



29 June 2016

City of Burlington  
Planning and Building Department  
426 Brant Street, PO Box 5013  
Burlington, ON L7R 3Z6

**Attention:            Todd Evershed**

Dear Mr. Evershed,

**RE:                    Proposed Official Plan Amendment and  
Zoning By-law Amendment  
374 and 380 Martha Street  
Adi Morgan Developments (Lakeshore) Inc.**  
Our File: 14.543  
City File: 505-02/14 & 520-07/14  
OMB File: PL150274

Walker, Nott, Dragicevic Associates Limited ('WNDAL') has been retained by Adi Morgan Developments (Lakeshore) Inc. ('Adi') to assist in the development approval process associated with the redevelopment of the property known municipally as 374 and 380 Martha Street.

This letter is being provided as an addendum to our Planning Justification Report dated September 2014, and our previous addendum letter dated September 14, 2015, in support of a submission to amend the Official Plan and Zoning By-law. This letter addresses the addition of the property known municipally as 380 Martha Street to the area of the site of the original application, which was limited to 374 Martha Street, and the resulting modifications to the proposal ('the enlarged site').

### **Background**

On September 5, 2014 an application to amend the Official Plan and Zoning By-law was submitted to facilitate the development of a 28-storey mixed use building consisting of 226 residential dwelling units and 348 square metres of non-residential gross floor area at grade (the 'original application'). The application was relative only to the property known as 374 Martha Street, which has an area of 1,359 square metres.

A community meeting regarding the proposal was held on October 9, 2014 in Downtown Burlington, following which Adi and its project team met with staff to discuss the proposal, specifically relative to various technical comments that were received as well as urban design matters. An information report was prepared for the statutory public meeting which took place January 19, 2015, and a report recommending refusal of the applications was prepared for the Development and Infrastructure Committee Meeting on March 30, 2015.

Adi Morgan Developments (Lakeshore) Inc. appealed the applications to the Ontario Municipal Board (OMB) on March 25, 2015. Notwithstanding the appeal to the OMB, Adi continued to consider the comments that it had heard from the public and further revised the application on October 2, 2015. It is the revised application that was the subject of an OMB hearing which was scheduled to commence on March 14, 2016, at which time a request for deferral was granted in order to allow for the preparation of a revised proposal for the enlarged site. The next pre-hearing is scheduled for October 27, 2016, with a full hearing scheduled to commence on February 21, 2016.

### **The Revised Proposal for the Enlarged Site**

The enlarged site is approximately square shaped with frontage on both Martha Street and Lakeshore Road and dimensions of approximately 40.6 metres by 41.7 metres. The configuration of the enlarged site allows for the elimination of the above-grade parking garage in favour of residential and amenity space, and a reduction in the height of the podium from five storeys to one- and three-storeys above which a 23-storey tower would rise for a total height of 26 storeys (88.4 m), inclusive of the podium ("the Revised Proposal").

More specifically, the following is a list of the revisions that have been incorporated into the Revised Proposal since the Resubmission:

- The area of the development site has been increased from 1,359 square metres to 1,701 square metres;
  - The height of the podium element has been reduced from five-storeys to one- and three-storeys. All above-grade parking has been eliminated from the podium in favour of residential units and amenity space;
  - The overall gross floor area has been increased from 15,089 square metres to 19,159 square metres (which is primarily the result of the substitution of the above grade parking with residential and amenity space uses);
  - The floor space index has increased slightly from 11.1 FSI to 11.26 FSI;
  - The overall residential dwelling unit count has been revised from a total unit count of 192 units consisting of 145 one-bedroom units, 45 two-bedroom units and 2 three-bedroom units to a total of 240 residential dwelling units consisting of 4 studio units, 162 one-bedroom units (including one-bedroom plus den), and 74 two-bedroom units (including two-bedroom plus den);
  - Indoor and outdoor amenity areas have been redesigned and now consist of 435 square metres of indoor amenity (plus storage lockers) whereas there was previously 428 square metres of indoor amenity space and 693 square metres of outdoor amenity space (plus private balconies and amenity space) whereas there was previously 493 square metres of outdoor amenity space. Amenity areas are now proposed to be located on the 2<sup>nd</sup>, 4<sup>th</sup>, and 20<sup>th</sup> storeys;
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- The amount of parking has been increased commensurate with the increase in the number of units such that now there will be 241 parking spaces for 240 residential units, all of which are located below grade; and
- The area of the ground floor retail space has increased from 327 square metres to 423.2 square metres;

### **Planning Analysis**

The Revised Proposal for the enlarged site continues to represent good planning and is an appropriate form of development for the subject site within the Downtown Burlington context. More specifically:

- The Revised Proposal is consistent with the Provincial Policy Statement 2014 and conforms to the Growth Plan for the Greater Golden Horseshoe, as amended, with respect to intensification within an Urban Growth Centre and Major Transit Station Area and with respect to the introduction of new housing and a mix of uses in order to support the development of a “complete community.” Moreover, the additional units proposed as part of the Revised Proposal will further assist in achieving and exceeding the minimum intensification targets for the Downtown Burlington Urban Growth Centre, and the associated Major Transit Station Area surrounding the Bus Terminal and also will assist in achieving the intent of the recently proposed amendments to the Growth Plan, which continues to support intensification within existing built up areas.
  - The Revised Proposal will continue to implement The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area by providing for appropriate intensification within an Anchor Mobility Hub to support ongoing investment in transit infrastructure.
  - The Revised Proposal will continue to contribute toward implementing the Region’s intensification targets and the City’s overall vision for Mixed Use Activity Areas and Mixed Use Centres within the downtown area as set out in the City’s Official Plan and urban design guidelines.
  - The Revised Proposal will positively contribute to the evolution of the Lakeshore Road corridor and Downtown Burlington as a whole with the addition of an attractive and animated pedestrian realm along the public streets which will support the ongoing viability and vitality of Downtown Burlington. Moreover, the revisions to the podium as a result of the addition of 380 Martha Street into the site area will help to create a more regular shaped development site that will facilitate enhanced integration with the mixed use development to the north, and a more cohesive streetscape environment overall.
  - The acquisition of 380 Martha Street, and the adjacent developer’s resulting acquisition of 2069 Lakeshore Road will facilitate greater certainty as to the overall development of the block.
  - The Revised Proposal will facilitate a slight increase in grade related retail, which will further support the animation of the street and support the ongoing economic health of the Downtown.
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- The elimination of the above grade parking will provide a greater opportunity for “eyes on the street”, thereby facilitating enhanced crime prevention and an enhanced sense of relationship of the podium to the surrounding streetscape.
- The addition of 380 Martha Street will allow the vehicular entrance to be shifted north and further away from the intersection which will facilitate improved vehicular movement and more space at the corner for the lobby and retail.

In summary, the Revised Proposal continues to represent good planning and the Planning Rationale Report, dated September 2014, which accompanied the application and contains a detailed analysis related to how the proposal responds to the relevant policies, regulations and guidelines, remains valid and should be read in conjunction with this letter.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

**WND associates**  
planning + urban design

A handwritten signature in black ink, appearing to read 'A Ferancik', written in a cursive style.

Andrew Ferancik, MCIP, RPP  
Principal