide greater community access. Additionally, the Burlington Performing Arts Centre and Burlington City Hall are located northwest of the Subject Site.

02 BASIS OF THE STUDY

2.3 Downtown Burlington Context

Downtown Burlington is the historic core of the City, known for its commercial district and vibrant residential neighbourhoods, parks, open spaces, schools and cultural institutions. It is home to an eclectic mix of businesses and services that contribute to the area's unique identity and charm.

Parks and Open Spaces

Downtown Burlington has a number of parks and open spaces that include local parks such as Lions Park, Apeldoorn Park, and Brock Park. They provide important community gathering and socialization spaces.

The public space at the base of Brant Street and Lakeshore Road is the most iconic and recognizable public space in the City, it is a gateway to the Great Lakes Waterfront Trail and the principal entrance to Burlington's most historic and popular Regional Waterfront Park.

Active Transportation

The Study Area is centrally located within an active transportation system comprised of a series of on-street cycling facilities and multi-use trails and recreational pathways. The western portion of the Study Area intersects this system through the Spencer Smith Promenade. Lakeshore Road also contains on-street separated bike lanes buffered. However, the Subject Site is a gap in this active transportation network and presents an opportunity to connect to the broader network (Figure 4).

John Street Bus Terminal

The Downtown has until recently, been the focus of mixed use intensification in the City, much of which was premised on the notion of the John Street Bus Terminal being a major transit interchange and "mobility hub". The John Street Bus Terminal serves as an important interchange terminal for local bus service. Since this Study paused in 2018, the City embarked on several studies to evaluate the planned function and role of the John Street Bus Terminal.



Figure 2: Regional context

02 BASIS OF THE STUDY

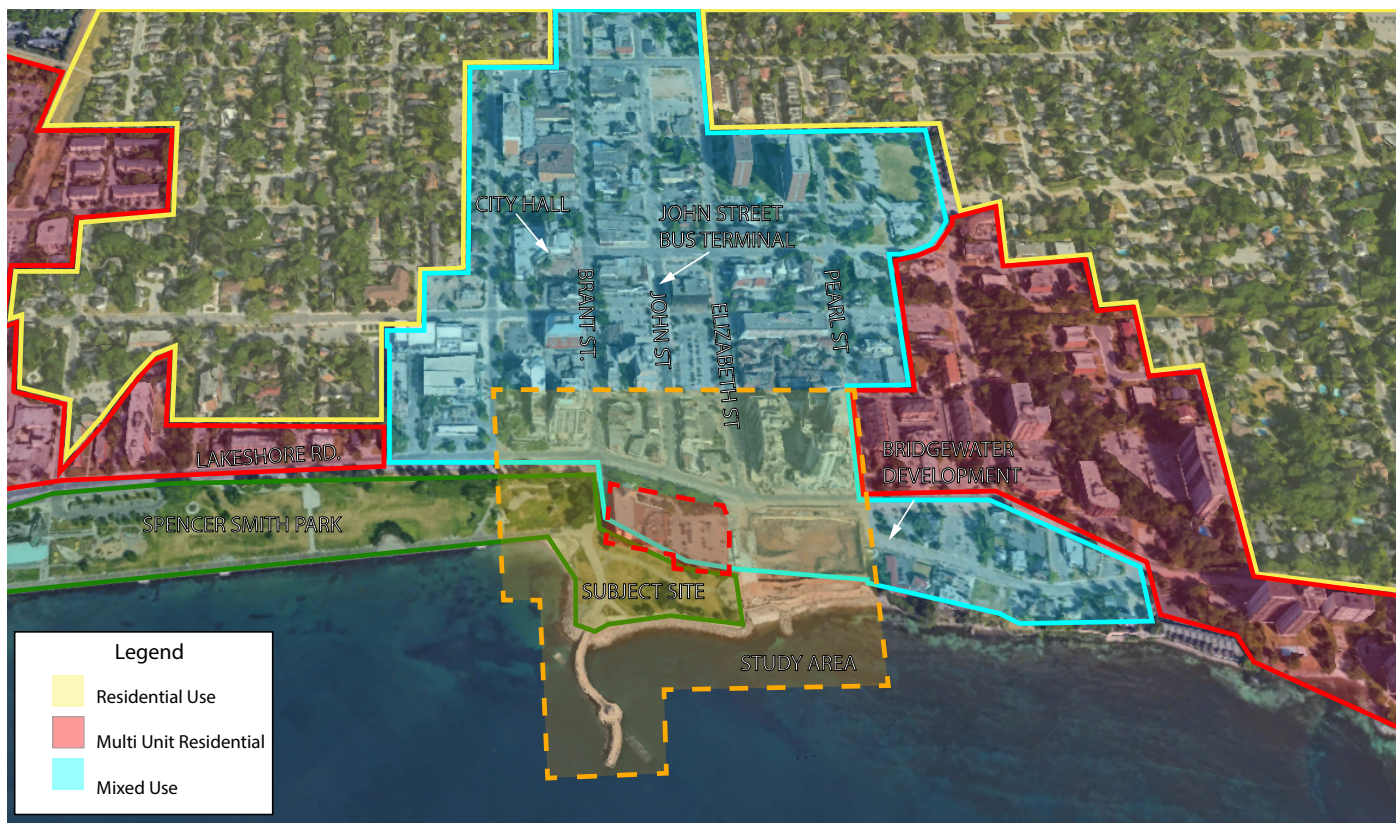


Figure 3: Surrounding uses and points of interest

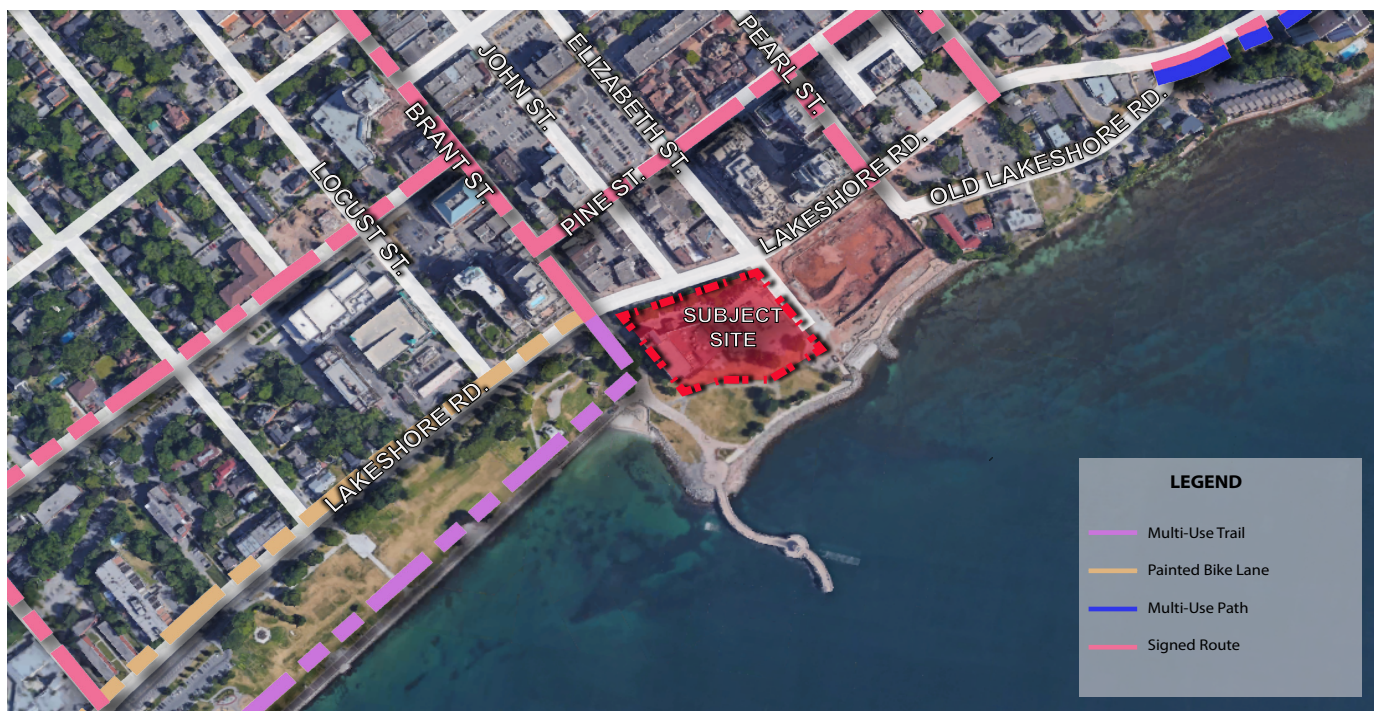


Figure 4: Local active transportation routes

02 BASIS OF THE STUDY

Mixed Use Corridors

Brant Street and Lakeshore Road contain a series of mixed-use residential and commercial buildings with compact pedestrian-oriented buildings. These buildings provide a mix of uses, which are distinct in their form and function, within the overall downtown urban structure.

Brant Street is the City's historic main street and features many fine grained retail uses at-grade primarily in 2- to 3-storey buildings.

Lakeshore Road serves an important role not only to the Downtown, but the broader Region as well. Lakeshore Road features a much wider right-of-way than Brant Street and as such, accommodates more significant flows of traffic, including transit. Like Brant Street, Lakeshore Road contains non-residential uses at grade, but they are generally incorporated as part of newer mixed use development. The boulevard for Lakeshore Road is also wider, providing for additional areas to support spillover retail spaces, enhanced landscaping and active transportation.

Residential Uses

Downtown Burlington's residential development features a mix of low, medium and high-rise buildings. Lower density residential uses such as single detached, semi detached and townhouses dwellings are generally concentrated to the north of Lakeshore Road, west of Locust Street, east of Martha Street.

Higher density residential (and mixed use developments) are generally located along Lakeshore east of the Study Area. Existing heights range from 5- to 22-storeys, and comprise apartment buildings, and mixed use developments. As noted in Section 2.4 below, higher density uses continue to be approved (including approvals at the Ontario Land Tribunal) or proposed in the Downtown.

Landmarks

There are a number of notable landmarks and features that distinguish the lands surrounding the Study Area. The most notable of these features is the Brant Street Pier, located south of the Subject Site. This feature is defined as a "signature destination" by the City of Burlington due to its unique design features, sightlines, and the distinguishable beacon light – that changes its colour for special occasions.



John Street Bus Terminal



View of the Waterfront from Brant Street

Additional landmark features, located in proximity to the Subject Site, include the Spencer Smith Park and the Discovery Landing Building. Spencer Smith Park is a waterfront feature that includes a variety of outdoor amenities while Discovery Landing is a unique banquet building whose architecture makes it a predominant destination on Burlington's Waterfront.

City Hall is also located nearby, within approximately 250 metres north of the Subject Site, on the west side of Brant Street.

02 BASIS OF THE STUDY

Heritage

Downtown Burlington provides a diverse array of heritage properties, with the majority of designated heritage properties located west of Brant Street. The heritage designation under the Ontario Heritage Act has been applied as a means to manage change in a way that ensures the character-defining attributes are conserved.

The Study Area includes two listed (both not designated heritage) buildings, located immediately adjacent to the Subject Site on the north side of Lakeshore Road. These listed buildings include the “LePatourel Drug Store First Location” and the “Shaver Building”.



Historic Brant Street clock tower

2.4 Surrounding Development

Over the past decade, the Downtown has seen an increase in the construction of high density, mixed-use buildings. These developments contribute to the vibrancy, activity and animation of the Downtown. At the same time, they help to promote a walkable community where residents can live in a range of housing types, and have access to retail, employment, and residential land uses.

Figure 5 illustrates the existing, approved for development, proposed and under construction buildings in the Downtown area. The majority of new mixed-use development has occurred along Lakeshore Road, east of John Street. As shown of Figure 5 and Table 1, more recent development proposals are for buildings that range from 9 to 29 storeys in height.

The development of the Downtown illustrates a general pattern of intensification in the southeastern portion. More specifically, the majority of new development has generally occurred east of Pearl Street along Lakeshore Road. The tallest approved building is located at 2069-2079 Lakeshore Road, which measures at 29-storeys and overall density of 9.38 FSI. The areas generally to the east of the Subject Site have generally experienced the greatest levels of intensification in the Downtown.

The Subject Site is well positioned within this context to support intensification and achieve a multitude of planning objectives established by Provincial, Regional and Local policy. Balancing the development context, with the emerging policy directions, particularly those at a local level, forms an important objective of this Study.



Figure 5: Surrounding heights in the context area

02 BASIS OF THE STUDY

	ADDRESS	STATUS	FSI	STOREYS	HEIGHT	RES UNIT #	NON-RES GFA
A	2020 Lakeshore Road	Proposed (Under Review)	7.76	35	104.5 m*	550	4,445 sm: Commercial 4,348 sm: Office 7,231 sm: Hotel
B	2093,2097, 2101 Old Lakeshore Road & 2096, 2100 Lakeshore Road	Proposed - (No Decision) - OLT Appeal	7.85	27	88.4 m*	310	426.4 sm: Commercial
C	2107 Old Lakeshore Road & 2119 Lakeshore Road	Proposed - (No Decision) - OLT Appeal	10.3	27	102.5 m*	150	598 sm: Commercial
D	2069-2079 Lakeshore and 383-385 Pearl Street	Approved - (OLT Decision) - (Site Plan Review)	9.43	29	95.95 m*	318	502 sm: Commercial 213 sm: Live/Work
E	374 Martha Street	Under Construction	11.91	26	90.86 m*	226	348 sm: Commercial
F	2085 Pine Street	Proposed - (No Decision)	4.33	9	30.7 m*	38	N/a
G	407 Martha Street	Proposed - (No Decision)	4.48	11	39.07 m*	130	N/a
H	2082, 2086 and 2090 James Street	Approved - (OLT Decision) - (Site Plan Review)	6.5	13	53m*	150	N/a
I	409 Brant Street	Approved - (Council Decision)	8.1	17	65 m*	201	1,199 sm: Commercial
J	421 Brant Street	Under Construction	8.89	22	82.33 m*	156	439 sm: Office 935 sm: Commercial

* Includes a mechanical penthouse

Based upon status of ongoing development applications as of March 23rd, 2022

Table 1: Surrounding development applications

02 BASIS OF THE STUDY

2.5 Key Considerations

1. Redevelopment of the site provides the opportunity to create more housing and jobs Downtown.
2. The unique location and context of the site demands a unique landmark development that will be distinct from other existing and future buildings on Lakeshore Road and the southern end of Brant Street. Views to the site from Brant Street, Lakeshore Road and the Brant Street Pier (Lake Ontario) should be considered in the design, height, massing and articulation of any future buildings on this site.
3. The City's Tall Building Guidelines and Downtown Streetscape Guidelines (see Section 7) lay the foundation for high quality urban design of the site. Site specific urban design guidelines will help to ensure a built form outcome that responds to the context and conditions of the site.
4. The City's Sustainable Building and Development Guidelines (see Section 7) will be the touchstone for development of the site.
5. Redevelopment of the site presents the opportunity for the City to work with the developer to achieve its broader objectives for parkland acquisition the waterfront park and trail system.
6. The recently endorsed Cycling Plan identifies Lakeshore Road as a key linkage in the overall cycling network and the extension of the Lakeshore Road painted buffered bike lanes will be achieved through redevelopment of this site.



Lakeshore Road and Brant Street (North)



Looking west toward Spencer Smith Park (South and West)



Painted bike lanes on Great Lake Waterfront Trail



View of the Downtown from the Brant Street Pier

03 PUBLIC ENGAGEMENT

The Burlington Waterfront Hotel Planning Study was framed around a process of public engagement where opportunities for the public and stakeholders to share their input were offered throughout the design process. This included three workshops, two online surveys and ongoing email communication with City staff. The initial phases of the Study were informed by a Stakeholder Advisory Committee that included the Mayor, Ward 2 Councillor, the landowner, representatives from the Burlington Downtown Business Improvement Association, the Conservation Authority, the Region, Burlington Downtown Business and two residents. The reports summarizing each of the workshops and the online survey are included in the Appendix.

3.1 Summary of Engagement 2017

Workshop 1 – Visioning (May 24th, 2017)

The first community workshop included committee meetings and two identical workshop sessions, one at 4:00 pm and the other at 6:30 pm. The purpose of the workshop was to report out on the team's understanding the site's opportunities and constraints and to invite participants to help develop a vision statement and design principles to form the foundation of the exploration of options for the Waterfront Hotel Site.

The following vision statement was crafted with the input from Workshop 1:

The Waterfront Hotel site is envisioned to be a landmark within Burlington's downtown core area and a major gateway to the Lake Ontario waterfront. It will be developed as a welcoming, vibrant destination where residents and visitors may experience the best aspects of Burlington.

The general themes of workshop comments with respect to principles for land use and built form, green space and mobility and servicing are summarized in the graphic in the adjacent column.

Workshop 2 – Design Day (July 5th, 2017)

The second community workshop was set up as a design charrette where participants joined a member of the Project Team to discuss and prepare an Exploration (concept) for the site based on specific variables for built form, use, the public realm and access. Four design groups explored four variations on the variables. Approximately 60 people participated in the charrettes.

Land Use and Built Form

- New building(s) should be located closer to the east side of the site and should enhance the views from downtown to the water
- Building should be mixed-use, with a restaurant, patio and shops on the ground floor
- Building should provide community space
- New development should be low to mid-rise, set back on a podium and tiered. Building should incorporate sustainable building practices (e.g. green roof)

Green Space

- The amount of green space should be maximized, provide for passive recreation and add to the existing tree canopy
- The site should include public art
- The site should connect the downtown, the waterfront (pier) and Spencer Smith Park together
- Include a public washroom building

Mobility and Servicing

- Reduce traffic and extend/enhance pedestrian and cyclist connectivity (provide bike racks)
- Consider a passenger/shuttle bus drop-off and an underground parking garage (with public parking)
- The site should be barrier-free

03 PUBLIC ENGAGEMENT

Waterfront Hotel Planning Study – Concepts Survey (August 2017)

An online survey was posted from August 17th to September 7th 2017 on the City's website. The survey sought input on three options that were generated based on the outcome of Workshop 2.

The third community workshop took place at the Burlington Performing Arts Centre with approximately 80 people attending. The team provided a re-cap of the process and information presented to date before presenting the Emerging Concept. Following the presentation, participants were asked to share their thoughts on the Emerging Concept.

Following Workshop #3, the Study was put on hold. Key policy directions were outlined in June 2018 in a Staff Report PB-23-18, and endorsed by Burlington City Council on June 5th 2018 through the Planning and Building Committee. The key policy directions provide a foundation for the Preferred Concept (2022) (Appendix A).

3.2 Public Open House 2022

A virtual public open house was held on February 15, 2022 to present the emerging Preferred Concept (2022) described in Section 4.0 of this Report. The City, with support of the project team, responded to comments and questions that were received. The questions were primarily about the amount of park space, building height and views through to the waterfront.

3.3 Email/Online Input 2022

Following the virtual public open house on February 15, 2022, the City posted a survey from February 26 to March 1, 2022 to obtain comments on the emerging Preferred Concept (2022). The City also accepted emails and letters with comments. During this time period feedback received included:

- 19 emails
- 2 letters
- 154 responses via the Get Involved Burlington survey page

The following is a snap shot of the comments received (excluding the comments from the landowners):

Building

- Prefer no podium, but three stories is better than five;
- Building should be closer to Lakeshore, Burlington needs to take back the water and make it an attraction;
- Keep buildings in line with others already in the downtown core;
- Building design needs to be more distinct and unique;
- Suggest the underground parking garage be permitted with roof to provide a terrace and landscaping feature/a year round animated public amenity space overlooking Spencer Smith Park.
- Too high - limit to 15 storeys, limit to 12 storeys, limit to 8 storeys;
- Include affordable housing;
- Development should not be looming over the area;
- Height is acceptable;
- Blocks the view of the water;
- View corridor needs to be wider, at least as wide as Elizabeth Street;
- Prefer the developers proposal, excellent example of architecture, will be a landmark building visible from Skyway bridge;
- Building should be taller;
- Like to see high degree of sustainable design;
- Need to have restaurants and unique interesting stores at grade, rather than offices;
- Don't need more condos on the waterfront;
- Prefer the 2018 concept; and,
- Move the two buildings side by side to create more green space.

Green Space

- Setback is good, provides an extension to the park and an bigger view to the lake down Brant;

03 PUBLIC ENGAGEMENT

- View down John is not important;
- The height is acceptable and the larger green areas surrounding the buildings make it attractive on the waterfront;
- Preserves parkland, and does not continue the trend of “walling off” the Lakeshore;
- Lake views should not just be for those who can afford them;
- Area does not need more empty lawn space. needs to be animated and have activities, patios, vendors, etc. and more shade trees;
- Protect and broaden the view corridor to the lake as much as possible;
- Climate change is evident already at the waterfront, concern about safety of underground garages;
- Purchase the property and make a park;
- Too much hard surface in the park;
- Important to get as much parkland as possible;
- Apply the ‘thin red line’ to the park; and,
- Widening at Brant Street is important.

Roads and Parking

- Service entrance off Elizabeth might cause congestion due to hotel proximity;
- Like the addition of bike lanes;
- Eliminating surface parking enhances the area and improves options for active transportation;
- Concerned about more traffic in downtown core;
- Block vehicle access from Brant St across Lakeshore Rd;
- Should be multiple bicycle racks to make both the proposed facilities and Spencer Smith park usable by bike;
- Not enough parking;
- Concerned about disruption during construction;

Landowner Comments

The landowner submitted comments requesting clarification on the rationale for the following:

- The proposed building massing
- 3-storey podium
- 15- to 22-storeys as opposed to 30- to 35-storeys, and,
- Need for a public park.

04 VISION AND PRINCIPLES

The Vision and Principles for the site were developed in the initial phases of the study through the public consultation process. They provide the overarching directions for the future development of the site, and the framework for its

physical design, including site layout, the arrangement of public and private areas / elements and the relationships between these elements to one another and to adjacent areas. The key urban design principles include:

VISION STATEMENT:

The Waterfront Hotel site is envisioned to be a landmark within Burlington's downtown core area and a major gateway to the Lake Ontario waterfront. It will be developed as a welcoming, vibrant destination where residents and visitors may experience the best aspects of Burlington.

URBAN DESIGN PRINCIPLES:

01 LAND USE / BUILT FORM

A concentration, mix and intensity of uses will contribute to a vital and vibrant downtown.

High density development is transit-supportive.

Grade-related uses will activate and animate the public realm.



02 PUBLIC REALM

High-quality, pedestrian-oriented streets and open spaces will support walkability and access to transit.

Access and connections to the lake will enhance community life.

The Waterfront Trail will be enhanced.



03 MOBILITY / ACCESS

Pedestrian-scaled blocks will enhance connectivity.

Well-designed streets accommodate all modes of travel.

Loading and servicing areas will not detract from the quality of the pedestrian realm.

Priority will be given to walking, cycling and transit use.



05 OPTIONS & CONCEPTS

5.1 Concept Options (2017-2018)

Over the course the study and through the various conversations with stakeholders and the public, numerous development concepts were generated.

While Workshop #1 was focused on crafting a Vision and Design Principles, Workshops #2 and #3 generated physical models and plans that articulated different options for site layout, built form and open space.

In Workshop #2 participants, led by members of The Planning Partnership team, discussed, considered and explored options based on four different programs with variables in Land Use/Built Form, Public Realm and Mobility/Access. The intent of providing the different programs was to ensure a full range of options would be considered and evaluated for the site.

The explorations generated in this workshop resulted in the eight concepts, as shown below.

The workshop explorations illustrate variations in the disposition of buildings, circulation, green space and relationships to the surrounding streets and waterfront park.

Following Workshop #2, the design team coalesced the eight explorations into three options based on similarities, differences and common themes, that took into consideration the broader community objectives for placemaking and creating a walkable, transit-supportive, and vibrant downtown.

The three options were organized / described based on Land Use/Built Form, Public Realm and Access/Mobility.

The three concepts also received comments from City staff, a public survey, the Stakeholder Advisory Committee and the technical evaluation of shadow, wind, transportation and urban design. These are described on the following pages.



Exploration 1a



Exploration 2a



Exploration 3a



Exploration 4a



Exploration 1b



Exploration 2b



Exploration 3b



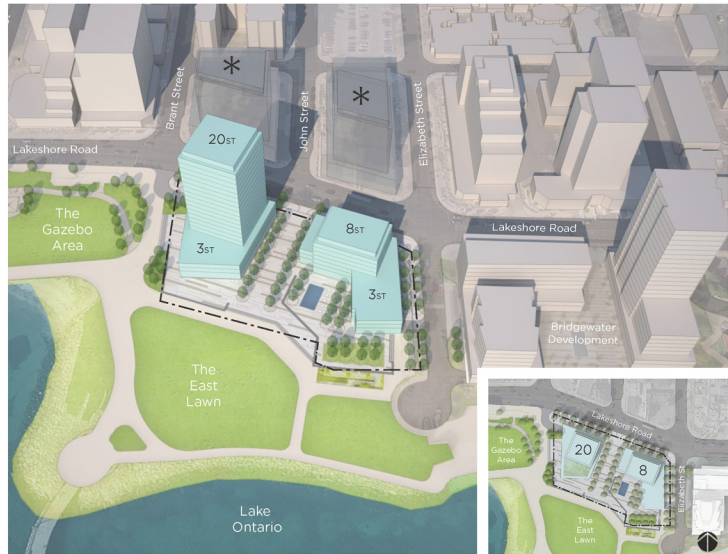
Exploration 4b

Figure 6: Styrofoam Models of Massing Explorations

05 OPTIONS & CONCEPTS

Figure 7: Concept Options (2017-2018)

OPTION 1



OPTION 2



OPTION 3



05 OPTIONS & CONCEPTS

OPTION 1 : Merges Explorations #1 and #2 which share similar program parameters.

LAND USE / BUILT FORM

Two mixed use buildings consisting of towers set on a 3-storey podium.

The buildings are 20-storeys in overall height and arranged to define Lakeshore Road while framing a central open space.

The west building is set back from Spencer Smith Park to open the existing view vista along Brant Street.

The west building may contain a hotel use within the podium, as well as other commercial/retail uses such as shops and restaurants that face the park and the lake.

PUBLIC REALM

The central view through the property is preserved by way of open space that is anticipated to be a POPS.

Lakeshore Road is an active urban streetscape with enhanced landscaping and commercial storefronts.

Open space is located along Elizabeth Street, providing access and activity along this public frontage.

Stepped seating along the south takes advantage of the existing grade condition and creates a potential amphitheatre and transition between the property and the east lawn of Spencer Smith Park. This open space interface is anticipated to include a POPS element (Privately Owned Public Space).

ACCESS / MOBILITY

The existing access at the foot of Brant Street is maintained as a ramp access to underground parking.

A second ramp access is located along Elizabeth Street.

OPTION 2 : Represents Exploration #3*.

LAND USE / BUILT FORM

One mixed use building consisting of towers set on a 3-storey podium.

The buildings are 20- to 30-storeys in overall height and arranged to define Lakeshore Road.

A 3-storey glass lobby is located at the terminus of John Street to allow views to the lake while providing an opportunity for public access in the winter; this space may contain public washrooms, gallery/event space, a restaurant or cafe.

The taller of the two towers is to be designed as an iconic/landmark building.

PUBLIC REALM

The central view through the property is preserved by way of the glass enclosed building lobby in the podium.

Lakeshore Road is an active urban streetscape with enhanced landscaping and commercial storefronts.

An urban square is located at Brant Street / Lakeshore Road to create a 'Gateway' to the waterfront. This is in combination with an enlarged open space area which is contiguous with the parkland to the west.

Stepped seating along the south takes advantage of the existing grade condition and creates a potential amphitheatre and transition between the property and the east lawn of Spencer Smith Park. This open space interface is anticipated to include a POPS element (Privately Owned Public Space).

ACCESS / MOBILITY

The existing access at the foot of Brant Street is removed to create an urban square.

Access to underground parking / service areas is located along Elizabeth Street.

*Originally intended to comprise two buildings and an open space located at the west however, the explorations for this option led to a preference for one single building and a significant open space adjacent to the waterfront park.

OPTION 3 : Represents Exploration #4, illustration the tallest buildings.

LAND USE / BUILT FORM

Two mixed use buildings consisting of towers set on a 3-storey podium.

The buildings are 30- to 40-storeys in overall height and arranged to define Lakeshore Road while framing the waterfront park.

The two towers are connected by a bridge which allows at-grade public access and views through the site to the lake.

PUBLIC REALM

The central view through the property is preserved by way of open space that is anticipated to be a POPS.

Lakeshore Road is an active urban streetscape with enhanced landscaping and commercial storefronts.

Open space is distributed across the site and creates a continuous / connected open space along the south side of the property.

Public access is provided throughout the site, including landscaped terraces that step down to the east lawn of Spencer Smith Park. This open space interface is anticipated to include a POPS element (Privately Owned Public Space).

ACCESS / MOBILITY

The existing access at the foot of Brant Street is maintained as a ramp access to underground parking.

A second access to underground parking / service areas is located along Elizabeth Street.

05 OPTIONS & CONCEPTS



Figure 8: Emerging Preferred Concept #1 (2017)

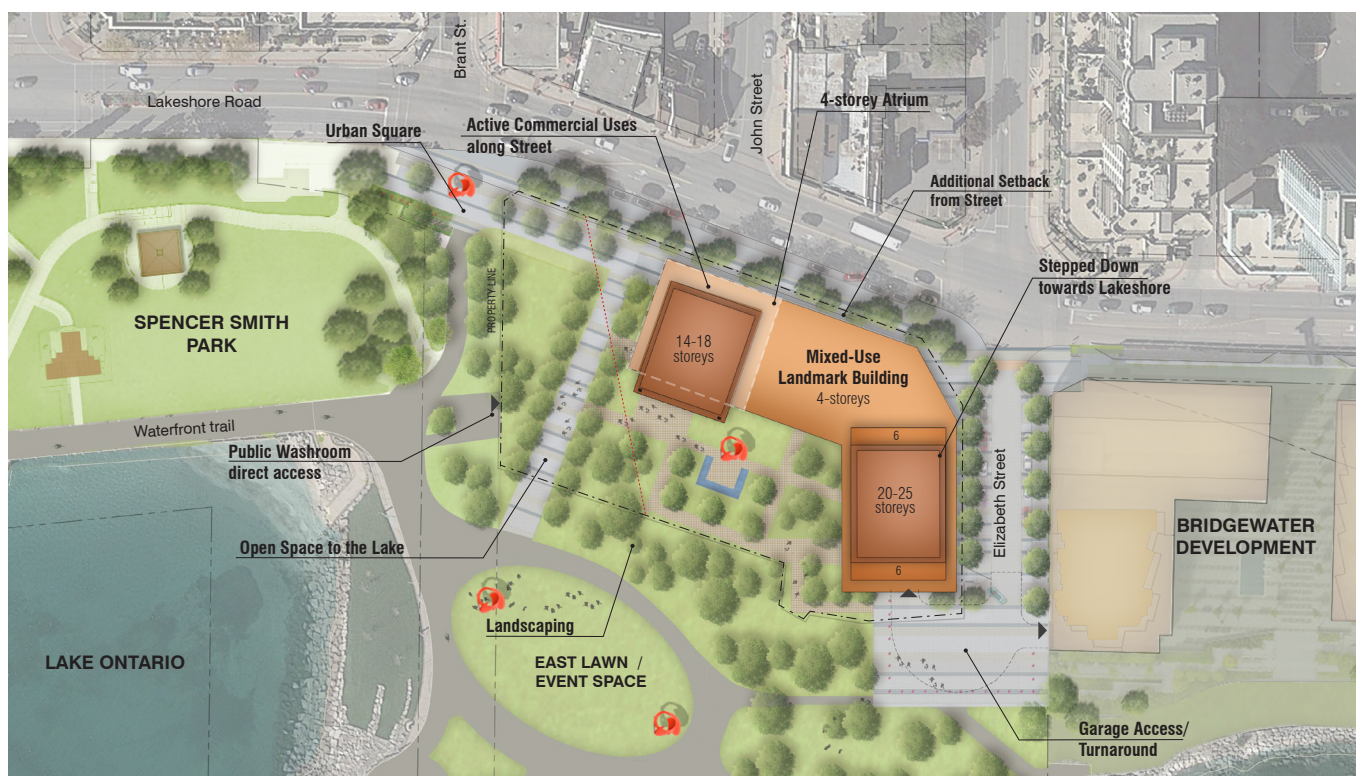


Figure 9: Emerging Preferred Concept #2 (2017)

05 OPTIONS & CONCEPTS

5.2 Additional Concept Options (2017-2018)

At the time that the three Options were being refined and evaluated towards a preferred option, the City, the property owner and Citizens Group PlanB met to discuss the evolving preferred concepts. The primary concerns discussed was public access and views to open space and the lake. These conversations resulted in additional concepts identified as Emerging Preferred Options 1 and 2, refer to Figure 8 and Figure 9.

It should be noted that the citizens group represents only a small group of people and that due in part to their delegation to Council, the additional meeting with its representatives was arranged. The meeting should not infer any special status to the group, any more than to other members of the community, stakeholders or participants of the public workshops.

EMERGING PREFERED CONCEPT 1 :

Resulting from the evaluation and coalescence of Options 1, 2 & 3 and presented at Workshop #3 (September 14, 2017) as the Emerging Preferred Concept.

LAND USE / BUILT FORM

Two mixed use buildings consisting of towers set on a 4-storey podium.

The buildings are 14- to 18-storeys and 20- to 25-storeys in overall height and arranged to define Lakeshore Road, respect the John Street view corridor and provide open space contiguous with Spencer Smith Park (on the west and south sides of the property).

The massing of the tower portions are stepped down toward the park and the lake.

PUBLIC REALM

The John Street view corridor through the property is preserved by way of open space that is anticipated to be a POPS.

Lakeshore Road is an active urban streetscape with enhanced landscaping and commercial storefronts.

Open space is distributed across the site and creates a continuous / connected open space along the south side of the property.

Public access is provided throughout the site, including landscaped terraces that step down to the east lawn of Spencer Smith Park. This open space interface is anticipated to include a POPS element (Privately Owned Public Space).

ACCESS / MOBILITY

The existing access at the foot of Brant Street is removed.

A ramp access to underground parking is located mid-block along Lakeshore Road.

A second access to underground parking / service areas is located along Elizabeth Street.

EMERGING PREFERED CONCEPT 2:

Resulting from the meeting with the City, Property Owner and (Citizens Group) Plan B.

LAND USE / BUILT FORM

One mixed use building consisting of two towers set on a 4-storey podium.

The buildings are 14- to 18-storeys and 20- to 25-storeys in overall height and arranged to define Lakeshore Road and provide a significant open space contiguous with Spencer Smith Park (on the west side of the property).

PUBLIC REALM

The John Street view corridor through the property closed.

Lakeshore Road is an active urban streetscape with enhanced landscaping and commercial storefronts.

The Brant Street view corridor is enhanced with the location of open space at the west edge of the property.

Open space is distributed across the site and creates a continuous / connected open space along the south side of the property.

Public access is provided throughout the site, including landscaped terraces that step down to the east lawn of Spencer Smith Park. This open space interface is anticipated to include a POPS element (Privately Owned Public Space).

ACCESS / MOBILITY

The existing access at the foot of Brant Street is removed.

Access to underground parking / service areas is located along Elizabeth Street.

05 OPTIONS & CONCEPTS

The Emerging Preferred Options 1 and 2, were further refined to create Emerging Preferred Option 3, refer to Figure 10, which sought to balance the general desire for additional open space on the west side of the property with the property owner's entitlement for development.

The concept is premised on the following:

- Achieving the Urban Design objectives for the Downtown
- Achieving key aspects of the Tall Buildings Guidelines
- Achieving a Floor Area Ratio (FAR) that balances the base permission of 5.0 with the developer's concept which (at the time) represented approximately 7.5 FAR.

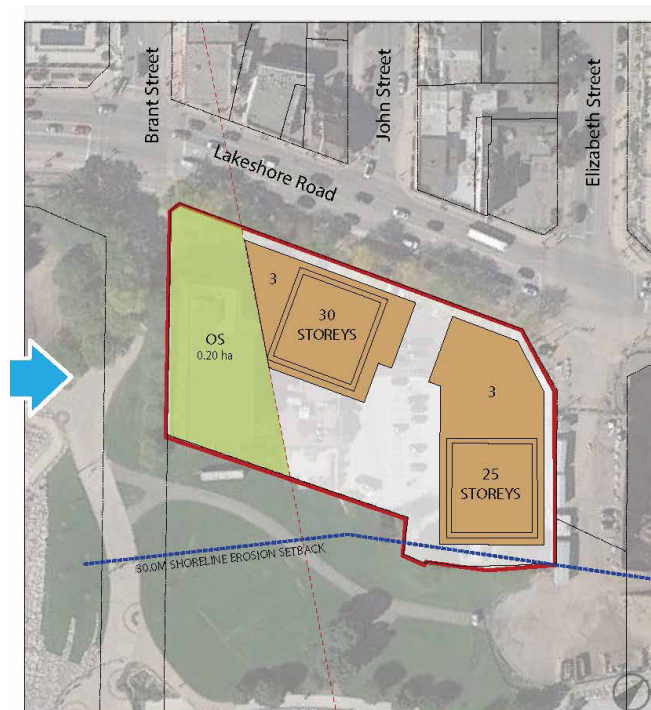


Figure 10: Emerging Preferred Concept #3 (2018)

EMERGING PREFERRED CONCEPT 3:

Resulting from the meeting with the City, Property Owner and (Citizens Group) Plan B.

LAND USE / BUILT FORM

Two mixed use buildings consisting of two towers set on a 3-storey podium.

The buildings are 30- and 25-storeys in overall height and arranged to provide a view through the site at the terminus of John Street as well as an enhanced view corridor at Brant Street, along the west side of the property.

Buildings provide a clear landmark visible from the waterfront park, Brant Street, John Street, Lakeshore Road and Lake Ontario.

PUBLIC REALM

Maintains the John Street view corridor through the property.

Lakeshore Road is an active urban streetscape with enhanced landscaping and commercial storefronts.

The Brant Street view corridor is enhanced with the location of a significant open space at the west edge of the property.

Open space is distributed across the site and creates a continuous / connected open space along the south side of the property.

ACCESS / MOBILITY

The existing access at the foot of Brant Street is removed.

Access to underground parking is located along Elizabeth Street.

06 THE PREFERRED CONCEPT

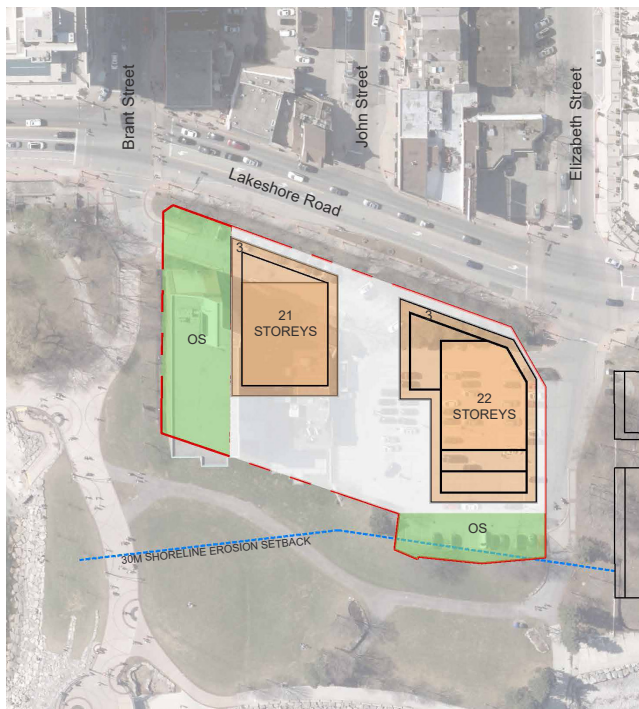


Figure 11: Snapshot of the Preferred Concept (2022)

6.1 Overview of the Preferred Concept (2022)

The project team was re-engaged in late 2021 to complete the study that had been put on pause in 2018. With this, staff provided direction to continue the work where it had left off based upon the Key Policy Directions approved by Council in June 2018 (Appendix A) and the Emerging Preferred Concept #3, (Figure 10) generated prior to the pause in the study.

The focus of the work was to review the Emerging Preferred Concept #2 (2018), in light of recent Provincial, Regional and Local policy directions to develop a Preferred Concept. The focus of this section is to present and describe the Preferred Concept (2022). A summary and analysis of the planning framework is contained in Section 7.

The Preferred Concept (2022) (Figure 12) generally represents the potential development statistics outlined in Table 2. It should be noted that these calculations are based on the conceptual diagram only and that they do not take into account the technical feasibility of development with respect to detailed building designs, market influences, traffic, parking, servicing, geotechnical, etc.

The Preferred Concept is illustrated on the facing page and described according to the three frameworks established at the commencement of the study.

The following section provides an urban design evaluation of the Preferred Concept (2022) based upon six design focuses – massing and built form, height and density, public waterfront access, parks and open space, parking and loading and circulation and pedestrian access.

Preferred Concept Statistics	
Height (Storeys)	21, 22
Units (Residential) <i>Based on 90m² avg. per unit</i>	282, 393
Area (m ²)	7,623
GFA (m ²)	38,440
<i>Residential</i>	35,390
<i>Commercial</i>	3,050
FSI	5.0
Public Open Space (hectares)	0.18

Table 2: The Preferred Concept (2022) - Potential Development Statistics

6.1.1 MASSING AND BUILT FORM

The Preferred Concept (2022), illustrates two buildings comprised of towers on podiums, refer to Figure 13.

- Both towers represent a 750 square metre floorplate; and,
- The towers are separated by a distance of 30 metres.

The above noted massing strategy for the towers implements the design directions of the new Official Plan and applicable urban design directions of the City. This tower massing strategy is intended to maximize sky views in the Downtown, views to the lake from the surrounding areas, while also mitigating the impacts of shadows and pedestrian level wind on the public realm.

Both towers sit atop 3-storey podiums which are oriented to define a streetwall, reinforce a pedestrian-scaled street environment and provide the opportunity for locating mixed-uses (non-residential uses), within a ground floor that relates to the street. These 3-storey podiums terrace upwards through gradual stepbacks up to the tower elements of each building.

While the two podiums are intended to form the streetwall between Elizabeth Street and Brant Street they are disconnected to respect the John Street view corridor and the west building shortened to enhance the Brant Street view corridor.

The John Street view corridor through the site should generally be similar to the width of the John Street right-of-way north of Lakeshore Road and a minimum of 18 metres in width.

The Brant Street view corridor / open space has been conceptually illustrated based upon the distance resulting from the arrangement (position) of the potential buildings and tower elements to achieve a 30 metre tower separation distance.

At-grade, the podiums are set back from the Lakeshore Road right-of-way by a distance of 3 metres. The 3 metre setback is intended to provide additional space to the streetscape and adequate flexible space to accommodate pedestrian activities, street furnishings, and spill out area for at-grade non-residential uses as well as the preservation of the existing street trees.

Although the policies for the Downtown Precincts state that within 20 metres of Brant Main Street and Lakeshore Precincts in the new OP (2022), buildings are not to exceed 3 storeys, the Preferred Concept (2022), places the tower components of the buildings less than 20 metres within Lakeshore Road. The 3-storey base portion of the buildings serve to frame and define a pedestrian scaled the public realm at the street level where it will have the greatest influence on the character of the pedestrian realm. Above the podium additional stepbacks to the tower will result in towers being located closer to the waterfront park and lake edge. It is important on this particular site, which is surrounded on all four sides by public space / public realm, to consider minimum tower stepbacks along the Lakeshore Road frontage, in favour of maximizing tower distances from both the waterfront park and the lake.

On this basis, the Preferred Concept should have a tower setback distance of a minimum of 3 metres.

The arrangement and massing of the buildings seek to enhance view opportunities of Lake Ontario by emphasizing sightlines along Brant Street and John Street while also emphasizing the prominence of the site from the downtown as well as from the Lake. It is recommended that the towers step down towards Lake Ontario

6.1.2 HEIGHT AND DENSITY

The Preferred Concept (2022), illustrates two buildings with 21- and 22-storey towers atop 3 storey podiums. The 21- and 22-storey heights are consistent with the context of the built form in the local area.

The potential FSI represented by the Preferred Concept (2022) is 5.0.

The emerging height and density of the Preferred Concept (2022) are reflective of an overall alignment with the new Official Plan (appealed), ROPA 48 and emerging context within the Study Area. While the broader Regional Official Plan Review remains ongoing, ROPA 48 established the Regional Urban Structure. The Preferred Concept (2022) is also a response to the emerging downtown development context.

The Preferred Concept (2022) will deliver a vibrant mix of uses that will reinforce and support the continuing evolution of the Downtown. The Preferred Concept (2022) has regard for matters of Provincial Interest, policy and legislation and have been designed with consideration for the intent of the applicable Regional and Local Municipal policy and



Figure 12: The Preferred Concept (2022)

PREFERED CONCEPT (2022) :

LAND USE / BUILT FORM

Two mixed use buildings consisting of towers set on a 3-storey podium which contain potential mixed-uses within the ground floor.

The buildings are 21- and 22-storeys in overall height and arranged to define Lakeshore Road, respect the John Street view corridor and create open space across the site, including open space that is contiguous with Spencer Smith Park (on the west and south sides of the property).

The massing of the east tower includes 6- and 8-storey portions that step down toward the lake. This massing provides opportunity for terraces / private amenity spaces that active this frontage a transition from the taller portion of the tower to the 3-storey podium.

PUBLIC REALM

The John Street view corridor through the property is preserved by way of open space that is anticipated to be a POPS.

The Brant Street view corridor is enhanced with the location of potential parkland along the western property line.

Lakeshore Road is an active urban streetscape with enhanced landscaping and commercial storefronts. Landscaping within the setback zone will contribute to the animation and enhancement of the pedestrian street zone / streetscape.

Open space (potential parkland) is distributed across the site facing the lake and contiguous with the waterfront park on the west and south sides of the property.

Public access is provided throughout the site, including landscaped terraces and potential amphitheatre condition that step down to the east lawn of Spencer Smith Park. This open space interface is anticipated to include a POPS element (Privately Owned Public Space).

ACCESS / MOBILITY

The existing access at the foot of Brant Street is removed.

Access to underground parking / service areas is located along Elizabeth Street.



Figure 13: 3D Massing Model of the Preferred Concept (2022)

guidelines. An analysis of this framework occurs throughout the balance of this Study.

A tall mixed use building with commercial uses at grade, and residential and/or hotel uses addresses many Provincial, Regional objectives and would align with the overall directions established by ROPA 48. The Preferred Concept (2022) reinforces the preferred urban structure by the City for the Downtown Urban Centre, recognizing that further amendments may be required in the future to fully align with the emerging Provincial and Regional planning framework.

As noted in the City's submission on ROPA 48 (PL-20-21):

One key policy related to Regional Nodes is the requirement to prepare area specific plans in accordance with Policies 48 and 77(5). For reference City Staff, in preparing the area-specific policies for the Downtown Urban Centre were guided by the same policy framework and confirm that with the exception of specific targets for Affordable Housing, which is a city-wide issue and will be considered through the City's Housing Strategy,

all elements of the area specific planning policies with respect to a redevelopment of a community were considered as part of the preparation of the modifications to the Downtown Urban Centre policies.

The emerging policy and physical context are rapidly changing as the Region's Official Plan Review remains ongoing and new development occurs in the Downtown.

6.1.3 VIBRANT MIX OF USES

It is envisioned that the Preferred Concept (2022) will feature a minimum of 3 uses, including residential or hotel uses in the tower, and a variety of fine grained commercial uses at grade along Lakeshore. The distribution of the GFA for the Preferred Concept (2022) is indicated in Table 2. It is the intent that Preferred Concept (2022), and ultimately the implementing OPA for the site will support complete community building and a vibrant mix of residents and jobs.

6.1.4 PUBLIC WATERFRONT ACCESS

The Preferred Concept (2022) seeks to improve Waterfront access for pedestrians. Figure 12 illustrates some potential locations for pedestrian access points within the Subject Site.

The Preferred Concept (2022) includes a number of potential new access points from Brant Street and Elizabeth Street as well as a publicly accessible privately owned and maintained connection between the two buildings which supports the intent of the new OP with respect to Public View Corridors, as set out in policy 8.1.1(3.18.5) a) Public View Corridors. The privately owned publicly accessible open space between the two buildings would need to be secured through the development approvals process. All pedestrian walkways would be designed in accordance with the Downtown Streetscape Guidelines.

6.1.5 PARKS, OPEN SPACES AND COMMUNITY FACILITIES

The Preferred Concept (2022) envisions an opportunity for on-site parkland dedication to enhance public access to Spencer Smith Park. The Emerging Preferred Concept #2 (2018) was intended to preserve public view corridors from Brant Street down to the Waterfront.

Public access to the Waterfront has been a longstanding principle of this Study. The Preferred Concept (2022) demonstrates how a potential on-site dedication may occur, recognizing that the development approvals process will confirm the extent of parkland that is desired by the City.

The east side of Spencer Smith Park is the main access into/out of the park for emergency vehicles, maintenance equipment, large event trucks and pedestrians. The east side of Spencer Smith park is not currently accessible by people of all ages and abilities and the current configuration is very constricted and the nearest accessible access to the park is located approximately 350 metres to the west.

The foot of Brant Street at Lakeshore Road is an existing entrance to Spencer Smith Park and represents a gateway to the waterfront. As such, it warrants a greater degree of design consideration, including enhanced landscape design and accessibility. The west side of the Subject Site provides the opportunity to create such a public space and accommodate an accessible entrance to the park. The City's Accessibility Standards is a higher standard than the Ontario Building Code and therefore requires more land to implement an accessible connection to the waterfront, particularly given

the existing grade condition and without the removal of the existing trees.

The Preferred Concept (2022) identifies a potential 0.13 hectare parkland along the west side of the Subject Site, at the base of Brant Street and Lakeshore Road, and a 0.05 hectare parkland at the south end of Elizabeth Street. The preferred general size and configuration of the potential parkland was determined through consultation with City parks staff.

Although POPS are potential elements of the Preferred Concept (2022), the City has noted their preference for public parkland over POPS agreements, which potentially require more monitoring to ensure that public access is always maintained.

As a general principle, public access to the waterfront is a once in a lifetime opportunity that can only be secured through the comprehensive redevelopment of the Subject Site. Enhancing and supporting the heavily used Spencer Smith Park is a desirable planning objective for this Study that supports a wide range of objectives.

6.1.6 PARKING AND LOADING

All parking for the site is to be located underground, and provided at the current Zoning By-law rate for the Downtown. Underground parking provides for a desirable urban condition by allowing for active uses to be located at-grade. It is envisioned that the two towers would have shared below-grade parking to allow for a singular parking garage access to Elizabeth Street.

A hydrogeological report would be required to confirm the water table requirements for the Preferred Concept (2022). Feasibility for below grade parking would need to be evaluated through detailed technical investigations and may warrant modifications to the Preferred Concept (2022). The Preferred Concept (2022) should feature short term and long term bicycle parking to support active transportation.

Loading and parking access for the hotel, commercial spaces and residential uses (for both towers) will be from Elizabeth Street.

6.2 Summary of Previous Supporting Studies

This Study seeks to establish broad planning and urban design principles to guide redevelopment of the Subject Site. As with any development, a range of technical and support studies are required to support the proposal. These studies may include functional servicing, hydrogeological, geotechnical, transportation, environmental impact, shadow studies, and wind studies to provide technical input.

A number of studies were prepared in September 2017 to inform the preferred concept, but have not been updated at the time of preparation of this Report. These studies include:

- Traffic Impact Study
- Functional Servicing Assessment
- Wind Study

Thompson Ho Transportation undertook a high level Transportation Assessment/Opinion of Options 1, 2 and 3 and concluded that all three (3) potential development options could be accommodated by the existing roadway and intersection infrastructure and operations. Since the Preferred Concept (2022) is not dissimilar in the number of buildings and a single underground access from Elizabeth street, to the previous three options, it is assumed that the earlier recommendations would be similarly applicable.

RWDI prepared a Pedestrian Wind Assessment of Options 1, 2 and 3, a qualitative assessment to identify any potential wind related issues as they relate to wind comfort conditions at the pedestrian level. Their report concluded with an opinion that Option 1 would create the least wind impact to the pedestrian areas on and around the development site. Since the Preferred Concept (2022) is very similar to Option 1 (2017), it is assumed that the earlier opinion would be similarly applicable.

SCS Consulting Group Ltd. reviewed the Options 1, 2 and 3 and identified that the servicing available or servicing updates required, do not differ from one option to another. The density considered and configuration of the options result in the same servicing details, as follows:

Based on preliminary sanitary sewer modeling, the available capacity in the downstream sanitary sewer system is sufficient to accommodate the proposed development.

- Note that any future growth in other areas that may be at various stages of the planning process has not been considered in this assessment.

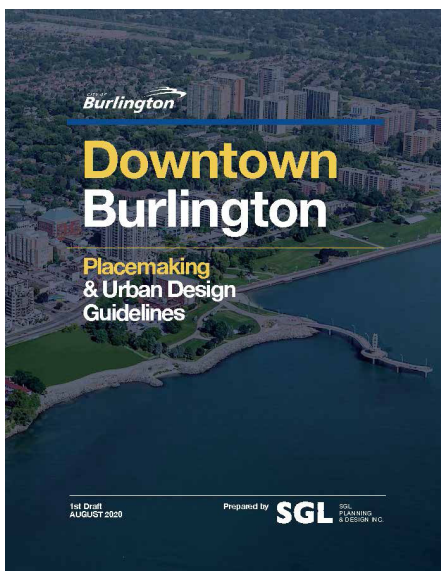
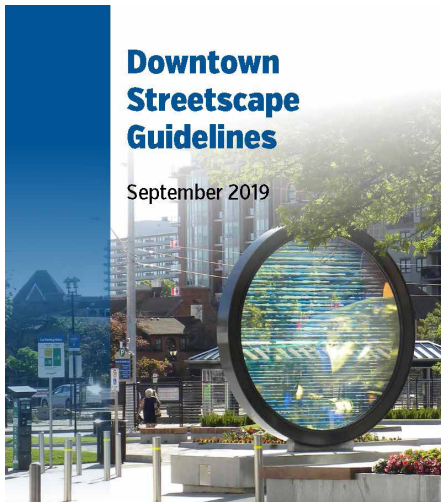
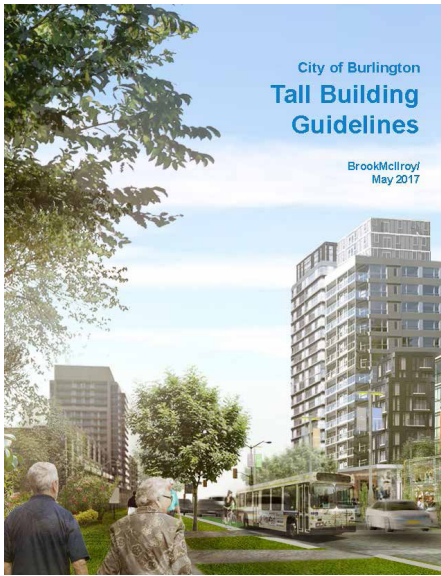
The existing Junction Street Sanitary Pumping Station (SPS) has been identified by the Region of Halton for upgrades, which is currently the subject of a Class Environmental Assessment.

- Note that the upgrade would be required to allow for the proposed development.
- Note that the Region should be made aware of this proposed development to allow for this growth in their Class Environmental Assessment for the Junction Street SPS.

Based on a preliminary assessment of existing infrastructure in the study area, water supply and pressure will be sufficient to accommodate the proposed development.

More detailed studies would be reviewed through site-specific development applications.

Should the City commission an update to these studies, the project team may revisit the Preferred Concept (2022). It is recognized that refinement may be warranted through these technical supporting studies. This may also be done prior to the enactment of the Official Plan Amendment for the Preferred Concept (2022).



6.3 Urban Design Guidelines

The development of the Burlington Waterfront Hotel Site represents an opportunity for the City to create buildings, landscapes and public spaces that promote excellence in design and sustainability and enhance the character of the downtown.

Section 4 outlined the Vision and Principles which provide the foundation for the development of the property. This includes consideration for the development of the site as a landmark in the downtown, and a gateway to the downtown and waterfront.

Section 7.7 will outline the City-wide Applicable Urban Design Guidelines and Directives that provide specific guidance on urban design matters, including building, landscape and urban design elements. These include:

- Downtown Burlington Placemaking and Urban Design Guidelines (Draft August 2020)
- Shadow Study Guidelines and Terms of Reference (June 2020)
- Downtown Streetscape Guidelines (2019)
- Sustainable Building and Development Guidelines (2018)
- Tall Building Guidelines (May 2017)
- Downtown Urban Design Guidelines (2006)

Development of the Waterfront Hotel site will be subject to these guidelines.

The intent of the following urban design guidelines is to augment and enhance the City documents by providing site-specific guidance related to the conditions and context of the site. They will work together with the guidance provided in the City's design documents to implement the Vision and Principles established through the consultation process and subsequently endorsed in principle by Council in early 2018.

The site-specific design guidelines that shall apply to the development of the Waterfront Hotel property are as follows:

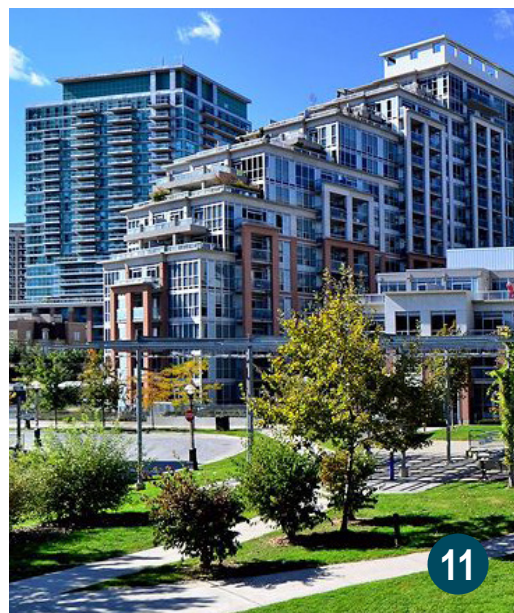
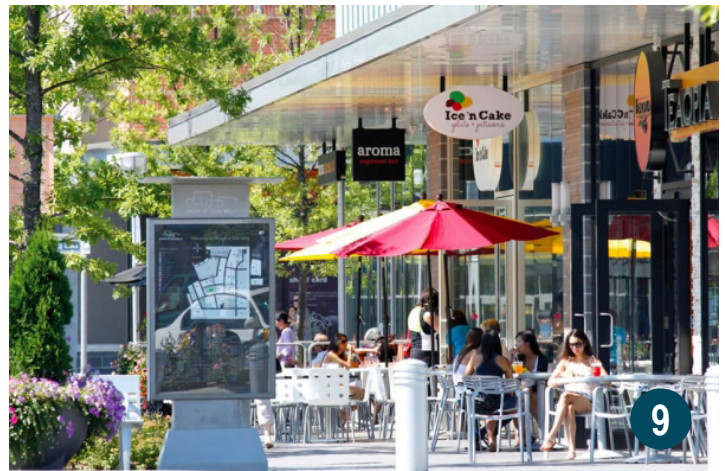
6.3.1 BUILT FORM

Building Placement

1. Buildings shall be placed to create a consistent street wall along Lakeshore Road and frame the street.
2. Along the John Street view corridor to the lake, buildings shall be placed a minimum of 18 metres apart at the ground level; and a minimal vertical distance of 10.5 metres shall be kept clear of buildings, including balconies and pedestrian bridges.
3. Where tower portions of buildings are connected, they may occur above the 3-storey podium.
4. Active frontages and facades shall be oriented toward Lakeshore Road and the east side of Spencer Smith Park to animate these public spaces, provide a sense of enclosure and enhance safety.

Building Height, Massing and Transition

5. The greatest building mass and height shall be oriented toward Lakeshore Road, away from the Spencer Smith Park and the lake.
6. Along Lakeshore Road, the building(s) above the 3-storey podium may include 6- to 8-storey tower portions to reflect the massing along the street.
7. Consideration shall be given to variation in the height of buildings to create interest in the skyline, with the greater height towards the east part of the site.



A building setback 0 metres to the park, allows active uses located in the ground floor to spill out onto and animate the public space.

Commercial uses located in ground floor of podium, including potential shops, restaurants, and cafes provide, activate and animate the street. The City's Streetscape Design Guidelines call for a 'marketing zone' which allows these uses to become part of the street life.

Above the 3-storey podium, portions of the tower may be 6- to 8-storeys to reflect the massing of the existing buildings along the south side of the street.



A consistent 3-storey podium along Lakeshore reinforces a pedestrian-scale streetscape.

Towers are stepped back 3 metres above the podium.

Towers area separated by a minimum distance of 30 metres.

Buildings are separated by a minimum distance of 18 metres to preserve the John Street view corridor and create a mid-block pedestrian connection. Active uses located in the ground floor facing the POPS.

Building massing steps down towards the lake to provide opportunity for terraces, to animate the park frontage and transition from the taller portion of the tower to the 3-storey podium.

Tower Separation

8. Towers shall be separated by a minimum distance of 30 metres, excluding balconies.

Podium Height

9. The maximum height of the podium / base building shall be 3 storeys, with the ground floor a minimum height of 4.5 metres (approximately 10.5m), to accommodate commercial uses.

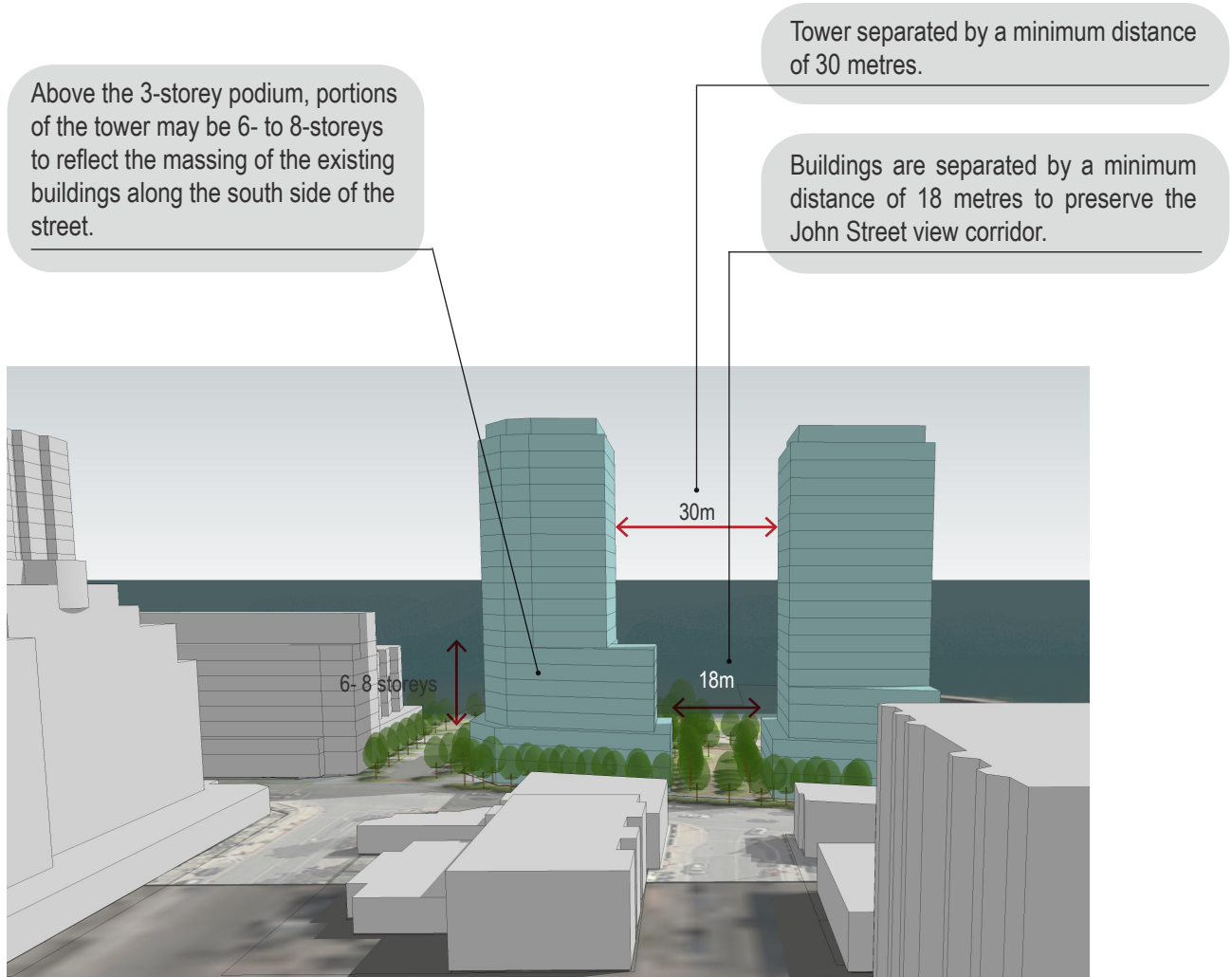
Setbacks / Stepbacks

10. Buildings shall be set back from the Lakeshore Road property line a minimum of 3 metres to enhance opportunities to preserve existing street

trees and implement the Downtown Streetscape Guidelines with respect to marketing, pedestrian and furnishings zones within the public realm.

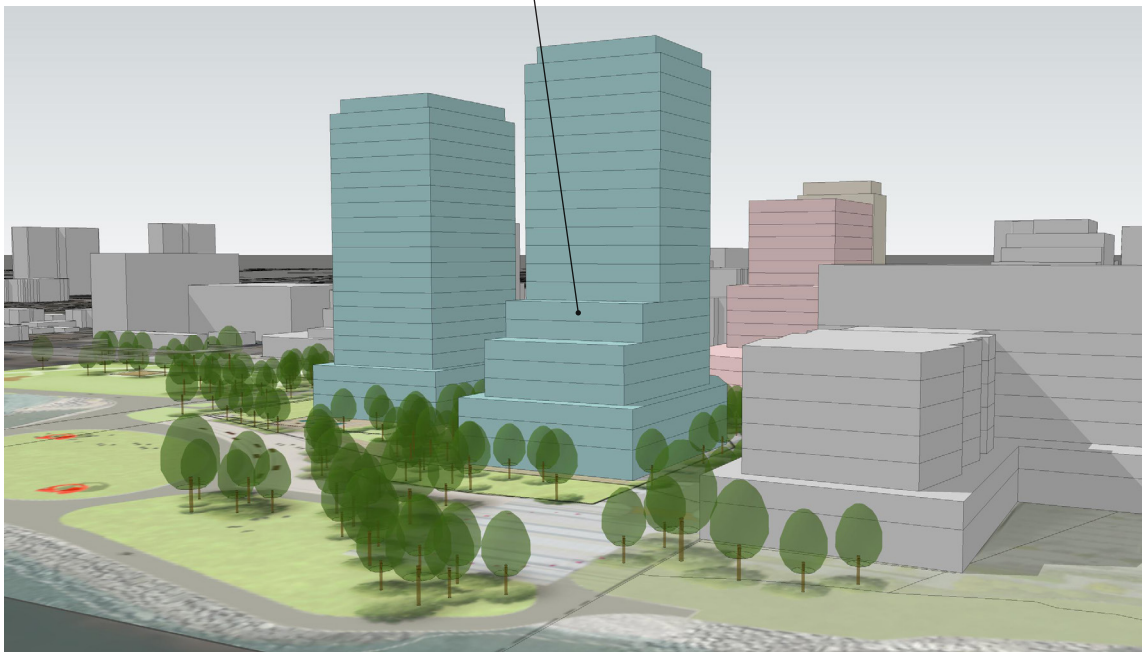
11. Along Lakeshore Road, Elizabeth Street and Spencer Smith Park, towers shall be stepped back 3 metres from the podium (base building), excluding balconies.

12. Towards the lake, buildings may be stepped down to transition to the lake and to provide opportunities for landscaped terraces facing the waterfront.

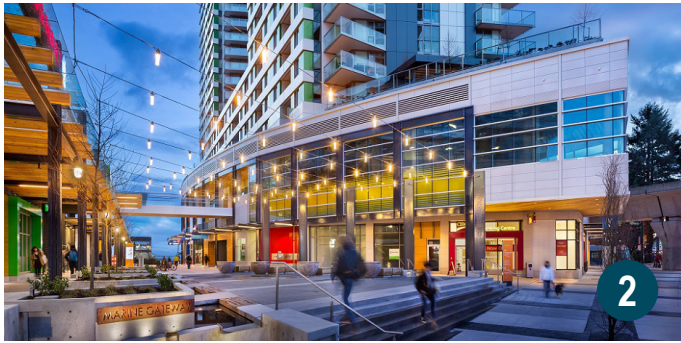


Conceptual Massing Model - View South toward the subject site

Buildings are stepped down to transition towards the lake and to provide opportunities for landscaped terraces.



Conceptual Massing Model - View Northwest from Lake Ontario



6.3.2 PUBLIC REALM

John Street View Corridor

1. The John Street view corridor shall be designed as a Privately Owned Public Space – POPS and clearly signed as such.
2. At-grade active uses (non-residential), shall be encouraged to be located within the ground floor spaces in building(s) adjacent to the John Street view corridor, with direct entrances onto these spaces. This may include shops, restaurants, and residential uses common space / entry lobbies where more than 50% of the building face is glass.
3. Landscaping in the POPS shall be provided and designed to accommodate pedestrian flow as well as spill out area for adjacent uses; this should include a minimum 5m pedestrian clearway, planting in raised planter, planting in tree pits, seating and decorative paving.



Spencer Smith Park

4. At-grade active uses (non-residential), shall be encouraged to be located within the ground floor spaces in building(s) adjacent to the Spencer Smith Park interface, with direct entrances onto the park. This may include shops, restaurants, and residential uses common space / entry lobbies where more than 50% of the building face is glass. Patios and spill out areas may occur within the 3m setback from the property line to the main building wall. The developer is encouraged to work with the City to ensure that an accessible public walkway is provided along the property line and building entrances and spill out areas are coordinated with the same.
5. Along the south side of the development, enhanced landscaping shall be coordinated with the City to ensure a seamless transition between the private and public areas, including public accessibility.
6. The City shall consider innovative designs along this interface to optimize the change in grade for park uses and accessibility.



Lakeshore Road

7. Within the 3 metre building setback along Lakeshore Road, measured from the property line to the main building wall, enhanced paving shall be coordinated with the design of the streetscape within the right-of-way to ensure a seamless and continuous design from building face to back of curb.
8. Planters are encouraged to be provided within the setback zone a coordinated with building entrances and spill out areas.
9. Raised planters should be no more than 400mm - 450mm high to serve as potential seating areas.

Elizabeth Street

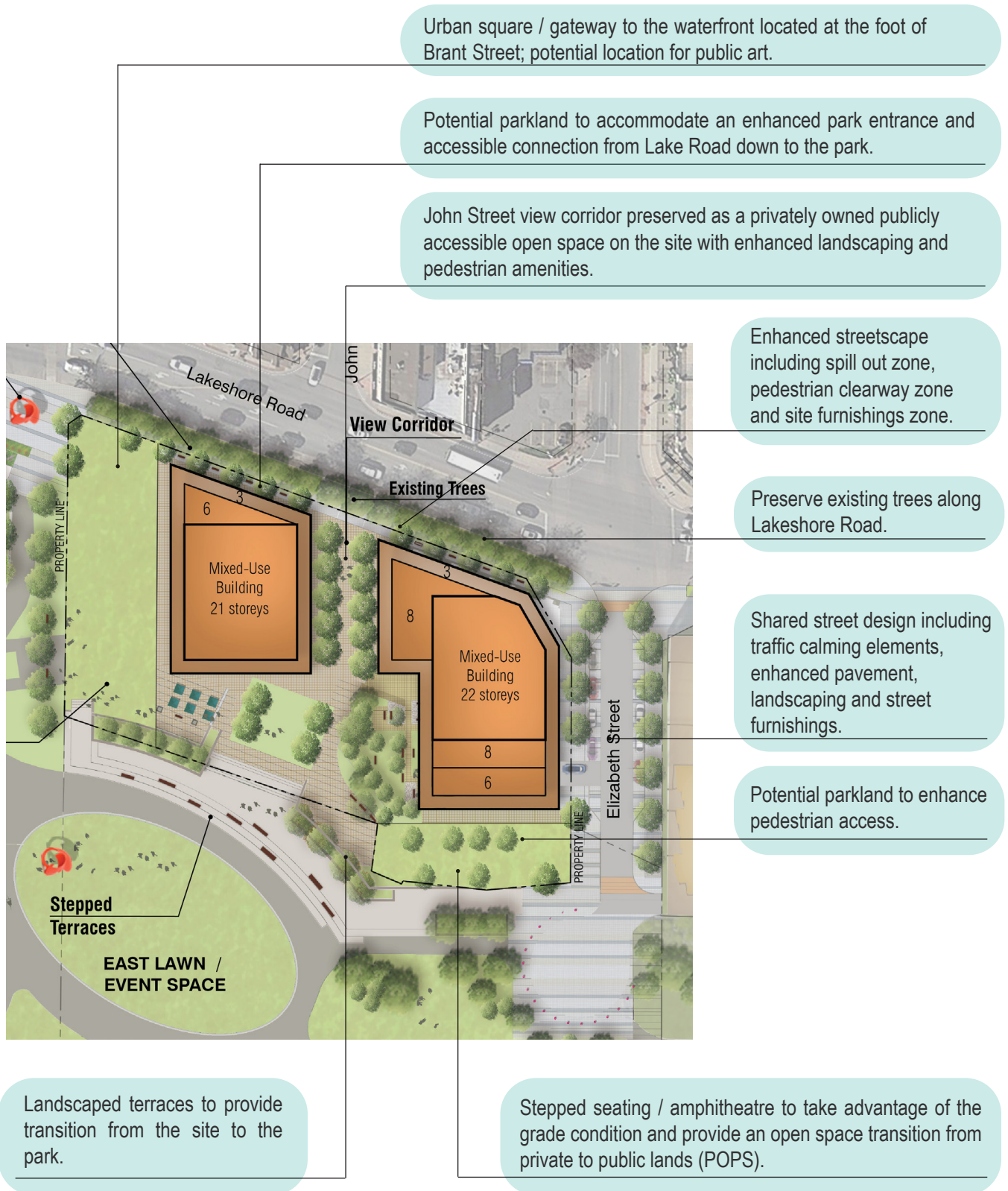
10. Elizabeth Street shall be designed as a shared street, with coordinated enhanced paving treatments that extend from building face to building face.

6.3.3 ACCESS AND MOBILITY

1. Access to parking and loading areas shall be from Elizabeth Street and, to the extent possible, be aligned with the same on the east side of the street.
2. Elizabeth Street shall be designed as a shared street for vehicles, pedestrians and cyclists.
3. A paved area at the south end of Elizabeth Street shall be provided and designed to accommodate vehicular turnaround.
4. Driveways shall be located and designed to minimize conflicts with pedestrians and cyclists.
5. Pedestrian access through the site shall be provided along the John Street view corridor with a connection to Spencer Smith Park to the south of the property.



In the next section of this Report (Section 7) an overview and evaluation of the applicable planning and design policies is outlined; the overview / evaluation provides the basis upon which the Preferred Concept (2022) has further developed since 2017/ 2018.





View looking east from Spencer Smith Park towards the subject site

The purpose of this section is to provide an overview and evaluation of the Preferred Concept (2022) in the context of the current applicable planning and design policies.

This section will highlight the policy updates and/or changes that have occurred since the Study's pause in 2018 and that would impact the characteristics of the development on the Subject Site. Where relevant, this section will also identify key considerations for City staff as it relates to the implementation of this Study.

The policy framework for the Subject Site is one that is supportive of growth and intensification. However, emerging Regional and Local policies envision the Downtown that will play a new role as the City's Secondary Regional Node. Nevertheless, the Subject Site is identified as a strategic location where a portion of Burlington's expected population and employment growth is to be accommodated. The recommendations developed as part of this work and outlined in Section 8 of this Report will be consistent with the policies described above and provide a framework for future stages of work leading up to the draft OPA and Urban Design Guidelines for implementation, and future consideration for implementing Zoning By-law.

7.1 Planning Act

The Planning Act establishes the legislative framework for land use planning in Ontario. It provides the foundation that supports the process of planning how land will be controlled and used and the policy that directs those processes. Matters of Provincial Interest are discussed in Section 2 of the Planning Act.

On May 2, 2019, the Government of Ontario introduced Bill 108, the More Homes, More Choice Act, 2019. Bill 108 proposed significant changes to 13 pieces of legislation including the Planning Act, Development Charges Act, Environmental Assessment Act among others. Bill 108 proposed significant changes to how land use planning was to be conducted in Ontario, particularly in regards to harmonization of community benefits and parkland dedication.

In December 2019, the Province further refined the amendments to the Planning Act through the Bill 138, the Plan to Build Ontario Together Act. The Bill sets provide further refinements to the new Community Benefits Charge and provides information on transition matters related to parkland dedications from new development. Municipal

community infrastructure planning tools, such as Section 37 contributions, Section 42 parkland dedication, and a portion of the development charges were replaced with a Community Benefits Charge (CBC) that capped based on a percentage of land value (4%) prescribed by the Province.

In addition, the Planning Act was amended to allow for the implementation of Inclusionary Zoning. Inclusionary Zoning applies only to protected Major Transit Station Areas (MTSA), or areas subject to a Community Planning Permit System, as required by the Minister. The City is currently undertaking an Inclusionary Zoning Study, and CBC Study to align with the Planning Act.

These amendments have a significant impact in how community benefits are leveraged as part of new development. Municipalities are required to adopt Community Benefits By-laws by no later than September 18, 2022.

Summary Analysis

The Preferred Concept (2022) has regard for matters of provincial interest as outlined in Section 2 of the Planning Act, including: the orderly development of safe and healthy communities, the adequate provision of a full range of housing, the adequate provision of employment opportunities, the appropriate location of growth and development; and the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are high quality, safe, accessible, attractive and vibrant. This Study is non-statutory. It serves to inform future planning approvals under the Planning Act that will inform the redevelopment of this site.

7.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. The PPS states that intensification and redevelopment in built-up areas should provide a mix of uses, housing and employment opportunities, parks and open spaces, and transportation choices promoting pedestrian movement.

On February 28, 2020 the Ministry of Municipal Affairs and Housing issued a new PPS. The new PPS came into effect on May 1, 2020, replacing the previous 2014 PPS, and applies to all land use planning decisions made by a municipality on or after that date. Relevant changes to the PPS that occurred in 2020 are as follows:

- Requires that sufficient land must be made available to meet projected needs for a time horizon of up to 25 years;
- Increase housing land supply from 10 to 15 years;
- Require transit-supportive development and further prioritize intensification; and,
- Encourage municipalities to facilitate conditions for economic investment.

Key policy directions include:

- Settlement Areas are to be the focus of growth and development, which include both the existing built-up area and designated growth areas;
- Growth will feature densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities and support public transit and active transportation;
- Targeted levels of intensification and transit-supportive development will occur within built up areas at appropriate locations;
- An appropriate range and mix of housing types and densities, including affordable housing, must be provided to meet the needs of current and future residents;
- Reducing the number and length of vehicle trips and supporting the use of active transportation

and public transit are important goals;

- Safe, connected public spaces and streets will provide opportunities for social interaction, recreation, and active transportation;
- Long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character; and,
- The PPS also requires land use patterns to respond to and prepare for the impacts of a changing climate.

The PPS recognizes municipal Official Plans as the most important vehicle for implementing the PPS and Provincial Plans. Policy 4.7 of the PPS states that comprehensive, integrated and long-term planning is best achieved through Official Plans.

Policy 4.8 states that zoning and development permit by-laws are important for implementation of the Provincial Policy Statement, and that planning authorities shall keep their zoning and development permit By-laws up-to-date with their Official Plans and the PPS.

Summary Analysis

The Preferred Concept (2022) is consistent with the Provincial Policy Statement, and supports relevant policy objectives related to growth management, land use, housing, and employment. It represents a form of intensification that is encouraged by the PPS, which will result in a mix of uses and higher densities of development in an appropriate location. It represents a more efficient use of land, resources and existing infrastructure than the existing use of the Subject Site. The Preferred Concept (2022) will contribute to social well-being and economic prosperity through the provision of new jobs, as well as private and public open spaces. It will support active transportation and walkability of the Downtown.

7.3 Growth Plan, 2019 (Amendment 1)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the “Growth Plan”) sets out a long-term framework for managing growth by providing population and employment forecasts for upper- and single-tier municipalities within the Greater Golden Horseshoe and policy direction on where and how to grow.

On June 16, 2020, the Ministry of Municipal Affairs and Housing released Proposed Amendment 1 to a Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 and Proposed Lands Needs Assessment Methodology for the Greater Golden Horseshoe. Amendment 1 of the Growth Plan came into effect in August of 2020 and provided adjustments to specific policies. Upper tier and single tier municipalities are required to bring their respective Official Plans into conformity with the Growth Plan by July 1, 2022.

Amendment 1 updated the Growth Plan policies to ensure continued alignment with the new PPS, which came into effect on May 1, 2020. These updates ensured that the Growth Plan reflects up to date references to the PPS and maintains consistency across the planning system with matters such as definitions and planning horizons.

Amendment 1 also updates the planning horizon from 2041 to 2051. The revised Schedule 3 indicates that the Region of Halton will have a population of 1,100,000 and employment of 500,000 by 2051.

To support intensification, the Growth Plan states that following the next municipal comprehensive, and for each year after, a minimum of 50% of all residential development within Halton Region shall take place through intensification within the built up area.

To implement the Growth Plan’s growth management framework, policy 2.2.2.3 states that municipalities will “develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas”, which will:

- Identify Strategic Growth Areas to support achievement of the intensification target and recognize them as a key focus for development;
- Identify the appropriate type and scale of development in Strategic Growth Areas and transition of built form to adjacent areas;
- Encourage intensification generally throughout the delineated built up area;
- Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- Be implemented through official plan policies and designations, updated zoning and other supporting documents.

The Growth Plan directs density to Strategic Growth Areas, including Urban Growth Centres, Major Transit Station Areas, and sets targets for population and employment density and supports expanded infrastructure in growth areas to protect and conserve rural and greenbelt lands.

The Region has recently delineated the new boundaries of the Burlington Urban Growth Centre/ Major Transit Station Area through ROPA 48. The City is now working to



Figure 14: Growth Plan Schedule 1

implement a new policy regime to conform to the Region's delineated Major Transit Station Area and Urban Growth Centre boundaries. This is further discussed in Section 7.4 of this Report.

The relocation of the Urban Growth Centre boundaries has a significant impact on the overall urban structure and more specific planning context within this Study. Downtown Burlington is no longer assigned a minimum of 200 persons and jobs per hectare. While the majority of new growth and the highest densities will be directed the Burlington GO Urban Growth Centre centred on the GO Station, the Downtown will continue to play a role as a Secondary Regional Node in accommodating the forecasted growth of the Growth Plan.

Downtown Secondary Regional Node (as identified by ROPA 48) is considered to be a Strategic Growth Area by the Growth Plan. Strategic Growth Areas are defined as:

Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth Areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as Strategic Growth Areas.

Upper tier municipalities will develop a strategy to achieve the minimum intensification target and intensification. This includes the identification of the appropriate type and scale of development in Strategic Growth Area. The intensification strategy will be implemented through official plan policies and designations, updated zoning and other supporting documents.

The Growth Plan further notes that any development on lands within the boundaries of a Strategic Growth Area will not confer new land use designations nor alter existing land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes.

On a more general note, the Growth Plan promotes the creation of "complete communities". Complete communities are defined as:

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

It is important to note that municipalities may also plan for development beyond the 2051 horizon provided that there is also planning for the needed infrastructure and public service facilities, that the type and scale of development is contextually appropriate, and that the development can achieve the mix of diverse land uses and open space required to be a complete community.

Section 3 of the Growth Plan provides a framework to guide and prioritize infrastructure planning and investments to support and accommodate forecast growth. The Growth Plan places an emphasis on coordinating infrastructure planning, land use planning and infrastructure investment to identify the most cost effective options to support intensification in Strategic Growth Areas.

Summary Analysis

Downtown Burlington is unique in terms of its former status as an Urban Growth Centre. Burlington's Downtown has a well established context that features tall buildings, particularly to the east of the Elizabeth Street. The preferred concept is in keeping with this context.

The removal of the minimum density target of 200 persons and jobs tied to the former identification of the Downtown Urban Growth Centre is a big change. However, the building blocks for a great downtown are not directly tied to achieving "minimum targets". They are based upon good planning and urban design, which considers a myriad of factors and considerations. Focusing purely on an overall land use framework at a Regional level would not result in an optimal land use planning outcome for the Subject Site. The earlier phases of this Study included a robust engagement program, which involved the developer, the public and Staff to confirm core principles that would apply to this site.

Strictly focusing on the numerical implications related to density also does not consider elements that contribute to complete community building. Focusing solely on the achievement of a target is not in keeping with many of the themes identified through engagement including for example, the creation of a landmark, the provision of parkland, and providing for new housing and economic growth in the Downtown. Section 9 of this Study identifies how best to implement these themes in a future planning framework.

The Preferred Concept (2022) is located in the Downtown Strategic Growth Area, which is identified area that is intended to accommodate intensification that is appropriate for its context. Strategic Growth Areas, inclusive of the Downtown, continue to have an important role to play in achieving intensification targets of the Growth Plan. The Preferred Concept (2022) will support transit and will provide for the appropriate mixed-use intensification of the Subject Site.

7.4 Halton Region Official Plan

Halton's Regional Official Plan (ROP) guides the land use planning for the region. The ROP directs how development should occur to meet the current and future needs of its residents. The ROP plans for population and employment growth and establishes intensification and density targets for Burlington and the three other lower-tier municipalities in Halton Region.

The policies of the Regional Official Plan also include a range of policies for Intensification Areas including:

- Encouraging the use of development permit systems;
- Identifying that the Region considers Intensification Areas as the highest priority for urban development;
- Ensuring water, wastewater and transportation servicing capacity to support development densities;
- Requiring the adoption of zoning for the Intensification Area;
- Encouraging the development of parking standards to support the use of active transportation and public transit;
- Encouraging the consideration of incentives;
- Directing Regional and public services to these areas; and,
- Directing major office, retail and appropriate major institutional development to these areas; and monitoring the performance of the Intensification Areas.

Section 77(5) of the ROP outlines requirements for the preparation of area specific plans for "major growth areas" such as the Downtown Burlington. The policy requirements for area specific plans are to encourage land use patterns that promote compact transit supportive growth, housing and employment targets, built forms, active transportation and transit among other matters. The New OP provides the current area specific plan that is applicable to the Subject Site.

7.4.1 HALTON REGION OFFICIAL PLAN REVIEW

In 2016, Halton Region embarked on a Municipal Comprehensive Review to conform to recent changes to Provincial policy including the Planning Act, Growth Plan and PPS. The Region's MCR is being approved in phases.

On August 24, 2020, Burlington City Council requested that Halton Region, through its Municipal Comprehensive Review of the Regional Official Plan, adjust the boundary of the Downtown Burlington Urban Growth Centre and remove the Major Transit Station Area designation from the John Street Bus Terminal to Burlington GO Station. On November 10, 2021, the Minister approved ROPA 48 which amended the boundaries of the Downtown Burlington Urban Growth Centre as shown on Figure 15.

Regional Official Plan Amendment 48 (ROPA 48) implements components of the Regional Urban Structure to establish a hierarchy of Strategic Growth Areas in the Regional Official Plan. The purpose of ROPA 48 is to define and provide direction on a regional urban structure and components of a Regional Urban structure including Strategic Growth Areas such as Urban Growth Centres (UGC), Major Transit Station Areas (MTSA), Regional Nodes and Employment Areas. ROPA 48 has been approved by the Minister and is in force and effect and is not subject to appeal.

As mentioned throughout this Report, ROPA48 has significant implication for the Downtown including an adjustment to the boundaries of the UGC to the areas centred around Burlington GO Station. Downtown Burlington has been identified as a Secondary Regional Node by ROPA 48.

Objectives related to Regional Nodes can be found in the new Section 82:

- To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses;
- To leverage infrastructure investments and the development of public service facilities to support forecast growth;
- To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment; and,

- To reflect and reinforce Local Urban Structure.

Secondary Regional Nodes continue to have an important role in the overall Regional structure. While no longer a primary focus of growth, the Secondary Regional Node continues to experience new growth that contributes to the existing context. ROPA 48 does not specifically distribute the forecast growth for each of the lower tier municipalities. This will occur through the forthcoming ROPA 49. However, based on the Region's Draft February 2022 Land Needs Assessment, Burlington is expected to accommodate an additional 71,500 persons and 26,400 jobs between 2021 and 2051. These numbers are subject to change as the Region's work on the MCR remains ongoing.

Secondary Regional Nodes are historic downtown areas or villages or areas have been identified for growth through mixed-use intensification at a scale appropriate for their context. The Downtown is a unique Secondary Regional Node. The Downtown already features a well-established context featuring tall building forms. This is especially true for lands generally along Lakeshore, generally East of Pearl. However, ROPA 48 is also the first step towards further understanding the new role of the Downtown. In this regard, the Region (with Local municipalities) are required to:

- Direct development with higher densities and mixed uses to Regional Nodes in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.



Figure 15: Urban growth centre relocation

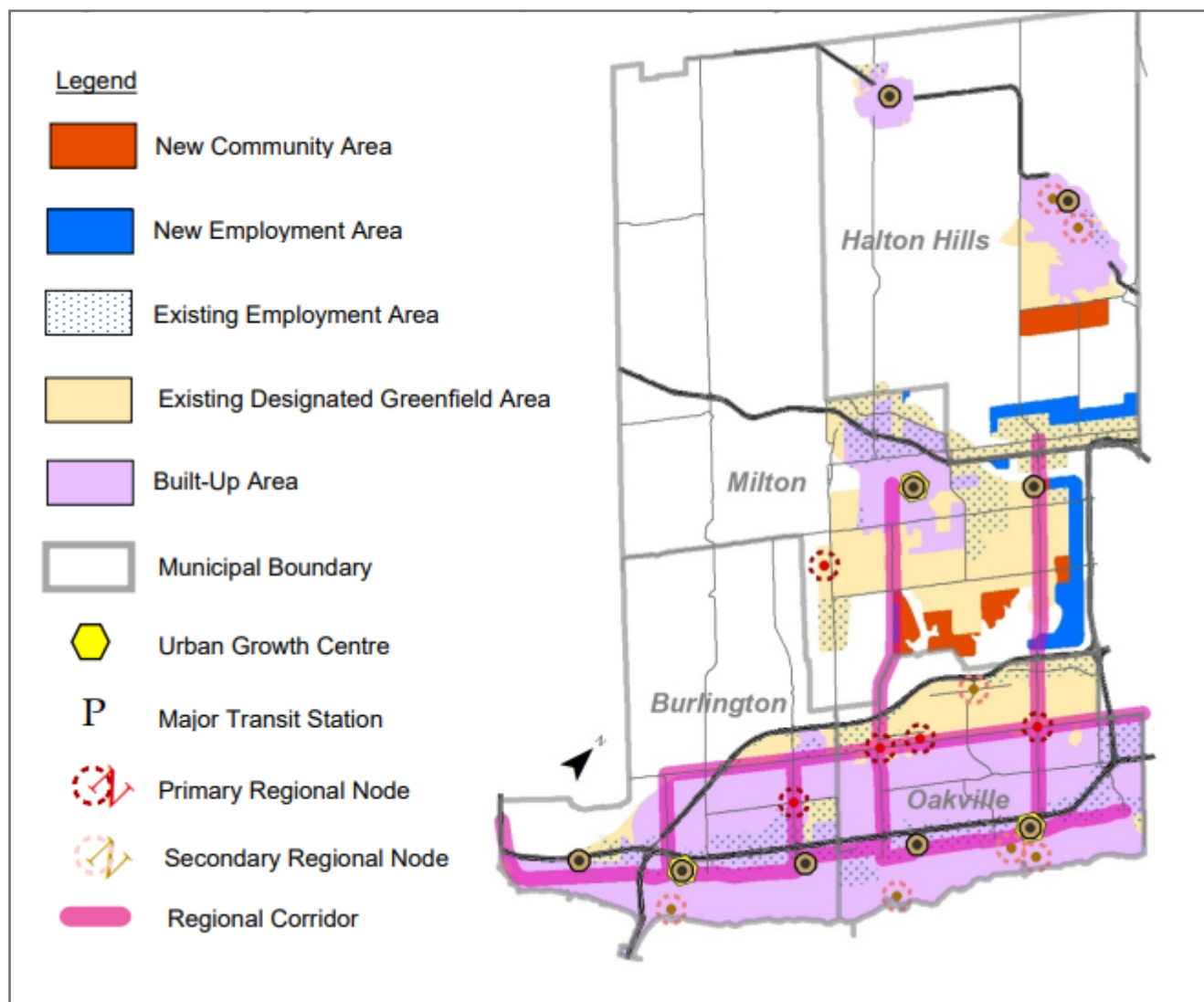


Figure 16: ROPA Preferred Growth Concept (November 2021) (Growth Concept Discussion Paper)

	Population				
Municipality	2021	2021-2031 Growth	2031	2031-2051 Growth	2051
Burlington	195,000	+23,000	218,000	+47,000	265,000

Table 3: Forecasted Burlington Population Growth (ROPA Preferred Growth Concept November 2021)

- Encourage the Local Municipalities to delineate the boundaries of Regional Nodes; and,
- Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for Regional Nodes.

Section 80.3 provides transition for applications that were filed prior to ROPA 48 being approved by the Minister, as follows:

Sections 80 to 80.2 continue to apply to applications for official plan amendments, zoning by-law amendments and draft plans of subdivision or condominium approvals made prior to the approval by the Minister of Municipal Affairs and Housing of Amendment 48 to this Plan if the lands that are the subject of the application were within an Urban Growth Centre prior to the Minister's approval of Amendment 48.

ROPA 49

The Region is working towards the completion of ROPA 49. ROPA 49 is an important next step for the Regions to achieve conformity by no later than July 1, 2022. This is required by the Growth Plan.

In November 2021, a Council Workshop was held to provide Regional Council and the public with information on a Draft Preferred Growth Concept. The primary objective for the Region's Draft Preferred Growth Concept has been a "balanced approach to accommodating growth in Halton to 2051 in accordance with the Provincial Growth Plan and Land Needs Assessment methodology."

On February 16, 2022, Regional Council approved a motion directing Staff to revisit the preferred Growth Concept to accommodate all pre-2041 growth to the existing approved built boundary. Growth from 2041 to 2051 would be based on "providing a clear framework for when, and how planned growth should be distributed based on principles of minimizing land consumption, making the most efficient use of land and infrastructure, and achieving other principles of the Growth Plan."

In accordance with the Growth Plan, the Region's approach is based upon an intensification first approach will be the preferred (and only) manner to which planned growth will occur within the Region's 2041 planning horizon. The specific distribution of growth post-2041 will be defined in a ROPA prior to or in parallel with the next statutory 5 year OP review.

Summary Analysis

The Preferred Concept (2022) conforms with the Halton Region Official Plan, including those policies related to growth management, housing, intensification, complete communities, and transit-supportive design. The Study has been considered against the in force and effect policies of ROPA 48.

This Study has resumed at a highly unique and transitional juncture with respect to the Regional MCR process. ROPA 48 assigns the Downtown with a new role as a Secondary Regional Node. The Downtown Secondary Regional Node is no longer the primary focus of new growth in Burlington in terms of the City's growth hierarchy. The primary location of new growth in the City will be directed to each of the 3 GO Stations.

We have identified broad consideration of ROPA 48 for this Study:

- ROPA 48 does not provide site specific direction for built form and height. It also does not provide precise land use designations to which to direct local mix of uses. This is done at a local level through the approval of area specific plans. The in-force OP provides the current framework and area specific plan that is applicable to the Subject Site. The New OP (appealed) will provide a new comprehensive City-wide framework to replace the in-force OP;
- Regional staff are required, in consultation with the Local Municipalities, to further assess the implications of the overall Regional Structure. The Region will determine whether further changes to the Secondary Regional Nodes framework are required; and,
- The Minister approved ROPA 48, with a transition clause under Section 80.3. The transition clause states that the adjusted Urban Growth Centre boundaries in ROPA 48 will apply to any new planning applications that are made following the Minister's decision of November 10, 2021.

7.5 New Burlington Official Plan

The City of Burlington's New Official Plan (2020) directs how the City will grow to 2031. The New Official Plan was adopted by Council in November of 2018 and was approved by Halton Region in 2020. 48 appeals were received for the new Official Plan and are currently being considered by the Ontario Land Tribunal (formerly the Local Planning Appeals Tribunal). The interim working version of the Official Plan has been consolidated by the municipality until the appeals are resolved. The interim working version of the new Official Plan (New OP) outlines the following in the preamble:

In the case of any discrepancies between the Region of Halton Notice of Decision and this document, the Notice of Decision takes precedence. However, as the OLT process advances, the Burlington Official Plan, 2020 is subject to change and the interim working version will require periodic updates.

The New OP provides the current Council approved vision for the Downtown and warrants consideration by this Study. The New OP sets out the City's current directions for growth and development. However, the New OP remains appealed and the in-force OP remains in force. We have considered both versions of the OP as part of this Study.

Chapter 3 of the New OP provides policies that focus on creating complete communities in Burlington with the aim to provide access to amenities that fulfill the needs of the community. The chapter outlines the policies related to aspects of complete communities such as housing, public service facilities and institutional uses, parks, recreation and open space, cultural resources and cultural heritage resources.

The City's new Official Plan was prepared to conform to the Regional Official Plan reflective of Regional Official Plan Amendment 38, one of the implementing OPAs with respect to the Region's most recently completed Official Plan Review. The most recent changes to Burlington's urban structure through ROPA 48 (and the future ROPA 49) will be implemented through the OLT approval process given that any OLT decision must conform with ROPA 48.

Urban Growth Centre / Primary Growth Areas

The City's Official Plan currently identifies the "Downtown Urban Centre" as the City's UGC (Figure 16). The Downtown Urban Centre is required to be planned to achieve a

minimum density target of 200 residents and jobs combined per hectare, by 2031. The Downtown is further considered an area that will provide for higher intensity mixed use development, as well as a range of services and amenities that support transit oriented built form.

Through ROPA 48, Burlington's UGC has been adjusted to the Burlington GO station, which will be implemented at the local level through a conformity exercise. However, ROPA 48 is informed by local planning frameworks and priorities and more specifically on the City's planning work and studies on the Downtown. Furthermore, planning decisions (that are not subject to Section 80.3 of ROPA 48) must now conform to ROPA 48.

Major Transit Station Areas

The City's MTSA's will be planned to accommodate a significant share of population and employment growth. The delineation of the MTSA boundaries and the minimum density targets have been established by the Region of Halton through ROPA 48. Through ROPA 48, the John Street Bus Terminal is no longer identified as an MTSA. The City is currently working on a conformity update to implement the Region's delineated MTSA's in Burlington. The three MTSA Special Planning Areas identified in the OP are the Aldershot GO, Appleby GO and Burlington GO Stations.

Waterfront

Section 4.5.3(2) presents policy related to development close to the waterfront. It highlights that development should:

- Provide for public open space and Waterfront trail use, where feasible;
- Preserve or complement public views of Lake Ontario from public streets and trails;
- Animate the waterfront and connect to the downtown and key cultural facilities;
- Encourage design to include the imagery of water, through fountains, sculpture and colour; and,
- Incorporate public art and/or cultural elements.

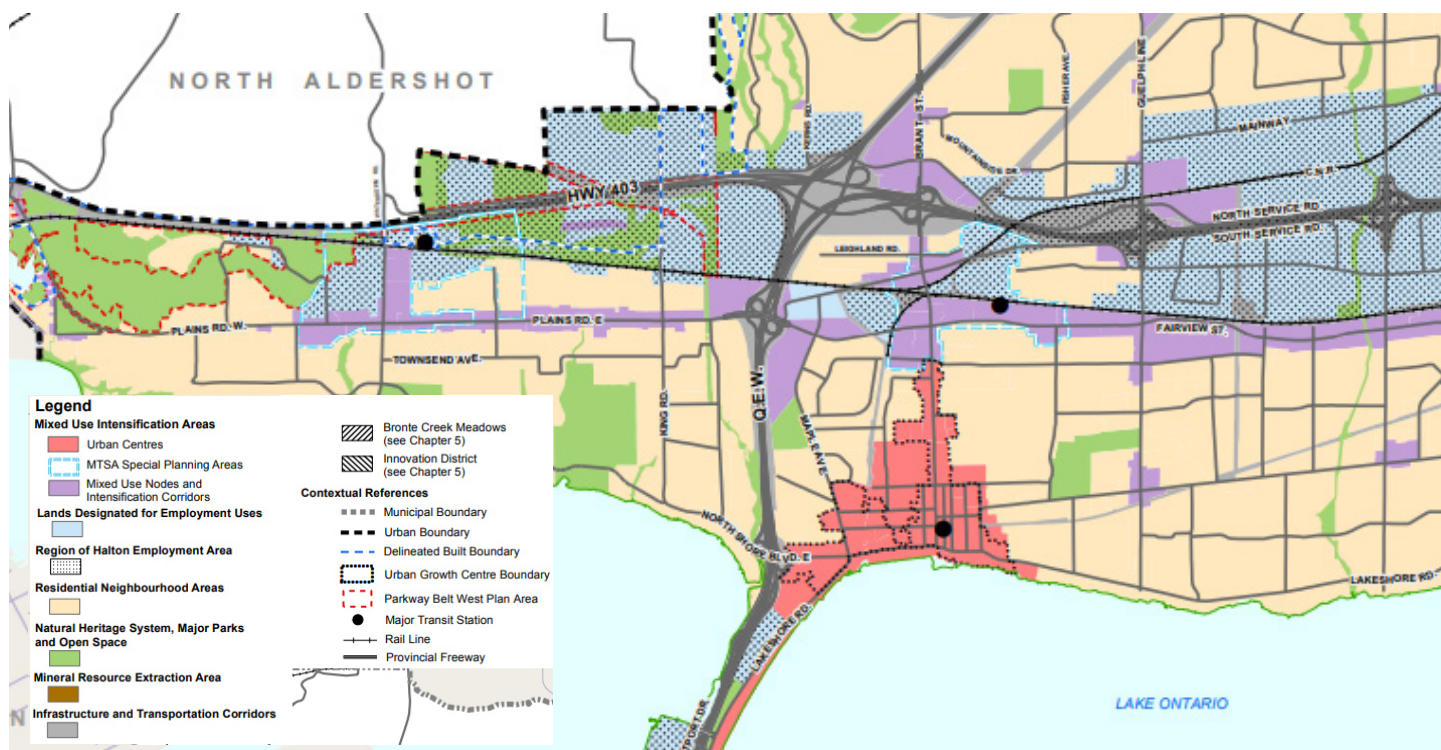


Figure 17: New Official Plan - Schedule B: Urban Structure (Excerpt)

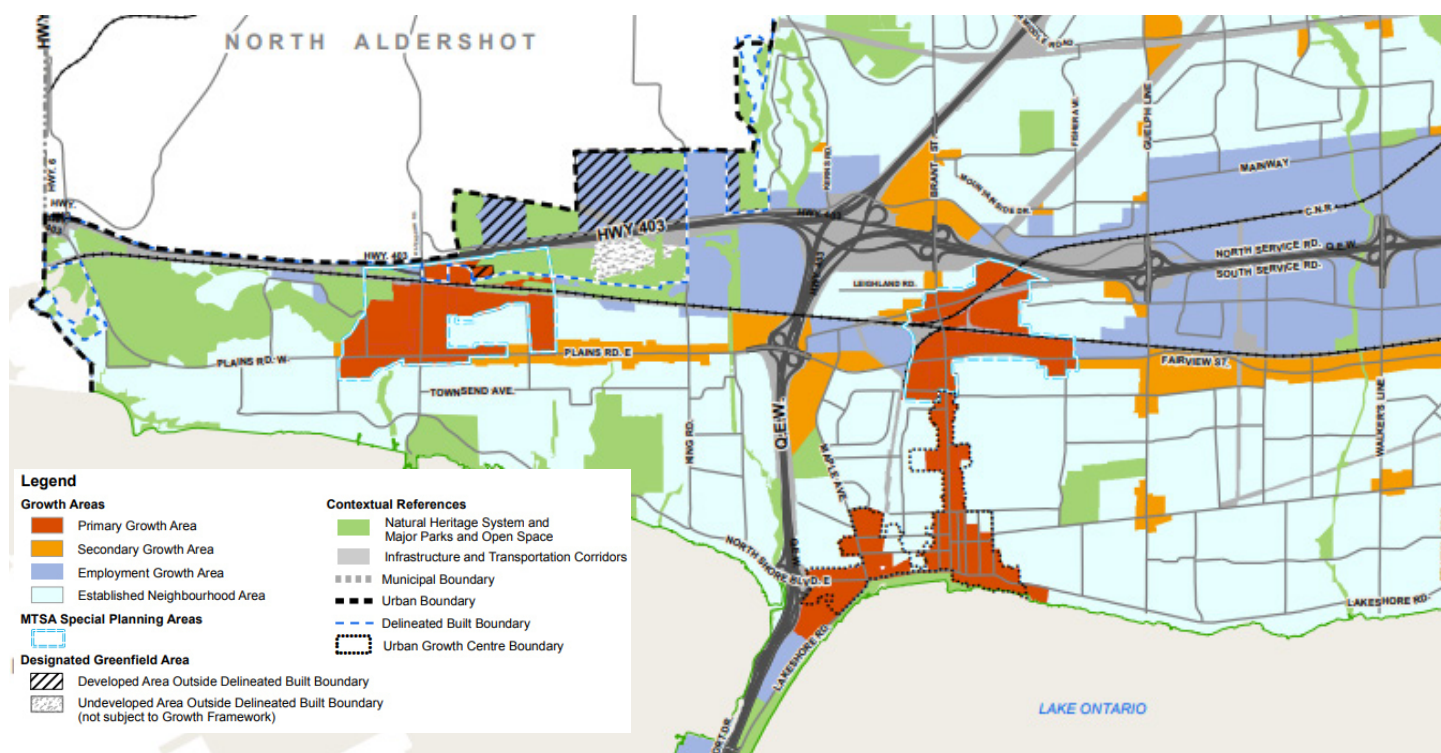


Figure 18: New Official Plan - Schedule B-1: Growth Framework (Excerpt)

Downtown Precincts (Brant Main Street and Lakeshore Precinct)

The Study Area includes several precincts that are applicable to the Downtown, including the Brant Main Street Precinct to the north, and the Lakeshore Precinct to the north, east and west (Figure 19).

The Subject Site is not included within the boundaries of these precinct areas (due to the site specific policy in Section 12 of the New OP, which provides the basis for this Study), but is nevertheless located at the strategic juncture of these precincts. Accordingly, this Study considers the site within the broader context of these precincts. Specific policy directions that are relevant to this Study are as follows:

- Development shall contain a minimum of two of a range of active non-residential and apartment residential uses, of and should contain three permitted uses, where feasible;
- Development shall be in the form of low-rise buildings with a height not to exceed three (3) storeys within 20 m of Brant Street and Lakeshore Road; and,
- New development shall protect and enhance public views to the Brant Street Pier and/or Lake Ontario from the north-south streets and shall enhance public access to the waterfront.

Parks and Open Space

Specific policy directions that are relevant to this Study are as follows:

Chapter 4 Environment and Sustainability

4.5 Waterfront - The Waterfront Hotel Study area is adjacent to the shoreline of Lake Ontario, one of the City's greatest assets and defining features. Burlington's Waterfront is a unique destination for residents and visitors. The Waterfront includes Spencer Smith Park. The City will seek opportunities to increase and improve public access to the waterfront. All future development surrounding the waterfront will be clean, open, connected, green, accessible, useable, diverse, attractive and environmentally sustainable.

4.5.2(1) PUBLIC ACCESS AND USE- OBJECTIVES

Providing a visible, inter-connected and publicly accessible

waterfront for the widest range of public activities, while maintaining natural waterfront features in an environmentally responsible manner

To establish, in a sustainable manner, more areas of publicly accessible waterfront through the acquisition of key access points, additions to the Waterfront Trail, Windows to the Lake and the development of waterfront parks.

To improve access to the waterfront by all modes of transportation while maintaining a pedestrian oriented atmosphere.

4.5.2(2) PUBLIC ACCESS AND USE- POLICIES

- b) The acquisition of land to create new or to add to existing Windows-to-the-Lake and Windows-to-the-Bay, or other forms of public open space, will be encouraged by the City, as a means to increase public access to the waterfront.
- f) A continuous Waterfront Trail shall be implemented through development along Lake Ontario and Burlington Bay/Hamilton Harbour where there is sufficient land between the water and a public or private street. In order of priority, this trail may be comprised of: (i) a shoreline trail immediately abutting the lake or bay; or (ii) a near shoreline trail located in the general vicinity of the lake or bay.
- g) The Waterfront Trail shall be connected to existing waterfront public open spaces and where appropriate, other points of interest in the general vicinity of the waterfront.

Urban Design

Chapter 7 of the New OP includes general urban design and built form policies, as well as public realm and sustainable design policies. The policies in Chapter 7 are general city-wide policies that are generally intended to promote a high standard of design. They also emphasize land use compatibility, a high quality built environment, and innovative design. As noted in Section 7.1.2.b), the policies of this Chapter of the New OP shall be implemented through the development application process and the comprehensive Zoning By-law.

Section 7.2 also states that "design guidelines" may be developed for certain types of building forms, land uses, City streetscapes, streets and roads or specific areas in the city.

SCHEDULE D
Land Use - Downtown Urban Centre
 City of Burlington

Note: For lands outside of the Downtown Urban Centre, refer to Schedule C.

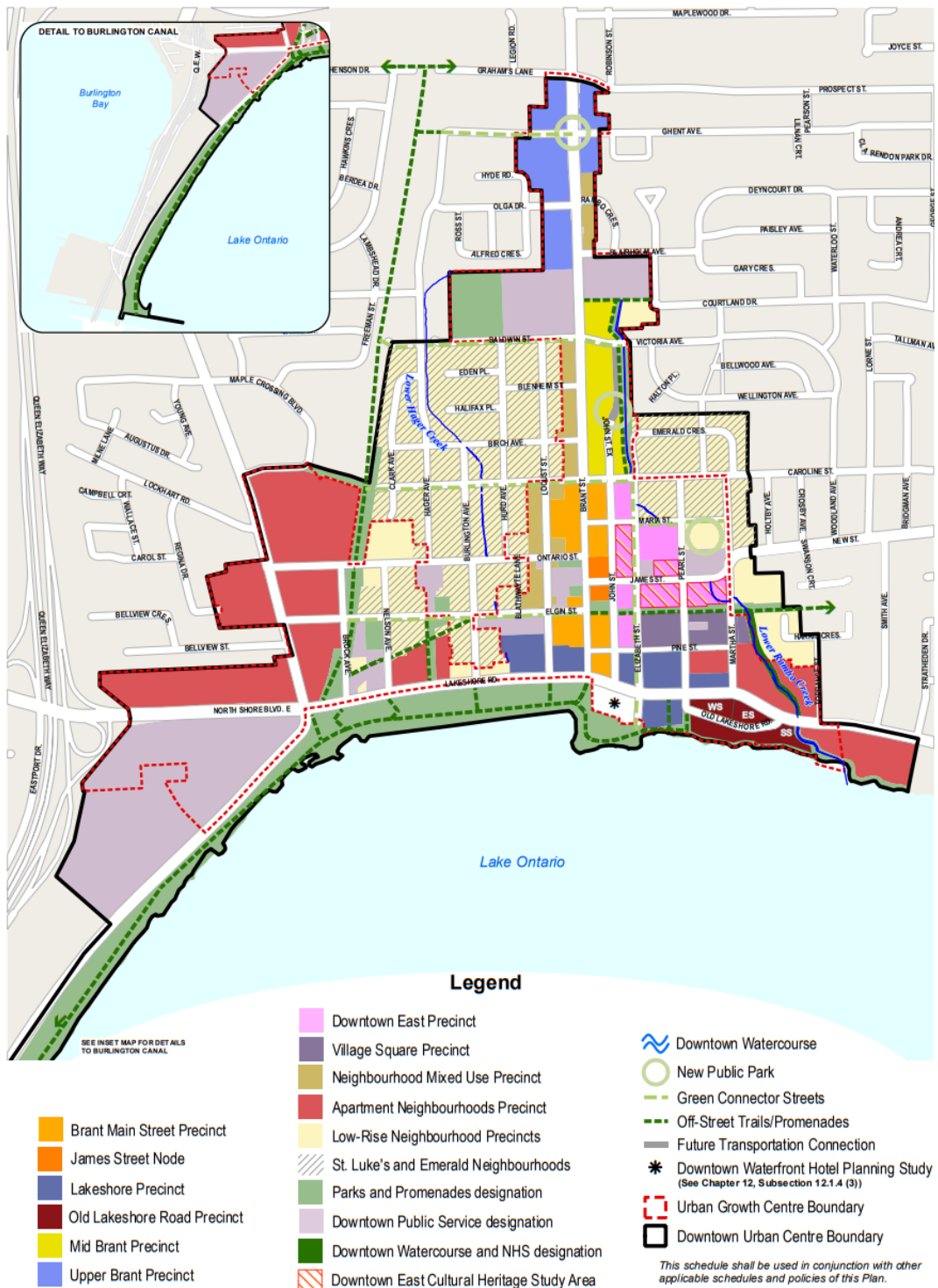


Figure 19: New Official Plan - Schedule D: Land Use Downtown Urban Centre

Council-approved design guidelines will be utilized in the review and evaluation of development applications or City-initiated projects. A list of Council-approved design guidelines is included in Appendix B: Council-approved Design Guidelines, of this Plan.

Policies related to promoting a high quality public realm are included in Section 7.2. The select policies that are particularly relevant to this Study are as follows:

(i) improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;

(ii) providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;

(iii) improving the quality and convenience of active transportation;

(vi) designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through

(x) creating, maintaining and enhancing public views and vistas of significant natural and built features; the application of the principles of Universal Design;

(xii) introducing or improving links where existing public areas are inadequately connected;

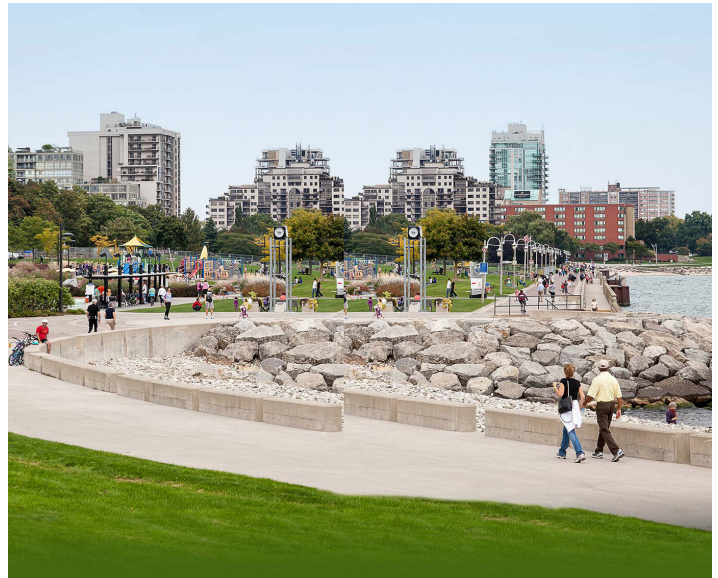
(xiii) identifying opportunities for the placement of public art;

Section 7.3.2 outlines general urban design policies that apply to all areas included on Schedule B-1: Growth Framework, inclusive of the Subject Site. The policies generally outline considerations for new development including providing for an appropriate transition, compatibility, appropriate screening and buffering, human scale at the street, among others.

Section 7.3.2(1) provides additional design considerations for Primary and Secondary Growth Areas inclusive of the Downtown, which build upon the above noted design policies.

Specific design direction includes:

- locating buildings generally parallel to the public street



Burlington's Waterfront Trail

to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

- providing appropriate transitions to adjacent land uses, particularly residential uses;
- massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;
- locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
- including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;
- screening or integrating roof top mechanical equipment within the overall composition of the building;
- creating an attractive and connected interface between the private and the public realms;
- creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and
- providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate

community.

Section 7.4 outlines policies related to sustainable design. Through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, new development will be encouraged to consider sustainable design considerations including, but not limited to:

- energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;
- potable water conservation;
- innovative storm water management techniques such as Low Impact Development measures;
- additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;
- sustainable building materials and resources;
- indoor environmental and air quality;
- additional measures to mitigate the urban heat island effect;
- maintenance, monitoring and communication of sustainable building features; and
- other innovative sustainable design approaches or technologies.

The relevant broad urban design directions under Chapter 7 have been considered by the Preferred Concept (2022).

Urban Design - Downtown Urban Centre

Section 8.1.1(3.19.3) also identifies a number of design criteria for tall buildings for the Downtown Urban Centre as follows:

- Provide a minimum separation distance of thirty (30) m from another tall building, measured above the podium and excluding balconies;
- Not exceed a maximum floor plate of 750 sq. m. for the tower portion above the podium, excluding balconies;
- Provide outdoor amenity space on site;

- Articulate tall building towers with high-quality, sustainable building materials and finishes to promote design excellence, innovation and building life;
- Provide a minimum tower stepback of three (3) metres from the podium facing all street, park and open space frontages, except where more specific guidance on stepbacks are provided in this plan. Tower stepbacks of greater than three (3) metres are encouraged and may be required for tall building to fit harmoniously within the surrounding physical character, including sites that contain or are adjacent to cultural heritage resources; and,
- Provide a podium no higher than 3 storeys.

Section 8.1.1(31.19.4) also outlines policies related to transition and built form relations to other towers and mid-rise buildings in the Downtown. Where there is a transition from a tall building to a mid-rise building, adequate separation should be provided between the tower component of a tall building and the nearest part of the mid-rise building to minimize overlook, shadowing and pedestrian-level wind impacts.

Waterfront Planning Study

Section 12.1.4(2) establishes the Downtown Waterfront Hotel Planning Study as a Special Urban Study Area, as follows:

- The Downtown Waterfront Hotel Planning Study is identified as 2020 Lakeshore Road, as outlined on Schedule D: Land Use-Downtown Urban Centre, of this Plan;*
- A planning study will consider the existing and planned context and will guide the development of this site, which represents a significant opportunity for mixed use development linking the downtown with the waterfront. Located next to Spencer Smith Park and the Brant Street Pier, any further development shall provide a high quality of urban design reflecting the landmark nature of this site. Input from residents will be required to ensure the new development reflects a high quality of urban design that enhances the community's access to the waterfront and the downtown; and,*
- Until the study is completed and approved, only the uses existing as of the date of approval of this Plan, are permitted.*

Summary Analysis

The Preferred Concept (2022) conforms with the directions established by the new Official Plan. The Preferred Concept's heights and densities are reflective of the City's local context established by the OP. The Preferred Concept (2022) also provides an underlying framework that would allow for appropriate built form and urban design that will complement the City's planned vision for the Downtown. It will result in the redevelopment of an underutilized site, and will provide for an improved public realm and transit-oriented form. Finally, it will provide for community benefits and parks to support the Downtown complete community building.

One of the primary considerations informing current Downtown planning framework has been the precise definition of the role of the John Street Bus Terminal. It is understood that the bus terminal features low ridership with little opportunities to grow into a rapid transit line. Nevertheless, it serves an important interchange at the local level and provides for "frequent transit". Promoting a compact building form that supports these objectives represents good planning and an efficient use of land.

The Preferred Concept (2022) provides for a compact built form that is transit supportive, provides for a range of housing, supports intensification and provides for a range of uses. It is also designed to be aligned with local priorities that have been established by Council. Accordingly, the Preferred Concept (2022) has been more specifically evaluated against the emerging policy regimes to demonstrate how the Subject Site can be redeveloped in alignment with local planning priorities.

The City has done extensive work to establish a new planning framework for the Downtown. The Preferred Concept (2022) identifies an urban design and planning approach that largely reinforces the emerging and planned vision by the City for the Downtown. This was based on an evaluation of the Study Area and broader physical context of the Downtown.

The City's new OP is an important vehicle for the implementation of Provincial and Regional policy. However, the Official Plan is also a non-stagnant document that allows for amendments from time to time. This site-specific Study represents an important tool that will be used in the City's evaluation for development applications for the Subject Site.

It is clear that the Subject Site has a unique physical and policy standing in the Downtown. This is recognized by Policy 12.1.4(2) of the OP, which outlines the basis of this Study. The City's area specific policies provide an important vehicle to create a unique planning and urban design strategy that supports the prominence and importance of the site in the Downtown.

The New OP remains under appeal, with many site specific appeals being in the Downtown. Therefore, in-force OP has been considered by this Study. The New OP provides a number of important local priorities, which have been considered by the Preferred Concept(2022) including the new Lakeshore and Brant Main Street Precincts, as well as, applicable design directions.

An OPA will be required to implement the Preferred Concept (2022), and to establish a framework to guide redevelopment of the Subject Site.

7.6 In-force Burlington Official Plan (1997)

As noted, the New OP is under appeal and not yet in effect. As such, the Official Plan (1997) is currently the in-force OP (in-force OP). The in-force OP is consolidated to December 2019. Following the approval of the New OP, the in-force OP will be repealed in entirety and replaced with the New OP.

The in-force framework provides much of the underlying policy framework for the Downtown. Notably, OPA 55, which was approved in 2006, delineated the former boundaries of the Downtown Burlington Urban Growth Centre to conform to the Growth Plan (2005). Subsequent updates to the Downtown framework were subsequently updated until the City embarked on a review of its Official Plan in 2012. The City's review concluded with a Report (PB-44-12) recommending that an Official Plan Review was needed.

The regulations under the in force OP have been considered by this Study as follows.

Schedule E of the in-force OP Wellington Square Mixed Use Precinct. The Wellington Square Mixed Use Precinct has the following objectives under Part III, Policy 5.5.9.1:

- a) To designate a limited, concentrated area within the Downtown for taller, high density development in order to help meet Provincial Growth objectives and to support greater transit use, but to prevent unlimited spread of higher density throughout the Downtown.
- b) To require a high standard of design for new buildings in order to provide a sense of place, compatibility with existing development and a sense of pedestrian scale and comfort.

The Wellington Square Mixed Use Precinct permits a wide range of higher density residential and commercial uses. The maximum floor area ratio for any individual site shall be 5.0:1. Higher densities may be permitted in conjunction with the provisions of community benefits. Policy 5.5.9.2 b) states:

The minimum density of residential buildings shall be 51 units per net hectare. The minimum height of buildings shall be two storeys. The maximum height of buildings shall be four storeys. Taller buildings up to a maximum height of eight storeys and 29 m may be permitted where they provide compatibility with surrounding land uses and a sense of pedestrian scale by the use of terracing above the second

floor, and subject to the community benefits provisions of Part VI, Subsection 2.3 of this Plan.

The Downtown Wellington Mixed Use Precinct provides the following policies:

- Retail or service commercial uses are required continuously at grade along public streets in residential or office buildings and in parking garages.
- Buildings shall be required to be constructed to the street line with no surface parking permitted, except for loading and emergency vehicles.
- On-site parking is not required for non-residential uses.
- In order to maintain as many public view corridors to the lake as possible, properties on the south side of Lakeshore Road shall maintain a certain amount of their road frontage to remain unoccupied by buildings. The exact amount and location of these view corridors shall be determined through the preparation of detailed Design Guidelines.
- Applications for increased building heights for mid to high rise buildings in the Wellington Square Mixed Use Precinct may be required to provide an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how such impacts can be mitigated to acceptable levels.

As part of this Study, a detailed set of urban design guidelines have been prepared which build upon, respond to, and help implement the above noted policies. The urban design guidelines are included in Section 6.3 of this Report.

The Preferred Concept is reflective of this design direction by terracing down towards the Waterfront. It was also a design premise that was established and considered throughout this Study through several iterations of the Preferred Concept. The use of terracing provides a relevant and appropriate design direction that allows for a gradual transition in massing from a higher density form down towards the Waterfront.

In terms of height, the Preferred Concept exceeds the current maximum of 14 storeys in the in-force OP. However, the Preferred Concept is reflective of a existing or proposed tall building forms, together with the Downtown emerging policy context. While the in-force OP establishes that a tall building form would be permitted for the Subject Site, it is our opinion that the Preferred Concept better reflects of both existing and planned tall building forms in the Downtown is better

reflective of more recent Provincial, Regional and Local policies, and in particular, the emerging policy directives of the New OP.

The basis for the Waterfront Study has been included in the in-force OP under Policy 5.5.9.2.1)

Notwithstanding the above policies, the lands along the Lake Ontario shoreline, at the foot of Brant Street, (known as the Travelodge lands), represent a significant opportunity for mixed use development linking the Downtown with the waterfront. Any further development on these lands shall provide a high quality of urban design reflecting the landmark nature of this site and shall be contingent upon the completion of a master plan to the satisfaction of City Council. This master plan shall address the integration of these lands with the publicly owned lands to the south and west and the private development to the east, and shall address other matters such as preservation of lake views and enhancements to the public realm.

Part III, Section 5.5.13 outlines policies specific to the Waterfront as follows:

- *A continuous waterfront walkway shall be developed along the entire Lake Ontario frontage in the Downtown Mixed Use Centre. The promenade may be achieved in conjunction with the necessary shoreline protection.*
- *The master plans for Spencer Smith Park and Beachway Park shall consider establishing links with the Downtown and take into account the roles the former Brant Inn site and the foot of Brant Street can play in connecting Beachway Park, Spencer Smith Park and the Downtown. The master plans shall recognize the environmental sensitivity of Burlington Beach as a natural dynamic beach.*
- *Public access shall be provided to the Lake, where feasible.*
- *All waterfront development will be appropriately terraced to preserve and frame views of Lake Ontario and Burlington Bay*

The in force OP summary analysis has helped guide and provide direction for much of the built context and patterns in the Downtown. Some of the underlying land use structure including the Wellington Square Mixed Use Precinct have been carried into the New OP as the Lakeshore Precinct. However, new Precincts such as the Brant Main Street Precinct have been added to recognize and protect this unique main street of the Downtown.

The New OP also appears to provide updated local directions to direct the majority of the growth of the Downtown towards the northernmost boundary of the Downtown by Burlington GO Station.

In terms of implementing the findings of this Study, we note the following:

- The in-force OP provides a relevant and contextual understanding of growth patterns and how the Downtown has been shaped into its current form. As such, it remains relevant in that it provides the necessary background on these growth patterns particularly when considering the City's various Precincts; and,
- The New OP is appealed and not yet in force. As such, implementing documents for this Study must amend the in-force OP and be carried into the New OP as a new site specific exception

7.7 Zoning By-law 2020

The Subject Site is zoned DW (Downtown Wellington Square Mixed use Zone), (Figure 20) and permits a maximum building height of 8-storeys up to 29 metres and a Floor Area Ratio of 5.0:1. The DW is a high density zone, and permits a range of downtown urban residential and non-residential uses.

The minimum setbacks at grade are: 0 metres (Lakeshore), 2 metres (Elizabeth and Spencer Smith Park). In addition, the portion of the Subject Site adjacent to Spencer Smith Park is required to provide a 3 metre setback.

A summary of other applicable performance standards for built form are as follows:

Built Form:

- Parking areas and driveways shall be prohibited between any building and a street, other than a driveway access into an elevated or underground parking facility;*
- The first floor elevation of any building facing a street shall have a minimum of 60% glazing;*
- Landscape Buffering: 3 metres adjacent to a Park Zone (Spencer Smith)*
- A decorative finish shall be applied to all exterior walls facing a street or residential zone; and,*
- Overhead doors are not permitted in a building elevation facing Brant Street and Lakeshore Road.*

The Zoning By-law requires a minimum 1.25 parking spaces per dwelling unit (Apartments), inclusive of visitor parking. This is an interim rate and is subject to further study to be undertaken by the City. The Zoning By-law also does not require commercial parking in the Downtown as shown on Diagram 1A.

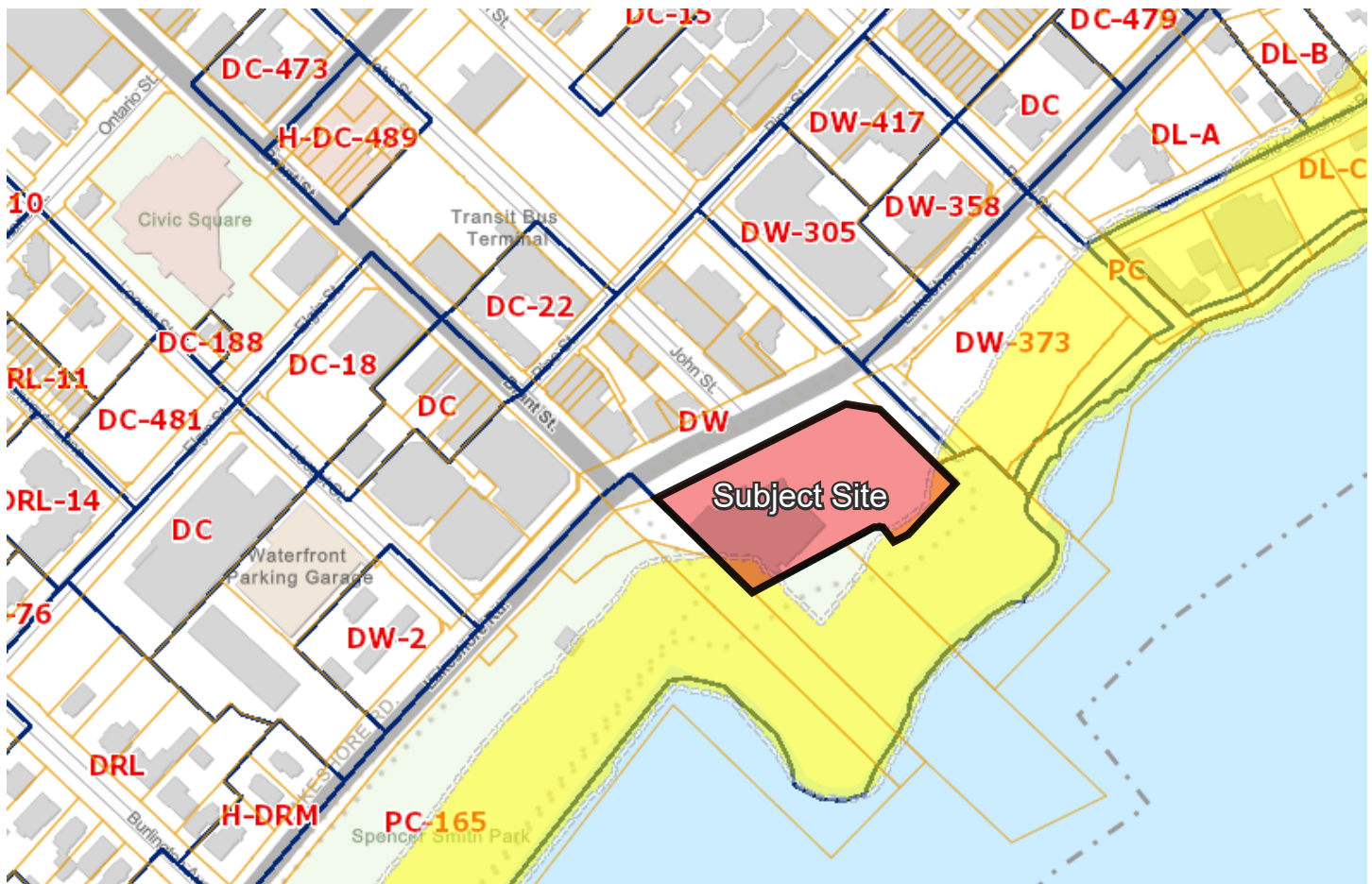


Figure 20: Current Zoning in the Downtown

7.7.1 INTERIM CONTROL BY-LAW, 2019-2020

In 2019, City Council implemented an Interim Control By-law (ICBL) that paused new development to allow for a land use study of the Downtown and Burlington GO Station Area. Lands that are subject to the Interim Control By-law are shown in Figure 21.

To better understand these concerns, the ICBL Study had the goal to:

- Assess the role and function of the downtown bus terminal and the Burlington GO Station on Fairview Street as Major Transit Station Areas;
- Examine the planning structure, land use mix, and intensity for the lands identified in the study area; and,
- Update the Official Plan and Zoning By-law regulations as needed for the lands identified in the ICBL Study Area.

The ICBL Study found that the John Street Bus Terminal does not function as a “bus depot” largely because it is not located in along higher order transit. In addition, improvements to the terminal would not elevate it to reach the capacity that would constitute a Major Transit Station Area. As stated above, this finding would contribute to the reasoning for Steve Clark, Minister of Municipal Affairs and Housing, to approve that Halton Region adjust the Urban Growth Centre to the Burlington GO Station area.

On Jan. 30, 2020, council approved the revised recommendations from the findings of the ICBL Land Use Study, including the approval of Official Plan Amendment 119 and Zoning By-law Amendment 418, which applied to the Downtown and lands around the Burlington GO Station. The city received 31 appeals to the Local Planning Appeal Tribunal (LPAT) for both the Official Plan Amendment 119 and Zoning By-law Amendment 2020.418, which were filed with the city clerk.

On Oct. 15, 2021, the Ontario Lands Tribunal (OLT) granted a motion brought by the city of Burlington to lift the freeze on all lands subject to the Interim Control Bylaw (ICBL) with the exception of lands located around the Burlington GO station.

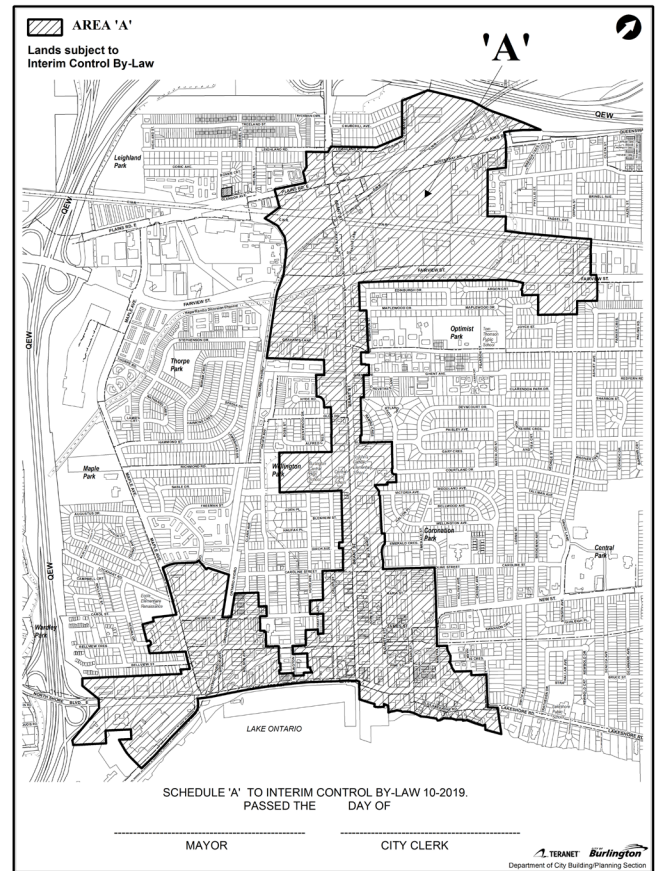


Figure 21: Interim Control By-law 2019-2020 Area

Summary Analysis

As noted in Section 8 of this Report, this Study does not recommend an implementing Amendment to the Zoning By-law at this time. The City's Zoning By-law will need to be amended in the future to implement the Preferred Concept (2022). The future Amendment will establish site specific directions and performance standards that will implement the key directives and findings of this Study, which have been generally identified in Section 6 of this Report. This future Amendment would be informed by a detailed assessment of a proposal and informed by technical and supporting studies.

7.8 Applicable Urban Design Guidelines and Directives

7.8.1 SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES (2021)

Approved in 2018 and updated in December of 2021, the Sustainable Building and Development Guidelines (2021) encourage sustainable design practices with both required and voluntary policies. The document consists of “sustainability approaches related to site design, transportation, the natural environment, water, energy and emissions, waste and building materials, and maintenance, monitoring, and communication.” The required and voluntary measures within the document provide a baseline for new developments to meet to mitigate its impact on the environment or climate change and/or adapt to the impacts of climate change.

The majority of the sustainability measures are evaluated at the detailed design stage as part of site plan approval. However, some measures including site connections, waste management, bicycle parking and reducing the heat island effect are applied as part of the land use approvals process, including through Official Plan Amendments, Zoning By-law Amendments.

7.8.2 DRAFT DOWNTOWN BURLINGTON PLACEMAKING AND URBAN DESIGN GUIDELINES (1ST DRAFT – AUGUST 2020)

The Draft Downtown Burlington Placemaking & Urban Design Guidelines (Draft – 2020) (“Draft Design Guidelines”) was a result of a recommendation of the Taking a Closer Look at the Downtown Report that advocated for an expanded design guideline section of the Official Plan to resonate Burlington’s commitment to design excellence. The Draft Design Guidelines consolidate a number of existing design guideline documents, including the Downtown Urban Design Guidelines. The Draft Design Guidelines implement the more recent directions of the new OP.

Section 3 of the document outlines the design guidelines for the precincts that form Burlington’s downtown. The subject site borders on two of these precincts - the Brant Main Street Precinct and the Lakeshore Precinct. The details of the policies related to these two precincts are outlined below.

Section 3.1 Brant Main Street

- Ensure that the building’s retail frontage complements and reinforces the eclectic character of the Brant Main Street Precinct through a small scale and unique rhythm that emphasizes the small scale store frontages;
- Development within 20 metres of Brant Street and Lakeshore Road shall be in the form of low-rise buildings;
- Podiums should incorporate articulation and design detailing that emphasizes the rhythm and scale of the existing character;
- Buildings along John Street and Locust Street shall incorporate terraces above a 5-storey streetwall to minimize the impact of the building height along John Street and Locust Streets;
- Development along John Street and Locust Street shall be in the form of low-rise or midrise buildings;
- Enhance the public realm and preserve views to the lake, ensuring buildings at the Lakeshore Road and Brant Street intersection are designed to provide open space at-grade and appropriate podium setbacks that respect any cultural heritage resources; and,
- Identified as an opportunity in the City’s Downtown Streetscape Guidelines, the section of Brant Street from Ontario to Elgin may be established as a Flex Street and/ or Shared Street.

Section 3.2 Lakeshore Precinct:

- Design new development with public open spaces and open space corridors along north-south streets that reflect the importance of this precinct, ensuring public view corridors to Brant Street Pier and Lake Ontario are enhanced and maintained;
- Design buildings beyond 6 metres from the curb along Lakeshore Road to incorporate podium setbacks and open space at-grade, to enhance and preserve the public views of the lake, particularly at the end of north-south streets; and,
- Buildings west of Brant Street and east of John Street are to incorporate a 3-storey podium with storeys above setback 20 metres from Lakeshore Road.

Section 7 includes the policies for the private realm to ensure the privately owned built form reflects the context of the surrounding area:

Building Placement

- Active frontages and facades should be oriented toward the street or nearby public spaces to provide a sense of enclosure and enhance safety. Buildings should be placed to create a consistent street wall and frame the street and setbacks should be considered to accommodate the full canopy growth of street trees.

Building Height, Massing and Transition

- New development's mass and height should relate to and transition appropriately with adjacent existing built forms. Various design approaches, such as step-backs, setbacks or smaller floorplates, should be applied to minimize overlook and privacy issues and ensure that no part of the building extends into the 45 degree angular plane.

Vehicular Access

- Driveways should be located and designed to minimize conflicts with pedestrians and cyclists and vehicle access to underground parking should not be located on a retail street.

Privately Owned Public Accessible Spaces – POPS

- Privately Owned Public Accessible Spaces (POPS) should establish a positive sense of place and should be visible from public streets or open space. POPS are encouraged to be south-facing to maximize sunlight exposure.

Built Form Typologies

- Section 6.9.3 provides guidelines for the development of Tall Buildings. The Draft Guidelines are intended to implement the design directions of the New OP. Key directions that are considered in the Preferred Concept (2022) include:
 - Designing tall buildings to have a minimum tower separation of 30 metres, excluding balconies;
 - Designing tall buildings to have a base, middle and tower top;
 - Providing for 3 metre setbacks between the base and the middle of the tower; and,
 - Designing the floor plate of a tower to a maximum of 750 square metres.

7.8.3 SHADOW STUDY GUIDELINES AND TERMS OF REFERENCE (JUNE 2020)

The purpose of the Shadow Study Guidelines Terms and Reference (2020) is to provide guidance for the preparation

of shadow studies for new development applications. Shadow studies demonstrate the impacts of shadows cast by tall buildings on the surrounding context. Shadow studies are required for development proposals with building heights of 5-storeys or more.

7.8.4 DOWNTOWN STREETScape GUIDELINES (2019)

The Downtown Streetscapes Guidelines (DGS) (2019) sets the framework and principles that will help guide design decisions for downtown streetscapes. The DGS's intent is to “enhance and strengthen the public realm and contribute to the Downtown as an accessible, cohesive, identifiable and vibrant destination within the city.”

In addition, the Streetscape Guidelines distinguish three zones within the public realm:

- Marketing Zone: A minimum 2 metre wide marketing zone is encouraged along streets that require at-grade retail and service commercial uses;
- Clear Path Zone: provides an unobstructed and accessible public path of travel dedicated for pedestrians. This zone ensures a safe and comfortable walking experience and should be a minimum of 1.8 metre wide; and,
- The Furnishing Zone: defined as the section of the boulevard between the back of curb and the Clear Path Zone. This zone is where street furnishings, trees, and utilities are provided.

The DGS provides further direction for the downtown by organizing the area into Character Areas, which include specific recommendations for a consistent design. The Study Area falls within two Character Areas, the Lakeshore Road and the Mixed-Use Commercial District (Brant).

7.8.5 TALL BUILDING GUIDELINES (MAY 2017)

The guidelines provide design best practices for buildings over 11-storeys in height to “promote design excellence, support vibrant streets, and provide a positive addition to the City's skyline”. The document includes guidelines for a building's podium/base, middle/tower and top.



Figure 22: Character area map

Stepbacks

- Towers should include a 3 metre minimum stepback from the podium to differentiate between the building podium and tower and increase outdoor amenity space. Roughly up to 20% of the tower can extend to the edge of the podium without a stepback provided to allow for design flexibility.

Setbacks

- A building's setback should be a minimum of 6 metres, unless an existing streetway precedent has been established. The intent is to accommodate adequate space for wide boulevards, landscaping, and pedestrian use at-grade.

Tower Separation

- The podium will be located to frame the street and reinforce existing streetwalls on retail streets. Walls that include windows require an 11 metre separation between adjacent podiums. There is a minimum separation distance of 25 metres between towers to ensure privacy and sky views and minimize shadows and wind impacts.

Podium Height

- Sections 2.2 of the guidelines highlight the importance

of maintaining podiums to maintain a human-scale. The maximum height of the podium shall be 80% of the adjacent right-of-way width and a maximum height of 20 metres is recommended. Also, the ground floor should have a minimum height of 4.5 metres to accommodate activities, such as internal servicing and loading, or active commercial uses.

Parking and Loading

- Section 2.5 outlines that all parking, servicing and loading shall be internal in the building podium and screened from the street. The access to the parking, servicing and loading shall be provided from the rear of the building or a laneway where possible.

Publicly-accessible Privately Owned Open Spaces

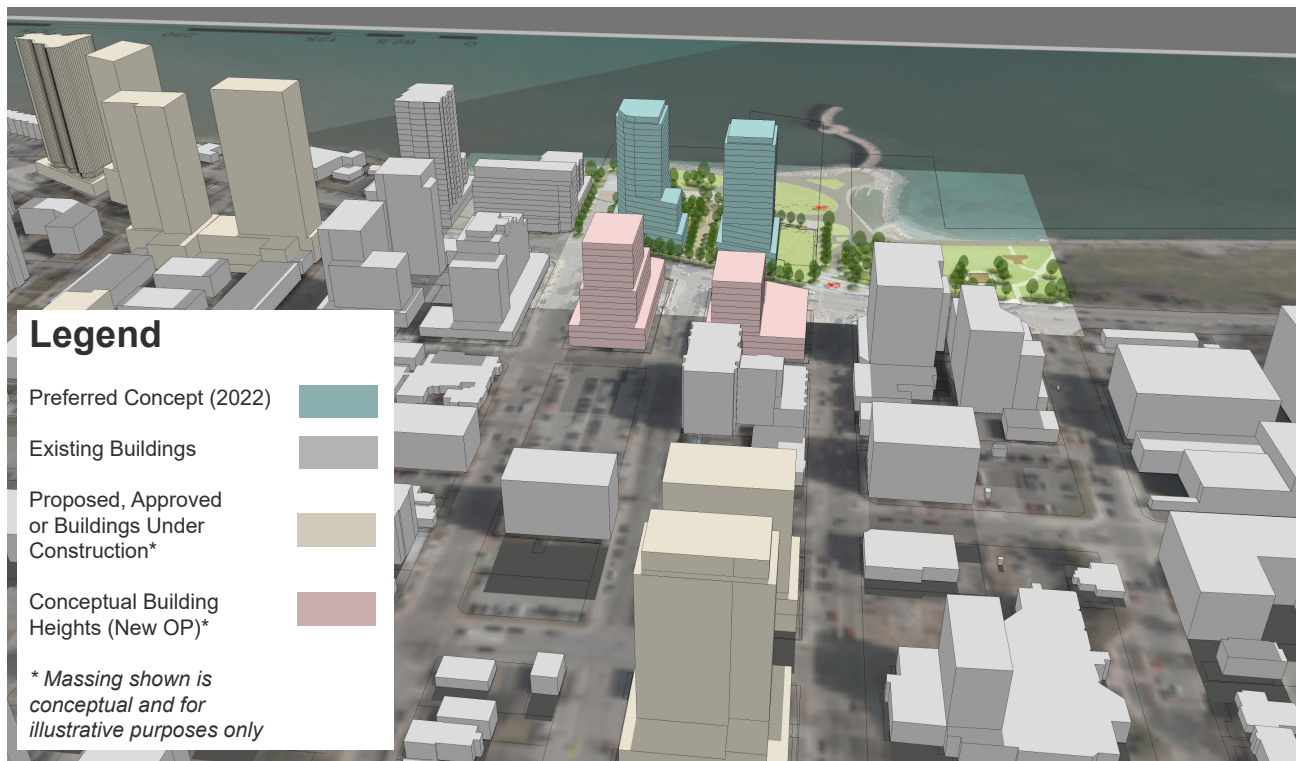
- Publicly-accessible privately owned open space should be encouraged within tall building sites in the form of courtyards, plazas, or parkettes. They should be designed and located to encourage public use and should build upon and create new connectivity to the open space network and increase important site characteristics through the use of public art, where possible. They should establish pedestrian connections through the site and create short block lengths.

7.8.6 DOWNTOWN URBAN DESIGN GUIDELINES (2006)

The Downtown Urban Design Guidelines (2006) provide direction for design considerations and promotes best practices for urban design. The document is split into two parts - Part I outlines guidelines for the public realm, built form and urban design sustainability and Part II concerns block specific considerations. The Downtown Urban Design Guidelines will be replaced by the Downtown Burlington Placemaking and Urban Design Guidelines, however, until they are replaced they should still be considered for design related guidance.

Summary Analysis

The design for the Preferred Concept (2022) has considered the applicable policy and urban design standards regarding the design of tall buildings. A more detailed analysis and rationale for the Preferred Concept (2022) in relation to urban design is provided in Section 6 of this Study.



Conceptual Massing Model View looking south towards the subject site

As noted throughout Section 7 of this Report, the PPS, Growth Plan and Planning Act have been updated in response to recent provincial priorities. In general, these changes have been made to respond to a need to prioritize, and encourage the development of housing and jobs. Intensification is generally directed to Strategic Growth Areas inclusive of the Downtown.

The following summarizes our recommendations with respect to the Preferred Concept (2022):

Aligning with the new Downtown Framework

The Subject Site is located at the juncture of the Brant Main Street Precinct and Lakeshore Precinct of the New OP. The proposed 21- and 22-storey heights for the Preferred Concept (2022) reflect the heights that have been established through the OP for each of the precincts. More specifically,

- The new OP assigns heights of 11-storeys and 15-storeys immediately to the north of the Subject Site. To the west, the new OP identifies a maximum height of 22-storeys. The Preferred Concept (2022) has been deliberately scaled to reflect this emerging policy regime of the new OP;
- The Subject Site is located in an area of emerging tall buildings with high densities, especially to west of Elizabeth Street. The Preferred Concept (2022) is compatible with the heights planned for the Lakeshore Precinct and Brant Main Street Precinct. Looking more broadly within an area context, the Preferred Concept (2022) is consistent with a gradual transition upwards in height towards an emerging 29-storey height peak, which has been established by the recent OLT approval for 2069-2079 Lakeshore and 383-385 Pearl Street. Additional tall buildings are proposed in the Old Lakeshore Precinct, none of which have been approved; and,
- The Preferred Concept (2022) has been designed to achieve a number of built form and public realm objectives articulated in the in-force and new Official Plan and various guidelines, including having regard for the surrounding existing and planned context, and activating the streetscape along Lakeshore Road and Elizabeth Street.

The Preferred Concept (2022) employs various heights, massing and step backs across the site to provide for appropriate relationships and transitions to and from

surrounding buildings which are of similar heights, as well as those which are of a lower scale.

Recommendations:

- Amend the in-force OP to permit height and density up to 22-storeys and 5.0 FSI.
- Consider the implementation of the following key built form directives from this Study:
 - Provide a maximum 3-storey height along Lakeshore Road, with a setback to a tower element above;
 - Transition towards Lake Ontario may be reinforced through terracing; and,
 - Additional performance standards including, setbacks above the streetwall height, and setbacks shall be provided in accordance with the future implementing Zoning By-law, and the applicable urban design guidelines, which will provide the direction on the nature and extent of the performance standards.

Compatibility with the Downtown Context

An important general principle for land use planning and urban design, and one which is articulated throughout the new OP is the notion of “compatibility”. It is also noted that “compatible” development does not necessarily mean the same and/ or similar to many existing uses/buildings.

The Preferred Concept (2022) is considered compatible within the existing and emerging Downtown context for the following reasons:

- The dramatic rate of new growth and development has effectively updated the existing context of the area, which moves towards a more dense, and dynamic mixed use neighbourhood with tall buildings. The built form of the Preferred Concept (2022) will be compatible and fit with the tall buildings within and surrounding the Study Area;
- The Preferred Concept (2022) contemplates an increase to the currently permitted height, which is appropriate given its existing and planned context and location, and to achieve a desirable built form and public realm that improves existing conditions;

- The proposed uses will supplement and support the wide mix of residential and commercial uses currently existing in the area. New residents will support existing businesses while new commercial uses will support the mix of stores and activities available in the area, preserving and enhancing the mixed use character of the area;
- The site shape and orientation favours a smaller or more compact and sculpted floorplate with a modest amount of additional height in order to optimize the development of the site; and,
- The Preferred Concept (2022) has been designed will assist the City in achieving a number of built form and public realm objectives articulated in the Official Plan and various guidelines, including having regard for the surrounding existing and planned context, and activating the streetscape along Lakeshore Road and Elizabeth Street.

The Subject Site is well positioned to accommodate a tall building form. The Preferred Concept (2022) has been designed in the context of good overall urban design and will assist the City in achieving a number of built form and public realm objectives articulated in the Official Plan and various guidelines, including having regard for the surrounding existing and planned context, and activating the streetscape. Built form, massing and urban design considerations have been thoughtfully incorporated into the Preferred Concept (2022). Figure 23 illustrates a conceptual demonstration of how the Subject Site may fit within the broader emerging policy and development concept.

Recommendations:

- Provide a framework through the implementing to support the development of a tall building form.
- Provide design direction to promote a transition in scale towards the Waterfront and Spencer Smith Park.

Supporting a Range of Uses

The new OP requires a minimum of three uses to be implemented within the Brant Main Street Precinct and Lakeshore Precinct. The intent of this policy is to reinforce a diverse mixed use form in the Downtown. Supporting a mix of uses is highly supportive of complete community

building, as well as the creation of both housing and jobs in the Downtown.

The Preferred Concept (2022) identifies potential commercial uses at grade, together with hotel and residential uses above. The Preferred Concept (2022) has a higher density through significant mixed use intensification to accommodate new growth in the Downtown.

Recommendations:

- Include specific policies to support a range of uses, including both residential and non-residential uses to support complete community building in the Downtown.
- Include design direction to support active uses at grade.

Appropriate Tower Forms and Scale

This is a site-specific Study with a unique locational context on the City's Waterfront. While the City-wide tall building guidelines are applicable in this instance, they do not provide site or context specific guidance. One of the goals of this Study is to recommend an urban design approach that is reflective of the unique locational context of this site. Any urban design guidance and determination of appropriateness must still take into consideration Provincial, Regional and City policies, guidelines, and best practices.

The City's Tall Building Design Guidelines require a 750 square metre floorplate for residential buildings, with a 25 metre separation distance. Policy 8.1.1(3.19.3)c)(i) of the New OP (appealed) states: Tall Buildings shall provide a minimum separation distance of thirty (30) metres from another tall building, measured above the podium and excluding balconies. The intent of these policy directions is to reinforce a slender tower form, maintain appropriate skyview, limit shadows and mitigate overlook.

Notwithstanding the status of appeals for the new OP, maintaining physical separation between tall building forms is good planning and urban design practice. The Subject Site is located at the south end of Downtown, and allows for sky view, particularly along the Brant Street or Lakeshore Road. The Preferred Concept (2022) demonstrates adherence to the 30 metre separation distance requirements of the new OP.

A shadow study has been prepared as part of the work program in 2018. However, the shadow study has not been prepared to support the Preferred Concept (2022). As part of the future rezoning process, it is recommended that a shadow study be prepared to evaluate the potential built form impacts related to tower forms. This Study would inform specific recommendations and performance standards for implementing zoning regulations in the future.

Recommendations:

- Include built form standards such as tower separation, setbacks and tower separation through future implementing Zoning By-law.

Establishing an Appropriate Base Building Relationship to Brant Street and Lakeshore Road

The Brant Main Street and Lakeshore Precinct require a 3-storey base building condition along Lakeshore Road. This is intended to reinforce a human scaled element for the base building.

The Preferred Concept (2022) provides 3-storey podium along Lakeshore to align with the Brant Main Street Precinct and Lakeshore Precincts. This condition is desirable to achieve a consistent streetwall.

The Brant Main Street Precinct and Lakeshore Precinct also requires buildings to be setback a minimum of 20 metres from the edge of the podium (above the 3rd storey). It is understood that the primary intent of this policy is to ensure that Lakeshore Road and Brant Street maintain sky view at-grade. The notion of emulating this step back on the Subject Site was reviewed at length between the project team and the City.

It is our opinion that a 20 metre step back is not relevant or appropriate to the Subject Site for the following reasons:

- The Subject Site has two frontage; Lakeshore Road and the waterfront. Given the significance of the waterfront, in our opinion that the waterfront should be reinforced and strengthened;
- The setback is appropriate for the north side of Lakeshore Road as it forms part of the Brant Main Street Precinct;

- The existing buildings along the south side of Lakeshore Road to the east do not have setbacks of 20 metres above the podium; and,
- Requiring a 20 metre setback above the podium would create further constraints to providing for parkland on-site.

The Preferred Concept (2022) provides for 3 metre setback above the 3rd storey. This allows for sufficient and appropriate separation distances that would allow for physical separation from the tower and the podium. Perhaps more important, the Preferred Concept (2022) will give priority to the interface with the waterfront and will better relate to Spencer Smith Park.

The Preferred Concept (2022) provides an appropriate response to the above noted framework based on our analysis of applicable planning policies and guidelines and the existing and planned context of the area, and the consideration of other urban design considerations.

Recommendations:

- Provide a framework for the implementation of performance standards related through base building massing through setbacks above the streetwall height, and setbacks. The performance standards would further be implemented through a future Zoning By-law Amendment, which will provide the direction on the nature and extent of the performance standards.

Supporting a Vibrant Public Realm

The existing streetscape condition along Lakeshore Road adjacent to the Subject Site have narrow sidewalks and there are few street trees or other amenities to provide pedestrian comfort or a buffer from fast-moving traffic. There is also a gap in the active transportation network with no separated bike lanes along this segment of Lakeshore Road. The City's Cycling Master plan envisions a Painted Buffered Bike Lane along the segment Lakeshore Road adjacent to the Subject Site as already exists east of Brant Street.

The Preferred Concept (2022) enhances the streetscape along Lakeshore Road unified with a common language of materials and design elements. The project team has illustrated a scenario that enhances the streetscape through discussions with City staff. Figure 12 illustrates the preferred public realm approach and includes:

- At a typical location along the south side of Lakeshore Road, a 3 metre boulevard is provided for pedestrian movement and streetscape improvements. A typical building setback of 3 metres is provided for a retail zone, resulting in a total of 10.4 metres from curb to building face.
- At the corner of Brant Street and Lakeshore Road, a setback is provided as the Preferred Concept (2022) envisions the implementation of a new public park to accommodate additional pedestrian flow at this important intersection and to signify a key point and accessible entry into the new neighbourhood. This condition allows ample space for pedestrian movement, healthy urban trees, and for retail activity to spill into the public realm.

Recommendations:

- Development will be designed in accordance with the policies in Chapter 7 and Section 8.1.1 (3) as well as Burlington's Downtown Placemaking and Urban Design Guidelines, Downtown Streetscape Guidelines, Sustainable Building and Development Guidelines, and any other applicable policies and guidelines.

Understanding the role of the site as a Landmark

The Preferred Concept (2022) provides an opportunity to establish a landmark, at a gateway location along Lakeshore Road. The Subject Site is highly visible along the waterfront. A "landmark" is not defined by the New OP. However, the in-force OP defines a "landmark" as follows:

A natural feature or man-made structure used as a point of orientation in locating other natural features or man-made structures, or a structure of noteworthy aesthetic interest.

There is no precise definition for what constitutes a landmark to the City of Burlington, nor has this concept been fully explored throughout this Study.

The notion of the site as a landmark and strategies will be based upon architectural and urban design excellence that accentuates the importance of the site's relationships with the surrounding urban landscape and Burlington's most historic and popular waterfront park. Strategies to support the creation of a landmark on the Subject Site may include:

- Sculpting of tall building form;
- Additional setbacks from the podium to the tower;
- Securing public art as a community benefit; and,
- Leading with landscape design.

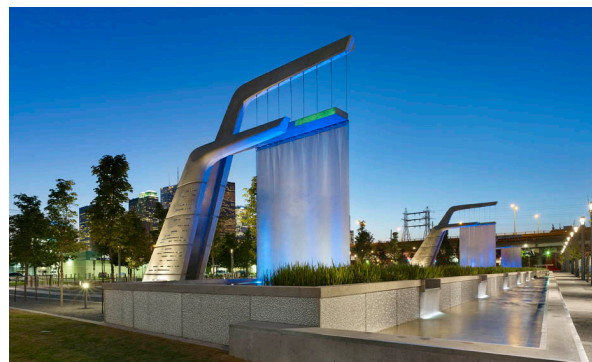
Recommendations:

- Development shall be required to demonstrate design excellence in all matters of architecture, landscape architecture, sustainable and urban design and require that all public and private development proposals on or adjacent to the site be evaluated/reviewed by the Burlington Urban Design Advisory Panel;
- Development shall be subject to the provision of the following to the satisfaction of the City:
 - Construction, and dedication to a public authority, of a public waterfront access that provides a connection between Brant Street and Spencer Smith Park, in accordance with Section 12.1.16;
 - Views from Brant Street and John Street to Lake Ontario shall be maintained and enhanced to the satisfaction of the City;
 - Provision of public art to the satisfaction of the City;
 - Provision of a mid-block connection from John Street to Lake Ontario; and,
 - Community benefits.

EXAMPLES OF PUBLIC ART



The Water Guardians by Jennifer Marman and Daniel Borins (2015) - Toronto



Light Showers by Jill Anholt (2011) - Toronto
Sherbourne Common



Sun-Set by Polymetis (Temporary) - Mississauga

8.3 Current and Emerging Parkland Requirements

As part of this Study, City staff requested that the project team consider a potential scenario for on-site parkland dedication in response to the objectives and policies of the New OP and In-force OP. Based on projected growth of 675 additional units in the Preferred Concept (2022), and the parkland dedication requirement of one hectare per 300 units, approximately 2.25 hectares would be required. In addition, commercial uses are required to provide 2% of the total floor area for a total parkland dedication of 2.27 hectares.

Parkland Dedication	Parkland Required
1 hectare / 300 units (alternative rate)	282 + 393 (675 units) = 2.25 ha
2% of the total floor area (commercial)	3,050 m ² (2%) = 0.02 ha
Total Required	2.27 ha
Total (Preferred Concept)	0.18 ha

Table 4: Parkland Dedication

The Preferred Concept (2022) provides for 0.18 hectares of on-site parkland dedication. The amount of parkland excludes a small 0.125 hectare portion of the “park” immediately south of the tower adjacent to Elizabeth as it located within the 30 metre erosion setback associated with the Waterfront and cannot qualify as parkland dedication. The balance of the parkland dedication would be provided by cash in lieu. The Preferred Concept (2022) demonstrates that the Subject Site is sufficient size to accommodate a significant on-site parkland contribution while achieving a tall building form. As the Downtown accommodates more compact forms of development, there is a need for new parks.

On-site parkland dedication could be a desirable outcome that can achieve a wide range of objectives when paired with the significant redevelopment of the Subject Site. This is a once in a lifetime opportunity for the City to build upon an important landmark through high quality open space.

The extent of the on-site parkland dedication would be further implemented through the development approvals process for the Subject Site. This may also occur with securing community benefits (such as a public washroom and enhanced accessibility at the entrance of Spencer Smith Park). As noted in Section 7 of this Study, municipalities are now transitioning towards the new community benefits framework that has been established by the Planning Act.



Figure 23: Conceptual Massing Model of Preferred Concept (2022) in the emerging Downtown context



Legend

Preferred Concept (2022)



Existing Buildings



Proposed, Approved or Buildings Under Construction*



Conceptual Building Heights (New OP)*



** Massing shown is conceptual and for illustrative purposes only*

09 IMPLEMENTATION

The Study recommendations will be implemented through a variety of tools under the Planning Act, including an Official Plan Amendment, and a future Zoning By-law Amendment. These tools will be further reinforced through site specific Urban Design Guidelines. Each of these implementation tools are discussed below.

9.1 Official Plan Amendment

An Official Plan Amendment (OPA) to the in-force OP is required to implement the findings of this Study. It is anticipated that the site specific recommendations of this Study will be carried forward into the New OP following resolution of outstanding appeals.

The OPA will provide a site specific framework that will guide future development. The OPA will also include the implementation of site specific directions, including those related to massing and scale, transportation and public open spaces.

Key directions from the Draft OPA include the following:

AMENDMENTS TO LAND USE SCHEDULES

In force OP: No Amendments required.

- Rationale: The Subject Site is identified within the Wellington Square Mixed Use Precinct under the in-force OP. The Downtown Wellington Precinct generally aligns with existing tall building forms generally along Lakeshore between Pearl and Locust. The existing and planned context of the Wellington Square Mixed Use Precinct generally aligns with the scale being proposed by the Preferred Concept (2022). It is anticipated that the Wellington Square Mixed Use Precinct would be carried into the New OP as the Lakeshore Precinct.

AMENDMENT TO SITE SPECIFIC POLICIES

In Force OP: An Amendment is required to introduce a new site specific exception under Part III, Section 5.5.9.2(I) of the in-force OP.

- Rationale: The Subject Site contains unique locational and physical characteristics that require site specific policies to guide growth. A site specific provision enable the implementation of the recommendations of this Study as follows:

- Objectives related to on-site parks and open spaces;
- Site specific height and density requirements;
- Performance standards / relevant guidelines; and,
- Key view corridors and vistas

The Official Plan includes policies to enable the following implementation tools:

- Parkland acquisition and/or cash-in-lieu of parkland pursuant to Section 42 of the Planning Act, with specific reference potential on-site dedication;
- Contribution of benefits from developments resulting in increased heights and densities, pursuant to the Planning Act (communities benefits charges); and,
- Improvements to the public realm to be leveraged primarily through the site plan approval process under Section 41 of the Planning Act Agreements (site plan control).

The proposed Official Plan Amendment to the In-Force OP is summarized in Appendix “E” to this Study.

9.2 Zoning By-law Amendment

A Zoning By-law Amendment (ZBA) to Zoning By-law 2020 will be required to implement the OPA. The Zoning By-law 2020 aligns with the in-force Official Plan. The Preferred Concept (2022) indicates a preferred height range for each of the proposed tower elements. We recommend that rezoning process take place in the future to consider the Preferred Concept (2022), and would also be supported by detailed technical studies.

A future rezoning process, supported by technical studies and further evaluation, would allow for flexibility to achieve an interesting built form that would better respond to the landmark nature of this site. This ZBA process would take place in the future and would advance additional engagement through the statutory public process. It would allow for the principles of this Study to be further advanced and explored through meaningful active engagement with the public and stakeholders of this project. Furthermore, it rezoning in the future would allow for community benefits to be leveraged through Section 37.

09 IMPLEMENTATION

It is anticipated that a future rezoning process would entail the following amendments:

ZONING SCHEDULE

Apply the Downtown Wellington (DW) zone.

- Rationale: The DW Zone represents a high density zone that envisions a tall building form. Utilizing this zone category is appropriate and consistent with other lands along Lakeshore (within the Downtown Wellington District/ Lakeshore Precinct).

HEIGHT

Rezoning the site to permit a maximum height of 22-storeys and an FSI of 5.0.

- Rationale: Rezoning for additional height and density for the Subject Site would enable tall building permissions. These height and density permissions will be paired with performance standards to ensure a high standard of design. These high standards of design will be further implemented through the applicable Urban Design Guidelines, which will be used to evaluate future development on the Subject Site.

LAND USE

No Amendment is recommended regarding land use permissions for the DW Zone. However, it is recommended that a site specific zoning clause regarding the provision of a minimum of 2 uses be implemented in accordance with the New OP.

- Rationale: The DW zone permits a full range of urban residential and commercial uses. A site specific amendment for a minimum of 2 uses would encourage true mixed use development and will provide for both persons and jobs on this site.

SETBACKS AND STEPBACKS

An Amendment would be required to implement the site specific setbacks and stepbacks contemplated by the Preferred Concept (2022).

- Rationale: A typical rezoning process would further advance and provide for performance standards to provide a framework to be implemented through a site plan approval process. The Preferred

Concept provides for stepbacks and stepbacks at the podium level up of each tower. The precise location and nature of each stepback would be secured through the rezoning process, which would be informed by detailed architectural plans. The rationale for the built form and massing is discussed in detail in Section 6.1.1 of this Study.

PARKING AND LOADING

Amendments to parking and loading requirements may be required. It is noted that the Downtown is a walkable community and the standards in the Zoning By-law may be considered high for this context.

9.3 Additional Planning Approvals And Implementation

SITE PLAN APPROVAL

The site plan approval process will facilitate the detailed review of each development proposal prior to the issuance of a building permit. This process will entail the review of detailed building design including but not limited to materials and elevations, site access and circulation, waste management, and parking and loading.

DRAFT PLAN OF SUBDIVISION

A Draft Plan of Subdivision is may be required to allow for the dedication of any road widenings, creating building blocks (if required) and the creation of parkland blocks for dedication to the City. Phasing of new development, if required and deemed necessary by the City, may be considered and implemented at the Draft Plan stage.

PHASING

A Phasing Strategy is not recommended at this time to implement the Preferred Concept (2022). Phasing is typically undertaken and informed by a range of technical work and studies to inform a technically feasible and appropriate strategy. It is recommended that the City determine an appropriate phasing strategy through a future approvals process, including a rezoning or site plan approval process.

10 OVERALL CONCLUSIONS

The Preferred Concept (2022) will deliver a vibrant mix of uses that will reinforce and support the continuing evolution of the Downtown. The Preferred Concept (2022) has regard for matters of Provincial Interest, policy and legislation and have been designed with consideration for the intent of the applicable Regional and Local Municipal policy and guidelines.

A tall mixed use building with commercial uses at grade, and residential and/or hotel uses addresses many Provincial, Regional objectives and would align with the overall directions established by ROPA 48. The Preferred Concept (2022) reinforces the preferred urban structure by the City for the Downtown Urban Centre, recognizing that further amendments may be required in the future to fully align with the emerging Provincial and Regional planning framework.

The Preferred Concept (2022) will help achieve the City's vision as articulated in the in-force OP, and considers the policy direction of the New OP. The preferred concept will provide residents and jobs and public open spaces in this central location that will further support the creation of a complete community.

The Subject Site has the potential to become a special place by balancing significant new redevelopment with public amenities and accessible open spaces. It is well positioned to achieve the key opportunities outlined in Section 2.5 in this Report.

We recommend that the implementation framework for the Preferred Concept (2022) be flexible to allow for the achievement of as many principles outlined in this Study as possible. This would be informed through technical studies, and further public input.

Land Use and Built Form

1. Create building frontages along Lakeshore Road and Elizabeth Street with building placement that establishes a defining street wall and frames the street zone.
2. Provide active uses at grade along Lakeshore Road and Elizabeth Street.
3. Achieve active and animated edges adjacent to Spencer Smith Park, with a requirement for retail and service commercial uses at grade:
 - a. Built form next to the south property line shall activate and animate this edge, respect the existing grade, and be scaled to the waterfront trail with higher levels stepping back as necessary.
 - b. Built form next to the west property line shall activate and animate this edge, respect the existing grade, and be scaled to Spencer Smith Park with higher levels stepping back as necessary.
4. Require a minimum of two uses within buildings and where feasible, encourage three uses.
5. Establish an iconic landmark building on the site subject to the following:
 - a. A new public, pedestrian space is provided at the foot of Brant Street where public views to the Lake and Pier are enhanced;
 - b. The iconic landmark building must contain a destination use or function;
 - c. The iconic landmark building shall enhance the City of Burlington's image/identity.
6. Require design excellence in all matters of architecture, landscape architecture, sustainable and urban design and require that all public and private development proposals on or adjacent to the site be evaluated/reviewed by the Burlington Urban Design Advisory Panel.

Public Realm

7. Protect public view corridors to Lake Ontario from Brant and Elizabeth Streets, and where possible John Street.
8. Enhance the Brant Street view corridor to frame views to the Brant Street Pier, and require a significant building setback from the west property line and define and consider a building setback from the thin red line and maximize the new and enhanced publicly accessible green/open space.
9. Create new and enhanced publicly accessible green/open space, which would include new north-south pedestrian connections between Lakeshore Road and Spencer Smith Park (mid-block and along the site's edges).
10. Minimize changes to the existing grade along the southern edge of the site and enhance the interface with Spencer Smith Park.
11. Integrate a public washroom within the future redevelopment; with an entrance that is accessible, highly visible and within close proximity to Spencer Smith Park.
12. Identify opportunities for the placement of public art on and adjacent to the site.

Mobility and Access

13. Vehicle access shall be from Elizabeth Street.
14. Vehicle access from Brant Street will be closed and converted to a pedestrian orientated gateway to the waterfront.
15. All required on-site parking shall be provided underground (parking structures shall not be visible from the public streets and park).
16. Require Transportation Demand Management (TDM) and mitigation measures:
 - a. Examine the feasibility of introducing a future bike rental/ share hub at this location.

Burlington Waterfront Hotel Planning Study

Workshop 1

What We Heard June 2017



01 Community Workshop

The Planning Study for the redevelopment of the waterfront site at Lakeshore Road and Brant Street, including the Waterfront Hotel, is underway.

The goal of the Planning Study is to establish the Strategic Framework to guide development on the site by generating and assessing Alternative Redevelopment Concepts, through a public consultation process. The result of the study will be an Official Plan Amendment and Zoning By-law Amendment.

The first community workshop took place on **May 24, 2017** at the Waterfront Hotel (2020 Lakeshore Road). The workshop included committee meetings and two identical workshop sessions, one at 4:00 pm and the other at 6:30 pm.

The goal of the workshop was to report out to the community on the site's opportunities and constraints and develop a vision and design principles for the redevelopment of the Waterfront Hotel Site.

The team will use all of the input collected to write the vision statement and design principles that will guide the preparation of concepts.



Workshop participants on May 24, 2017

Participants at the following events were shown the same presentation, to introduce the study and preliminary opportunities and constraints. Each group was asked the same questions in order to gather input.



Steering Committee Meeting

Todd Evershed
Rosalind Minaji
Rosa Bustamante
Ingrid Vanderbrug
Kaylan Edgcumber
Robert Peachey
John Zaloznik



Stakeholder Advisory Committee Meeting

Mayor Rick Goldring
Tara Thorp (Mayor's Administrative Assistant)
Councilor Marianne Meed-Ward
Georgia Gartside (Councilor's Assistant)
Darko Vranich
Kyle Plas
Denise Beard
Charles Priddle
Curt Benson
Lisa De Angelis
Mark Eade
Susan Morrissey
Hashem Mousavi



Workshop Sessions

The meetings and workshop sessions each began with a presentation to summarize the team's inventory and analysis of:

1. Land Use and Built Form
2. Public Realm
3. Mobility and Servicing

Participants at the meetings and workshop sessions were asked two questions:

1. What words or phrases should be captured in a vision statement for the Brant Street and Lakeshore Road Planning Study?
2. What are the key principles with respect to land use/ built form, public realm and mobility/servicing?

This document transcribes the input/comments received from Workshop 1.

Workshop Notice

Planning to redevelop the waterfront site at the foot of Brant Street, including the Waterfront Hotel, is underway.

Please join us for one of the two community workshops to learn about the initial phase of the planning study and to share your ideas for the site.

The planning study will guide the property owner in the redevelopment of this site. Located next to two of Burlington's most significant landmarks, Spencer Smith Park and the Brant Street Pier, we need your input to ensure the new development reflects a high quality of urban design that enhances the community's access to the waterfront and the downtown.

Date

Wednesday, May 24, 2017

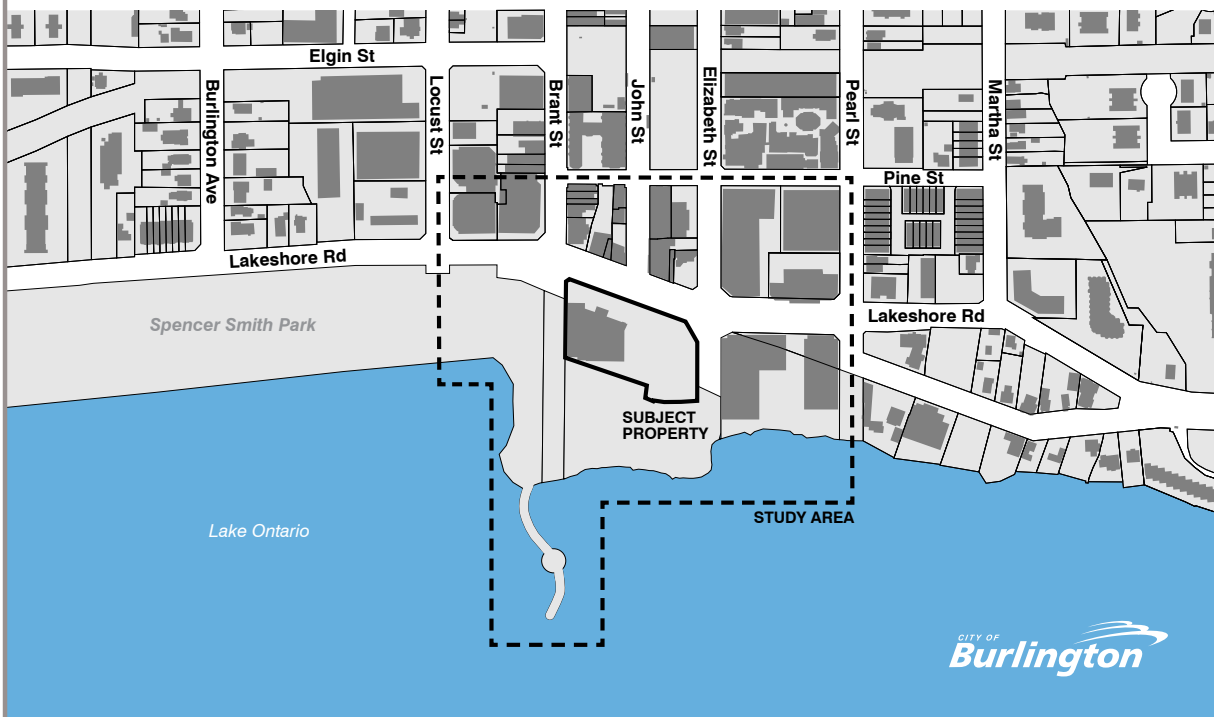
Location

Waterfront Hotel
2020 Lakeshore Rd
in the Blue Water Ballroom

Time

4 p.m. OR 6:30 p.m.

For more information,
please visit
burlington.ca/nearthepier



02 Vision Statement

Workshop participants were asked to describe the ideal future condition or aspiration for the redevelopment of the Waterfront Hotel site. In groups, participants brainstormed a list of words/comments that should be captured in the overarching vision statement. From this list, groups were asked to select the three comments/words they felt were of significant importance.

Top Comments/Words



Workshop Comments

Views

- Enhance views to the water from all streets
- Buildings should be aligned to maximize views
- The building's architecture should compliment the waterfront view
- New structures should be welcoming and not block vistas
- No more restricted views

Traffic & Parking

- Lakeshore Road is already congested
- Improve traffic flow in the area
- Building should include underground parking
- Some surface parking, but mostly underground
- Free parking for residents and visitors

Built Form Character

- Building should maintain a heritage feeling
- Retain the architectural charm (Village Square)
- Avoid 'concrete canyon' as other nearby sites are developed already
- Maintain sunlight and prevent wind tunnel affect
- The building's architecture should be unique
- 'Iconic' building with shopping and parking
- Ensure novel architectural design to avoid monotony, make it a signature building
- The building should be set back and terraced
- No balconies
- Do not have one massive building
- New development should be eco-friendly (green roof, energy efficient)
- Tall slender buildings with minimum lot coverage and maximum green space (publicly accessible)
- Development should be human scale with a high-quality public realm

Built Form Use

- Kiosk-style shops and restaurants
- Mixed-use development (offices, restaurants)
- Cafe, pub, ice cream shop
- Large, outdoor, shaded patio
- Rooftop dining area
- Low-rise convention centre with mixed use retail and community services
- Movie theatre
- Art gallery
- Hotel use

Built Form Height

- Prefer no structure at all
- Low-rise development would be better
- Building should be on a podium 2-3 storeys
- Development should be 3-4 storey, live/work buildings
- Human scale building (maximum 4 storeys tall)
- Building should be no more than 6 storeys high (current height) and tiered back
- No larger than 14 storeys
- Locate a taller building (14 storeys or less) near the Bridgewater Residences
- Development should not be 26 storeys
- No more highrises on the waterside
- It's problematic to smother the downtown with high-rise buildings
- Too much growth for a small downtown (consider Plains Road and Fairview as a precedent)
- Iconic skyline building with two towers (one at 40 storeys and the other at 35 storeys) with a three storey podium, ground floor restaurant space and underground parking (3 floors, 600 spaces)

Built Form Location

- Maintain the existing building footprint
- Minimize footprint of new structures
- Shift the built form (14 storeys tall) to the east side of the site

Connectivity

- Pedestrian trail along the lake (from Hamilton)
- Extend and increase separated cycling and walking paths
- Lots of public walkways
- Widen the sidewalks and enhance the pedestrian experience
- Sidewalks on both sides of Lakeshore Road
- Integrate the site with the park and the pier
- Have pedestrian access to Emma's Back Porch
- The site should be a bike share location
- Bike and pedestrians trails should be separate
- Introduce pedestrian streets, make driving more difficult but safer for pedestrians (traffic calming measures and crosswalks)

Green Space

- Leave the site as a park, we will never get the waterfront space back if it's lost to development
- Need more park space for Burlington's growing population
- We already have increased density downtown, we need to increase green space
- Green space should significantly exceed the building footprint
- Maximize the amount of green space
- Increase the amount of public space
- Preserve existing green space and maintain existing public access to it
- Have a market square
- Free WIFI
- Maintain waterfront access
- Enhance streetscapes
- Increase the amount of trees
- Natural green space for picnics and resting in the shade
- Make the park behind the hotel more visible/ accessible from Lakeshore Road

Amenities

- Canoe rentals, small water craft storage and launch facilities
- Space for public BBQs
- Outdoor stage (similar to Sault Ste. Marie)
- More seating and event space
- Skateboard park
- Tall Ship docking
- Increase seating and lighting
- Have public washrooms

Programming

- Rowing/Kayak Club
- Develop a central hub to draw people to the waterfront (arts, hobbies, sports etc.)
- Activate the site as a community space
- Activities to attract people
- Cultural activity centre
- Lively, and dynamic public open space
- Family oriented space

03 Design Principles

Workshop participants were asked to write a list of design principles (key components of the plan) that should direct development concepts for the Waterfront Hotel site.

Design principles were organized into three categories: Land Use and Built Form, Green Space, and Mobility and Servicing.

Summary of Common Themes



Land Use and Built Form

- New building(s) should be located closer to the east side of the site and should enhance the views from downtown to the water
- Building should be mixed-use, with a restaurant, patio and shops on the ground floor
- Building should provide community space
- New development should be low to mid-rise, set back on a podium and tiered. Building should incorporate sustainable building practices (e.g. green roof)



Mobility and Servicing

- Reduce traffic and extend/enhance pedestrian and cyclist connectivity (provide bike racks)
- Consider a passenger/shuttle bus drop-off and an underground parking garage (with public parking)
- The site should be barrier-free



Green Space

- The amount of green space should be maximized, provide for passive recreation and add to the existing tree canopy
- The site should include public art
- The site should connect the downtown, the waterfront (pier) and Spencer Smith Park together
- Include a public washroom building

Workshop Comments

Land Use and Built Form

Built Form Uses

- Mixed-use residential, retail and a hotel with underground parking
- Stores and boutique shops
- Small market or grocery store
- The first floor of the building should be mixed use (restaurants, shops etc.)
- Ground level retail and restaurant
- Rooftop restaurant with patio
- Provide lots of patio space for sitting and dining
- Affordable restaurant/pub with waterfront views
- Incorporate a variety of commercial uses
- Community centre
- Non-residential space that is open to the public (for youth, farmer's market, historical society)
- Make it an artist hub
- Convention centre with pool, library, tennis court and a restaurant on the roof
- Make the site a destination to draw tourists
- Waterpark (like Great Wolf Lodge)

Built Form Character

- The new building should have a podium base
- Include a three storey podium
- Pedestrian scale building at the street edge
- The building should be terraced / tiered (to act as transition from the park and lake)
- Architecture should be set back
- Create a Lakeshore Road and Brant Street gateway
- The architecture of the building should be 'iconic'
- Architecture should be 'award winning' potential but also consistent with existing buildings
- The design of the building should be traditional
- Architecture should be unobtrusive
- Should have 600 residences of a variety of sizes within two towers at 8000 square feet per floor
- Two towers with green space in the middle (hotel and residential)
- Have a viewing area
- Low-rise, stone and brick building (not glass)
- Low-rise building with natural materials and a heritage look
- Building should include a high quality public realm



The Waterfront Hotel and Brant Street Pier

03 Design Principles

Built Form Location

- Open up access to the lake
- At least 30% of the site should be green space
- Building footprint should be smaller than the amount of green space
- Redevelopment should occur at the north-east corner
- Move the building to the eastern side of the site
- Develop elsewhere in the City, waterfront park space and access is already too limited

Built Form Height

- Low-rise building, if a building at all
- If necessary, building should be one storey tall
- Building should be low-rise
- Development should be low-rise and retain the footprint and height of the existing hotel
- No more than 5 floors high
- Adhere to the 8 storey City plan
- Building should be less than 8 storeys
- Development should not be higher than 8 stories
- If building is to be greater than 8 storeys, there should only be one tower
- 8 storey and 14 storey building on the east side (make the architecture interesting), west side of the site should be open space
- Should be a maximum 14 storeys
- Tall part of the building should be on the east side, no more than 14 storeys
- Building should be 16-20 storeys tall
- Development should include two towers, one 40 storeys and the other 35 storeys tall
- No more high-rises, infrastructure cannot keep up
- No tall buildings next to the streets

Adjacencies

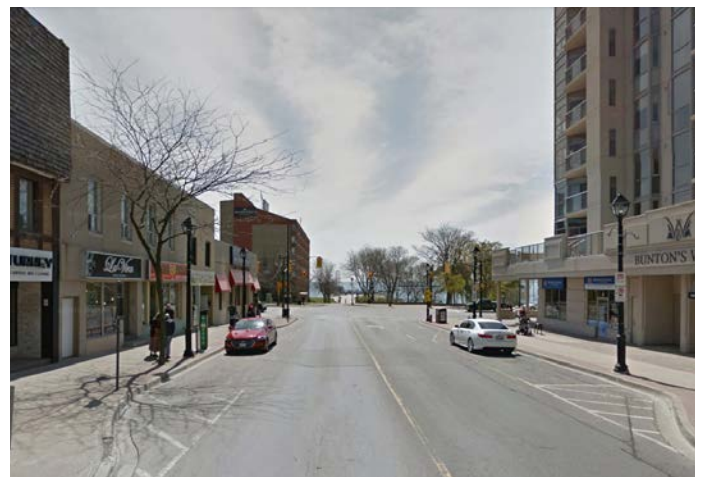
- Design to complement the downtown waterfront
- Animate the west and the south side of the site
- There should be no vehicle exits or entrances onto Lakeshore Road
- Integrate seamlessly with Spencer Smith Park
- The building should be set back from the street

Sustainability / Environmental

- Development should be sustainable
- Sustainability is very important
- Enhance permeability
- Minimize hard surfaces and increase permeability for water filtration
- Building should be LEED Certified
- Bird friendly design
- Rooftop green space
- Building should have a roof-top garden/green space with beehives and a kitchen garden (like at the Royal York Hotel in Toronto)
- Building should be energy efficient and low resource consumption

Views

- Enhance views to the Lake, minimize obstruction
- Maintain existing light and space
- Protect and enhance the view corridor to the lake from Brant Street and John Street
- Have a mixed use development that doesn't block views of the water
- Open views through Brant Street, John Street and Elizabeth Street
- Continue site line down the John Street easement



View south along Brant Street

Green Space

Park Space

- No new building, the entire site should be open space
- Extend Spencer Smith park into the site
- Strive to increase the current amount of waterfront green space
- City should buy the property and make it all green space
- The site should be open space for the public
- Preserve as much green space as possible, increase walking and bike trails, beach area, trees, water feature
- Beach with access to the water for everyone
- Create a more natural seating
- Fifty percent of the total site should be green space
- West side of the site should be open space
- Have green space on upper floors of the building (nod to the escarpment)
- The design of the site should be landscape driven (building should be designed in response)
- Current park is an envied jewel and augmenting the park sends a strong message
- Include a Japanese, meditation garden
- Have a philosophers walk



Trail alongside the Waterfront Hotel to the Brant Street Pier

Amenities

- More seating
- Have park benches facing the water
- Sheltered seating areas on the property south of the existing building
- Picnic tables under a covered pavilion
- Community facilities
- Have public space inside the building
- Create something similar to Sugar Beach in Toronto
- Have a water feature to soften sound (create ambiance)
- Playground structure
- Public washrooms and water stations

Trees

- Include more street trees
- Preserve and increase the tree canopy
- Maintain current trees, greenery and green space
- Have more trees and gardens (tulips)
- Replace the willow trees and the gazebo
- Make the site a peaceful place to relax by adding more vegetation



Brant Street Pier

03 Design Principles

Programming

- Public space
- Family uses/programming
- Facilities for bocce ball, horseshoes and other outdoor activities
- Picnic areas
- The site should be dog friendly (dog park)
- The site should include public art
- Continue events (Rib Fest/Sound of Music)
- Flexible space for different events

Sustainability / Environment

- Building should have a green roof
- Maximize/enhance wildlife habitat
- Wildflower planting to attract bees and butterflies

Connectivity

- Connect pier, through the site, to the downtown
- The site should be an extension of the park
- Maintain access to the pier and park
- There should be a continuous boardwalk connecting all waterfront properties
- Have a boat docking area



Burlington Waterfront Trail

Mobility and Servicing

Streets

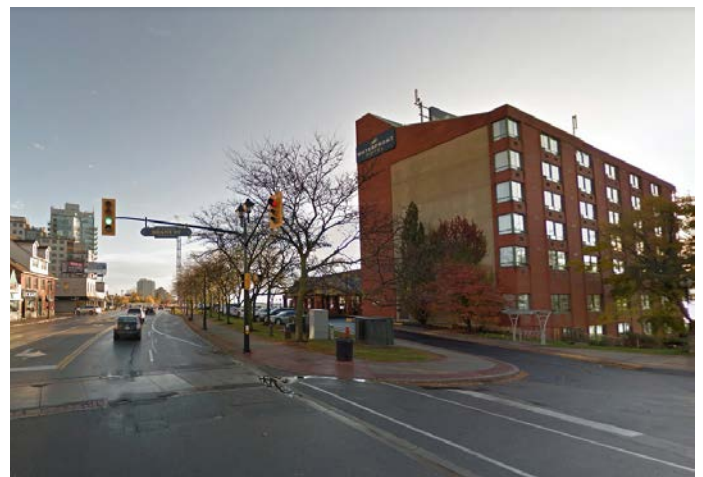
- Make Brant Street a pedestrians only route
- Close Brant Street off to traffic
- Consider making a pedestrian street that cars move slowly through
- Consider the increased pedestrian and vehicular traffic (Lakeshore Road is already very busy)
- Reduce traffic in the area
- Reduce the amount of traffic on Lakeshore
- Improve streetscaping
- More parkettes on neighbouring streets

Transit

- Bus route along the site (bus stop)
- Enhance transit frequency
- Consider an area to accommodate shuttle buses (drop off) during special events

Accessibility

- Accessibility for everyone
- Barrier-free access
- No cobblestones for accessibility reasons
- Replace/upgrade the sidewalks
- Easy pedestrian access from downtown



Lakeshore Road

Cycling / Walking

- Extend pedestrian/bike paths
- Walkways and cycle paths should be separated (both visually and physically)
- Walking and cycling should be along the waterfront (not primarily on Lakeshore Road)
- Pedestrian and cyclist only streets
- Give priority to active transportation
- Protected bike lanes
- Bike share terminals in key locations
- Need more bike racks
- Increase pedestrian connectivity to the site
- Large, pedestrian friendly sidewalks
- More maintenance on walking paths in the winter
- Increase walkability in the downtown core

Parking

- Increase the amount of parking
- Provide public parking spaces
- Parking should be underground
- Include massive underground parking with 3 levels and 600 spaces
- Underground parking should have discreet access, tied into the flow of Lakeshore Road
- Underground parking access should be off of Elizabeth Street
- Servicing access should be from Elizabeth Street
- Commercial deliveries should be below ground
- Pull-in, drop off zones for families and for barrier free access
- Include electric car charging stations

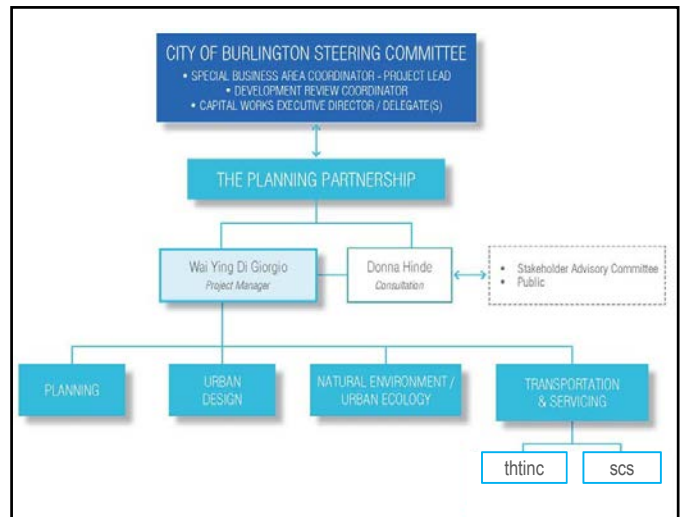


Spencer Smith Park



Festival at Spencer Smith Park

04 Community Workshop Presentation

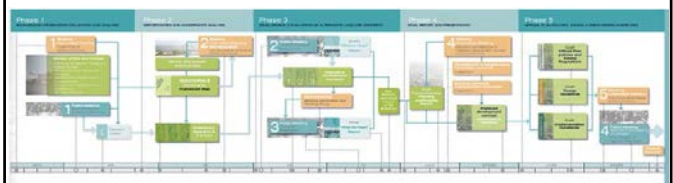


The Waterfront Hotel Planning Study:

- establish the **Strategic Framework** to guide development on the site
- develop and assess **Alternative Redevelopment Concepts**
- through a **public consultation** process
- result in an **OPA and ZBA**

The Work Plan:

- work plan includes **five phases**
- each phase provides opportunity for **public input**
- coordination with the **downtown mobility hubs study**



Today's meeting

Three Parts

Part 1:
Overview of planning, urban design and public realm, in the larger planning framework

Part 2:
Review of the site: opportunities for change

Part 3:
Table group discussions to help articulate a vision statement and guiding principles for the site

Today's meeting

Three Parts

Part 1:
Overview of planning, urban design and public realm, in the larger planning framework

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Review of the site: opportunities for change

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Table group discussions to help articulate a vision statement and guiding principles for the site



Planning

Growth Plan for the Greater Golden Horseshoe

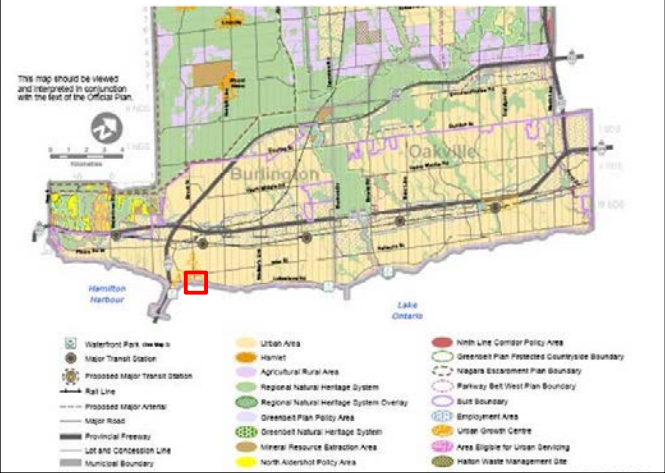
- Revitalize Downtowns
- Create Vibrant Downtowns
- Array of cultural facilities, public institutions and regional services
- Mix of Uses
- Mix of Housing (affordable housing)
- Transit-oriented Development
- Healthy Communities



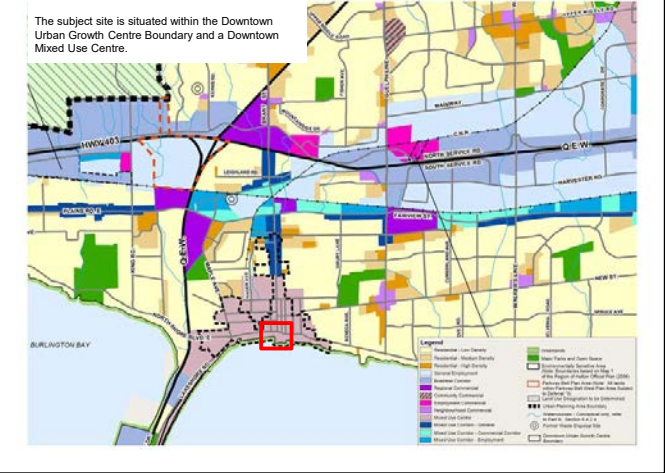
25 Urban Growth Centres in the GGHA



Regional Official Plan

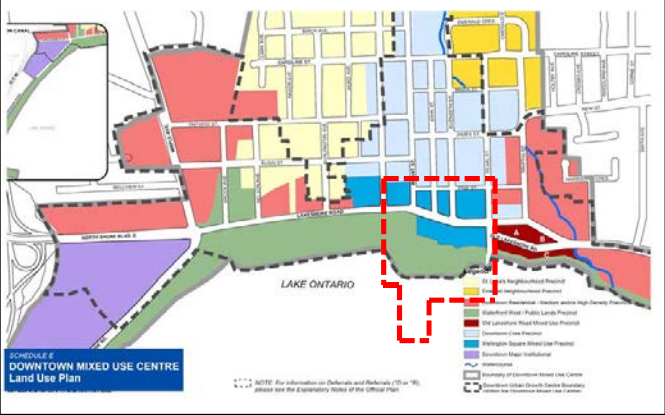


Municipal Official Plan



Downtown Wellington Square Mixed Use Precinct
OF SCHEDULE 'E'

The subject site is primarily situated within the Wellington Square Mixed Use Precinct Land Use designation.

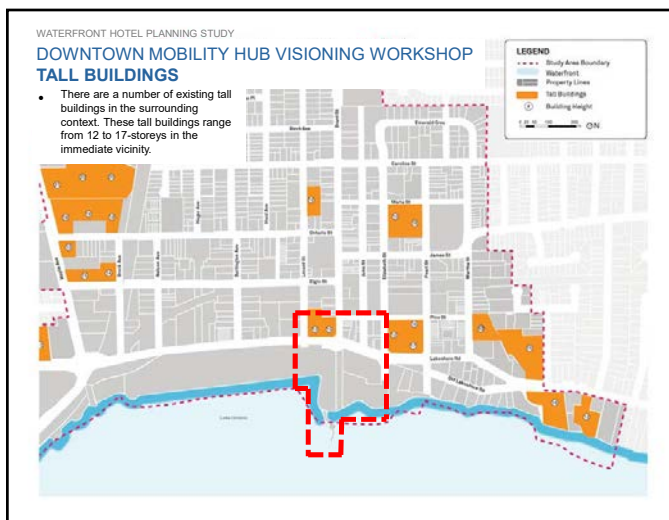
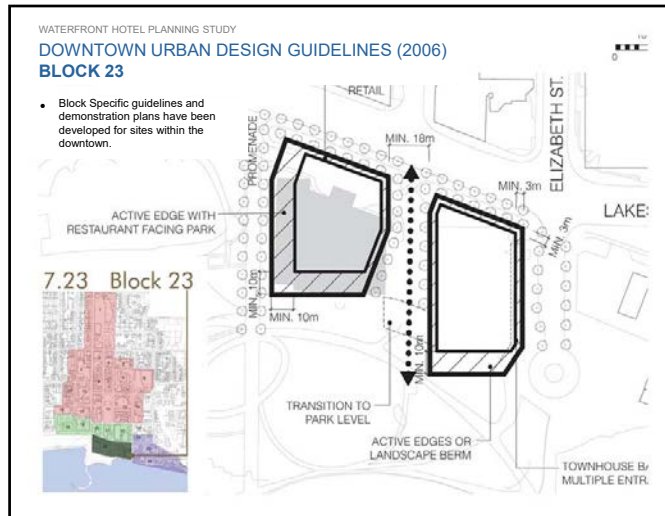


Planning



Achieve objectives for intensification; and,

Create a compact downtown with a mix of land uses including residential, commercial and other uses.



WATERFRONT HOTEL PLANNING STUDY
DOWNTOWN URBAN DESIGN GUIDELINES (2006)
BLOCK 23

- Block Specific guidelines and demonstration plans have been developed for sites within the downtown.

FIGURE 80: Block 23: Existing



FIGURE 81: Block 23-A: Potential Building Envelope



FIGURE 82: Block 23-B: Potential Building Envelope

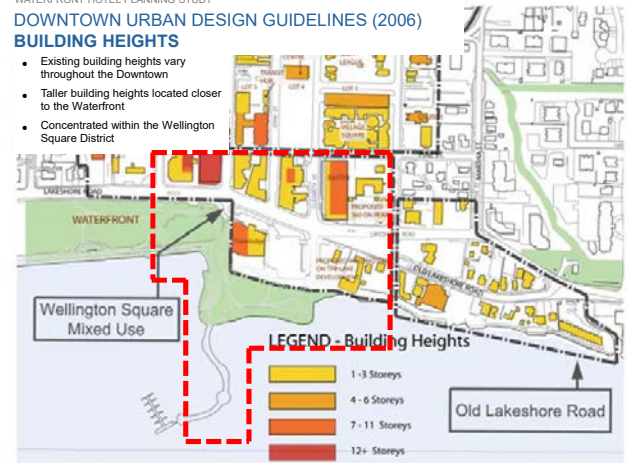


FIGURE 83: Block 23-C: Potential Building Envelope



WATERFRONT HOTEL PLANNING STUDY
DOWNTOWN URBAN DESIGN GUIDELINES (2006)
BUILDING HEIGHTS

- Existing building heights vary throughout the Downtown
- Taller building heights located closer to the Waterfront
- Concentrated within the Wellington Square District



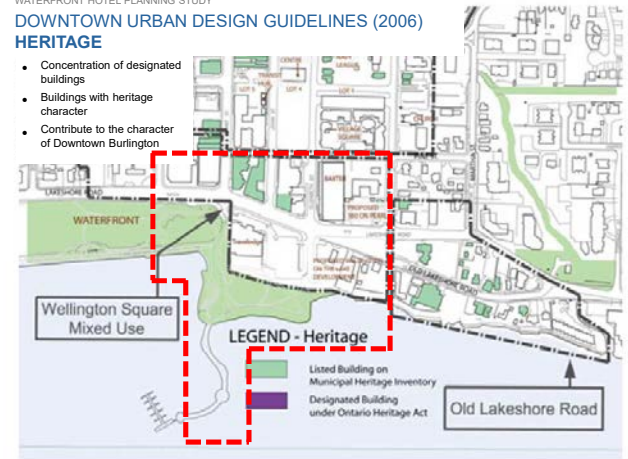
WATERFRONT HOTEL PLANNING STUDY
DOWNTOWN MOBILITY HUB VISIONING WORKSHOP
HERITAGE BUILDINGS

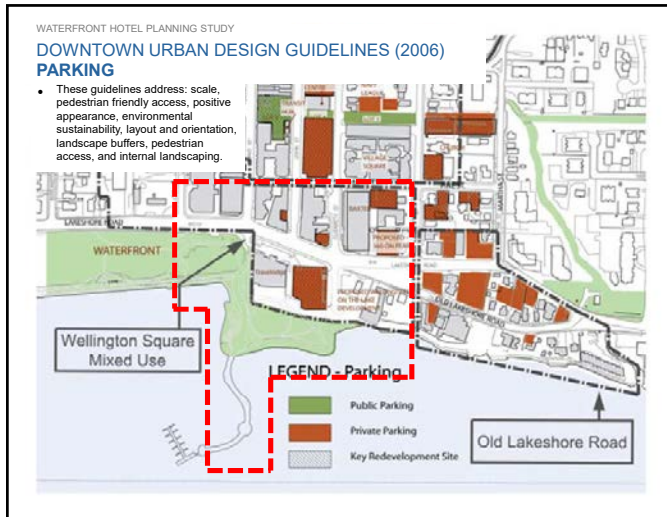
- Large concentration of designated buildings, and buildings with heritage character, many of which are listed on the Municipal Heritage Inventory.



WATERFRONT HOTEL PLANNING STUDY
DOWNTOWN URBAN DESIGN GUIDELINES (2006)
HERITAGE

- Concentration of designated buildings
- Buildings with heritage character
- Contribute to the character of Downtown Burlington





Urban Design

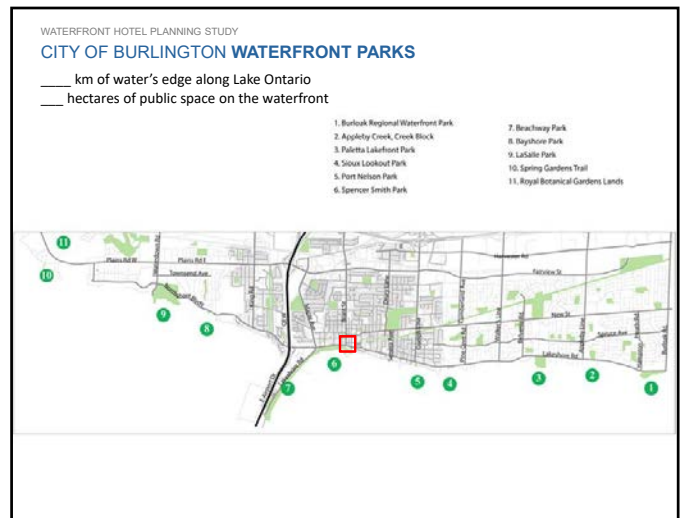


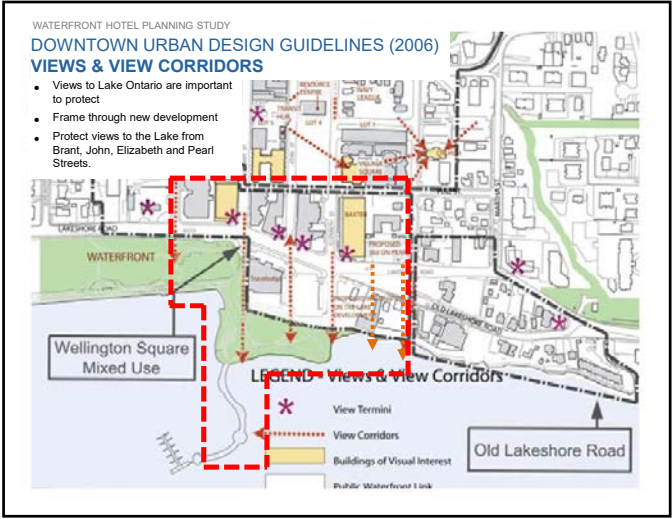
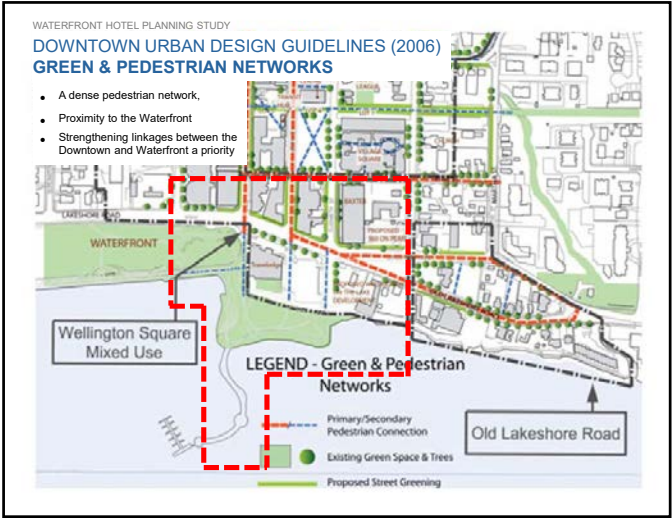
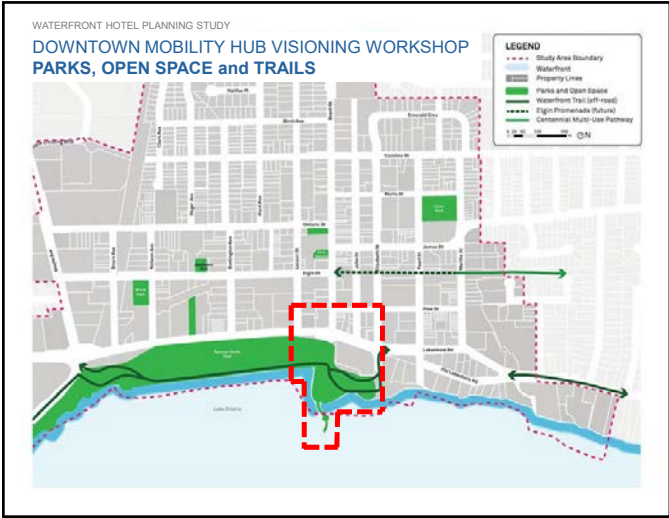
The hotel site is strategically located within the City of Burlington. Its redevelopment has the potential to:

- Promote the Downtown's role as the City Centre for cultural, governmental, civic and waterfront activities;
- Enhance the link between the waterfront and the rest of the community.



Public Realm







Public Realm



The hotel site is prominently located within the fabric of the downtown. Its re-development has the potential to:

- Significantly enhance the public realm; and,
- Contribute to improving the pedestrian environment.

Today's Meeting

Two Parts

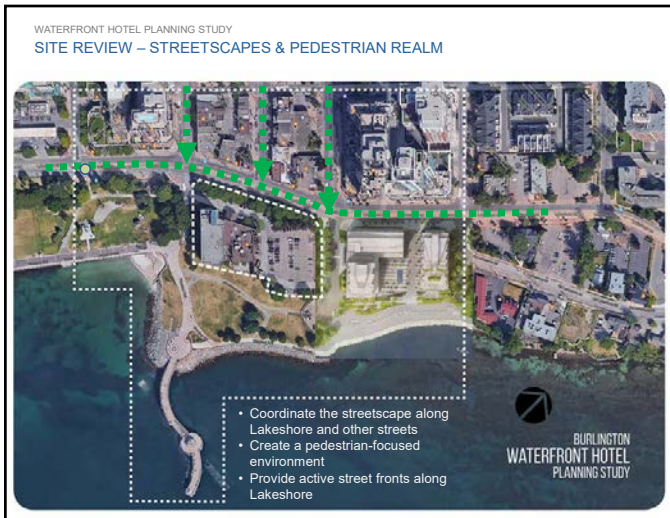
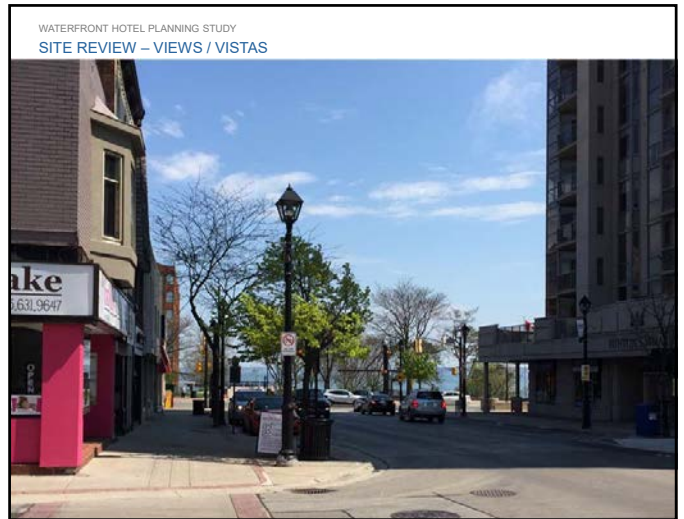
Part 1:
Overview of planning, urban design and public realm, in the larger planning framework

Part 2:
Review of the site: opportunities for change

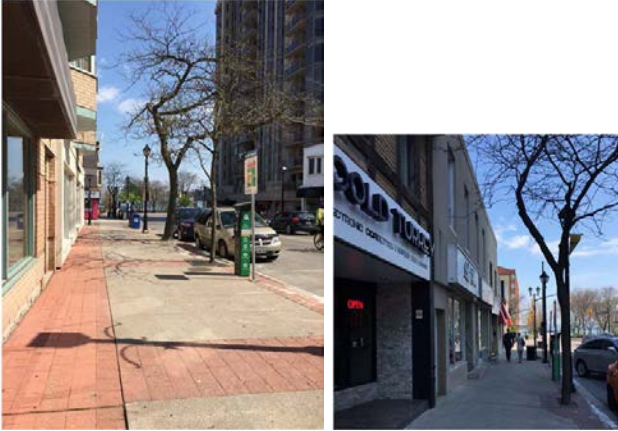
Part 3:
Table group discussions to help articulate a vision statement and guiding principles for the site



Site Review



WATERFRONT HOTEL PLANNING STUDY
SITE REVIEW – STREETSCAPES & PEDESTRIAN REALM



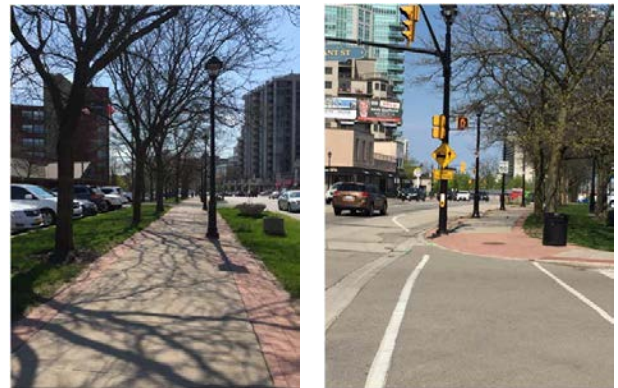
WATERFRONT HOTEL PLANNING STUDY
SITE REVIEW – STREETSCAPES & PEDESTRIAN REALM

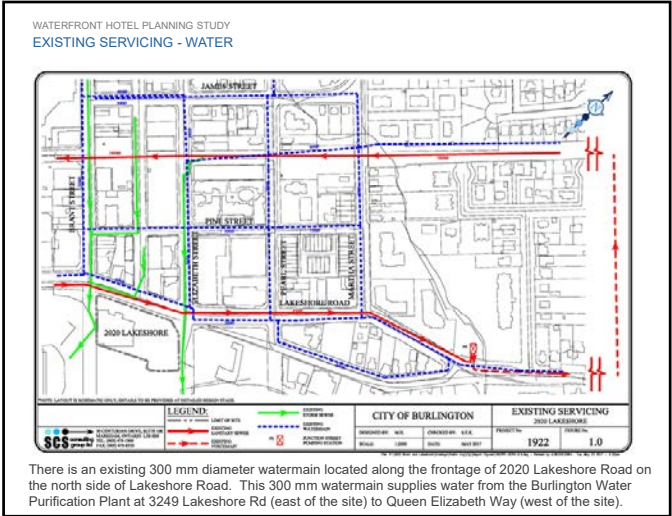
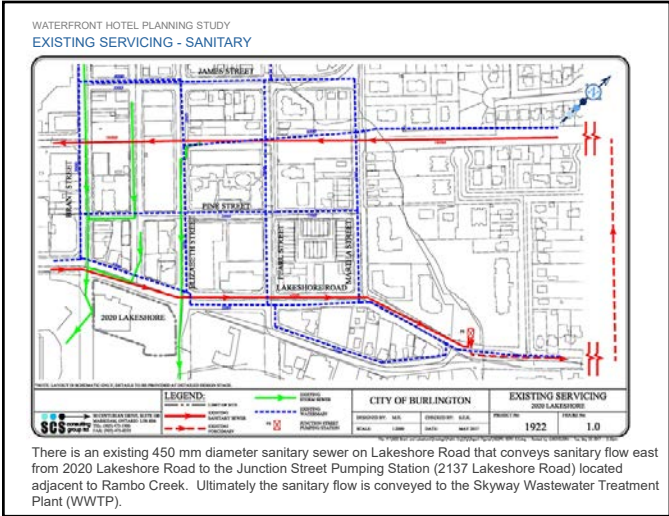
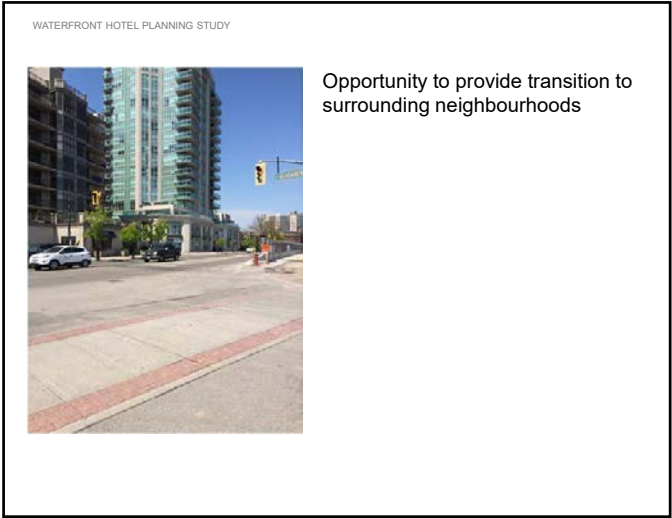
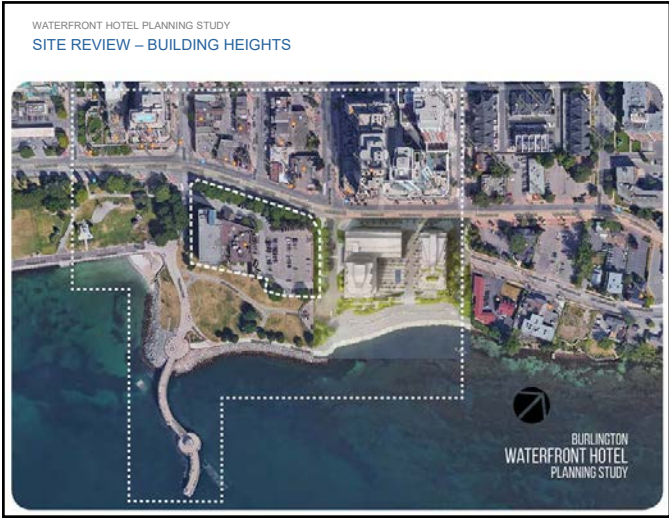


WATERFRONT HOTEL PLANNING STUDY
SITE REVIEW – STREETSCAPES & PEDESTRIAN REALM

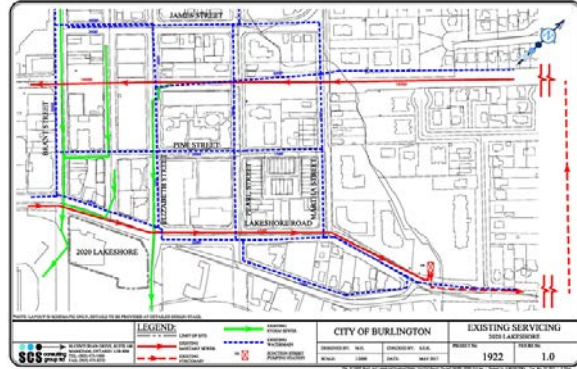


Opportunity to create active street fronts along the south side of lakeshore road



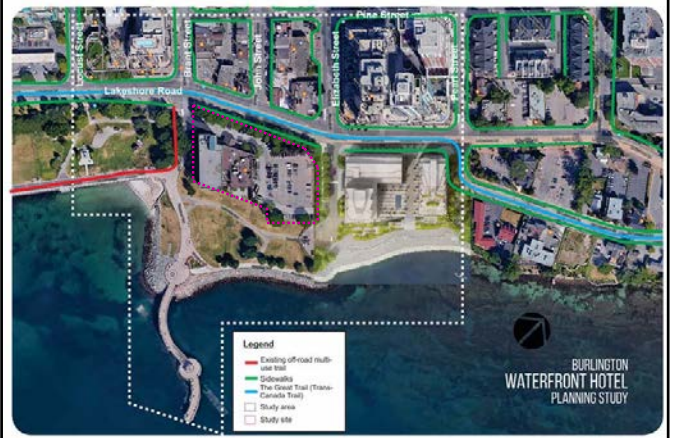


WATERFRONT HOTEL PLANNING STUDY
EXISTING SERVICING – STORMWATER MANAGEMENT



The site drains generally south to Lake Ontario, or via an internal storm sewer system to the existing storm sewer on the Waterfront Trail, which outlets to Lake Ontario just southwest of the site. The stormwater controls for the site have been confirmed with the City of Burlington and include: MOECC Enhanced Level quality control; and quantity control is to match the proposed peak runoff rates to existing peak runoff rates for the 2 to 100 year storm events.

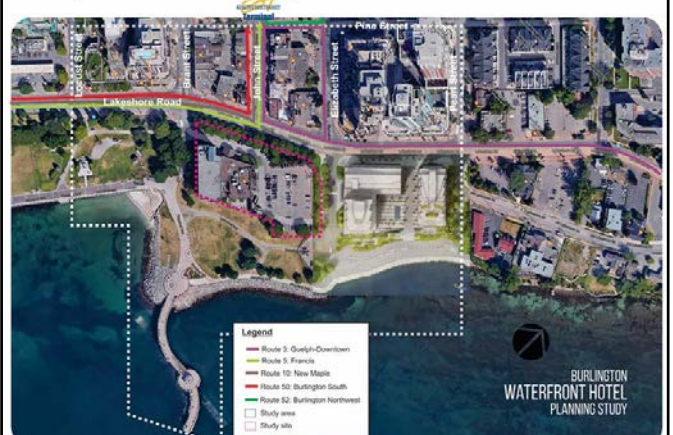
WATERFRONT HOTEL PLANNING STUDY
Transportation Review – Pedestrian System

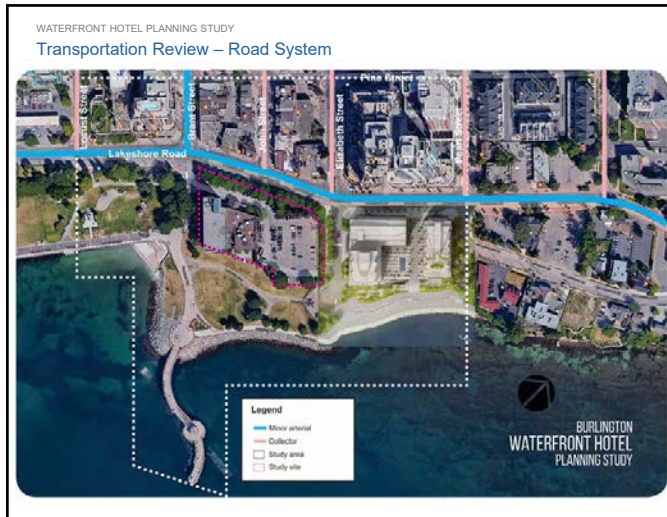


WATERFRONT HOTEL PLANNING STUDY
Transportation Review – Cycling System



WATERFRONT HOTEL PLANNING STUDY
Transportation Review – Transit System





Today's Meeting

Two Parts

Part 1:
Overview of planning, urban design and public realm, in the larger planning framework

Part 2
Review of the site: opportunities for change

Part 3
Table group discussions to help articulate a vision statement and guiding principles for the site

Table Group Activity

Vision Statement

A vision statement describes the ideal future condition or aspiration for the redevelopment of the Waterfront Hotel site.

Introduce yourselves and choose a person at your table to write notes.

Brainstorm and write a list of words that should be captured in an overarching vision statement. From the list, choose the three top words.

Table Group Activity

Fundamental Design Principles

Design principles are the most important attributes of development. They are the building blocks of design and describe the intent for key components of the plan.

Think about redevelopment on the Hotel site: its buildings, access, green space....

Talk with others at your table. Write a list of the key design principles that should direct redevelopment concepts for the waterfront hotel site.

Next Steps

Design Charrette

Register to join a design session on **July 5** 1:00 pm to 3:30 pm OR 6:00 pm to 8:00 pm

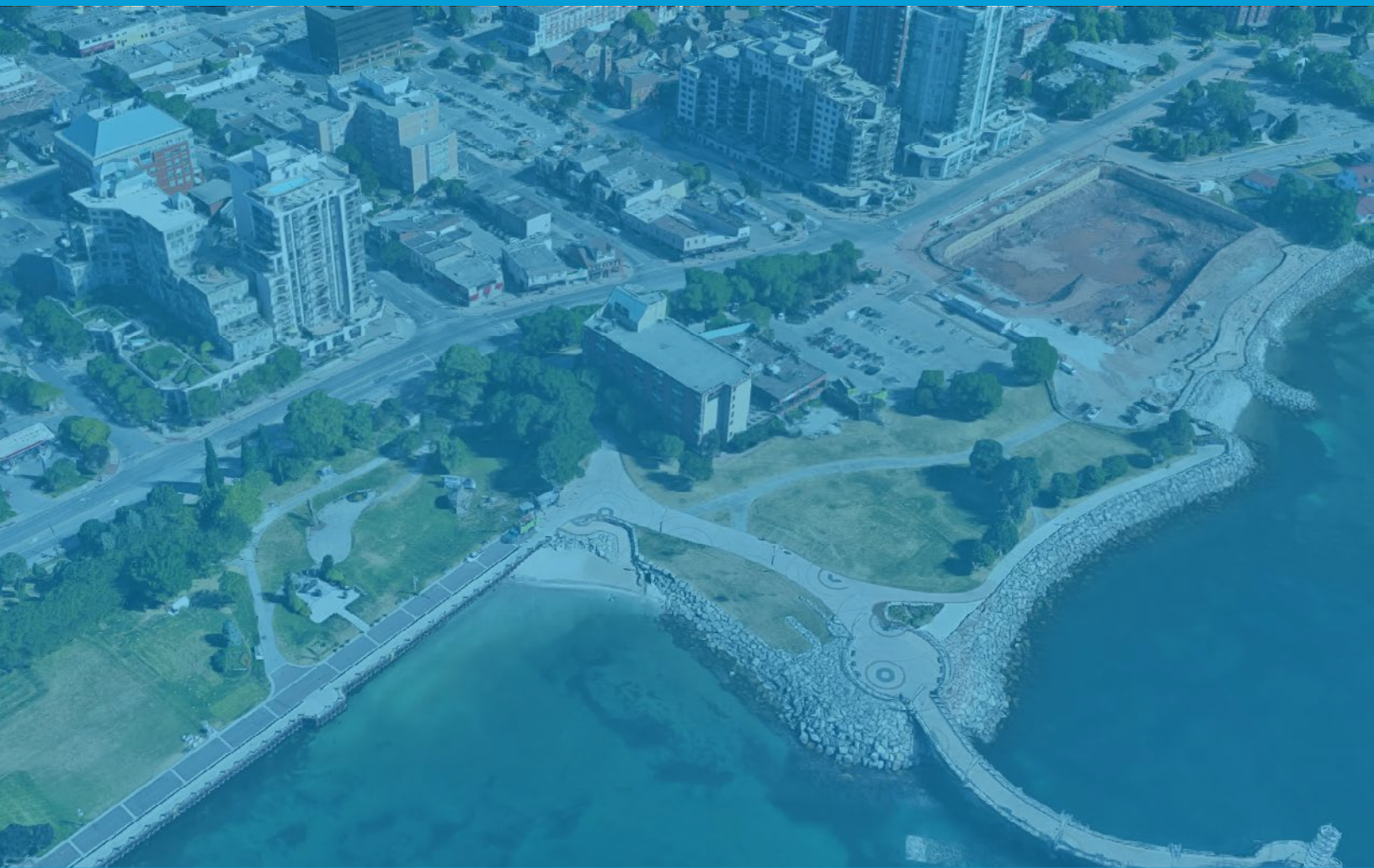
Join a small group led by a member of the Project Team and explore/draw/describe options for redevelopment of the Waterfront Hotel site

All options generated during the day will be pinned up at 8:00 pm and posted on line for review

Burlington Waterfront Hotel Planning Study

Workshop 2

What We Heard July 2017





01 Community Workshop

The Planning Study for the redevelopment of the waterfront site at Lakeshore Road and Brant Street, including the Waterfront Hotel, is underway.

The goal of the Planning Study is to establish the Strategic Framework to guide development on the site by generating and assessing Alternative Redevelopment Explorations, through a public consultation process. The result of the study will be an Official Plan Amendment and Zoning By-law Amendment.

The second community workshop took place on **July 5, 2017** at the Waterfront Hotel (2020 Lakeshore Road). The workshop included committee meetings and two identical design charrette sessions, one from 1:00-3:00 pm and the other from 6:00-8:00 pm. The design charrettes were followed by an open house to review the results.

During each of the design charrettes, participants joined a member of the Project Team to discuss and draft an Exploration (concept) for the site using a unique design program. The Explorations were all developed with the Vision Statement and Design Principles developed at Workshop 1 in mind.

The second community workshop resulted in the development of 8 different Exploration plans for the study area.

These concepts were posted for comment from the public, community groups, City staff, the Stakeholder Advisory Committee and The Planning Partnership team, and distilled into 4 Explorations based on the input received.

The result of this process was 4 Preferred Explorations for the study area.

The second community workshop included meetings with the Steering Committee (SC) and the Stakeholder Advisory Committee (SAC). These meetings and the Design Charrette sessions were prefaced with “What We Heard” at Workshop 1 including and the Vision Statement, Frameworks and Design Principles.



Steering Committee

Todd Evershed
Rosalind Minaji
Ingrid Vanderbrug
Rosa Bustamante
Kaylan Edgumbe
Robert Peachey
John Zaloznik



Stakeholder Advisory Committee

Mayor Rick Goldring
Councilor Marianne Meed-Ward
Darko Vranich
Kyle Plas
Denise Beard
Charles Priddle
Curt Benson
Lisa De Angelis
Mark Eade
Susan Morrissey
Hashem Mousavi



Design Charrettes

30+

Participants at Session 1

30+

Participants at Session 2

02 Explorations

During the design charrette sessions, lead by a member of the Project Team, participants developed 8 Explorations for the study area. Four (4) Explorations were developed in both the afternoon session and evening session. Each Exploration was developed within a unique framework with varying Land Use/ Built Form, Public Realm, and Mobility/Access characteristics and with the Vision Statement and Design Principles developed at Workshop 1 in mind.

Exploration Frameworks

	Exploration 1	Exploration 2	Exploration 3	Exploration 4
Land Use / Built Form	(2) 8-14 Storey Mixed-Use Buildings: Residential, Commercial	(2) 12-20 Storey Mixed-Use Buildings: - Residential with Commercial at grade - Underground Parking	(2) 20-30 Storey Mixed Use Buildings: Residential, Commercial and Hotel/Convention Centre	(1) 30-40 Storey Mixed Use Building: Residential, Commercial and Hotel/Convention Centre
Public Realm	Central Open Space	East Open Space, adjacent to Bridgewater development	West Open Space, adjacent to Spencer Smith Park	West Open Space, adjacent to Spencer Smith Park
Mobility / Access	Maintain existing Brant Street driveway access Underground Parking access from Lakeshore	Maintain existing Brant Street driveway access Underground Parking access from Lakeshore	Remove Brant Street driveway access Narrow Lakeshore Road at Brant Street Underground Parking access from Elizabeth Street extension	Remove Brant Street driveway access Narrow Lakeshore Road at Brant Street Underground Parking access from Elizabeth Street extension

Vision Statement

The Waterfront Hotel site is envisioned to be a landmark within Burlington's downtown core area and a major gateway to the Lake Ontario waterfront. It will be developed as a welcoming, vibrant destination where residents and visitors may experience the best aspects of Burlington.

Design Principles

01

Land Use and Built Form

- A concentration, mix and intensity of uses will contribute to a vital and vibrant downtown
- High density development will support public transit

02

Public Realm

- High-quality, pedestrian-oriented streets and open spaces will support walkability and access to transit
- Grade related uses will activate and animate public streets/spaces
- Access and connections to the lake will enhance community life

03

Mobility and Access

- Pedestrian-scaled, small blocks will enhance connectivity
- Well-designed streets accommodate all modes of travel
- Loading and servicing will be provided in a way that does not detract from the quality of the pedestrian realm
- Priority will be given to walking, cycling and transit use on site
- The Waterfront Trail will be enhanced

02 Explorations

Exploration 1 - Afternoon



- Two 8-14 storey mixed-use commercial and residential buildings
- L-shaped buildings mirror each other



- Central open space between the two buildings
- Tree-lined sidewalk boulevard



- Central open space accessible from Lakeshore Road, the Waterfront Trail, and Spencer Smith Park
- Brant Street driveway access maintained
- Underground parking access from Lakeshore Road



Exploration 1 - Evening



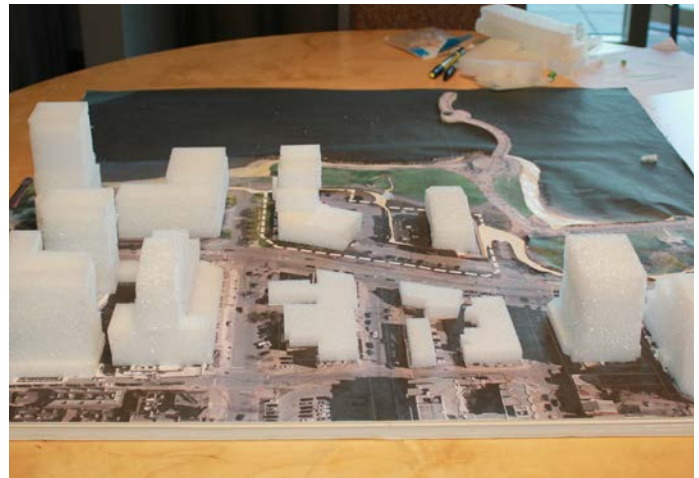
- Two separate 12-14 storey mixed-use commercial and residential; narrow towers atop podiums
- A third building; low-rise retail on the park



- Two open spaces on the site, one central and one adjacent to Brant Street
- Plaza on north-west corner engages intersection of Brant Street and Lakeshore Road



- Open spaces connect existing recreational space on the waterfront with Spencer Smith Park and Lakeshore Road sidewalk
- Brant Street driveway access is maintained
- Underground parking access from Lakeshore Road



Exploration 2 - Afternoon



- Iconic 8 storey structure centrally located, 20 storey tower and podium on the east side of the site, stepping down to the waterfront
- Residential and commercial mix of uses



- Open space on west half of the site, with iconic building as the centerpiece
- The open space connects Lakeshore Road, the waterfront, and Spencer Smith Park



- Brant Street driveway access removed, expanding public realm and park space
- Lakeshore Road narrows at Brant Street
- Underground parking access from Elizabeth Street extension
- View of iconic building created along trail



Exploration 2 - Evening



- 20 storey tower on the northwest corner, 12-15 storey tower on the northeast corner; both atop commercial-use podiums



- Large open space on southern end of the site and between the two mirrored buildings
- Tree-lined Lakeshore Road connects to the waterfront, and the Waterfront Trail
- Rooftop restaurant with view of the lake



- Remove Brant Street driveway access, expanding public realm and park space
- Underground parking access from Elizabeth Street Extension
- Access open space from all sides of the two buildings and from Lakeshore Road



02 Explorations

Exploration 3 - Afternoon



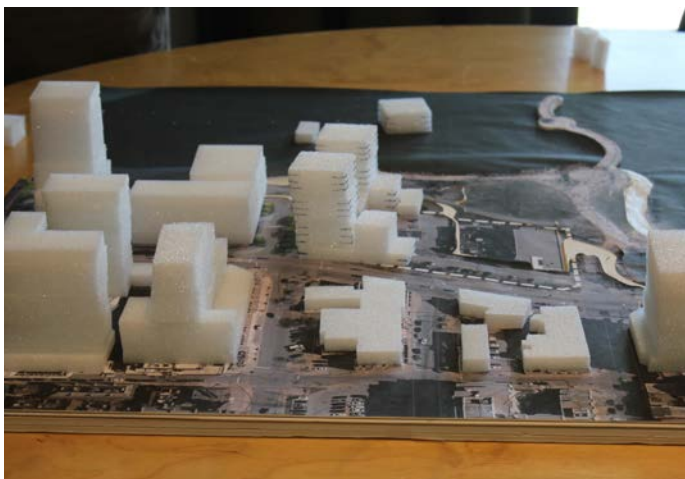
- One structure on the east side of the site, a podium with two towers at 15 and 10 storeys
- Residential and commercial mix, with hotel and convention centre



- Open space occupies entire west side of site, embracing Brant Street and Lakeshore Road intersection and connects Spencer Smith Park to the Waterfront Trail and to Lakeshore Road
- Plaza space in the center of the building



- Remove Brant Street driveway access, expanding public realm and park space
- Network of paths converge to a roundabout in the middle of the new park
- Underground parking access from Elizabeth Street extension



Exploration 3 - Evening



- 20 storey tower and 10 storey tower atop a podium, both on east side of the site
- Mixed commercial and residential, with hotel and convention centre



- Maximized open space connecting Brant Street and Lakeshore Road intersection, Spencer Smith Park, and the waterfront with new tree lined paths
- Plaza around and between the new buildings
- View corridors in all directions are prioritized



- Remove Brant Street driveway access, expanding public realm and park space
- Narrow Lakeshore Road at Brant Street
- Underground parking access from Elizabeth Street extension



Exploration 4 - Afternoon



- Two narrow towers atop podiums on the northwest and northeast corners of the site
- 30-40 storey mixed-use buildings with hotel and convention centre



- Large open space on southern side of site, expanding the waterfront recreational space
- Views of the lake are prioritized
- Spencer Smith Park, the waterfront, and Lakeshore Road sidewalk are all connected



- Remove Brant Street driveway access, expanding public realm and park space
- Narrow Lakeshore Road at Brant Street
- Underground parking access from Elizabeth Street extension

Exploration 4 - Evening



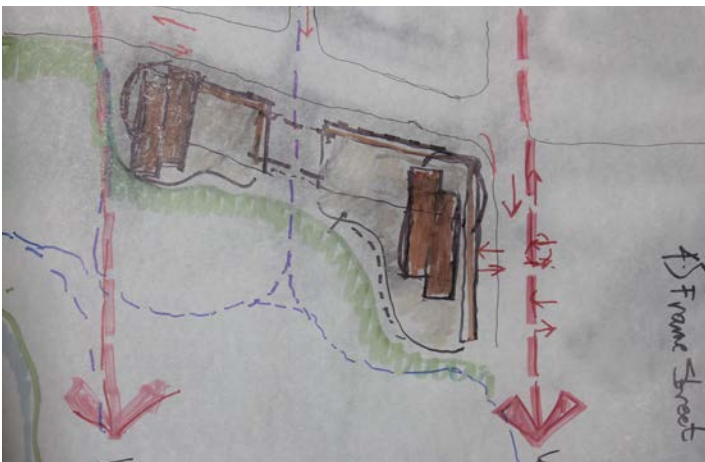
- A single 30 storey tower atop a podium at the northeast corner of the site
- Mixed commercial-residential use with hotel and convention centre



- Maximized new park space opens up Lakeshore Road, Spencer Smith Park, and the Waterfront
- Network of paths connecting adjacent areas converges in the center of the new park

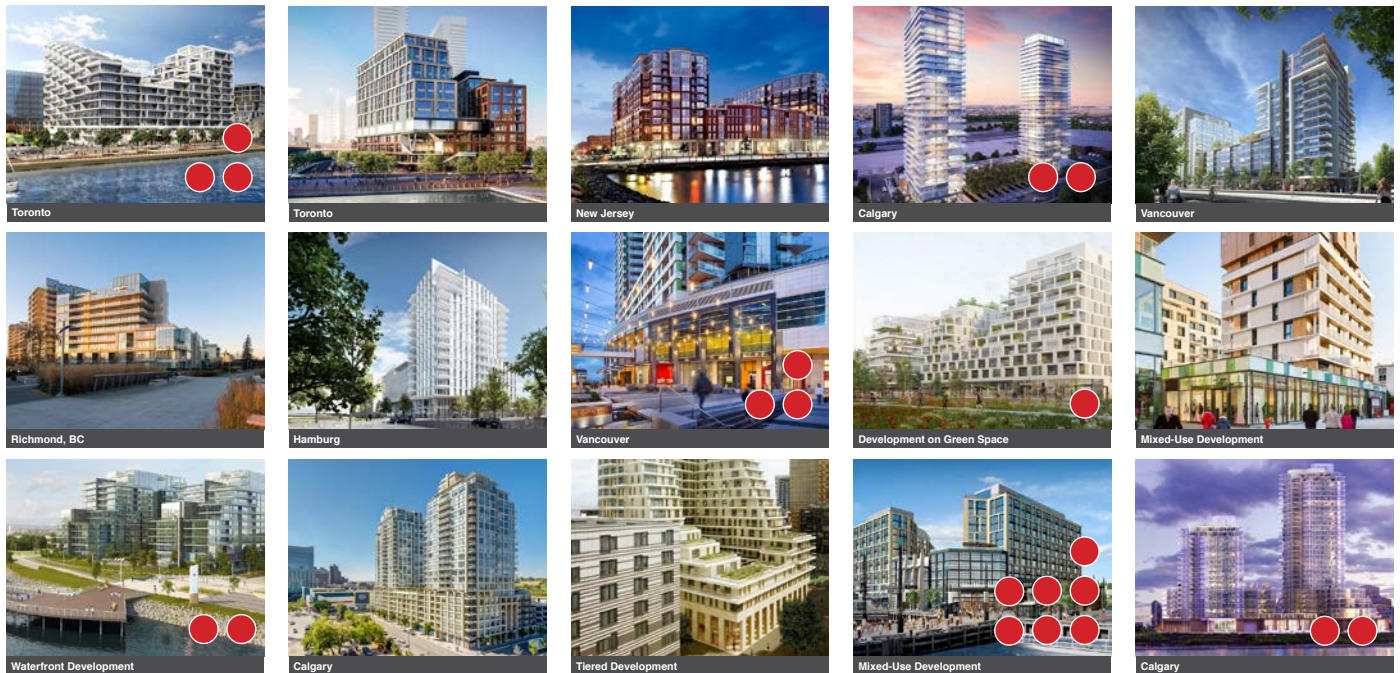


- Remove Brant Street driveway access, expanding public realm and park space
- Underground parking access from Elizabeth Street extension
- Access to open space maximized, series of new pathways connect at central roundabout



03 Visual Preference Survey

A Visual Preference Survey, featuring precedent photos organized into five different categories: High-rise Buildings, Mid-rise Buildings, Waterfront Amenities, Urban Space and Shared Streets / Streetscaping, was posted at Community Workshop 2 to gather input on what elements and quality of space was preferred by participants for the study area. Participants marked each image with a red sticker if they liked it.



Visual Preference Survey: High-Rise Buildings (+12 Storeys)

Most Popular 'High-Rise Building' Photos





Mid-Rise Development



Port Credit, Mississauga



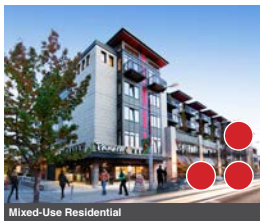
The Bicycle Thief Restaurant, Halifax



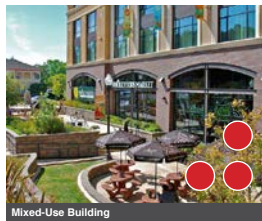
Prince Arthur's Landing, Thunder Bay



Waterfront Development



Mixed-Use Residential



Mixed-Use Building



Mixed-Use Development



Bronte Harbour, Oakville



Burlington



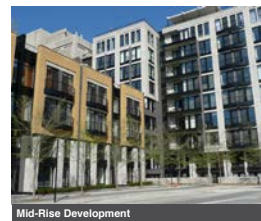
Mixed-Use Development



Calgary



Mid-Rise Development



Mid-Rise Development



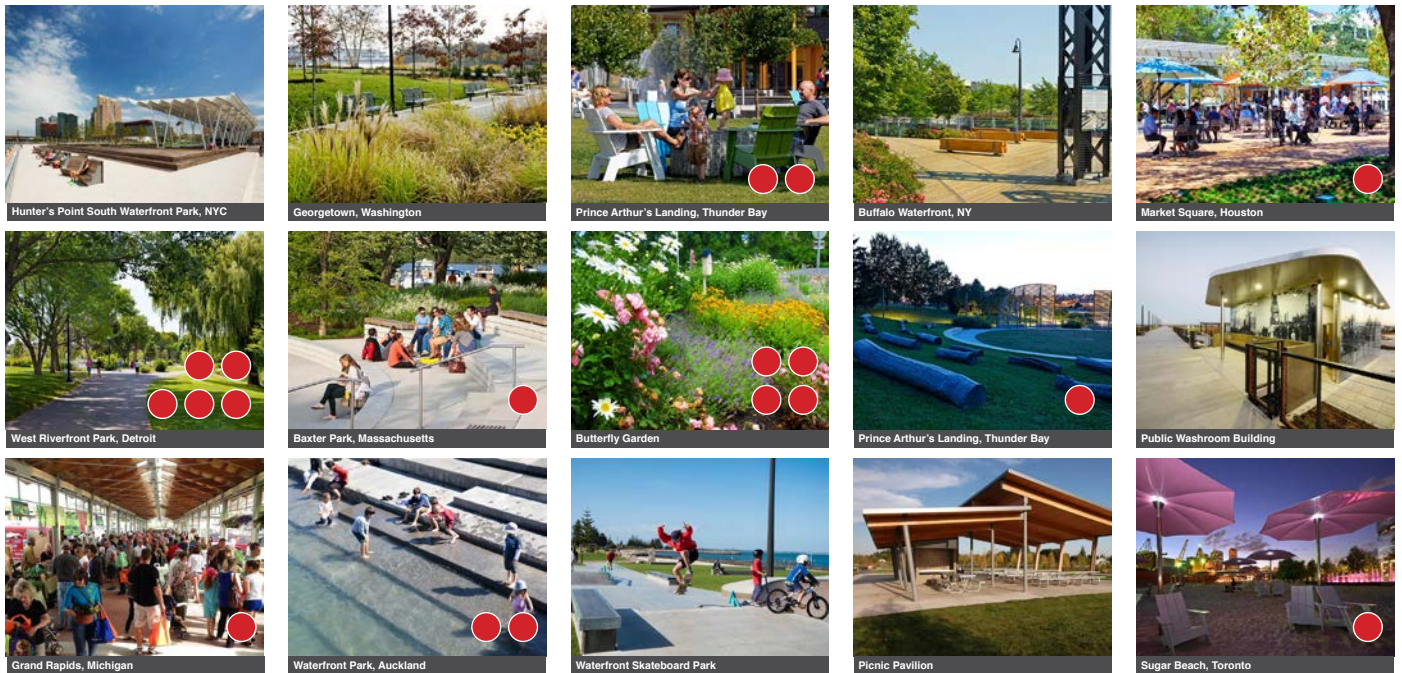
Hazelton Hotel, Toronto

Visual Preference Survey: Mid-Rise Buildings (8-11 Storeys)

Most Popular 'Mid-Rise Building' Photos



03 Visual Preference Survey



Visual Preference Survey: Waterfront Amenities

Most Popular 'Waterfront Amenities' Photos





Assembly Row, Massachusetts



Centenary Square, Sydney



HTO Park, Toronto



Sorauren Park, Toronto



Monash University, Australia



Metcalfe Park, Sydney



Cloud Arbour, Pittsburgh



Milaneo, Stuttgart



Jardins Gamelin, Montreal



WiFi Station, Paris



McBurney Lane, Langley, BC



Main Park, Vancouver



Town Centre Square, Switzerland



Labrador Park



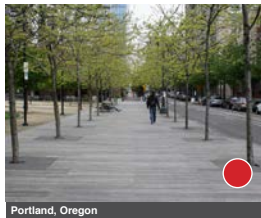
Portland, Oregon

Visual Preference Survey: Urban Space

Most Popular 'Urban Space' Photos



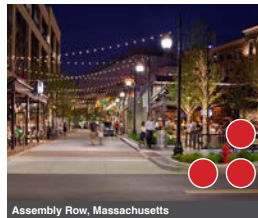
03 Visual Preference Survey



Portland, Oregon



New Road, Brighton, UK



Assembly Row, Massachusetts



The Avenue, Washington DC



Lonsdale Street, Melbourne



Batavia, Chicago



Netherlands



Division Street, NYC



Downtown Fenwick



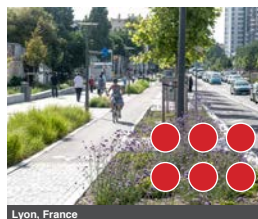
Argyle Street, Halifax



Montreal



Niagara-on-the-Lake



Lyon, France



Mercer Island, Washington



Street Parklet, Boston

Visual Preference Survey: Shared Streets / Streetscaping

Most Popular 'Shared Streets / Streetscaping' Photos





04 Community Workshop Presentation

Workshop - Design Day

City of Burlington
Waterfront Hotel Planning Study
July 5, 2017



The Planning Partnership



The Waterfront Hotel Planning Study

01

The Brant & Lakeshore Planning Study will establish a **Strategic Framework** to guide development on the site



02

Develop and assess **Optional Redevelopment Concepts** along with any formal development applications submitted on behalf of the property owner

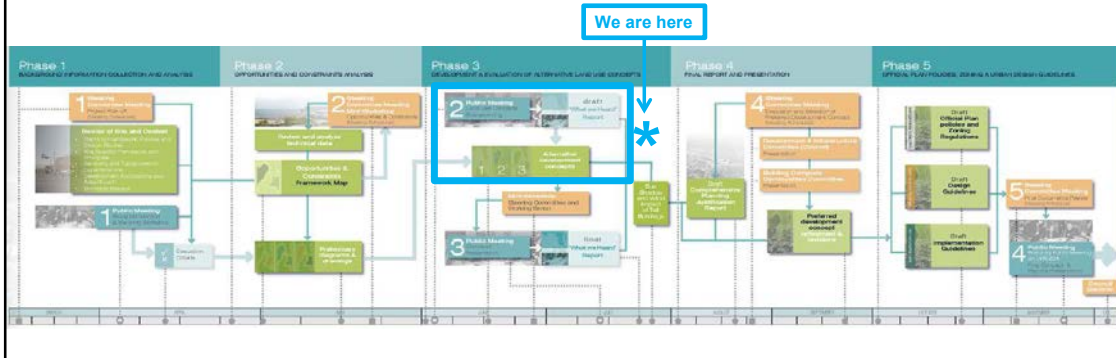
The redevelopment of this site must meet the City's urban design and growth management goals, as well as enhance the adjacent public space and waterfront.

03

Prepare an **Official Plan Amendment and Zoning By-law Amendment**

Work Plan

- 01 Work plan includes **five phases**
- 02 Each phase provides opportunity for **public input**
- 03 Coordination with the **downtown mobility hubs study**



The Waterfront Hotel Site



Workshop 1

Wednesday, May 24, 2017

01

Overview of planning, urban design and public realm, in the larger planning framework



02

Review of the site: **opportunities for change**



03

Table group discussions to help articulate a **vision statement and guiding principles** for the site

What We Heard at Workshop 1

01

At Workshop 1, participants brainstormed a list of words that should be captured in the overarching **vision statement**

Green space

Accessible

Low-Rise

Views

Public

Open

Community

What We Heard at Workshop 1

02

Participants wrote a list of **design principles** (key components of the plan) that should direct development concepts for the site

Input was summarized into three frameworks:

1. Land Use & Built Form

2. Public Realm

3. Mobility & Access

What we heard about...

Land Use & Built Form

Views

Enhance and maximize views from the downtown to the lake



Mixed-Use

Building(s) should be mixed-use, incorporate ground-floor restaurants and shops, and provide community space



Built Form Character

New development should be set back on a podium, tiered and incorporate sustainable building practices



What we heard about...

Public Realm

Green Space

The amount of green space should be maximized, provide for passive recreation and add to the existing tree canopy



Connectivity

The site should connect the downtown, the waterfront (pier) and Spencer Smith Park



Amenities

The site should include public art and a public washroom



What we heard about...

Mobility & Access

Mobility

Reduce/slow down traffic and extend/enhance pedestrian and cyclist routes



Parking

Consider a passenger/shuttle bus drop-off and an underground parking garage (with public parking)



Accessibility

The site should be barrier-free



Vision Statement

The Waterfront Hotel site is envisioned to be a landmark within Burlington's downtown core area and a major gateway to the Lake Ontario waterfront. It will be developed as a welcoming, vibrant destination where residents and visitors may experience the best aspects of Burlington.



Design Principles



Land Use and Built Form

- A concentration, mix and intensity of uses will contribute to a vital and vibrant downtown
- High density development will support public transit



Public Realm

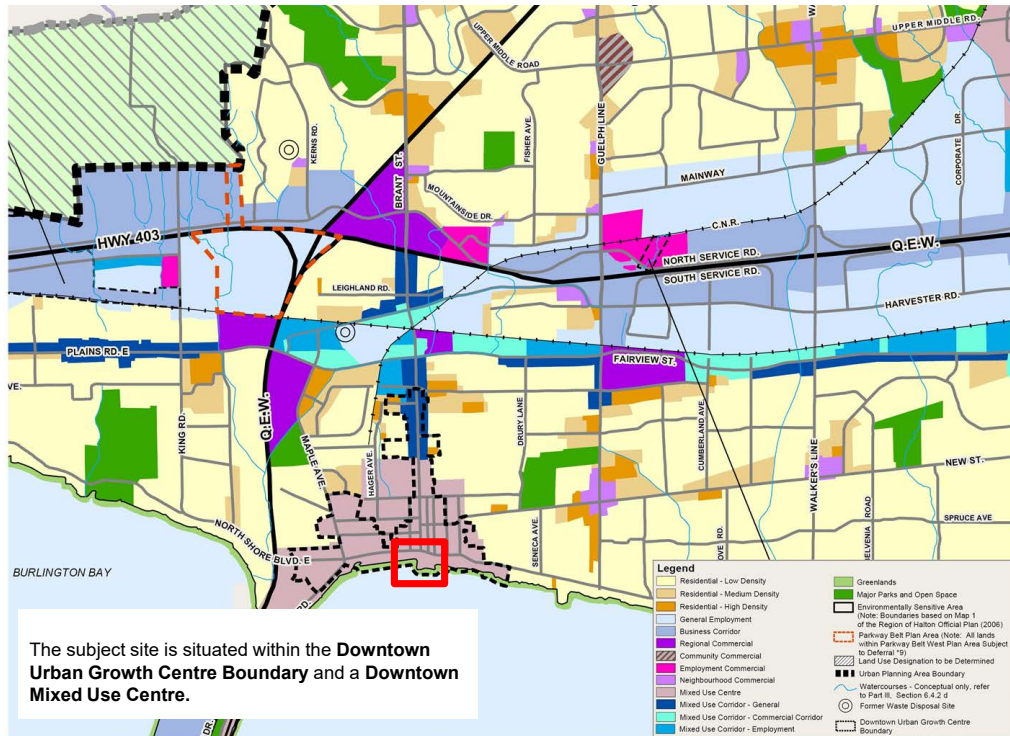
- High-quality, pedestrian-oriented streets and open spaces will support walkability and access to transit
- Grade related uses will activate and animate public streets/spaces
- Access and connections to the lake will enhance community life
- Integrating heritage into the fabric of development will enrich the character and relevance of the community



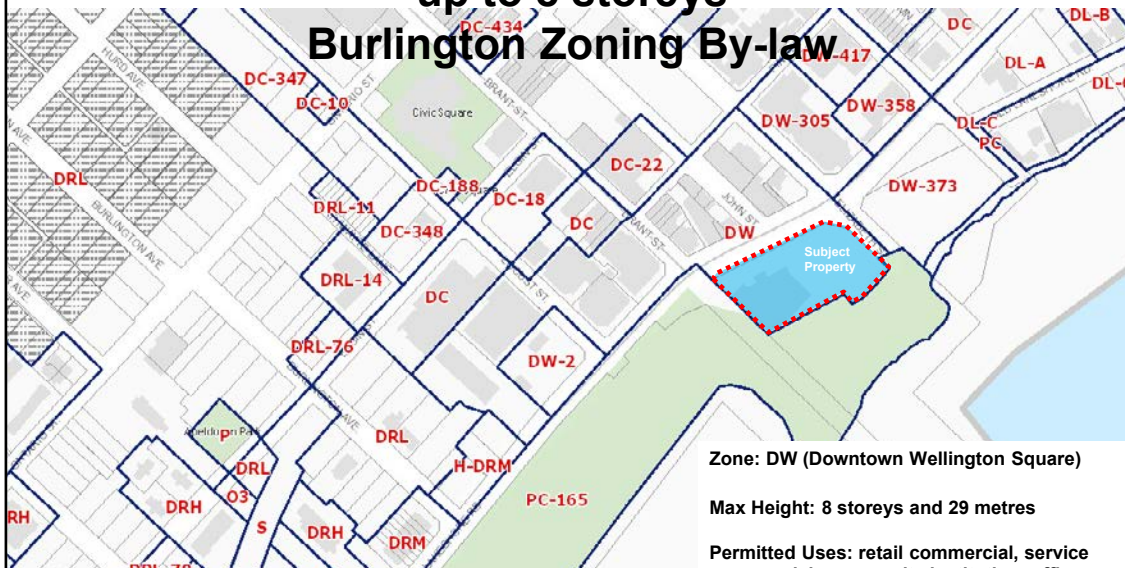
Mobility and Access

- Pedestrian-scaled, small blocks will enhance connectivity
- Well-designed streets accommodate all modes of travel
- Loading and servicing will be provided in a way that does not detract from the quality of the pedestrian realm
- Priority will be given to walking, cycling and transit use on site
- The Waterfront Trail will be enhanced

The Official Plan already permits redevelopment on the site - Municipal Official Plan

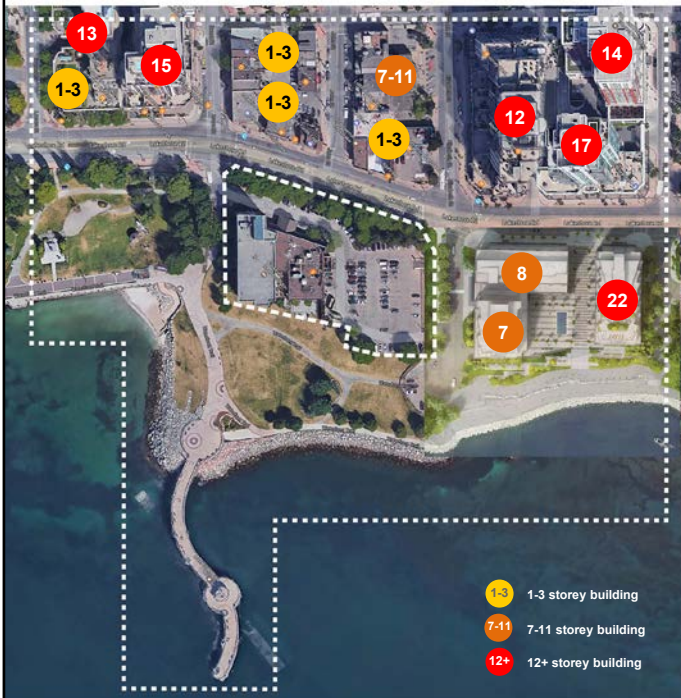


The site is currently zoned for buildings up to 8 storeys Burlington Zoning By-law



1. Redevelopment must meet the City's urban design and growth management goals
2. The study will result in an Official Plan Amendment and Zoning By-law Amendment

Framework 1: Land Use and Built Form Context



Downtown Urban Growth Centre to accommodate a minimum of 200 Persons & Jobs/Ha



Retail / service commercial uses required continuously at grade along public streets



Mixed Use Precinct will contain:



- Commercial
- High-density residential / Mixed-use buildings
- Cultural uses
- Recreation and hospitality uses
- Entertainment uses
- Community facilities

Framework 1: Land Use and Built Form (con't)

Density / Intensification



Active Uses at Grade



Mix of Uses



Framework 2: **Public Realm Context**



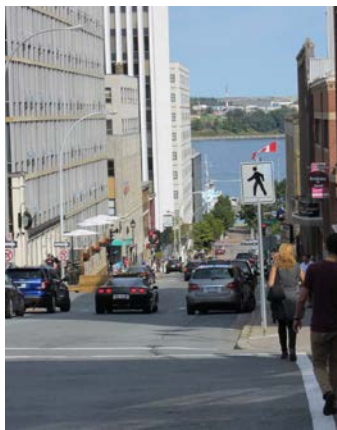
-  Recognize Brant/Lakeshore intersection as an important gateway to the Downtown, the waterfront and the Waterfront Trail
-  Preserve/enhance views and vistas
-  Enhance permeability and connections to the Downtown and transit
-  Design pedestrian-oriented streets/spaces
-  Provide transition to adjacent sites
-  Address interface with the 'East Lawn' and 'Gazebo Area'

Framework 2: **Public Realm (con't)**

Gateway



Views and Vistas



Streetscapes

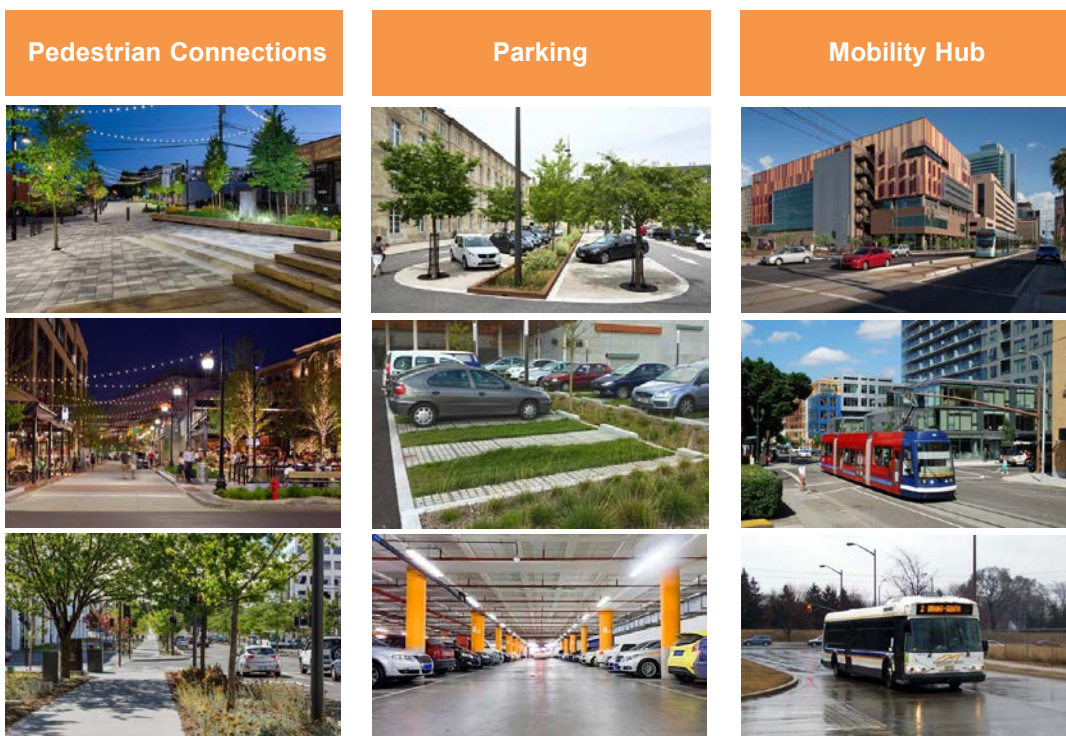


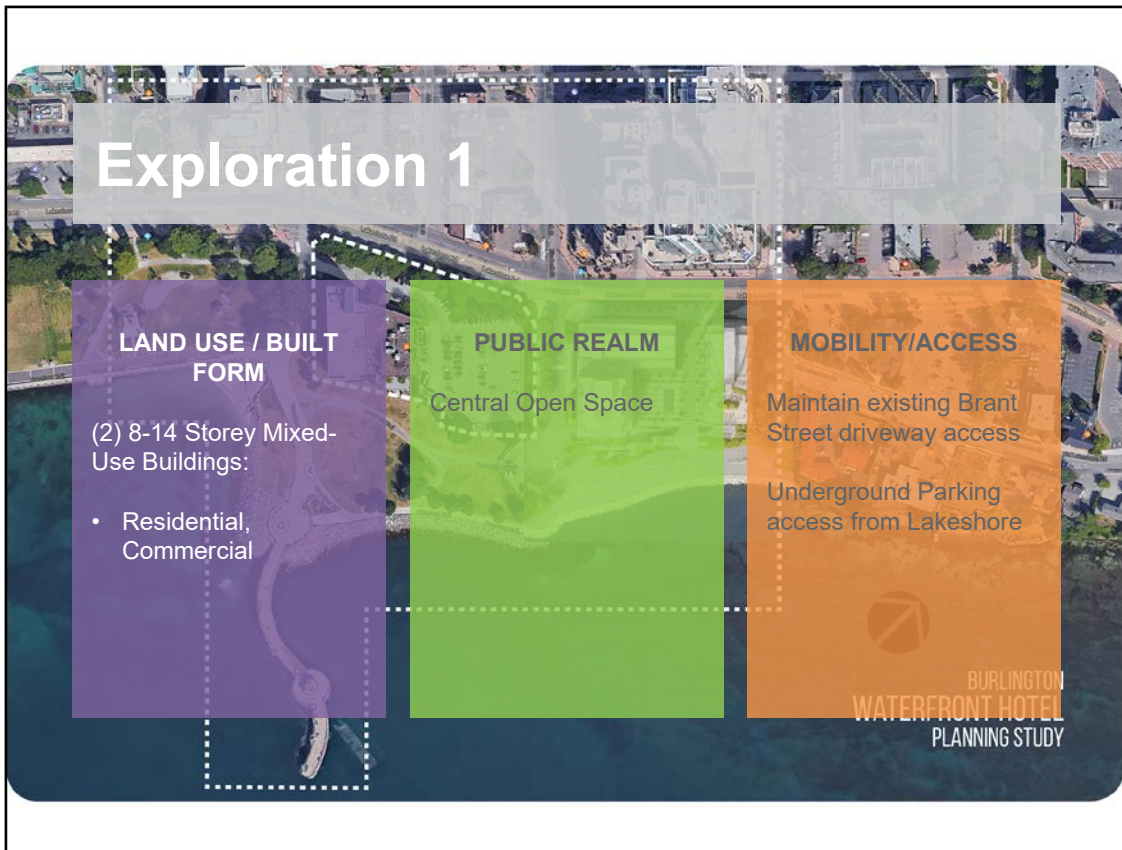
Framework 3: **Mobility and Access Context**



-  Provide connections among the mobility hub area, City Hall plaza and Spencer Smith Park. (i.e. enhanced boulevards, cycling connections, multi-use trails, mid-block connections and pedestrian pathways)
-  Promote Brant Street as the primary connection between the Burlington GO Mobility Hub and the waterfront).
-  No surface parking permitted except for loading and emergency vehicles
-  On-site parking not required for non-residential uses

Framework 3: **Mobility and Access (con't)**







	Exploration 1	Exploration 2	Exploration 3	Exploration 4
Land Use / Built Form	(2) 8-14 Storey Mixed-Use Buildings: Residential, Commercial	(2) 12-20 Storey Mixed-Use Buildings: - Residential with Commercial at grade - Underground Parking	(2) 20-30 Storey Mixed-Use Buildings: Residential, Commercial and Hotel/Convention Centre	(1) 30-40 Storey Mixed-Use Building: Residential, Commercial and Hotel/Convention Centre
Public Realm	Central Open Space	East Open Space, adjacent to Bridgewater development	West Open Space, adjacent to Spencer Smith Park	West Open Space, adjacent to Spencer Smith Park
Mobility / Access	Maintain existing Brant Street driveway access Underground Parking access from Lakeshore	Maintain existing Brant Street driveway access Underground Parking access from Lakeshore	Remove Brant Street driveway access Narrow Lakeshore Road at Brant Street Underground Parking access from Elizabeth Street extension	Remove Brant Street driveway access Narrow Lakeshore Road at Brant Street Underground Parking access from Elizabeth Street extension

Today's Design Session

1. Each team is led by a designer from The Planning Partnership.
2. Each team will be engaged in a conversation around the program assigned to each table.
3. You are free to move from table to table.
4. We will have a presentation of the results from each table.
5. We are taking photos of the event. We may use the photos in our reports on this project. Let us know if you do not want your photo taken.
6. Your participation in this event does not indicate your position on this study – support or lack of support for development. It just indicates that you made time to participate in the event.

NEXT STEPS: Evaluation of Explorations

1. The team will consolidate the 8 Explorations generated today into four that represent each of the programs
2. The Explorations will be posted for comment along with questions about the specific components of each Exploration
3. The team will evaluate the Explorations based on input received from:
 - the public, community groups etc.
 - the City staff team
 - the Stakeholder Advisory Committee
 - our team

The "best of" each exploration will be used to create the preferred concept.



APPENDIX: WHAT WE HEARD WORKSHOP #3 (2017)

Burlington Waterfront Hotel Planning Study

Workshop 3

What We Heard September 2017



The Planning Partnership
Thompson Ho Transportation Incorporated (thtinc)
SCS Consulting
Rowan Williams Davies & Irwin Inc. (RWDI)



01 Community Workshop

The goal of the Waterfront Hotel Planning Study is to establish the Strategic Framework to guide development on the site. The study is being conducted through a public consultation process that provides the opportunity for all of those who are interested in the development of the site, to participate and be heard.

The results of the process will form the basis of an Official Plan Amendment and Zoning By-law Amendment.

The third community workshop took place on September 14, 2017 at the Burlington Performing Arts Centre located at 440 Locust Street. The workshop was preceded by meeting with the Steering Committee and Stakeholder Advisory Committee on September 13 and 14, 2017, respectively.

At the public workshop, the consultant team provided a re-cap of the process and information presented to date before presenting the Emerging Concept. This included a reminder of the Vision Statement and Principles for the study. Following the presentation, participants were asked to share their thoughts on the Emerging Concept.

This What We Heard report summarizes the information presented and transcribes the input/comments provided by the workshop participants.

Vision Statement

The Waterfront Hotel site is envisioned to be a landmark within Burlington's downtown core area and a major gateway to the Lake Ontario waterfront. It will be developed as a welcoming, vibrant destination where residents and visitors may experience the best aspects of Burlington.



Steering Committee

Todd Evershed
Rosalind Minaji
Ingrid Vanderbrug
Rosa Bustamante
Kaylan Edgcumbe
Robert Peachey
John Zaloznik



Stakeholder Advisory Committee

Mayor Rick Goldring
Councilor Marianne Meed-Ward
Darko Vranich
Kyle Plas
Denise Beard
Charles Priddle
Curt Benson
Lisa De Angelis
Mark Eade
Susan Morrissey
Hashem Mousavi



Community Workshop 3

48

Participants at Session 1

29

Participants at Session 2

02 Development Concepts

The three concepts that were generated through the previous design charrette/workshop, and subsequently posted on the City's website for evaluation, are included on the facing page. Each concept addresses variations in Land Use and Built Form, Public Realm and Access and Mobility. The workshop presentation included a summary of the various inputs to the evaluation of concepts including:

- » results of public survey;
- » comments from City staff;
- » comments from the Stakeholder Advisory Committee; and,
- » technical evaluation of shadow, wind, transportation and urban design.

Frameworks

01

LAND USE and BUILT FORM

02

PUBLIC REALM

03

ACCESS and MOBILITY

02 Development Concepts



03 Emerging Concept

Workshop participants were asked to share their views on the land use/built form, public realm and access/mobility of this Emerging Concept.



Plan View

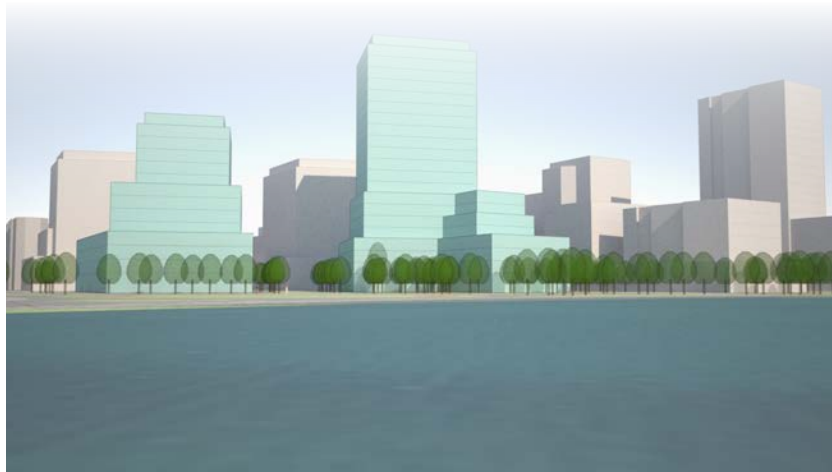
Height and
Massing



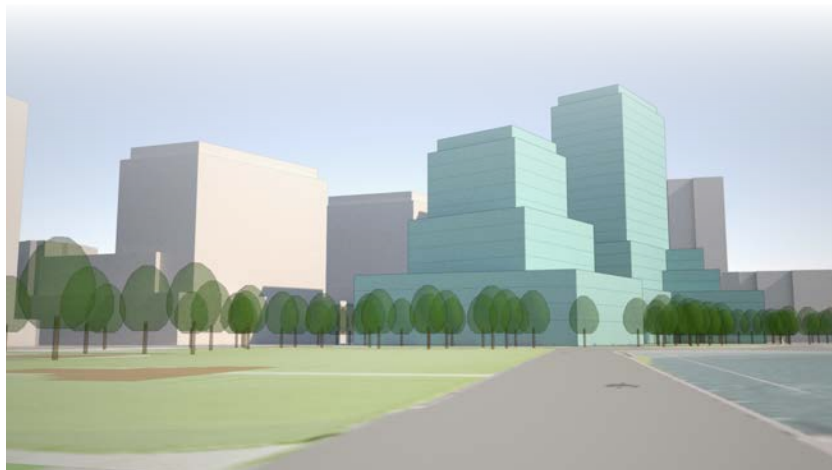
03 Emerging Concept

Height and Massing - Views

View from
the Lake



View from
Gazebo Area



View from north
end of Pier



03 Emerging Concept



LAND USE and BUILT FORM



COMMENTS

- Both buildings too high
- West (building) 14-storeys; East (building) 9-storeys
- Same height as Bridgewater

- Buildings too high!!!
 - » Current zoning is still applicable as far as height
 - » We already getting a landmark building – Bridgewater!
 - » The footprint for podium is too big if its 4-storeys (half current waterfront hotel)
- Go speak directly to the
 - » people – the Mayor's concepts are to be followed
 - » Surveys to follow
- Remove west building
- (East Building only) Less than 16-storeys

- We like Concept 2!!

- Cut the height
- 14-storeys and 8-storeys, on a 2 to 3-storey podium
- **Views:** there were no views presented from Pine Street down Elizabeth, John and Brant Streets. These will be visual tunnels.
- **Note:** given the angled orientation of the buildings, John Street view will be very narrow (from Pine Street, the views will be 2 to 4 degrees of arc).
- The number of units should be dictated by fewer but larger (i.e. Higher valued condos)

03 Emerging Concept



LAND USE and BUILT FORM

- The sad truth is that development on this property compromises the potential of Burlington to preserve the lakefront... something that Toronto regrets. Vancouver, with Stanley Park et al., should be the ideal

- Stick to heights in Concept 1
- Prefer some curves of public spaces where meets building

- This is Burlington's opportunity to attract 'Point of Destination' activities; City should define these and then insist the developer provide
- Presentation moved far too quickly – need more time to absorb; possibly preview and send in questions before the meeting

- Landmark building can be architecturally attractive vs. tall! Or glass & steel
- Actually, prefer Concept 3 with shorter buildings – 14-storeys vs. 40-storeys

- Keep to 8-storeys and 15-storeys high, definitely no higher than the buildings to the east and no more than a total of 28 as in concept published in the Burlington Post for the first concept
- Move west building east, or eliminate it
- No higher than 22-storeys as the highest at Bridgewater but hopefully no higher than 15-storeys
- Two buildings of iconic architectural design
- Heights to (be) determined, keeping the economics of feasibility in mind

- We do not agree with Preferred Concept 1
- We prefer Original Concept 2! Lower heights (i.e. 14-storeys and 25-storeys) – eliminate west building
 - » **Reasons:** Green space with public access, window from Brant Street completely 'open to the pier' and driveway via Elizabeth Street with three lanes

- Underground parking:
 - » How many levels?
 - » How much public parking?
- Need parkland – one building only!

- Band shell – restaurants facing water
- Height is not the issue – design well to avoid over-massing

- Too high for northwest corner building!
- Should be maximum of 8-storeys at highest
- Danger for pedestrians + emergency services + traffic
- Height must be in northeast building to maximum 20-storeys
- Commercial space will not be used? 4-storeys is too much
- No access from Brant for vehicles – major problem for emergency buildings
- Must not put building on northwest corner; all buildings must be on east side only
- Northwest corner must be green space
- Remove or move northeast building to southwest corner
- Give (east) building more staggered height (4 to 8-storeys, 6 to 10-storeys, 8 to 14-storeys and 20 to 25-storeys)
- Consider all future developments in consideration of 'heights' of these 2 buildings (north side of Lakeshore)

03 Emerging Concept



LAND USE and BUILT FORM

- Retail – How will businesses do?
- Want the hotel in the development
- Prefer tall buildings at GO Stations
- 14 to 18-storeys.....pick 14
- 20 to 25-storeys.....pick 20
- Concern about winter wind
- New book store; more variety of stores

- Will a noise study be done to ensure that noise created by the buildings does not exceed by-laws
- Suggest maximum 15-storey building at the east side only; two 15-storey buildings extending to water and east, allows more green space on west! Or (one) 30-storey building and eliminate the west building
- Has a noise study been done for Lakeshore effect?
- We have already studied and voted for 15-storey buildings on the north side of Lakeshore, up Brant Street to Ghent..... why not maximize these buildings on south Lakeshore!
- Take out middle green and move west building eastward towards east building equals green at Brant entrance
- We need to know the plan proposal and study for old Lakeshore Road...How is it compatible?

- This building height looks good (precedent image #8 which shows approximately 8-storeys
- (East building) too tall

- Height of buildings outrageous
- There is no community benefit to this concentration of development
- Stepping the buildings has no benefit in this design as it makes the building footprint larger
- Should be one building
- Are you doing wind studies at the higher elevations of the current approved buildings?
- This property should be part of the park
- Drop west building completely
- When Pine and Pearl was finished, doors were getting blown off businesses on Pine
- Pine and Pearl seniors have front door issues on high wind days

- Keep height to minimum (i.e. 14-storeys building 1 (west); 20-storeys building 2 (east))
- Concerned about traffic issues but like Elizabeth Street as access point

- Like precedent images #1 to #11, but do not like the appearance of #2 – should be more attractive

- Wasted opportunity by compromising western site – against Mayor's inspired concept of 'getting more park for the people'
- Must do everything to save open view of water and Spencer Park
- Height is irrelevant after first few floors; important is design of podium and street level use / contact with people
- Design at lower level must maintain and be sensitive to Burlington's existing character
- Of course, must have high design quality 'Iconic Architectural Solution' that is Burlington's CN Tower

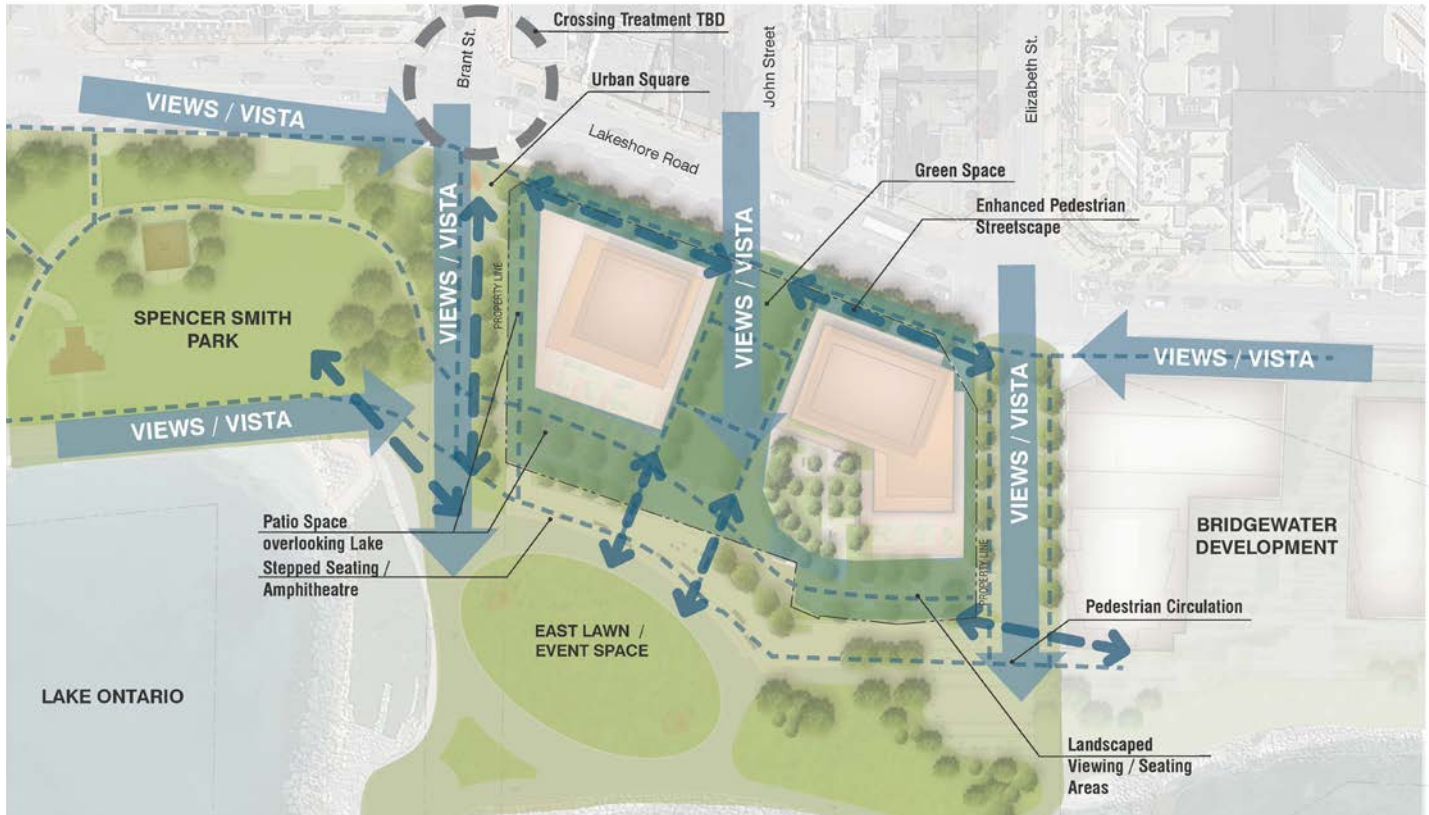
COMMON THEMES

- **Buildings are too tall**
 - » Prefer 8 and 14, but up to 22 (no higher than Bridgewater)
- **Maintain the downtown character**
 - » Design of the Podium / Building at street level should be 2-3 storeys but not all retail
- **Landmark/Iconic building is desirable but not tied to height (design related)**

03 Emerging Concept



PUBLIC REALM



COMMENTS

- Excellent

- **Appreciate** public realm emphasis
- View down John Street is over valued

- **Issue:** Do not need another landmark building

- Have permanent features like concrete checkers tables and seats
- Conference centre in one of buildings
- 'Granville Market' type interior space
- Sun on sidewalks for pedestrian experience, particularly key for café patios

- Love the concept of open space....
- Please make all pedestrian areas as green as possible – permeable surfaces/paving – no asphalt!!!
- Widen Elizabeth to 3 lanes

- Sewage, water and electrical?
- Transit?

- Don't compromise the green space

03 Emerging Concept



PUBLIC REALM

- Love the water feature, precedent image #11 (at traffic bulb); water cheers everyone up
- Like the central green spine
- Precedent #2 needs to be more appealing (this looks junky)
- Proper bandshell in the park
- More than walking in the park
- Like precedent #10 – design on pavement – it is a pedestrian promenade
- Games on tables in the park

- Current condos lose their views
- It's going to be a nightmare area for pedestrians/residents with all this traffic
- This will keep people away from the area
- How can this added building benefit the greenspace? There is barely enough room now for festivals
- Not enough usable space
- It will not be walkable; people will not head to this location to shop
- Pollution plus from car fumes on Lakeshore (effects current residents)

- Love the pictures of parks and flowers
- Why are we building a wall like Liberty Village? We have this already! (referring to precedent image #9)

- All good ideas
- Many good examples to follow today

COMMON THEMES

- **Need more green space and views to the water**
 - » **Move or eliminate the west building**
- **Support more activities in the park**

03 Emerging Concept



ACCESS and MOBILITY



COMMENTS

- Elizabeth Street can't handle traffic of Bridgewater and waterfront
- Two Molinero projects need to be considered (north side of Lakeshore Road)

- Too much traffic – Bridgewater not even built up yet
- What about all of those cars/people?
- Little short Elizabeth Street cannot handle all the cars and trucks!! Be Reasonable!!

- Traffic studies must include all the new buildings being planned to the north
- **Traffic:** Already paralyzed
- For light at Lakeshore and Brant, make it scramble cross
- Need surface spaces for taxis, couriers, emergency vehicles and drivers to drop off at buildings

- Need for (more) public parking
- Concern regarding (more) traffic volume on Lakeshore/QEW to Guelph Line with no ability to add additional traffic lanes
- Grid-lock on Lakeshore Road eastbound to Downtown core will very likely result in cut-through traffic issues (eg. Smith Road)
- Concept should include bike parking/ lock-up areas

03 Emerging Concept



ACCESS and MOBILITY

- Traffic flows, particularly emergency access during high traffic flow periods
- Volume of service vehicles
- **Question:** Do the planning processes reflect the issues of the long-term City view with the added towers that are being envisaged? (at least 6 added towers)

- Design for the future – better transit – fewer cars!
- Better pedestrian crossing across Lakeshore with multiple access points
- Median extension from Brant to Elizabeth

- Where do people from the building on the west find the taxi they have ordered?
- Where do ambulances pick up sick people? (from the west building)
- Bicycle racks?

- Consider making John Street, Elizabeth Street and Pine Street one-way
- Improve traffic flow (2 lanes) and allow parking on street
- Important to give consideration for access for service vehicles

- Where is access for west building (residents as well as commercial vehicle)

- Is this where the trucks turn? The hub? (referring to precedent image #11)

- How is traffic going to move anywhere?
- The whole core will be at a standstill
- This traffic cannot be handled here
- Construction for another five years straight in the downtown is unacceptable
- This size of building belongs on a main artery not (on) two lane roads
- Lakeshore should not be bumper to bumper all day long

- Most important access must be on Elizabeth Street
- May need access for emergencies from underground car parking, which can occupy whole site
- May require small access off Lakeshore Road to accommodate VIP arrivals for ceremonial or special occasions. This will be Burlington's prime hotel

COMMON THEMES

- **There should be more than one access to development (including emergency, loading, drop-off/pick-up access)**
- **Concern/need for pedestrian/bicycle safety and amenities**

04 Community Workshop Presentation

Workshop 3

City of Burlington
Waterfront Hotel Planning Study
September 14, 2017



The Planning Partnership



The Waterfront Hotel Planning Study

01

The Brant & Lakeshore Planning Study will establish a **Strategic Framework** to guide development on the site



02

Develop and assess **Preliminary Redevelopment Concepts** along with any formal development applications submitted on behalf of the property owner

The redevelopment of this site must meet the City's urban design and growth management goals, as well as enhance the adjacent public space and waterfront.

03

Prepare an **Official Plan Amendment and Zoning By-law Amendment**

The Waterfront Hotel Site



Today's Workshop

- vision, principles and context
- outcome of the design day
- three concepts used for the public survey
- inputs to the evaluation
- emerging preferred concept

Vision Statement

The Waterfront Hotel site is envisioned to be a landmark within Burlington's downtown core area and a major gateway to the Lake Ontario waterfront. It will be developed as a welcoming, vibrant destination where residents and visitors may experience the best aspects of Burlington.



Design Principles



Land Use and Built Form

- A concentration, mix and intensity of uses will contribute to a vital and vibrant downtown
- High density development will support public transit



Public Realm

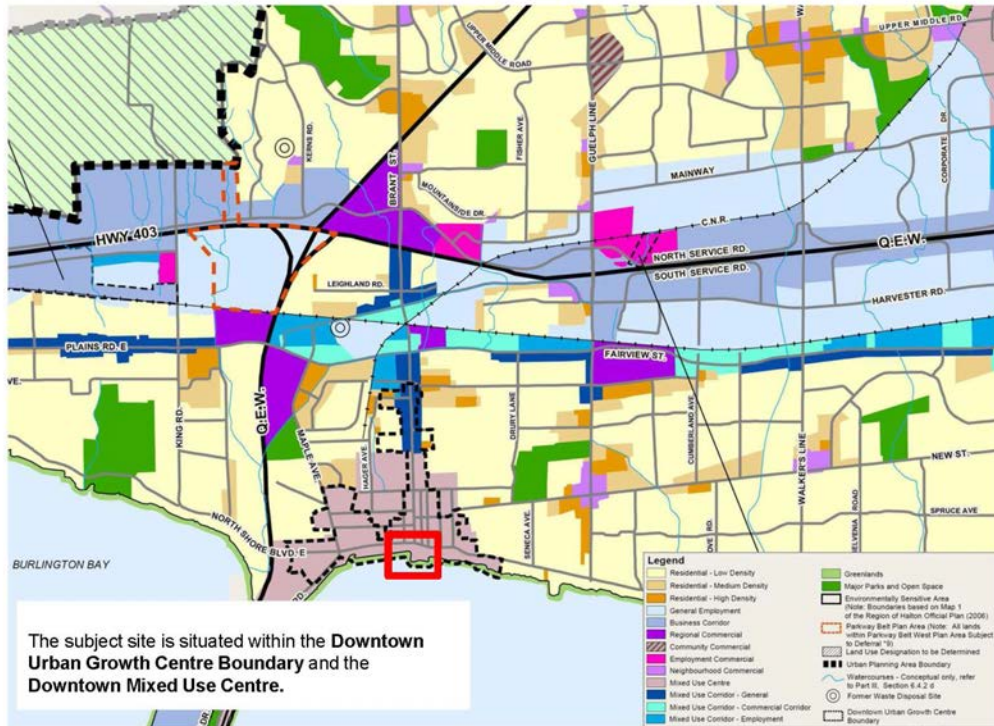
- High-quality, pedestrian-oriented streets and open spaces will support walkability and access to transit
- Grade related uses will activate and animate public streets/spaces
- Access and connections to the lake will enhance community life
- Integrating heritage into the fabric of development will enrich the character and relevance of the community



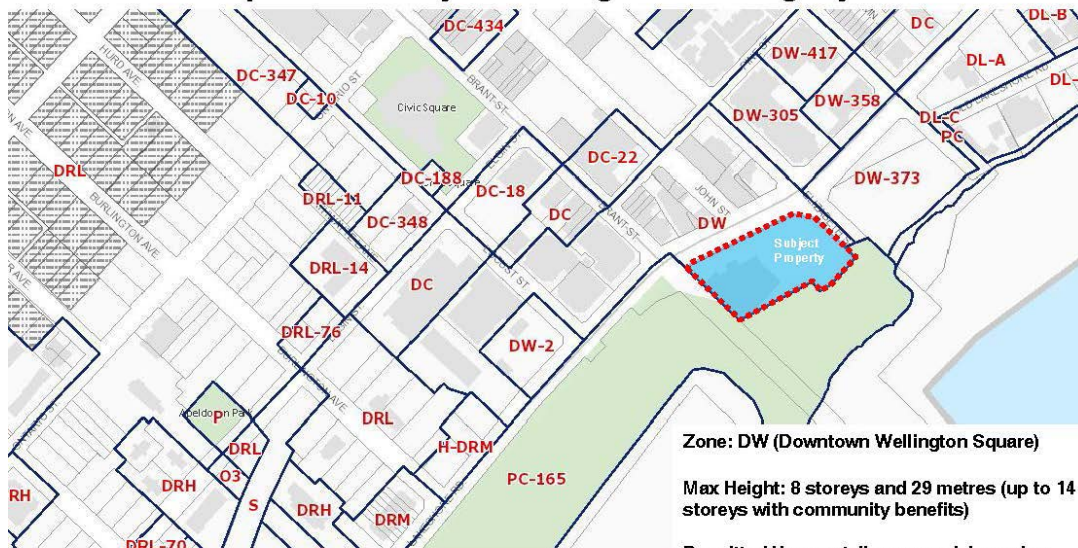
Mobility and Access

- Pedestrian-scaled, small blocks will enhance connectivity
- Well-designed streets accommodate all modes of travel
- Loading and servicing will be provided in a way that does not detract from the quality of the pedestrian realm
- Priority will be given to walking, cycling and transit use on site
- The Waterfront Trail will be enhanced

The Official Plan already permits redevelopment on the site - Municipal Official Plan



The site is currently zoned for buildings up to 8 storeys Burlington Zoning By-law



1. Redevelopment must meet the City's urban design and growth management goals
2. The study will result in an Official Plan Amendment and Zoning By-law Amendment

Framework 1: Land Use and Built Form Context



Downtown Urban Growth Centre to accommodate a minimum of 200 People & Jobs/Ha



Retail / service commercial uses required continuously at grade along public streets



Mixed Use Precinct will contain:



- Commercial
- High-density residential / Mixed-use buildings
- Cultural uses
- Recreation and hospitality uses
- Entertainment uses
- Community facilities

Framework 2: Public Realm Context



Recognize Brant/Lakeshore intersection as an important gateway to the Downtown, the waterfront and the Waterfront Trail



Preserve/enhance views and vistas



Enhance permeability and connections to the Downtown and transit



Design pedestrian-oriented streets/spaces



Provide transition to adjacent sites



Address interface with the 'East Lawn' and 'Gazebo Area'

Framework 3: **Mobility and Access Context**



Provide connections among the mobility hub area, City Hall plaza and Spencer Smith Park. (i.e. enhanced boulevards, cycling connections, multi-use trails, mid-block connections and pedestrian pathways)



Promote Brant Street as the primary connection between the Burlington GO Mobility Hub and the waterfront).



No surface parking permitted except for loading and emergency vehicles



On-site parking not required for non-residential uses

Today's Workshop

- vision, principles and context
- **outcome of the design day**
- three concepts used for the public survey
- inputs to the evaluation
- emerging preferred concept

Workshop 1 & 2:

vision, principles, exploration of options, visual preference survey

Two design sessions each with four design leads and four design groups



Parameters for each Exploration to ensure variables are considered

	Exploration 1	Exploration 2	Exploration 3	Exploration 4
Land Use / Built Form	(2) 8-14 Storey Mixed-Use Buildings: Residential, Commercial	(2) 12-20 Storey Mixed-Use Buildings: - Residential with Commercial at grade - Underground Parking	(2) 20-30 Storey Mixed-Use Buildings: Residential, Commercial and Hotel/Convention Centre	(1) 30-40 Storey Mixed-Use Building: Residential, Commercial and Hotel/Convention Centre
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Exploration 1

Afternoon



Evening



Exploration 2

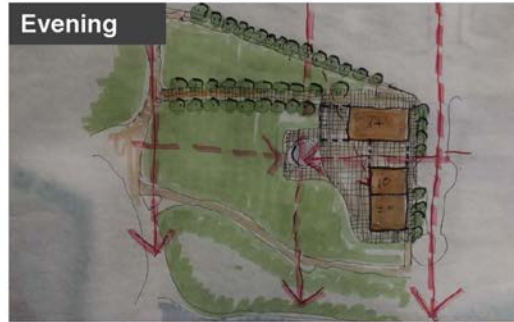
Afternoon



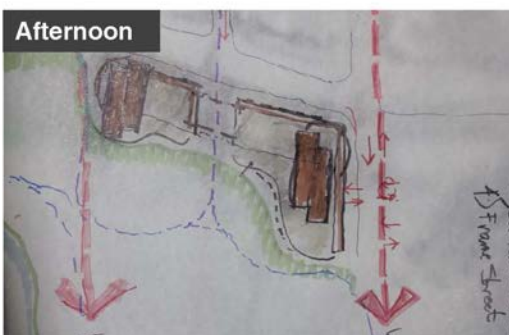
Evening



Exploration 3



Exploration 4



Results of Visual Preference Survey: **Built Form / Land Use**

Preferred images for 'High-Rise Building'



Preferred images for 'Mid-Rise Building'



Results of Visual Preference Survey: **Public Realm**

Preferred images for 'Waterfront Amenities'



Preferred images for 'Urban Space'



Results of Visual Preference Survey: **Circulation**

Preferred images for 'Shared Streets' / Streetscaping



Today's Workshop

- vision, principles and context
- outcome of the design day
- **three concepts used for the public survey**
- inputs to the evaluation
- emerging preferred concept

From Explorations to Options

8 Initial Explorations

Most of the Explorations followed **prescribed design parameters**; however, others moved away from them due to participants' input and the progression of ideas and conversations as the process unfolded

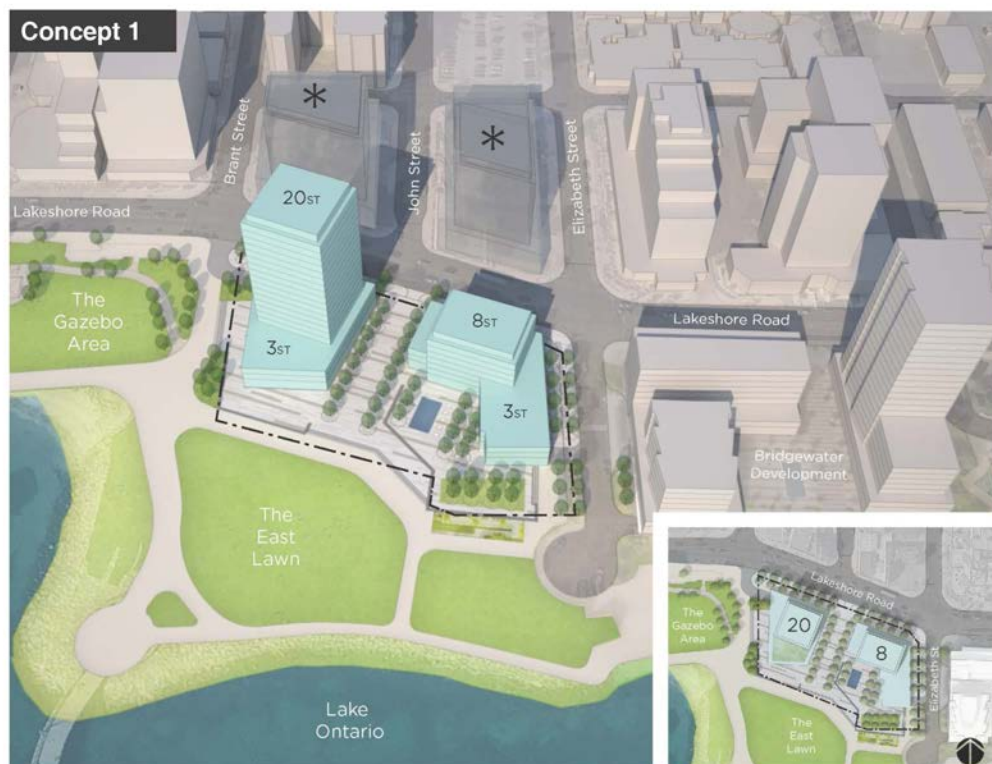
Input from the design workshop assisted the project team in preparing **three preliminary Concepts**. The Concepts represent and combine the workshop explorations and take into consideration the broader community objectives for placemaking and creating a walkable, transit supportive, and vibrant downtown

3 Concepts

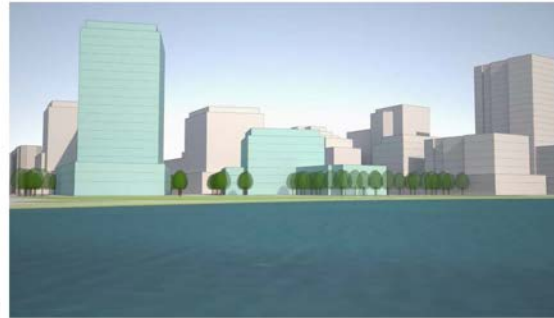
Concept 1 merges **Exploration 1 and 2**, which share similar design parameters

Concept 2 represents **Exploration 3**, originally intended to contain two buildings and an open space located at the west. Initial explorations for this option led to a preference for one building and a significant open space adjacent to the waterfront park

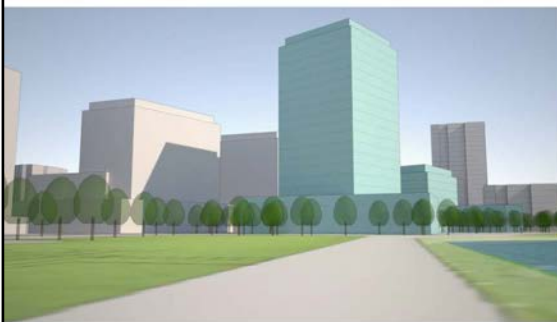
Concept 3 represents **Exploration 4**, illustrating the tallest building



Concept 1



View of skyline from the Lake



View from Gazebo Area

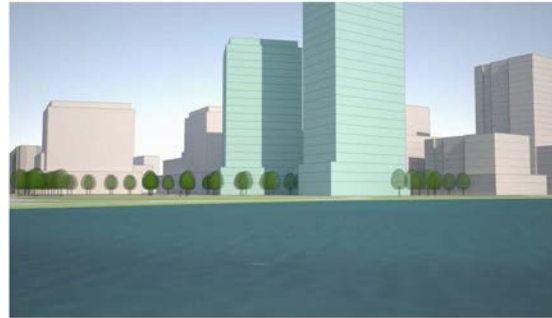


View from north end of Pier

Concept 2



Concept 2



View of skyline from the Lake

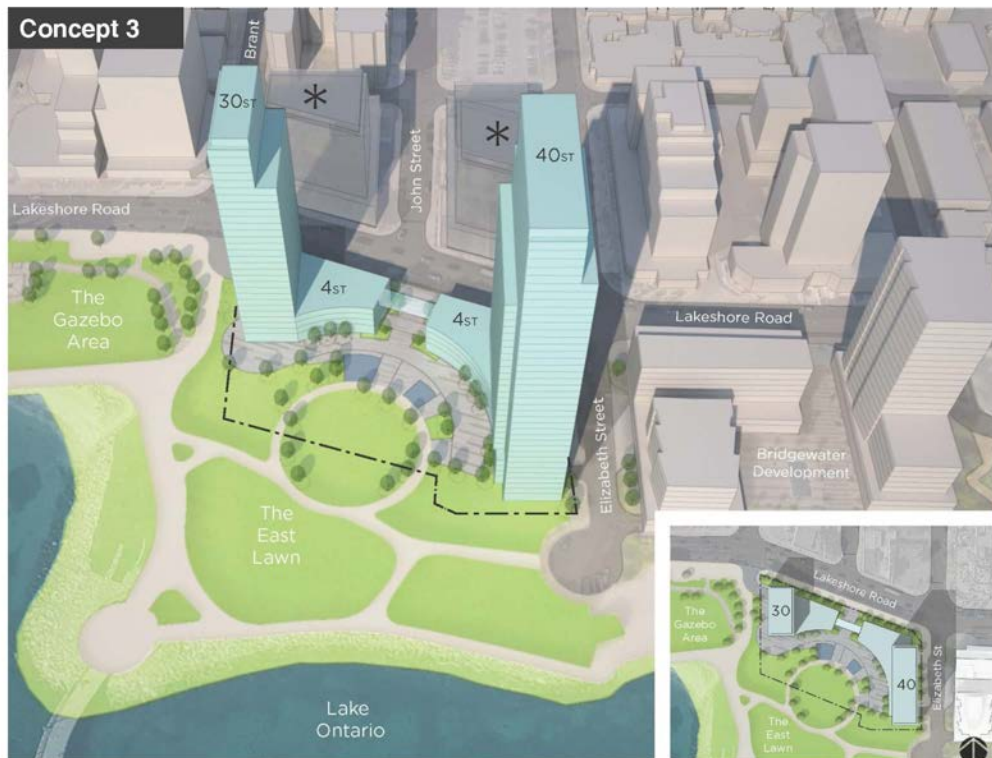


View from Gazebo Area



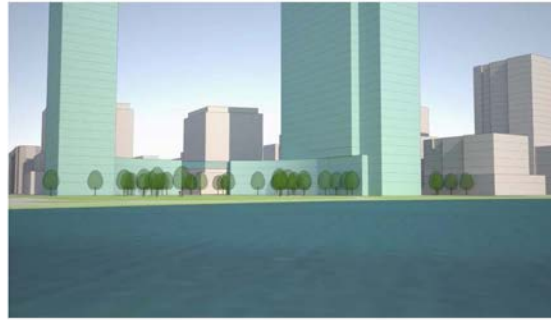
View from north end of Pier

Concept 3

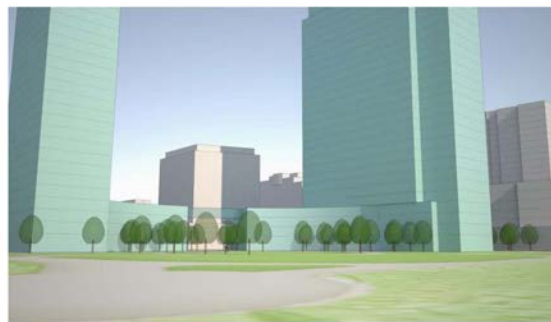


Concept 3

View of skyline from the Lake



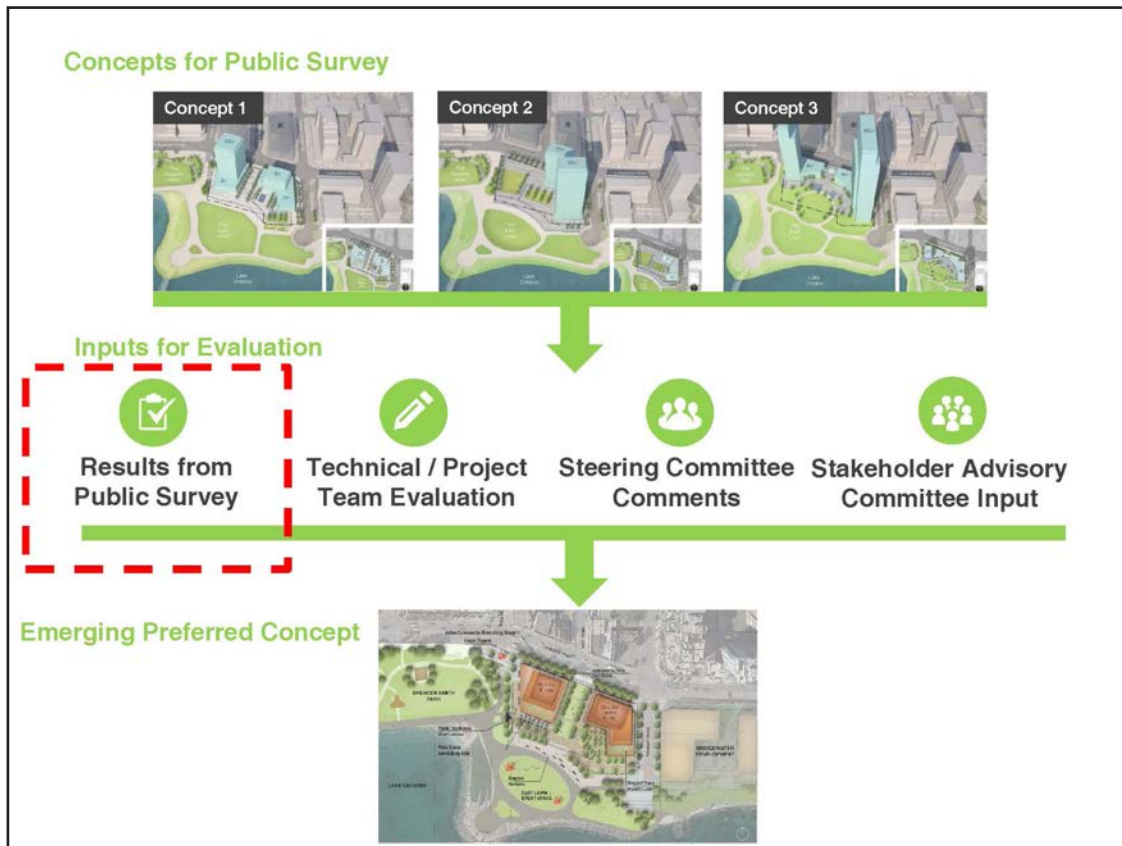
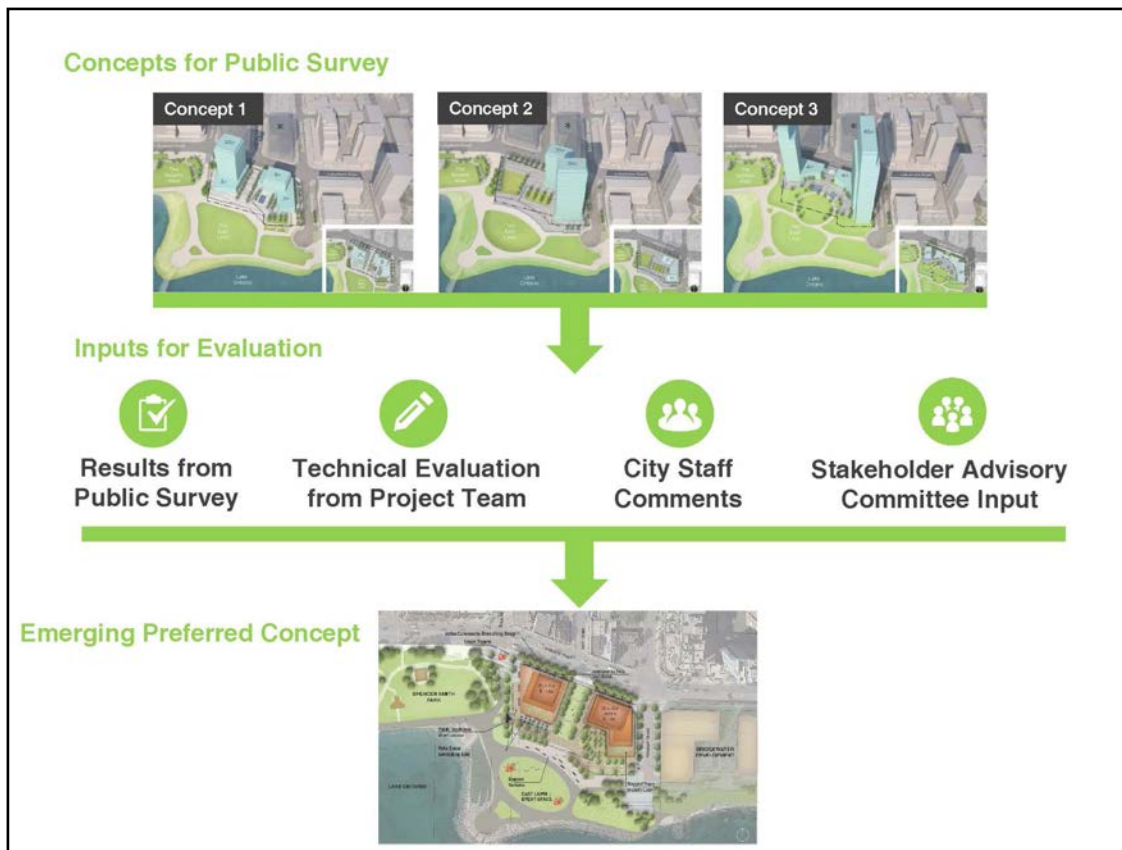
View from Gazebo Area



View from north end of Pier

Today's Workshop

- vision, principles and context
- outcome of the design day
- three concepts used for the public survey
- **inputs to the evaluation**
- emerging preferred concept



Public Input - Online Survey

Distribution

Online survey through City of Burlington's website

Submission Period

August 17 - September 7, 2017

Response

919 respondents

Opinion Based Survey

- Findings of this survey are qualitative
- Findings provided are from an opinion based survey
- Information collected from this survey is an additional opportunity to provide input
- Survey has no statistical significance due to sample size

Results of Public Survey

Concept 1



Elements of Concept 1	I like it	It's ok	I don't like it
Location of buildings and the open space they create at the bottom of John Street	339	326	245
Height of buildings	267	292	352
The central location of the open, public space at the top of the East Lawn	465	277	164
Open, public space along Elizabeth Street	510	270	125
Driveway access from Brant Street	282	266	343
Access to underground parking from Elizabeth Street	560	235	108
Access to underground parking from Lakeshore Road	284	237	386

Results of Public Survey

Concept 2



Elements of Concept 2	I like it	It's ok	I don't like it
The location of the buildings at the corner of Lakeshore Road and Elizabeth Street	321	213	375
Height of buildings	63	155	691
The way the buildings step down in height, e.g. 20 storey building closer to Lakeshore Road	145	279	475
The addition of open, public space at the bottom of Brant Street	542	208	158
No driveway access from Brant Street	403	247	259
Access to underground parking from Elizabeth Street	488	252	167

Results of Public Survey

Concept 3



Elements of Concept 3	I like it	It's ok	I don't like it
The location of the buildings at the corner of Brant Street and Lakeshore Road and Elizabeth Street and Lakeshore Road	154	111	650
Height of buildings	61	41	813
A four storey building base connected by a bridge at the bottom of John Street	180	229	505
Open space along the south end of the buildings, facing the lake	409	204	306
Driveway access from Brant Street	175	222	515
Access to underground parking from Elizabeth Street	428	226	256

Themes From Public Survey Comments **Concept 1**



View Corridors

- John Street corridor partially blocked
- Views from existing condos are being blocked
- The view corridors are largely being maintained



Height and Density

- Height limits on the waterfront (maximum 6 to 16 storeys)
- Appropriate scale for the area without cutting off the waterfront
- Need further shadow studies to understand impacts
- Development does not make efficient use of the site
- Concern about the market's ability to absorb residential and commercial units
- Concern with precedent being set by allowing so much height and density

Themes From Public Survey Comments **Concept 1**



Site Design

- Support for the building layout but with the buildings flipped (lots of support for this)
- Preference for Option 2 layout but with Option 1 heights (lots of support for this)
- Poorly fits into area, lack of clarity - what is public space?
- Concern that building layout blocks view of parkland and public access
- Support for open access between the buildings and to the waterfront
- Development has too large a footprint – should limit to one (taller) building



Traffic

- The development will worsen already heavy traffic in this congested area
- Concerns with underground parking entrances, support for Elizabeth Street access
- Concern that parking will be an issue (need to include publicly-accessible parking)
- Carefully manage existing and future traffic with respect to vehicle, pedestrian and cyclist traffic, especially around Brant Street and Lakeshore.

Themes From Public Survey Comments **Concept 1**



Green Space

- City should buy the property so entire site can be greenspace for future generations
- The design should have more greenspace to the west (similar to Option 2)
- Concern about the green space between the buildings being concrete
- Consider interesting uses for greenspaces (amphitheatre, gardens, a fountain etc.)
- Need for green/public space along Elizabeth Street



Interest

- The design of the new development must be interesting and of high architectural quality – iconic building design.
- Looking forward to opportunities for entertainment/commercial uses with waterfront views – the courtyard should be a vibrant public area
- Need to ensure that the building frontages along Lakeshore are animated and have high quality streetscaping (more than underground parking ramps), support for the podiums which closely face the road.
- Need to put more focus on preserving Burlington's character and charm

Themes From Public Survey Comments **Concept 2**



View Corridors

- Effectively preserves views along Brant and Lakeshore and creates a strong welcome to the waterfront.
- Blocks the view from several existing development



Height and Density

- Buildings are much too high – preference for the heights of Option 1, or lower.
- The buildings require significant terracing/setbacks to better relate to the waterfront, public space and the street.
- The buildings should build up from the lake, with the shorter building closer to the water – otherwise the lower building's views will be cut off and the taller building will tower over the water.
- Concern about the creation of a wind tunnel and the potential shadow impacts

Themes From Public Survey Comments **Concept 2**



Site Design

- The layout is well planned to build on the existing park and create a strong waterfront presence at the base of Brant – however, heights are too great.
- Would prefer just one tower.
- Buildings look crowded in the one end of the site and gives the site a sense of being off-balanced.
- Concern that the layout, in conjunction with the Bridgeport development, will cause Elizabeth to become canyon-like.



Traffic

- There will be too much congestion on Elizabeth Street, considering both the Bridgewater development and that this proposed development's only access is here.
- Driveway access is appropriate on Elizabeth
- Concern with increasing congestion in an already high traffic area
- Views both that the Brant driveway was an important access and that its closure creates a much safer pedestrian environment.

Themes From Public Survey Comments **Concept 2**



Green Space

- More park space is not necessarily always better when there is insufficient design/animation and is adjacent to towering buildings – risk of it becoming a sterile area.
- The buildings should be directly adjacent to soft-scaped parkland, not pavement
- Potentially too much parking, create a waste of space
- The entire site should be parkland.



Interest

- The design of the new development must be interesting and of high architectural quality – iconic building design.
- Need to put more focus on preserving Burlington's character and charm
- It is critical to accommodate vibrant ground floor retail uses – there are concerns about the poor frontage along Lakeshore.

Themes From Public Survey Comments **Concept 3**



View Corridors

- In general this concept, with large podiums and high towers does a poor job of protecting existing view corridors.



Height and Density

- The proposed towers are much too high and out of touch with its context.
- Significant terracing is needed to mitigate impacts and add interest.
- This concept pushes the boundaries for high in Burlington and make a very efficient use of space.
- Concern with significant shadow impacts.
- Too much height directly adjacent to parkland.

Themes From Public Survey Comments **Concept 3**



Site Design

- Minor layout revisions may reduce shadow impacts and widen views from Brant and John
- Support for the high quality design of the podium and its curved shape which fits its context on the water.
- Would like the layout if heights or towers were reduced to between 10-20 stores
- The design walls in the park form the downtown.
- Concern about the creation of a canyon along Elizabeth
- Mixed reaction to the inclusion of a bridge between the buildings.



Traffic

- Significant concern with introducing more traffic to a congested area.
- Increased traffic will make it more hazardous for pedestrians, especially around the Brant driveway
- This proposed development, with the Bridgeport development, will create significant congestion on Elizabeth

Themes From Public Survey Comments **Concept 3**



Green Space

- Design emphasizes the role of the building rather than the important green space
- This is the best designed green space of the three options.



Interest

- Appreciation for the bold design of this concept and anticipation for high quality architecture to make this an iconic landmark.
- Strong street edge along Lakeshore with significant opportunities for active uses such as cafes and retail.

Concepts for Public Survey



Inputs for Evaluation



Emerging Preferred Concept



Technical Evaluation - Public Realm: Shadow Impact

Concept 1



March 21 @ 10am

Concept 2



Concept 3



March 21 @ 2pm



Technical Evaluation - Public Realm: Shadow Impact

	Concept 1	Concept 2	Concept 3
March 21, 10:00 am	✓	✓	X
March 21, 2:00 pm	✓	✓✓	X

Technical Evaluation - Public Realm: Wind Impact

Existing Wind Condition



Estimated Wind Condition: Summer

Estimated Wind Condition: Winter



Technical Evaluation - Public Realm: Wind Impact

Estimated Wind Condition: Concept 1



Estimated Wind Condition: Summer

Estimated Wind Condition: Winter



Technical Evaluation - Public Realm: Wind Impact

Estimated Wind Condition: Concept 2



Estimated Wind Condition: Summer

Estimated Wind Condition: Winter



Technical Evaluation - Public Realm: Wind Impact

Estimated Wind Condition: Concept 3



Estimated Wind Condition: Summer

Estimated Wind Condition: Winter



Technical Evaluation - Public Realm: Wind Impact

	Concept 1	Concept 2	Concept 3
Pedestrian Wind Impact	✓✓	✓	X

Technical Evaluation – Access and Mobility

Objectives	Concept 1	Concept 2	Concept 3
Provide access to sidewalks and pedestrian/cycling system	✓✓	✓✓	✓ ✓
Provide two separate access points to underground garage	✓✓✓	✓	✓ ✓
Limit Brant Street Access to retail/support services	✓✓	N/A	✓
Provide emergency, garbage, utility, moving truck access	✓✓	✓	✓ ✓
Minimize pedestrian conflict	✓✓	✓	✓ ✓

Direction: Option #1 achieves most of the objectives for Access and Mobility

Technical Evaluation – Serviceability

The servicing available or servicing updates required, are the same for all three options.

Based on preliminary sanitary sewer modelling:

-  Available **capacity in the downstream sanitary sewer system** is sufficient for development
-  The existing **Junction Street Sanitary Pumping Station (SPS)** has been identified by the Region for upgrades; the upgrade would be required to allow for the proposed development
-  **Water supply and pressure** will be sufficient

Project Team Evaluation - Land Use and Built Form

Objectives	Concept 1	Concept 2	Concept 3
Intensification Objectives Minimum 200 persons & jobs per hectare	✓ ✓	✓ ✓	✓ ✓
High-Rise Buildings with a Mix of Uses	✓ ✓	✓ ✓	✓ ✓
Views/Vistas to Lake	✓ ✓	✓ ✓	✓ ✓
Iconic / Landmark Building	✓ ✓	✓ ✓	✓ ✓
Stepped towards lake	✓ ✓	✓ ✓	✓ ✓
Stepped back from Brant Street View Corridor	✓ ✓	✓ ✓	✓
Lakeshore Road Edge reinforced	✓ ✓	✓	✓ ✓
Transition to surrounding context	✓ ✓	✓ ✓	✓

Direction: **Option #1** achieves most of the objectives for Land Use

Project Team Evaluation – Public Realm

Objectives	Concept 1	Concept 2	Concept 3
Active / Grade related uses along streets	✓✓	✓	✓✓
Reinforce Lakeshore Road	✓✓	✓✓	✓✓
Enhanced Pedestrian streetscape	✓✓	✓✓	✓✓
Provide the most Open Space	✓	✓✓	✓
Create an open space focal point/Gateway at Brant/Lakeshore	✓✓	✓✓	✓
Create open space along Elizabeth Street	✓✓	✓	✓
Provide transition to Spencer Smith Park	✓✓	✓✓	✓✓
High degree of Pedestrian Access and Connectivity	✓✓	✓✓	✓✓

Direction: **Option #1** achieves most of the objectives for Public Realm Development

Concepts for Public Survey



Inputs for Evaluation



Emerging Preferred Concept



Summary of comments from **Burlington City Staff**



LAND USE / BUILT FORM

- Include **public amenities** (e.g. washrooms) close to Spencer Smith Park
- **Heights shown in Concepts 1 and 2**, are consistent with existing and planned context
- Additional height may be appropriate where buildings can demonstrate:
 - **high-quality architecture and urban design**
 - an **iconic landmark building**
 - sustainable and **green building technologies**
 - **new public amenities** and/or spaces
- **Step back** buildings away from the water's edge
- Stagger buildings to a **create visually interesting** skyline
- **Concentrate the tallest building** element between the **John Street and Elizabeth Street** view corridors

Summary of Comments from **Burlington City Staff**



LAND USE / BUILT FORM

- **Foot print** and massing of building shown in **Concept 3 is too large**
- The location of buildings shown in Concepts 1 and 3, **frames the open space** and create a strong, consistent, and attractive edge along Lakeshore Road, while **protecting street end views**
- Locate and **orientate podiums and towers** to preserve and **enhancing public view corridors** to the Brant Street Pier and Lake Ontario
- **The bridge connecting podiums shown in Concept 3** would obstruct the John Street public view corridor

Summary of Comments from **Burlington City Staff**



PUBLIC REALM

- Prefer the size and locations of the **open space shown on Concepts 2 and 3**
- The **open space shown in Concept 3 is nicely framed by the base buildings**, well **integrated with the East Lawn**, and responds to the **shoreline**



MOBILITY / ACCESS

- **Consider limiting vehicular access to the site from Elizabeth Street**
- Consider removing vehicular **access from Lakeshore Road at the foot of Brant Street** to create a pedestrian-focused open space treatment
- Consider innovative design treatments to integrate the traffic bulb at the base of **Elizabeth Street as part of the park/waterfront amenities**

Options for Public Survey



Inputs for Evaluation



Results from
Public Survey



Technical Evaluation
from Project Team



City Staff
Comments



Stakeholder Advisory
Committee Input

Recommendation



Comments from **Stakeholder Advisory Committee**

Concept 1

- Like the **view corridor** to the lake **from John Street**
- Push **building height to the east**
- Nothing taller than **20 storeys**
- **Height** should be located **closest to Elizabeth Street**
- **Central square is useless** and cut off from the main park
- Prefer **access from Elizabeth Street**

Concept 2

- Like the bigger **public space on west side** of the site
- Like Brant Street **greenway/gateway**
- **20-30 storeys** is too tall

Concept 3

- **30-40 storeys** is too high
- Like the **symmetry** of this concept
- Like the **openness at John Street**
- Building heights **don't appear to be contextually appropriate**
- **Don't like access from Brant Street**

Today's Workshop

- vision, principles and context
- outcome of the design day
- three concepts used for the public survey
- inputs to the evaluation
- **emerging preferred concept**

Key Directions from all Evaluation Inputs



Height of buildings - 14 to 25 storeys stepped down to Spencer Smith Park and the Lake



Central open space at foot of John Street connecting through the site to the waterfront



Open space at Elizabeth Street



Gateway to the Lake at foot of Brant Street



Retail and amenity space along building facing Spencer Smith Park



Vehicle access from Elizabeth Street



Limited vehicle access from Lakeshore Road

Emerging Preferred Concept



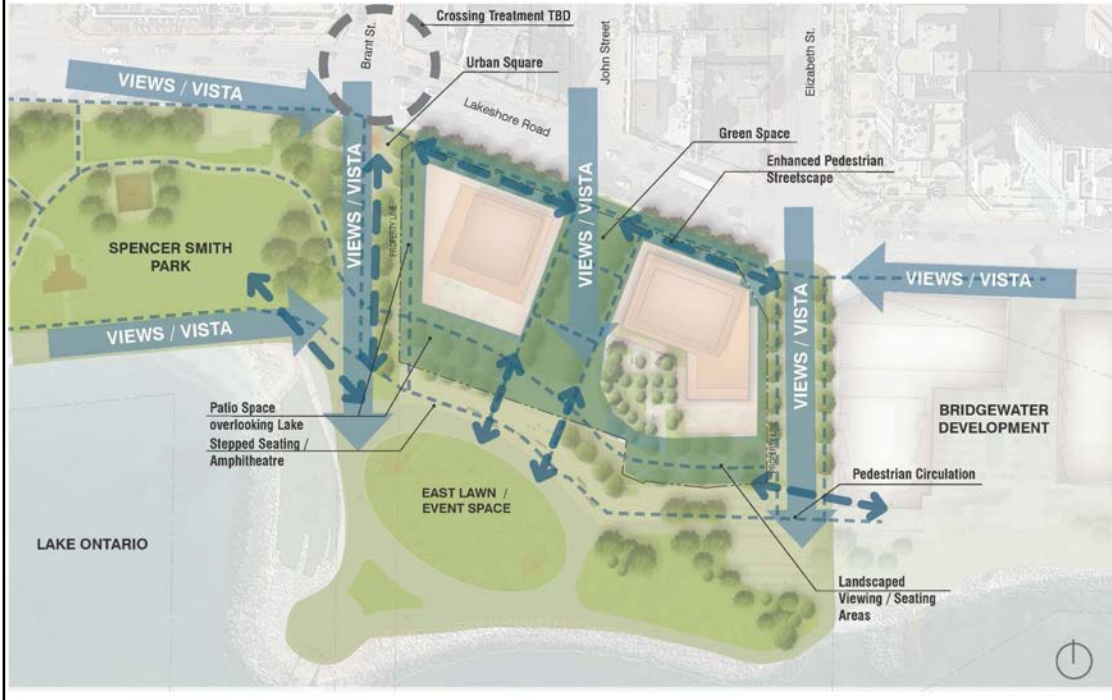
Emerging Preferred Concept – Land Use and Built Form



Emerging Preferred Concept – Land Use and Built Form



Emerging Preferred Concept – Public Realm



Emerging Preferred Concept – Lakeshore Road



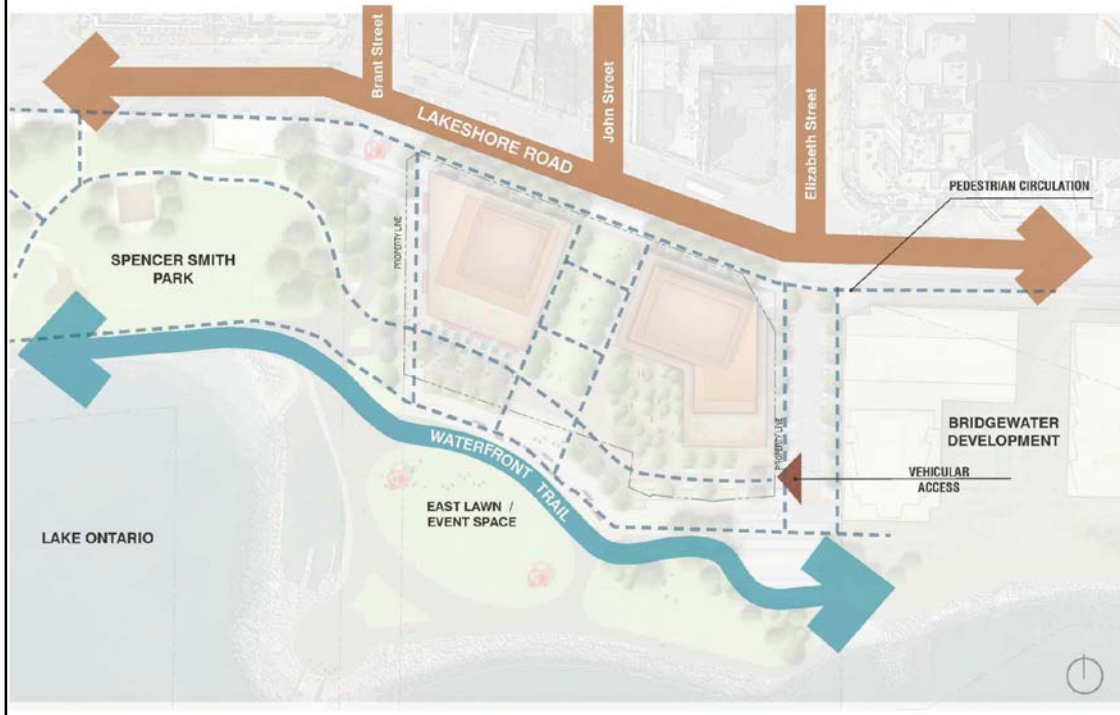
Emerging Preferred Concept – Open Space



Emerging Preferred Concept – Elizabeth Street



Emerging Preferred Concept – Access and Mobility



Emerging Preferred Concept

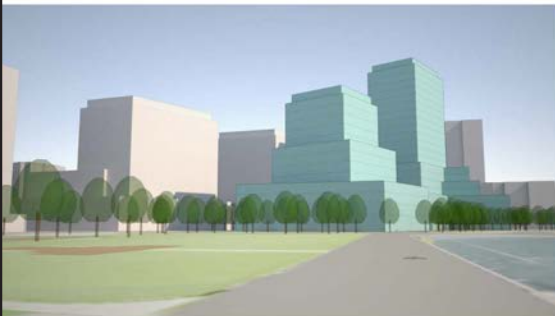


Emerging Preferred Concept



Emerging Preferred Concept

View of skyline from the Lake

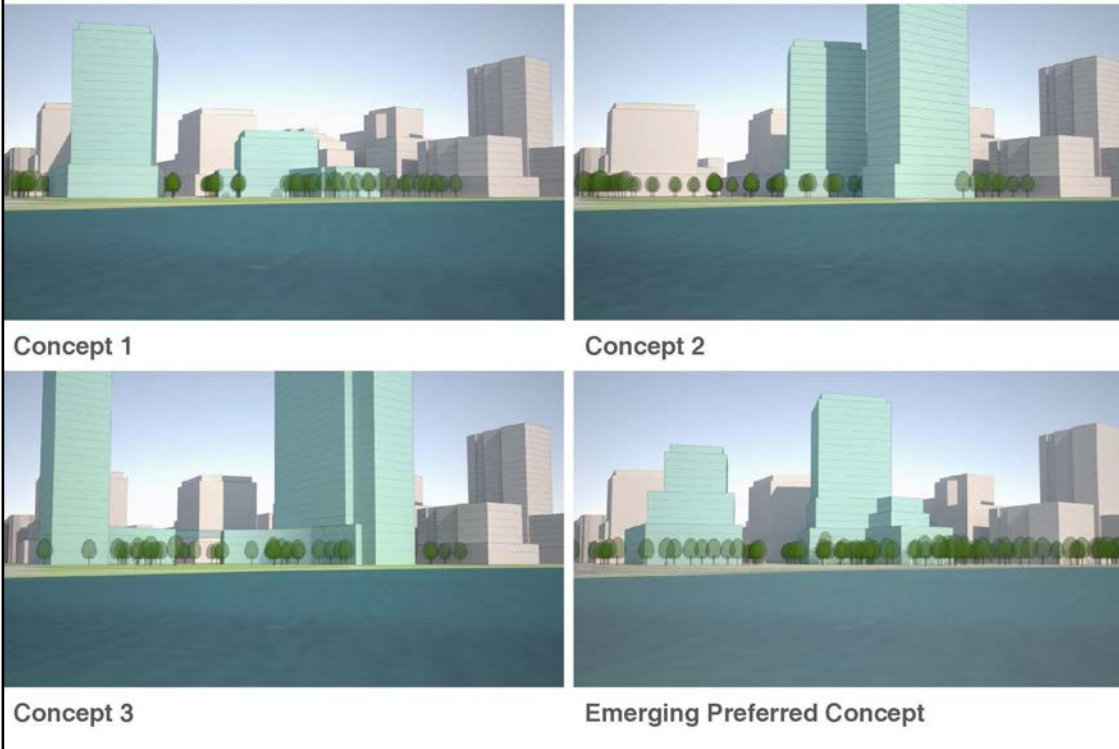


View from Gazebo Area



View from north end of Pier

Burlington Skyline – All Concepts



Next Steps

- **Collect** Comments / **Refine** Emerging Preferred Concept
- **Finalize** Preferred Concept
- **Draft** Final Report / Draft OPA



- Planning and Development Committee

Today's Workshop

- Please have a look at the emerging preferred concept
- Share your thoughts with respect to:
 - Land use and built form
 - Public realm
 - Circulation

DRAFT OFFICIAL PLAN AMENDMENT
NO. X TO THE OFFICIAL PLAN
OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

The details of the Amendment, as contained in Part B of this text, constitute Amendment No. X to the Official Plan of the Burlington Planning Area, as amended.

PART A – PREAMBLE

1. PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to implement the findings of the Waterfront Hotel Lands Planning Study.

2. SITE AND LOCATION

The policies apply to the lands municipally known as 2020 Lakeshore Road in the City of Burlington. The site is located at the southeast corner of Brant Street and Lakeshore Road in the Downtown Urban Centre.

3. BASIS

On February 23, 2015 Council approved the terms of reference for the Waterfront Hotel Lands Planning Study (herein referred to as the Waterfront Hotel Planning Study), which is a comprehensive land use and urban design study focused on the subject site and surrounding lands including Spencer Smith Park. The Waterfront Hotel Planning Study was publicly launched, beginning with a pair of visioning workshops, in May 2017.

The basis for the Waterfront Study has been included in the in-force Official Plan under Part III, Subsection 5.5.9.2. I), which states:

Notwithstanding the above policies, the lands along the Lake Ontario shoreline, at the foot of Brant Street, (known as the Travelodge lands), represent a significant opportunity for mixed use development linking the Downtown with the waterfront. Any further development on these lands shall provide a high quality of urban design reflecting the landmark nature of this site and shall be contingent upon the completion of a master plan to the satisfaction of City Council. This master plan shall address the integration of these lands with the publicly owned lands to the south and west and the private development to the east, and shall address other matters such as preservation of lake views and enhancements to the public realm.

This Draft Official Plan Amendment (Draft OPA) was informed by a development concept as outlined, and referred to as the Preferred Concept (2022) in the Waterfront Hotel Planning Justification Report. The findings of this Study, which are implemented by this Draft OPA, satisfies requirements of Part III, Subsection 5.5.9.2. I) of the in-force Official Plan. The development concept was informed by years of

public engagement between 2017 and 2022. It was also informed by, is consistent with, and conforms to the following:

- *Planning Act* (2020)
- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2019)
- City of Burlington New Official Plan (2020)
- City of Burlington In-Force Official Plan (1997)
- City of Burlington Zoning By-law (2020)

In addition to the above statutory documents under the *Planning Act*, the Draft OPA considers the applicable urban design and sustainable design guidelines.

The Draft OPA was informed through the preparation of technical studies and assessments to support the findings of the Waterfront Hotel Planning Study. These studies include:

- Functional Servicing Study
- Traffic Study
- Wind Study

The supporting studies confirm that the Draft OPA, as informed by the development concept, is technically feasible from a servicing, traffic, and wind perspective. The development concept will also require a rezoning application for further implementation. Additional and/or updated technical studies in support of the future rezoning process will further implement this Draft OPA.

The Draft OPA will provide a framework for the delivery of a vibrant mix of uses that will reinforce and support the continuing evolution of the Downtown. The Draft OPA has regard for matters of Provincial Interest, policy and legislation and have been designed with consideration for the intent of the applicable Regional and Local Municipal policy and guidelines. Furthermore, the Draft OPA also provides an appropriate balance between significant new redevelopment and the provision of public amenities and accessible open spaces.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

1.1 Map Changes:

None required

1.2 Text Change:

The text of the Official Plan of the Burlington Planning Area, as amended, is hereby amended as follows:

1.2.1 By deleting Part III, Subsection 5.5.9.2 I) (Foot of Brant Street) and replacing with the following:

(Foot of Brant) I) For the property located at 2020 Lakeshore Road, the following shall apply:

(i) A *minimum* height of 15 storeys and a *maximum* building height of 22 storeys is permitted;

(ii) A *maximum* floor area ratio of 5.0:1 is permitted;

(iii) *Development shall*:

i. Contain a minimum of two permitted uses, as identified in Part III, Subsection 5.5.9.2 a) of this Plan and *should* contain three permitted uses, where feasible;

ii. Incorporate effective transitions, which may include the use of terracing to Spencer Smith Park and Lake Ontario and surrounding areas; and,

iii. Apply Waterfront Hotel Planning Study and implementing Design Guidelines which will provide the general direction on the nature and extent of the additional performance standards.

(iv) Parking *shall* not be permitted at grade. Vehicular access to underground parking *shall* not be permitted on Lakeshore Road.

(v) *Development shall* be subject to the provision of the following to the satisfaction of the City:

i. Construction, and dedication to a *public authority*, of a public waterfront access that provides a connection between Brant Street and Spencer Smith Park;

ii. The following view corridors *shall* be maintained and enhanced:

i) Brant Street to Lake Ontario; and,

ii) John Street to Lake Ontario.

iii. Provision of public art;

iv. Provision of a mid-block connection from John Street to Lake Ontario; and,

v. Community benefits.

(vi) *Development shall* demonstrate design excellence in all matters of architecture, landscape architecture, sustainable and urban design and require that all public and private development proposals on or adjacent to the site be evaluated/reviewed by the Burlington Urban Design Advisory Panel; and,

(vii) *Development shall* be designed in accordance with the policies in Part II, Subsection 6.0 (Design) and Part III, Subsection 5.5.12 (Urban Design) of this Plan as well as Burlington’s Downtown Placemaking and Urban Design Guidelines, Downtown Streetscape Guidelines, Sustainable Building and Development Guidelines, Waterfront Hotel Planning Study and implementing Design Guidelines and any other applicable policies and guidelines. In the event, of conflict the design standards of the Waterfront Hotel Planning Study, and implementing Design Guidelines *shall* take precedence.

2. Interpretation

The Official Plan Amendment shall be interpreted in accordance with the policies of Part VI Implementation, Section 3.0 Interpretation, of the Official Plan.

3. Implementation

The Official Plan Amendment will be implemented in accordance with the “Implementation” policies of Part VI of the Official Plan.





TERMS OF REFERENCE

**BRANT & LAKESHORE
PLANNING STUDY**

**2020 Lakeshore Road And
Surrounding Context**

TABLE OF CONTENTS

1. OBJECTIVE	3
2. STUDY AREA.....	3
3. HISTORY.....	4
4. PLANNING CONTEXT.....	7
5. STUDY PROCESS.....	8
6. DELIVERABLES.....	12

1. Objective

The property at 2020 Lakeshore Road is located at the foot of Brant Street, directly abutting the Lake Ontario shoreline and Spencer Smith Park. This property presents a significant redevelopment opportunity and a chance to enhance the link between the waterfront and the rest of the downtown.

Site specific Official Plan policy (Part III, Section 5.5.9, Wellington Square Mixed Use Precinct, Policy 5.5.9.2 I)), states that:

“...Any further development on these lands shall provide a high quality of urban design reflecting the landmark nature of this site and shall be contingent upon the completion of a master plan to the satisfaction of City Council. This master plan shall address the integration of these lands with the publicly owned lands to the south and west and the private development to the east, and shall address other matters such as preservation of lake views and enhancements to the public realm.”

The Brant & Lakeshore Planning Study (Planning Study) will establish a strategic framework within which to assess alternative redevelopment concepts along with any formal development applications submitted on behalf of the property owner. The redevelopment of this site must meet the City’s urban design and growth management goals, as well as enhance the adjacent public space and waterfront.

These Terms of Reference (TOR) have been approved by Burlington Council to provide clear instructions for the completion of the Brant & Lakeshore Planning Study. Future development of 2020 Lakeshore Road shall be consistent with the policies, recommendations and design guidelines of the final approved Planning Study.

The completed Planning Study will include Official Plan policies, zoning regulations and site specific design guidelines, which must be adopted by Council before any redevelopment of 2020 Lakeshore Road takes place.

2. Study Area

The study area will include 2020 Lakeshore Road, as well as its surrounding context, as shown on Figure 1 as follows:

- Spencer Smith Park
- Waterfront Trail & Pier
- Bridgewater Development (2042 – 2072 Lakeshore Rd.)
- Lands between Locust and Pearl St. on the north side of Lakeshore Road

Figure 1 – Brant & Lakeshore Planning Study Area



- . . - 2020 Lakeshore Road
- . . - Study Area

3. History

Site:

The Waterfront Hotel site - 2020 Lakeshore Road - is a 0.76 hectare property located at the foot of Brant Street. The site contains a six storey, 122 room hotel, meeting rooms and a standard restaurant. The existing parking lot contains approximately 135 spaces. The hotel was constructed in 1986 and abuts city owned parkland to the west and south. The site is relatively flat, sloping from east to southwest. There is a 4m grade difference between Lakeshore Road to the water's edge.

Master Plan:

The hotel and its adjacent parking lot have been the subject of several proposal calls and active development interest over the past ten years. In 2005, City staff were contacted by the previous owners -Royal Host Real Estate Investment Trust (Royal Host), and there was some discussion of the potential for the city-owned 'headlands' to the south of the hotel to be used for underground parking or other below grade uses. In October 2005, Council directed staff to pursue a joint master plan with the owner of 2020 Lakeshore Road, and to report back to Council with a Terms of Reference including cost sharing and public consultation.

Staff report DI-17/05 contained strategic directions for this joint planning process as well as urban design principles to be used as a basis for consideration of any future proposals for development or redevelopment on the site. The 2005 urban design principles included the following major points which should be considered in the development of the current Planning Study:

- Clear, unobstructed physical access and views to the Lake should be maintained and enhanced from Brant, John & Elizabeth Streets
- The Lakeshore Road interface should contain animated, active, attractive and permeable building edges creating a consistent street wall while preserving the existing double row of trees.
- Building design elements, streetscape and materials should be integrated with the adjacent development of 2042 – 2072 Lakeshore Road.
- Vehicle access and loading should be integrated with the property to the east where possible.
- The Brant Street interface should be improved to include uses appropriate to the public path leading to the pier (e.g.: cafes and seasonal retail).
- The hotel driveway should be designed or relocated to facilitate a more significant pedestrian gateway at the foot of Brant Street.
- No residential uses should be permitted at grade.
- Landscaping, public art or berming may be considered to soften the edge of the current non-active building walls.
- Horizontal and vertical articulation of the facade should be introduced to add visual interest to the site.
- Taller tower elements should be oriented to maximize views of the sky, with a minimal floor plate not to exceed 650 – 700m² and stepping back toward public streets and the park.
- Rooftop gardens, patios and green roofs are encouraged.
- Rooftop mechanical equipment should be integral to the architecture of the building and no blank facades are acceptable.
- High quality, green building materials are encouraged.
- Active retail uses should front on public streets and the building complex should be publicly accessible during daytime hours.

Throughout 2006, staff continued to explore the development of a joint master plan with

Royal Host. An update report to Council in September 2006 (DI-7/06) reported that negotiations appeared to be stalled. In order to try and keep the project moving forward, the staff report set out a framework for redevelopment of 2020 Lakeshore Road in the context of the previously adopted design principles and strategic objectives.

The framework for redevelopment of the city owned and privately held lands was approved by Council on October 2, 2006. This framework emphasised that there be “no net loss” of parkland, and that the site should be redeveloped in its entirety including upgrades to the existing hotel building. Other objectives of the joint master plan framework included attracting additional conference and meeting space, enhancing public access to the waterfront park, securing additional public parking, and maintenance of the 2005 Council approved urban design principles.

Report DI-7/06 also noted that a site specific policy would be included in the Official Plan requiring that a master plan process be completed prior to any redevelopment of the site. The site specific Official Plan policy for 2020 Lakeshore Road was adopted with OPA55, as part of the comprehensive 5 year review of the Official Plan. The Terms of Reference for the proposed study meet that Official Plan requirement.

Conservation Halton Regulations

Conservation Halton administers Ontario Regulation 162/06, *Development, Interference with Wetlands and Alteration to Shorelines and Watercourses* under the Conservation Authorities Act. A permit is required for all development within areas regulated by Conservation Halton including lands adjacent to the Lake Ontario shoreline. Regulation 162/06 was approved by the Conservation Halton Board of Directors in May 2006.

The 2006 regulation established new development setbacks affecting 2020 Lakeshore Road and the adjacent waterfront park. The development setback is determined based on a 30 metre erosion allowance measured from the long term stable slope of the shoreline. A conceptual diagram of the development setback limit provided to staff in 2008, cuts across the southwest corner of the existing hotel, as well as the southeast corner of the parking lot.

Any redevelopment of 2020 Lakeshore Road must take the Conservation Halton setback limit into account. The setback applies to both above ground and below ground works.

Current Development Interest

In 2008, Royal Host sold 2020 Lakeshore Road to Vrancor Group. The current property owner is interested in pursuing a redevelopment of the entire site including demolition of the existing hotel. A preconsultation meeting was held in May 2014 to discuss some of the opportunities and constraints of the property.

The applicant has been advised of the need to complete the Planning Study prior to the approval of any site specific development applications.

4. Planning Context

Region of Halton:

Downtown Burlington is identified in the Regional Official Plan as a mobility hub and an urban growth centre. It has strategic importance as a focal area for high density residential, high intensity employment, major transit infrastructure, and a mix of land uses. Urban Growth Centres are expected to accommodate a significant share of population and employment growth and achieve a minimum development density target of 200 residents and jobs per gross hectare by 2031 or earlier.

Spencer Smith Park is also designated as a Regional Waterfront Park (part of the Burlington Beach Waterfront Park). It is the policy of Region to prepare and approve Waterfront Park plans in consultation with Conservation Halton and local municipalities. These plans shall examine transportation impacts, parking, servicing, construction activity, connections to the waterfront trail, boat storage, public safety, interpretive facilities, the variety of recreational uses, compatibility with surrounding land uses, stormwater management and other issues.

The plan for Burlington Beach Waterfront Park is currently underway, although it has not yet been finalized. Consultation with staff from the Region, Conservation Halton and other waterfront park stakeholders will be required during preparation of the Planning Study to ensure that all land use concepts, policies and design guidelines are considered in the context of the Regional Waterfront Park and future park plan.

City of Burlington:

The study area is located within the Wellington Square Mixed Use Precinct of the Downtown Mixed Use Centre. This part of the downtown is designated for taller, high density development and is intended to help meet Provincial Growth objectives and support greater transit use. A high standard of urban design is required in order to provide a sense of place, compatibility with existing development and a sense of pedestrian scale and comfort.

The current height limit in the Wellington Square Precinct is 8 storeys as of right with the opportunity to consider 14 storeys as a rezoning which provides compatibility with surrounding uses and a sense of pedestrian scale. These applications may require angular plane studies identifying visual, sun shadowing and wind impacts and their mitigation. The maximum FAR in Wellington Square is 5.0:1 except where greater height is being considered through a rezoning. The Official Plan specifies that properties on the south side of Lakeshore Road shall maintain a certain amount of road frontage as unoccupied in order to maintain public view corridors through to Lake Ontario.

As noted above, a site specific Official Plan policy for lands at the foot of Brant Street requires the preparation of a Master Plan (Planning Study) prior to any development of the subject lands. The study shall address issues such as: the integration of the site

with the parkland to the south and west and the private development to the east, the preservation of lake views, and enhancements to the public realm.

5. Study Process

A Steering Committee will be established to oversee the study process. The Committee will include representatives from the City of Burlington, Region of Halton and Conservation Halton. City representatives on the Steering Committee will include the Special Business Area Coordinator as well as staff from Planning & Building and Capital Works.

A Stakeholder Advisory Committee will also be formed to enhance the community engagement process. This Committee will include representatives from the City, Region and Conservation Halton, as well as other departments and agencies such as Burlington Hydro. The Stakeholder Advisory Committee will also include the Ward Two Councillor, a representative of the landowner, and two members of the public to be selected through a recruitment process undertaken by the City Clerk's Department – one from the downtown and one representing the wider community. City representatives on the Stakeholder Advisory Committee will include staff from the following departments:

- Special Business Area Coordinator
- Planning & Building
- Parks & Recreation
- Capital Works
- Transportation Services
- Transit

Terms of Reference for the Steering Committee and the Stakeholder Advisory Committee are attached to this Terms of Reference as Appendix "1" and "2" respectively.

A consulting team will be retained by the City of Burlington to complete the study. The consultants will be paid for by the owner of 2020 Lakeshore Road; however the process will be led by the Steering Committee. The study will be project managed by the Special Business Area Coordinator with assistance from the Coordinator of Development Review.

The consultants retained to complete the Planning Study are expected to meet regularly with the Steering Committee to ensure steady progress and to discuss any questions that may arise. The Consultants will also need to meet with the Stakeholder Advisory Committee, other key stakeholders, citizens' advisory committees, and the public over the course of the study.

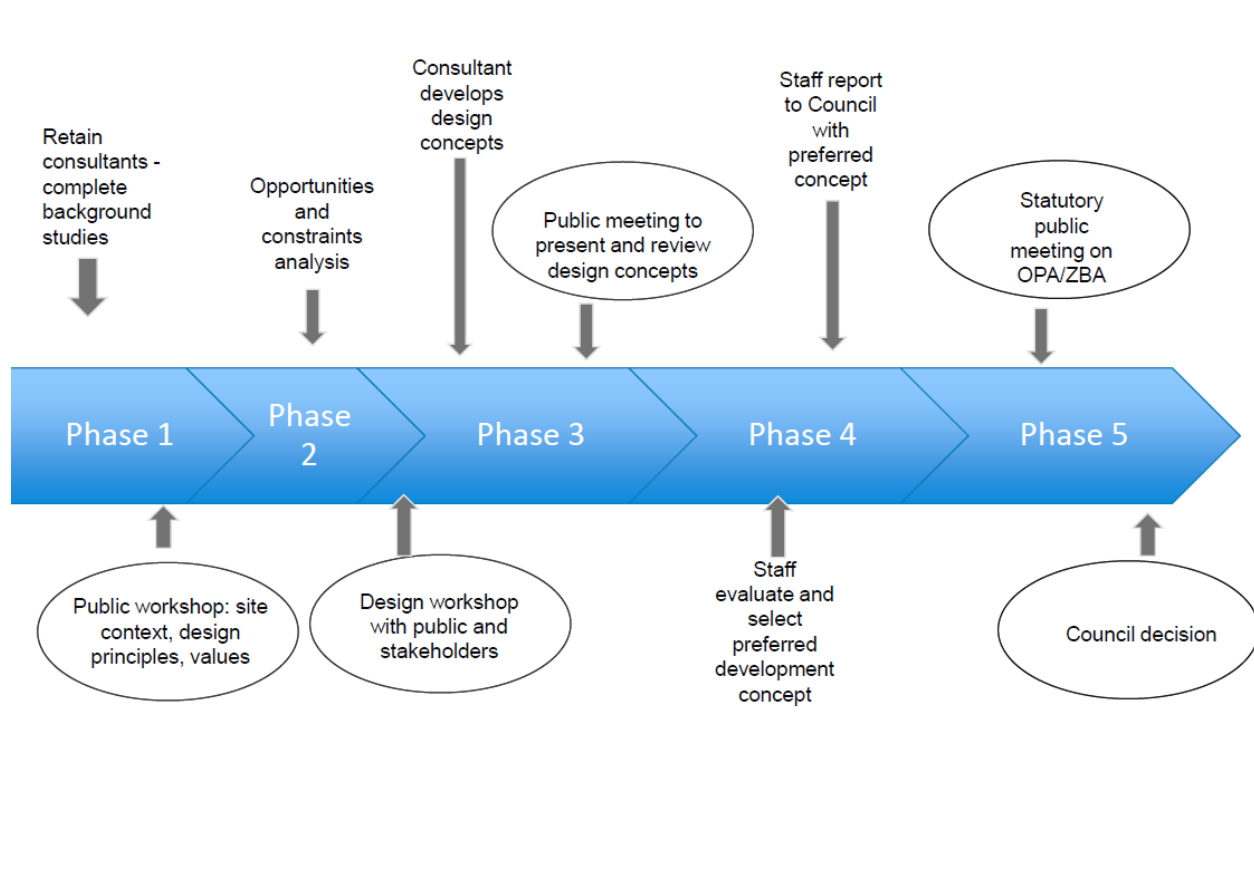
The study will include the following consultation activity:

- One kick-off workshop at the beginning of the process including members of the

- Steering Committee and Stakeholder Advisory Committee.
- Four public sessions: One to launch the process and confirm values and principles, one workshop to develop preliminary development concepts, followed by a meeting to present and review the three development concept alternatives, and a final public meeting to review the draft Official Plan (OP) policies, zoning and design guidelines.
- Four meetings with the Stakeholder Advisory Committee to discuss project start up and coordination, site review/opportunities and constraints analysis, alternative concepts, and draft OP policies & design guidelines.
- At least three meetings with the Steering Committee to discuss detailed comments and questions.
- One meeting with the City of Burlington's Building Complete Communities Committee to present draft study results
- Two meetings with Development and Infrastructure Committee to present the preferred land use concept, and then to present the final OPA, rezoning and design guidelines to City Council and the public

The Planning Study must be prepared as outlined in the steps below. In addition, the study must consider and address alignment with other relevant municipal plans, studies, and initiatives for the surrounding area and must also recognize and respond to broader policy directions of the City of Burlington, the Region of Halton and the Province.

Process Overview



Phase One: Site and Context Review

The site and context review will include a review and summary of the following for the Study Area:

- existing planning policies;
- existing land use;
- current development applications;
- area growth;
- downtown urban design guidelines;
- transportation demand and needs; and
- Council approved 2006 development framework for these lands
- Council approved 2005 urban design principles for these lands
- servicing constraints including hydro
- potential for district energy.

The following documents and initiatives should be considered:

- Provincial Plans & Policies
- Burlington Official Plan
- Burlington Official Plan Review (underway) including the Commercial Strategy
- Local and Regional Transportation Master Plans including Burlington's Transit Master Plan and Transportation Master Plan update
- Burlington Beach Waterfront Plan (underway)
- Burlington Downtown Vision Engagement Project (Core Commitment)
- Burlington Downtown Urban Design Guidelines
- Downtown Parking Study, Phases 1 & 2
- Mobility Hub Guidelines & Mobility Hub Profile –Downtown Burlington
- Halton Region Official Plan

This Phase will consist of a review of studies, policies, plans, and data to inform an opportunities and constraints analysis. Discussions should be held with City, Conservation Halton, Burlington Hydro, and Region of Halton staff to gain an understanding of planning policies, servicing issues, and other technical data. The collection of additional technical data may be required at the expense of the landowner (e.g.: transportation, servicing, environmental or geotechnical assessments).

One of the most critical factors to establish during Phase One is the shoreline setback from Lake Ontario. Any necessary technical studies such as geotechnical assessments or topographic surveys will be the responsibility of the owner of 2020 Lakeshore Road, and the final shoreline setback must be approved by Conservation Halton prior to the completion of Phase One. Base mapping of the study area will be amended to indicate the approved shoreline setback.

Once the technical materials have been reviewed and analyzed, and the shoreline setback established, a public open house will be held to introduce the study process, discuss opportunities and constraints, and identify what people value about the study area. This open house should incorporate elements of a design workshop so that

members of the public can express their vision and ideas for the site in either text or graphic format. Values and principles identified at this stage will be used to establish evaluation criteria which will be used to assess the development alternatives developed in Phase Three.

Phase Two: Opportunities and Constraints Analysis

An opportunities and constraints analysis shall be prepared for the study area. This analysis shall be augmented by technical data and shall include the following considerations:

- Permitted land use and densities
- Development potential of 2020 Lakeshore Road
- Development potential of adjacent vacant and under-developed sites on Lakeshore Road
- Park & waterfront trail interface & activities
- Shoreline setback from Lake Ontario
- Natural heritage, tree saving & ecological features
- Site contamination & rehabilitation
- Height, density & massing analysis
- Infrastructure requirements and functional design considerations (including roadway capacity, water & wastewater capacity, electrical & other utilities)
- Connections to the public realm
- Views & vistas
- Design of urban courtyard
- Retail enhancements
- Character & place making
- Site design/ built form
- Tower separation distance
- Parking needs & considerations
- Sun shadowing & wind impacts of tall buildings
- Potential for green infrastructure & buildings
- Transportation network (walking, cycling, transit, vehicular access)
- Potential TDM and parking strategies
- Phasing & Implementation
- Public input from Phase One

The collection of additional technical data may be required at the expense of the landowner. Diagrams and drawings will be prepared to illustrate opportunities and constraints and help visualize the potential of the study area.

Phase Three: Development & Evaluation of Alternative Land Use Concepts

Three alternative land use concepts shall be prepared for the study area. One of these will be the development concept proposed by the developer. A public and stakeholder design workshop will be held, led by the project consultants and intended to brainstorm ideas for the development of the site. The project consultant will then develop two

additional concepts based on the urban design principles endorsed by Council in 2005 as well as on the opportunities and constraints analysis and public input. The concepts will address place-making, public access and transportation functions, and surrounding land use context, while responding to the Burlington's planning policies and objectives.

Meetings will be held with adjacent landowners to present the three alternative development concepts and obtain feedback. A public open house will be held to present the three alternative concepts and obtain comments. Questionnaires will be provided which solicit opinions about the three concepts based on the evaluation criteria developed in Phase 1 of the Study process.

Phase Four: Selection of Alternative Land Use Concept

A preferred land use concept will be identified by Planning staff based on the landowner, public and stakeholder input, the evaluation criteria developed through the study and the alignment with city, regional and provincial policy and objectives. A comprehensive planning justification report will be prepared for Burlington Council which will present the results of the opportunities and constraints analysis, the three alternative concepts, the preliminary public input and the preferred alternative. Council will be requested to endorse the preferred concept plan. The report will be presented at a Development & Infrastructure Committee meeting which will provide an additional opportunity for public input.

Phase Five: OP Policies, Zoning & Urban Design Guidelines

Site specific Official Plan policies, zoning regulations and design guidelines will be drafted to implement the preferred development concept.

The design guidelines will illustrate key urban design principles applicable to the private and public realm which build on the existing Downtown Urban Design Guidelines. The Planning Study will also provide recommendations related to potential partnerships and implementation tools including the phasing of servicing for the study area. Priorities and next steps for implementation will be identified.

The draft documents will be circulated for initial technical review and comment. Once the amendments are in a satisfactory condition, further public open house will take place. The results of the public and technical input will be used to finalize the documents for Council approval. The final study report will contain an Official Plan Amendment, Zoning By-law Amendment and urban design guidelines for the 2020 Lakeshore lands. These documents are to be approved as a package in order to guide future development of the study area.

6. Deliverables

The Planning Study is to be funded by the owner of 2020 Lakeshore Road. Once the study consultants have been retained, a work schedule will be provided to the Steering Committee outlining:

- Task timing & sequence
- Draft meeting schedules.

The study consultants will be responsible for providing the draft interim and final reports and all accompanying drawings, diagrams, maps, profiles, and presentation materials that are used to illustrate findings and recommendations for the Study.

Interim reports are to be submitted as follows:

- Context & Opportunity/Constraint Mapping
- Review of Alternative Concepts & Selection of Preferred Concept
- Draft OP policies, zoning regulations and design guidelines

A draft of the final report shall be submitted for Council approval. The report shall be revised as necessary and finalized after Council approval of the study results and recommendations, along with implementing amendments to the Official Plan and Zoning Bylaw.

APPENDIX "1"

STEERING COMMITTEE TERMS OF REFERENCE

Overall project management will be provided by the Steering Committee. Membership of the Steering Committee will be as follows:

- Special Business Area Coordinator – Project Lead
- Coordinator of Development Review
- Executive Director of Capital Works or Delegate(s)

The Steering Committee will be responsible for providing overall advice and direction to the consulting team, including overseeing the preparation of reports to Council at key milestones throughout the project.

NOTE: The final recommendation on a preferred alternative will be responsibility of the Planning and Building Department.

Key Tasks

- Administer, in conjunction with Purchasing, the Request for Proposals and awarding of the contract.
- Contract administration
- Scheduling of Steering Committee meetings and Joint Meetings with the Stakeholder Advisory Committee
- Providing direction to the project consultant(s)
- Scheduling and arranging public workshops and meetings
- Communication matters including reports to Council, maintenance of web page, preparation of newsletters

Deliverables

- Reports to Council at key project milestones

APPENDIX "2"

STAKEHOLDER ADVISORY COMMITTEE TERMS OF REFERENCE

The Stakeholder Advisory Committee will provide input to the Steering Committee at strategic points in the study process, and according to their areas of interest and expertise. In addition to Steering Committee members, membership of the Stakeholder Advisory Committee will include:

- Ward 2 Councillor
- Developer or Representative
- Planning and Building
- Transportation Services
- Conservation Halton
- Region of Halton – Planning and Public Works representatives
- Downtown Business Association
- Two Members of the Public to include
 - One resident from the downtown
 - One resident from the broader city
- Parks and Recreation
- Others as may be determined by the Steering Committee from time to time

Key Tasks

- Review of applicable background and consultants reports
- Provide comments to the Steering Committee on the various reports in accordance with the members' specific areas of interest and expertise
- Attendance at public meetings and workshops
- Attendance at Stakeholder Advisory Committee meetings and joint Stakeholder/Steering Committee meetings

APPENDIX D

Feedback Received on the Emerging Preferred Concept (2022)

Comments on the Emerging Preferred Concept (2022) received via Email:

#	Date Received	Comments
1	Feb. 15, 2022	With all the new condominium towers in the downtown core built in the area since 2018, won't there be a tremendous amount of traffic on Lakeshore Road without taking into consideration the new hotel buildings? How can that be accommodated? Also, how long will this take to build this new hotel? The disruption with what is going on now keeps me away from the downtown area due to traffic congestion. This new project will make it frustrating to access the downtown further into the future with all the construction, lane closures, and construction dust. How is this going to be handled?
2	Feb. 16, 2022	Thanks for holding the mtg last night and giving people an opportunity to be heard. My husband and I have just lived in Burlington for 6 months and have so enjoyed the town's proximity to the water. I have many concerns. 1. So many people love the waterfront and come from other locations to enjoy it. The trails are beautiful designed and maintained. Is there the manpower to continue this? As mentioned at the mtg the entrance off of Brant st to be widened is crucial. 2. Climate changes are evident already at the waterfront. As the water continues to rise, how can you safely consider underground garages of several floors. Pumps are totally inadequate against nature. During a windy day, spray already presents safety challenges. 3. Nature for the sake of a few. Shadowing and lighting was briefly mentioned. Many folks enjoy the sunrise every morning. Heights of the buildings are so important. Why sacrifice the view of so many in the city by more looming towers. Are you not blocking what many admire?

Comments on the Emerging Preferred Concept (2022) received via email

1

		Many new buildings are not filled in the city. Why the need to resurrect several more in crucial spots that permanently change the paradise you have. Can the lot not be purchased by the city and a new city hall, a revised art museum, a cultural centre (music) some restaurants, some fresh fruit and vegetables stores. Something that will unite all and benefit all. 4. Will Health Care be altered? The increased traffic along the Lakeshore has to be a concern. There are not many avenues to the hospital. Dodging the paramedic's is already a challenge. When the bridge is involved (summer) traffic is halted. Lakeshore can't be widened. ????? Thanks for listening. I'm sure I am reiterating concerns that have been voiced in the past as this discussion is not a new one. Please be wise. Do we want to endure years of dust and noise and confusion for a change that offers many challenges.
3	Feb. 16, 2022	I write this short email to you to provide you with some input. It is very important that this GetInvolved process the city has in place not be used to mislead people who may be opposed to this development proposal, that their efforts at providing impact will have any significant impact on the final development design. This situation is being highly politicized by the current council, and in particular the mayor who remains stubbornly opposed to development of any kind, and the mayor is posturing on this file for political gain in an election year. This approach by the council and mayor is unfair to the citizens of this city who really care about all the development activity taking place downtown. It would be unfair to those citizens who are sincerely interested in the process if they are led down a path of involvement that has no effect. That is why this involvement process needs to be a bit more transparent on how exactly people's input is going to impact the development application, and not the typical political nonsense that this mayor feeds upon. It is very important to highlight the development approving authority at the provincial level completely overshadows the city's authority. And also that the costs associated with an

		opposing local municipality against a development of this type is going to be very costly, and not successful, falling completely in favour of the developer and not the current city politicians. The city needs to work with the developer, not fight the developer which is clearly what is going on here. Therefore, I think it would help (and in fairness) if people were aware that this city process is more of an information type of program, and that these people who may be opposed and any citizen involvement be made clearly aware that their participation is highly limited to effect any meaningful outcomes on the ultimate development concept approved; which by the way will be no where near what the Community Planning group has tabled, and will certainly be more reflective of the plans proposed by the property owners. The city owes telling the full truth to the people who may have an interest in this, not just parts that appease some of the council members and especially this mayor.
4	Feb. 17, 2022	I would like to say thank you for the valuable information provided by you and your colleagues on Tuesday evening. It was helpful to get an update. I took part in one of the community surveys, I think it was back in 2018. I have had a discussion with Lisa Kerns about the development in downtown Burlington, especially after the OLT approved the building at Pearl Street and Lakeshore even though there was a lot of negative feedback from the community. I recently heard that the provincial government has "demanded" that Halton Region increase its population significantly by 2050. It is interesting to read this and yet at the same time, see nothing from them about how municipalities are supposed to handle the huge increases in population, especially with no viable public transportation system in place. Anyways it is my hope that this time, residents will be heard and the city will fight to keep that current proposal of 2 giant buildings from ever going through. As was mentioned in the meeting multiple times, Spencer Smith Park is an iconic symbol of Burlington, and one of the best urban parks around. We must protect it with everything we have. We cannot allow it to be overshadowed by giant buildings. We also must not allow the beautiful waterfront view that many residents have to be completely blocked by these massive buildings. They have no place in downtown Burlington. Buildings like these need to be built near existing transit stations or highways. The extra traffic

		these buildings would cause on already congested roads would just be too much. We need to lower our carbon footprint, not increase it. Another concern of mine, and part of a meeting I recently had with Craig Kummer, the Director for Transportation Services, was pedestrian safety in downtown Burlington. My fear is the more traffic we add, the more dangerous it becomes to pedestrians. Anyways, I do appreciate the information provided and look forward to the meeting next week. Thanks again,
5	Feb. 20, 2022	I attended the meeting. It was interesting to hear what others say/ I would like to send my comments. My comments became to be too long though I wanted to keep only key points. Please disregard any repetitive comments or unnecessary comments. Thank you. Burlington is one of the best cities in Canada as we all know. People from outside Burlington came to visit Burlington and fell in love with the city. Even Americans from big cities in US have moved in Burlington. These people could have chosen other major cities in US or even major cities in Canada, but they chose Burlington and they seem to be happy. Burlington has been my favorite city in Ontario ever since I moved in this country more than 3 decades ago. This city has been attracting people in decades. The water front park is one of the major attractions to all people who go by the area. People can view the park and lake from distance while they are in shopping or dining in a restaurant. The environment in Burlington is unique and different from Toronto or Oakville. People don't want to see high-rise buildings in right front of the lake. I thought that the City of Burlington has been preserving the environment and protect the water front areas from commercial developments. In my opinion, the current hotel, where it is a subject for the development, has been coexisting with the surrounding areas for years. People would not go against them if they keep the same building layout or similar when they renew, but not like those proposed images. It is adjacent to the Spencer Smith Park so the green space and the lake view from the streets should be maintained the same as current.

		The beautiful lake views and environment should not be privileged to only the property owners at the proposal site, but it should be shared with all city residents and visitors who appreciate the environment. Also, based on the comments by participants and mayor last week, here are suggestions, 1. Re-reviewing or declining this development proposal is necessary at this time due to the following reasons, 2. As a number of people have addressed at the meeting last week, there are major issues in the area even before this proposal is considered. 3. Traffic control in Lakeshore Rd and the major roads connecting to the Lakeshore Rd is the first priority to study, and a future plan should be prepared first (this is not only for immediate future, but a long-term future). 4. The lake front area should be preserved as is especially for the areas adjacent to Spencer Smith Park. No more commercial building development. 5. Lake front area adjacent to the Spencer Smith Park should be for all public not only the property owners. 6. If the city doesn't get any financial benefit from this development proposal as the mayor told us, there is no reason for the city to support this plan. Even if, there is a benefit for the city, a long-term development plan for these core area and surrounding areas should be prioritized by city (including traffic controls, keeping green space and lake front view to public, keeping the City of Burlington's value) before any commercial development. 7. The city might consider gathering all high-rise commercial buildings in one location where there would be less impact to the surrounding areas (not lake front). Those high-rise buildings would still be able to view the lake from distance. 8. Keeping The city of Burlington unique value that is not like Toronto, Mississauga or Oakville should be maintained. It is easy to give up what this city offers to public, but the city will never get it back once the city let those developers take the precious areas. Your reconsideration will be greatly appreciated. If there are any questions, please let me know. Thank you.
6	Feb. 21, 2022	Enjoyed the meeting the other night but the option offered, left a hotel to the west of John St. and provided a walk through to the lake. Lisa Kearns sent around a note prior to the meeting which had an illustration entitled "Emerging Preferred Concept

		2" which moved the hotel to the east and created an "Open Space to the Lake" along the west side of the hotel. The "look thru" at John disappears but I think it would be very constricted in any event. Preferred Concept 2 offers a lovely extension to Spencer Smith Park, provides more land on the lake side and opens Brant Street up. The building heights are much more acceptable at 14-18 and 20-25 than the developers 30 and 35 story proposals. Those have no business being on the Lakeshore . Thank you for the opportunity to comment.
7	Feb. 22, 2022	I participated in the February 15th Waterfront Hotel Planning Study Open House, and appreciate the opportunity to submit comments. I see several areas of concern... 1. Access 2. Height 3. Parking I will address Access which I believe to be critical to inform discussion of the others. While Design remains abstract, there is a current reality which defies the proposition that Access be restricted to Elizabeth Street. For visual effect, I encourage you to review Elizabeth Street, layering contributing elements below... • Pearle Hotel - guest cars for events; double-parked at the entrance - delivery trucks; parallel-parked along the curb : any combination effectively blocks the northbound lane • Pearle Hotel / Bridgewater Residences - cars; exiting underground parking

		: manoeuvre into southbound lane without benefit of seeing oncoming traffic • Pedestrians foot traffic; Lakeshore Road and Boardwalk : walks in the northbound lane to/from Hotel/Restaurant/Condo entrances • Waterfront Hotel car traffic; guests and non-guests : merges with all traffic outlined above foot traffic; guests and non-guests : crosses both lanes to/from Pearle Hotel/Restaurant/Bridgewater Condo entrances • Service Vehicles garbage collection snow removal etc. Navigating this very small stretch of road is presently challenging, while... a) Pearle Hotel is not yet fully functional b) Waterfront Hotel is 6-storeys c) Access is available at two alternative points d) Weather has seasonally moderated vehicular and pedestrian traffic Thank you, and all, for your diligent attention to this important matter.
8	Feb. 23, 2022	I looked at your presentation on the website as I was not able to make the public meeting due to a conflict. A few things jumped out at me.

		It had always been shared that the COB would ask for year round public washrooms be included in any development. I didn't notice it being mentioned. Is it still part of the ask? Having lots of terraces overlooking the lake for bars, restaurants, cafes is critical for animating the space year round. Is that factored into your design planning? We learned with the Bridgewater that having lay-by parking of a very short term, say 15 minutes is essential for controlling vehicular access, by having designated spaces where cars may pull in out of traffic to load or unload passengers, drop off parcels, etc. It is working very well in my opinion out front of the Bridgewater and Canada Post. Without that vehicles will do it anyway, just blocking traffic lanes. It is wise to anticipate this and plan for it. It is key to Burlington's waterfront image to retain the views to the lake at Brant, John, and Elizabeth. I am glad to see that feature prominently in your design. I'm afraid we won't be able to do anything about the heights though I honestly believe anything over 8 storeys is outside human / pedestrian scale.
9	Feb. 25, 2022	There should most definitely be a height restriction on ANY future buildings along the waterfront.... THE LOWER the BETTER otherwise Burlington will be turned into a mini Toronto and you won't be able to see THE LAKE for all the concrete and glass thus Burlington loses all it's charm. As well ,ALL RIPARIAN RITES be or remain public domain so as to have access for parkland and public walkways. My greatest fear is Burlington becoming a cement jungle with no character or soul but just a concrete jungle! Bigger and higher is NOT always best!!!!
10	Feb. 25, 2022	I am so discouraged with the fact that our Mayor promised to stop these high rises being built especially along the waterfront and everthing is just getting passed. Why even bother to ask us.
11	Feb. 25, 2022	Expropriate the property at cost and investigate the real owners as to the origin of their funds, domiciliation and criminal records
12	Feb. 26, 2022	I would like to provide comments on the emerging preferred concept for the waterfront hotel site.

		I am in support of the preferred concept which maintains the view corridors of Brant Street and John Street. Burlington along with every other municipality is growing and the downtown area of Burlington is a desirable location. I support this development and believe it will be an attractive addition to the downtown. Whether the buildings are 22 or 30 stories is not concerning to me. I prefer to see the city negotiate and settle with the developer on height to obtain the best deal for the city in exchange for additional height. This is in the best interests of the city. The design presented by the developer is very nice and will be a positive addition to the the architectural landscape of the downtown area.
13	Feb. 27, 2022	I'm a resident of [REDACTED] in Burlington. I'm disappointed to learn of the proposed 15-20 story towers under development at the Waterfront Hotel site. There are a number of residential and commercial buildings in the downtown area that enjoy beautiful lake views thanks to the existing layout of that property. Many of the tenants in my building and our sister building on Elizabeth St enjoy our partial lake views, as you can see in the photos I've attached. When I moved to Burlington from Toronto, I considered myself lucky to be coming to a city where affordable housing came with such perks. I'm disappointed to see that changing so quickly with the introduction of massive towers in the downtown area. I would prefer to see the city limit how close together these large towers can be rather than walling off the lake with continued new construction. I hope you will consider the feedback of those of us who live in the area and enjoy our proximity to the beauty of Lake Ontario and the waterfront.
14	Feb. 27, 2022	I am against building more high rises on the south side of Lakeshore Road and hope the city can stop the over-intensification of high rise buildings in downtown Burlington. In the words of a prominent environmental activist: "growth for the sake of growth is overrated, shortsighted and addictive."

		Apart from ruining the aesthetics of our beautiful waterfront which provides the perfect place for the public to unwind and enjoy the cafes, pier and Spencer Smith Park, high rise buildings adversely affect traffic, infrastructure and noise and air pollution. I can't speak for everyone, but from experience, I am sure that a consensus on the subject would show that the majority would not want a "generic" downtown but the unique one we presently have.
15	Feb. 28, 2022	Great job, preparation and presentation! Please forgive errors due to my misunderstanding of plans or descriptions. Minimal steps or stepped terraces (tripping hazards), and railings if more than a couple of steps? Active commercial uses along street (ground level) - suggest choice of businesses to accommodate walkers only - drop offs and/or parking and/or reentering streets by car at that location is going to be frustrating, even hazardous for customers let alone employees 🙄😞 Benches are welcoming anywhere. Are the number of storeys carved in stone at this time? I'm going to plead for 5 storeys less as I feel claustrophobic contemplating these buildings. Er, I wish I was kidding. 😊 Please plan to use the optimum design and materials to make balconies more private from the streets below, neighbouring buildings and neighbours, separated from neighbours by a solid wall vs a panel, sheltered from sun and wind, minimize shadows. Is there potential for a (fenced?) small dog park on property considering the limitations within the neighborhood? Patio space overlooking lake doesn't appear on all drawings. Will there be a restaurant there with dining on a patio? Re parking... I know that I very likely won't consider coming to anyplace where parking is uncertain or not easily accessible. Has consideration been given to adding, replacing user-friendly parking there and in our downtown? I've found myself going through the downtown at high traffic time and seen resentment when vehicles want to enter Lakeshore from driveways or side streets. Please consider use of traffic lights? (I'm sure this is a given...)
16	Feb. 28, 2022	I have a few questions and comments on this redevelopment.

		Lakeshore Road from Locust to Pearl is not clearly presented in the material I have seen.. I.e. ..number of traffic lanes, cycle lanes. ..sidewalks. ..road alignment .. Road allowance width and alignment. Is there an approved/preferred functional plan for Lakeshore Road? If so.. can we see it? I prefer the Ramsey vision however the daylighting could be reduced. I look forward to more info on Lakeshore Road
17	Feb. 28, 2022	I am writing to you as a concerned citizen regarding the tremendous intensification of growth in Burlington, Ontario. In particular, I am concerned about the proposed twin towers for the Burlington Waterfront Hotel site. I attended the zoom meeting the other evening. Why aren't other areas away from the waterfront being considered for these massive structures? Why was this site even considered as a potential site? My concerns are as follows but not limited to: 1. Destruction of our waterfront esthetics for the City of Burlington 1. These 2 proposed towers of 27 - 35 stories would utterly destroy the beauty of the downtown core of our city. 2. Severe traffic congestion already experienced on Lakeshore, Brant St and other close feeder streets are arteries to the downtown core. I live on Harris Cres which is accessed by Torrence Street. Entering and exiting Torrence st currently is dangerous and extremely time consuming during the day whether peak times or not. 1. I have written to the traffic department previously asking that they consider moving the pedestrian traffic light to Torrence street and their studies deemed it unnecessary. ([REDACTED]) 3. The pedestrian congestion if these proposed towers are built, besides the others already in progress (once they are populated). 4. Public parking in local streets and public parking lots will be greatly reduced. We often invite family and friends to come and enjoy Burlington for it's waterfront and various year round activities.

		5. Burlington is already congested with massive structures that are being built or have been built in the last 5 years. 6. These existing massive condos are already altering air flow, daylight penetration to the streets etc. Condominiums currently being built aren't complete yet with people. 7. The wildlife will be affected. We have many beautiful migratory birds that use Burlington waterfront as their stop over, feeding ground as part of their migratory patterns. I wonder how these birds will be affected by such structures right at the waterfront. 8. How will various annual events held at Spencer Smith Park be affected by the unprecedented growth of these condominiums? 9. I am greatly troubled at the development I have seen over the last 8 years in Burlington, Ontario. I personally do not feel like these enormous condos at our waterfront are an improvement but they are a detriment to our beautiful city.
18	Feb. 28, 2022	I am writing in particular about the proposed Burlington twin towers development Water-front-hotel study, I attended the Zoom meeting on Tuesday, February 15th, 2022. <u>These are my concerns for having 2 massive structures on this site:</u> 1. Severe traffic congestion is already happening on Lakeshore Road , Brant St and other close feeder streets that are arteries to the downtown core. 2 Blocks east of Brant Street for example: entering and exiting Torrance Street extremely hard to turn east, or west onto the Lakeshore Road due to the increased Urban Density and Sustainability due to 5 condominiums being built within 5 kilometers of each other from that location. 2. Pedestrian Congestion for City Events: if these proposed towers are built, besides the others in progress this will cause a massive traffic Grid Lock. For Example: When cities rely on automobiles as their primary means of transit, they lack sustainability and quality of life choices as urban cities are built without any human consideration for the users.

		3. Super Intensification - Shortage of Water Supply. Example: Port Dover Water shortage drain on the main public city system. 4. Public Parking: In local streets and public parking lots will be greatly reduced. When people come from outside of Burlington to enjoy the city there is not enough parking for the waterfront. Parking: Currently there is no more excess parking downtown visitors. 5. Burlington is already congested with 5 massive structures that are being built or have been built within the last 5 years with NO potential widening of Lakeshore Road. 6. Air Flow: These existing massive condominiums that are already altering air flow, and daylight penetration to the streets. 7. Ecological Effects on the Creek: The Wildlife will be affected. We have many beautiful migratory birds that use Burlington waterfront as their stop over which will affect their migratory patterns. 8. Annual Events: Annual Events held at Spencer Smith Park will also be affected events due to the unprecedented growth of these condominiums. 9. Wind Tunnels: Civilian safety to "wind tunnels" sometimes making it difficult to walk along the Downtown Board Walk along Lakeshore Road. Change item 4 and ask if a wind engineering study/wind analysis has been considered, with reference to DOWNWASHING CORNER VORTEX AND CHANELLING/ FUNNELLING and the effects they have on pedestrians. Refer to the following Toronto Video link: https://www.youtube.com/watch?v=BEMX3o8-d_k 10. Increase Crime Rate: Drug Trafficking & Downtown Crime could increase. These are my thoughts as a concerned citizen who has lived in downtown Burlington for the last 16 years in Ward 2. For these 10 reasons, I personally do not feel that this waterfront development will be an improvement but a detriment to our beautiful City of Burlington.
19	March 1, 2022	I support what your concept is particularly the built form height and density. The other stuff is good to. Take the parkland. Keep the build away from the park and people way. Do not allow Lakeshore to be narrowed. All that good stuff.



Burlington, Ontario
February 24th, 2022

Ms. Samantha Romlewski
Special Business Area Coordinator
City of Burlington
426 Brant Street
Burlington, Ontario L7R 3Z6

Re: PLAN B's Feedback on EPC 2022 - via Email only

Dear Samantha,

Thank you for organizing the Virtual Open House for the Waterfront Hotel Planning Study on Tuesday, February 15th which we participated in. We would now like to provide our feedback on the Emerging Preferred Concept 2022 presented that night.

1. We strongly support maximizing the building setback from the west property line and have continued to press for application of the Thin Red Line. This is consistent with our mission to enhance the gateway to Lake Ontario at the foot of Brant Street and extend the green space of Spencer Smith Park with any redevelopment of the Waterfront Hotel. PLAN B therefore fully supports the 20m setback proposed as a MINIMUM.
2. Marion Rabeau, Manager, Parks Design & Construction mentioned on the call several critical justifications for the use of this land adjoining Spencer Smith Park, including much needed mobility and access improvements for both people and service vehicles. We strongly recommend that the final Waterfront Hotel Planning Study report include a comprehensive and detailed requirements statement (along with any relevant plans & policies from Parks & Recreation), for public access & use of this land.
3. Citizens' PLAN B acknowledges and respects the property owner's right to profit from his investment and that this will necessitate a "reasonable" amount of massing and height. We have learned that EPC 2022 achieves 3.25:1 to 4.5:1 FAR, which is less than the base permission on the Waterfront Hotel property of 5.0:1 FAR, according to the 1997 OP (as adjusted).

Our calculations suggest that 4 more storeys should be added to yield the property's base permission. While we have maintained a position that we neither support nor object to tower heights, given the existing and emerging local context, PLAN B believes that a 3-storey podium and 17-24 storey towers are "reasonable" and we endorse this proposed built form.

4. While EPC 2022 provides for an attractive view corridor to the lake from John Street, it is discretionary, in our opinion, as John Street houses a bus terminal with attendant bus traffic dominating its' use, and has neither a pedestrian crosswalk nor stoplight at its' intersection with Lakeshore Road. This POPS could count against the property owner's parkland dedication. The buildings could be connected at the second and third levels of the podium while still maintaining a grade level walkway/ open space corridor. We recommend that you consider eliminating or re-designing the building separation at the foot of John Street.
5. There are features of your EPC 2022 proposal that we wholeheartedly agree with, including but not limited to:
 - Maximum 3-storey street wall along Lakeshore
 - Urban Square at SE corner of Brant & Lakeshore
 - Additional setback from street of East tower
 - Adherence to Downtown streetscape guidance, including maintenance of existing trees
 - No surface parking, and no lay-by parking along LakeshorePLAN B therefore endorses the above noted aspects of the proposal.

Thank you for the opportunity to provide our comments on the Waterfront Hotel Planning Study. Feel free to contact the undersigned should you have any questions.

Best regards,

Don Fletcher

D.R. (Don) Fletcher
on behalf of Citizens' Plan B

Cc. Steve Henderson, Ron Porter



March 1, 2022

Samantha Romlewski
Community Planning
City of Burlington
426 Brant Street, P.O. Box 5013
Burlington, ON, L7R 3Z6

Via E-mail: samantha.romlewski@burlington.ca

Dear Ms. Romlewski:

Re: *Burlington 2020 Lakeshore Inc. Comments on Waterfront Hotel Planning Study and New Preferred Concept*

As you are aware, we are the planning consultants for Burlington 2020 Lakeshore Inc., the “Owners” of the property municipally addressed as 2020 Lakeshore Road in Burlington (“subject site”). The site is the focus and subject of the ongoing Waterfront Hotel Planning Study (“WHPS”) in the City. The following is a summary of the background related to the subject study and our comments on the 2022 Preferred Concept that was presented at the February 15, 2022, Community Open House.

Background

As you are also aware, the Owners have been working with the City since the initiation of the WHPS in 2017, and our team has been assisting the Owners through the process along the way. In addition to being cooperative throughout the process, the WHPS was completely funded by the Owners in the amount of \$200,000.

The WHPS was initially identified as a required undertaking prior to any redevelopment of the subject site and is applicable to only the subject site. This requirement was laid out in Policy 5.5.9.2(I) of the in-force City Official Plan and has been carried forward to the new Burlington Official Plan through Schedules D and D-2 and Policy 12.1.4(3)(b).

The WHPS was initiated in the spring of 2017 and was intended to guide the redevelopment of the subject site, ensuring the redevelopment reflects a high quality of urban design that enhances the community’s access to the waterfront and the downtown. Public consultation and engagement for the Waterfront Hotel Planning

Study began in May 2017. The feedback gathered from the community resulted in the creation of two emerging preferred concepts in September of 2017 (i.e., the “2017 Emerging Preferred Concepts”).

On June 18, 2018, Burlington City Council endorsed the several key policy directions with respect to land use and built form, the public realm, and mobility and access. Since Council’s endorsement of the key policy directions on June 18, 2018, the WHPS has not proceeded and not been finalized.

On October 22, 2021, an official plan amendment and rezoning application was filed with the City in order to permit the redevelopment of the Subject Site and establish new site-specific official plan policies and zoning to permit the development of a two-tower mixed-use building with commercial, office, hotel and residential apartments (the “Applications”).

On January 10, 2022, we met with City staff who advised our team and the Owners that the City was gearing up to continue with the WHPS. In this regard, we were also advised that a staff report had been prepared and attached as an [addendum agenda](#) to the January 11th, 2022 Community Planning, Regulation and Mobility (“CPRM”) Committee meeting. During the January 10th meeting with City staff, we were also advised that the Waterfront Hotel Planning Study was going to be completed in two additional phases (Phases 4 and 5) over a period of 16 – 17 weeks starting January 11, 2022. Phase 4 would be deciding on a single preferred concept; and Phase 5 would be the adoption of a new Official Plan and Zoning By-law Amendments.

We were surprised to learn that the Applications and related rationale were not going to be circulated to consultant coordinating the final phases of the WHPS (The Planning Partnership), as they made their determination for Phase 4.

On February 15th, 2022, City Staff and its consultant held a public open house (the “POH”) related to the WHPS, during which staff provided an overview of the study process and a brief presentation on a new preferred concept plan (i.e., the “2022 Preferred Concept”). The first time the Owners had a chance to review the 2022 Preferred Concept was during the POH and we were circulated a copy of the 2022 Preferred Concept afterwards at approximately 8:30 pm that night. On February 16, 2022, at 9:00 am we attended a formal stakeholder engagement session with City staff to review, discuss, and comment on the 2022 Preferred Concept, having had around 12 hours to circulate and review the concept overnight.

The 2022 Preferred Concept:



The 2022 Preferred Concept identifies the subject site as a location for high-rise mixed-use buildings in a 2-tower format. Heights are expressed at a range between 15 to 22-storeys with a 3-storey podium. The 2022 Preferred Concept also showcases a new parkland dedication on the west side of the property, which is large, and forces the towers and podiums to the east edge of the site. Some landscaping and a mid-block connection / view corridor has also been contemplated, along with additional parkland to the southeast.

Our Comments on the 2022 Preferred Concept

We are supportive of the findings of the study that the subject site can comfortably accommodate two (2) towers atop a podium. However, there is a lack of information and supporting studies that support the proposed location, massing, and height of the podium and tower elements. Furthermore, there is a significant lack of information regarding the proposed “Potential Public Parks”. In this regard, there has never been an identification of a need for parkland on the subject site as part of the original phases of the WHPS in 2017 and 2018, nor was the need for parkland identified through the pre-application process for the Applications.

Request / Comment: That City staff and its consultant provide information in support of its proposed massing and the need for a public park.

City Staff and its consultant stated during the POH that they have advanced and utilized all public comments in the development of 2022 Preferred Concept. However, during the January 16, 2022, formal stakeholder engagement session between our team, the Owners, and City staff, we were informed that the “Applications” had not, in fact, been reviewed or included as material used to inform the development of the 2022 Preferred Concept.

Request / Comment: That City staff and The Planning Partnership review and utilize the “Applications” as information forming part of the public interest in the formation of the final preferred concept plan.

The 2022 Preferred Concept shows a large parkland taking on the west side of the subject site, and smaller parkland taking at the southeast corner of the site. During the the POH, City Staff commented that part of the reasoning for these parkland takings are because Spencer Smith Park is currently “land-locked” and the new park additions would improve accessibility. They also stated that Spencer Smith Park, at times of larger events, becomes quite busy and “over capacity”.

Request / Comment: In our opinion, Spencer Smith Park is not “land-locked” since it has a significant amount (approximately 800 metres) of frontage along Lakeshore Road and Elizabeth Street. In addition, the proposed “Potential Public Parks” would not improve accessibility since they are proposed directly beside existing walkway connections that connect to Lakeshore Road and Elizabeth Street. Finally, it is also our opinion that the addition of a +/- 20 metre wide by 65 metres (west side) and +/- 10 metres by 42 metres (south side) would not alleviate “over-capacity” issues during large events such as Ribfest, especially since the locations are small and in isolated locations separated by existing trails. For these reasons and more, we respectfully request that the proposed “Potential Public Parks” be removed from the 2022 Preferred Concept and instead utilize the proposed publicly accessible private open spaces proposed as part of the Applications.

It is our understanding that the proposed 3-storey podium height is intended to respond to the 1- to 2 ½-storey house form buildings on the north side of Lakeshore Road between Brant Street and Elizabeth Street. It is also our understanding, based on discussions with the City’s consultant at our February 16th meeting that the site could accommodate a midrise portion above a 3-storey base, subject to certain considerations, including north-south views to the lake.

Request / Comment: We request that City staff and its consultant reassess the podium elements for the subject site. In this regard, the site includes a significant north-to-south slope of approximately one level. In this regard the base element should recognize this drop and state the 3-storey element is taken from the grade at Lakeshore. If the intent is to have a 3-storey element that responds to the buildings on the north side of Lakeshore Road, it should not prevent a mid-rise portion, which is taller. This is similar to the approach employed by the Bridgewater development, which

includes a 2-storey element and taller mid-rise portion that is pulled away from the street.

While we are pleased to see the subject site being identified as a high-rise site, the heights shown on the 2022 Preferred Concept of 15 – 22-storeys do not include any rationale why a taller building can not be accommodated on site. In our opinion, the Applications rationalize the appropriateness for the proposed 35- and 30-storey buildings.

Request / Comment: We request that City staff and The Planning Partnership provide the rationale for the specific identified heights of 15 to 22-storeys as shown on the 2022 Preferred Concept, and also request that the heights be reconsidered up to 35-storeys, as proposed by the Applications.

Thank you for the opportunity to participate in this process. We respectfully request that these comments and our comments provided during our meeting on February 16, 2022, be included on the record and used to help develop the final preferred concept for the subject site, and related Official Plan and Zoning By-law Amendments resulting from the WHPS.

Respectfully Submitted,
Bousfields Inc.



David Falletta, MCIP, RPP
Partner

Cc. *Clients*
Peter Horn (Horn Design & Consulting Inc.)
Lilia Koleva (NEUF Architects)
David Bronskill (Goodmans)

Survey Responses

01 February 2022 - 02 March 2022

Waterfront Hotel Concept Survey

Get Involved Burlington

Project: Waterfront Hotel Planning Study



VISITORS					
156					
CONTRIBUTORS			RESPONSES		
150			154		
0	0	150	0	0	154
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: Feb 16, 2022 18:05:43 pm

Last Seen: Feb 16, 2022 18:05:43 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the setback from the west property line, similar to Plan B's thin red line, providing somewhat of an extension to the park and an enlarged view (even from what's there now) to the Lake down Brant. I think the service entrance off Elizabeth might cause congestion given its' proximity to that of the Bridgewater & the Pearle Spa & Hotel. I think the view down John is not all that important because there is no crosswalk/ stoplight there but breaking up the mass of the buildings is probably a good thing. Good luck with keeping the height to 17 storeys, given the aggressiveness of this developer and the pro-developer OLT. Good job!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B5



Respondent No: 2

Login: Anonymous

Email: n/a

Responded At: Feb 16, 2022 20:03:05 pm

Last Seen: Feb 16, 2022 20:03:05 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Think the height is acceptable and the larger green areas surrounding the buildings make it attractive on the waterfront.
Would prefer no podium but three stories is better than five. The open green space is critical.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1J7



Respondent No: 3

Login: Anonymous

Email: n/a

Responded At: Feb 16, 2022 20:12:47 pm

Last Seen: Feb 16, 2022 20:12:47 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Really like the idea of the set back on the east tower as well as the green spaces. Less concerned about height than open green space. Important to minimize size of podiums.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1J7



Respondent No: 4

Login: Anonymous

Email: n/a

Responded At: Feb 17, 2022 10:15:07 am

Last Seen: Feb 17, 2022 10:15:07 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The building should be pushed to be along Lakeshore, with lots of public walking and public amenity space near the water. Burlington needs to take back the water and make it an attraction for the City like so many other great cities do. What good is another set of tower along our waterfront?

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1G4



Respondent No: 5

Login: Anonymous

Email: n/a

Responded At: Feb 17, 2022 16:21:08 pm

Last Seen: Feb 17, 2022 16:21:08 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I would like to say that the preferred concept is much better suited for a building located in Spencer Smith Park. This concept preserves parkland, and very importantly, does not continue the trend of "walling off" the lakeshore from the rest of Burlington. Lake views should not just be for those who can afford them and the developer's concept of a five story wall continuing on from the towers across Elisabeth St. to the edge of the park is very much the blocking of these views. I could actually support the preferred concept as more fitting to the site and the community of Burlington.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R2N4



Respondent No: 6

Login: Anonymous

Email: n/a

Responded At: Feb 18, 2022 13:17:36 pm

Last Seen: Feb 18, 2022 13:17:36 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like this new concept as it seems to provide a reasonable compromise for the city and the builder. It keeps in line the height of buildings already in the downtown core.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1S9



Respondent No: 7

Login: Anonymous

Email: n/a

Responded At: Feb 18, 2022 17:12:47 pm

Last Seen: Feb 18, 2022 17:12:47 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I definitely like the preferred concept over the 2 tall 30 and 35 towers...I like the spacing between them and the lower heights and setbacks.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1R4



Respondent No: 8

Login: Anonymous

Email: n/a

Responded At: Feb 18, 2022 17:16:21 pm

Last Seen: Feb 18, 2022 17:16:21 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like: - consistent streetwall along Lakeshore Road. - Separation between the tower podiums south of John St. Lower podiums (3 stories vs. 5 less overwhelming on Lakeshore Road). Much preferred to the developer's proposal. - Addition of bike lanes on Lakeshore (will help make connections to/from the Centennial Path) - Surface parking taking up most valuable land in Burlington is gone. Hallelujah! - It's a simpler design than the 2018 concept. Not sure: - Is there any evidence this proposal is financially feasible? It will be very expensive to tear down the existing structure and dig down for parking spaces so close to the water table. Developer will expect to recoup costs with sale of enough units, construction costs have risen tremendously since last round of consultations. Likely will need to be considerably taller / more units / less parking in order for this to pan out. Do not like: - Design is bland square box buildings. Needs to be stunning in order to do the location justice. Don't see any elevation or concepts around materials, fascia, etc. The developer's proposal includes this detail and has a small amount of architectural interest, but still has many flaws. - Needs screening for service/parking entrance at end of Elizabeth Street to make it accessible but not visible from the waterfront. - 2018 concept had more trees. This area does not need more empty lawn space. It needs to be animated and have activities, patios, vendors, etc. and more shade trees. - Buildings moved further away from the entry to Spencer Smith Park. This is a missed opportunity to provide more patios, restaurants/cafes and places to sit and enjoy picturesque views of the lake and pier, as well as public washrooms. - Luxury hotel use will likely want a layby or driveway for dropoff & valet. Can this be accommodated on Elizabeth Street? Or does the hotel use have to be in the building beside Spencer Smith, in which case this would conflict with the pedestrian realm on Lakeshore.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L6N2



Respondent No: 9

Login: Anonymous

Email: n/a

Responded At: Feb 18, 2022 17:19:22 pm

Last Seen: Feb 18, 2022 17:19:22 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

When has public feedback mattered? Of course the buildings are way too high. Is it better than something worse? Of course. Is it still blocking the water and too high? Yes.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P1N1

**Respondent No:** 10**Login:** Anonymous**Email:** n/a**Responded At:** Feb 18, 2022 17:21:00 pm**Last Seen:** Feb 18, 2022 17:21:00 pm**IP Address:** n/a**Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?***

The preferred concept will not be accepted by the developer. This development will end up at the OLT and with approval of other developments in the area that range from 26-29 stories the developer will have a solid case before the tribunal. I am totally against POPS. Buyers of these units will have no idea what it actually means to be responsible for a POPS in their development. I doubt that when selling these units potential buyers will be told the risks involved in having a POPS attached to their purchase. POPS, in my opinion, is a way for the city to not be responsible for residents who would be accessing the liability and upkeep of these areas. Who in their right mind would want to live in a development that allows for public access 24/7 and on top of that and have the liability associated with this public access? Unless potential buyers are using a very savvy condominium lawyer they will not get the information required to make an informed decision. I hate to tell you but with the development of the Bridgewater condos and surrounding buildings the area in question can no longer be considered a "gateway to Brant Street". No surface parking? Where are the patrons using the commercial, retail and restaurants supposed to park? When past councils might have had the opportunity to make this property "a gateway to Brant Street" they failed miserably. There was a time when no one wanted to live downtown, unfortunately, there was no vision at the time to purchase the Travelodge property and turn it into an extension of Spencer Smith Park. This area is only one of many that were not protected by past Councils. As for "active transportation route along Lakeshore Road, including bike lane" is a joke. There is no such thing as active transportation along Lakeshore Road now, and it will become even more congested when the ADI and Carriage Gate Developments are completed. Anyone who decides to bike on Lakeshore Road takes their lives in their hands. I often wonder if the planners working in City Hall live in the areas they write reports on. If they did they would realize how foolish some of their suggestions are.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1E1



Respondent No: 11

Login: Anonymous

Email: n/a

Responded At: Feb 18, 2022 19:55:35 pm

Last Seen: Feb 18, 2022 19:55:35 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

It is okay I REALLY loved the design of 2 towers that the owners presented great architecture in our boring downtown of old past prime buildings mostly(Brant street). Really Love two tower design I use that park alot and this does not effect me or my use at all negatively it is big win for the coty.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M2Y7



Respondent No: 12

Login: Anonymous

Email: n/a

Responded At: Feb 18, 2022 20:54:14 pm

Last Seen: Feb 18, 2022 20:54:14 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The view corridor needs to be wider, at least as wide as the Elizabeth St corridor. I am concerned about the height in terms of shadows on Brant Street.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R2W4



Respondent No: 13

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 07:34:05 am

Last Seen: Feb 19, 2022 07:34:05 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too high! Blocking the waterfront. Burlington doesn't need a hotel that large. Not enough parking. Don't support the downtown core now and with these over developing, never will.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.



Respondent No: 14

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 08:41:30 am

Last Seen: Feb 19, 2022 08:41:30 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

View corridor too small.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1M7



Respondent No: 15

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 09:42:10 am

Last Seen: Feb 19, 2022 09:42:10 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

this is much better than the developers proposal. i would prefer to keep to the lower stories as burlington does not need buildings that are 30+ stories downtown.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L4B2



Respondent No: 16

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 12:01:23 pm

Last Seen: Feb 19, 2022 12:01:23 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I prefer the developers proposal. I think it is an excellent example of architecture and will be a landmark building in our city.
Easily seen from the Skyway bridge on the QEW

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1R5



Respondent No: 17

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 14:01:42 pm

Last Seen: Feb 19, 2022 14:01:42 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Preferred Concept is much better than the original concept which is far too large for the space. Would still like to see a smaller footprint and fewer stories. Why can't it just be one 12 story building like Bunton's Wharf.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P3B3



Respondent No: 18

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 14:02:46 pm

Last Seen: Feb 19, 2022 14:02:46 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

too high

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R2T1



Respondent No: 19

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 14:33:57 pm

Last Seen: Feb 19, 2022 14:33:57 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The 60 meter set back is a necessity. The 3 storey podium street side should only be at the building locations and not continuous

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R0E3



Respondent No: 20

Login: Anonymous

Email: n/a

Responded At: Feb 19, 2022 17:53:45 pm

Last Seen: Feb 19, 2022 17:53:45 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

We have a beautiful waterfront and I strongly oppose the building of more highrises that add nothing to the charm of our downtown area but would only brand us as a typical city without the view of the natural beauty of the lake that we are lucky to have.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L3G2



Respondent No: 21

Login: Anonymous

Email: n/a

Responded At: Feb 20, 2022 11:01:33 am

Last Seen: Feb 20, 2022 11:01:33 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Please just give this developer a deal on a location move and that will satisfy all. The City is using funds to buy Nelson High School property, etc. etc., what is the problem with taking over the 2020 Lakeshore site and Bob's your uncle!!!!!!!!!!!!!! Amen! We have been fooling around with Emerging Preferred Concept that is not going to go anywhere!!!!!!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1B2



Respondent No: 22

Login: Anonymous

Email: n/a

Responded At: Feb 20, 2022 23:38:50 pm

Last Seen: Feb 20, 2022 23:38:50 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like the idea of fewer storeys. Also green space on west side of development.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B2



Respondent No: 23

Login: Anonymous

Email: n/a

Responded At: Feb 21, 2022 11:15:33 am

Last Seen: Feb 21, 2022 11:15:33 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Built Form Like - Horizontal massing of buildings and location of the buildings on the site. Like - Three storey podiums and the separation of buildings opposite John Street. Like - Easement in the western portion of the site. - However, suggest the underground parking garage be permitted to extend to the site boundaries. Roof of extended underground garage would provide a terrace offering a possible landscaping feature, with planters and an animated public amenity space overlooking Spencer Smith Park. With creativity, such a terrace could be adapted to provide a winterized public amenity space. Dislike- Towers of equal heights. - Prefer the western tower to be shorter transitioning toward the park. Soso- Building heights of 15-20 storeys. - Building heights should be complimentary to the surrounding area. Heights of 20-30 storeys may be the more realistic. Public Space Like - Tree-lined extended setback along Lakeshore Road with access to grade level retail and commercial services. - Suggest public amenity space be extended to the park side of the property. - The Waterfront Inn development should compliment the activities of Spencer Smith Park. Like - Closure of vehicular access to Spencer Smith Park at Brant Street. Like - Urban square at park entrance at foot of Brant St. - Square could be the entrance a terraced public amenity space. Like - Street level view corridor to the lake and pier from Brant Street. Like - Street level view corridor from John Street. Like - Street level view corridor from Elizabeth Street. Like - Southern sited view corridor at heights greater than three storeys from the intersection of Elizabeth Street and Lakeshore Road. Also - The podium space of the eastern tower offers an opportunity for a destination attraction. Attractions such as a gallery or museum might be considered. Because of the redirection away from this area and toward the Burlington MTSA, a convention centre would likely be a destination of lesser value. Also - A rooftop restaurant on one of the towers might be considered. Mobility and Access Like - No surface parking on site Like - Parking and loading access from Elizabeth Street. - Suggest vehicular access to eastern Spencer Smith Park from Elizabeth Street. - Because Elizabeth Street would provide access to the Bridgewater Development and the proposed Waterfront Inn Development, widening of Elizabeth Street below Lakeshore Road by one lane should be considered. Like - Encouragement of active transport and public transport. - However, since a large number residents will likely commute to employment, parking capacity and convenient public transit may be an issue in the immediate future.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R4G6



Respondent No: 24

Login: Anonymous

Email: n/a

Responded At: Feb 21, 2022 12:59:59 pm

Last Seen: Feb 21, 2022 12:59:59 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I'm not thrilled with the preferred concept however it is 100% better than what the developer is aiming for. not following the height allowances for this development is one of the biggest problems. Why bother with the official plan when every developer in recent time has taken the city's objection to a higher power and it has been approved. Looking down Brant st. Towards the lake is such a unique and lovely experience. I don't think many people in Burlington would prefer to have this view blocked by a huge condo. We want to see the lake from every possible angle. Traffic is another huge concern with these new condos being built along lakeshore bet Brant St. And Martha St. ADI, BRIDGEWATER, CARRIAGE GATE at Pearl St. Too much traffic when lakeshore rd. Cannot be widened to accommodate. Currently there are always serious delays in this area before adding another 1000 residents if this new concept is approved. We have a beautiful park and pier let's not destroy those fantastic elements. Regarding the lower level used for retail space, there is plenty of unused space already in the downtown area. The Bridgewater is not fully occupied on the ground level, neither is the area at The Berkeley a few blocks north. The new development across from city hall will also have retail space at The street level. No doubt the rent in the buildings will be astronomical so what stores or restaurants do they predict will be able to prosper in these areas. So much unfilled retail space already exists so why do we need more. Certainly the current small shops on Brant St. Will not likely be the new tenants due to high rents. The downtown area has been totally ruined by the new condo being built by Carriage Gate. I believe another development will be approved or has been already to go on the opposite side where Elizabeth Interior's existed. Our mayors campaign promised to control downtown growth. This has not happened, plain and simple. I cannot blame MMW for all of this as many sites were grandfathered. Why can't the city impose a law whereby no more development allowed on lakeshore rd. use the mobility hubs as the places for new developments as was originally planned.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R0E3



Respondent No: 25

Login: Anonymous

Email: n/a

Responded At: Feb 21, 2022 13:44:07 pm

Last Seen: Feb 21, 2022 13:44:07 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The whole concept is bad. Downtown is already so congested I rarely go there. This many new vehicles will make it impossible.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L3T1



Respondent No: 26

Login: Anonymous

Email: n/a

Responded At: Feb 22, 2022 15:25:33 pm

Last Seen: Feb 22, 2022 15:25:33 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Looks great, what is the holdup and all the unnecessary delays. Does this council really think that they have power over provincial legislation governing development applications such as this? The buildings should be taller, perhaps at least 50 storeys or more; this type of opportunity does not come by that often, so higher and more buildings should be constructed.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

St. John's, NL, A1C3B2



Respondent No: 27

Login: Anonymous

Email: n/a

Responded At: Feb 22, 2022 16:13:59 pm

Last Seen: Feb 22, 2022 16:13:59 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

It's an improvement over the earlier concepts in regards to lower building height, more open public use space, increased vegetation/tree coverage.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7N1K6



Respondent No: 28

Login: Anonymous

Email: n/a

Responded At: Feb 22, 2022 16:50:29 pm

Last Seen: Feb 22, 2022 16:50:29 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Would like to see the final design reflect high degree of sustainable design features and associated operations such as permeable services for hardscaping, less lawn area to cut and more naturalized, pollinator gardens, energy efficient lighting, bicycle and e-bike stations. Collaborate with the developer(s) to incorporate as many green design elements as possible (green roof, energy meter on outside wall, drought tolerant landscaping etc and make those publicly visible (or highlighted with signage) Leverage the opportunity as a flagship example reflecting the city's strategic plan sustainability , and climate action plan commitments.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7N1K6



Respondent No: 29

Login: Anonymous

Email: n/a

Responded At: Feb 23, 2022 19:41:04 pm

Last Seen: Feb 23, 2022 19:41:04 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the increased public park space, the set back profile from lakeshore road and maintaining and adding to the tree canopy. Providing opportunities for all Burlington residents to gather and enjoy the waterfront on this site will ultimately lead to a more vibrant and interesting waterfront for all. Allowing lake views from John St is also valuable. Please do not increase the height of the towers at all.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R1G3



Respondent No: 30

Login: Anonymous

Email: n/a

Responded At: Feb 23, 2022 19:56:54 pm

Last Seen: Feb 23, 2022 19:56:54 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Grade level business needs careful monitoring so that the type of business there will add to the vibrancy and flavour of the downtown. Ideally restaurants and unique interesting stores rather than medical buildings and offices. The aim should be to provide businesses which inject charm and “ walk by interest” places to window shop and increase public gatherings.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R1G3



Respondent No: 31

Login: Anonymous

Email: n/a

Responded At: Feb 23, 2022 21:01:18 pm

Last Seen: Feb 23, 2022 21:01:18 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too tall

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L2M5



Respondent No: 32

Login: Anonymous

Email: n/a

Responded At: Feb 24, 2022 12:16:55 pm

Last Seen: Feb 24, 2022 12:16:55 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I think the City needs to be in control of this precious piece of real estate as we will only have one shot to do this right. I like that the proposal is citizen centric and is focused on making sure that any development contributes to, and doesn't detract from the waterfront and Spencer Smith Park. Although I believe that 22 stories is still too high of a building however I like the setback from the street so it lessens its contribution to the giant tunnel that Lakeshore Road is becoming. I like that the proposal seeks to maximize the public space between the development and the lake and that it is being designed to be accessible to all. Eliminating surface parking enhances the area and improving options for active transportation is a good move for the city.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R2Y7



Respondent No: 33

Login: Anonymous

Email: n/a

Responded At: Feb 24, 2022 15:09:24 pm

Last Seen: Feb 24, 2022 15:09:24 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Comments concerning the Emerging Preferred Concept We agree with the Emerging Preferred Concept 2022 and the highlights noted below. We have provided some specific comments. Built Form • Height range of 15-22 storeys: As structures approach the edges of Spencer Smith Park, lower building height is necessary to lessen the effect of walling off Lake Ontario from the remainder of the downtown area. Building height at the lower range of the 15-22 storeys would be preferred. • 3-storey podium/street wall • Active at-grade uses like commercial, retail and restaurants • Focus on a strong pedestrian relationship to the streets and public spaces Public Realm • Enhancing Brant Street as a gateway to the Downtown, the waterfront and the Waterfront Trail • Enhance the entrance to Spencer Smith Park and the Brant street public view corridor • John Street view corridor and inclusion of a privately-owned public space (POPS) • Additional parkland identified on the west and south side of the site • Maintain existing trees along Lakeshore Road Mobility and Access • Site access for parking and loading from Elizabeth Street: Site access may be required but this road cannot accommodate additional high volumes. Limiting height and density will help to rectify this situation. • No lay-by parking along Lakeshore Road • Active Transportation route along Lakeshore Road, including bike lane • No surface parking on site

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1E1



Respondent No: 34

Login: Anonymous

Email: n/a

Responded At: Feb 24, 2022 15:51:30 pm

Last Seen: Feb 24, 2022 15:51:30 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too tall,too much density.When will this craziness stop?

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L3X3



Respondent No: 35

Login: Anonymous

Email: n/a

Responded At: Feb 24, 2022 23:02:16 pm

Last Seen: Feb 24, 2022 23:02:16 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Keeping the heights of the two buildings at a minimum and incorporating the Plan B thin red line.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B5



Respondent No: 36

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 07:13:10 am

Last Seen: Feb 25, 2022 07:13:10 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too much height - stick to what the current in force OP permits

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R0C5



Respondent No: 37

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:15:19 pm

Last Seen: Feb 25, 2022 14:15:19 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like that it is two separate buildings green space in between the two. I can live with 15 to 22 storeys. I like that the space between the two buildings aligns with John Street.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7T2K6



Respondent No: 38

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:15:46 pm

Last Seen: Feb 25, 2022 14:15:46 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

To many storeys. Should be no higher than it is now.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.



Respondent No: 39

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:17:46 pm

Last Seen: Feb 25, 2022 14:17:46 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Very unimaginative. Basically shrunk the building and added a bit more open space. I'm all for open space and adding trees but I expected something better.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. St. John's, NL, A1C3B2



Respondent No: 40

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:17:51 pm

Last Seen: Feb 25, 2022 14:17:51 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Building too high

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L7B6



Respondent No: 41

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:18:32 pm

Last Seen: Feb 25, 2022 14:18:32 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the openness with many sight lines to the lake. When it come to compromise, I favour taller buildings rather than shorter broad buildings. Your eyes look right past a tall skinny building whereas a short but wide building blocks the eye sight completely.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R0A4



Respondent No: 42

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:20:41 pm

Last Seen: Feb 25, 2022 14:20:41 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

This space could better be used as an outdoor space for small venues/concerts/seating to enjoy the views of the lake. I do not want another "high rise" at the waterfront.....too much already/too high. The area does not need another hotel either. Small is better!!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7T2L1



Respondent No: 43

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:24:31 pm

Last Seen: Feb 25, 2022 14:24:31 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

There is much to like about this project. Some highlights are: pedestrian focus, shops at street level, bike lanes on Lakeshore. The largest problem is the lack of affordable housing inclusion. While I understand that this is not a housing project, given that building a hotel (and such a massive one at that) is quite similar to building housing, the cost this will have on the local community, and the housing affordability crisis that exists now, it seems only fair that the developer pay back the local community through the creation of affordable housing units.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M4V1



Respondent No: 44

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:25:20 pm

Last Seen: Feb 25, 2022 14:25:20 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

What I don't like is that this states 15-22 storeys. We all know this means it will be 22 Storeys (probably more). We don't want it more than 15.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.



Respondent No: 45

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:25:48 pm

Last Seen: Feb 25, 2022 14:25:48 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the concept. I would love to see ground floor restaurants with a lake view and outdoor seating option in one or both buildings. I don't understand the parking concept (because there is none?). This will be a very attractive area, so wherever you plan for additional parking space, it has to be part of this concept.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7P3E3



Respondent No: 46

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:25:53 pm

Last Seen: Feb 25, 2022 14:25:53 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Lack of surface parking is amazing in a good way. Please ensure that no more of our valuable downtown land goes to mostly unused asphalt.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.



Respondent No: 47

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:27:04 pm

Last Seen: Feb 25, 2022 14:27:04 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I am 100% opposed to development of this height at the foot of our main street. If the developer is at all interested in being part of the community, they would vastly restrict this development. 22 stories does nothing but block the view of the lake. I am at a loss to see how this proposal will in any way benefit the city, its residents or visitors. It is nothing but a cash proposal. I am far from being a NIMBY person but set against the Lake, I take a great exception to this proposal.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M3Y3



Respondent No: 48

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:27:10 pm

Last Seen: Feb 25, 2022 14:27:10 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

My main concern in the height. I think 15-22 stories is too high and will block the lake view.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L6W8



Respondent No: 49

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:27:32 pm

Last Seen: Feb 25, 2022 14:27:32 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I think that it a shame to rebuild on the lake front. The building currently there should be taken down and further park development should be done. We are privileged to live in Burlington yet our waterfront is a disgrace and will only continue to be so if this terrible plan is developed. Not only will our waterfront be further destroyed our downtown will be as well. Our downtown can not take that number of people moving into it. Therefore I don't like any aspect of this concept. Rebuild our lakefront back to its natural beauty.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M4G6



Respondent No: 50

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:28:42 pm

Last Seen: Feb 25, 2022 14:28:42 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The preferred concept is not good - The current downtown Burlington residents have no concept of what the next generation of people who will live downtown Burlington want and need Stick with what the builder has offered. 5 story podium allows for awesome shopping, restaurants, gyms and a new downtown Burlington grocery store. + looks cooler Listen to and let the professionals design buildings not people who just don't want buildings there in the first place. Preferred concept is awful design, This site will be the beacon of Downtown Burlington. Let it be a grand and amazing building and structure. Let the commercial spaces in the big podiums be awesome retailers and restaurants and bars and a place of commerce and awesome lifestyle amenities. The current downtown Burlington residents are not thinking about what people way younger then them and what the next generation of people who will occupy these areas want and need.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R0E3



Respondent No: 51

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:34:06 pm

Last Seen: Feb 25, 2022 14:34:06 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I think public parking will become a major problem. I think the additional retail and restruants will be a great addition to the area. I prefer 15 stories rather than 22 to avoid making the density too big. I like the general concept and landscaing.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R2P8



Respondent No: 52

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:37:11 pm

Last Seen: Feb 25, 2022 14:37:11 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

No more building in the downtown core. The amount of condos going in is ruining the area with ridiculous amounts of traffic and demolition of beautiful old buildings that give it character. Traffic all over Burlington is an issue.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P1V5



Respondent No: 53

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:40:23 pm

Last Seen: Feb 25, 2022 14:40:23 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The larger entrance and park area is excellent! Access to more shops along Lakeshore is a great idea on the road and doesn't take away from the view from the park. If additional public parking can be made under the hotels, this would be ideal.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7P3M6



Respondent No: 54

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:41:21 pm

Last Seen: Feb 25, 2022 14:41:21 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I would like to see both buildings at the lower 15 story height as they share that stretch of the lake with our premier park. The development should not be looming over the area. It would blend in better at the lower heights. And would also look less dominating on the Lakeshore Road side.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L1N9



Respondent No: 55

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:47:36 pm

Last Seen: Feb 25, 2022 14:47:36 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I think it's great, love the new entrance to Spencer's and the bike lanes. Additional park land is fantastic! The height of 15 to 22 stories is perfect!! Can't wait to live here and retire in such a beautiful location.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L6H6



Respondent No: 56

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:49:29 pm

Last Seen: Feb 25, 2022 14:49:29 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I do not like having more condo buildings downtown. We have enough density on the shore line without adding extra stress to Lakeshore Road and Brant Street. We need to have a hotel on site to serve visitors to Burlington and a place on the water is the perfect spot for that.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7P2L6



Respondent No: 57

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:50:37 pm

Last Seen: Feb 25, 2022 14:50:37 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the preferred concept much better than 30 and 35 stories.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L3Y2



Respondent No: 58

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:53:46 pm

Last Seen: Feb 25, 2022 14:53:46 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Lakeshore road at the best of times is a parking lot. When the construction is finished were are all the vehicles going to go? You might as well close Lakeshore road off and make it a pedestrian walk way. With all these high rise buildings being built we should rename Lakeshore to the Gardiner expressway!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L3M5



Respondent No: 59

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:55:29 pm

Last Seen: Feb 25, 2022 14:55:29 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I think the whole plan is appalling. Once again we are looking at limiting public access to part of the waterfront. Spencer Smith Park is a very popular walking area....and Burlington has few enough of those.....and I can foresee it being blocked off due to construction over several years. And there is nothing appealing about many high rises filling in all open spaces on Lakeshore...no view of our beautiful lake unless you can afford one of the new million dollar condos. Retail? Restaurants? We have plenty of restaurants and the retail establishments that would appear would be an ever ending turnover of specialty shops, nothing practical. We're looking more like Mississauga every day.....and that is not a pleasant thought.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S0A1



Respondent No: 60

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:58:09 pm

Last Seen: Feb 25, 2022 14:58:09 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

AS LONG AS IT STAYS AT 15 STORIES IT MIGHT BE ALRIGHT

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.



Respondent No: 61

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 14:59:52 pm

Last Seen: Feb 25, 2022 14:59:52 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I believe that it is a good use of waterfront property in the downtown core bringing both additional housing and retail. As a result of both additional revenue to the city in the way of property taxes.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P1K6

**Respondent No:** 62**Login:** Anonymous**Email:** n/a**Responded At:** Feb 25, 2022 15:01:00 pm**Last Seen:** Feb 25, 2022 15:01:00 pm**IP Address:** n/a**Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?***

My specific rants: - protect and broaden the view corridor to the Lake as much as possible. We are a Lakeside community and should be able to see the Lake from the outdoor cafes or when walking along Brant. - the Province will control the height. After 8 stories I do not look up; just make it a very tall, iconic building. We lost the fight for then Washington, Budapest, Paris human scale a long time ago. - I do not care about parking. Each condo has a parking spot, and retail parking has long been a City responsibility. Get on with building a parking garage on Lot 4 - the City has already collected the money to build this. Parking and traffic are the tail wagging the dog in these discussions. - who cares about traffic? We cannot control what gets built in Hamilton, Oakville or the GTA. This is where the pass-through traffic comes from. Where do people think there is traffic is a problem in Burlington. Not in comparison to my GTA world! - concentrate efforts on what happens at the ground level. Good examples are the original Queens Quay, Village Square or Village by the Grange. Lots of small curiosity shops, not banks. The bottom floors of these new condo building are proving to be sterile. We now have a fancy and costly hotel, restaurant and spa - do we another place serving fried sweetbreads? - the public role should be locked into agreements. The existing Park is great for passive activities but people do want more - turn the space into a community hub, not costly retail - this the price the developer pays for the density. Perhaps an intake facility for new immigrants, a senior centre and library over-looking the Lake, a speakers corner, interesting sculpture and art displays, and maybe, move the Burlington Art Centre into the ground floor. This level is where the social integration can happen - channel you imagination there, and use the process to secure these benefits. Thanks

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7M0V9



Respondent No: 63

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:05:58 pm

Last Seen: Feb 25, 2022 15:05:58 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too high, too intense

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7T1J9



Respondent No: 64

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:14:30 pm

Last Seen: Feb 25, 2022 15:14:30 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Unless something is done about the traffic this should be cancelled. I think that 15 should be the maximum. Adding stores etc. to the buildings is good but the stores that are on Brant street are difficult to access due to lack of parking. The builders should provide additional parking for visitors to the park or the city should build some so that visitors would want to come. Lakeshore is used as a shortcut to avoid the highway split for Hamilton and when there are events on people drive around and around looking for parking. I would like to see the area of Lakeshore between Brant and Maple become a pedestrian area with other streets adapted to move traffic. At the moment it is very dangerous especially in the summer. Or even have it closed on weekends in the summer. Perhaps through traffic could be funnelled up to Fairview modifying Guelph line. I am so glad that I considered all this construction when I bought my condo which is at the west end of the park.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S2L7



Respondent No: 65

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:23:49 pm

Last Seen: Feb 25, 2022 15:23:49 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The proposal is outrageous and demonstrates total disregard for the citizens of Burlington and prestigious Spencer Smith Park. It is this type of action by some developers that make residents feel like they have no voice in the community that they live and respect. While, yes we can express an opinion, it generally has little to no impact. Any new construction on that site will be disappointing. If only there was a way for the city to raise enough money to purchase the land, it would be the very best outcome for the people of Burlington and surrounding area.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L1A2



Respondent No: 66

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:23:50 pm

Last Seen: Feb 25, 2022 15:23:50 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The heights are too tall. Brant & Lakeshore will become a wind tunnel with all these tall buildings allowed. What about the promise to restrict the heights of buildings in Burlington?

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P5C2



Respondent No: 67

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:26:48 pm

Last Seen: Feb 25, 2022 15:26:48 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Don't like the limited access to the waterfront from Lakeshore Road.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R4G1



Respondent No: 68

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:41:41 pm

Last Seen: Feb 25, 2022 15:41:41 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Growth is always good for a city. As long as the traffic situation is taken into account, I see no issue with it.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P4X3



Respondent No: 69

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:45:37 pm

Last Seen: Feb 25, 2022 15:45:37 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

not answered

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L2G8



Respondent No: 70

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:46:13 pm

Last Seen: Feb 25, 2022 15:46:13 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I don't like the height of the buildings they should be 6 storeys or lower. There should never be a high building "wall" on the lake side. . I don't like the lack of easy parking. I don't like the amount of hard surface (stepped terraces) - it is not a good practice and we don't need more hard surface. I absolutely don't think it in any way enhances Brant Street and I believe it will create congestion. It is an overbuild for the site.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7N1G4



Respondent No: 71

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 15:54:40 pm

Last Seen: Feb 25, 2022 15:54:40 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

to whom it may concern. lets do the like list first 1) absolutely nothing about any of it Don't Like list 1) way to tall 2) there isn't enough parking downtown (especially for handicapped) and by building this you are getting rid of parking. Where are the visitors to this building going to park? 3)there is way to much traffic and congestion on Lakeshore already and this will only add to it. 4) these buildings will block the views of the other buildings which isn't fair 5) should be creating parkland space along the water, not taking it away

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L1J2



Respondent No: 72

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 16:14:32 pm

Last Seen: Feb 25, 2022 16:14:32 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the amount of open space and access to the green spaces and waterfront Concerned about car traffic and parking with pedestrians

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L2P8



Respondent No: 73

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 16:21:44 pm

Last Seen: Feb 25, 2022 16:21:44 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Love it! The higher and bigger, the better. Keep development centralized downtown where it should be.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L2T2



Respondent No: 74

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 16:28:58 pm

Last Seen: Feb 25, 2022 16:28:58 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I don't like the height of the buildings. Too many high rise buildings along lakeshore is creating a tunnel effect, dark and narrow.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7T0B2



Respondent No: 75

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 16:32:20 pm

Last Seen: Feb 25, 2022 16:32:20 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Thank you for the opportunity to weigh in on this proposed development. I have watched the presentation. On the plus side, I like that the emerging preferred concept includes a wide swath of green space to the east of Spencer Smith park, which is a well-loved, well-used downtown landmark. I would challenge the repeated use of the word "landmark" in describing the proposed buildings. They will not be landmarks. They will very likely be soulless high-rises of non-descript design that will provide neither cultural, aesthetic nor historical inspiration for the residents of Burlington. I would like to also challenge the developer-speak use of "gateway" in describing these buildings. Is every high-rise development now a gateway? The proposed development at three corners of the Brant-Ghent intersection is also being labelled as a "gateway." Please resist the urge to adopt developer's self-serving language. Please also continue to use whatever clout the City has to press developers to decrease the height of their developments. This one, like almost all the others proposed in Ward 2, is too high. The best use of this land would have been for the City of Burlington to expropriate it and add it to Spencer Smith park, which in the presentation was described as being often over capacity for events (I am thinking of our beloved Sound of Music festival). There is a new hotel to the east of this site, so I cannot see the need for more hotel rooms right next door. We have just come through two gruelling years. We have discovered the importance of green space for our mental and physical health. (I am a member and volunteer at the RBG, which has experienced unprecedented use in the past two years.) The pandemic should have taught us we need to live differently. And we can, if we refuse to buy into the more-is-better mantra of developers who have no long term stake in our city and could not care less about preserving the qualities that make Burlington a lovely place to live.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1X1



Respondent No: 76

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 16:47:27 pm

Last Seen: Feb 25, 2022 16:47:27 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I can live with the concept as long as it is a maximum of 15 floors. Density is required, but that has to be balanced with appropriate design and environmental concepts. Height creates more of a wind tunnel reducing the usability of the street for walking, etc.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1C9



Respondent No: 77

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 16:48:12 pm

Last Seen: Feb 25, 2022 16:48:12 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I understand the concept but the buildings are too tall for our waterfront.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P1T5



Respondent No: 78

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 16:49:50 pm

Last Seen: Feb 25, 2022 16:49:50 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too tall and uses too much land. Blocking visual access to lakefront - ruins the attractiveness of downtown

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L3V7



Respondent No: 79

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 17:01:48 pm

Last Seen: Feb 25, 2022 17:01:48 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Don't like the idea of removing public space , i don't like it already that there's so much condo construction and traffic is crazy as is, removing parking space to fit more people in such a tight place is a bad idea.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P3X5



Respondent No: 80

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 17:05:24 pm

Last Seen: Feb 25, 2022 17:05:24 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I am in general agreement with the City's proposed design criteria. Overall height should be kept to a minimum. Expanded parkland and enhanced entrance/access to Spencer Smith Park are a must.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7P3G7



Respondent No: 81

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 17:07:10 pm

Last Seen: Feb 25, 2022 17:07:10 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the additional park and green space. I feel the buildings are going to be too high. It would be preferable to only have 1 building and add even more green space.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L2N6



Respondent No: 82

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 17:53:00 pm

Last Seen: Feb 25, 2022 17:53:00 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I don't like the idea of tearing down a building to replace it with 2 taller ones. Burlington is beautiful the way it is and it's just being destroyed.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R0C9



Respondent No: 83

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 17:53:29 pm

Last Seen: Feb 25, 2022 17:53:29 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Although I am against that many stories casting a shadow on the lake side of the street I do like the placement of the buildings (keeping the views clean and bright while driving or walking down Brant street) and the addition of green-space.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B5



Respondent No: 84

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 17:58:07 pm

Last Seen: Feb 25, 2022 17:58:07 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Much better than alternate concept. Still not sure about the 3 storey podium/street wall. Why is this necessary? Pleased you see additional parkland. Not sure about bike lane along Lakeshore, area from east end of Old Lakeshore to Burlington Street is very busy and challenging to manoeuvre.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R1A3



Respondent No: 85

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 18:31:21 pm

Last Seen: Feb 25, 2022 18:31:21 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Way too many stories.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P2A5



Respondent No: 86

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 18:32:32 pm

Last Seen: Feb 25, 2022 18:32:32 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too tall to meet the aesthetics of Burlington....too similar to the blocked waterfront access of the GTA....

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P0N9



Respondent No: 87

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 18:41:54 pm

Last Seen: Feb 25, 2022 18:41:54 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The concept as shown does appear to complement the waterfront. I like the enhanced green space (using the proposed park) and the terrace will allow people to enjoy the lake views. Hopefully there will be seating for public use. The height of the towers is a major dislike and the number of towers in the concept. Why does there need to be two towers at these heights bearing in mind that downtown is no longer in the MSTA area?

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7T4H3



Respondent No: 88

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 19:15:11 pm

Last Seen: Feb 25, 2022 19:15:11 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too high; too long along Lakeshore (virtually blocks view to Lake until one reaches Spencer Smith Park, no view of Lake till then along Lakeshore in this area coming west); will create sea of towers in that core of downtown=darkness, wind tunnels; other than the Park end, this will not be welcoming pedestrian area due to wind, darkness, vehicle traffic even with any new shops; continues to create car-centric living=must drive everywhere, no grocery stores walkable, no butcher, etc., shops; will be just more cars; consider blocking off ramp of QEW onto Lakeshore/North Shore by hospital to ease traffic through city, or put in toll so non-Burlingtonians who come off this exit to avoid staying on the highway can pay for state of our road that they deteriorate.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L6B1



Respondent No: 89

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 19:32:18 pm

Last Seen: Feb 25, 2022 19:32:18 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

LIKE: Bike lane; public access Active at-grade uses like commercial, retail and restaurants Focus on a strong pedestrian relationship to the streets and public spaces Make sure this is ample bike parking underground parking access to sound of music festival!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1V2



Respondent No: 90

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 19:51:54 pm

Last Seen: Feb 25, 2022 19:51:54 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I love it!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7M2S6



Respondent No: 91

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 20:12:10 pm

Last Seen: Feb 25, 2022 20:12:10 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

There is far too many high rises already with insufficient parking available. The traffic congestion is horrific right now and building even bigger is going to create a congestion nightmare and impact the downtown negatively. I think this is a very bad idea

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S2B9



Respondent No: 92

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 20:19:36 pm

Last Seen: Feb 25, 2022 20:19:36 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like the green space and open vista from Brant Street. Don't like the potential height to 22 stories - keep at minimum to avoid the tunnel feeling that is present at the building to the east.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7M0X3



Respondent No: 93

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 20:41:26 pm

Last Seen: Feb 25, 2022 20:41:26 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Can we please keep the building height maxed at 15 storeys! The downtown is losing all views of the lake and the shadows of the buildings are depressing. No building will be nicer than the view of the lake. The lake is what makes Burlington special. Downtown has already lost its charm. Can we preserve just one piece as we continue to evolve.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7N2Z2



Respondent No: 94

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 20:56:03 pm

Last Seen: Feb 25, 2022 20:56:03 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

15 storeys is sufficient for both towers. Some oversight to the external look of the building - a curtain wall blue glass building would be out of place in the skyline. Ingress/egress from the underground parking needs to be managed - the brant intersection is already stretched at rush hour and this concentrated density will add to the problem.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R2W4



Respondent No: 95

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 23:40:30 pm

Last Seen: Feb 25, 2022 23:40:30 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too many stories, most likely blocks view of the lake from building on the other side of the street.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L0E7



Respondent No: 96

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 07:08:57 am

Last Seen: Feb 26, 2022 07:08:57 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like it overall. The height seems reasonable in relation to what is already around the site. The setback from the street is good as is the view corridor from John Street. Additional parkland is always a plus and will enhance Spencer Smith Park. I also like that there is no longer any surface parking as that is not as nice to look at especially in such a nice location. It is nice that bike lanes are included in planning since Lakeshore Road is a very popular cycle route. Burlington has a long way to go on making Lakeshore Road bike friendly.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L4E7



Respondent No: 97

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 09:35:20 am

Last Seen: Feb 26, 2022 09:35:20 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like: No surface parking on site, view corridors maintained, pedestrian & public space focus at ground level, commercial, retail, etc. at ground level. I like the concept renderings of the streetscape, but is there any way to ensure they end up like that? For example, an image showing a protected bike lane. Can the developer assist in making that happen on Lakeshore Rd? Can we require lots of public seating around the property as shown in the images? Worried that these features won't actually be the final result because there may not be a way to require the developer to build them.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S2G8



Respondent No: 98

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 09:41:13 am

Last Seen: Feb 26, 2022 09:41:13 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The preferred concept is only looking for real state benefits not for the ordinary people. There is no need for additional buildings on that area. Spencer Smith park should be extended to the actual Waterfront Hotel lot to create a clear view and access to the lake. This project is limiting the future of our city.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L6H9



Respondent No: 99

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 10:12:49 am

Last Seen: Feb 26, 2022 10:12:49 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Likes. A shorter building. Even shorter than 15 stories. Lakeshore will be shrouded in shade from Brant St to Terrance St. No lay by on Lakeshore No surface parking. Some architectural value as "the stunner" of Burlington's core. Not a box. Dislikes 22 storeys is too high. It will loom over the park area. The PARK area should be held as the priority. Parking requirements are always a concern. More parking is needed if this is to be the "GATEWAY" to Burlington and recreation area for the public. The planning dept has indicated (2020) that John St will be a secondary artery to the core in the future, a clear view to the lake would be optimal, not a building. Infrastructure, roads to accommodate more population, co ordinated stoplights, walk to grocery shopping in the core (proposed disappearing) schools for family living. (Proposed disappearing)

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1V6



Respondent No: 100

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 10:37:41 am

Last Seen: Feb 26, 2022 10:37:41 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I don't like the height of the buildings. However, if I had to make a choice, I would say 15 storeys. I do think even that is too tall. The traffic on Lakeshore in this area is already congested. If you add that many more residents, traffic will be impossible. At that point, you would have to look at widening Lakeshore through the downtown and that would be highly unpopular. Where would the parking be for the East Lawn Event Space? Today, the parking downtown cannot meet the needs of the public. Any events in Spencer Smith Park already highlight the need for more parking. The road and parking infrastructure just is not there.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S2L8



Respondent No: 101

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 10:45:19 am

Last Seen: Feb 26, 2022 10:45:19 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

8 storeys is what it should be as the Burlington Gazette had mentioned and with the Thin Red Line incorporated. City's entitlement to parkland should be configured to meet such requirements.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B5



Respondent No: 102

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 12:43:46 pm

Last Seen: Feb 26, 2022 12:43:46 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Why is the city allowing such tall buildings to be built along Lakeshore, especially on the south side of the street? Lakeshore is very narrow and all the tall buildings create a "tunnel effect" coming into downtown from the east. Tall buildings on the south side of Lakeshore will block the sunshine for most of the daylight hours adding to the narrow, dark feeling which I don't believe is in keeping with the image we are trying to create for our city.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7N1L3



Respondent No: 103

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 13:25:37 pm

Last Seen: Feb 26, 2022 13:25:37 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Pease do not build any more high rises along the waterfront. There is enough congestion on Lakeshore road already, adding more residents will make the downtown less accessible . We are not Toronto, I moved her from Toronto for the ambiance of a small town, and the walkable downtown area. It is now impossible to find parking to enjoy the restaurants and shops. Please stop this overdevelopment of the downtown area.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7T0B1



Respondent No: 104

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 14:52:17 pm

Last Seen: Feb 26, 2022 14:52:17 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like limiting of 22 storeys. Assure disability access. Maintain access to waterfront pedestrian space. Dont like that it will once again provide living space to the wealthy.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7N2E2



Respondent No: 105

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 15:15:49 pm

Last Seen: Feb 26, 2022 15:15:49 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I don't like any of it.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S2J2



Respondent No: 106

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 15:22:31 pm

Last Seen: Feb 26, 2022 15:22:31 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Leave downtown alone!!!!!!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M4W4



Respondent No: 107

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 15:31:21 pm

Last Seen: Feb 26, 2022 15:31:21 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Suggest that the current land owner is not a development and as such may be more receptive to receiving a cash settlement to ignore the contest in the height of the buildings . This is treasured site for the city and its residents. Remember that the city council was changed at the last civic election because of the strong citizen attachment to the site The emerging preferred concept ,which has been given a great deal of thought, is limited in its scope because of the assumption that the owners only wants tall buildings ignoring his need for profit. swapping land or incentivizing with cash has never been thought of a consideration in the design build The preferred design for smaller buildings and greater public space may provide an opening call for the owner to rethink what he wants out of the property

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1B5



Respondent No: 108

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 16:42:14 pm

Last Seen: Feb 26, 2022 16:42:14 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Dont like the heights, traffic, biking and walkability will be a nightmare, no 20% affordable housing, where is customer parking,

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1M9



Respondent No: 109

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 16:50:58 pm

Last Seen: Feb 26, 2022 16:50:58 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Better than original but still needs smaller footprint on land and, particularly, in the air. As much green space as possible on lake side of development to continue to allow public lakeshore access as at present.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1V6



Respondent No: 110

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 17:10:06 pm

Last Seen: Feb 26, 2022 17:10:06 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Too tall. Anything over 12 stories is awful.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.



Respondent No: 111

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 17:16:47 pm

Last Seen: Feb 26, 2022 17:16:47 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like it. Much better the the developers concept however more green space is needed on the west side of the property -
apply the thin red line of Plan B

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B5



Respondent No: 112

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 17:21:25 pm

Last Seen: Feb 26, 2022 17:21:25 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like but more green space on the right side is needed. Max heights should consider max. building heights on north side of Lakeshore. No higher

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B4



Respondent No: 113

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 17:46:25 pm

Last Seen: Feb 26, 2022 17:46:25 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like this concept but with more green space on the west side as recommended by PLAN B - their Thin Red Line diagonally across the property to open up the gateway to the Lake

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B5



Respondent No: 114

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 17:58:33 pm

Last Seen: Feb 26, 2022 17:58:33 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Looks Great. Reasonable heights & some new needed green space for the Public.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L2H1



Respondent No: 115

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 18:00:15 pm

Last Seen: Feb 26, 2022 18:00:15 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the new green space for the park. Building heights & size seem reasonable

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L2H6



Respondent No: 116

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 18:02:30 pm

Last Seen: Feb 26, 2022 18:02:30 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Trees and pedestrian space on Lakeshore look good. Building heights and setbacks look fine. As well a height. Pretty balanced

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L0G5



Respondent No: 117

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 22:55:14 pm

Last Seen: Feb 26, 2022 22:55:14 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Plan "B"?? Don't like anything over 10 storys. Plan "B" people are the Baxter people not wanting to lose their view. Also molinaro owns bloch north east corner of Brant so they want more Lakeview for buyers.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S0A1



Respondent No: 118

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 23:01:38 pm

Last Seen: Feb 26, 2022 23:01:38 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like: a) increased public space b) buildings set-back from Lakeshore Road c) the view corridor to/from John Street. Encourages foot traffic to the lake. d) the 'potential public park' on the West side of the buildings seems great. Could be a beautiful space with an ideal vantage point over the lake, and useful space for festivals. d) Given the other downtown developments / proposed developments... I don't mind the proposed Waterfront building heights. However, any taller and you will encourage even larger buildings to be built on the North side of Lakeshore. e) the images of the public walkways along the sides of the buildings. f) significant outdoor seating areas on the South side of the buildings (patios, amphitheatre steps...) g) 'urban square' at the entrance to the park. Great idea. h) European style brickwork for the walkways i) encourages foot traffic to head to the water / parks. Great. Dislike: a) 3-storey street wall - maybe one storey too tall? Would seem domineering and obstruct views / light. b) I prefer step-down designed buildings (but you can't win them all) Uncertain: a) traffic flow: where would traffic enter / exit the buildings? Elizabeth Street? Only underground parking? b) how people would access retail spaces on the ground floor along Lakeshore? Unclear where clients would park and access retail. c) would new buildings be required to design for restaurant spaces (ventilation etc)? d) where would bike traffic go? Lakeshore Road bike lane is a significant thoroughway for commuter cyclists. The multi-use boardwalk trail is also significant, but for recreational speed cyclists. Suggestions: a) patios / gardens / outdoor spaces etc.on top of the 3rd storey buildings would look good, blend in with the park, and could be very nice spaces for the residents / guests / retail businesses. b) in general - more trees and gardens! c) lots of seating options (benches, stones, steps...) with garbage/recycling cans close by.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1R6



Respondent No: 119

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 07:12:50 am

Last Seen: Feb 27, 2022 07:12:50 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

If the height can be contained at 15 stories it will be fine. No cash in lieu of public space please!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7T1C4



Respondent No: 120

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 09:41:43 am

Last Seen: Feb 27, 2022 09:41:43 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

maximum height of 8 and 12 storeys. is there public access withiin property lines or will it be fenced?

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S1B1



Respondent No: 121

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 10:07:11 am

Last Seen: Feb 27, 2022 10:07:11 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Inclusion of some park space and efforts to improve Brant Street. Do not like the proposed heights. Agree with someone who said buildings on the south side of Lakeshore should not be taller than those on the North. I am good friends with one of the principles of the Pearle Hotel and I think that it is much too tall as well

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R0C2



Respondent No: 122

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 11:17:48 am

Last Seen: Feb 27, 2022 11:17:48 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

We totally agree with the preferred concept.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P4G4

**Respondent No:** 123**Login:** Anonymous**Email:** n/a**Responded At:** Feb 27, 2022 11:47:48 am**Last Seen:** Feb 27, 2022 11:47:48 am**IP Address:** n/a**Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?***

Densification is good, focusing on walkable access is also good. Privately owned public space seems horrible. What plans are there to improve Burlington Transit? The people who will live here are unlikely to walk nearly 1km to the nearest grocery store (No Frills) and walk back with their haul. As with most Burlington residents, they will drive and they will also drive to work, making the traffic downtown even more congested than it already is. We need to provide meaningful ways for residents to get to work. There is a bus from downtown to the GO station (and back) but it only operates every 30 mins. As well, how many units here will be affordable housing? And not "affordable" as in some unreal target using the (skewed) average of Burlington income or anything like that, I mean TRULY affordable for our low-income Burlington residents - I have a neighbour whose only income is being a full-time caregiver for a disabled relative. Could they afford one of the affordable units? What about my neighbours who are a family of 6 on 1.5 incomes (one works seasonally), could they afford an affordable unit? Will the bike lane be a protected bike lane (eg protected with a curb) or will it be an extra metre or so on the side of the road that doesn't actually get plowed in the winter? Are there any plans for free public access washrooms in this development? This is fairly standard in several other countries and Burlington has a chance to be an early leader in Ontario for this. Barrie's Park Place has one hidden between DSW and Homesense. Taupo, New Zealand has both a free public toilet and a private, paid toilet (and shower and laundry) called Superloo in its park called Tongariro Domain. There are 3 or 4 public toilets in or near Edinburgh Castle in Scotland. Access to bathrooms should not only be for customers of businesses (especially during this pandemic). It benefits us all to give people access to permanent bathroom facilities (nobody really wants to use those portapotties in Spencer Smith). The nearest public toilet to downtown is at Burlington Beach.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1Y4



Respondent No: 124

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 12:07:44 pm

Last Seen: Feb 27, 2022 12:07:44 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Pls keep the building as low as it is now Our view is that direction

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1E1



Respondent No: 125

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 12:49:07 pm

Last Seen: Feb 27, 2022 12:49:07 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like that the building is set at a height range of 15 to 22 story, so it doesn't dominate the waterfront. The setback of the easterly building is more aesthetically pleasing especially because the buildings beside it looks to blocky (not sure if that is a word). It is too bad that the Bridgewater Development cut off a continuous walkway along the water .

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7P3K1



Respondent No: 126

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 12:52:07 pm

Last Seen: Feb 27, 2022 12:52:07 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

don't like the heights, don't make them the same 10 for Brant street 12-15 for the east building. More trees along the west building. Add more grass area closer to building south side and more trees. Don't like the open area on the lake side.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P2N1



Respondent No: 127

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 12:53:28 pm

Last Seen: Feb 27, 2022 12:53:28 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I think any new concept changes the very important downtown core into a non-inviting town. If we're just being a transit town then I guess the plan needs to be approved. I am VERY concerned with the amount of traffic that would add to the core which can't take the traffic and parking it has now. I have had the same concerned since 2017. Don't ask if the plan isn't to listen. I no longer live in the downtown core so I get no everyday benefit to any plan. I am concerned with the build ruining the look and therefore the value of Burlington's downtown core. Buildings of this size belong near the go train stations. We only have one lakeview and it's not being protected.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M0V3



Respondent No: 128

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 13:49:00 pm

Last Seen: Feb 27, 2022 13:49:00 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like this concept. Go with the 22 stories so the height stands in line with the Bridgewater. You want that open space distance between the 2 buildings for a good view of the lake ,access to it and for that important sunshine to get through

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1R5



Respondent No: 129

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 14:13:01 pm

Last Seen: Feb 27, 2022 14:13:01 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

-Do not like the height. Likely doesn't fit with existing Brant St. heights. -How will road infrastructure handle the increased density? The traffic study for this development was from 2020, so it doesn't match what would be expected once the development (and surrounding developments) are done. -The Brant St. / Spencer Smith access "enhancements" seem irrelevant given the existing access from the west of the property and the Bridgewater development. -The "active" transportation route shouldn't require this development. You should be doing this regardless. -There won't be enough parking spaces to align with residential units (one vehicle per unit) + hotel units (peak of one vehicle per unit) + staff parking + guest / public parking. The expectation for additional parking to be available downtown or for public transit to be used should be seriously validated for feasibility.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7P3P6



Respondent No: 130

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 14:20:22 pm

Last Seen: Feb 27, 2022 14:20:22 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I am in agreement with the full PlanB concept. Height range should be 15 storeys at best, with a full view and access from both Brant Street and John Street to the lake. No narrowing of Lakeshore Road.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P1W4



Respondent No: 131

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 15:16:33 pm

Last Seen: Feb 27, 2022 15:16:33 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the addition of parkland to Spencer Smith park. In my opinion, getting parkland out of this development is MUCH more important than whether the buildings are 17 stories or 27 stories. It would be a shame if the City is trying to fight over 5 or 10 stories, then loses at the Land Tribunal and ends up with no parkland/additional public space. I also think the building closest to the park should be shorter (15-17 stories), and the building further away could go as high as 30 if that is what it would take to get parkland and a shorter building beside the park. There are already 29 storey buildings further east. I live in the north end of the City and enjoy coming downtown for its restaurants, Spencer Smith park, and to walk the streets, trails etc. I think those that are staunchly opposed to high rise condos downtown and fighting for no change are missing the point- the downtown of the past no longer exists anymore, and in many cases for the better. I would rather have a downtown full of life, with restaurants and shops, bustling with people and interesting public spaces, than a ghost town with empty storefronts that are two stories in height. The key thing to me is getting and enhancing the public space. The biggest fail for the City would not be having tall buildings here. The biggest fail would be to miss the opportunity to add to and create useful and interesting public space for the entire city to use.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7M3Z1



Respondent No: 132

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 19:00:44 pm

Last Seen: Feb 27, 2022 19:00:44 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

15-22 with 3 level podium far less overpowering. Real focus needed on a realistic % providing affordable units and accessible units. Enclosed parking. Public space easily accessed and encouraged. Emphasize contributions made to green, sustainable building and construction ... ideally held as a strong example for other builders. Public naturally green shaded areas for sitting and gathering. Forward thinking for significant presence of EV fast charging stations. City transit easy drop off and pick up. Consideration for green space public amphitheater area to easily participate in Spencer Smith Park public events. Secure bicycle stands and access to public water bottle refills. Inconspicuous yet effective recycling and refuse bins. Plan for areas to exhibit public art ... open walls, podiums, speaker systems to project reasonable volume of music. Electronic public information bulletin boards ... city priority info, local neighbourhood activities, retailer in the development info, words of wisdom. All the above key to making this development be part of the people of the city and not just a development for the high end 1%.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R1E1



Respondent No: 133

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 19:22:40 pm

Last Seen: Feb 27, 2022 19:22:40 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

+ in principle good use of prime, underused land + no surface parking - there should be multiple bicycle racks to make both the proposed facilities and Spencer Smith park usable by bike - 15 - 22 storeys is far too high, it would be an imposing view from John and Elisabeth Street. Particularly the view from John street should be open towards the lake, as it is now. It is regrettable that developers don't have to provide street views from certain distances, e.g. corner Pine & John, and don't have to provide a scale model that includes substantial parts of the surrounding area, as is required in other jurisdictions. The supplied plan is no proper basis for judgement.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R1W2



Respondent No: 134

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 20:09:50 pm

Last Seen: Feb 27, 2022 20:09:50 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

We have more than enough high rise buildings in downtown now. We do not need another two. The public's glimpse of the lake is limited enough already. Plus the height of those buildings will severely limit the sunlight to other high rise building owners. You have not stated how much retail space there will be in those buildings. Nor whether there will be any affordable housing in those buildings. Burlington downtown used to have character - you are taking that character away.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L5R1



Respondent No: 135

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 07:49:01 am

Last Seen: Feb 28, 2022 07:49:01 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Good idea to block vehicle access from Brant St across Lakeshore Rd - two separate towers with views to lake down John St is fine. The skyline from Skyway Bridge will be fabulous! Go for it, we are not living in a small town - old rundown buildings are not attractive.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7N1G4



Respondent No: 136

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 08:13:25 am

Last Seen: Feb 28, 2022 08:13:25 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I think 22 floors is still too high. It should be 10-15 and start counting at ground level, not above the commercial space. The building space is still quite large for ground cover, needs to be smaller. Happy for the green space, Some of the commercial should also be facing waterfront and green space for restaurant patios and such, not just brant facing.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7S1X8



Respondent No: 137

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 09:35:04 am

Last Seen: Feb 28, 2022 09:35:04 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The least height the better. This is right where the park and lots of people use the space and having a high rise of 15+ will really take away from a park like setting. Put the tall buildings somewhere else! We are losing good walkable water front to large buildings, why?

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R1L8



Respondent No: 138

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 09:49:31 am

Last Seen: Feb 28, 2022 09:49:31 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Opposed to any high rises encroaching on public use and enjoyment of the waterfront.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L0J3



Respondent No: 139

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 09:51:58 am

Last Seen: Feb 28, 2022 09:51:58 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Do not believe the proposed high rises are necessary or wanted in the downtown area.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7L6L9



Respondent No: 140

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 10:39:21 am

Last Seen: Feb 28, 2022 10:39:21 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

If change must be made, the preferred plan is probably as minimal as you can get. Height should not be more than 15 to 18 storeys. The waterfront has too many extremely high buildings now. With more, the idea of public waterfront space, the pier, tourism, is lost. I would rather see it all parkland opening up that whole area. The Bridgewater development is already overpowering the area.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M3L1



Respondent No: 141

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 10:43:31 am

Last Seen: Feb 28, 2022 10:43:31 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The design is a step in the right direction. I believe it is important to maintain a scale consistent with Spenser smith park and for the outdoor space to be fully integrated with the parks use. No other community has a waterfront as beautiful as Burlington's, the outdoor space is a haven for families, let's not destroy it, what is done now generations will have to live with. I believe the maximum height should be 15 storey, I totally reject the builders proposal.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R0E1



Respondent No: 142

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 10:53:21 am

Last Seen: Feb 28, 2022 10:53:21 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I have been fortunate enough to visit several cities where prime waterfront sites have been sensibly developed to keep both community and private interests happy. Not only is the City's PC good use of a prime waterfront space in comparison, it's development with extensive and properly listened to Burlington citizen input means that the community would be extremely proud if it were so developed. In comparison, the landowner's concept seems like just an attempt to wring the maximum amount of money from a desirable site for high rise condos!

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7M0V9



Respondent No: 143

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 10:58:30 am

Last Seen: Feb 28, 2022 10:58:30 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I prefer that the condo/hotel structures not be built at all. The area surrounding Spencer Smith park should be preserved at all cost.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7R0C2



Respondent No: 144

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 11:30:00 am

Last Seen: Feb 28, 2022 11:30:00 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I prefer the height at 15 storeys, and the podium of 3 storeys should be farther inside than the sidewalk. Absolutely not an exit on Elizabeth . As it is congested with trucks and cars from the hotel and Bridgewater. To add 2 more building plus visitors. Weekends are already a nightmare , lakeshore rd will be not usable. Plus 4 more buildings are coming up, maybe, construction trucks and lane closures for the next five years will be a disaster. The noise from the road is deafening. Cars hit the change n the road construction at the pedestrian crossing, brick versus asphalt, every time with a thud.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R0G2



Respondent No: 145

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 11:33:32 am

Last Seen: Feb 28, 2022 11:33:32 am

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

The concept looks good, but there should be plans for a statue of the Bur Bear playing a guitar to be built in the east lawn / event space area

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7T0C2



Respondent No: 146

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 12:10:14 pm

Last Seen: Feb 28, 2022 12:10:14 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I prefer the 2018 preferred concept. I would be very disappointed if the city approved the 2022 preferred concept. I believe the 2018 property development has a lot more characteristics and appeal than this concept. I like the wider private/public space between the two buildings in the 2018 concept, similar to the new open space at Bridgewater. I feel that space would be better used and complement the property then the strip of park land on the west side in the 2022 concept. Ground floor retail and restaurants could open onto the outdoor podium space and provide an amazing vantage point to the lake. I find the proposed strip of park land would have little or no value would not tie private and public spaces well at all. I also do not like how the 2022 concept buildings do not step down into the lake. The option of having different building heights and levels give appeal and options for purchasers. It also keeps the building shorter and less of a "monster" feel. Once again the 2018 concept has more appeal and potential for community interaction, more potential of creating an interactive community throughout the property. I understand the concern about park lands. But I thought the city is developing a significant amount of park space along Lakeshore Road out by the hospital? This additional space should provide the city and downtown with the much needed park space. I truly believe that the proposed strip on the west side of the development has no characteristic, specific use or appeal. I believe the developer can transform that space into a positive and interactive community focal point rather than a simple strip of grass. Thank you for the opportunity for public to provide feedback. I apologize that this feedback is not refined, but I hope it is clear; the 2022 concept does not appeal to me and is not a modern innovative plan, complementing public and private uses. There is nothing special about the 2022 proposal.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7L2S5



Respondent No: 147

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 12:28:55 pm

Last Seen: Feb 28, 2022 12:28:55 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Instead of all the focus on the height, let's focus on building materials. PLEASE something better than all glass or stucco - let's make something beautiful. Keep mature trees. Views/vistas of the lake on Brant and John.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P3B3



Respondent No: 148

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 12:44:29 pm

Last Seen: Feb 28, 2022 12:44:29 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like it except diagonal cut through the property on the west is needed. Open up pier and lake for the community. More green space pushing buildings eastward.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7S0A1



Respondent No: 149

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 13:50:12 pm

Last Seen: Feb 28, 2022 13:50:12 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Like it except the "thin red line" should be applied as proposed by Plan B on the western part of the property cutting diagonally through to the lake to open up the pier and the lake for citizens.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7M4V3



Respondent No: 150

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 19:47:44 pm

Last Seen: Feb 28, 2022 19:47:44 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Move the S building to the area directly between the N and the lake so they are both in a short row 180 degrees to Lakeshore Road. Reduce the footprints of both by eliminating the 'podiums' and adding a few stories and allowing the N building to come closer to the street. The area where the S building was can be taken by the city as a significant expansion of Spenser Smith Park, increasing green and tree space, opening more of the city to lake views and lakeside recreation.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7R1G1



Respondent No: 151

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 21:00:06 pm

Last Seen: Feb 28, 2022 21:00:06 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I would have preferred no development at all. The city had an opportunity to enhance Spenser Smith Park and unfortunately didn't.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7N2B1



Respondent No: 152

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 23:38:31 pm

Last Seen: Feb 28, 2022 23:38:31 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Would prefer 15 story or less. I don't like the Toronto model of extremely high grouping of high rises blocking views of lake from everywhere but the building condos or businesses involved.

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7M4G9



Respondent No: 153

Login: Anonymous

Email: n/a

Responded At: Mar 01, 2022 15:32:58 pm

Last Seen: Mar 01, 2022 15:32:58 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

I like the street-level commercial uses along the Lakeshore but wonder if there will be any at the rear of the building as well (specifically patios) to take advantage of the lake views. I see 6 turquoise squares at the rear of the podium but can't tell what they are. I like the potential additional park space and think it is important both as a connection and a buffer to Spencer Smith Park. Am interested in learning more about the east lawn event space, e.g. what its capacity is and what types of events can be held there, and whether a simple grassy area is the best use of the space. I like that there is no above ground parking and that view corridors to the lake have been protected. I like the protection of existing trees and the investment in new ones, particularly on the grassy area on the lawn to the right of the east lawn space as they will provide natural shade. I like the additional set back from the street so as not to overwhelm the pedestrian realm. Given the proximity to the Waterfront Trail, Brant Street and the Elgin Street Promenade, it would be nice to see a clear and strong signal for Active Transportation here, particularly rental bikes (with E-Bike options). If ever the City was to explore the feasibility of an E-Bike pilot program, this would be an interesting candidate site. <https://www.sharedmobility.org/e-bikepilot>
<https://www.blogto.com/city/2020/08/toronto-e-bike-pilot-program/>

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code. Burlington, ON, L7P2Z8



Respondent No: 154

Login: Anonymous

Email: n/a

Responded At: Mar 01, 2022 17:00:43 pm

Last Seen: Mar 01, 2022 17:00:43 pm

IP Address: n/a

Q1. Give us your feedback on the preferred concept, what do you think? What do you like or don't like?*

Not in favour of further high rise buildings along the waterfront. No indication of public parking facilities: if present, where is it and how does it allow ready access to the proposed public space and event space (assume public if no event).

Q2. Please provide your postal code. It may take a moment or two for the software to find your postal code.

Burlington, ON, L7P3B2



Project No. 17323

April 4, 2022

Samantha Romlewski
Community Planning
City of Burlington
426 Brant Street, P.O. Box 5013
Burlington, ON, L7R 3Z6

Via E-mail: samantha.romlewski@burlington.ca

Dear Ms. Romlewski:

**Re: Item 5.4 of the April 5, 2022, Community Planning, Regulation & Mobility
Committee Meeting
Waterfront Hotel Planning Study**

As you are aware, we are the planning consultants for Burlington 2020 Lakeshore Inc., the “**Owners**” of the property municipally addressed as 2020 Lakeshore Road in Burlington (“**subject site**”). We are writing in response to Staff Report PL-28-22 related to the Waterfront Hotel Planning Study (the “**Study**”).

We have significant concerns with the recommendations of the Study and Staff’s recommendation to endorse the recommended Preferred Concept Plan, draft Official Plan policies and directions for a future Zoning By-law Amendment and site-specific Urban Design Guidelines.

Lack of Notice

As the key stakeholder of the Study, we are concerned that the Study and Staff report were added to the April 5, 2022, Community Planning, Regulation and Mobility Committee (the “**Committee**”) Meeting as an addendum and the Owners were notified of the meeting only on March 31, 2022. In this regard, the timeline to review the Staff Report and appendices was constrained and did not provide sufficient time to review and provide a detailed response for the Committee’s consideration. Our client reserves the right to provide additional comments, as required, directly to City Council.

Policy Inaccuracies

ROPA 48

The Study states that it has been considered against the in force and effect policies of ROPA 48 (Page 50 of the Study). In this regard, the Study recognizes that ROPA 48 includes a transition clause wherein it only applies to new planning applications that are made following the Minister's decision of November 10, 2021. More specifically, the transition policy states:

"Sections 80 to 80.2 continue to apply to applications for official plan amendments, zoning by-law amendments and draft plans of subdivision or condominium approvals made prior to the approval by the Minister of Municipal Affairs and Housing of Amendment 48 to this Plan if the lands that are the subject of the application were within an Urban Growth Centre prior to the Minister's approval of Amendment 48."

As applications for an Official Plan Amendment and Rezoning (City File No.'s 505-10/21 and 520-11/21) (the "**Applications**") were made on October 21, 2021, the transition provisions apply to the Applications.

The New Official Plan

The Study states that the Preferred Concept has been more specifically evaluated against the emerging policy regimes and specifically identifies an urban design and planning approach that largely reinforces the emerging planned vision by the City for the Downtown, which is established through the New Official Plan (see Page 57 of the Study). However, the New Official Plan is under appeal and is not in full force and effect as it relates to the subject site. In addition, the Owners have appealed the New Official Plan as it relates to the Waterfront Hotel lands. In our opinion, the Study's recommendations are based on the policy framework of the New Official Plan, which is under appeal and has not been finalized. In this regard, the outcome of the appeals of the New Official Plan will likely result in significant changes to the planned context surrounding the subject site.

The Study states "the most recent changes to Burlington's urban structure through ROPA 48 (and the future ROPA 49) will be implemented through the OLT approval

process given that any OLT decision must conform to ROPA 48”. In our opinion, this reinforces our position that the Study should not rely on the New Official Plan, since it could result in significant changes to the planned context surrounding the subject site. Furthermore, we have serious concerns that the implementation of ROPA 48 will occur through an appeal process. In our opinion, a comprehensive review of the New Official Plan is required to update it in light of ROPA 48 and changes to the provincial planning policy framework.

Intensification

The Study recognizes that the site is an ideal location for intensification and the optimization of density (see Page 67 of the Study), however, the recommendations of the Study establish arbitrary height and density provisions that do not allow for the full optimization of the subject site. In our opinion, the applicable planning policy context promotes intensification, and the optimization of density is in fact a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. Given the increased emphasis on intensification within the existing urban areas of the Region to achieve Growth Plan population and intensification targets, it is appropriate and desirable from a planning policy perspective to optimize the use of land and infrastructure within the existing built-up area through increased density, and particularly so within the Downtown Burlington.

Landmark Exploration

The Study states that there “is no precise definition for what constitutes a landmark to the City of Burlington, nor has this concept been fully explored throughout this Study.” (Page 69 of the Study). We are concerned with this statement.

The basis for the Study is Policy 5.5.9.2 I) of the in-force Official Plan, which states:

*“Notwithstanding the above policies, the lands along the Lake Ontario shoreline, at the foot of Brant Street, (known as the Travelodge lands), represent a significant opportunity for mixed use development linking the Downtown with the waterfront. Any further development on these lands shall provide a high quality of urban design reflecting the **landmark nature** (our **emphasis added**) of this site and shall be contingent upon the completion of*

a master plan to the satisfaction of City Council. This master plan shall address the integration of these lands with the publicly owned lands to the south and west and the private development to the east, and shall address other matters such as preservation of lake views and enhancements to the public realm.”

In addition, the in-force Official Plan defines “Landmark” as:

“Landmark – A natural feature or man-made structure used as a point of orientation in locating other natural features or man-made structures, or a structure of noteworthy aesthetic interest.”

The Study’s lack of exploration of the landmark concept for the Waterfront Hotel lands is concerning, since the existing in-force Official Plan identifies the purpose for the Study is to provide an urban design framework that reflects the site’s landmark nature.

In our opinion, as a landmark site within the Downtown, redevelopment of the subject site should be taller than the existing and planned surrounding context in order to provide a point of orientation in locating the lake and Spencer Smith Park.

Lack of Supporting Information

The Study provides recommendations that call for the implementation of the Preferred Concept. However, the preferred concept has not been vetted by supporting information and studies. In this regard, the Study states that a shadow study, wind study, traffic impact study, and functional servicing report were prepared in September 2017 to inform the earlier concepts but have not been updated against the current Preferred Concept (see Page 31 of the Study). The Study also states that should the City commission an update to these studies, the project team may revisit the Preferred Concept and it is recognized that a refinement may be warranted through these technical supporting studies (see Page 31 of the Study).

In our opinion, the recommendations of the Study are arbitrary and not based on any technical input. Furthermore, the earlier technical supporting studies were utilized to support a range of different redevelopment options, including building heights of up to 30-storeys. Finally, the Study did not utilize any of the supporting documents and information provided in support of the Applications.

In this regard, the Study does not recognize the subject site's specific characteristics, such as its topography, which drops more than a storey from north (Lakeshore Road) to south (Lake Ontario). Nor does it recognize how the City's policy and regulatory framework define height and density. In this regard, the Study refers to the approved 29-storey building at 2069 Lakeshore Road. Although the study correctly describes the occupied floors in the building at 2069 Lakeshore Road, it fails to recognize that the implementing Official Plan Amendment provides for a height of 31-storeys to recognize that the mechanical penthouse design is considered 2-storeys by the Zoning By-law. Similarly, the way density is calculated, since the Zoning By-law would consider rooftop mechanical and other elements in its definition of gross floor area and these elements should be captured in the recommended floor space index. The Study has not provided any direction or explanation regarding these elements as part of the recommendations.

The draft Official Plan Amendment, which is recommended by the Study, includes a policy that requires the following view corridors to be maintained and enhanced:

- Brant Street to Lake Ontario; and,
- John Street to Lake Ontario.

In our opinion, there is a lack of rationale for this policy requirement and there are no criteria to determine how the view corridors are to be maintained and enhanced.

The Applications

We have serious concerns regarding how the City has approached the Study, which was initiated in 2017 and paused in 2018. The Applications were filed in October of 2021 and the Study was re-initiated in January of 2022. In our opinion, the Study should utilize the process for the Applications to finalize the ultimate policy and zoning for the subject site. Instead, the Study provides vague policy recommendations that establish rigid built form regulations that have not considered any site-specific characteristics, supporting technical analysis, or the subject site's ability to act as a landmark in the City. The Study also recommends that a future rezoning process would be utilized to establish zoning standards for the site, supported by technical studies and further evaluation. In our opinion, the Study relies on a future rezoning process to implement and provide the technical support for the ultimate performance standards for the subject site.

Expansion of Spencer Smith Park

The Study recommends an expansion of Spencer Smith Park along the west and south boundaries of the subject site. The basis for the expansion of the park along the west boundary of the site is described in Section 6.1.5 of the Study, which states “the east side of Spencer Smith park is not currently accessible by people of all ages and abilities and the current configuration is very constricted and the nearest access to the park is located approximately 350 metres to the west”. The Study also states that the City’s Accessibility Standards is a higher standard than the Ontario Building Code and therefore requires more land to implement an accessible connection to the waterfront particularly considering the existing grade condition and without the removal of the existing trees”. In our opinion, there is a clear desire of the City to improve access to the park and the subject site represents an opportunity to address this issue.

The Draft Official Plan Amendment included in the Study includes a policy (section 1.2.1) that requires development of the subject site to include the “construction, and dedication to a public authority, of a public waterfront access that provides a connection between Brant Street and Spencer Smith Park”. In our opinion, this policy should be made more flexible and include, as an alternative, the ability to provide a public easement for a public waterfront access. This would achieve the City’s desire to improve accessibility to the park, while maintain the site’s ability to provide efficient development of the subject site, including an efficient underground parking layout.

For the foregoing reasons, we respectfully request that the Committee **not** endorse Staff’s recommendations including the Preferred Concept Plan, draft Official Plan policies and directions for a future Zoning By-law Amendment and site-specific Urban Design Guidelines.

Respectfully Submitted,
Bousfields Inc.



David Falletta, MCIP, RPP
Partner

Cc. *Clients*
David Bronskill (Goodmans)



Burlington, Ontario
April 11th, 2022

Ms. Samantha Romlewski
Special Business Area Coordinator
City of Burlington
426 Brant Street
Burlington, Ontario L7R 3Z6

Re: PLAN B's Supplementary Feedback on PL-28-22 - via Email only

Dear Samantha,

We have noticed that the same Correspondence from David Falletta, representing Bousfields Inc., regarding Waterfront Hotel Planning Study (PL-28-22) dated April 4th, 2022 has been included in the Addendums of both April 5th & April 12th CPRM Committee meetings. This would appear to constitute a duplicate delegation, which is a concern to us in due process.

PLAN B received an email from Get Involved Burlington on March 30th, regarding details for delegating at the April 5th meeting, along with links to all of the relevant Waterfront Hotel Planning Study documents. We organized our schedules & resources to be able to delegate virtually on the 5th, and assume that Bousfields' David Falletta was afforded the same opportunity.

Accordingly, please receive this follow-up to PLAN B's April 5th delegation.

First of all, we would be remiss if we didn't acknowledge the extraordinary effort of Mark Simeoni and his Community Planning staff, as well as The Planning Partnership for completing the Waterfront Hotel Planning Study report within the timeframe prescribed by the CPRM Committee on January 11, 2022 re: PL-15-22.

Back to WHPS Basics

The Study according to the 2017 original terms of reference was “to provide a land use & urban planning framework to INFORM site specific policies to guide future development of the site”. Citizens’ PLAN B believes that all stakeholders, including the Applicant, provided extensive input throughout the engagement process and that PL-28-22 along with its’ preferred design concept TPC 2022, embody a progressive, reasoned and reasonable compromise that meets all stakeholder needs. We are confused by David Falletta’s protestations regarding lack of information being considered because the study was never required to utilize supporting documents and information from the Application so as to be guided by it, but to guide the Application.

The Reality of ROPA 48

The “real world” impact of the Minister of Municipal Affairs & Housing Steve Clark’s order on November 10th, 2021 was to correct the mischaracterization of the John Street bus terminal as an MTSA, and to relocate the Urban Growth Centre from the Downtown core northward toward the Burlington GO Station. The grandfathering of the Application which was submitted on October 26th but only completed on December 17th, only has bearing on the Applicant’s ability to argue for greater intensification than allowed in the 1997 OP (as amended) and by-laws before the Ontario Land Tribunal, based on these designations. Should the Application be refused and that refusal be upheld, this WHPS should still be able to inform the New Application necessitated. We believe therefore that the Waterfront Hotel Planning Study, which documents the exhaustive engagement process and consolidates the views of all of the stakeholders, should serve to inform this development independently of the ROPA 48 grandfathering of the Application.

PL-28-22 and the Applicant

The Application makes it clear what the Applicant thinks of the WHPS, because it proposes to remove the Study as a prerequisite for the Application (Policy 5.5.9.2(I) because it, along with its’ delays, have “indefinitely sterilized the subject site from redevelopment and from achieving its’ highest and best use potential”. It is no surprise then that David Falletta’s April 4th letter only serves to delay, diffuse & discredit/ deny the Waterfront Hotel Planning Study.

Delay

The WHPS commenced in 2017, and not until now does Bousfields feel that we should explore the concept of a “landmark” site.

Diffuse

While David Falletta’s April 4th letter acknowledges that “there is a clear desire to improve access to the park and the subject site represents an opportunity to address the issue”, he suggests that this should be accomplished by a policy change to allow a “public easement for a public waterfront access”. Conceivably, that would allow for below-grade parking to be built under this land.

PL-28-22 makes it clear that the City plans to take as a minimum, 0.18ha of land (0.13ha W and 0.05ha S) as Park Dedication in lieu of cash, to improve mobility for people and improve access for emergency, service and large event vehicles. It is the City's absolute, non-negotiable right to make this choice (see attached Allan Ramsay letter regarding Parkland Dedication policies, by-laws & rights) and the Applicant needs to respect this.

Discredit/ Deny

In Bousfields' opinion {see April 4th letter}, "there is lack of rationale for ... a policy that requires the view corridors of Brant Street to Lake Ontario and John Street to Lake Ontario ... to be maintained and enhanced". The Application itself acknowledges that WHPS Phase 3's June 2018 Key Policy Directions (PB-23-18) explicitly requires this. It appears disingenuous to us that such an objection on principle would be raised at this late date and woefully out of touch with overwhelming community feedback.

The recommendation of David Falletta's April 4th letter is for the Committee to not endorse Staff's recommendation to accept PL-28-22.

For the reasons above, and many others, PLAN B strongly recommends that WHPS PL-28-22 (as amended) be approved without delay.

For your information we note that the Bousfield / Falletta supporting principles for the City's New Official Plan 2020, UGC, MTSA, Planning height rationale etc are completely contradictory in the Vrancor Waterfront Hotel Development application versus the Infinity Developments 1029 – 1033 Waterdown Rd application.

Thank you for the opportunity to provide our comments on the Waterfront Hotel Planning Study, again.

Best regards,

Ron Porter

Ron Porter
on behalf of Citizens' Plan B

CC. Kirstin Sprukulis, City Clerk's Office,
Steve Henderson, Don Fletcher



Ramsay Planning Inc.

To: Plan B Group

From: Allan Ramsay, Allan Ramsay Planning Associates Inc.

Date: April 4, 2022

Re: City of Burlington Parkland Dedication
Our File: 2143

Parkland Dedication

Section 42 of the *Planning Act* authorizes municipalities to require, as a condition of development or redevelopment, the dedication of land for parkland purposes. The key provisions of the legislation are the following:

Conveyance

42(1) As a condition of development or redevelopment of land, the council of a local municipality may, by by-law applicable to the whole municipality or to any defined area or areas thereof, require that land in an amount not exceeding, in the case of land proposed for development or redevelopment for commercial or industrial purposes, 2 per cent and in all other cases 5 per cent of the land be conveyed to the municipality for park or other public recreational purposes. R.S.O. 1990, c. P.13, s. 42 (1). (Emphasis Added)

Alternative requirement

42(3) Subject to subsection (4), as an alternative to requiring the conveyance provided for in subsection (1), in the case of land proposed for development or redevelopment for residential purposes, the by-law may require that land be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 300 dwelling units proposed or at such lesser rate as may be specified in the by-law. R.S.O. 1990, c. P.13, s. 42 (3). (Emphasis Added)

Official plan requirement

42(4) The alternative requirement authorized by subsection (3) may not be provided for in a by-law passed under this section unless there is an official plan in effect in the local municipality that contains specific policies dealing with the provision of lands for park or other public recreational purposes and the use of the alternative requirement. R.S.O. 1990, c. P.13, s. 42 (4).

Parks plan

42(4.1) Before adopting the official plan policies described in subsection (4), the local municipality shall prepare and make available to the public a parks plan that examines the need for parkland in the municipality. 2015, c. 26, s. 28 (3).

In accordance with the above the City of Burlington has adopted both an Official Plan amendment and a Parkland By-law that address parkland dedication.

Under the Official Plan (the existing Official Plan) there are policies in Part VI, Implementation that indicate:

2.7 Parkland Dedication

2.7.1 Objective

Acquire parkland

- a) To acquire lands for park purposes that are beneficial to the entire community.

2.7.2 Policies

Condition of development

- a) Parkland dedication from residential *development shall* be required as a condition of *development*. The amount of land or the amount of money paid in lieu of land, *shall* be determined on the following basis:

Residential-Low Density

- (i) for *low density residential development*, with a proposed density of less than 15 units per net hectare, parkland *shall* be dedicated at the rate of 5 per cent of the land area;

Residential-Low and Medium Density

- (ii) for *low or medium density residential development*, with a proposed density of 15 to 50 units per net hectare, parkland *shall* be dedicated at the rate of 1 hectare per 300 units; and

Residential-High Density

- (iii) for *high density residential development*, with a proposed density greater than 50 units per net hectare, parkland *shall be dedicated at the rate of 1 hectare per 300 units.* (Emphasis Added)

Commercial, industrial and institutional

- b) Parkland dedication from new commercial, *industrial* and office *development* and certain institutional *development* defined by by-law, *shall* be based on a rate of 2 per cent of the land area.

Mixed use

- c) Parkland dedication from mixed use *development shall* be determined as follows: for the residential component of the *development*, park dedication *shall* be on the basis of Part VI, Subsection 2.7.2 a); for the commercial, *industrial* and institutional component of the *development*, parkland dedication

	<i>shall</i> be 2 per cent of the land area for the percentage of the total floor area used for non-residential uses.
<i>Cash-in-lieu</i>	d) <u>The payment of money equal to the value of the land otherwise required to be conveyed for parks <i>may</i> be required</u> (Emphasis Added).
<i>Flood, valley lands</i>	e) Lands required for drainage and shoreline protection purposes, lands susceptible to flooding, steep valley slopes, hazard lands and other lands unsuitable for development, shall not be accepted as parkland conveyance.
Waterfront Trail	f) Dedication of waterfront lands for park purposes shall also be subject to the policies of Part II, Subsection 9.4.2.

The current Parks By-law, By-law 57-2005 (see attached), sets out the requirements for both the dedication of land and the payment of cash-in-lieu as follows:

"4. Park Dedication – Land

When the Director elects to accept the dedication of land for park or other public recreational uses, in the case of residential or the residential component of mixed-use development, the land shall be conveyed to the City at the greater of:

- a) 5% of the total area of the lands to be developed; or
- b) one hectare for each 300 dwelling units in the proposed development.

5(1) Park Dedication - Cash-in-Lieu of Land

When the Director elects to accept cash-in-lieu of land for park or other public recreational uses, the cash in lieu payment shall be calculated in accordance with the formulas set out in subsection 5(2) to 5(4) below: ...

5(4) High Density

For high density development, the lesser of:

- i) the number of units in the proposed development divided by 300 x the per hectare land value of the land to be developed as of the day before the day the building permit authorizing development is issued; or
- ii) the number of units in the proposed development x \$5500."

For high density developments it is the norm for the City to require a cash-in-lieu payment based on the fixed rate per dwelling unit rather a land dedication since high density sites are often small sites with no lands available for dedication purposes or are situated in areas where parkland already exists.

It is important to note that in 2019 the Provincial Government revised the parkland dedication provisions of the *Planning Act*. Under Bill 108, the Province removed municipalities' ability to require the conveyance of parkland at the alternative rate of 1 ha per 300 residential units and the payment of cash-in-lieu of parkland at the alternative rate of 1 ha per 300 residential units.

However, in 2020 following considerable concern from municipalities, including Burlington, the 2019 revisions to the *Planning Act* were reversed. Bill 197 had the practical effect of restoring the municipalities' right to require development proponents to dedicate parkland at the base rates of 2% of the area of land developed for commercial/industrial lands and 5% of the area of land developed for all other uses, or, for residential development, the alternative rate of 1 hectare per 300 dwelling units for land conveyances and 1 hectare per 500 units for cash-in-lieu.

The City has until September, 2022 to update its policies and by-law to reflect the new cash-in-lieu cap of 1 hectare per 500 units.

Summary

The City of Burlington has the authority under the *Planning Act* to require the dedication of land or the payment of cash-in-lieu for parks purposes as a condition of development or redevelopment.

Under the current Parks By-law parkland dedication occurs as follows:

1. As the dedication of lands based on:

- a) 5% of the total area of the lands to be developed; or
- b) one hectare for each 300 dwelling units in the proposed development.

or

2. As a cash-in-lieu payment for high density development based on the lesser of:

- a) the number of units in the proposed development divided by 300 x the per hectare land value of the land to be developed as of the day before the day the building permit authorizing development is issued; or
- b) the number of units in the proposed development x \$5500.

In each of the above cases the decision on whether land or cash is taken is at the discretion of the City.

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER 57-2005

A By-law to revise Residential Parkland Dedication Policies.

File: 510-03 (CD-120-04)

WHEREAS section 42(3) of the *Planning Act*, R.S.O. 1990, Chapter P.13, as amended (the "Act") provides that as a condition of development or redevelopment of land for residential purposes, the Council of a municipality may, by by-law applicable to the whole municipality or to any defined area or areas thereof, require that land be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 300 dwelling units proposed or at such lesser rate as may be specified in the by-law;

AND WHEREAS section 42(6) of the Act provides that the Council of a municipality may require the payment of money to the value of the land otherwise required to be conveyed in lieu of such conveyance;

AND WHEREAS Section 51.1 of the Act as amended provides that the approval authority may require the conveyance of land for park or other recreational purposes to a local municipality;

AND WHEREAS parkland conveyance provisions are set out in the City of Burlington Official Plan.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:

Interpretation

1. In this By-law,

- (a) "Act" means the *Planning Act*, R.S.O. 1990 Chapter P.13 as amended;
- (b) "City" means The Corporation of the City of Burlington;
- (c) "Council" means the Council of the City;
- (d) "development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof and includes redevelopment;
- (e) "Director" means the Director of Parks and Recreation Department or the Director's designate;
- (f) "domestic establishment" means a single room or series of rooms of complementary use, operated under a single tenancy and operated as a housekeeping unit, used or intended to be used as a domicile by one or more persons and usually containing cooking, eating, living, sleeping and sanitary facilities;

THE CORPORATION OF THE CITY OF BURLINGTON
BY-LAW NUMBER 57-2005

Page 2

- (g) **“dwelling unit”** means any property that is used or designed for use as a domestic establishment in which one or more persons may sleep and prepare and serve meals;
- (h) **“elect”** means when used in the context of the Director, the authority to determine whether the City will accept land or cash in lieu and the right to determine whether the conveyance or cash in lieu payment is to be made as a condition of subdivision approval or upon the issuance of a building permit;
- (i) **“high density”** means more than 50 dwelling units per net hectare and permitting predominately such uses as apartment structures three storeys and above;
- (j) **“low density”** means less than 15 dwelling units per net hectare and permitting predominantly detached dwelling unit development;
- (k) **“medium density”** means between 15 to 50 dwelling units per net hectare and permitting predominately uses such as, but not limited to semi-detached dwellings and three storey apartment buildings;
- (l) **“mixed-use”** means land, buildings or structures used or designed or intended for use for a combination of non-residential uses and residential uses;
- (m) **“residential use”** means that the predominant use of land shall be for dwelling units of varying densities;
- (n) **“number of units proposed”** means the total number of dwelling units proposed less any dwelling units that have been or will be demolished;
- (o) **“Valuation Date”** shall be the day before the building permit is issued in respect of the development or redevelopment or where more than one building permit is required for the development or redevelopment, as the day before the day the first building permit is issued except in the case of development or redevelopment by way of plan of subdivision in which the City of Burlington is to receive a conveyance of land for park or other public recreational purposes by way of a dedication pursuant to Section 51.1 of the *Planning Act*. In this latter case, the valuation date shall be the day before the day of approval of the draft plan of subdivision.

2. In this By-law where reference is made to a statute or a section of statute such reference is deemed to be a reference to any successor statute or section.

3. **Lands Affected**

This By-law applies to all lands within the boundaries of the City of Burlington.

THE CORPORATION OF THE CITY OF BURLINGTON
BY-LAW NUMBER 57-2005
Page 3

4. Park Dedication – Land

When the Director elects to accept the dedication of land for park or other public recreational uses, in the case of residential or the residential component of mixed-use development, the land shall be conveyed to the City at the greater of:

- a) 5% of the total area of the lands to be developed; or
- b) one hectare for each 300 dwelling units in the proposed development.

5(1) Park Dedication - Cash-in-Lieu of Land

When the Director elects to accept cash-in-lieu of land for park or other public recreational uses, the cash in lieu payment shall be calculated in accordance with the formulas set out in subsection 5(2) to 5 (4) below:

5(2) Low Density

For low density development::

Cash-in-lieu = land value of the land to be developed as of the day before the day the building permit authorizing development is issued x 5 %

5(3) Medium Density

For medium density development, the lesser of:

- i) the number of units in the proposed development divided by 300 x the per hectare land value of the land to be developed as of the day before the day the building permit authorizing development is issued; or
- ii) the number of units in the proposed development x \$6500.

5(4) High Density

For high density development, the lesser of:

- i) the number of units in the proposed development divided by 300 x the per hectare land value of the land to be developed as of the day before the day the building permit authorizing development is issued; or
- ii) the number of units in the proposed development x \$5500.

THE CORPORATION OF THE CITY OF BURLINGTON
BY-LAW NUMBER 57-2005

Page 4

6. Approvals for Development and Applicable Valuation Dates

Payment of cash in lieu of park dedication and/or conveyance of land for park purposes pursuant to sections 4 and 5 of this By-law are require, at the election of the Director, as a condition of the following approvals for development:

(a) the approval of a plan of subdivision under section 51 of the Act; or;

(b) the issuing of a permit under the *Building Code Act* in relation to a building or structure.

7. Effective Date

This By-law comes into force on the day it is enacted by Council.

8. Severability

In the event any provision, or part thereof, of this By-law is found, by a court of competent jurisdiction, to be *ultra vires*, such provision, or part thereof, shall be deemed to be severed, and the remaining portion of such provision and all other provisions of the By-law shall remain in full force and effect.

9. Retention of Discretion:

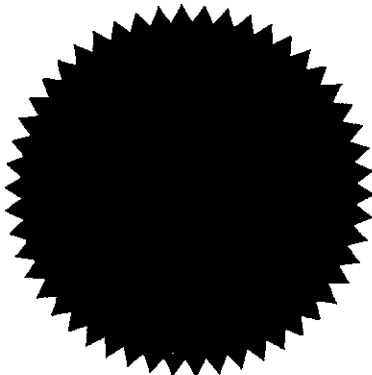
Nothing in this by-law shall be construed so as to fetter the discretion of the Director in determining whether to obtain parkland dedication by way of conveyance of land or cash-in-lieu.

10. Short Title

This By-law may be cited as the Residential Park Dedication By-law.

11. That By-law 6-1996, and any amendments thereto, be and is hereby repealed upon the enactment of By-law 57-2005 by Council.

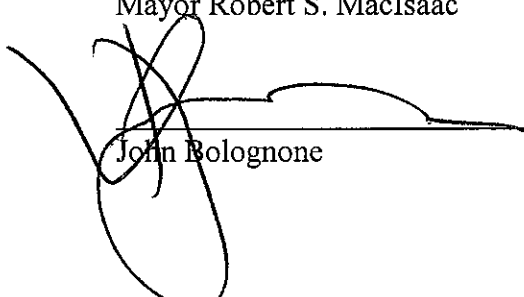
ENACTED AND PASSED THIS 13TH day of June, 2005.





Mayor Robert S. MacIsaac

MAYOR



John Bolognone

DEPUTY CLERK

Correspondence from Vince and Michelle Volpe

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: New Proposal
Date: Monday, April 11, 2022 10:05:02 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Samantha,

I am writing to you in your role as the staff lead on the Waterfront Hotel Planning Study, to express my concern and to offer potential solutions to this concern. My email is concise as I understand that you have received a significant level of interest in the study and have many suggestions to review. I am most concerned with the potential congestion of both people and automobile traffic on Elizabeth Street where, to the east, all residents (151 residential units + 6 commercial units) and hotel guests (Pearle Hotel) of the Bridgewater complex enter one parking garage at the bottom of the street near the traffic circle. Traffic is already at a high level now that the hotel is in full operation and the condominium is almost fully occupied with wait times growing at the lights to turn onto Lakeshore Road in either direction. The current drawings show only one entrance/exit onto Elizabeth Street for the new complex, which has a significantly more units than the Bridgewater complex. In order to address this concern, may I suggest the following solution recognizing that others have offered suggestions to do the complete opposite. Here are the three adjustments that I propose: • Move the buildings further west, reduce the space between buildings and add space to the east. This will provide a sight line to Lake Ontario from Elizabeth Street where we also have condos and people living. The viewing space from John Street to Lake Ontario is too large.

Vince & Michelle
Volpe
[REDACTED]

Hello Samantha,

I am writing to you in your role as the staff lead on the Waterfront Hotel Planning Study, to express my concern and to offer potential solutions to this concern. My email is concise as I understand that you have received a significant level of interest in the study and have many suggestions to review.

I am most concerned with the potential congestion of both people and automobile traffic on Elizabeth Street where, to the east, all residents (151 residential units + 6 commercial units) and hotel guests (Pearle Hotel) of the Bridgewater complex enter one parking garage at the bottom of the street near the traffic circle. Traffic is already at a high level now that the hotel is in full operation and the condominium is almost fully occupied with wait times growing at the lights to turn onto Lakeshore Road in either direction. The current drawings show only one entrance/exit onto Elizabeth Street for the new complex, which has a significantly more units than the Bridgewater complex.

In order to address this concern, may I suggest the following solution recognizing that others have offered suggestions to do the complete opposite. Here are the three adjustments that I propose:

- Move the buildings further west, reduce the space between buildings and add space to the east. This will provide a sight line to Lake Ontario from Elizabeth Street where we also have condos and people living. The viewing space from John Street to Lake Ontario is too large.
- Add another entrance to the development on either Brant Street or Lakeshore Road to ensure the sole access to the residences, commercial and hotel is not just from Elizabeth Street to avoid congestion and overburdening a small street.
- During construction, the development's staging location should be to the west away from Elizabeth Street, construction vehicles to be prohibited on Elizabeth Street and 8-10 foot solid hoarding fence to surround construction buildings to maintain cleanliness standards of the Pearle Hotel and Bridgewater Residences.

Thank you for considering my proposed solution to the concern.

Yvonne Miller

[REDACTED] Burlington

From: [REDACTED]
To: [Mailbox, Clerks](#)
Cc: [Romlewski, Samantha](#)
Subject: Waterfront Hotel Planning Study
Date: Monday, April 11, 2022 10:18:07 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Warren Bell | [REDACTED]

Begin forwarded message:

From: Warren Bell [REDACTED]
Date: April 11, 2022 at 10:06:23 AM EDT
To: "Romlewski, Samantha" <Samantha.Romlewski@burlington.ca>
Cc: clerks@burlington.on
Subject: Waterfront Hotel Planning Study

Samantha indicated that I should send you my comments below before noon today. See my email to Samantha below.

Warren Bell | [REDACTED]

On Apr 11, 2022, at 9:56 AM, Romlewski, Samantha
<Samantha.Romlewski@burlington.ca> wrote:

Good morning Warren,

Thank you for reaching out with your comments.

The Waterfront Hotel Planning Study findings are discussed in staff report [PL-28-22](#) and in Appendix 1 of PL-28-22, Waterfront Hotel Planning Study Planning Justification Report prepared by The Planning Partnership. Staff report PL-28-22 is going to the Community Planning, Regulation and Mobility Committee (CPRM) tomorrow, in which staff recommend that City Council endorse in principle the study findings including a concept for 21 and 22 storey buildings on the property.

In a separate process, staff have reviewed the development applications submitted by the property owner for 30- and 35-storey buildings at 2020 Lakeshore Road. Staff are recommending refusal of the applications through staff report [PL-24-22](#) which will be discussed at Community

Planning, Regulation, and Mobility (CPRM) Committee tomorrow.

As the staff reports are already written, you have the opportunity to send your comments directly to CPRM Committee (Council members), by emailing your comments to the Clerks Department (clerks@burlington.ca) by 12 noon today so they can be included in the agenda package for tomorrow's meeting. After noon today, it would be too late to get on the meeting package but you could still email members of Council directly (e.g.: mayor@burlington.ca, ward2@burlington.ca, etc.).

For your information, here are the meeting details for tomorrow:

Meeting details

Community Planning, Regulation and Mobility (CPRM)
Committee

Tuesday, April 12, 2022

Beginning at 1 p.m.

Online - [Council and Committee Live Stream](#)

Thank you,

Samantha Romlewski

Senior Planner

Community Planning

(905) 335-7600 ext.7402

Cell: (289) 983-6308

samantha.romlewski@burlington.ca

City of Burlington Logo



From: Warren Bell [REDACTED]

Sent: Saturday, April 09, 2022 6:49 PM

To: Romlewski, Samantha <Samantha.Romlewski@burlington.ca>

Subject: Waterfront Hotel Planning Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Samantha. I am writing to you in your role as the staff lead on the Waterfront Hotel Planning Study, to express my concern and to offer potential solutions to this concern. My email is concise as I understand that you have received a significant level of interest in the study and have many suggestions to review.

I am most concerned with the potential congestion of both people and

automobile traffic on Elizabeth Street where, to the east, all residents (151 residential units + 6 commercial units) and hotel guests (Pearle Hotel) of the Bridgewater complex enter one parking garage at the bottom of the street near the traffic circle. Traffic is already at a high level now that the hotel is in full operation and the condominium is almost fully occupied with wait times growing at the lights to turn onto Lakeshore Road in either direction. The current drawings show only one entrance/exit onto Elizabeth Street for the new complex, which has a significantly more units than the Bridgewater complex.

In order to address this concern, may I suggest the following solution recognizing that others have offered suggestions to do the complete opposite. Here are the three adjustments that I propose:

- Move the buildings further west, reduce the space between buildings and add space to the east. This will provide a sight line to Lake Ontario from Elizabeth Street where we also have condos and people living. The viewing space from John Street to Lake Ontario is too large.
- Add another entrance to the development on either Brant Street or Lakeshore Road to ensure the sole access to the residences, commercial and hotel is not just from Elizabeth Street to avoid congestion and overburdening a small street.
- During construction, the development's staging location should be to the west away from Elizabeth Street, construction vehicles to be prohibited on Elizabeth Street and 8-10 foot solid hoarding fence to surround construction buildings to maintain cleanliness standards of the Pearle Hotel and Bridgewater Residences.

Thank you for considering my proposed solution to the concern.

Warren Bell

This message, including any attachments, is privileged and intended only for the addressee(s) named above. If you are not the intended recipient, you must not read, use or disseminate the information contained in this email/fax. If you have received this email/fax transmission in error, please notify the sender immediately by telephone, fax or email and permanently delete this email from your computer/shred this fax, including any attachments, without making a copy. Access to this email/fax by anyone else is unauthorized. Thank you.

From: [REDACTED]
To: [Mailbox, Clerks](#)
Cc: [Mailbox, Office of the Mayor](#)
Subject: Waterfront Hotel Planning Study - proposed new hotel/condo/apartment development
Date: Monday, April 11, 2022 10:40:55 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello:

I am writing to express my concern on the Waterfront Hotel Planning Study and to offer potential solutions to this concern.

I am most concerned with the potential congestion of both people and automobile traffic on Elizabeth Street where, to the east, all residents (151 residential units and 6 commercial units) and hotel guests (The Pearle Hotel and Spa) of the Bridgewater complex enter one parking garage at the bottom of Elizabeth Street near the traffic circle. Traffic is already at a high level now that the hotel is in full operation, including large weddings and buses, and the condominium is almost fully occupied with wait times growing at the lights to turn onto Lakeshore Road in either direction. The current drawings for the Waterfront Hotel Planning Study show only one entrance/exit onto Elizabeth Street for the new complex, which has significantly more units than the Bridgewater complex.

In order to address this concern, I suggest the following solution recognizing that others have offered suggestions to do the complete opposite. Here are three proposed adjustments:

- Move the Waterfront Hotel buildings further west, reduce the space between the two buildings and add space to the east. This will provide a sight line to Lake Ontario from Elizabeth Street where we also have condominiums and people living. The viewing space from John Street to Lake Ontario is too large.
- Add another entrance to the development on either Brant Street or Lakeshore Road to ensure the sole access to the residences, commercial space and proposed hotel is not just from Elizabeth Street, which will avoid congestion and overburdening a very small street.
- During construction, the development's staging location should be to the west away from Elizabeth Street, construction vehicles should be prohibited on Elizabeth Street and 8-10 foot solid hoarding fencing should surround the construction buildings to maintain cleanliness standards of both the Pearle Hotel and Bridgewater Residences.

Thank you for considering my proposed solutions to my concern.

Paul Roberts, Bridgewater Resident

From: [REDACTED]
To: [Mailbox, Clerks](#)
Cc: [REDACTED]
Subject: The Waterfront Hotel Planning Study- meeting April 12th at 1:00 pm
Date: Monday, April 11, 2022 10:43:13 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to City Council and those involved in approving the above mentioned project, to express my concern and to offer potential solutions to this concern. My email is concise as I understand that you have received a significant level of interest in the study and have many suggestions to review.

I am most concerned, in line with my neighbours in the BW Residence, with the potential congestion of both people and automobile traffic on Elizabeth Street where, to the east, all residents (151 residential units + 6 commercial units) and hotel guests (Pearle Hotel) of the Bridgewater complex enter one parking garage at the bottom of the street near the traffic circle. Traffic is already at a high level now that the hotel is in full operation and the condominium is almost fully occupied with wait times growing at the lights to turn onto Lakeshore Road in either direction. The current drawings show only one entrance/exit onto Elizabeth Street for the new complex, which has a significantly more units than the Bridgewater complex.

In order to address this concern, may I suggest the following solution recognizing that others have offered suggestions to do the complete opposite. Here are the three adjustments that I propose:

- Move the buildings further west, reduce the space between buildings and add space to the east. This will provide a sight line to Lake Ontario from Elizabeth Street where we also have condos and people living. The viewing space from John Street to Lake Ontario is too large.
- Add another entrance to the development on either Brant Street or Lakeshore Road to ensure the sole access to the residences, commercial and hotel is not just from Elizabeth Street to avoid congestion and overburdening a small street.
- During construction, the development's staging location should be to the west away from Elizabeth Street, construction vehicles to be prohibited on Elizabeth Street and 8-10 foot solid hoarding fence to surround construction buildings to maintain cleanliness standards of the Pearle Hotel and Bridgewater Residences.

Thank you for considering my proposed solution to the concern.

Lucila Branco

[REDACTED]

Burlington, ON

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: : Elizabeth Street, South of Lakeshore Road traffic
Date: Monday, April 11, 2022 11:40:08 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to you in your role as the staff lead on the Waterfront Hotel Planning Study.

One suggestion is to enlarge Elizabeth Street, south of Lakeshore, to four lanes to accommodate the increased traffic and also to have space in case of automobile crashes that I am sure will occur given the many short calls we had had on the street.

Second suggestion is to have to residents of the new building to enter Elizabeth Street at the end of the cul de sac so that they do not interfere with the exists of the hotel.

I am most concerned with the potential congestion of both people and automobile traffic on Elizabeth Street where, to the east, all residents (151 residential units + 6 commercial units) and hotel guests (Pearle Hotel) of the Bridgewater complex enter one parking garage at the bottom of the street near the traffic circle. Traffic is already at a high level now that the hotel is in full operation and the condominium is almost fully occupied with wait times growing at the lights to turn onto Lakeshore Road in either direction. The current drawings show only one entrance/exit onto Elizabeth Street for the new complex, which has a significantly more units than the Bridgewater complex.

Thank you for considering my proposed solution to the concern.

Efraim Halfon

[REDACTED]

Burlington, ON [REDACTED]

--
[REDACTED]



Virus-free. www.avast.com

Hello Samantha,

I am writing to you in your role as the staff lead on the Waterfront Hotel Planning Study, to express my concern and to offer potential solutions to this concern.

There are already significant traffic delays and road closings on week ends in the downtown area during the spring, summer and fall (Parades, marathons, Spencer Park activities, cyclists, etc.). The large increase in downtown traffic over the next few years, because of the proposed condominium complexes, will cause a further increase in week end traffic jams and delays downtown as well. Something needs to be done to prevent week end public events from closing Lake Shore Road. There are also huge traffic jams every week end, caused by drivers from outside the downtown area blocking the intersections on a red light while traveling along Lake Shore Road on their way to Niagara. Most cannot stop for shopping, lunch or visit the park, even if they want to, due to the lack of parking in the down town area. This lack of parking space is also hurting down town restaurants and small retailers as well.

I am also concerned with the potential congestion of automobile traffic on Elizabeth Street where all Bridgewater residents (151 residential units + 6 commercial units) and hotel guests (Pearle Hotel) of the Bridgewater complex enter one parking garage at the bottom of Elizabeth Street near the traffic circle. Traffic is already at a high level here now that the hotel is in full operation and the condominium is almost fully occupied. Wait times are growing at the lights to turn onto Lakeshore Road in either direction, partly because Lake Shore Road drivers block the intersection on red lights. With the new complex, wait times will increase significantly. The current drawings show only one entrance/exit onto Elizabeth Street for the new complex, which has significantly more units than the Bridgewater complex.

In order to address this concern, may I suggest the following solution recognizing that others have offered suggestions to do the complete opposite. Here are the three adjustments that I propose:

- Move the new buildings further west, reduce the space between buildings and add space on the east side of Elizabeth. This will provide a sight line to Lake Ontario from Elizabeth Street where we also have condominiums and people living.
- Add an additional entrance to the development on either Brant Street or Lakeshore Road to ensure the sole access to the residences, commercial and hotel is not just from Elizabeth Street to avoid congestion and overburdening a small street.
- During construction, the development's staging location should be to the west away from Elizabeth Street, construction vehicles to be prohibited on Elizabeth Street and 8-10 foot solid hoarding fence to surround construction buildings to maintain cleanliness standards of the Pearle Hotel and Bridgewater Residences.

Thank you for considering my proposed solution to the concern.

Patric Murphy

Burlington, On

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: Congestion on Elizabeth street
Date: Monday, April 11, 2022 2:01:48 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom this might concern,

I am writing to you in your role as the staff lead on the Waterfront Hotel Planning Study, to express my concern and to offer potential solutions to this concern. My email is concise as I understand that you have received a significant level of interest in the study and have many suggestions to review.

I am most concerned with the potential congestion of both people and automobile traffic on Elizabeth Street where, to the east, all residents (151 residential units + 6 commercial units) and hotel guests (Pearle Hotel) of the Bridgewater complex enter one parking garage at the bottom of the street near the traffic circle. Traffic is already at a high level now that the hotel is in full operation and the condominium is almost fully occupied with wait times growing at the lights to turn onto Lakeshore Road in either direction. The current drawings show only one entrance/exit onto Elizabeth Street for the new complex, which has a significantly more units than the Bridgewater complex.

In order to address this concern, may I suggest the following solution recognizing that others have offered suggestions to do the complete opposite. Here are the three adjustments that I propose:

- Move the buildings further west, reduce the space between buildings and add space to the east. This will provide a sight line to Lake Ontario from Elizabeth Street where we also have condos and people living. The viewing space from John Street to Lake Ontario is too large.
- Add another entrance to the development on either Brant Street or Lakeshore Road to ensure the sole access to the residences, commercial and hotel is not just from Elizabeth Street to avoid congestion and overburdening a small street.
- During construction, the development's staging location should be to the west away from Elizabeth Street, construction vehicles to be prohibited on Elizabeth Street and 8-10 foot solid hoarding fence to surround construction buildings to maintain cleanliness standards of the Pearle Hotel and Bridgewater Residences.

Thank you for considering my proposed solution to the concern.

Marie Houde

[REDACTED]
Burlington
[REDACTED]

Hello Samantha,

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Thank you for considering my proposed solution to the concern.

Fred Koornneef

[REDACTED]

Burlington, ON

[REDACTED]

From: [REDACTED]
To: [Mailbox, Clerks](#)
Cc: [LIST - Office of Ward 2](#)
Subject: Waterfront Hotel Planning Study
Date: Tuesday, April 12, 2022 9:59:38 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

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Thank you for considering our proposed solution to the concern.

Mira & Ragai Louis
Bridgewater Residence



. . . Memo

To: Mayor and Council

From: Mark Simeoni, Director of Community Planning

Cc: The Planning Partnership, c/o Donna Hinde

Date: April 12, 2022

Re: April 4th letter from The Planning Partnership

CPRM April 12, 2022
L-20-22 and PL-28-22
Memo from Mark Simeoni

Mayor and Members of Council,

On April 4th, 2022 a letter ("the letter") was sent to City staff from The Planning Partnership (TPP), regarding a report that was produced by The Planning Partnership titled, *Burlington Waterfront Hotel Planning, Planning Justification Report* ("the report"), dated March 23, 2022. See Appendix A of this Memo for the letter. The report is appended to Staff Report PL-28-22.

The letter makes allegations that City staff directed TPP to implement a building height of 22 storeys.

The City takes such allegations very seriously and has investigated this allegation through discussions with staff, review of meeting notes and a comprehensive review of email communication. That review has confirmed that in no way did City staff direct TPP to reach any general or specific planning conclusion with regard to building heights or any other matter. Staff did identify the current policy and existing built form context in which the TPP were to provide planning recommendations for the study area. In addition, since the letter was received, TPP has been asked for specifics as to when the alleged staff direction was given, and none have been provided.

In engaging external consultants, it is the City's expectation that they will provide their independent analysis and conclusions. In this case, staff provided direction with respect to the applicable policy regime and physical context that it expected the report to consider. At no time was direction given with respect to the conclusions of the report, which staff expected to be provided based on an independent analysis of the applicable and current policy context.

At no time during the drafting the March 23 report, or at any time following its submission to the City was there any indication from TPP that there was a concern about a perceived "direction" until the letter was delivered immediately before the report was to be considered by Council.

The letter further states that there is no technical basis for the heights which TPP proposed in the report.

This is incorrect. Earlier phases of the study included broad technical analysis completed in 2018. There is merit in those technical studies being updated. However, this was addressed on Page 31 of the report, which states:

It is recognized that refinement may be warranted through these technical supporting studies. This may also be done prior to the enactment of the Official Plan Amendment for the Preferred Concept (2022).

This updated technical analyses has been considered by City staff through the review of Official Plan and Zoning By-law Amendment applications for 2020 Lakeshore Road, located within the study area of the report, for which a recommendation has been made and will be considered by Council.

Respectfully submitted,

Mark Simeoni
Director of Community Planning Department



April 4, 2022

Samantha Romlewski
Senior Planner
Community Planning
City of Burlington

Burlington Waterfront Hotel Planning Study

Dear Samantha:

Thank you for clarifying roles and responsibilities for the Council Committee Meeting on April 5, 2022. We are fully supportive of appropriate staff answering key questions related to the development application, policy, the staff report and parkland. In addition, we would request that City staff also deal with questions or concerns related to the height and/or massing of the building at the Council Committee Meeting

As you are aware, during the process of preparing the Planning Justification Report for the Waterfront Hotel Planning Study, we were directed by City staff to implement a building height of 22 storeys. We have drafted the implementing instruments based on this direction. Given the direction from staff, and the lack of any technical assessments and supporting studies to confirm any specific building height on the subject site, The Planning Partnership cannot provide professional planning and/or urban design support for any specific building height through the remaining approvals process, including at any potential appeal to the Ontario Land Tribunal.

Your truly,

A handwritten signature in black ink, appearing to read 'Donna Hinde'.

Donna Hinde BES, MLA, FCSLA
Partner, The Planning Partnership

1255 Bay Street . Suite 500
Toronto, Ontario . M5R 2A9