



Acronym
Urban Design & Planning

Date: 29 June 2016

Sent via email (development@adidevelopments.com)

Adi Morgan Developments (Lakeshore) Inc.
4190 South Service Rd, Suite 200
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Attention: Mr. Shane Cooney, Vice President of Development

**Re: Urban Design Opinion Letter – Updated Development Proposal:
374 and 380 Martha Street, Burlington, ON**

Dear Shane,

Please find below an update to my Urban Design Opinion which was originally expressed as part of my Witness Statement dated 21 December 2015. My witness statement was prepared for an Ontario Municipal Board hearing which commenced on 14 March 2016. That hearing was subsequently adjourned in order to allow the parties to assess a revision to the proposed development necessitated by the addition of the property at 380 Martha Street to the subject property.

I have been directly involved with the new architects, Icon Architects Inc. and the development team in the design process to effect the revisions to the proposed development stemming from the addition of the 380 Martha Street property. I have also attended a meeting with City staff to discuss potential revisions to the proposed development. The comments which follow are based on the revised submission documents dated 22 June 2016.

The Revised Proposal

The addition of 380 Martha Street to the subject property results in an essentially square property with dimensions of approximately 40.6 metres x 41.7 metres. The revised design approach to this new site configuration includes:

- Six levels of underground parking (All of the above ground parking that was included in the original application materials has been removed);
- Fully enclosed parking garage access ramp with access from Martha Street;
- Fully enclosed garbage, loading and moving facilities with access from Martha Street;
- Larger more visible residential lobby with access from Martha Street;
- Larger retail space facing Lakeshore Road and the Corner at Martha Street;

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- A podium element, the majority of which is a total of three floors in height containing only residential and retail uses;
- The set back from the north property line will be 1.33 metres;
- New common outdoor amenity space at the second floor level with an architectural and landscape screen element that establishes a two-storey street edge along the north east of the subject property facing Martha Street;
- An architectural “reveal” at the fourth floor level facing the west property line and Lakeshore Road that provides outdoor amenity space at that level adjacent to the primary indoor amenity space. This amenity level includes a glass parapet wall around the north side amenity space; and
- A sculpted “L” shaped residential tower element comprising floors 4-26 that continues to include a variety of recessed and projecting balcony elements.

The addition of the 380 Martha Street property results in an efficient parking structure that eliminates the need for any above grade facilities. The additional frontage along Martha Street enables the completion of the street frontage with a new podium façade that achieves a transition in scale from the proposed 26 storey tower element at the corner to the 3 storey existing mixed use buildings to the north.

A similar adjustment to the transition to those existing lower scale mixed use buildings is achieved along the north property line by a combination of setbacks, stepbacks and overall reduction in height.

I have not recommended a reduction in the overall height of the proposed development as a result of the addition of the 380 Martha Street property and the shift of the parking facilities from the podium to a fully underground garage. In the original submission, the tower element itself comprised 21 storeys above the podium – which was 5 storeys in height. The removal of the proposed above grade parking garage results in a 23 storey tower element above the podium – which is now 3 storeys in height.

Urban Design Opinion:

In my opinion, the revised building continues to be an appropriate urban design and architectural response to both its physical and regulatory contexts, building upon the original design approach which I supported. The revised 26 storey mixed-use development is a high quality design response that exhibits a well-considered approach to its general built form and the detail of its architecture.

The revised development proposal benefits from a careful investigation of the site and context as well as consideration of its role on the larger block on which it sits. The addition of the 380 Martha Street property as part of a land swap with adjacent land owners on the block has had the effect of clarifying the development potential of the block.

The proposed development does not unduly restrict the development potential of the remaining un-redeveloped properties on the block. Future development on these remaining properties can accommodate a single additional tall building element, which would be located at the south west corner of the property. Such a tower configuration and location should result in a separation distance of approximately 25 metres to the west face of the proposed 374-380 Martha Street tower.

The scale and configuration of the revised podium which accommodates residential uses above the ground floor is appropriate from an urban design perspective. It anchors the corner at an appropriate height and establishes a scale for the future development of the remainder of the Lakeshore Road frontage.

There are no side or end elevations of the building facing any streets. The “party wall” condition on the west side of the subject property is 3 storeys in height and anticipates a similarly configured condition in the future redevelopment of the remaining properties on the block, to the west.

The north wall of the proposed development has been set back 1.33 metres from the north property line and reduced to one storey in height. Second and third floor walls facing north occupy approximately 50% of the frontage and are set back approximately 3.0 metres. All of the podium walls facing the north and west property lines will have appropriate architectural treatment.

The revised development proposal continues to locate a tall building element on the subject property in a position that limits the effects of incremental increases in shadow on the public realm of nearby streets and properties in both extent and duration. It creates no net new shadows on any existing or planned public parks.

The height of the revised building has been maintained at 26 storeys. The uppermost floor, which contains the upper levels of two penthouse units also “wraps” a portion of the mechanical penthouse, thus reducing the visibility of that element when seen from the public realm. In my opinion, this building height and the point tower typology continue to be in keeping with other existing and recently approved tall buildings in the vicinity and will result in a development that will be compatible with its immediate surroundings including: the mixed-use buildings to the north; and the existing tall buildings to the east and west.

The proposed development continues to occupy a landmark position when viewed from the east approaching Downtown and from the west when leaving. In my opinion the proposed development in its revised form will be an appropriate addition to the more varied situation of height and building position that is exhibited by taller elements in the Downtown Core area.

It continues to be my opinion that it is not necessary to apply a 45-degree “visual angular plane” as recommended in Official Plan Section 5.5.8.2i from either: the mixed-use properties to the north on the same block as the subject property; or the future mixed-use properties opposite the subject property on the south side of Lakeshore Road East in order to achieve compatibility with the surrounding properties or to adequately limit or minimize shadow impact on nearby elements of the public realm.

No low-rise residential neighbourhoods, open spaces, pedestrian areas or frontages on streets and open spaces that currently receive sunlight during significant periods of the day during most months of the year are unduly impacted by the development.

Conclusion:

I support the form, scale and configuration of the revised proposed development as illustrated in the documents that I have reviewed. The new north east podium configuration and the revisions to the parking facilities are excellent additions to what was a strong original proposal as originally submitted in 2014.

From an urban design perspective, in my opinion the revised proposed development meets the overall intent of the City of Burlington Official Plan.

The revised proposed development is consistent with the intent of the recommendations found in the applicable Council approved “Design Guidelines” in Appendix B of the Burlington Official Plan, those being:

B11. City of Burlington Downtown Urban Design Guidelines, 2006 (which includes Old Lakeshore Road Precinct Urban Design Guidelines, (2009).

It is also consistent with the City of Burlington Official Plan Review: Mobility Hubs Opportunities and Constraints Study (2014) which, while not formally adopted by Council, represents the latest advice that the City has received on the scale of development in the immediate vicinity of the proposed development.

In my opinion the proposed development represents good planning and urban design.

Thank You.

Best Regards,

A handwritten signature in black ink that reads "Mark Sterling". The signature is written in a cursive, flowing style.

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Mark Sterling Consulting Inc.

Mark Sterling BES, B.Arch, OAA, MCIP, RPP
Principal