

PB-81-17: Appendix C: Update to Summary of Public Consultation on the draft New Precinct Plan and Policy Directions

Please note: This document contains feedback on the draft new Precinct Plan received after September 15th, 2017. Report PB-68-17 includes all comments received prior to September 15th, 2017.

Introduction

On September 7th, 2017, the third round of public consultation on the Downtown Mobility Hub was held at the Art Gallery of Burlington. Members of the public were invited to attend and provide feedback on the draft New Precinct Plan and Policy Directions for the Downtown Mobility Hub. In June, public engagement sessions focused on two draft concepts which explored where potential growth could be accommodated in the Downtown. With that input, along with ongoing technical studies, a new draft Downtown Precinct System and updated policy framework were produced. The updated precinct system and policy framework were developed with the goal of achieving several objectives for the Downtown Mobility Hub, as listed on page 2 of the *Draft Precinct Plan Workbook*. Approximately 85 people attended the event.

The event was structured as a presentation and workbook session. The presentation included an overview of what the City heard to-date on the Downtown Mobility Hub, outlined main objectives of the new draft precinct plan and provided a description of the intent and key directions for each precinct in the plan. Following the presentation, workbooks were provided to all attendees which outlined the Objectives, Intentions and Key Directions for each of the proposed Precincts in the plan. Presentation materials and the workbook can be found at: www.burlington.ca/mobilityhubs. The feedback collected through the workbooks and comments received through other methods, such as email, is summarized in the following section.

Along with the formal public consultation, three drop-in open houses were held at City Hall that were open to the public, stakeholders and other interested parties to discuss their specific properties, interests or concerns with staff one-on-one. Feedback from these conversations and meetings is included in the following section.

Public Consultation Feedback

Below is a summary of workbook feedback on the draft new Downtown Precinct Plan received after September 15th, 2017. Please note that report PB-68-17 includes all comments received prior to September 15th, 2017. The workbook provided explanation of the Objectives, Intention and Key Directions for each of the proposed precincts in the plan, and posed the following questions:

1. *Do you agree with the general intent of the Precinct?*
2. *Are there key elements of the precinct that you think are missing from the Intention Statement?*
3. *Are there any key directions that you think are missing?*
4. *Do you agree with the overall key directions for this precinct?*

An online version of the workbook was also available on the City's website. Feedback received through completed workbooks, online workbook submissions and feedback received through other methods such as email and comment sheets, are summarized below to include General Comments on the draft new Downtown Precinct System and key objectives, as well as feedback on each individual precinct.

General Comments

- Need more benches in the downtown, especially along streets in the downtown
- Need better transit frequency between Burlington GO and Downtown – consider a different form of transit, such as a frequent shuttle which could cost less for users
- Need to ensure enough parking is required in new buildings
- Need a traffic light at Ghent Ave/Brant Street intersection – it is very hard to turn left at this intersection
- Maximum height for livability is around 6 storeys, like seen on Plains Rd.
- Need proper dedicated bike lanes that are connected in a full network, not just a few blocks. Sharrows are not effective. Need bike lanes that are separated with barrier to be useful, like in Montreal's West Island neighbourhoods
- Make sure adequate, easy parking spaces are available
- Podiums give the ground level illusion of not being boxed in, but heights over 6 storeys ruin views, create more shadows. People want views to the lake as well as to the sky
- Terracing is critical to prevent a canyon effect and provide more opportunity for sunlight to be on the streetscape
- Flex street on Brant Street may be useful
- Traffic Demand Management (TDM) and mitigation measures within each development is included in almost every precinct – this would seem to be the responsibility of the builder and it should be, but the flow of an additional several thousand vehicles through the Hub area, in addition to other local and commuter vehicles may be a bit much for our streets
- The "tall residential" and the "downtown core" areas which are slated to have the highest density appear to have the lowest concentration of green spaces and parks, and the lowest

concentration of shops, services and other urban amenities. People living in these areas will need amenities such as parks.

- Need to have equipment for ground floor retail to ensure there are adequate amenities within walking distance. If these communities have to drive to get to a store or park they will fail to bring about the kind of change required to make higher density work in a downtown that doesn't have room for all their cars.
- Need to consider Land Economics - With current land values, likely 15 stories+ is required to make downtown living affordable for families. But to attract families we also need more parks & services in the Upper Brant area. These will of course increase the land values even more. Going to be very difficult to turn around the aging demographic of DT Burlington. Right now it's shaping up to be solely aimed at attracting rich retirees. There is a desperate need for a large and rapid influx of 20s - early 30's to keep schools viable across South Burlington. Best place for this to happen is at Brant Street and Ghent Ave., and further north.
- Active Transportation connections from Birch Ave. to Lakeshore Road in the hydro corridor should be added, as well as connectivity between Emerald Cres. & Birch Ave.
- Consider where there is to be a frequent transit corridor (won't work without frequent transit). If it is to be Brant Street, will need to consider moving John St. terminal or improving Pine between Brant St. and John St. (maybe make it one way) to provide priority transit access so buses don't get backlogged. Left turns will greatly reduce the effectiveness of transit.
- This is a commuter city and cars are needed
- The lands east of Burlington Street south of Elgin Street, there is an opportunity for greater height and density to support the mobility hub
- Ensure the senior and disabled demographic have sufficient places to sit on every block and provide free water stations. Ensure areas are sheltered to protect from extreme weather
- Provide ongoing transportation to and from downtown and into Spencer Smith Park
- No to high-rises downtown - more specifically, south of Victoria Ave.
- Terracing is important in the downtown area
- The lake must be seen from every downtown street running north-south from Caroline Street to Lakeshore Road
- Most balconies in apartment buildings should face the lake
- Build above ground parking garages on the parking lots on the parking lots which extend past the Centennial bike path on Martha Street and use the bottom floor for stores
- More care must be given to the rapidly aging senior demographic with attention to mobility and visibility issues
- Re-instate the discounted taxi program for seniors as it is too difficult to use city bus and it's too expensive for taxis – too much notice must be given for the Handi-Van

Brant Main Street Precinct

- Precedent images in the workbook depict 6 storeys buildings, while the precinct would allow 11 storeys – big difference
- Developments should be in keeping with the charm and character of Burlington’s current downtown area
- Concern with accessibility into store fronts and crossing streets, as well as available parking
- Agree with the key direction to require a minimum of two uses – such as office and place to sit and have a drink
- Yes, agree with the general intent of the Brant Main Street Precinct but would not like to see any more latitude given to ‘special considerations’
- Provide wide sidewalks that are accessible for all ages and for strollers and scooters
- Have to advise people that parking is available on other streets or in parking facilities within a very short walk to this precinct. Most of community feedback I expect to focus on the lack of parking. This street has to be about so much more than storing cars in order for this to work.
- The Special Policy Area gives some concern - but it would seem to be the only way to get some open public space on the east side of Brant Street. Not a compromise I like, but would seem a necessary one

Online Workbook Feedback: Brant Main Street Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Brant Main Street Precinct?	13	2	1
Are there key elements of the precinct that you think are missing from the Intention Statement?	6	7	4
If yes, which key elements do you think are missing?: <ul style="list-style-type: none"> • The use of a 45° degree angular plane is not appropriate in relation to Brant Street - you want the built form to frame and enclose the space not step back. The use of podiums and step backs from the podium is the primary tool to create a pedestrian realm • Active transportation should be running right through the core and the vehicular traffic diverted around the civic square area... if you really want an enhanced and effective gathering place you need to get rid of the cars. • Need to provide visitor parking 			
Are there any key directions that you think are missing?	8	5	4
If yes, which key directions do you think are missing?: <ul style="list-style-type: none"> • Trees. Greenspace. Enough room for cars. • New and/or enhanced pedestrian and cycling connections. • Need to incorporate active transportation in this plan • There appears to be no mixed housing, affordable housing or disabled housing in the rhetoric. There should be a policy and maybe even name this an historic neighbourhood, and ensure that the replacement housing that is build reflects the 			

area. It is a small area and it should be preserved to offer the city some beauty near the lake that is not of the new big buildings.			
Do you agree with the overall key directions for this precinct?	9	2	5
<p>Additional Comments:</p> <ul style="list-style-type: none"> • Agree with the podiums and focus on retail. • LOVE the "flex street" idea for Brant Street. Suggest making it a much more regular/frequent occurrence than just for special events. • The flex street functionality will be an asset. • Caution with the increased height of buildings to the east of the precinct • I like the flex road idea from Caroline Street to Pine Street • Keep it liveable for the community. The downtown core is what makes us unique and we need to preserve its uniqueness for future generations • Ideal building height in Brant St. Corridor is 3-6 storeys for optimum livability. 45° degree angular plane away from street is a noble intention but more buildings up to 11 storeys will violate the human scale of the place. • Absolutely agree with the need to retain the "views" component in downtown. Hoping any new development will include underground placement of hydro lines to improve sight-lines. • Generally agree, but are concerned with impact on detached homes opposite large buildings on Locust St. and John St. • Special Policy Area - contribution to Civic Square is a good idea but giving up 6 stories might be too much. • Requirement that buildings incorporate a podium element at street level makes good sense • Why minimum of two uses? Does length of building not provide a determining factor? • I believe that the illustration is designed to protect the Brant St. streetscape which is also designated as a view to the lake. • Large retail stores desire a 7-metre storey height. You may need to establish a maximum podium height to accommodate one to four-storeys. • As per the illustration, I do not understand as to why the developer is limited to 11-storeys. I believe the developer should be permitted to develop to 15-storeys provided that the structure is contained within the 45-degree angular plane from Brant St. and the setbacks established on John St. are maintained. • I would like to see an illustration which includes a transition to a sensitive area discussed in the prior feedback such as north of Caroline St. and east of Brant St. Central precinct or bordering with Bates precinct. • Where possible, buildings associated with arterial road intersections should not present a 90 degree sharp corners at intersecting property lines. Instead, the corners of the four buildings should be softened by integrating curved courtyards which form a circle which is dissected by the two arterial roads. These courtyards could host a sculpture or plantings with or without seating. • "Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments." - what does this mean? 			

Bates Precinct

- Yes, agree with the general intent of the Bates Precinct
- Maximum height of 3 storeys is good – be mindful of new development character within the historical surroundings
- Yes, agree with the overall key directions for this precinct
- The Bates precinct can act as a buffer for the St.Luke’s area and the preservation of historic buildings is a laudable goal
- A small bit of pickiness about the names in the first key direction. Nelson Village was located at Guelph Line and RR #5; Port Nelson was at Guelph Line and Lakeshore and there was no Burlington Township (there was, however, Nelson township, which included Burlington Village and Wellington Square until they combined in 1873 as the town of Burlington).
- Agree with the general intent of Bates Precinct for Locust Street
- Preservation of historic structures and land is a must everywhere
- Yes, agree with the general intent of the Bates Precinct

Online Workbook Feedback: Bates Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Bates Precinct?	13	0	3
Are there key elements of the precinct that you think are missing from the Intention Statement?	4	9	4
If yes, which key elements do you think are missing?:			
<ul style="list-style-type: none"> • The directions should be that this is not only a residential community but there are opportunities for other uses such as office and commercial within the area 			
Are there any key directions that you think are missing?	3	8	6
If yes, which key directions do you think are missing?:			
<ul style="list-style-type: none"> • Heritage is often about streetscapes as much as built form. There are opportunities for additional intensification if the streetscapes are protected. 			
Do you agree with the overall key directions for this precinct?	13	0	2
Additional Comments:			
<ul style="list-style-type: none"> • "Downtown Core" area immediately east of Brant Street is not compatible. Will make an unfriendly street with historic on one side and tall modern buildings on the other • This precinct is already being challenged due to the development at Elgin St. and Locust St. • I do not believe that the proposed elements are defensible and thus I believe that the residential property owners should be compensated at the time of sale of the owner's choosing to a developer who is enabled to aggregate bordering properties to develop a mid-rise mixed-use structure. • An exception is for designated historic properties. Proposed developments must maintain sunlight to existing trees. • I like the limitation on building heights to 3 storeys, and efforts to preserve the character of the neighbourhood. 			

- Preserve the park and all the activities that have been there for generations. Spencer Smith Park is essential to the activities of the city. Do not let new comers to the area, complain about what is held here and noise. It is part of living in the precinct.

Public Service Precinct

- Yes, agree with the general intent of the Public Service Precinct
- Yes, agree with the overall key directions for this precinct, but again make sure new development blends in with surroundings, looks inviting and provide green space as much as possible
- The future redevelopment of John St. parking lot site should include some public parking
- Support for future transit terminal at 421 John Street
- We could use a university/college off campus classes such as ongoing art/craft/jewelry making – second careers could be gained

Online Workbook Feedback: Public Service Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Public Service Precinct?	13	2	1
Are there key elements of the precinct that you think are missing from the Intention Statement?	3	12	2
If yes, which key elements do you think are missing?: <ul style="list-style-type: none"> • There are opportunities for mixed use for the public service developments as well and these should be identified. It would allow for revitalization of these sites in the future. • Central Public Schools 			
Are there any key directions that you think are missing?	3	10	3
If yes, which key directions do you think are missing?: <ul style="list-style-type: none"> • New and/or enhanced pedestrian and cycling connections. • Absolutely do not need a post secondary institution in the downtown core. • Like the ideas of schools, elementary and high schools. There is no recreation facilities downtown except the parks. Grocery shopping is sadly lacking now but that should be addressed when these old strip malls, such as No Frills, are eventually replaced. 			
Do you agree with the overall key directions for this precinct?	13	0	2
Additional Comments: <ul style="list-style-type: none"> • Very glad to see the schools included in this precinct • May need more space for post-secondary education facility particularly if residences etc. are incorporated. How do you intend to carry out the Public-Private Partnerships? The city may need to be more proactive and somewhat prescriptive regarding the incorporation of a new bus station into a private development near the existing facility. 			

- I do not understand the implications of this precinct definitions as they pertain to any bordering sensitive areas. I suspect the area of potential concerns relates to the property associated with the Brant Hospital and bordering areas such as the north side of North Shore Blvd. E.

St.Luke’s/Emerald Neighbourhood Precinct

- Yes, agree with the general intent of the St. Luke’s/Emerald Neighbourhood Precinct
- Yes, agree with the overall key directions for this precinct
- Good ideas here, including semi-detached structures and the use of detached garages
- These areas are beautiful

Online Workbook Feedback: St.Luke’s/Emerald Neighbourhood Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Public Service Precinct?	14	1	1
Are there key elements of the precinct that you think are missing from the Intention Statement?	4	10	3
If yes, which key elements do you think are missing?: <ul style="list-style-type: none"> • There are opportunities for intensification through conversion of existing homes to apartments, extension and enlargement of the built form to accommodate additional residents. • The boundaries of this area need to be reviewed as they include lands that may be more appropriate for more intensive built forms • I like those alleyways! • I am shocked to see there is a heritage policy in place. I do not think in this area there should be any change in what is there, no new semi detached or bike paths. 			
Are there any key directions that you think are missing?	4	9	4
If yes, which key directions do you think are missing?: <ul style="list-style-type: none"> • Uncover long-buried creeks that run through these neighbourhoods. • Absolute heritage housing policies and the area clearly named and signed a heritage area. St. Lukes should continue to be an historic gem and have a clear view to the lake. 			
Do you agree with the overall key directions for this precinct?	13	1	2
Additional Comments: <ul style="list-style-type: none"> • This is a beautiful area and I agree it should be protected. However, beyond the mobility hub to the east there are a myriad of other areas that should also be protected. • Like the "New and/or enhanced pedestrian and cycling connections" component. Very important. • The City needs to be careful with new and/or enhanced pedestrian and cycling connections as dealing with narrow streets, many with no sidewalks. • My concerns relate to the transition from these precincts with bordering properties outside these precincts. 			

- Development on lands which border these precincts must comply with a 45 degree angular plane. from the property line of the closest precinct residential property or bordering greenspace.
- Instead of permitting semi-attached dwellings, the construction of strip Town homes should be permitted on aggregated properties which current host single family homes which face arterial roads.

The Cannery Precinct

- The heritage building at the corner of Lakeshore Road and John Street should be preserved; the shape of the building is unique and important
- No, do not agree with the general intent of the Cannery Precinct. “High Degree of Architectural and Urban Design Excellence” just means how much can the developers get away with destroying our waterfront views and access
- Protect and preserve waterfront for people – create a landmark site celebrating Burlington’s unique position on the lake
- Interesting Counterpoint to pair this with Bridgewater. The proposed built for massing diagram at the bottom of page 18 in the workbook is beginning to look a bit intimidating.
- Would it not make more sense of the area in the Cannery precinct to be consistent with the Brant Main Street?

Online Workbook Feedback: Cannery Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Cannery Precinct?	9	6	1
Are there key elements of the precinct that you think are missing from the Intention Statement?	8	7	1
<p>If yes, which key elements do you think are missing?:</p> <ul style="list-style-type: none"> • Are any of the current buildings at the north-east corner of Brant and Lakeshore designated as having historic significance, or are they subject to demolition for future developments? • Corner of Lakeshore Road/ Brant St. - needs to include requirement for ground floor retail and creating a reason to encourage walking along Lakeshore Road • Parking and road widening. Better get Lakeshore Rd back to two lanes each way • The proposed buildings are too tall and too close together and will cut off the public view of the Lake. We know that buildings can offer public access to the lake but make it unappealing in how this is proposed. They can make it looks like private property and not encourage public access. • There is no reason why the height is being capped in this area. Additional height and density is appropriate in this location • Wind tunnels from Tall buildings change the joy in being there • Visual appeal is missing. Access to the lake is a priority and is not referenced. • What does this mean?: "Require developments to achieve a minimum of two uses within a building" 			

<ul style="list-style-type: none"> • Small "mom and pop" variety stores are never going to be able to afford the retail space in these buildings. • No mention of parking. Not everyone is going to travel by bus or bike. 			
Are there any key directions that you think are missing?	6	6	3
<p>If yes, which key directions do you think are missing?:</p> <ul style="list-style-type: none"> • Require retail or service commercial fronting both Brant St. and Lakeshore Rd. • Need Parking and road widening • Height and access • Outline what the City intends to do with public spaces. • 22 storeys is much too high. It should be capped at 12 storeys. • No mention of parking. 			
Do you agree with the overall key directions for this precinct?	8	4	3
<p>Additional Comments:</p> <ul style="list-style-type: none"> • This development which sadly is already under construction is in my opinion, a mistake which has spoiled our waterfront. However. since there is no going back now I reiterate my request to insist that architectural elements on the podium should be high quality and reflect the character of our waterfront. • Planting trees of significant size around these tall buildings would mitigate their monstrous size. • Agree that preserving public access to waterfront lands and creating a public destination point in this location would help offset the damage construction has done to the streetscape on Lakeshore road between Pearl and Elizabeth. • I want to walk Lakeshore Road and see the Lake - even East of the Park. • The buildings will make Lakeshore Road feel claustrophobic for the public. • Proposed massing will create an unpleasant human environment at the foot of Brant and John Streets. Creation of new public space within this small zone north of Lakeshore seems like a virtual impossibility. • Height on northern portion is too high. Should be 17 stories so carries same maximum height as Downtown Core and ties in well with 11 stories maximum in Brant Main Street Precinct north of it. Should require more than 2 uses given size of complex. • I do not believe in limiting the heights of this proposed precinct provided that residential neighbourhood properties (typically within other precincts) are not disadvantaged from a 45-degree angular plane perspective and that streetscape views are maintained for Elizabeth St. and Pearl Street through appropriate building setbacks and above podium setbacks. • This type of high rise development detracts from the character of the downtown core. • 22 stories is too high 			

Upper Brant Precinct

- Taller Buildings make sense in this precinct near the GO Stations
- Require adequate parking availability, as well as greenspace/trees

- Yes, agree with the overall key directions for this precinct, however, should reduce maximum height of 25 to 16 storeys
- Hope that people would walk or take transit from this precinct to the Burlington GO station
- The special policy area makes sense
- Some form of subsidized or assisted housing in this area would be valuable and necessary
- Do not agree with general intent of the Upper Brant Precinct – provide wider roads on Ghent Ave and provide 2 lanes southbound on Brant Street.

Online Workbook Feedback: Upper Brant Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Upper Brant Precinct?	12	2	2
Are there key elements of the precinct that you think are missing from the Intention Statement?	3	11	2
If yes, which key elements do you think are missing?: <ul style="list-style-type: none"> • Mixed use should not be required for buildings not fronting on Brant street. • This is where the 45 degree angular plane should be applied from existing houses instead of the requirement for terracing. By imposing a standard of the angular plane, it forces the architects to creatively address the site challenges. Terracing is only one solution and should not be mandated. • No mention of parking. • No reference to preserving the character of existing neighbourhoods to the west of Olga Drive 			
Are there any key directions that you think are missing?	6	8	2
If yes, which key directions do you think are missing?: <ul style="list-style-type: none"> • Walking (wide sidewalks) and cycling (protected cycling facilities) connecting this node directly to GO station. • New and/or enhanced pedestrian and cycling connections. • No mention of parking. No reference to the problems created by traffic congestion, and how the City is going to deal with the massive influx of residents. 			
Do you agree with the overall key directions for this precinct?	10	2	3
Additional Comments: <ul style="list-style-type: none"> • Most important segment of the official plan. This section needs to be relatively less car-friendly than the rest of the city in order to not negatively impact mobility. • It won't work if all the people moving in need to use cars to get to shops and services. If we push all the businesses to big boxes like at Dundas and Appleby life in this area will be horrible. But also unlikely that business like grocery stores will build in urban walk/bike-friendly formats unless they have no other alternative. We need to demand that they do, and actively curtail the competition from places further out in the city by putting a complete stop to single story single use retail everywhere in the city. • Adding tall buildings along the Fairview St. corridor with increased public transit options (regular frequent small hop on hop off buses plus biking options would create much needed affordable housing while providing opportunities for increased public access to the downtown). 			

- This is a suitable area for high-rise development to permit Burlington to meet its intensity obligations.
- This precinct alone will massively increase the size of the student body in the area
- I agree with this scenario for this area and agree especially that it needs to include different cost levels so people from all income brackets can live there. Very very handy to be able to walk to GO transit. If I was commuting to downtown Toronto for work, this area would be very appealing to me.
- This is the transportation hub for the GO train. More parking may be needed and should be accessible
- 7 Stories is a difficult height to ensure a viable development. Should be 8-10 stories. Also, there is no reason to cap height at 25 stories. Additional height would encourage the difficult land assembly required to encourage development in this area.
- Finally a statement regarding bordering precinct residential neighbourhoods. "Require developments to terrace height away from adjacent established residential neighbourhood areas and towards Brant Street." Consider the use of 45-degree angular planes and the softening of building corners associated with arterial road intersections.
- 25 storeys is way too high. Height restrictions should be capped at 12 storeys.

Downtown Core Precinct

- To attract people to this precinct, the area must be visually appealing, have unique shops, attractive walking and seating areas, as well as convenient parking
- Enhance the proximity to the lake and take advantage of the possibilities, but don't block views to the lake
- Need parking for: business and commercial; employees; customers; parking for residents and visitors
- Look at buildings that have families above and unique shops below
- Emphasis should be on beautifying and enhancing the downtown core to appeal to pedestrians
- This is good - setbacks and podiums are valuable in a least some of this area. Preservation of the retail aspect of the Brant Plaza in some form is essential

Online Workbook Feedback: Downtown Core Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Downtown Core Precinct?	9	3	3
Are there key elements of the precinct that you think are missing from the Intention Statement?	3	7	6
If yes, which elements do you think are missing?: <ul style="list-style-type: none"> • Density. Getting in and out of Downtown or crossing from East Burlington to West Burlington is congested now. If you add thousands of more condo units downtown - there will be thousands of more cars. The roads between QEW and Lakeshore will be impossible. 			

<ul style="list-style-type: none"> No reference to the importance of redeveloping the Brant Plaza No reference to parking No reference to traffic congestion. No reference to the impact that additional population will have on the existing infrastructure. 			
Are there any key directions that you think are missing?	6	6	4
<p>If yes, which key directions do you think are missing?:</p> <ul style="list-style-type: none"> Traffic is a concern There should be minimum and maximum setbacks from the street to achieve the objectives. Not sure why there is not a bonusing section in all of these districts which set out the maximum height and then state if you want more height then there needs to be additional community benefits Not clear where the 17 stories came from for this one. Equally not sure why mixed use for every block face in this area. They are more challenging projects and overall there may be specific areas where mix use is to be mandated versus encouraged. New and/or enhanced pedestrian and cycling connections. Require developers to design and construct "green" buildings. Allow retail and commercial service at ground level but not make mandatory. Provide adequate parking both public and within any new structures whether that be condos or business commercial buildings. 			
Do you agree with the overall key directions for this precinct?	8	3	4
<p>Additional Comments:</p> <ul style="list-style-type: none"> It's a very large % of area - should be focused more on mid-rise. Will take very long time to develop to ultimate plan. My biggest fear is that now that tall buildings have gained a foothold in the core, we may end up just another uninspiring Mississauga look alike. The guidelines do at least seem to offer some protection against this. Invest heavily in large trees to soften the effect of concrete and glass. Too many buildings that are much too big in this area. Carpeting the area with 17-storey buildings will not improve it. What will happen to Village Square? - now a very under-utilized area with potential for development. It sounds as if there might be too many tall buildings in a small space. Not sure about this one as have some small buildings within the area that you may want to retain, and seventeen stories everywhere may not make sense. Remember people requested height on north part of Brant Street not necessarily in this area. Consider 45-degree angular planes to bordering residential neighbourhoods and the integration of soft building corners at arterial road intersections. Building heights should be capped at 12 storeys. 			

Old Lakeshore Road Precinct

- Yes, agree with the general intent of the Old Lakeshore Road Precinct
- Only allow low-rise buildings in this area

- Yes, agree with the overall key directions, but keep height very low and make this area a priority
- This is a difficult area to deal with. Agree with the general intent of primarily residential as it is a bit far from the "mainstream" to be retail focussed. As you indicate, further specific studies are need as to whether our waterfront green space can be extended into this area as well
- No, do not agree with the general intent of the Old Lakeshore Road Precinct – maybe a round-about would suit this place
- If you want people to walk about the Old Lakeshore Road area, then block all roads to cars

Online Workbook Feedback: Old Lakeshore Road Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Old Lakeshore Road Precinct?	9	3	3
Are there key elements of the precinct that you think are missing from the Intention Statement?	6	8	2
If yes, which key elements do you think are missing?: <ul style="list-style-type: none"> • Are there any buildings within this precinct with an historical designation? • This is a very sensitive area of our Downtown. Could it be make into a Pedestrian Area with low-rise housing and limited traffic.? The more people who live there - the more cars and congestion they will bring. Let's preserve it for all the people to enjoy. • This area need revitalization and how does this policy direction get you there? • Specifying "cycling" infrastructure. • No reference to what you plan to do with the existing businesses and offices. • No reference to parking. No reference to traffic congestion. No reference to how the City is going to attract all these wonderful, amazing retailers to set up operations in this location 			
Are there any key directions that you think are missing?	6	7	3
If yes, which key directions do you think are missing?: <ul style="list-style-type: none"> • This Pedestrian- no car area which could be an example to the Province of a no car area. • New and/or enhanced pedestrian and cycling connections 			
Do you agree with the overall key directions for this precinct?	8	2	4
Additional Comments: <ul style="list-style-type: none"> • 15 stories as of right will make very difficult to attain mixed use fabric shown in picture. Waterfront side should be lower, or require terracing as per Brant St. to create comfortable pedestrian environment. • Need for park space here. • I like this idea. Let's face it, right now it is not exactly a beautiful area full of pedestrian friendly walks to the lake. This sounds like a big improvement, a good place for such density, and a new place for pedestrians to enjoy the lake and have places to walk to and shop/eat/visit, etc. • Keep a much lake access for the public as possible • I do not believe that the properties in this precinct as defendable against developer escalation to the OMB. As such, I believe that this precinct should not be restricted in terms of building height provided that 45-degree angular plane to bordering residential properties is maintained. Residential properties inside the precinct should 			

be rezoned to permit future mixed-use development with a strong emphasis in accommodating families.

Mid-Rise Residential Precinct

- Yes, agree with the general intent of the Mid-rise residential precinct
- Ensure convenient parking for commercial activities
- Don't block view corridors
- Yes, agree with the overall key directions for this precinct
- The Mid-Rise Residential precinct seems to recognize existing structures and encourage similar structures where space permits – this is a good approach

Online Workbook Feedback: Mid-Rise Residential Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Mid-Rise Residential Precinct?	11	2	2
Are there key elements of the precinct that you think are missing from the Intention Statement?	3	8	5
<p>If yes, which key elements do you think are missing?</p> <ul style="list-style-type: none"> • These are the properties that have lake views, you want additional built form to take advantage of that view corridor. This designation should be less than the 17 stories in the centre but permitting up to 12-14 stories would achieve that staging of height especially if you permit bonusing in the core. Disagree with the use of the statement that this designation is to recognize existing. What would be better to state is that additional development needs to work in the context of height and built form of the existing mid rise buildings in the district. • I fail to see why in an area where you have such a view scape that you would be directing ground oriented built form - that should be permitted to the north of the side rise development to provide an effective transition of height and density to the low rise built form north of Elgin St. 			
Are there any key directions that you think are missing?	3	9	4
<p>If yes, which key directions do you think are missing?</p> <ul style="list-style-type: none"> • If this is mid-rise residential and the Old Lakeshore area could be Pedestrian Only - we would have a great downtown core for everyone. 			
Do you agree with the overall key directions for this precinct?	9	1	4
<p>Additional Comments:</p> <ul style="list-style-type: none"> • Should be more of the areas immediately adjacent to the established neighbourhoods. Consider making much of the "Downtown Core" area between Elizabeth St. - Martha St. mid-rise residential. • Generally yes. TDM and mitigation measures - What does this consist of? • Provide sensitive transitions with bordering residential neighbourhoods and greenspaces outside this precinct. Buildings with corners at arterial road intersections should be softened to create courtyard circles. Strip townhomes could be placed on borders with sensitive areas such as residential neighbourhoods. 			

- I like the fact that buildings heights are capped at 11 storeys. I would prefer there be greater clarification on how you are going to protect the character of existing neighbourhoods.

Tall Residential Precinct

- Lower heights should be permitted
- Maximum heights should be no more than 20 storeys
- Portion of precinct located on the east side of downtown should be kept to low-rise due to proximity to the lake
- The Tall Residential precinct seems to recognize existing structures and encourage similar structures where space permits – this is a good approach

Online Workbook Feedback: Tall Residential Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Tall Residential Precinct?	11	1	2
Are there key elements of the precinct that you think are missing from the Intention Statement?	3	9	4
If yes, which key elements do you think are missing?: <ul style="list-style-type: none"> • Specifying "cycling" infrastructure. • There are enough high-rise developments in this area 			
Are there any key directions that you think are missing?	3	8	4
If yes, which key directions do you think are missing?: <ul style="list-style-type: none"> • Areas fronting on to Elgin St. greenway need special treatment. Need to ensure safe connection to Maple Ave. for walking/cycling. • New and/or enhanced pedestrian and cycling connections. • Preservation of existing neighbourhoods. 			
Do you agree with the overall key directions for this precinct?	11	1	2
Additional Comments: <ul style="list-style-type: none"> • Fear of mass clusters of high-rise development • As long as the only tall buildings will be in areas where they currently exist or near where they currently exist, rather than replacing current single family homes. • This could be developed if the OLD LAKESHORE area could be a Pedestrian area. The developed are would benefit from the addition of a Pedestrian only area on the Lakeshore. • Should establish a maximum height of 17 stories. Ensure proper height transition. TDM and mitigation measures - What does this consist of? • I am sensitive to the transition with bordering residential neighbourhoods and greenspaces outside this precinct. Buildings with corners at arterial road intersections should be softened to create courtyard circles. Strip townhomes could be placed on borders with sensitive areas such as residential neighbourhoods. 			

- No market for commercial enterprises in this area. There are already malls in the vicinity.

Parks and Promenades Precinct

- Yes, agree with the general intent of the Parks and Promenades Precinct
- Yes, agree with the overall key directions for this precinct
- At this time, this section is a bit vague – Is the Hydro Corridor currently a park? Is there a park/promenade between Caroline and Victoria streets? How can a path go from Caroline and John streets when they intersect?
- The Elgin Street Promenade will be a welcomed walking path east of Brant Street
- The proposed urban park at Birch Avenue and Brant Street would be welcomed if space can be found – presumably an urban park is relatively small, shaded and equipped with benches, a small fountain and limited play equipment
- Need to ensure adequate lighting along Promenades and paths to ensure safety and the visibility of people
- Ensure the public has full access to the entire beach

Online Workbook Feedback: Parks and Promenades Precinct	Number of Responses		
	YES	NO	NOT SURE
Do you agree with the general intent of the Parks and Promenades Precinct?	12	1	2
Are there key elements of the precinct that you think are missing from the Intention Statement?	4	10	2
If yes, which key elements do you think are missing?: <ul style="list-style-type: none"> • You show no Parks or Pedestrian areas that are East of the Downtown Core except a path in the "Old Lakeshore" area. • Could do more. Burlington has a great waterfront. So few municipalities have this asset. It needs to be more things to more people. A place to come down and engage with each other. Not just for festivals but a place for smaller scale interactions, paddle pools, chess tables bocce ball - the things you see in Europe in the parks - a place to gather and do small scale recreational activities - there is enough land - with the additional residents coming downtown in higher density living, the public realm becomes more important especially for the elderly and young families. • The War Memorial is not a public park. 			
Are there any key directions that you think are missing?	4	10	2
If yes, which key directions do you think are missing?: <ul style="list-style-type: none"> • What happens to the existing parking lot on the south side of Elgin Street currently used by St. Luke's churchgoers and City Hall staff? 			
Do you agree with the overall key directions for this precinct?	11	1	2
Additional Comments: <ul style="list-style-type: none"> • Strongly support this initiative 			

- The best precinct!
- Provide a dedicated cycling path from the bike path ending at Martha Street to the waterfront parks, clearly separated from traffic and pedestrians
- Not sure where pathway along west bank of Rambo Creek is. Should we not be protecting the creek?
- I am sensitive to the transition with bordering precincts to be consistent with a 45-degree angular plane in favour of sunlight to the park.