MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

June 26, 2023

Thomas Douglas, MCIP RPP
Senior Planner
Community Planning Department
City of Burlington
426 Brant Street, P.O. Box 5013
Burlington, Ontario
L7R 3Z6

Mr. Douglas:

**RE: CONFIDENTIAL AND WITHOUT PREJUDICE**
**1989 APPLEBY LINE – REVISED PLANS**
**OUR FILE: 21546A**

MHBC Planning Ltd. ("**MHBC**") is retained by Latch Residential Developments ("**Latch**") with respect to the development of the above-noted property. MHBC prepared a Planning Justification Report ("**PJR**") dated May 31, 2022 and Urban Design Brief ("UDB") dated March, 2022 in support of an Official Plan Amendment and Zoning By-law Amendment (the "**Applications**") to facilitate a mixed-use development for the above-noted property. The Applications were submitted on June 3, 2022, and have since been appealed to the Ontario Land Tribunal. Through without-prejudice discussions with City staff, Latch has made several modifications to the original development plans to address the concerns of City staff. The primary modifications include the following as shown on the plans prepared by RAW Design, dated June 23, 2023:

1. Reduced the height of the easterly tower from 20 storeys to 17 storeys and increased the height of the westerly tower from 20 storeys to 22 storeys, allowing height and density to transition downward from Appleby Line eastward;
2. Rotated the massing of the westerly tower away from the Appleby Line street frontage and brought the north-west corner of the tower down to grade. The setback of the south west corner of the tower is now approximately 9.4 m from the existing property line (compared to 5.5 m in the original proposal);
3. The podium along Appleby Line has been rendered as a masonry screen, further enhancing façade animation and the distinction between tower and podium. In addition the ground floor retail has been pulled back 2 m along Appleby Line to provide a generous area for pedestrians at grade.
4. Increased the parking ratio from 1.06 spaces per unit to 1.11 spaces per unit;
5. Increased the total amenity area from approximately 9.03 $m^2$ per unit to 9.28 $m^2$ per unit;

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6. Introduced a 0.8 m wide planting strip along the north side of the surface parking area and reduced the width of the walkway along the north façade of the building from 2.7 m to 2.1 m; and,
7. Identified potential back-of-house area on the drawings for commercial units.

We have reviewed the proposed changes and are of the opinion that the revised plans are consistent with the analysis in our PJR and UDB, including the relevant Provincial, Regional and municipal policies, regulations and guidelines. The revisions noted above have the following effect:

1. Creates a more distinct transition in building massing and volume with development intensity peaking at the corner of Appleby Line and Upper Middle Road;
2. Pushes the bulk of the building massing away from the public realm while allowing a greater definition between tower and podium through the introduction of a block of extruding balconies on the podium;
3. Reduces parking concerns with the provision of additional parking spaces; and,
4. Creates space to provide additional screening of the surface parking area along Upper Middle Road.

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

Yours truly,

**MHBC**

Gerry Tchisler, M.Pl., MCIP, RPP
Partner

Eldon C. Theodore, MUDS, MLAI, MCIP, RPP
Partner

*cc. client*

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