



## Taking A Closer Look at the Downtown: Second Feedback Report

### Introduction

On February 7, 2019, Burlington City Council voted to re-examine the policies in the adopted Official Plan. The approved Council motion directs Burlington's Director of City Building (now Community Planning) to commence a process to re-examine the policies of the Official Plan in their entirety as they relate to matters of height and intensity and conformity with provincial density targets.

A Council workshop was held on March 18, 2019 to obtain further Council feedback on this direction. Council's further feedback resulted in focusing the work on the Downtown and on refinements to the Neighbourhood Centres policies.

A work plan for re-examining the Official Plan policies was presented by City Staff to Planning and Development Committee on May 21, 2019 and approved by Burlington City Council on May 27, 2019.

The outcome of this work will be modified policies for the Downtown supported by a Final Report prepared by SGL Planning & Design, retained by the City which will include the results of public engagement and finalized technical reports.

### Public Engagement Plan

In the summer of 2019 an [engagement plan](#) was developed by City staff to present a road map of the engagement activities that will take place over the course of the project, highlighting at which points in the process engagement will take place, who will be engaged and the level of engagement. The engagement plan outlines that public input, among other inputs, are required to inform the following decision:

**By March 2020, Burlington City Council will vote to endorse changes to the policies in Burlington's adopted Official Plan that guide development in the downtown until 2031, including the height and density of buildings.**

The engagement plan also clearly defines aspects of the process that cannot be influenced: either because they are beyond the City's control, or because they are outside of the scope of the project as set out in the Council-approved work plan. Those givens are established in the engagement plan.

The engagement plan identified that there would be two key opportunities for public engagement where input would directly influence a recommendation that will be presented to Burlington City Council in March 2020: one in August-September 2019, and one in October-December 2019. This report pertains to the October-December opportunity.

## Engagement Feedback Report: October to December 2019

A critical objective set out in the public engagement plan was to create an ongoing record of what is said during each of the engagement periods and to make it available to the public throughout the process, so that they can track the progress of the project, including reports back to the community to highlight how feedback was or was not incorporated in the final recommendation to Council. The purpose of this report is to provide that record for the second phase of the engagement plan.

This feedback report summarizes what we heard through the October to December engagement period and includes feedback received up to and including the December 5<sup>th</sup> Planning and Development Committee meeting.

## Engagement Tactics

### Taking a Closer Look at the Downtown: Themes, Principles and Land Use Concepts Report

This report, prepared by SGL Planning & Design, was released at the time of the Citizen Action Labs in Mid-October. This report presented:

- Details of the process to date
- How public engagement input has been used to inform the work
- An overview of proposed changes to the Downtown precincts and an overview of the proposed land use and built form Concepts for the Downtown policies.
- An overview of how the Concepts will be evaluated
- Connections to other studies and projects and details of the technical studies

The details in the report formed the content for all the engagement tactics listed below. The report was available at the Action Labs, Drop-In Sessions and at the Committee Meeting on December 5<sup>th</sup>. The report was downloaded or viewed 455 times by 299 visitors, indicative of the significant amount of time people spent engaging with the material.

## Action Labs

The core engagement tactic that informed the entire October – December session was the Action Lab. The Action Labs are engagement events where people work together in small, welcoming groups to engage, discuss, share and explore new ideas.

Five Action Labs were scheduled to present the project, the land use concepts and to gather feedback to help inform the development of a preliminary recommended concept to guide future development of the Downtown.

The first two Action Labs were held on October 23 in the afternoon and in the evening at the Lions Club in Downtown Burlington and were facilitated by Juice Inc. Following those initial sessions three further action labs were held facilitated and supported by city staff including the following:

- October 24<sup>th</sup>, Burlington Youth Student Council
- October 30<sup>th</sup>, Halton Multicultural Council Action Lab at Haber Recreation Centre
- November 2<sup>nd</sup>, Action Lab at Mountainside Community Centre

Over 200 people attended all five of the Action Labs.

The Action Labs were initially planned to be focused on sharing information about how the session was organized, the project, the process to date, the themes identified through the first engagement period as well as the main topic of engagement – the presentation of the two land use concepts for key precincts in the study area. Unlike the Action Labs in August there was a significant amount of information to share before the session shifted into small table discussions. Appendix A includes the PowerPoint slide deck presented at the October 23<sup>rd</sup> Action Labs.

Once the presentations were complete participants worked through individual workbooks (Appendix B) and worked as a team to share their comments to inform the development of a third concept. The workbooks were for individuals to review and take home. Attendees were asked to ensure that any comments, concerns or ideas that were important to them be provided on the team work mat.



*Figure 1: Action Lab  
November 2*



*Figure 2: Action Lab October 23  
(evening)*

The main question was still to answer the question “what is most important to you about the downtown?” . The objective of the session was to help collect information to inform the development of a recommended concept or a third concept.

Tables were facilitated by “Innovation in a Box”-trained facilitators who assisted participants in providing their feedback. Each table had a work mat on which three categories of feedback could be added:

- An opportunity to rate each precinct in each concept to report how closely it aligned with what matters most to you about the downtown
- An opportunity to rate each concept overall to report how closely it aligned with what matters most to you about the downtown
- An opportunity to provide comments, concerns and ideas on sticky notes on the work mat

### Refinements to the Action Lab structure

One key element of the public engagement plan was the desire to ensure that feedback on the approaches to engagement was used to inform changes to engagement tactics

The approach to developing Action Labs is to treat each iteration as a prototype. Through each iteration staff learned what was helpful to make the sessions most useful and beneficial to those who attended. Feedback on the format of the earlier action labs informed changes to improve the format of subsequent action labs. Several people offered feedback and indicated that the information presented on the two concepts was a lot to take in, spent too much time on staff and consultant presentations and that it was overall overwhelming and confusing. Others felt the approach of explaining in broad terms what each of Concept 1 and Concept 2 could be described as was harder to understand than going through each individual precinct and comparing Concept 1 and Concept 2.

Each subsequent Action Lab after the October 23<sup>rd</sup> sessions used the clicker voting approach to try to make the sessions most useful and to try to interact with participants as soon as possible.



*Figure 3: Staff Presentation at Action Lab November 2*

Slightly modified Action Labs were also held with the Halton Multicultural Council and the Burlington Youth Student Council. The Halton Multicultural Council Action Lab included four tables with interpretation support/translation in Chinese, Spanish, and Russian. Results from clicker voting, the standard Action Lab workmats, and individual sticky-note comments were also collected.

The Burlington Youth Student Council Action Lab included students from various Burlington high schools and was a small group session of approximately 8 participants. The Action Lab workmats were used to collect feedback and included sticky note comments from participants.



Figure 4: Workmat from November 2 Action Lab (Evening)



Figure 5: Workmat from October 23 Action Lab (Evening)

### **Student Outreach Sessions (P2H Program)**

A series of student outreach sessions took place throughout the engagement period. Staff attended six classes at two Burlington high schools (Burlington Central High School and Nelson High School) reaching approximately 130 participants ranging from grades 9 to 12. The classes included:

- Civics
- Geography (3 classes)
- Physical Education Leadership
- Business Leadership

These in-classroom sessions included a presentation and interactive polling. The student outreach sessions were developed to follow a modified model of the Action Labs, however, since the presentations were in classroom the entire presentation had to be delivered in less than an hour and a half, the presentations were necessarily shorter.

Unlike the presentations at the Action Labs the student presentations focused on providing a brief primer on levels of government, land use planning and a primer to the project. Details of the vision, land use concepts and precincts were provided.

Following the presentations, students were polled on their thoughts about the overall vision for the Downtown, as well as the Brant Main, Lakeshore Mixed Use, Downtown East and Mid Brant Precincts. Students were asked how well each concept executed the vision for each of the precincts. Students were not required to state a preference for one concept over the other; however, discussion was based on comparison of the two concepts and relative preferences are apparent in the student responses as a result. This approach recorded the impressions related to the concepts overall and served as a two-way learning opportunity. The opportunity to share information about the role of government and land use planning fit well into the various curriculum elements the classes were or would be addressing. Learning about student concerns and their issues as they relate to the project was a key benefit for the project team. A summary of the student outreach sessions is included in the findings section below.

### **Online Survey**

The key tool for public feedback in the second phase of project engagement was a detailed online survey. The survey was designed to be delivered only in an online version. The survey questions were developed to follow the model of the



Action Labs and allowed participants, with the use of a slider tool, to visually experience the difference between the two concepts in each of the precincts being considered as well as the downtown as a whole.

For the full survey please refer to Appendix C. The survey questions allowed people to provide initial answers based on a set of multiple-choice options and then asked the respondent to describe why they provided their response. Providing additional and supporting descriptions was optional. 169 responses to the survey were received and many respondents provided extensive, thoughtful comments to support their multiple-choice selections in the survey. The findings section below provides a detailed description of the survey and a summary of the results received.

### **Walking Tour**

A Staff-led walking tour was held on Saturday, October 26<sup>th</sup>. The purpose of the tour was to engage with participants around the existing context of different areas of the downtown and to discuss the two preliminary concepts for different areas, but not to collect feedback. The tour lasted 2 hours and allowed participants to see first-hand the areas of downtown that are being looked at as part of the re-examination of the adopted Official Plan and to experience what mid and tall rise buildings feel like from the street, when walking through the downtown. Like the P2H presentations, the walking tour focused on the four precincts where the greatest changes from the policies of the adopted Official Plan were being contemplated: Mid-Brant, Brant Main Street, Lakeshore, and Downtown East. The route began on John Street near the No Frills grocery store and progressed down Brant Street to Lakeshore, east to Elizabeth, north to the Elgin Promenade, and west to Brant Street, concluding at the new public plaza on the Promenade between Brant and John Streets (see route map in Appendix D). Approximately 25 people participated in the walking tour.

### **Drop-in sessions**

Drop-in Sessions were held on November 8, 12, and 15 for 2-hour periods to discuss the two concepts and to answer any questions that participants may have had. A handful of participants attended each of the sessions and most were able to have detailed conversations with staff which helped inform their subsequent written submissions or delegations.

A drop-in session for City staff was held at the Employee Open House as a part of Learn@Work Week on November 20<sup>th</sup> from 11am-1pm. The drop-in session was popular with new City employees, who were curious to learn about the project.

### **Written Submissions**

Detailed written submissions were received through both phases of engagement. In the first phase of engagement (August to September), five written submissions were received. Submissions received in the first phase were largely focused around the themes and principles which were developed for the first round of engagement.

In this second phase of engagement, 29 written submissions were received. In both engagement phases, written submissions were received by email and mail and were written on behalf of individuals, development proponents, citizen advisory committees, advisory groups and citizen groups.

Appendix F of PL-02-20 contains a table summarizing the written submissions as well as spoken delegations from the December 5<sup>th</sup> Planning and Development Committee Meeting. The table combines comments from submissions and delegations, organizes them by category, provides a response, and notes how the comment informed the project.

### **Planning and Development Committee Meeting**

On December 5<sup>th</sup>, 2019 Council considered staff report PB-89-19, Taking a Closer Look at the Downtown Concept Discussion. Beginning at 9:30am, the Committee meeting began with a presentation from city staff and the project consultant, SGL Planning and Design. Staff explained the history of the project, reviewed the givens and scope of the work of the project and walked Council through the themes and two preliminary land use concepts prepared for discussion. The session was open to the public and beginning at 11am, three delegations were heard by Committee and questions arising from the delegations were asked of staff. Following a break for lunch, the afternoon session of Committee, beginning at 1pm, focused on Council's questions and comments. The session allowed staff to engage in a meaningful way with the material and the Councillors and resulted in a number of items for follow up, including a staff



direction to look at modifications to some key areas in a few of the precincts. In the evening session, beginning at 6:30pm, 6 delegations were heard by Committee and follow-up questions asked of staff and the consultants.

PB-02-20, considered by Council on January 16<sup>th</sup>, provides the response to the staff direction and follows up on questions and comments raised by delegations and members of Council as well as the engagement undertaken as described in this report.

### **Additional Outreach**

Between late September and December 2019, the project team also engaged stakeholders through presentations and discussion at the following meetings:

- Meetings of seven Citizen Advisory Committees:
  - Heritage Burlington (October 9)
  - Sustainable Development Committee (October 16)
  - Inclusivity Advisory Committee (October 18)
  - Seniors' Advisory Committee (October 21)
  - Integrated Transportation Advisory Committee (October 28)
  - Cycling Advisory Committee (October 29)
  - Downtown Parking Committee (November 14)
- Burlington Downtown Business Association board meeting (November 6, follow-up to previous meeting in early September)
- Councillor-hosted Ward Meetings:
  - Ward 2 (October 17)
  - Ward 4 (November 6)
  - Ward 5 (September 25)
- Housing and Development Liaison Committee meeting (December 4)

## Findings

Generally, each method of engagement in the October-December period was intended to determine whether the respondent agreed with the vision for the Downtown or the precincts, and to understand what interested and affected parties considered to be the positive and negative aspects of the two concepts, and how well each concept implemented the vision for the various precincts. The ways in which information was displayed and information collected were geared to the time of the engagement event, the audience, and the need for collection of information. The following section, sorted by source, as well as Appendices E-H provide detailed summaries of the engagement findings.

### Citizen Action Labs

Generally speaking, responses were more favourable for Concept 1.

#### October 23 and November 2<sup>nd</sup> Action Labs

Overall, 5 Action Labs were conducted between October 23 and November 2. The feedback provided through the Action Labs was very detailed and confirmed that there was no clear consensus about the concepts. The workmats, sticky notes and dot stickers provided an opportunity to rank the concept overall and for each of the 4 key precincts. The ranking went from 1 “very poorly” to 5 “very well”. Participants were asked to respond as individuals and group consensus was not required. Not all of the attendees participated in the ranking of the concepts or provided feedback and thus the number of participants and rankings do not correlate.

The rankings were very different for each of the general Action Labs. For the purpose of comparison:

- The Oct 23 afternoon session – Concept 1 had very positive results for Brant Main Street indicating that 73% of votes on the work mat were in the 4 or 5 range.
- The Oct 23 evening session – Concept 1 for Brant Main Street had about 44% of respondents voting in the 4 or 5 range.
- The Nov 2 session – Concept 1 for Brant Main Street had about 14% of respondents voting in the 4 or 5 range.

The rankings are also supplemented by the detailed information provided on the work mats. These details often provided specifics about a concern with respect to one of the concepts within a certain precinct.

## Targeted Action Labs

Although the format was somewhat different both the Burlington Student Youth Council Action Lab and the Halton Multicultural Council Action Lab similarly used work mats to capture thoughts.

In general comments recorded from the Burlington Youth Student Council Action Lab were generally supportive of Concept 1. Similarly the findings from the Halton Multicultural Council Action Lab were generally supportive of Concept 1.

The following paraphrased comments are highlighted as being noteworthy as they were raised at the action labs by 8 or more people:

- Like more space for Rambo Creek (Mid Brant Precinct)
- Like the direction to protect Village Square in Concept 1 / retain Village Square as it is
- Treat access and views to the Lake as the priority, allow for wide views to the lake (not framed specific to either concept); specific examples: down Elizabeth Street; down Brant, along Lakeshore.
- Top priority green space - find all the creek and park opportunities possible!
- Brant should be pedestrian only / or closed more often
- Need parking garages / additional parking required in the downtown /address parking /support businesses
- Traffic Congestion
- Wind tunnel / key to study and understand impacts
- Improve streets for peds and cyclists (wider sidewalks, safety for all modes, reduced car lanes, greenspace, trees/tree-lined main street, street gardens, benches, patio retail spill, consider cyclists). Improve walkability
- Put tall buildings outside of the Downtown
- Remove Downtown from Mobility Hub/Urban Growth Centre/Major Transit Station Area

Many additional comments were recorded and can be found in Appendix E which contains a record of the findings from all 5 of the Action Labs.

### School Outreach (P2H Program)

As a part of the P2H program and in coordination with the City's Youth Coordinator, the Project Team visited six classrooms (approximately 20-30 students per class). Staff did a presentation that included an explanation of the Official Plan and the project and then asked a series of questions using the clicker polling technology. The questions followed a similar but condensed version of the Action Lab and asked if students agreed with the vision for downtown, followed by the vision for the Brant Main Street, Lakeshore Mixed Use, Upper Brant and Downtown East Precincts. They were also asked to tell us how well each concept executed the vision for the precinct. 55-65% of student responses indicated that Concept 1 did well or very well to execute the visions for the precincts whereas 30-40% of responses indicated that Concept 2 did or very well at executing the various precinct visions.

A detailed breakdown of the P2H results is provided in Appendix F.

### Online Survey

The survey was a very important tool to gather online public feedback in the second phase of project engagement and allowed participants to provide feedback that may not have been able to attend the Action Labs. The survey questions were developed to follow the model of the Action Labs and allowed participants, with the use of a slider tool, to visually experience the difference between the two concepts in each of the precincts being considered as well as the downtown as a whole

The survey first asked respondents if they felt that the vision statement for Downtown was complete, followed by an opportunity to explain their answer.

The survey then moved into a detailed examination of multiple precincts, each started with the use of two still computer generated images from the 3D model and a "slider" tool which allowed respondents to interactively slide the bar from left to right and back to see the differences between concepts 1 and 2. Each concept showed an idea of how the built form could look relative to each of the precincts which each concept showing the built form in a different colour (green in concept 1 and purple in concept 2). The survey asked respondents if they agreed with the vision for the precinct and allowed the opportunity to provide additional details voluntarily. Next the survey asked how well each concept achieved a set of objectives for the precinct. After each question, respondents had the option to provide additional information in an open text form, if desired.

The process described above was repeated for the Brant Main Street, Lakeshore Mixed Use, Mid-Brant and Downtown East Precincts. Respondents then had the option of answering a series of questions about the following precincts: Upper Brant Street, Neighbourhood Mixed Use Area, Apartment Neighbourhood and Low-Rise Neighbourhood Area (St. Luke's/Emerald). Lastly, respondents were asked how they felt overall about each concept and finally if they had any additional thoughts or comments they wanted to share.

The survey had 743 visitors and was completed by 169 respondents. The survey was estimated to take about 30 minutes to complete, however, it is suspected that some responders spent significantly longer and provided very thoughtful and detailed responses. The survey was complex and detailed and required a significant investment of time and learning to complete.

In order to complete the survey, participants were required to be a registered user of the Get Involved Burlington website. This prerequisite ensured that participants had a Burlington address, and allows the City to understand basic demographic information about who completed the survey, based on the user profiles of survey respondents. Overall, there were 169 responses to the survey with respondents from every Ward in Burlington. 44% of survey respondents live in Ward 2, 17% in Ward 4 and other wards represented about 8-11% each. The survey was completed by a range of age groups. 63% of the respondents were between the ages of 35 and 64 and 12% of respondents were under the age of 35, while 25% were over age 65.

A summary of the additional and voluntary comments provided throughout the survey is provided in Appendix G.

## Written Submissions

29 written submissions were received in the second phase of engagement as follows:

- 17 from individuals
- 2 from a community group
- 3 from citizen advisory committees
- 7 from development industry representatives

Many of the comments received in the written submission were geared to addressing thoughts, preferences and suggested changes to the two draft concepts created by SGL for engagement in October and November as well as the

general vision and evolution of Downtown. Comments ranged from focusing on the downtown as a whole, to specific precincts, specific themes (green space, for example) and specific properties and areas. Many comments contained useful ideas that will be used to inform policy once a land use vision and built form concept are endorsed by Council. Additionally, some of the comments received through written submissions were out of scope as they pertained to things like the Old Lakeshore Road Precinct, the Waterfront Hotel property, and the status and/or boundaries of the Urban Growth Centre, Major Transit Station Area, and Mobility Hub designations.

The submissions and, where possible, responses, are included as an Appendix to Community Planning Report PL-02-20.

## Summary of What We Heard

The findings from the various tactics worked together well to produce a varied set of feedback, both of a general or visionary nature, and very specific, detailed comments about specific precincts, locations, built forms, heights, themes and principles. Some general findings across all forms of engagement are included below:

- Improve streets for pedestrians, widen sidewalks
- Make room for trees and green spaces, including green podiums
- Retain character and charm / conserve heritage buildings
- Enhance public spaces, including building setbacks
- Lower heights / allow fewer tall buildings than the amount shown in concepts 1 and 2
- Provide (more and better) retail at grade
- Emphasize the importance of transitions to neighbourhoods and to neighbouring precincts
- Address parking and traffic congestion / Ensure the provision of infrastructure to support growth
- Avoid or mitigate wind and shadow impacts
- Ensure a high quality of urban design
- Preserve the “feel” of the downtown; the details are important
- Facilitate or require the provision of affordable and diverse housing
- Provide/enhance opportunities for employment / Clarify expectations for jobs
- Plan for downtown as a community
- Recognize special areas and plan for context-appropriate development



A number of comments/submissions received were beyond the scope of the work of this project. For comments listed as “Out of Scope”, please refer to Appendix E of Taking A Closer Look at Downtown: Engagement Feedback Report (September 2019), available at Get Involved Burlington.

## **How will this feedback be used?**

The feedback conducted through the second phase of engagement up to and including the Planning and Development Committee Workshop on December 5<sup>th</sup> was used to inform a staff workshop and the Preliminary Preferred Concept Report prepared by SGL Planning & Design. The feedback collected directly informed the evaluation of Concepts 1 & 2 as well as changes to the draft precinct plan as outlined in the report. In January 2020 staff will recommend a preliminary preferred concept for Downtown to Council; Council will discuss and vote to endorse a concept.

Some of the feedback received during the October to December period was not directly applicable to evaluating the two preliminary concepts and developing the preliminary preferred concept, but will be used in the next project milestone to inform modifications to the Downtown policies in the Adopted Official Plan as well as the creation of supporting and implementing policies, which will be brought back to Council in the Spring of 2020.

The next opportunity for engagement will be in the Spring 2020 when Council considers the modified policies to support the endorsed concept. Staff will prepare a report for public review and members of the public will be permitted to delegate to Council.

## Appendix A: Action Labs PowerPoint Presentation





# AGENDA

## Introduction

## Information Sharing

- **Project background:** What is an **Official Plan** anyways?
- **2 Concepts:** Two possible futures for the downtown

## Your Feedback on the 2 Downtown Concepts

- Understanding the concepts
- Assessing each
- Proposing improvements

## Wrap Up

- Next Steps

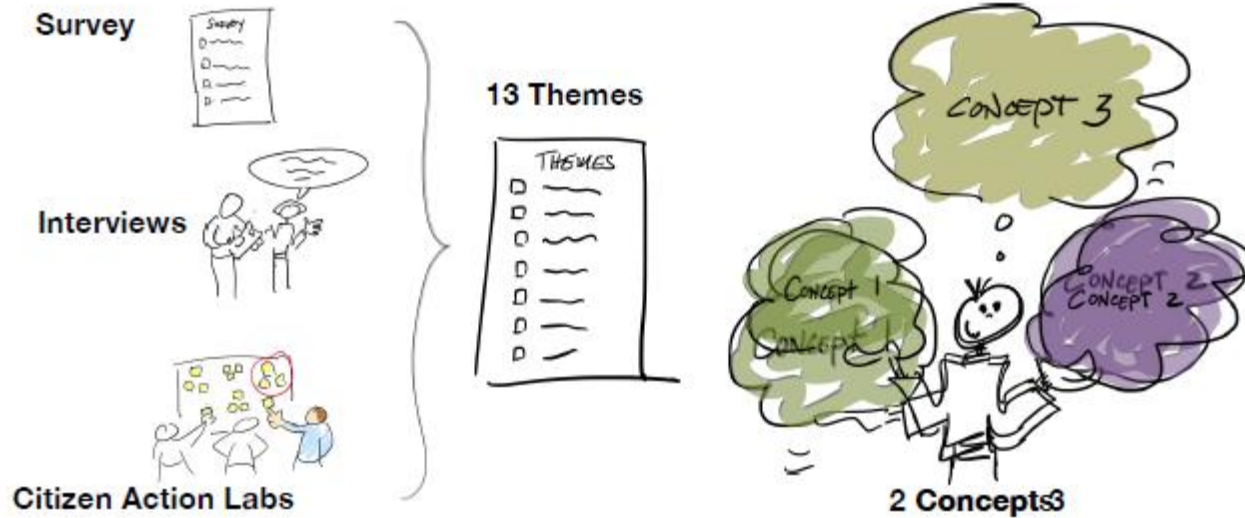




## INTRODUCTION

**Objective: Answer this question:**

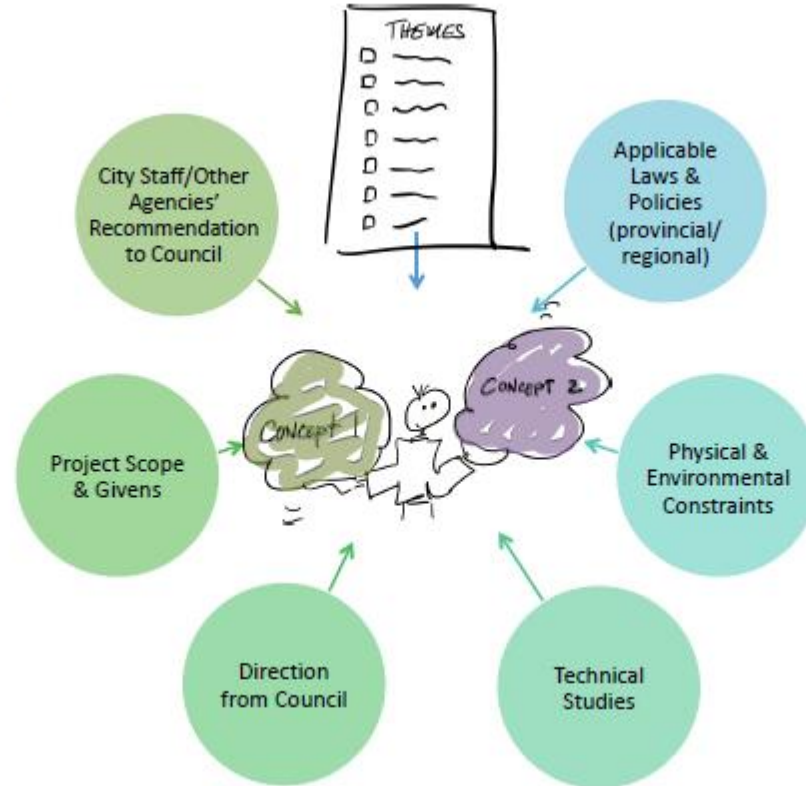
*"What is most important to you about the downtown?"*





## INPUTS

Stakeholders





## WHAT IS AN OFFICIAL PLAN?

- Statutory document that describes the City's long-term land-use strategy.
- Prepared with input from the public and helps ensure future planning and development will meet the needs of the community
- City's authority to regulate land use through an Official Plan and Zoning By-law comes from the *Ontario Planning Act*
- City's Official Plan must conform to higher-level plans and policies:
  - Provincial Policy Statement
  - Provincial Plans (Growth Plan, Niagara Escarpment Plan, Greenbelt Plan, etc)
  - Halton Region Official Plan





## WHAT CAN AN OFFICIAL PLAN DO?

### An Official Plan can...

- Establish a land-use vision unique to downtown Burlington
- Establish policies that will guide how future development proposals are considered
- Identify priorities for new or upgraded infrastructure, parks, etc.
- Guide the development of spaces that are flexible and attractive to desired types of businesses
- Identify and protect important views from the public realm

### An Official Plan cannot...

- Protect a specific building from demolition
- Make a specific business locate in downtown
- Control how much it costs to buy or rent property
- Dictate who a property owner rents their space to
- Protect views from private property
- Contradict provincial or regional policy



## STAFF HEARD 13 THEMES

- ☐ Green Space/Open Space/Parks
- ☐ Safer, More Useable and Inclusive Public Spaces
- ☐ Arts, Culture, Events, People & Amenities
- ☐ Walkability: Safer, More, & Better Pedestrian Spaces that are Less Car-Centric with More Transit & Cycle Options & Infrastructure
- ☐ Traffic Congestion
- ☐ Parking
- ☐ Preserving and Encouraging Places to Shop and Work
- ☐ Maintaining the Character of the Downtown/Heritage Preservation
- ☐ Preservation of Connections to Waterfront
- ☐ Built Form, Height, and Neighbourhood Transitions
- ☐ Variety of Housing Options and Affordability
- ☐ Design
- ☐ Vision





## GIVENS (FACTORS THAT CANNOT BE INFLUENCED)

### Project Scope, Timing, and Resources

- Re-examining policies for Downtown only, not whole City
- Basis of re-examination is Adopted Official Plan, not current in-effect Official Plan
- Scope of work, timing, resources have been approved by Council
- Separate from other studies like Interim Control By-law, Integrated Mobility Plan, Mobility Hubs Area-Specific Planning Study
- Re-examination is a policy exercise, not a detailed design exercise

### Legislated and Policy Requirements

- Must work within parameters of provincial and regional legislation and policy
- Downtown is an Urban Growth Centre (UGC), Major Transit Station Area (MTSA), and Mobility Hub
- Previous development approvals will not be revoked
- Proposed downtown plan and policies are subject to appeal at Local Planning Appeal Tribunal (LPAT)

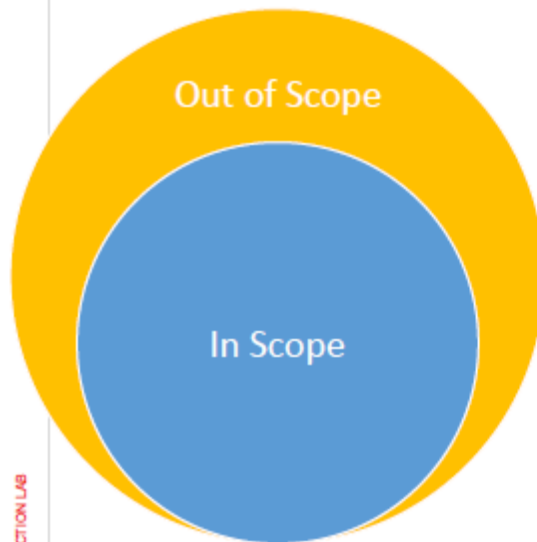
### City's Role and Authority

- Halton Region is the final approval authority
- City does not control speed of development or when property owners apply to redevelop their lands

Full list of Givens in Engagement Report, available at [www.getinvolvedburlington.ca](http://www.getinvolvedburlington.ca)



## PROJECT SCOPE



CITIZEN ACTION LAB

### Out of Scope:

- Policies for areas outside Downtown
- Waterfront Hotel site, Old Lakeshore Road Precinct
- Changes to Downtown's status as a Urban Growth Centre, Major Transit Station Area, or Mobility Hub
- Developments that have already been approved
- Detailed design of private or public spaces
- Maintenance/operation of existing infrastructure
- By-law enforcement issues
- Construction management
- Economic development/business attraction strategies

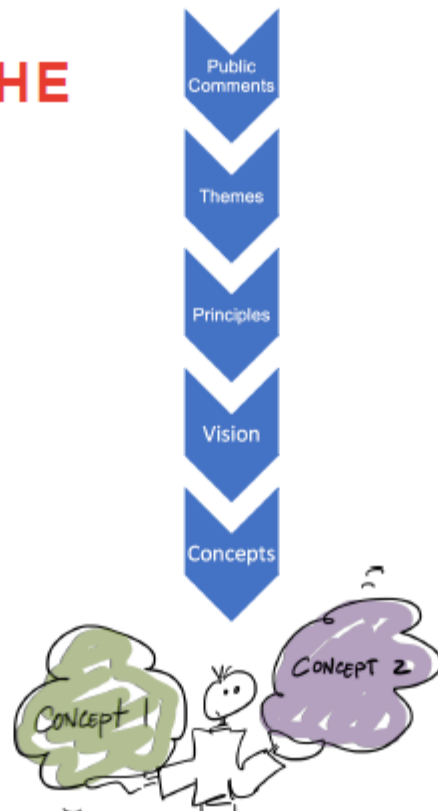
### In Scope:

- Land use (residential, retail, office, service commercial, etc.)
- Built form (height, massing) of buildings
- What parts of downtown should be the focus of intensification
- Compatibility of new and existing developments
- Location of new/upgraded public spaces
- Defining and protecting Downtown's sense of place
- Options and trade-offs
- Different policy approaches

For more information see [Feedback Report](http://www.getinvolvedburlington.ca), available at [www.getinvolvedburlington.ca](http://www.getinvolvedburlington.ca)



## HOW WERE THE BUILT FORM CONCEPTS DEVELOPED?





## 13 THEMES

- ☐ Green Space/Open Space/ Parks
- ☐ Safer, More Useable and Inclusive Public Spaces
- ☐ Arts, Culture, Events, People & Amenities
- ☐ Walkability: Safer, More & Better Pedestrian Spaces that are Less Car-Centric with More Transit & Cycle Options & Infrastructure
- ☐ Traffic Congestion
- ☐ Parking

- ☐ Preserving and Encouraging Places to Shop and Work
- ☐ Maintaining the Character of the Downtown/ Heritage Preservation
- ☐ Preservation of Connections to the Waterfront
- ☐ Built Form, Height and Neighbourhood Transitions
- ☐ Variety of Housing Options and Affordability
- ☐ Vision
- ☐ Design





## EXAMPLE PRINCIPLES

**Principle 1:** Create additional parks, trails and open spaces

**Principle 3:** Enhance and create safe inclusive public spaces

**Principle 4:** Create spaces for year-round activities and festivals

**Principle 5:** Enhance pedestrian priority areas

**Principle 6:** Provide a road network that allows for efficient and safe travel through Downtown Burlington

**Principle 7:** Ensure availability of parking

**Principle 10:** Protect the Village Square for retail space

**Principle 11:** Protect and integrate heritage buildings

**Principle 13:** Maintain views of waterfront and pedestrian connections

**Principle 14:** Maintain low to medium built form on Brant Street

**Principle 16:** Permit greater heights in northern part of the Downtown

**Principle 18:** Provide opportunities for a variety of housing options

**Principle 19:** Land use vision provides for cohesive long-term plan

**Principle 21:** Design that fits with the existing built form and provides transitions to the new built form



## THE PROCESS



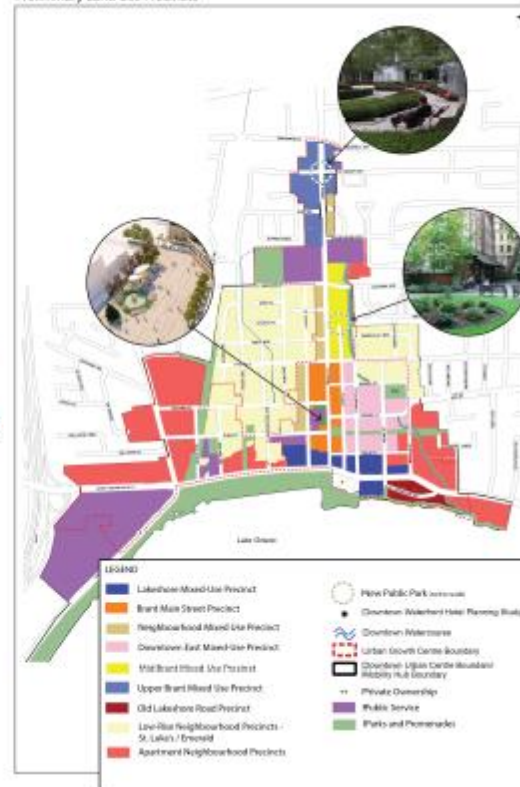


# REVISED PRECINCTS

## Overall Downtown Vision

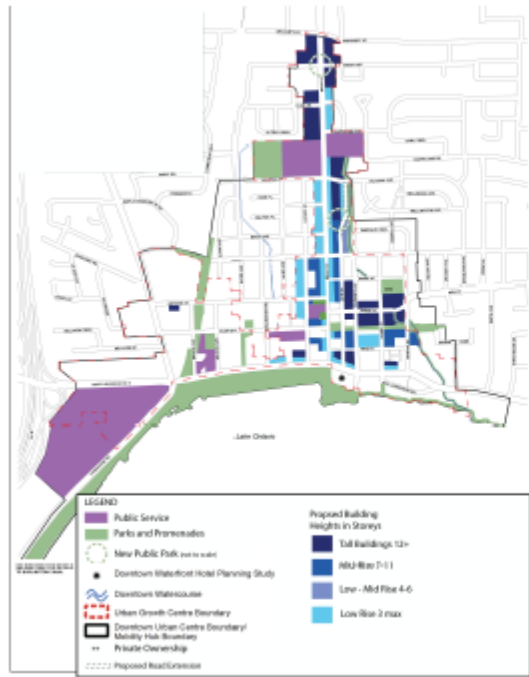
- Provide for a walkable, accessible, vibrant downtown
- Similar to the Adopted Official Plan
- Maintain and add new green spaces
- Provide additional space for year-round activities and festivals
- Support & Enhance the character of Brant Street as the 'retail main street'
- Maintain Lakeshore Road as a gateway to the waterfront

Preliminary Land Use Precincts





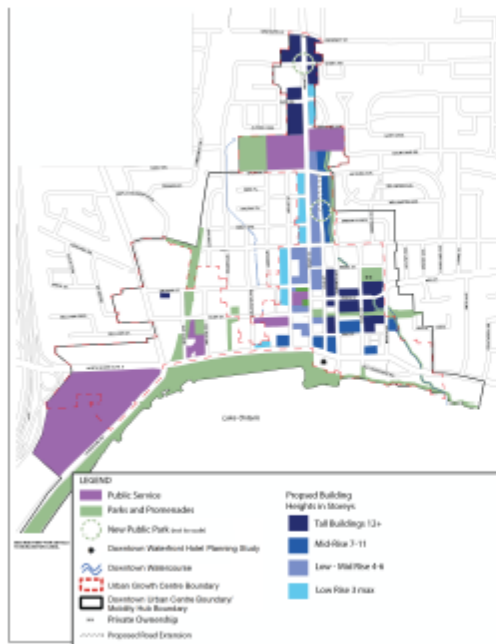
## CONCEPT 1 LOW RISE TRANSITIONING TO MID-RISE



- Respects low-rise built form character
- Up to 3 storey buildings along Lower & Mid Brant and parts of Lakeshore
- Opportunity for existing buildings to be maintained along Brant Street
- Allows for flexibility in store sizes and unique store fronts
- Ability to maintain the eclectic look
- Mid-rise buildings (up to 11 storeys) directed to John Street
- Taller buildings directed to precincts north of Caroline Street and Downtown East Precinct north of the Elgin Promenade



## CONCEPT 2 MID-RISE AN 'IN BETWEEN' SCALE



- Low-mid rise buildings (4-6 storeys) along Lower & Mid Brant
- Mid-rise (up to 11 storeys) built form along parts of Lakeshore.
- 'in between' scale of buildings
- provides a human scale, walkable public realm
- opportunities for gathering places and open space.
- wider sidewalks and greater building setbacks.
- Taller buildings directed to precincts north of Caroline Street and the Downtown East Precinct



## BRANT MAIN STREET PRECINCT



### Vision

- Serve as a unique destination
- Priority retail main street with small retail shops
- Pedestrian Priority Street
- An improved large festival square
- Mixed use: retail and service commercial uses on ground floor and residential above





## BRANT MAIN STREET PRECINCT

Concept 1



- Low-rise built form character on Brant Street
- Less than 3 storey buildings within first 20 m of Brant Street
- Mid-rise (11 storeys) permitted on remainder of the blocks abutting John Street & Locust Street

Concept 2



- Brant Street will have a low to mid-rise built form character
- Only low to mid-rise (4 – 6 storey) buildings will be permitted



## LAKESHORE MIXED-USE PRECINCT



### Vision

- Gateway to the Waterfront
- Priority retail main street
- Mixed use: Primarily retail and service commercial uses on the ground floor and residential above
- Largely already developed with existing buildings
- Only parts of 4 blocks remain for redevelopment.



# LAKESHORE MIXED-USE PRECINCT

Concept 1



- On remaining undeveloped blocks, low-rise built form character will abut the street
- low-rise buildings permitted within the first 20 metres from Brant Street and Lakeshore Road
- On the remaining parts of these blocks Tall buildings permitted
- Taller buildings (12 or more storeys) will have "slender" or point tower form
- Maximum floor plate of 750 m2 above the first 3 storeys.

Concept 2



- On the remaining undeveloped blocks, mid-rise buildings will be permitted.
- Incorporate a 3 storey podium with a minimum 3m setback.



## MID BRANT PRECINCT



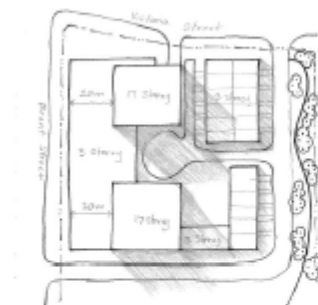
### Vision

- Mixed use neighbourhood
- Major retail centre to serve shopping needs of Downtown residents
- Replacement of surface parking lots
- Brant Street will be enhanced as a Pedestrian Priority Street
- Increased buffer along Rambo Creek
- A walking trail along the west side of the Creek
- A new public urban park



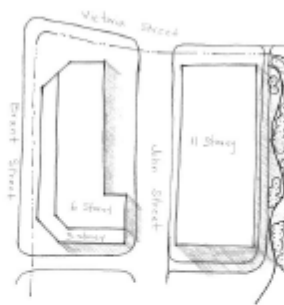
## MID BRANT PRECINCT

### Concept 1



- Brant Street frontage - low-rise character
- 3 storeys within the first 20 metres abutting Brant Street
- Beyond 20 metres, tall buildings permitted
- Extension of John Street to Victoria beside Rambo Creek
- Provides increased separation to low-rise neighbourhoods
- Step down in height along the west side of the John Street extension

### Concept 2



- Brant Street frontage - low to mid-rise built form
- Abutting Brant Street, low to mid-rise buildings (4 – 6 storeys) in the first block depth
- Second block depth, mid-rise (7-11 storey) buildings
- Extension of John Street to Victoria in the centre of block
- Buildings step down in height along the west side of Rambo Creek



## DOWNTOWN EAST PRECINCT



### Vision

- Pre-eminent destination for major office, post-secondary education institutions and residential uses
- Focus area for public parking
- Village Square area will be maintained and celebrated
- Significant office or institutional employment uses will be required in new developments
- Office market requires residential to achieve viability
- Current buildings range from 3 to 18 storeys



## DOWNTOWN EAST PRECINCT

### Concept 1



- South of the Elgin Promenade, mid-rise buildings permitted
- North of the Elgin Promenade, tall buildings permitted
- Maximum floor plate of 750 m<sup>2</sup> above the first 3 storeys.
- Village Square will be limited to low-rise buildings
- Maintains ground related retail building facades and enclave character of Village Square
- Transition of height is required adjacent to the low-rise neighbourhoods

### Concept 2



- Tall buildings permitted
- Maximum floor plate of 750 m<sup>2</sup> above the first 3 storeys
- Village Square will be limited to mid-rise buildings
- Maintains ground related retail building facades
- Transition of height is required adjacent to the low-rise neighbourhoods



## HOW DOES THE EVALUATION PROCESS WORK?

➤ For each Principle, **criteria and measures** have been created to evaluate the two concepts.

➤ Example criteria and measures are listed under the Principles below:

**Principle 1:** Create additional parks, trails and open spaces

Criteria: Ability to create new parks

Measures: parkland, trails or open space can be created through development

**Principle 8:** Enhance and create vibrant places and streetscapes to encourage businesses to locate downtown

Criteria: A variety of retail space sizes and built forms are permitted

Measures: Dedicated commercial spaces are provided for (ex: Village square);  
A variety of spaces/land uses area provided for (small, medium, large retail);  
The retail function of Mid-Brant is maintained.





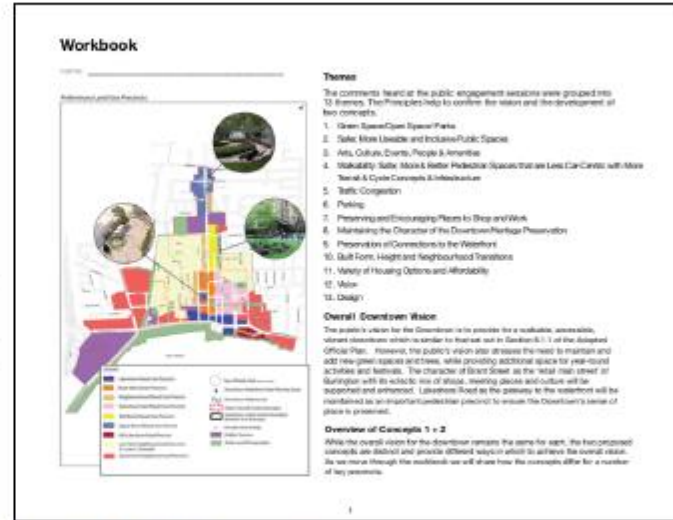
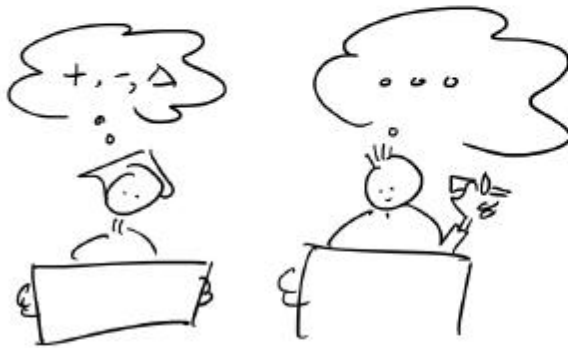
## HOW WILL TODAY'S INPUT IMPACT THE PROCESS?

- Evaluation matrix will be prepared to document the evaluation of the Concepts against each criteria.
- Feedback from public consultation will factor into the evaluation
- Technical input on traffic, servicing, heritage, economic and market
- Matrix will be used to develop a preliminary preferred Concept Plan



## YOUR FEEDBACK ON THE 2 CONCEPTS

- Workbook
- Review the Concepts
- Assess each
- Propose improvements



PARTICIPANT WORKBOOK

**BREAK**



# PAGE 1

## Workbook

NAME: \_\_\_\_\_

Preliminary Land Use Districts

**Legend:**

- Downtown East Land Use District
- Downtown West Land Use District
- North End Land Use District
- Various surrounding land use districts

**Themes**

The comments heard at the public engagement sessions were grouped into 13 themes. The Principles help to confirm the vision and the development of two concepts.

1. Green Spaces/Open Space/Parks
2. Safer, More Usable and Inclusive Public Spaces
3. Arts, Culture, Events, People & Amenities
4. Walkability: Safer, More & Better Pedestrian Spaces that are Less Car-Centric with More Transit & Cycle Concepts & Infrastructure
5. Traffic Congestion
6. Parking
7. Preserving and Encouraging Places to Shop and Work
8. Maintaining the Character of the Downtown/Heritage Preservation
9. Preservation of Connections to the Waterfront
10. Built Form, Height and Neighbourhood Transitions
11. Variety of Housing Options and Affordability
12. Vision
13. Design

**Overall Downtown Vision**

The public's vision for the Downtown is to provide for a walkable, accessible, vibrant downtown which is similar to that set out in Section 6.1.1 of the Adopted Official Plan. However, the public's vision also stresses the need to maintain and add new green spaces and trees, while providing additional space for year-round activities and festivals. The character of Brant Street as the 'retail main street' of Burlington with its eclectic mix of shops, meeting places and culture will be supported and enhanced. Lakeshore Road as the gateway to the waterfront will be maintained as an important pedestrian precinct to ensure the Downtown's sense of place is preserved.

**Overview of Concepts 1 + 2**

While the overall vision for the downtown remains the same for each, the two proposed concepts are distinct and provide different ways in which to achieve the overall vision. As we move through the workbook we will share how the concepts differ for a number of key precincts.

## Activity

Write your name on the workbook.

**Review:** Review the map, themes, and overall Downtown vision.

**Notes:** Feel free to highlight and write on the workbook.

## Feedback

- You can also use post-its to capture comments you might want to share with your group.

What I liked

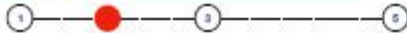
How I'd improve it.

Ideas



## PAGES 2-3

### CONCEPT 1: LOW RISE TRANSITIONING TO MID-RISE



#### Activity

Review and Comment on the Vision and Maps on each page.

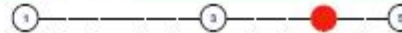
- Feel free to highlight markup, and write in the workbook.

#### Rate:

How closely *each* concept aligns with what matters most to you about the Downtown

- 1 = poor alignment,
- 3 = neutral
- 5 = strong alignment

### CONCEPT 2: MID-RISE AND 'IN BETWEEN' SCALE



#### Comment

Use post-its to capture comments you might want to share with your group.

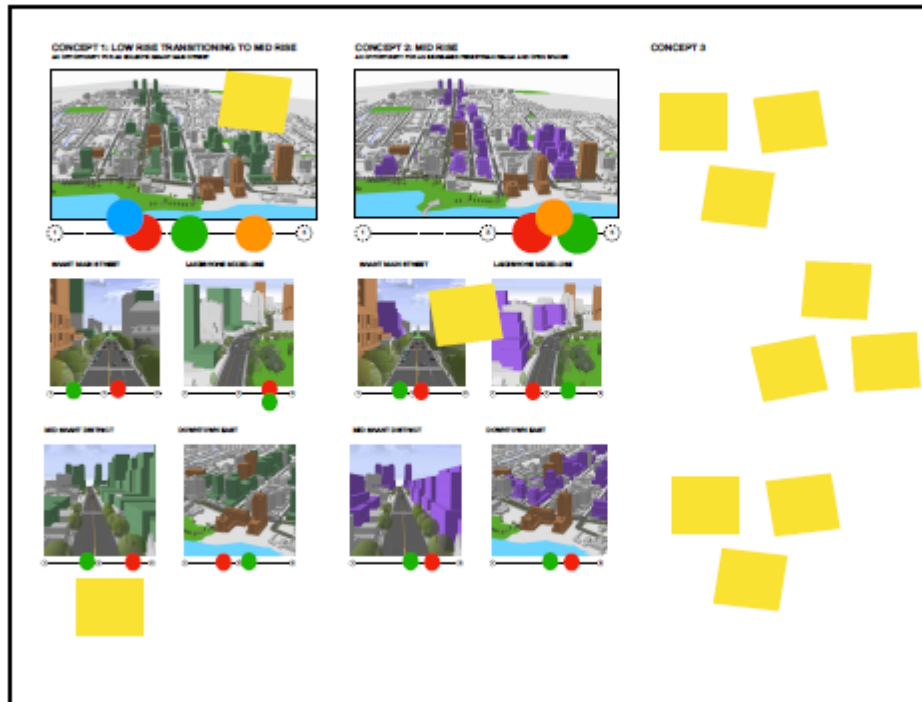
What I liked

How I'd improve it.

Ideas



## SHARING YOUR INPUT



### Part 1

Transfer your Rating Dots from your Workbooks to the Poster.

### Part 2

Transfer your post-it comments to the Poster.





## BRANT MAIN STREET PRECINCT

PAGES 4-5



What I  
liked

How I'd  
improve it.

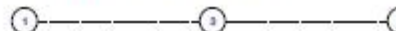
Ideas

**Review** the Concept 1 + 2 mages and text  
in your workbook and on the Screen.  
• Feel free to highlight and edit.

### Comment

What do you like about each Concept?  
How would you improve each Concept?

**Rate:** Use the scales to rate How closely  
each concept aligns with what matters most  
to you about the Downtown.







## LAKESHORE MIXED-USE PRECINCT



What I  
liked

How I'd  
improve it.

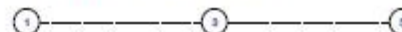
Ideas

**Review** the Concept 1 + 2 mages and text  
in your workbook and on the Screen.  
• Feel free to highlight and edit.

### Comment

What do you like about each Concept?  
How would you improve each Concept?

**Rate:** Use the scales to rate How closely  
each concept aligns with what matters most  
to you about the Downtown.



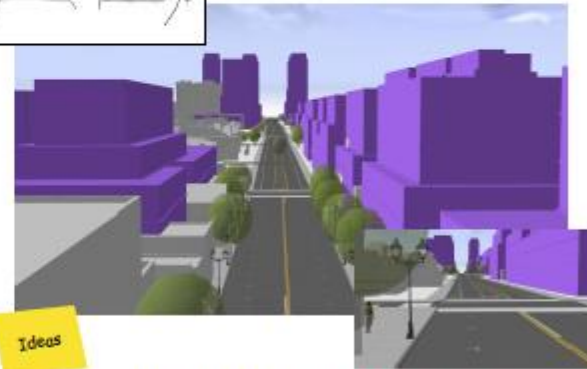
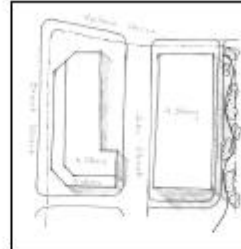




## MID BRANT DISTRICT PRECINCT

PAGES 8-9

5:00



**Review** the Concept 1 + 2 images and text in your workbook and on the Screen.  
• Feel free to highlight and edit.

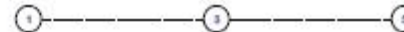
What I liked

How I'd improve it,

Ideas

**Comment**  
What do you like about each Concept?  
How would you improve each Concept?

**Rate:** Use the scales to rate How closely each concept aligns with what matters most to you about the Downtown.





## DOWNTOWN EAST PRECINCT

PAGES 10-11



**Review the Concept 1 + 2 mages and text**  
in your workbook and on the Screen.  
• Feel free to highlight and edit.

What I  
liked

How I'd  
improve it.

Ideas

### Comment

What do you like about each Concept?  
How would you improve each Concept?

**Rate:** Use the scales to rate How closely  
each concept aligns with what matters most  
to you about the Downtown.





## SHARING YOUR INPUT

INNOVATION IN A BOX – © FLOWORKS

CONCEPT 1: LOW RISE TRANSITIONING TO MID RISE  
AN INTERMEDIATE SCALE BUILDING WITH A STREET

CONCEPT 2: MID RISE  
AN INTERMEDIATE SCALE BUILDING WITH A STREET

CONCEPT 3

WHAT YOU SEE

LANDSCAPE DESIGN

WHAT YOU HEAR

WHAT YOU FEEL

### Part 1

Transfer your Rating Dots from your Workbooks to the Poster.

### Part 2

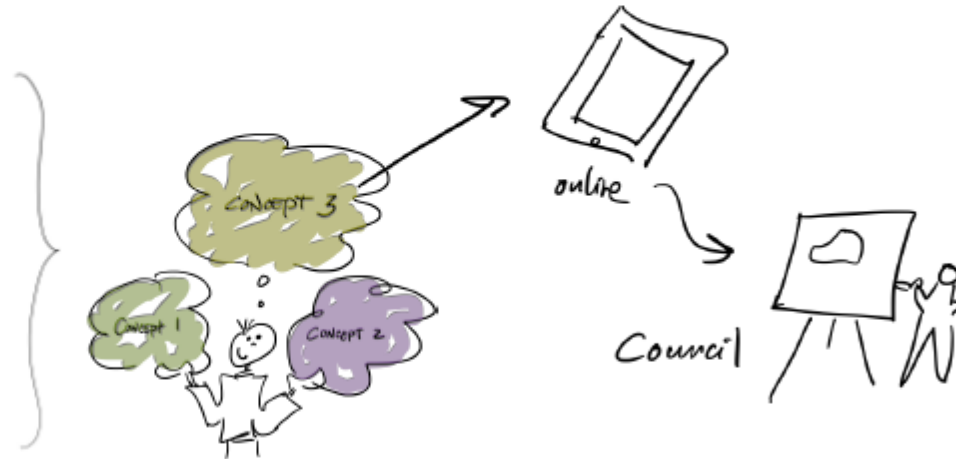
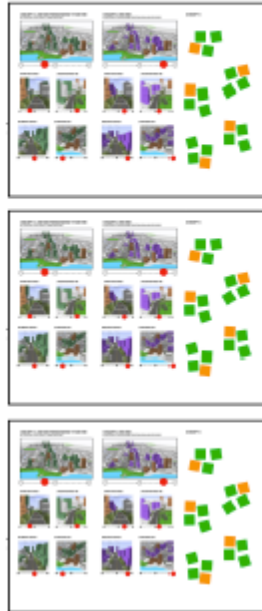
Transfer your post-it comments to the Poster.





## WRAP UP

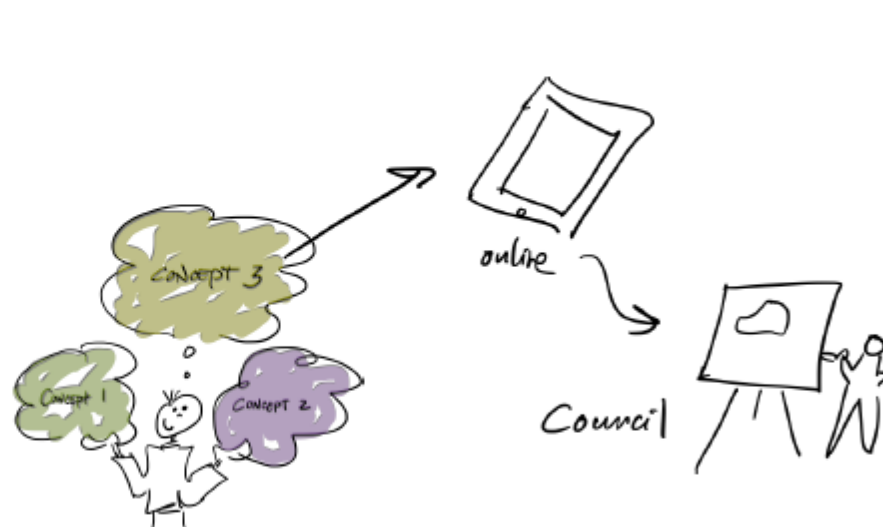
What's next?





## WRAP UP

What's next?





## Appendix B: Action Labs Workbook

### Workbook

name: \_\_\_\_\_

Preliminary Land Use Precincts



#### Themes

The comments heard at the public engagement sessions were grouped into 13 themes. The Principles help to confirm the vision and the development of two concepts.

- ☐ Green Space/Open Space/ Parks
- ☐ Safer, More Useable and Inclusive Public Spaces
- ☐ Arts, Culture, Events, People & Amenities
- ☐ Walkability: Safer, More & Better Pedestrian Spaces that are Less Car-Centric with More Transit & Cycle Concepts & Infrastructure
- ☐ Traffic Congestion
- ☐ Parking
- ☐ Preserving and Encouraging Places to Shop and Work
- ☐ Maintaining the Character of the Downtown/Heritage Preservation
- ☐ Preservation of Connections to the Waterfront
- ☐ Built Form, Height and Neighbourhood Transitions
- ☐ Variety of Housing Options and Affordability
- ☐ Vision
- ☐ Design

#### Overall Downtown Vision

The public's vision for the Downtown is to provide for a walkable, accessible, vibrant downtown which is similar to that set out in Section 8.1.1 of the Adopted Official Plan. However, the public's vision also stresses the need to maintain and add new green spaces and trees, while providing additional space for year-round activities and festivals. The character of Brant Street as the 'retail main street' of Burlington with its eclectic mix of shops, meeting places and culture will be supported and enhanced. Lakeshore Road as the gateway to the waterfront will be maintained as an important pedestrian precinct to ensure the Downtown's sense of place is preserved.

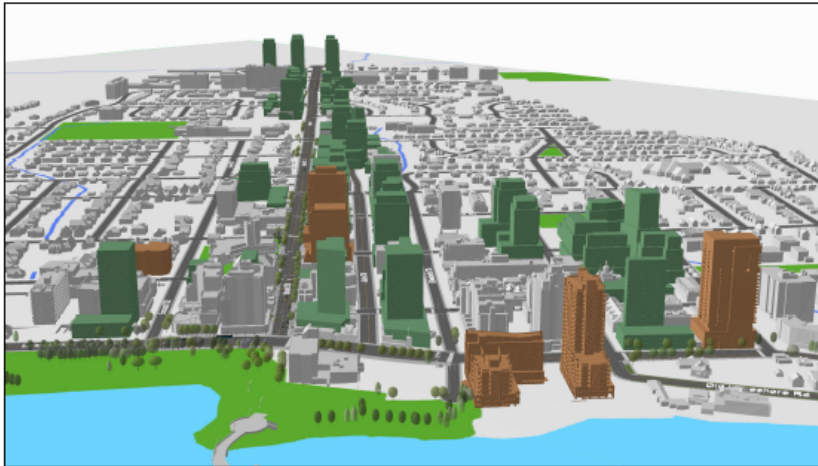
#### Overview of Concepts 1 + 2

While the overall vision for the downtown remains the same for each, the two proposed concepts are distinct and provide different ways in which to achieve the overall vision. As we move through the workbook we will share how the concepts differ for a number of key precincts.

### Concept 1:

#### Vision: Low Rise transitioning to Mid Rise – an opportunity for an eclectic Brant Main Street

In addition to the overall Downtown vision, Concept 1 respects the low-rise built form character by permitting only up to 3 storey buildings along Lower Brant and parts of Lakeshore and extends it through Mid Brant. The low-rise permission provides an opportunity for greater number of existing buildings to be maintained along Brant Street, while any new low-rise buildings will allow for greater flexibility in store sizes and unique store fronts, which provides the ability to maintain the eclectic look and feel that creates the unique sense of place of Brant Street. Mid-rise buildings are directed to John Street and taller buildings are directed to precincts north of Caroline Street and within parts of the Downtown East Precinct north of the Elgin Promenade.

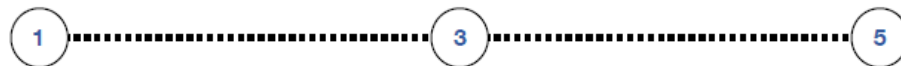


**Rate:** How closely does **Concept 1** align with what matters most to you about the Downtown?

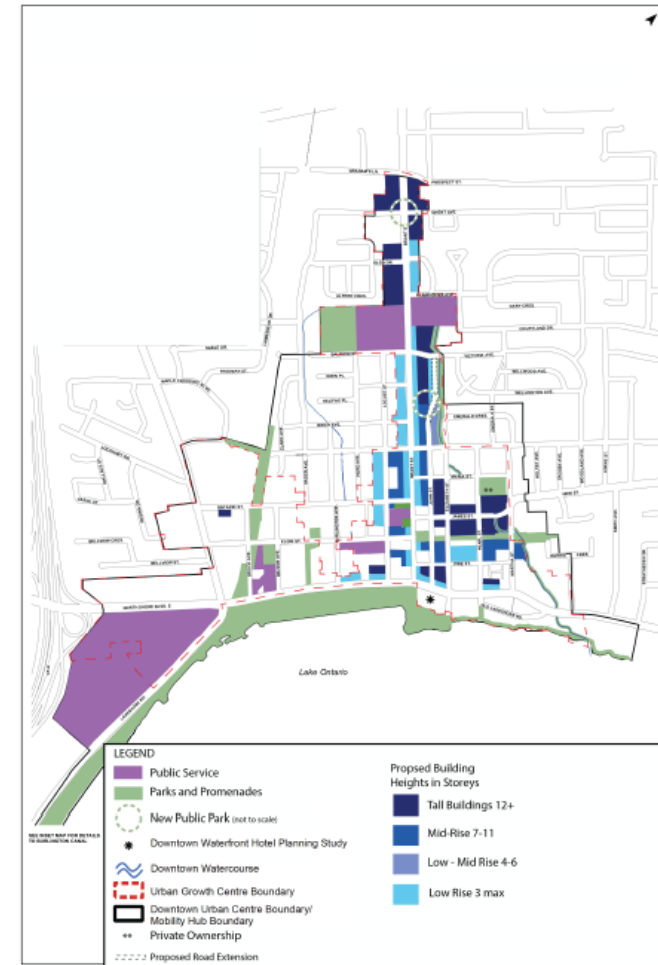
**1** = poor alignment,

**3** = neutral

**5** = strong alignment



### Building Heights: Concept 1

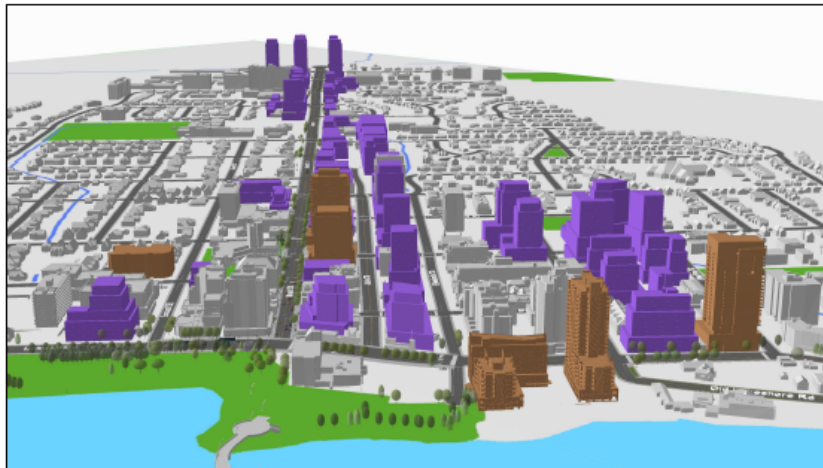


## Concept 2:

**Vision: Mid Rise – an opportunity for an increased pedestrian realm and open spaces**

In addition to the overall Downtown vision, Concept 2 provides for a renewal of the Downtown through a low-mid rise built form along Lower Brant and Mid Brant and mid-rise built form along parts of Lakeshore. This 'in between' scale of buildings provides a human scale, walkable public realm that will provide opportunities for future gathering places and open space, through potential additional setbacks and privately owned publicly accessible open spaces (POPS) along the vibrant streetscapes. The taller mid-rise buildings allow for wider sidewalks and more open space at the street through greater building setbacks. Taller buildings are directed to precincts north of Caroline Street and within the Downtown East Precinct.

Privately Owned Publicly Accessible Open Spaces (POPS) are private spaces that are publicly accessible which are usually developed during the construction phases of high density developments based on municipal planning policy.

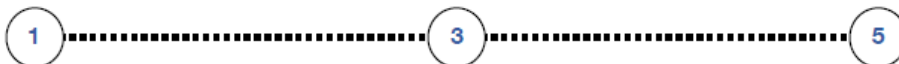


**Rate:** How closely does **Concept 2** align with what matters most to you about the Downtown?

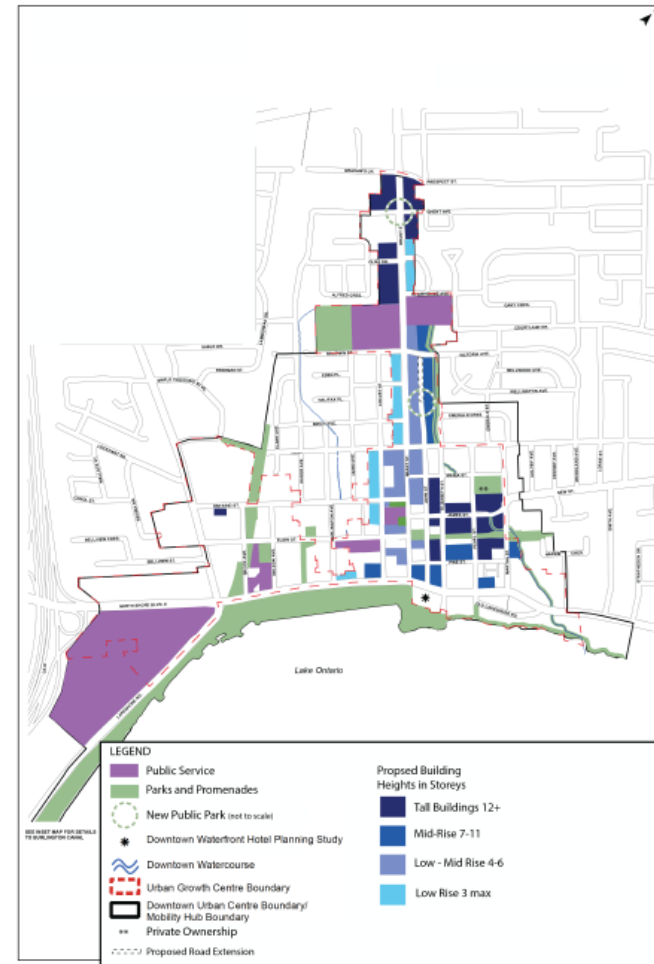
**1 = poor alignment,**

**3 = neutral**

**5 = strong alignment**



## Building Heights: Concept 2







Brant and James looking south



Only low to mid-rise (4 – 6 storey) buildings will be permitted.

How would you improve it?

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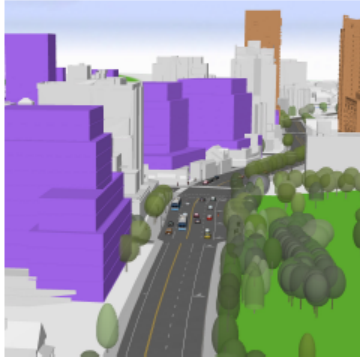
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1 = poor alignment,  
3 = neutral  
5 = strong alignment

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Lakeshore looking east



Buildings that are mid-rise will incorporate a 3 storey podium with a minimum 3m setback.

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1 = poor alignment,  
3 = neutral  
5 = strong alignment

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The Mid Brant Precinct is located north of Caroline Street and south of the schools and contains the NoFrills plaza. It was created out of the Brant Main Street Precinct and Downtown Core Precinct of the currently Adopted Official Plan.

The Mid Brant Precinct will serve as a mixed use neighbourhood containing a significant amount of retail space including servicing a food store function. The precinct will function as a major retail centre that serves the day-to-day and weekly shopping needs of Downtown residents.

Brant Street will be enhanced as a Pedestrian Priority Street with wide sidewalks, bringing buildings close to the street and small urban squares adjacent to Brant Street.

An increased buffer will be provided along Rambo creek with a walking trail along the west side of the Creek. A new public urban park will also be created.



Feel free to highlight and edit.

[illegible][illegible]

Brant Street frontage will have a low-rise character.

The east side will allow for 3 storeys within the first 20 m. Beyond 20m, tall buildings (12 or more storeys) are permitted.

A proposed extension of John Street to Victoria is incorporated beside Rambo Creek, which provides increased separation to low-rise neighbourhoods.

A step down in height along the west side of the John Street extension will provide a transition from the existing neighbourhood.

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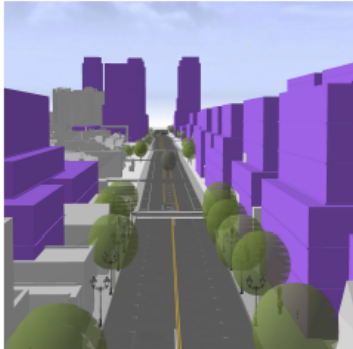
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1 = poor alignment,  
3 = neutral  
5 = strong alignment

## Brant and Caroline



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A step down in height along the west side of Rambo Creek will provide a transition to the exiting neighbourhood

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1 = poor alignment,  
3 = neutral  
5 = strong alignment

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## DOWNTOWN EAST PRECINCT

The Downtown East Precinct is a new precinct that is made out of a portion of the Adopted Official Plan's Downtown Core Precinct.

It is a mixed use Precinct east of the Brant Street corridor and north of Lakeshore. It contains a mix of commercial, office, institutional and residential buildings as well as large parking lots.

Existing residential buildings range from recent 3 storey townhouses to tall buildings of up to 18 storeys. The Village Square and the Elgin Promenade are also located within this Precinct.

### VISION:

The Downtown East Precinct will serve as a pre-eminent destination for major office, post-secondary education institutions and residential uses. The precinct will also be a focus for the provision of public use parking.

The character, scale and sense of place of the Village Square area will be maintained and celebrated as a retail destination within this Precinct. Significant office or institutional employment uses will be required in each new development.



### READ THE VISION

Feel free to highlight and edit.

What did you like about the Vision for the Downtown East Precinct?

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How would you improve it?

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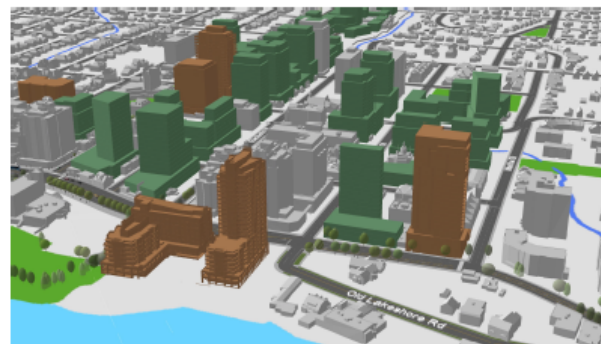
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## CONCEPT 1



Review the Concept 1 images and text on this page and the Screen.

Feel free to highlight and edit.

- South of the Elgin Promenade, mid-rise buildings will be permitted. North of the Elgin Promenade, tall buildings (12 or more storeys) will be permitted.
- Tall buildings will have a slender form with a maximum floor plate of 750 m. above the first 3 storeys.
- Village Square will be limited to low-rise (less than 3 storeys) buildings.
- The ground related retail building facades and enclave character of Village Square is to be maintained.
- A transition of height is required adjacent to the low-rise neighbourhoods.

What do you like about Concept 1?

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How would you improve it?

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**Rate:** How closely does **Concept 1** align with what matters most to you about the Downtown East Precinct?

**1** = poor alignment,

**3** = neutral

**5** = strong alignment

1 ..... 3 ..... 5





### Additional Comments

Do you have thoughts on the other precincts? *Please add them here.*

- Upper Brant
- Neighbourhood Mixed Use
- Apartment Neighbourhood
- Low-Rise Neighbourhood Precincts: St. Luke's /Emerald

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## NOTES

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## Appendix C: Online Survey Questions

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# Get Involved Burlington

[Home](#) » [Taking a Closer Look at the Downtown](#) » [Taking a Closer Look - Feedback on 2 Concepts](#)

## Taking a Closer Look - Feedback on 2 Concepts

Thank you for your interest in providing feedback regarding the downtown policies in the adopted Official Plan. This survey should take approx. 20 minutes to complete.

This is a very important topic and we appreciate your investment in time.

### Introduction

Welcome to the continuing discussion about Burlington's downtown.

Thank you to everyone who has provided input so far to help re-examine the downtown policies in the [adopted Official Plan](#). From the public feedback collected in August and September this year, the following themes were identified most often when the City asked *what matters most to you about the downtown* (in no particular order):

- Preserve and encourage places to shop and work
- Protect and enhance existing green spaces, parks and trails
- Preserve connections and views to the waterfront
- Provide a variety of housing options and affordability
- Enhance pedestrian spaces and provide more transit and cycling options, and reduce congestion
- Mid and low rise buildings preferred near Brant Street, with taller buildings towards Fairview Street and with appropriate transitions to low rise neighbourhoods
- Maintain the small-town character and preserve heritage
- Spaces for year-round activities and festivals
- Ensure availability of parking
- Establish downtown vision to guide change
- Safe, efficient road network
- Emphasis on interesting, sustainable design.

Based on this input, two concepts of what the downtown could look like in the future were created.

The purpose of this survey is for you to give feedback on what you like or what can be improved about each concept. This is not a vote, rather a discussion to gather input that will inform the development of a single concept which will be presented to Burlington City Council in January 2020.

Once Council chooses a concept then we can work on the policies that will address things like affordability. First, we're looking at physical aspects of downtown with the 3D models and once we know what building types we are working with, we can address some of those other important themes.

**Note:** We recommend you complete the survey on a laptop, tablet or PC in order to display the images in a larger format.

For your reference, a report outlining how the two downtown concepts were developed can be found [here](#).

Please see the map below to reference the area in the downtown that is part of the re-examination of the downtown policies in the adopted Official Plan:

This survey is focused on the four areas that are likely to see the most policy changes from the Official Plan adopted in April 2018. These are:

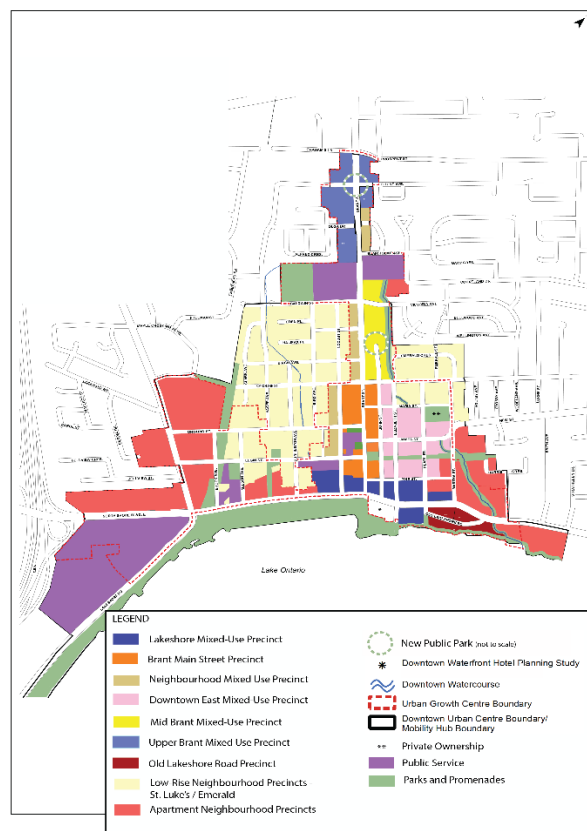
Orange - Brant Main Street

Bright Yellow - Mid-Brant Street

Dark Blue - Lakeshore Mixed Use

Pink - Downtown East

The survey will also provide an opportunity to share feedback on other areas in the scope of the project.



[View enlarged Downtown Burlington land use area map](#)

## What We Heard - Vision for Downtown Burlington

The public's vision for downtown Burlington is to provide for a walkable, accessible, vibrant downtown. The public's vision also stresses the need to maintain and add new green spaces and trees, while providing additional space for year round activities and festivals. The character of Brant Street as the "retail main street" of Burlington with its eclectic mix of shops, meeting places and culture will be supported and enhanced. Lakeshore Road as the gateway to the waterfront will be maintained as an important pedestrian precinct to ensure the downtown's sense of place is preserved.

## **How do designations including the Urban Growth Centre, Mobility Hub and Major Transit Station Area impact the re-examination of the downtown policies in the adopted Official Plan?**

Through discussion with the public about the project over the last few months, some residents have asked how provincial designations like the Urban Growth Centre (UGC) and the Major Transit Station Area (MTSA) as well as the Mobility Hub designation in Halton Region's Official Plan, impact the re-examination of Burlington's adopted Official Plan. The City is required by the Province and Halton Region to plan for these designations as long as they are in place. City Council will continue to discuss these designations and if something changes, at the provincial or regional level, then the City would be required to amend its Official Plan at that time.

For more information about what can and cannot be changed or impacted through the re-examination of the adopted Official Plan, read the public engagement plan on [www.getinvolvedburlington.ca](http://www.getinvolvedburlington.ca)

### **1. Does the vision for the downtown sound complete?**

- ☐ Yes
- ☐ Somewhat
- ☐ No

## **Before you view the concepts: important things to know**

The concepts you will see are 3D models. These models are conceptual in nature and represent a theoretical future for the downtown. It is impossible to know how many properties in downtown Burlington may redevelop between now and the year 2031, or which ones would redevelop first. Therefore, the 3D model imagines what could potentially be built on each property, and then shows what the downtown might look like if all of those properties are redeveloped over the next 100 years.

Current market analysis suggest 20% of what you will see could be developed by 2031.

The 3D model does NOT:

- Represent what downtown is expected to look like in 2031 or beyond;
- Consider the detailed design of possible future developments;
- Consider site specific constraints. For example, if a heritage building or environmental feature were present on a property, that would need to be factored into the design of any development at the time a site-specific development application occurs.

The 3D model does:

- Give a sense of how it might look and feel if certain properties redeveloped with varying building shapes and heights
- Stimulate discussion about the appropriateness of varying building shapes and heights in different parts of the downtown.

Development and growth will continue to happen in downtown Burlington, as one of Canada's most desirable cities to live and work. These two concepts represent two possible ways we could achieve the vision for the downtown and accommodate that growth.

## Two Proposed Concepts

Now you will see the two proposed concepts. As a reminder, these are two possibilities of how we could achieve the vision for the downtown and manage growth. We are asking what you like or dislike, you are **not** required to pick one over the other.

Your feedback, along with other inputs, will inform a single concept that will be presented to City Council in January 2020.

## Viewing the images below

Throughout the survey, we have provided you with two options for viewing the images provided:

1. Scroller view - to use the scroller view, place your cursor in the middle on the image, hold down the right click button and drag the mouse right or left to reveal and compare each concept.
2. Still images - to enlarge images, left click on the image and then left again, to return to the survey.

## Legend

Grey buildings = buildings currently downtown

Brown buildings = currently under construction or approved

Green = concept 1, future possibilities

Purple = concept 2, future possibilities

Low-rise = up to 3 storeys

Low to mid-rise = 4 to 6 storeys

Mid-rise = 7 to 11 storeys

Tall Buildings = 12+ storeys

Please share your feedback on what the maximum height should be throughout the survey.

## Concept Comparison Slider - Aerial view of Downtown Burlington



[View enlarged Concept 1 and 2 images in comparison slider](#)

## Images of Concept 1 and Concept 2 - Aerial view of Downtown Burlington



Concept 1



Concept 2

**View enlarged still images of concept 1 and 2 - Aerial view of Downtown Burlington**

<b>Concept 1 - The vision is low-rise transitioning to mid-rise, with an opportunity for an eclectic Brant Main Street.</b>	<b>Concept 2 - The vision is mid-rise, with more opportunities for walking and open spaces.</b>
Respects low-rise built form character on Brant Street	Low-mid rise buildings (4-6 storeys) along Lower & Mid Brant Street
Up to 3 storey buildings along Lower & Mid Brant and parts of Lakeshore	Mid-rise buildings (up to 11 storeys) along parts of Lakeshore Road
Opportunity for existing buildings to be maintained along Brant Street	Provides a human scale, with walkable public spaces opportunities for gathering places and open space
Allows for flexibility in store sizes and unique store fronts	Wider sidewalks and greater building setbacks from the edge of the road
Ability to maintain the eclectic look	Taller buildings directed to the areas north of Caroline Street and the Downtown East Precinct
Mid-rise buildings (up to 11 storeys) directed to John Street	
Taller buildings directed to areas north of Caroline Street and Downtown East Precinct north of the Elgin Promenade	



Now, let's take a closer look at the Brant Main Street Area. Orange = Brant Main Street Area.



## Concept 1 & 2 Comparison Slider - Brant Main Street Area

This view is looking south along Brant Street from north of James Street.



[View enlarged Concept 1 and 2 images in comparison slider](#)

Still images of Concept 1 and 2 - Brant Main Street Area (Note: For still images - to enlarge images, left click on the image and then left again, to return to the survey)



Concept 1



Concept 2

### Street View of Concept 1 - Brant Main Street Area

This view is looking south along Brant Street from James Street.



### Street View of Concept 2 - Brant Main Street Area

This view is looking south along Brant Street from James Street.



### Vision for Brant Main Street Area:

- Serve as a unique destination
- Priority retail main street with small retail shops
- Pedestrian Priority Street
- An improved large festival square
- Mixed use: retail and service commercial uses on ground floor and residential above

3. Do you agree with the vision for Brant Street Main Area?

- ☐ Yes
- ☐ Somewhat
- ☐ No

4. From the 3D models and the vision, how well does Concept 1 achieve the following for Brant Main Street:

	Very well	Well	Somewhat	Poorly	Very poorly
Preserve existing character of Brant Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintain views of Lake Ontario	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes fit with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

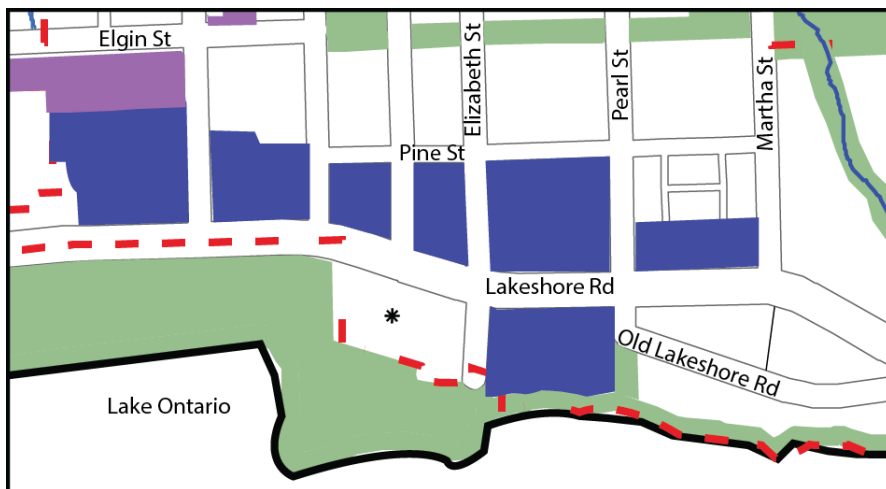
5. How would you improve Concept 1 for Brant Main Street?

6. From the 3D models and the vision, how well does Concept 2 achieve the following for Brant Main Street:

	Very well	Well	Somewhat	Poorly	Very poorly
Preserve existing character of Brant Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintain views of Lake Ontario	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes fit with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. How would you improve Concept 2 for Brant Main Street?

Now, let's take a closer look at the Lakeshore Mixed Use Area. Dark blue = Lakeshore Mixed Use Area.



Still images of Concept 1 and 2 - Lakeshore Mixed Use Area (Note: For still images - to enlarge images, left click on the image and then left again, to return to the survey)



Concept 1



Concept 2

## Concept 1 & 2 Comparison Slider - Lakeshore Mixed Use Area

This view is looking east along Lakeshore Road from between Burlington Avenue and Locust Street.



[View enlarged Concept 1 and 2 images in comparison slider](#)

## Concept 1 - Lakeshore Mixed Use Area

This view is looking east along Lakeshore Road from between Burlington Avenue and Locust Street.



## Concept 2 - Lakeshore Mixed Use Area

This view is looking east along Lakeshore Road from between Burlington Avenue and Locust Street.



### Vision for Lakeshore Mixed Use Area:

- Gateway to the Waterfront
- Priority retail main street
- Mixed use: Primarily retail and service commercial uses on the ground floor and residential above
- Largely already developed with existing buildings
- Only parts of 4 blocks remain for redevelopment

9. Do you agree with the vision for Lakeshore Mixed Use Area?

- ☐ Yes
- ☐ Somewhat
- ☐ No

10. From the 3D model and the vision, how well does Concept 1 achieve the following for the Lakeshore Mixed Use Area:

	<b>Very well</b>	<b>Well</b>	<b>Somewhat</b>	<b>Poorly</b>	<b>Very poorly</b>
Maintain views of Lake Ontario	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes that fit with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. How would you improve Concept 1 for Lakeshore Mixed Use Area?

12. From the 3D model and the vision, how well does Concept 2 achieve the following for the Lakeshore Mixed Use Area:

	<b>Very well</b>	<b>Well</b>	<b>Somewhat</b>	<b>Poorly</b>	<b>Very poorly</b>
Maintain views of Lake Ontario	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes that fit with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. How would you improve Concept 2 for Lakeshore Mixed Use Area?

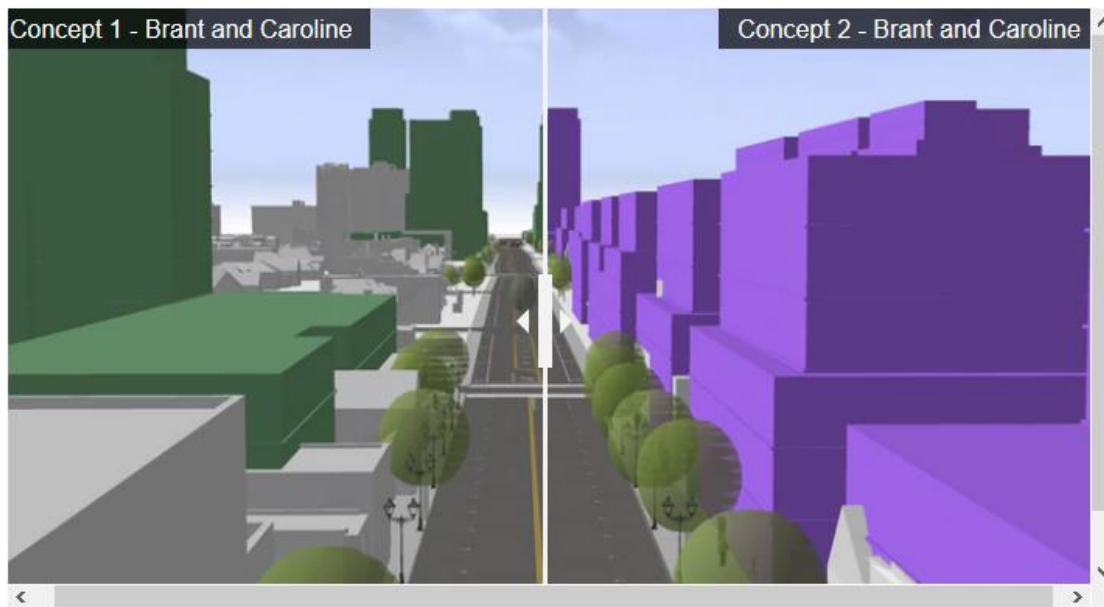


Now, let's take a closer look at the Mid-Brant Mixed Use Area. Bright yellow = Mid-Brant Mixed Use Area.



## Concept 1 & 2 Comparison Slider - Mid-Brant Mixed Use Area

This view is looking north along Brant Street, from Caroline Street.



[View enlarged Concept 1 and 2 images in comparison slider](#)



Images of Concept 1 & 2 - Mid-Brant Mixed Use Area (Note: For still images - to enlarge images, left click on the image and then left again, to return to the survey)



Concept 1



Concept 2

Concept 1 - Mid-Brant Mixed Use Area

This view is looking north along Brant Street, from Caroline Street.



Concept 2 - Mid-Brant Mixed Use Area

This view is looking north along Brant Street, from Caroline Street.



**Vision for Mid-Brant Mixed Use Area:**

- Mixed use neighbourhood
- Major retail centre to serve shopping needs of Downtown residents
- Replacement of surface parking lots
- Brant Street will be enhanced as a Pedestrian Priority Street
- Increased buffer along Rambo Creek
- A walking trail along the west side of the Creek
- A new public urban park

15. Do you agree with the vision for Mid-Brant Mixed Use Area?

- ☐ Yes
- ☐ Somewhat
- ☐ No

16. From the 3D model and the vision, how well does Concept 1 achieve the following for the Mid-Brant Street Area:

**Very well   Well   Somewhat   Poorly   Very poorly**

Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes that fit in with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. How would you improve Concept 1 for Mid-Brant Mixed Use Area?

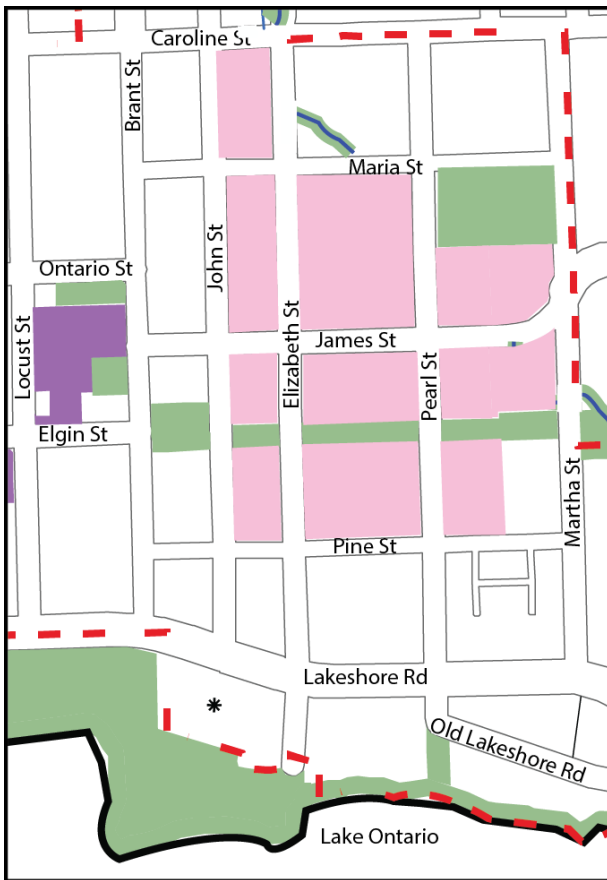
18. From the 3D model and the vision, how well does Concept 2 achieve the following for the Mid-Brant Street Area:

**Very well   Well   Somewhat   Poorly   Very poorly**

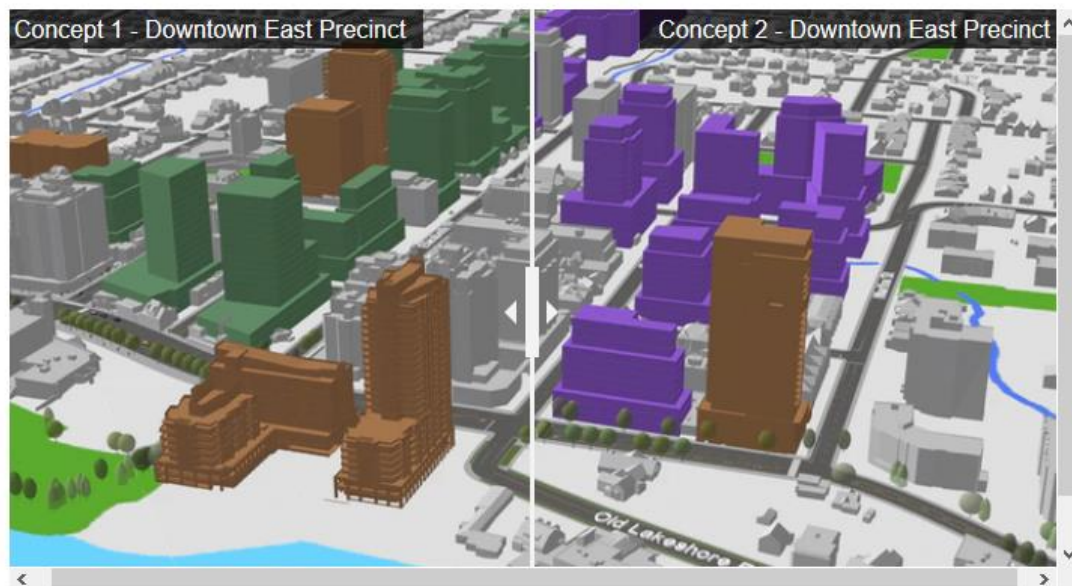
Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes that fit in with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. How would you improve Concept 2 for Mid-Brant Mixed Use Area?

Now, let's take a closer look at the Downtown East Area. Pink = Downtown East Area.



### Concept Comparison Slider - Downtown East Precinct



[View enlarged Concept 1 and 2 images in comparison slider](#)

Images of Concept 1 and 2 - Downtown East Precinct (Note: For still images - to enlarge images, left click on the image and then left again, to return to the survey)



Concept 1

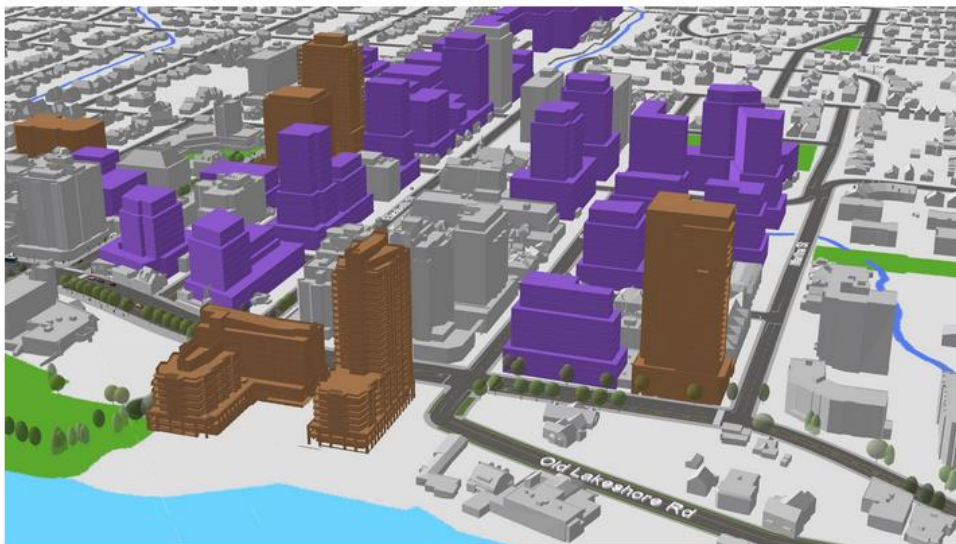


Concept 2

### Concept 1 - Downtown East Area



### Concept 2 - Downtown East Area



Vision for Downtown East Area:

- Pre-eminent destination for major office, post-secondary education institutions and residential uses
- Focus area for public parking
- Village Square area will be maintained and celebrated
- Significant office or institutional employment uses will be required in new developments
- Office market requires residential to achieve viability
- Current buildings range from 3 to 18 storeys

21. Do you agree with the vision for the Downtown East Area?

- ☐ Yes
- ☐ Somewhat
- ☐ No

22. From the 3D model and the vision, how well does Concept 1 achieve the following for the Downtown East Area:

**Very well Well Somewhat Poorly Very Poorly**

Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes that fit with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protect and enhance opportunities for office space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

23. How would you improve Concept 1 for Downtown East Area?

24. From the 3D model and the vision, how well does Concept 2 achieve the following for the Downtown East Area:

**Very well Well Somewhat Poorly Very Poorly**

Transition of new development to existing neighbourhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building shapes and sizes that fit with those nearby	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe, comfortable, well connected environment for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserve and encourage retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protect and enhance opportunities for office space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

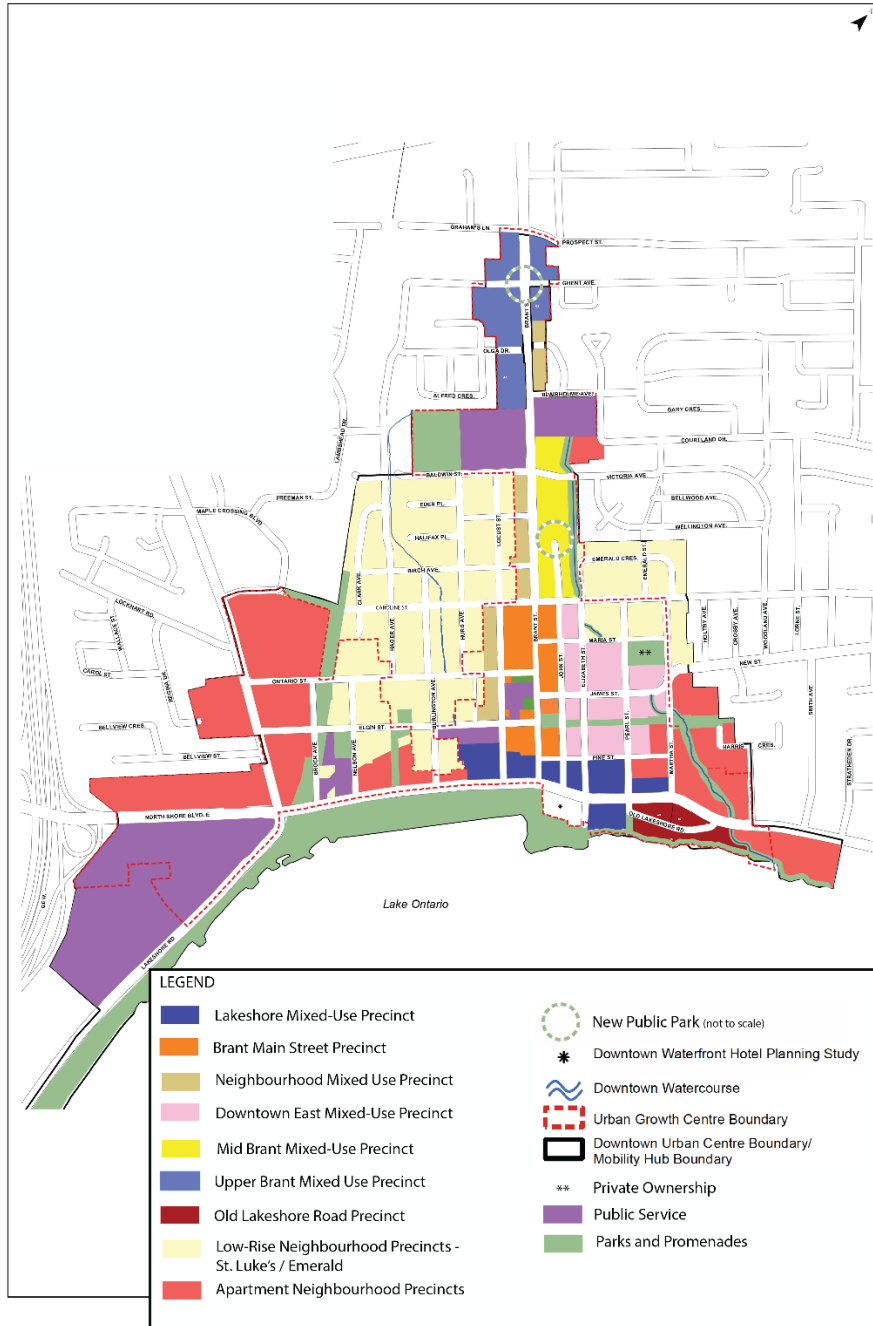
25. How would you improve Concept 2 for Downtown East Area?



## Additional areas for comment

There are four areas of the downtown where only vision changes or boundary changes have been proposed to the policies outlined in the Official Plan adopted in April 2018. These include:

- Lighter Blue = Upper Brant
- Red = Apartment Neighbourhood
- Lighter Yellow = Low rise Neighbourhood (St. Luke's/Emerald)
- Tan = Neighbourhood Mixed Use



[View enlarged Downtown Burlington land use area map](#)

26. Would you also like to share your feedback on these additional four areas?

- ☐ Yes
- ☐ No

27. Thinking about your responses to the previous questions, how do you feel overall about Concept 1 for the downtown?

- ☐ Strongly like
- ☐ Like
- ☐ Dislike
- ☐ Strongly dislike

28. Is there anything you would like to add about Concept 1?

29. Thinking about your responses to the previous questions, how do you feel overall about Concept 2 for the downtown?

- ☐ Strongly like
- ☐ Like
- ☐ Dislike
- ☐ Strongly dislike

30. Is there anything you would like to add about Concept 2?

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



## Appendix D: Walking Tour Route Map (October 26, 2019)



1. Brant Street in front of No Frills & Scotiabank
2. Elgin Promenade Square (Brant Street at Elgin St)
3. Lakeshore Road at Brant Street
4. Lakeshore Road at Elizabeth Street
5. Elizabeth Street at Elgin Promenade

**Grey** = existing building

**Brown** = under construction or approved development

## Appendix E: Summary of Action Lab Reflections

### General Action Lab reflections

#### General Issues:

- Misunderstanding about definition of heights, “tall buildings” appears to be used quite flexibly.
- Misunderstandings about context
- A lot of use of tunnels/canyons terminology to describe a number of situations

#### Brant Main Street:

- Some table notes indicated they like concept 1 but were concerned it would be difficult to implement
- Some table notes thought that Concept 1 gave more sky view, lake view and felt more permeable.
- Treatment of the streets at grade is paramount
- Many table notes indicated that they were happy with the 3 storeys within 20m of Brant but were interested in lower height maximums (5,6,7,8 storeys max)
- Concern about the Northeast corner of Caroline and Locust
- Several table notes indicated that they liked neither concept, looking for less density, wider sidewalks and no high rises
- Several tables noted they disliked Concept 2
- Several tables noted they disliked Concept 1

#### Lakeshore Mixed Use Precinct

- Fairly divided
- Some table notes questioned the use of the gateway language
- Some table notes identified an opportunity to make this a pedestrian precinct

- Many tables liked Concept 2 for Lakeshore Mixed Use precinct, in particular likes the stepped back built form, and lower building heights more reflective of existing buildings
- One indicated that they liked either concept
- A few tables indicated that they liked concept 1, only if the setbacks can be ensured.
- Many tables (5) suggested only low-rise buildings no more tall buildings
- Green space was often mentioned, often in looking for new ways to introduce green. In some cases, it was mentioned as part of the built form on podiums etc.
- One suggestion to increase the 3m setback
- Treatment of the streets at grade is paramount. Think about outdoor spaces for gathering (patios).
- 3 tables noted concern about the development of a condo wall
- Pedestrian priority supported
- Concern about area east of Brant – no more tall buildings
- Many table notes indicated that they were happy with Concept 1 - the 3 storeys within 20m of Lakeshore but were interested in a variety of height maximums (6-7,11,12,15 storeys max). Another table noted the opportunity to be guided by Concept 1 but to set the maximum height in response to adjacent buildings.
- One table indicated a preference for Concept 2 – however, if Concept 1 is selected the heights need to be more reflective of existing heights.
- Like neither concept, looking for less density, wider sidewalks
- Looking for variety of heights
- Concept 2 is ok but is too close to the street.
- One table stated: “You say hard to defend having low buildings because of context (existing 18 storey building) we expect you to fix it. It should not be either or.”
- Both concepts are too tall.
- Waterfront views and access to the lake must be protected.

### **Mid Brant Mixed Use Precinct**

- Significant support for linear park/creek block
- Several tables preferred the Concept 1 approach for 3 storeys along Brant Street.

- Dislike concept 2 due to mid-rise adjacent to neighbourhood
- Several tables indicated that special consideration needed at Brant and Caroline. One table suggested that if concept 2 presented a more graduated mid-rise building concept (wedding cake) it could help address the issue.
- One table indicated that Concept 1 transitioned to neighbourhood better, another indicated that Concept 1 transitioned well to both Brant and to the neighbourhood better.
- Concept 2 doesn't appear to give enough space for the creek
- Several tables suggested Concept 1 should have no tall buildings, including suggesting a maximum height of 6 storeys.
- Several tables suggested that Concept 2 should have a variety of lower maximum heights (4 storeys, 6 storeys). Another indicated that they liked Concept 2 and it should have a maximum of 12 storeys.
- Several tables suggested that Concept 1 could have a variety of maximum heights (7-11 storeys, 8).
- 3 tables indicated that they like John Street extension – like to have another street to support Brant – allow for focus on pedestrians on Brant.
- 4 tables indicated that they don't want to see potential green space used up by roads.
- Affordable retail is important
- Would stand alone permissions for the grocery store make it more likely to stay? Is there a way to mitigate this risk?
- Concept 1 maximum height 12 storeys
- Two tables highlighted concerns with concept 1. One indicated that suggesting that tall buildings with 3 storeys at Brant Street and saying it will feel like 3 storeys is not true. Another indicated that the 3D model was not accurate. Tall buildings with stepbacks would feel imposing and create wind and shadow impacts.
- Like better use of space at grade – moving parking underground.

## **Downtown East Precinct**

- Many tables (13) liked the direction in Concept 1 to protect Village Square.
- Several tables highlighted the opportunity for a mixed-use area close to transit
- One table indicated that Concept 1 better transitions, like the mix of tall and mid rise
- One table indicated that Concept 2 is too tall with insufficient setbacks

- One table indicated that Concept 2 like tiered building
- One table indicated more variation needed
- One table asked to limit high rises to this precinct
- Several tables indicated that Concept 1 is too tall, the height belongs north. One table indicated that 12 storey max would be appropriate. Another indicated that the maximum height should be 6 storeys.
- Several tables indicated Village Square should redevelop. One table suggested that Village Square should be a park
- Like commercial cluster vision
- One table indicated that either concept would work equally well
- Two tables indicated the importance of setting clear expectations for business/office space.
- One table was concerned with the idea of post secondary institutions
- One table highlighted that this is already an area under pressure. Uncertain that it would be able to support development.

## Appendix F: Summary of Student Outreach (P2H) Polling

The following represents an aggregate of the responses collected during the 6 high school visits conducted during the engagement period. Please note that in some cases, not all questions were asked in all questions due to time constraints.

### Downtown Overall

- 49% of students felt the Vision for Downtown was complete or somewhat complete.
- Of the students surveyed, 89% said the proposed boundary made sense or somewhat made sense.

### Brant Main Street Precinct:

- 83% of students agreed or somewhat agreed with the vision for the Brant Main Street Precinct.
- 55% of students felt Concept 1 did a good job delivering the vision for the Brant Main Street Precinct.
- 38% of students felt Concept 2 did a good job delivering the vision for the Brant Main Street Precinct.

### Lakeshore Mixed Use Precinct:

- 69% of students agreed or somewhat agreed with the vision for the Lakeshore Mixed Use Precinct.
- 59% of students felt Concept 1 did a good job executing the vision for the Lakeshore Mixed Use Precinct.
- 33% of students felt Concept 2 did a good job delivering the vision for the Lakeshore Mixed Use Precinct, whereas 45% felt it did not.

### Mid Brant Precinct:

- 71% of students agreed or somewhat agreed with the vision for the Mid Brant Precinct.
- 58% of students felt that Concept 1 did a good job delivering the vision for the Mid Brant Precinct.
- 40% of students felt Concept 2 did a good job and 41% felt Concept 2 did a poor job delivering the vision for the Mid Brant Precinct.

### Downtown East:

- 70% of students agreed with or somewhat agreed with the vision for the Downtown East Precinct.
- 62% of students felt Concept 1 did a good job delivering the vision for the Downtown East Precinct.
- 31% of students felt Concept 2 did a good job and 41% felt Concept 2 did a poor job delivering the vision for the Downtown East Precinct.

## Appendix G: Summary and Sample of Survey Results

The comments below include a summary of comments commonly received, some of which have been paraphrased.

### Comments on the Overall Vision for Downtown:

- Parking/traffic is a critical concern/not adequately addressed
- Preserve low rise form of downtown overall
- Vision is too broad/vague
- Add protection of waterfront incl. views and area
- Need more and better merchants downtown
- transit not addressed
- walkability should include prioritized active/public transportation
- does not reflect public's views about high rises
- employment is missing
- missing affordable housing
- does not reflect shortfalls in residential/employment density
- Downtown is a community into itself with range of services, housing choices and facilities for all
- Need more people within walking distance to support Brant St Corridor
- Preserve/promote unique bars, restaurants, entertainment and vibrancy
- Brant as main retail street is good but also beyond should be considered
- Brant Street as gateway to the lake, not Lakeshore Road
- define greenspace furthermore clarity for "retail main street"

### Do you agree with the Vision for Brant Main Street Precinct?

- **General Summary: lower heights, parking concerns, need for protection of green space, heritage, charm.**
- should be protected as low-rise form (up to low-mid)
- opportunity for pedestrian only area (Brant, Lakeshore to Caroline)
- ensure sufficient parking for retail and condos (incl. U/G parking)
- should be expanding streets/questions about street expansions due to concepts
- traffic concerns (including due to ped priority on Brant)
- dislike
- too much intensification/density/tall buildings



- don't like tall buildings (incl. on Brant)
- retain small-town feel/charm, eclectic feel, specific shops
- 3-storey pods + tower does not achieve small town character
- not what the community wants
- fear of loss of heritage buildings
- ok with tall buildings downtown
- wind tunnel created on Brant & concern with setbacks
- widen sidewalks
- feels mid-rise is less than 11 storeys

#### How would you Improve Concept 1 for Brant Main Street Precinct?

- **General Summary: low rise buildings preferred, conserve the current (historic) character, pedestrian experience important.**
- no more tall buildings
- no more mid-rise buildings
- reduce building size and footprints and concentration
- character of Brant St should be captured at Brant/Lakeshore
- prioritize street level design & ped experience
- prefer the larger setbacks provided in Concept 1
- preserve heritage character of Brant St
- regulate building materials to replicate historic character
- Ok with more and taller buildings
- maintain views to the lake
- lower heights (incl south of James south of Caroline)

#### How would you Improve Concept 2 for Brant Main Street Precinct?

- **General summary: prefer concept 2 for Brant Main street but would like to see lower heights overall and larger setbacks.**
- Prefer greater setbacks to create the illusion of more space.
- Move the mid-rise buildings further north and preserve the main core
- I think the public would overwhelmingly accept 4 -6 storeys overall in preference to 3 storeys with towers up to 11 (and probably far in excess of 11 once appeals done). It would give residents the feeling something came out of review.

- I would like to see low rise buildings only south of Caroline Street
- reduce depth of building to preserve more of the view of the sky
- prefer thin towers with height on top podiums as opposed to block mid-rise buildings
- Lower rise still needs to be softened to reflect the nature of Brant Street
- need more setbacks at ground level or more opportunity for public spaces
- Keep buildings low to mid rise
- No more tall or mid-rise buildings in downtown. Period. Put them up around Fairview, QEW, Harvester. Redefine the definition of “downtown” if you have to.
- No residential on Brant St
- Again, while the one building on Brant is shorter than concept 1, it sits closer to the road. Would prefer better step-back style from the road (concept 1) and shorter building
- New buildings look to close to road, so move them back a few feet

#### Do You Agree with the Vision for Lakeshore Mixed Use Precinct?

- **General Summary: concerns with views to lake, traffic and development south of Lakeshore. Also a few question the “priority retail main street” status of Lakeshore Rd.**
- I just don't see Lakeshore as a priority retail main street, not with the amount of traffic.
- Prefer to see buildings tiered and layered. Shorter closer to the lake and gradually increasing in height away from the Lake.
- Overall mixed use should be reflected in the built structure. This area reflects an overall height corridor along Lakeshore that will choke off sunlight, limited transitions to downtown.
- I like it
- Limiting all height in this area is inconsistent with any other city I have been to. The waterfront is the best area to live, and having accommodation options taking advantage of the view, will help attract residents to Burlington.
- Lakeshore is so busy it's not a great retail area. You don't wander along Lakeshore browsing. That will only get worse as density increases.

#### How would you Improve Concept 1 for Lakeshore Mixed Use Precinct?

- **General Summary: reduce heights, Brant and Lakeshore should be Mid-Brant. Concerns with traffic on Lakeshore today and a few raised widening the road.**
- Drastically reduce heights! Corner of Brant and Lakeshore should not be part of the Lakeshore Mixed Use Area
- Reduce heights (multiple comments)
- Building heights should match existing context setbacks from the street to maintain pedestrian context
- It is good

- More step back in buildings, more greenspace for animation at street level
- Reduce flow of rush hour traffic, find a way to re-route traffic during peak times, to other east-west corridors such as New or Fairview. Pedestrians, Cyclist, Shoppers & Retailers are not enticed by the amount of heavy traffic on Lakeshore
- Lower heights to six storeys and use substantial setbacks. Heights should be lower here than north of Pine
- Maintain views of Lake Ontario. For who? Safe....for walking. We walk along the sidewalk. I don't see how that differs in 1 or 2. Preserve....retail. All depends on what rent the new buildings charge, doesn't it.
- Encourage more open space and setbacks. Maybe rooftop public spaces on the large setback before the tower

#### How would you Improve Concept 2 for Lakeshore Mixed Use Precinct?

- **General Summary: Preference for Concept 2; Lower heights, setbacks from lakeshore are a must; stepping back of heights; add more green and open space where possible.**
- concept 2 creates no visual interest, a monotony of bulky looking buildings and along with the sameness a high probability of wind tunneling which would greatly reduce comfort of walking
- Concept 2 vision for gas station site is best as long as it meets the height of the parking garage
- Less intensification
- Lower heights
- Concept 2 not much better than Concept 1
- Better design option
- Larger setbacks
- If this scale is actually achievable, I think residents would prefer it, even if they don't love it. The devil would be in the detail. Wider sidewalks, trees, etc would go a long way to preventing regrettable mistakes or sidewalk dead zones.
- lower buildings, walking, no cars, more green spaces
- Lower heights but better than concept 1
- Attempt to create more open / pedestrian space along the lakefront.
- The stepped back approach is preferred but this is of little value if height and design principles are ignored.
- reduce mass of side and rear walls of new builds, perhaps through step-downs
- Set the mid-rise buildings back from Lakeshore.
- Ensure architectural features of built form reinforce transition and the corridor leading to Brant Street
- permit towers above mid-rise
- allow greater density in this area where Burlington has a unique advantage
- With the existing developments, concept 2 helps continue the line of sight down the street and keeps a nice character. Definitely preferred over.

- Less levels of the building, have the layers cut back further into the building

#### Do you agree with the vision for Mid-Brant?

- Need a stronger and more articulated vision - all about urban design.
- Buildings are too close to the streets. Need more setback. Where is the new parking?
- Buildings too big and crowded
- It should be a mix of both. Concept 1 is too oppressive; Concept 2 is too boring. Mix the heights.
- Commenting to support removal of surface lots along Brant and John Street- this is completely inappropriate land use. I would add that car dealerships are not an appropriate land use for downtown either.
- Replacement of surface lots with what? Not new surface lots. Bike lanes lead nowhere. Agree with pedestrian priority and park but drawings don't seem to reflect these at all. Too much building mass on John St.
- the three-story podiums and setback towers look silly
- Major retail doesn't make sense if you want to keep the small town feel of Brant st. Put major retail up by Fairview
- There is no public space. We need a square or something that will spur events.
- Replacement of surface parking lots. With what?
- This should be where the area opens up. Add some open public space in front of the buildings as they are all too close to the street.
- I don't believe we need a major retail centre to serve the needs of DT residents and why just DT residents. Which surface parking lots will be replaced and with what? What exactly does making Brant a pedestrian priority st mean?
- All this focus on retail is out of sync with the current reality of online shopping.
- A retail area within walking distance of downtown is definitely needed. An urban park on Brant Street doesn't seem like a safe idea.
- Need to secure more parkland here. Buildings kept at 8 storeys
- The values expressed are fine, but the plans do not match the values.

#### How would you improve Concept 1 for Mid-Brant?

- less height and less buildings, more sunlight and greenspaces
- I like concept two better
- I just want to keep no frills but like the idea of John street following the creek ..natural curve
- I don't see a difference between the two concepts. Overall the building height seems to create a wall along the area
- Option 1 here is really most residents' worst nightmare - a row of highrises that, even with setbacks, could, after inevitable appeals and watering down of objectives, create an overwhelmingly hostile and un-loved streetscape compared with present day.

- Buildings too close together not enough green space
- less high rise structure along main corridor
- Wide sidewalks need to be maintained to encourage walking and a vibrant streetscape
- Perhaps have fewer buildings to get rid of the cramped feel to the area
- create green roofs on large, flat expanses created by step backs
- would reduce the podium height associated with the Tall Towers and perhaps set the podium back and introduce a POPS or European plaza at sidewalk level.
- Building on east are right to the curb in the model. If we are building an open and walkable downtown this appear counter productive. The west side of Brant could absorb further intensification with proper buffers and setbacks
- It is only marginally better than Concept 2 given it offers greater set-backs in graduating heights.
- Double width of sidewalks. Don't be scared of density Aim for a much better modal split
- More public space such as a square similar to how the waterfront is used during the warm months
- Lower rise buildings with bigger setback from Brant st. More open feel Bigger pedestrian areas

#### How would you improve Concept 2 for Mid-Brant?

- **General Summary: general preference for Concept 2 and smaller scale all around, reduce heights, increase setback, wider sidewalks, public space, human scale,**
- it is the best of the two concepts
- both concepts the buildings seem oppressive.
- Much better human context with midrise built form and continuity of building faces along the street
- I do not understand how a major retail shopping area will preserve the wonderful stores that are already downtown
- At street level there's still a lot of potential for a wall of private space, especially if retail square footage is watered down.
- Building envelopes too close to road for safety of walkers, bikers.
- Lower heights and more set back from road.
- Mix 1 and 2.
- more public space
- Prevent the buildings from overly dominating the sidewalk
- I would prefer Concept #1 with my above comment included.
- set buildings farther back from road to enhance Brant as a pedestrian priority street
- Same comments as concept #1. Setback of tower is too small and 6 story podium does not fit in. Doesn't look like pedestrian priority at all when cars get the most space.
- Set the mid-rise buildings back and introduce a POPS or European plaza at sidewalk level.

- Create better setbacks from curbs to create a more appealing corridor above Caroline. Ensure the mix use is truly mix use in
- I think you need more density
- Better street setbacks with scaled height as you moved away from the street. Design specifications should encourage angled buildings to allow more sunlight to the street and the proposed trees/plants.
- increase setback, stagger setback, remove some of buildings
- Lower height, more green space, transitions to street and to existing low density neighbourhoods.

#### Do you agree with the vision for Downtown East?

- **General Summary: lower the heights, need to plan for office, parking is a major challenge, heritage conservation, Village Square controversial**
- There is no vision, never has been, and the feel of the area will be changed forever.
- Village Square is a great concept but is old and past due. It needs to be improved and refreshed along the original vision but with more space and access.
- Really you could do better here - urban design human context is critical in the downtown area - all about the pedestrian experience and creating a complete community. I have seen nothing in the concepts listed that speak to this at any dept
- Village Square is not a heritage property, where as other buildings that are much older are being torn down.
- Like office/ institution/education focus. Massing is way overdone.
- we have existing public parking structures west of Brant. It would be nice to somehow not spread this out so much as they are not aesthetically pleasing structures.
- If Brant street is reserved for retail, where does office go? We need employment for a vibrant downtown.
- Buildings better here than in Brant. Live here play on Brant and lakeshore. 18 stories too tall for small streets
- Village square is and has been an odd 'feature' downtown....rarely used well. Focus on transit not parking. Office development crucial
- I don't see any focus on enhancing green space and improving pedestrian safety.
- Higher densities with broader road/sidewalk setbacks in the downtown area possibly with lower heights approaching the houses beyond Martha.
- This should be an area transitioning to lower rise neighbourhoods to the east (notwithstanding SOME, a few mid to tall buildings. Doesn't mean there needs to be more) can't reverse Martha/Lakeshore 26 storey but cannot make it worse

#### How would you improve Concept 1 for Downtown East?

- General Summary:
- Although I feel that both concepts don't give a warm feel to the area, concept #1 would be more favourable over #2

- Smaller develops able to incorporate sufficient parking and proper off street accessibility for trucks and transports making length delivery stops.
- i like 2 better
- i just don't see the difference!
- Don't like the flat podiums with point towers - does not actually work well - would rather a complex mid rise to high rise context with greater range and flexibility of design
- Concept 1 with the low rises is good. However the buildings behind them are too tall.
- New bus terminal and transit mall. New parking garage.
- Lower heights and more set back from the road
- Property at NE corner of Brant & Lakeshore should be in Brant Main Street Precinct, to enhance Brant gateway to Lake Ontario.
- I agree with the idea of attracting post secondary institutions but am wary of the suggestion of parking location. Hopefully parking will be underground and not large multi storey slabs.
- Forget office space - there is little demand. There are some locations that are suitable for taller buildings. Protect Village Square in its current format.
- Allow more density where jobs are most likely to go. even if just for office projects.
- Keep buildings low to mid rise
- Missing some areas to go 'up'
- 11 storeys max.
- Maybe suggest to turn the closest tower at the bottom sideways to clear the view to the lake better.
- above grade pedestrian bridges
- Needs taller buildings to promote mixed use buildings
- 5 storeys max

#### How would you improve Concept 2 for Downtown East?

- **General Summary: lower heights, north east corner of precinct feels like a lot, protect Village Square, acceptance of office even if it adds modest heights**
- Lower heights but prefer Concept 2 versus 1
- it is better than 1
- I don't see the differences as being worthy of two concepts for this area .. Hopefully we can generate interest in this space for businesses et al
- Lower business buildings



- Specifically the area in the northeast corner seems like a more drastic transition to the rest of the neighbourhood in terms of height
- Concept 2 midrises work if you add them to Concept 1's low rises.
- reduce height of buildings on west side of Maria so they don't loom over buildings on the east side
- Forget office space - there is little demand. Require mixed use, not residential only. There are some locations that are suitable for taller buildings. Protect Village Square in its current format.
- Encourage by Village Square but need further effort below Elgin Promenade to limit heights to ensure residence looking to enjoy are not met by large structure as they transition to Village Square and possibly onto Spencer park. James St. limit heights
- Allow more density where jobs are most likely to go. even if just for office projects.

#### Do you agree with the Vision for Upper Brant?

- **General Summary: Many felt this area should be low, most indicated some acceptance of taller buildings here, concern about location of potential park**
- There's logic to putting greatest density here, & possible ability to encourage affordability not possible closer to lake. Many will see a potential cluster of 4/5 large towers as incompatible with 'pedestrian'-friendly community.
- Transition to established neighbourhoods does not satisfy Principle 15. We have mid-rise and tall buildings abutting single family homes. Why are these neighbourhoods given different treatment from the
- Would like to see the upper Brant area to be expanded along Fairview to include further intensification or the area in the Urban Growth Center
- Park space...purchase property to make a park...Toronto has mini-parks all over to add green space
- I think as long as we maintain some limits on high rise commercial and residential buildings so we don't create a cold, sterile feel, but rather an area that compliments our downtown with retail, hospitality shops, little parkettes etc
- Existing residential neighbourhoods behind the Fairview to Ghent East section should not have to back onto buildings taller than 6 stories.
- Must maximize the available space and transit, but without ignoring the need for livability such as trees and walkability to Go Transit hub.
- This is definitely a better area for commuters than downtown
- I agree in having taller buildings but I think it should be capped at 14 floors on Brant

#### Do you agree with the vision for the Neighbourhood Mixed Use Area?

- 3 storeys sound good but the height numbers aren't even on the building diagrams to show us anything.

- There are opportunities for soft intensification and infill in these areas as well as conversions of historical buildings to multi unit buildings - the best way to preserve the area is to allow for some change and flexibility within a context.
- Add 'gentle density' such as granny flats, duplex/triplex and townhomes/walkups where compatible with existing historical properties. It can be done if we relax subservience to the car.
- Prefer more intensification downtown.
- Preserving heritage space and creating green space is important, but lower-rise tends to be a waste of space.
- keep it low-rise or single-family used for commercial
- Needs more parkland
- I don't understand the push to put people further south when this is the more ideal area for higher density - the land is useless at the moment, you have more opportunity for parking (rather than near the lake where the water table is an issue)

#### Do you agree with the vision for the Apartment Neighbourhood Precinct?

- This is where apartments already existing - you want to maximize the opportunities for infill within this area
- Buildings should be no higher than the existing buildings. The building at Ontario by the Art Centre should not serve as a model for other projects since it is taller than everything around it.
- extreme caution should be taken when developing apartment neighborhoods. Liberty village is one example of “ battery hen” accommodation which has severe social health impacts. Large viable green space is crucial for apartment neighborhoods
- high-rise apartment neighbourhoods need prioritization for active transportation and transit. High quality facilities on Maple and connections through the downtown (e.g. Elgin) are essential for cycling and transit mode support
- Would prefer parts of these area to be neighbourhood mixed use to protect over intensification adjacent to for example 2 or 3 storey building. Helping create lower profile corridors ie neighbourhoods
- Infill is the key. If it is tall development that is not between existing tall apartments/condos or abutting waste areas (hydro right of way, etc.) then its height should be 3 stories.
- I agree as long as we make sure to include green space/park and trees

#### Do you agree with the vision for the low rise Neighbourhood (St Luke's and Emerald) Precinct?

- There are opportunities for soft intensification and infill in these areas as well as conversions of historical buildings to multi unit buildings - the best way to preserve the area is to allow for some change and flexibility within a context.
- Add 'gentle density' such as granny flats, duplex/triplex and townhomes/walkups where compatible with existing historical properties. It can be done if we relax subservience to the car.
- Always need to look at areas that could be intensified on the edges if all buffers and setbacks can be enforced. Area closest to Brant falls in that category

- Allowing redevelopment of old and crumbling housing stock to mid-rise level would improve housing affordability and quality, BUT mandate must be made for improved greenspace as part of this allowance. Transit must also improve.

#### Would you like to add anything else about Concept 1?

- still too tall and dense. I understand the need to grow, but it should NOT be on our jewel of a street Brant.
- Change corner of Brant/Lakeshore concept from Lakeshore to Downtown. Keep the downtown precinct to no more than 4-6 story's max.
- I like the concept with the taller buildings
- Initially I preferred Concept 1 but now I am leaning to Concept 2. I still believe what happens on the street will have more impact on the vibrancy of downtown and the size or shape of buildings.
- I like the idea of building up the downtown and am not opposed at all the high-rises. I do, however, believe that efforts would be better served Further North adjacent to the train lines. That being said, parking and congestion is a concern with Concept 1
- There are no outdoor people gathering places like the Centro Sunday market. This will kill any hope of community
- I would like to see all the electrical poles below grade, particularly on John Street. It would dramatically improve the nightlines to the lake.
- like lower profile between bookend heights of James and Lakeshore ie Village Square. Further enhancement of corridor and mixed use structures plus limiting side by side heights to ensure sunlight and character is enhanced and not a detriment
- Allow more employment density
- Allow more employment density
- Like the setbacks, but feel more height could be accommodated to improve housing stock and affordability.
- I see how the taller buildings theoretically free up greenspace etc elsewhere. Maybe it is just the model, but the podiums seem huge and wasted space.
- pedestrian overpasses on Brant, high-rise buildings take advantage of vertical space creating a visually satisfying skyline, creates individuality and a recognizable skyline

#### Is there anything else you would like to add about Concept 2?

- Change the corner of Brant Lakeshore Precinct to the Downtown Precinct and hold heights to no more than 4-6 storey's for the downtown.
- Density needs to be reduced.
- I mostly like 2 as it has more taller buildings and thus more new retail still concerned about parking so stores can stay in business

- I like the variety of building heights here. My concern is the pedestrian experience with smaller setbacks. Also concerned about the area around village square in this concept
- If we need to build up I prefer smaller high rises, encouragement for retail, restaurants and businesses
- It doesn't feel like a vision that, if implemented, would ensure the type of future downtown a city like ours should be able to achieve. But yes, it is better.
- Out of the 2, Concept 2 is closer to what the character of this City is like.
- Like the opportunity for a better pedestrian experience eg. wider sidewalks, plazas and parks
- this seemed to be a better attempt at spreading density and varying the city scape for interest and comfort.
- It is a better concept, though probably still to much intensification. I recognize there is a need to intensify and this is a better plan
- It looks like my ideal vision for Burlington: metropolitan yet human-scaled, harmoniously composed streetscapes with enough density to accommodate population growth
- Like the heights, and might allow more where it doesn't impact street/lake views, but would improve setbacks to reduce threat of claustrophobia and dead trees from lack of light. Setbacks make an environment bright and livable.
- It is also fine. I hope people understand that height limits result in buildings that are wider at the base.
- concept 2 does not take advantage of vertical space, thus forcing a larger footprint on ground and creating a very boring industrial look and feel

#### Is there anything else you'd like to share?

- Sustainability should be the highest priority in approving new developments. One aspect of this is provision for greenspace and trees to offset the effects of climate change and the effects of new construction. Another is maintaining and enhancing walkability. Porous surfaces are preferable to concrete and asphalt. Buildings should be set back from roadways to reduce the claustrophobic effect of walls rising straight up from the sidewalk, and allow trees to flourish along the roadway.
- I think that a focus on building height and massing has distracted from other considerations, which have a larger impact on how humans interact with the built environment. Please be more bold and transformational in facilitating active transportation, safe streets for all ages, year-round use of the urban environment, public art, community programming, spaces for organic human interaction, affordable housing, and vibrant independent businesses. Cities are for people- not cars. The amount of space dedicated to cars in the downtown area is obscene (roads + parking lots + driveways). This needs to change in parallel with the coming land use changes.
- I think the city should consider building a transit link to downtown, instead of restricting development downtown so much. A vibrant downtown requires people and jobs, and these concepts seem intent on restricting both

- My hope is the downtown can have everything community centres, churches, townhouses, public trails, hi rise, low rise, mid rise all co-existing. So an example could be Lion Club Center with park but now a large tower on that property with across the street large towers creating a park in darkness."
- Burlington will grow. Brant Street is a destination now in the summer time. It is awesome to see people walking downtown streets in the evening. Preserve that. Add to it by making stretches along Lakeshore more interesting with shops and restaurants (not that we need many more). Implement a pedestrian only stretch or have more street festivals. That is what I love about Burlington!
- Priorities...People, parks & parking
- Development is good as long as the small town heritage of Burlington is not diminished.
- I believe we need to have a mix of both concepts. Both have good options but it comes down to the design of these buildings. I believe in the downtown area the height should be around 10-14. The public will like anything as long as it's a beautiful building they are looking at. Also we have to make sure that people have enough room on the sidewalk and there is enough green and green space. Trees, plants, nice lights all make a difference.
- There is no vision on building type or tree canopy or anything to address the climate action plan.
- Just overall I prefer Concept 1. Because after studying the 3D pictures for some time, I feel Concept 1 just feels more open from the street, less congested, less crowded, less constricting.
- More of the height and density should be north of Ghent. Closer to GO and road capacity is greater. All the focus on retail in all these new buildings with no parking is unlikely to succeed.