The Waterfront Hotel Planning Study

01

The Brant & Lakeshore Planning Study will establish a **Strategic Framework** to guide development on the site.

02

Develop and assess **Preliminary Redevelopment Concepts** along with any formal development applications submitted on behalf of the property owner.

The redevelopment of this site must meet the City’s urban design and growth management goals, as well as enhance the adjacent public space and waterfront.

03

Prepare an **Official Plan Amendment** and **Zoning By-law Amendment**.
The Waterfront Hotel Site

0.76 hectares / 1.87 acres
Today’s Workshop

• vision, principles and context
• outcome of the design day
• three concepts used for the public survey
• inputs to the evaluation
• emerging preferred concept
Vision Statement

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

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

**Public Realm**

- High-quality, pedestrian-oriented streets and open spaces will support walkability and access to transit
- Grade related uses will activate and animate public streets/spaces
- Access and connections to the lake will enhance community life
- Integrating heritage into the fabric of development will enrich the character and relevance of the community

**Mobility and Access**

- Pedestrian-scaled, small blocks will enhance connectivity
- Well-designed streets accommodate all modes of travel
- Loading and servicing will be provided in a way that does not detract from the quality of the pedestrian realm
- Priority will be given to walking, cycling and transit use on site
- The Waterfront Trail will be enhanced
Today’s Workshop

• vision, principles and context
• outcome of the design day
• three concepts used for the public survey
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Workshop 1 & 2:
vision, principles, exploration of options, visual preference survey
Two design sessions each with four design leads and four design groups
### Parameters for each Exploration to ensure variables are considered

<table>
<thead>
<tr>
<th>Land Use / Built Form</th>
<th>Exploration 1</th>
<th>Exploration 2</th>
<th>Exploration 3</th>
<th>Exploration 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2) 8-14 Storey Mixed-Use Buildings:</td>
<td>(2) 12-20 Storey Mixed-Use Buildings:</td>
<td>(2) 20-30 Storey Mixed-Use Buildings:</td>
<td>(1) 30-40 Storey Mixed Use Building:</td>
<td></td>
</tr>
<tr>
<td>• Residential, Commercial</td>
<td>• Residential with Commercial at grade</td>
<td>• Residential, Commercial and Hotel/Convention Centre</td>
<td>• Residential, Commercial and Hotel/Convention Centre</td>
<td></td>
</tr>
<tr>
<td>• Underground Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Realm</th>
<th>Exploration 1</th>
<th>Exploration 2</th>
<th>Exploration 3</th>
<th>Exploration 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Open Space</td>
<td>East Open Space, adjacent to Bridgewater development</td>
<td>West Open Space, adjacent to Spencer Smith Park</td>
<td>West Open Space, adjacent to Spencer Smith Park</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mobility / Access</th>
<th>Exploration 1</th>
<th>Exploration 2</th>
<th>Exploration 3</th>
<th>Exploration 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain existing Brant Street driveway access</td>
<td>Maintain existing Brant Street driveway access</td>
<td>Remove Brant Street driveway access</td>
<td>Remove Brant Street driveway access</td>
<td></td>
</tr>
<tr>
<td>Underground Parking access from Lakeshore</td>
<td>Underground Parking access from Lakeshore</td>
<td>Narrow Lakeshore Road at Brant Street</td>
<td>Narrow Lakeshore Road at Brant Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Underground Parking access from Elizabeth Street extension</td>
<td>Underground Parking access from Elizabeth Street extension</td>
<td></td>
</tr>
</tbody>
</table>
Exploration 1

Afternoon

Evening
Exploration 2

**Afternoon**

**Evening**
Exploration 3

Afternoon

Evening
Exploration 4

Afternoon

Evening
Results of Visual Preference Survey: Built Form / Land Use

Preferred images for ‘High-Rise Building’

Preferred images for ‘Mid-Rise Building’
Results of Visual Preference Survey: Public Realm

Preferred images for ‘Waterfront Amenities’

Preferred images for ‘Urban Space’
Results of Visual Preference Survey: Circulation

Preferred images for ‘Shared Streets’ / Streetscaping
Today’s Workshop

- vision, principles and context
- outcome of the design day
- three concepts used for the public survey
- inputs to the evaluation
- emerging preferred concept
From Explorations to Concepts

8 Initial Explorations

Most of the Explorations followed prescribed design parameters; however, others moved away from them due to participants’ input and the progression of ideas and conversations as the process unfolded.

Input from the design workshop assisted the project team in preparing three preliminary Concepts. The Concepts represent and combine the workshop explorations and take into consideration the broader community objectives for placemaking and creating a walkable, transit supportive, and vibrant downtown.

3 Concepts

Concept 1 merges Exploration 1 and 2, which share similar design parameters.

Concept 2 represents Exploration 3, originally intended to contain two buildings and an open space located at the west. Initial explorations for this option led to a preference for one building and a significant open space adjacent to the waterfront park.

Concept 3 represents Exploration 4, illustrating the tallest building.
Concept 1

View of skyline from the Lake

View from Gazebo Area

View from north end of Pier
Concept 2

View of skyline from the Lake

View from Gazebo Area

View from north end of Pier
Concept 3

View of skyline from the Lake

View from Gazebo Area

View from north end of Pier
Today’s Workshop

• vision, principles and context
• outcome of the design day
• three concepts used for the public survey
• inputs to the evaluation
• emerging preferred concept
Concepts for Public Survey

Inputs for Evaluation

- Results from Public Survey
- Technical Evaluation from Project Team
- City Staff Comments
- Stakeholder Advisory Committee Input

Emerging Preferred Concept
Concepts for Public Survey

Inputs for Evaluation

- Results from Public Survey
- Technical / Project Team Evaluation
- Steering Committee Comments
- Stakeholder Advisory Committee Input

Emerging Preferred Concept
Public Input - Online Survey

Distribution
Online survey through City of Burlington’s website

Submission Period
August 17 - September 7, 2017

Response
919 respondents

Opinion Based Survey

- Findings of this survey are qualitative
- Findings provided are from an opinion based survey
- Information collected from this survey is an additional opportunity to provide input
- Survey has no statistical significance due to sample size
Results of Public Survey

Concept 1

<table>
<thead>
<tr>
<th>Elements of Concept 1</th>
<th>I like it</th>
<th>It’s ok</th>
<th>I don’t like it</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location of buildings and the open space they create at the bottom of John Street</td>
<td>339</td>
<td>326</td>
<td>245</td>
</tr>
<tr>
<td>Height of buildings</td>
<td>267</td>
<td>292</td>
<td>352</td>
</tr>
<tr>
<td>The central location of the open, public space at the top of the East Lawn</td>
<td>465</td>
<td>277</td>
<td>164</td>
</tr>
<tr>
<td>Open, public space along Elizabeth Street</td>
<td>510</td>
<td>270</td>
<td>125</td>
</tr>
<tr>
<td>Driveway access from Brant Street</td>
<td>282</td>
<td>266</td>
<td>343</td>
</tr>
<tr>
<td>Access to underground parking from Elizabeth Street</td>
<td>560</td>
<td>235</td>
<td>108</td>
</tr>
<tr>
<td>Access to underground parking from Lakeshore Road</td>
<td>284</td>
<td>237</td>
<td>386</td>
</tr>
</tbody>
</table>
## Results of Public Survey

### Concept 2

#### Elements of Concept 2

<table>
<thead>
<tr>
<th>Element</th>
<th>I like it</th>
<th>It’s ok</th>
<th>I don’t like it</th>
</tr>
</thead>
<tbody>
<tr>
<td>The location of the buildings at the corner of Lakeshore Road and Elizabeth Street</td>
<td>321</td>
<td>213</td>
<td>375</td>
</tr>
<tr>
<td>Height of buildings</td>
<td>63</td>
<td>155</td>
<td>691</td>
</tr>
<tr>
<td>The way the buildings step down in height, e.g. 20 storey building closer to Lakeshore Road</td>
<td>145</td>
<td>279</td>
<td>475</td>
</tr>
<tr>
<td>The addition of open, public space at the bottom of Brant Street</td>
<td>542</td>
<td>208</td>
<td>158</td>
</tr>
<tr>
<td>No driveway access from Brant Street</td>
<td>403</td>
<td>247</td>
<td>259</td>
</tr>
<tr>
<td>Access to underground parking from Elizabeth Street</td>
<td>488</td>
<td>252</td>
<td>167</td>
</tr>
</tbody>
</table>
Results of Public Survey

Concept 3

Elements of Concept 3

<table>
<thead>
<tr>
<th>Element</th>
<th>I like it</th>
<th>It’s ok</th>
<th>I don’t like it</th>
</tr>
</thead>
<tbody>
<tr>
<td>The location of the buildings at the corner of Brant Street and Lakeshore Road and Elizabeth Street and Lakeshore Road</td>
<td>154</td>
<td>111</td>
<td>650</td>
</tr>
<tr>
<td>Height of buildings</td>
<td>61</td>
<td>41</td>
<td>813</td>
</tr>
<tr>
<td>A four storey building base connected by a bridge at the bottom of John Street</td>
<td>180</td>
<td>229</td>
<td>505</td>
</tr>
<tr>
<td>Open space along the south end of the buildings, facing the lake</td>
<td>409</td>
<td>204</td>
<td>306</td>
</tr>
<tr>
<td>Driveway access from Brant Street</td>
<td>175</td>
<td>222</td>
<td>515</td>
</tr>
<tr>
<td>Access to underground parking from Elizabeth Street</td>
<td>428</td>
<td>226</td>
<td>256</td>
</tr>
</tbody>
</table>
Themes From Public Survey Comments

View Corridors

• John Street corridor partially blocked
• Views from existing condos are being blocked
• The view corridors are largely being maintained

Height and Density

• Height limits on the waterfront (maximum 6 to 16 storeys)
• Appropriate scale for the area without cutting off the waterfront
• Need further shadow studies to understand impacts
• Development does not make efficient use of the site
• Concern about the market’s ability to absorb residential and commercial units
• Concern with precedent being set by allowing so much height and density
Themes From Public Survey Comments

Site Design

- Support for the building layout but with the buildings flipped (lots of support for this)
- Preference for Option 2 layout but with Option 1 heights (lots of support for this)
- Poorly fits into area, lack of clarity - what is public space?
- Concern that building layout blocks view of parkland and public access
- Support for open access between the buildings and to the waterfront
- Development has too large a footprint – should limit to one (taller) building

Traffic

- The development will worsen already heavy traffic in this congested area
- Concerns with underground parking entrances, support for Elizabeth Street access
- Concern that parking will be an issue (need to include publicly-accessible parking)
- Carefully manage existing and future traffic with respect to vehicle, pedestrian and cyclist traffic, especially around Brant Street and Lakeshore.
Themes From Public Survey Comments

Green Space

- City should buy the property so entire site can be greenspace for future generations
- The design should have more greenspace to the west (similar to Option 2)
- Concern about the green space between the buildings being concrete
- Consider interesting uses for greenspaces (amphitheatre, gardens, a fountain etc.)
- Need for green/public space along Elizabeth Street

Interest

- The design of the new development must be interesting and of high architectural quality – iconic building design.
- Looking forward to opportunities for entertainment/commercial uses with waterfront views – the courtyard should be a vibrant public area
- Need to ensure that the building frontages along Lakeshore are animated and have high quality streetscaping (more than underground parking ramps), support for the podiums which closely face the road.
- Need to put more focus on preserving Burlington’s character and charm
Themes From Public Survey Comments

View Corridors

- Effectively preserves views along Brant and Lakeshore and creates a strong welcome to the waterfront.
- Blocks the view from several existing development

Height and Density

- Buildings are much too high – preference for the heights of Option 1, or lower.
- The buildings require significant terracing/setbacks to better relate to the waterfront, public space and the street.
- The buildings should build up from the lake, with the shorter building closer to the water – otherwise the lower building’s views will be cut off and the taller building will tower over the water.
- Concern about the creation of a wind tunnel and the potential shadow impacts
Themes From Public Survey Comments Concept 2

Site Design

• The layout is well planned to build on the existing park and create a strong waterfront presence at the base of Brant – however, heights are too great.
• Would prefer just one tower.
• Buildings look crowded in the one end of the site and gives the site a sense of being off-balanced.
• Concern that the layout, in conjunction with the Bridgeport development, will cause Elizabeth to become canyon-like.

Traffic

• There will be too much congestion on Elizabeth Street, considering both the Bridgewater development and that this proposed development’s only access is here.
• Driveway access is appropriate on Elizabeth
• Concern with increasing congestion in an already high traffic area
• Views both that the Brant driveway was an important access and that its closure creates a much safer pedestrian environment.
Themes From Public Survey Comments

Green Space

- More park space is not necessarily always better when there is insufficient design/animation and is adjacent to towering buildings – risk of it becoming a sterile area.
- The buildings should be directly adjacent to soft-scaped parkland, not pavement
- Potentially too much parking, create a waste of space
- The entire site should be parkland.

Interest

- The design of the new development must be interesting and of high architectural quality – iconic building design.
- Need to put more focus on preserving Burlington’s character and charm
- It is critical to accommodate vibrant ground floor retail uses – there are concerns about the poor frontage along Lakeshore.
Themes From Public Survey Comments Concept 3

View Corridors

- In general this concept, with large podiums and high towers does a poor job of protecting existing view corridors.

Height and Density

- The proposed towers are much too high and out of touch with its context.
- Significant terracing is needed to mitigate impacts and add interest.
- This concept pushes the boundaries for high in Burlington and make a very efficient use of space.
- Concern with significant shadow impacts.
- Too much height directly adjacent to parkland.
Themes From Public Survey Comments

Site Design

- Minor layout revisions may reduce shadow impacts and widen views from Brant and John.
- Support for the high quality design of the podium and its curved shape which fits its context on the water.
- Would like the layout if heights or towers were reduced to between 10-20 stores.
- The design walls in the park form the downtown.
- Concern about the creation of a canyon along Elizabeth.
- Mixed reaction to the inclusion of a bridge between the buildings.

Traffic

- Significant concern with introducing more traffic to a congested area.
- Increased traffic will make it more hazardous for pedestrians, especially around the Brant driveway.
- This proposed development, with the Bridgeport development, will create significant congestion on Elizabeth.
Themes From Public Survey Comments

**Green Space**

- Design emphasizes the role of the building rather than the important green space.
- This is the best designed green space of the three options.

**Interest**

- Appreciation for the bold design of this concept and anticipation for high quality architecture to make this an iconic landmark.
- Strong street edge along Lakeshore with significant opportunities for active uses such as cafes and retail.
Concepts for Public Survey

Results from Public Survey

Technical / Project Team Evaluation

Steering Committee Comments

Stakeholder Advisory Committee Input

Emerging Preferred Concept
Technical Evaluation - Public Realm: Shadow Impact

March 21 @ 10am

March 21 @ 2pm
Technical Evaluation - Public Realm: **Shadow Impact**

<table>
<thead>
<tr>
<th>Time</th>
<th>Concept 1</th>
<th>Concept 2</th>
<th>Concept 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 21, 10:00 am</td>
<td>✔️</td>
<td>✔️</td>
<td>❌</td>
</tr>
<tr>
<td>March 21, 2:00 pm</td>
<td>✔️</td>
<td>✔️ ✔️</td>
<td>❌</td>
</tr>
</tbody>
</table>

Why March 21\textsuperscript{st}? is the average of the solar maximum (June) and minimum (December)

Existing Wind Condition

Estimated Wind Condition: Summer

Estimated Wind Condition: Winter

- Windy
- Moderate
- Calm

By RWDI Engineers

Estimated Wind Condition: Concept 1

Estimated Wind Condition: Summer

Estimated Wind Condition: Winter

Estimated Wind Condition: Concept 2

Estimated Wind Condition: Summer

Estimated Wind Condition: Winter

- Windy
- Moderate
- Calm

Estimated Wind Condition: Concept 3

- Estimated Wind Condition: Summer
- Estimated Wind Condition: Winter

Wind Impact:
- Windy
- Moderate
- Calm
# Technical Evaluation - Public Realm: Wind Impact

<table>
<thead>
<tr>
<th>Concept 1</th>
<th>Concept 2</th>
<th>Concept 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Wind Impact</td>
<td>✔ ✔</td>
<td>✔</td>
</tr>
</tbody>
</table>
## Technical Evaluation – Access and Mobility

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Concept 1</th>
<th>Concept 2</th>
<th>Concept 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide access to sidewalks and pedestrian/cycling system</td>
<td>✔️ ✔️</td>
<td>✔️ ✔️</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>Provide two separate access points to underground garage</td>
<td>✔️ ✔️ ✔️</td>
<td>✔️</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>Limit Brant Street Access to retail/support services</td>
<td>✔️ ✔️</td>
<td>N/A</td>
<td>✔️</td>
</tr>
<tr>
<td>Provide emergency, garbage, utility, moving truck access</td>
<td>✔️ ✔️</td>
<td>✔️</td>
<td>✔️ ✔️ ✔️</td>
</tr>
<tr>
<td>Minimize pedestrian conflict</td>
<td>✔️ ✔️</td>
<td>✔️</td>
<td>✔️ ✔️</td>
</tr>
</tbody>
</table>

Direction: **Option #1 achieves most of the objectives for Access and Mobility**
## Project Team Evaluation - Land Use and Built Form

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Concept 1</th>
<th>Concept 2</th>
<th>Concept 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Intensification Objectives</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td>Minimum 200 persons &amp; jobs per hectare</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>High-Rise Buildings with a Mix of Uses</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Views/Vistas to Lake</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Iconic / Landmark Building</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Stepped towards lake</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Stepped back from Brant Street View Corridor</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Lakeshore Road Edge reinforced</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Transition to surrounding context</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
</tbody>
</table>

**Direction:** Option #1 achieves most of the objectives for Land Use and Built Form
## Project Team Evaluation – Public Realm

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Concept 1</th>
<th>Concept 2</th>
<th>Concept 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Active / Grade</strong> related uses along streets</td>
<td>✔ ✔</td>
<td>✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Enhanced Pedestrian streetscape</strong></td>
<td>✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Provide the most Open Space</strong></td>
<td>✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Create an open space focal point/Gateway at Brant/Lakeshore</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Create open space along Elizabeth Street</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>Provide transition to Spencer Smith Park</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
<tr>
<td><strong>High degree of Pedestrian Access and Connectivity</strong></td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
<td>✔ ✔ ✔</td>
</tr>
</tbody>
</table>

**Direction:** Option #1 achieves most of the objectives for Public Realm
Results from Public Survey

Concepts for Public Survey

Concept 1

Concept 2

Concept 3

Inputs for Evaluation

Technical / Project Team Evaluation

Steering Committee Comments

Stakeholder Advisory Committee Input

Emerging Preferred Concept
**LAND USE / BUILT FORM**

- Include **public amenities** (e.g. washrooms) close to Spencer Smith Park.

- **Heights shown in Concepts 1 and 2**, are consistent with existing and planned context.

- Additional height may be appropriate where buildings can demonstrate:
  - high-quality architecture and urban design
  - an **iconic landmark building**
  - sustainable and **green building technologies**
  - **new public amenities** and/or spaces

- **Step back** buildings away from the water’s edge.

- Stagger buildings to a **create visually interesting** skyline.

- **Concentrate the tallest building** element between the **John Street and Elizabeth Street** view corridors.
LAND USE / BUILT FORM

- **Foot print** and massing of building shown in **Concept 3 is out of scale with the existing and planned context**

- The location of buildings shown in Concepts 1 and 3, **frames the open space** and create a strong, consistent, and attractive edge along Lakeshore Road, while **protecting street end views**

- Locate and **orientate podiums and towers** to preserve and **enhancing public view corridors** to the Brant Street Pier and Lake Ontario

- **The bridge connecting podiums shown in Concept 3** would obstruct the John Street public view corridor
Summary of Comments from Burlington City Staff

PUBLIC REALM

- Prefer the size and locations of the open space shown on Concepts 2 and 3

- The open space shown in Concept 3 is nicely framed by the base buildings, well integrated with the East Lawn, and responds to the shoreline

MOBILITY / ACCESS

- Consider limiting vehicular access to and from the site using Elizabeth Street only

- Consider removing vehicular access from Lakeshore Road at the foot of Brant Street to create a pedestrian-focused open space treatment

- Consider innovative design treatments to integrate or relocate the traffic bulb at the base of Elizabeth Street as part of the park/waterfront amenities
Options for Public Survey

Inputs for Evaluation

- Results from Public Survey
- Technical Evaluation from Project Team
- City Staff Comments
- Stakeholder Advisory Committee Input

Recommendation
Comments from **Stakeholder Advisory Committee**

**Concept 1**
- Like the **view corridor** to the lake **from John Street**
- Push **building height to the east**
- Nothing taller than **20 storeys**
- **Height** should be located **closest to Elizabeth Street**
- **Central square is useless** and cut off from the main park
- Prefer **access from Elizabeth Street**

**Concept 2**
- Like the bigger **public space on west side** of the site
- Like Brant Street **greenway/gateway**
- **20-30 storeys** is too tall

**Concept 3**
- **30-40 storeys** is too high
- Like the **symmetry** of this concept
- Like the **openness at John Street**
- Building heights **don’t appear to be contextually appropriate**
- Don’t like access from **Brant Street**
Today’s Workshop

• vision, principles and context
• outcome of the design day
• three concepts used for the public survey
• inputs to the evaluation
• emerging preferred concept
Key Directions from all Evaluation Inputs

- **Height of buildings** - 14 to 25 storeys stepped down to Spencer Smith Park and the Lake
- **Central open space** at foot of John Street connecting through the site to the waterfront
- **Open space at Elizabeth Street**
- **Gateway to the Lake** at foot of Brant Street
- **Retail and amenity space** along building facing Spencer Smith Park
- **Vehicle access from Elizabeth Street**
- **Limited vehicle access from Lakeshore Road**
Emerging Preferred Concept
Emerging Preferred Concept – Land Use and Built Form

- **Mixed-Use Landmark Building**
  - Residential
  - Public Services
    - Washrooms
    - Community Uses
  - Commercial

- **Additional Setback from Street**

- **Proposed direction of the Downtown Mobility Hubs Study**

- **Mixed-Use Landmark Building**
  - Residential
  - Commercial
  - Hotel

- **Stepped Down towards Lake**

- **EAST LAWN / EVENT SPACE**

- **BRIDGEWATER DEVELOPMENT**
  - **8 STOREYS**
  - Residential
  - Commercial
  - Hotel

- **14 STOREYS**

- **17 STOREYS**

- **12 STOREYS**

- **22 STOREYS**

- **SPENCER SMITH PARK**

- **1 - 3 STOREYS**

- **15 STOREYS**

- **6 STOREYS**

- **22 STOREYS**

- **6 M Separation**

- **EAST LAWN EVENT SPACE**

- **BAY BEACH**

- **LAKE ONTARIO**
Emerging Preferred Concept – Land Use and Built Form
Emerging Preferred Concept – Public Realm
Emerging Preferred Concept – Lakeshore Road

[Diagram showing urban planning concepts along Lakeshore Road, including mixed-use buildings, additional setbacks, and commercial uses along the street.]
Emerging Preferred Concept – Elizabeth Street
Emerging Preferred Concept – Access and Mobility
Emerging Preferred Concept

- Active Commercial Uses along Street
- Urban Square
- SPENCER SMITH PARK
- Public Washroom direct access
- Patio Space overlooking Lake
- Stepped Terraces
- EAST LAWN / EVENT SPACE
- Mixed-Use Building
- Mixed-Use Landmark Building
- Additional Setback from Street
- Stepped Down towards Lake

LAKE ONTARIO
BRIDGEWATER DEVELOPMENT
Emerging Preferred Concept
Emerging Preferred Concept

View of skyline from the Lake

View from Gazebo Area

View from north end of Pier
Burlington Skyline – All Concepts

Concept 1

Concept 2

Concept 3

Emerging Preferred Concept
Next Steps

- **Collect** Comments / **Refine** Emerging Preferred Concept
- **Finalize** Preferred Concept
- **Draft** Final Report / Draft OPA

- Planning and Development Committee
Today’s Workshop

• Please have a look at the emerging preferred concept

• Share your thoughts with respect to:
  – Land use and built form
  – Public realm
  – Circulation