



### **Citizens' PLAN B Delegation**

Community Planning, Regulation & Mobility Committee Meeting – January 11, 2012

Re: Item 5.4, Waterfront Hotel Planning Study update (PL-15-22)

We are pleased to learn from this update that Phase 4 of this study has restarted, and to understand somewhat why the study was placed on hold in mid-2018. Given that we've suffered through a pandemic over the last few years, it's understandable why it wasn't resumed earlier.

The delay in completing the Waterfront Hotel Planning Study as originally planned is still potentially problematic. In Section 3.3 of Bousefields' Planning & Urban Design Rationale that was part of the Burlington 2020 Lakeshore Inc.'s development application submitted on October 26<sup>th</sup>, 2021, their rationale for requesting the removal of Policy 5.5.9.2(l) of the in-force Burlington OP, as amended, was that this study had an "indeterminate deadline" with a further characterization that it "has never been completed, indefinitely sterilizes the subject site from redevelopment and from achieving its highest and best use potential". It is not clear to us whether the property owner ultimately plans to ignore the guidance of the Waterfront Hotel Planning Study, but it is clear that completing it on a highly accelerated basis must be a top priority.

Citizens' PLAN B remains committed to the extension of Spencer Smith Park and the enhancement of the Brant Street gateway to Lake Ontario, through the application of the 'Thin Red Line' design principle related to the Waterfront Hotel Redevelopment. Yes, we understand the changing context of the NE corner of Brant Street & Lakeshore Road with respect to the origins of the 'Thin Red Line', but it still has great utility in its' application to achieve what most residents want in the redevelopment of the Waterfront Hotel property and remains a simple concept that resonates with everyone.

We understand that City staff with support of project consultant, The Planning Partnership, will resume the work plan where it left off in 2018. This update references Section 3 of Report PB-23-18, which contains 16 key policy directions, as one of those milestones that can be built upon.

- PLAN B fully supports PB-23-18.
- Application of the 'Thin Red Line' will help fulfill Public Realm policy directions 5a, 7, 8 and 9, which in our opinion are not achieved in the current development application.

One deliverable that was not mentioned in this report but should also serve to expedite completion of the project is Emerging Preferred Concept #3. I have attached a Planning Partnership Jan/ Feb 2018 Overview/ Snapshot of its' evolution for your reference, with some of the rationale for selecting EPC #3 noted there re-iterated below:

- Achieves the Urban Design objectives for the Downtown
- Achieves a Floor Area Ratio (FAR) that balances the base permissions of 5.0 with the Developer's Current Concept of 7.5 FAR
- Buildings located east of the 'Thin Red Line', representing the view corridor south of Lakeshore Road, proposed by the Downtown Mobility Hub Study
- A new significant open space defined by the 'Thin Red Line' located on the west portion of the property, contiguous with the waterfront park
- Buildings that provide a clear landmark visible from the park, Brant Street, John Street, Lakeshore Road & Lake Ontario
- A potential development yield that is viable and provides some incentives for redevelopment

This was the last iteration of conceptual designs that we were party to, and while we fundamentally supported it, we through Ramsay Planning Inc. submitted a few minor improvement suggestions. We are unaware of Vrancor's feedback.

We acknowledge and respect the current property owner's right to profit from his investment, and that this will necessitate a "reasonable" amount of massing and building height. We also believe passionately that the impact of this development will be felt by many future generations of Burlington residents & visitors, and collectively we must get it right. Citizens' PLAN B is completely open to work with all stakeholders to help make this a "win-win" scenario.

Regards,



D.R. (Don) Fletcher  
on behalf of Citizens' PLAN B



# CITY OF BURLINGTON WATERFRONT HOTEL PLANNING STUDY

## OVERVIEW/SNAPSHOT OF THE EVOLUTION OF THE EMERGING PREFERRED CONCEPT

JANUARY/FEBRUARY 2018

The Planning Partnership



**INTERPRETATION OF DEVELOPER'S  
CURRENT CONCEPT**

**GFA:** 57,000 sm  
**WEST SIDE PARK:** 0.0 ha  
**FAR:** 7.5  
**SETBACKS**  
3.0 m PARK+WATERFRONT  
3.0 m LAKESHORE RD  
3.0 m ELIZABETH ST  
**ACCESS** - Elizabeth Street  
**TOWER SEPARATION** - 59.0 m  
**TOWER FLOORPLATES** - 750 sm



**BASE PERMISSIONS  
(ZBL)**

**GFA:** 38,000 sm  
**WEST SIDE PARK:** 0.0 ha  
**FAR:** 5.0  
**SETBACKS**  
3.0 m PARK+WATERFRONT  
0.0 m LAKESHORE RD  
2.0 m ELIZABETH ST  
**ACCESS** - N/A  
**TOWER SEPARATION** - N/A  
**TOWER FLOORPLATES** - N/A



**BASE PERMISSIONS WITH INTERPRETATION OF  
EMERGING PREFERRED CONCEPT 1**

**GFA:** 38,000 sm  
**WEST SIDE PARK:** 0.0 ha  
**FAR:** 5.0  
**SETBACKS**  
3.0 m PARK  
3.0 m LAKESHORE RD  
4.5 m ELIZABETH ST  
**ACCESS** - Elizabeth Street  
**TOWER SEPARATION** - 45.0 m  
**TOWER FLOORPLATES** - 750 sm



**EMERGING PREFERRED CONCEPT 3, BASED ON  
EVOLUTION OF EMERGING PREFERRED CONCEPT 2**

**GFA:** 45,000 sm  
**WEST SIDE PARK:** 0.20 ha  
**FAR:** 6.0  
**SETBACKS**  
0.0 m OPEN SPACE (THIN RED LINE)  
3.0 m LAKESHORE RD  
2.5 m ELIZABETH ST  
**ACCESS** - Elizabeth Street  
**TOWER SEPARATION** - 30.0 m  
**TOWER FLOORPLATES** - 750 sm

The **Emerging Preferred Concept No.3** seeks to balance the Developer's Current Concept with PlanB's (the community's) Concepts; essentially, the latter's desire for significant additional open space on the west side of the property balanced with the former's entitlements for development. This concept is premised on the following:

- Achieves the Urban Design objectives for the Downtown
- Achieves key aspects of the Tall Buildings Guidelines
- Achieves a Floor Area Ratio (FAR) that balances the base permission of 5.0 with the Developer's Current Concept which represents approximately 7.5 FAR
- Buildings located east of the 'Thin Red Line', representing the view corridor south of Lakeshore Road, proposed by the Downtown Mobility Hub Study
- A new significant open space defined by the 'Thin Red Line', located on the west portion of the property, contiguous with the waterfront park
- Buildings that provide a clear landmark visible from the park, Brant Street, John Street, Lakeshore Road and Lake Ontario
- Two separate buildings that allow for phased development
- A potential development yield that is viable and provides some incentive for redevelopment