Comment Matrix

Address(s): 1056-1060 Brant Street
Application(s): Official Plan Amendment & Zoning By-law
Our File No.: 21337
Date: December 22 2025

BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

REF #	COMMENT	RESPONSE AND/OR ACTION
DOCUMENT/ORGANIZATION		
HEADING		
SUBHEADING		
HALTON REGION DEVELOPMENT SERVICES **Amanda McNeish | no email included**		
REGIONAL SERVICING		
EXISTING SERVICES		
	Watermain A 300mm diameter watermain is located on Brant Street adjacent to the property. A 600mm diameter watermain is located on Brant Street adjacent to the property.	Noted.
	Sanitary Sewer A 300mm diameter sanitary sewer is located on Brant Street adjacent to the property.	Noted.
SERVICING COMMENTS/REQUIREMENTS		
	Water Servicing	
	The FSR indicates that the development will be serviced for water by connecting to the existing 300mm diameter watermain that is located on Brant Street.	Noted.
	The FSR provides analysis that determined what the proposed water demand would be for the development. This analysis was based on the Region's Linear Design Manual (LDM).	Noted.
	No fire flow testing was completed, and no analysis was provided to determine if the existing watermains in the area could accommodate the proposed development.'	Refer to the revised FSSR with included hydrant test included in Appendix B. As noted in the revised FSSR, Section 2.2, the hydrant test demonstrates there is adequate pressure in the existing watermain to service the proposed development.
	The FSR should be revised to include this analysis.	Refer to the revised FSSR with included hydrant test included in Appendix B. As noted in the revised FSSR, Section 2.2, the hydrant test demonstrates there is adequate pressure in the existing watermain to service the proposed development.
	The FSR references the "City of Burlington" standards for watermain design. Please note that this should be revised since the City of Burlington does not have jurisdiction over watermains.	Please refer to the revised FSSR with revisions to note that the Region of Halton watermain design criteria and standards are to be followed.
	Wastewater Servicing	
	The FSR indicates that the development will be serviced for sanitary sewer by connecting to the existing sewer on Brant Street.	Noted.
	Analysis was provided that demonstrates what the proposed flows from the development will be. This analysis used the design standards in the Region's LDM.	Noted.
	No downstream analysis was provided in the FSR that shows that the existing downstream sanitary system can accommodate the proposed flows from the development.	Refer to the revised FSSR with included downstream sanitary sewer anaysis included in Section 4.3 and attached drainage plans/design sheets in Appendix C. The provided analysis demonstrates there are no downstream sanitary sewer capacity concerns
	The FSR should be revised to include analysis for the downstream sewer system.	Refer to the revised FSSR with included downstream sanitary sewer anaysis included in Section 4.3 and attached drainage plans/design sheets in Appendix C.
	Concluding Servicing Comments	
	The FSR should be revised to address the following:	

sub-comment	Include a fire flow test and corresponding analysis that demonstrates that the existing watermain system in the area can accommodate the proposed development.	Refer to the revised FSSR with included hydrant test included in Appendix B. As noted in the revised FSSR, Section 2.2, the hydrant test demonstrates there is adequate pressure in the existing watermain to service the proposed development.
sub-comment	Correct any references to “City of Burlington” standards for watermain design.	Refer to the revised FSSR with the references to "City of Burlington" watermain standards replaced with "Region of Halton"
sub-comment	Provide analysis of the downstream sanitary sewer system to demonstrate that the downstream system can accommodate the proposed development.	Refer to the revised FSSR with included downstream sanitary sewer anaysis included in Section 4.3 and attached drainage plans/design sheets in Appendix C.
	Once the FSR is revised and it is demonstrated that the existing watermain system and downstream sewer system can accommodate the proposed development, then the Region would have no objection to the applications from a municipal servicing perspective.	Refer to the revised FSSR with included downstream sanitary sewer anaysis included in Section 4.3 and attached drainage plans/design sheets in Appendix C.
	The Region recommends the FSR be revised as part of a comprehensive resubmission. In the absence of updated supporting material, Regional staff recommend the implementation of a Holding Symbol.	Comment is acknowledged. Refer to the revised FSSR with included downstream sanitary sewer anaysis included in Section 4.3 and attached drainage plans/design sheets in Appendix C. Since the analysis demonstrates there are no downstream sanitary sewer capacity concerns, the Holding symbol is not necessary.
	The following Holding Symbol would be recommended as part of any implementing Zoning By-law: That prior to the lifting of the Holding Symbol by way of an amending Zoning By-law, the owner shall have addressed the following requirements to the satisfaction of the Region of Halton, as confirmed by written confirmation from the Region of Halton once these matters have been satisfied: a)That the Owner is required to submit a revised Functional Servicing Report and Stormwater Management Report (FSR), to the satisfaction of Halton Region. The FSR must provide sufficient analysis to determine if the existing watermain system and downstream sanitary sewer system can accommodate the proposed flow from the development.	Comment is acknowledged. Refer to the revised FSSR with included downstream sanitary sewer anaysis included in Section 4.3 and attached drainage plans/design sheets in Appendix C. Since the analysis demonstrates there are no downstream sanitary sewer capacity concerns, the Holding symbol is not necessary,
REGIONAL TRANSPORTATION		
	It is noted that while every effort will be made to provide detailed comments based on the provided information, the Region’s comments are subject to change as more information becomes available during the development application process.	Noted.
	The subject lands are located along Regional Road 18 (Brant Street) and in close proximity to an access controlled highway (QEW).	Noted.
	The following studies are required to address potential impacts from the proposed development on the adjacent Regional Road network.	Noted.
	A Traffic Impact Study (TIS) is required to be submitted.	
sub-comment	The TIS must be completed by a qualified Transportation consultant for the proposed development.	Noted, LEA Consulting Ltd. is a qualified Transportation consultant.
sub-comment	The study must be completed per Halton's Traffic Impact Study Guidelines.	Noted, the TIS was completed in accordance with Halton’s Traffic Impact Study Guidelines.
sub-comment	The final study, its assumptions and recommendations must be to the satisfaction of Transportation Development Review and approved by Halton Region.	Noted.
sub-comment	The TIS Guidelines are available on-line at https://www.halton.ca/Repository/Transportation-Impact-Study-Guidelines	Noted.
sub-comment	A Scope of Work for the TIS is required for review and approval prior to the start of the study.	A terms of reference was circulated prior to the initiation of the TIS.
sub-comment	Any required road improvements (at nearby traffic signals, turn lanes, etc.,) for the development will be determined upon the review and approval of a TIS.	Noted.
	A Noise Study & Air Quality Assessment is required to be submitted.	
sub-comment	A Noise Study must be completed by a qualified Noise consultant for the proposed development.	Noted. HGC is a qualified noise consultant.
sub-comment	The study must be completed as per Halton’s Noise Abatement Policy and Noise Abatement Guidelines.	Noise Study has been prepared as per applicable policy and guidelines.
sub-comment	The final study, its assumptions and recommendations must be to the satisfaction of Transportation Development Review and approved by Halton Region.	Noted.
sub-comment	A Scope of Work for the Noise Study is required for review and approval prior to the start of the study.	Noted. Noise Study prepared in accordance with other noise studies prepared in the region in the past.

sub-comment	In accordance with policy, an Air Quality Impact Assessment is required to support the proposed development and identify any required mitigation measures.	An Air Quality Impact Assessment has been prepared by RWDI and submitted as a part of this application.
	Ministry of Transportation (MTO)	
sub-comment	Due to the property being within the Controlled Access Highway (CAH) limit of the MTO Central Region Corridor Management, their review and approval is also required for any development application (traffic impact study, access, right-of-way, etc.).	Noted.
	Access	
sub-comment	The proposed single access to Brant Street (Regional Road 18) will need to be reviewed through a TIS, and the location will be evaluated to determine if adequate spacing to nearby intersections is in place.	Noted, the site access has been sufficiently offset from Churchill Avenue to permit overlapping left turns without conflict.
sub-comment	The Region will review the final proposed access location at the time of Site Plan application and based on the spacing requirements outlined in the Access Management Guidelines and the findings of the requested Transportation Impact Study.	Noted.
RIGHT OF WAY		
	It is unclear if the ultimate right-of-way (ROW) of 47m (23.5m from centerline) per the Transportation Master Plan for Brant Street (Regional Road 18) has been considered sufficiently. The future property line along Brant Street (Regional Road 18) should first account for the ultimate ROW requirements (via land dedication or through protection of the ultimate ROW requirements with no encumbrances).	As per Section 41.(9) of the Planning Act, highway widenings must be described in the Official Plan. The Regional Official Plan identifies an ultimate ROW of 36 metres for Brant Street, which has been provided. We have additionally allowed for 1 additional metre of land to be unencumbered to enable future purchase by the Region if required to address this concern.
sub-comment	An OLS Survey must confirm the original centreline of Brant Street which shall govern the ultimate position of the ROW requirements.	Noted. MMP Surveyors has confirmed the original centreline which has been identified in the submitted architectural drawings. See submitted Surveyors Sketch.
sub-comment	If there is a conflict between the ultimate ROW and the proposed development, encumbrances (e.g., building footprint, etc.) should be shifted to accommodate the protection of the ultimate ROW requirements.	Noted.
sub-comment	An updated site plan is required that shows ROW measurements/dimensions being taken from the centerline of Brant Street (Regional Road 18). The ROW should be clearly labelled from the confirmed centerline.	Updated site plan shows centreline of Brant Street - see drawing A-105.
sub-comment	The ultimate ROW (min. 23.5m from centreline of the original 66-ft right-of-way) measurement should be illustrated on a concept plan/development plans for Regional review.	Noted. Plans updated to reflect 36m Ultimate ROW identified in the Regional Official Plan.
DESIGN ISSUES		
	Insufficient details have been provided to confirm if the design incorporates adequate ROW width across the Brant Street frontage (via land dedication or through protection of the ultimate ROW requirements with no encumbrances) for Regional Road Widening and other infrastructure improvements.	A 1.5 metre road widening required to supply the 36 metre Ultimate ROW identified in Regional Official Plan is provided as per Planning Act requirements. An additional 1.0 metre of land has been provided for potential unencumbered future expropriation to better enable regional road requirements which may exceed statuatory requirements for road widening.
	The design appears to propose lower level (below grade parking) areas that are within close vicinity to the lot line and/or encroach into the ultimate ROW, and these could limit or potentially preclude the Region's ability to install future infrastructure, such as utilities within the Regional ROW in close proximity to the ROW limit, i.e., within the zone of influence.	A minimum 1 metre buffer has been provided along Brant Street from the ultimate 36m ROW identified in the Regional Official Plan to enable future purchase by the Region. Best efforts will be made through Site Plan Approval to improve this width.
	Set-Backs and Zero Lot Lines:	
sub-comment	With respect to the development frontage, set-backs to the lot lines should be considered (i.e., to the ultimate ROW for Brant Street), as per the City of Burlington Zoning By-law requirements.	Noted. 3 metre setback from the 36 metre ultimate ROW has been provided as per the requirements of the Burlington Zoning By-law.
sub-comment	Additionally, the applicant will be required to demonstrate that construction of any underground/above ground development infrastructure (e.g., underground parking, stormwater management tanks, buildings, utilities, etc.,) will not impact or encroach upon the Regional ROW (i.e., temporary or permanent infrastructure including structural tiebacks will not be permitted within the Regional ROW).	Noted. 1 metre buffer plus additional shoring and manhole zone has been provided to ensure that there are no encroachments in the Regional ROW.
sub-comment	The location of development infrastructure (including but not limited to underground/above ground parking structures, buildings, stormwater management storage tanks, utilities, etc.,) 0m from the property line would limit or potentially preclude the Region's ability to locate infrastructure, such as utilities, and will limit any future Regional Capital Project's grading flexibility, within the Regional ROW in close proximity to the right of way limit, i.e., within the zone of influence.	Noted. 1 metre buffer provided.
	Transportation Development Review does not support any set-backs of 0m from property line.	Noted. 0 metre setback removed and 1 metre setback provided as an alternate.
LAND DEDICATION		

	In accordance with the Region's Transportation Master Plan, Brant Street has an identified deemed width of 47 metres.	Noted. Please note that road widening requirements for new development are required to be delineated in the Official Plan as per 41(9) of the Planning Act.
	Land dedication or the protection of the ultimate ROW requirements with no encumbrances (i.e., lands within 23.5 metres of the centreline of Brant Street) should be accounted for as part of the consideration of the LOPA and ZBA.	Proposed development accomodates ultimate ROW of 36 metres identified in the Regional Official Plan.
	Should additional right-of-way be required following the planned Roadway Reconstruction and Detailed Design for Brant Street (Regional Road 18), the additional right-of-way must be provided through land dedication.	Noted.
	As outlined in the 2024 Budget and Business Plan, the planned construction for the Reconstruction of Brant Street from Fairview Street to QEW (Capital Works) is currently scheduled for start of construction in 2028, subject to Council-Approved Financing Plan.	Noted.
CONSTRUCTION ACTIVITIES		
	Construction Methods (Shoring/Tiebacks, Open Excavation, etc.)	
sub-comment	A detailed submission of construction methods is required for internal review by various Regional groups prior to proceeding with plans for construction through the Servicing Agreement/detailed design drawings.	Noted. Detailed design drawings will be submitted as a part of Site Plan Approval.
sub-comment	This review will be through the Planner or Development Project Manager, to groups such as System Improvements, Water/Wastewater Operations, Road Operations, Transportation Development Review and Engineering & Construction.	Noted.
	Construction – Crane Swing	
sub-comment	If it is determined that the construction crane swing will impact the Region's ROW, the applicant must enter into the Encroachment Agreement and/or submit a Municipal Consent application, with Engineering Drawings, for review and approval, which would go through Halton's internal review process to various staff and departments (e.g., Road Operations, Engineering and Construction, Planning and Transportation Development Review).	Noted. Detailed construction staging will be confirmed through Site Plan Approval.
sub-comment	There will be specific requirements for the Agreement/Municipal Consent, including fees, security deposit, etc., to be determined by staff as part of the review process, and a due date for final completion.	Noted.
	Construction – Access	
sub-comment	Construction access, traffic management plan and any proposed use of the Regional ROW, is subject to review and approval from Halton Region.	Noted. Construction Access will be confirmed through Site Plan Approval.
DRAFT TRANSPORTATION IMPACT STUDY		
	Corridor Growth Rates:	
sub-comment	Brant Street growth rate was to be 2.0% per the Terms of Reference comments provided. Please confirm if this was utilized, as section 3.3 lists other values that were derived from historical traffic data. The Region will accept a background growth rate of 2.0% per annum on Brant Street (Regional Road 18) from Fairview Street north to the QEW, for the proposed Study Area. Adjustments to projected volumes in the TIS report will be necessary to incorporate the preferred growth rate for Brant Street.	Future traffic volumes were subsequently adjusted to reflect the Region's preferred growth rate in the updated study. A 2.0% annual growth rate was applied to Brant Street and Plains Road East, while a 2.5% rate was assumed for the QEW ramp.
	Turning Movement Diagrams:	
sub-comment	These diagrams (Appendix H – Functional Design Review) were not included in the draft TIS.	Appendices were not included because the TIS was circulated in draft form.
sub-comment	Please ensure that there is no spill-back potential onto arterial roadways while large vehicles access the site for loading or otherwise.	Noted, the on-site separation between the site loading space / parking access and driveway entrance will ensure that no queueing vehicles spillback to Brant Street.
	Study Area Intersections:	
	The following additional intersections were requested in the Terms of Reference comments from Halton Region which should be added to the Study Area: "Brant Street at Plains Road East (signalized) Based on the development proposal for 93 purpose-built rental units in an 11-storey residential building, it is warranted that the study area should also include the impacts to the Plains Road intersection with Brant Street, just 225m south of the development location." Brant Street at Highway 403/QEW Eastbound On-Ramp (South Ramp) (unsignalized) Due to the close proximity (+/- 80 metres) to the MTO's on-ramp facility, the eastbound on-ramp should be included in the analysis. Confirm with the MTO. Please confirm why these intersections were left out of the Draft TIS. At the very minimum, an acceptable rationale must be provided. Additional Traffic Data Collection may be required, which was not already conducted.	The intersection of Brant Street & Plains Road East was added as a study intersection in the updated report. However, the Brant Street & Highway 403/QEW Eastbound On-Ramp was not included, as the on-ramp operates under free-flow conditions with no traffic control or potential for vehicle queuing that would warrant intersection analysis.
	Site Generated Traffic / Mode Split:	

	It cannot be confirmed if the following Halton Region comment on Mode Split was adhered to or not: Please do not apply modal split reductions to ITE trip generation data. Although TTS data was referenced in Section 4, please confirm modal split reductions were not applied to any ITE trip generation data.	Auto trips for the site were estimated using ITE trip generation rates with no reductions applied. The local mode split was used only to support the multi-modal trip generation. ITE-based auto trips were converted to person trips by dividing by the auto driver mode share. The resulting person trips were then allocated to auto passenger, taxi/rideshare, transit, pedestrian, and cycling modes.
WASTE MANAGEMENT		
	Architectural Plans prepared by WZMH Architects and dated July 22, 2025 was submitted for review.	Noted.
	A Waste Management Plan was not provided.	Noted. Waste Management Plan provided as a part of final submission - please see drawing A-210 of Architectural Set.
	The residential portion of this development may be eligible for Regional waste collection (recycling, organics and garbage), provided the requirements as outlined in the Region's Development Design Guidelines for Source Separation of Solid Waste are met.	Noted. Private waste collection will be pursued on the site.
	A Waste Management Plan must be submitted and demonstrate how waste will be managed, stored and collected in a manner that is safe, functional and accessible, to the satisfaction of Halton Region.	For waste management and storage refer to drawing A-210. For collection refer to comment above
	The Waste Management Plan and associated representative scaled drawings should be designed per the Region's Development Design Guidelines for Source Separation of Solid Waste which sets out the minimum design requirements. Information on the following is required:	Refer to drawing A-210.
	Design Elements	Refer to drawing A-210.
	Number of residential units/ types of units.	Refer to drawing A-210.
	Number of floors.	Refer to drawing A-210.
	Waste room(s) and collection areas labelled	Refer to drawing A-210.
	Vehicle Turning Drawing	
	Truck turning plan/auto turn plans showing turning radius from centerline throughout the entire waste collection vehicle path from the municipal road to the collection point and back to the municipal road.	Noted, see Appendix I of the TIS report for the vehicle maneuvering diagrams.
	A minimum turning radius of 13 m from centerline is required for waste collection vehicles. The turning radius must be clearly labelled on development plans.	Noted.
	For two-way traffic, a 6 m road width is required. For one-way traffic, a 4.5 m road width is required.	Noted.
	Continuous forward movement of waste collection vehicles is required without reversing. A cul-de-sac or T-turnaround may be acceptable on-site.	Noted, see Appendix I of the TIS report for the vehicle maneuvering diagrams.
	The maximum back-up distance for waste collection vehicles is 18 m. Requiring waste collection vehicles to back up in front of doors is a safety concern and to be avoided.	Noted, see Appendix I of the TIS report for the vehicle maneuvering diagrams.
	Regional collection vehicles cannot back out onto a municipal road for waste collection.	Noted, see Appendix I of the TIS report for the vehicle maneuvering diagrams. However, it is noted that the site will be serviced by private waste collection vehicles.
	Elevation	
	The minimum required overhead garage door or overhang clearance height is 4.5m (i.e., drive through height).	Refer to drawing A-210, and A-403
	Show/label with dimensions the vertical clearance of the waste loading area. This should be clearly shown on an elevation plan.	Refer to drawing A-210, and A-404
	The waste loading area must be a minimum 7.5m high x 6m wide x 18m.	Clearances in loading area to be confirmed with private collector
	Waste Capacity and Receptacles	
	For the proposed development (11 storey building with 93 units), the following is recommended: •Garbage: 3 yd. compacted – 54 units per bin = 2 bins •Recycling 95 gal carts – 42 units per bin = 2-3 bins •Organics 360 L wheeled cart – 25 units per cart = 4 carts	Refer to drawing A-210
	The Region does not recommend loose garbage or garbage in carts.	The proposed bins are heavy-duty, roll-off dumpster style to be handled by the building operator. The building operator staff will assist private collector on collection days.
	Regional waste does not utilize front end containers for organics collection. Only 95 gal carts supplied by Halton Regino will be used.	Noted. Private waste collection will be pursued on the site.

	The Region recommends 3 separate chutes be used to sort waste, as well as a compactor for garbage, front end recycling and carts for organics.	The proposed building will have one chute, consistent with other similar developments around the provice, for space efficiency. A tri-sorter and a garbage compactor will be located in the waste storage room.
	Internal and External Waste Storage Area(s)	
	Door width for waste rooms and any door where a waste receptacle must go through is required to be a minimum of 2.2 m wide.	Noted. No such condition in proposed development.
	Ensure internal storage requirements are designed per Section 1.9 of the Guidelines.	The proposed development will adhere to Region's guilines as applicable. Requirements for collection will be determined as private collector is engaged. Ventilation, cooling, and fire protection requirements will be developed through SPA and Permit stage
	Ensure sufficient storage is available for all waste receptacles (and compactors if required).	Refer to drawing A-210 and techincal literature of design base systems.
	Indicate the location of the bulk waste storage room, including dimensions. The minimum requirement is 10 sq.m.	Refer to drawing A-210
	Provide a scaled drawing of the internal waste collection/handling room(s), showing compacting and sorting equipment, dimensions, waste receptacle placement, and proposed doors per Section 1.3.7.	Refer to drawing A-210 and techincal literature of design base systems.
	Movement of Waste from Waste Storage Area(s) to Waste Collection Point	
	Provide a written description of the flow of waste receptacles from the waste storage room to the outdoor waste collection loading area.	Noted. No such condition in proposed development.
	Indicate who will be responsible for the movement of bins/carts from the storage rooms to the collection area and back (e.g., Site Supervisor, etc.).	Maintenance, and health and safety requirements of the waste storage room will be the responsibility of the building operator staff. This commitment will form part of the SPA application review.
	Waste Collection Point(s) and Loading Area	
	Show/label with dimensions, the available length of the head-on approach and, where applicable, the length the truck will be required to reverse. The minimum head-on approach and permitted reversing distance is 18m.	Noted. Private waste collection will be pursued on the site.
	Show/label where the waste staging area will be within the loading area. Please indicate length and width of the space available. Note: The staging area is the minimum area required for waste receptacles and is considered separate from the loading area.	Refer to drawing A-210. Specific collection requirements to be determined once a private collector is engaged.
	Include a scaled drawing indicating how the required number of bins will be configured in the staging area including dimensions, grade, and illustrating waste receptacle placement.	Refer to drawing A-210
	The waste loading area must be a minimum 7.5m high x 6m wide x 18m long to ensure waste collection vehicles can fully enter any proposed indoor/covered loading area and to ensure the minimum 18 m head-on approach requirement is met. When entering the waste collection area, the vehicle must be entering from a straight position and not on a turn/angle. The requirement for head-on approach is to allow the collection vehicle to straighten and align with the waste bin.	Noted. Private waste collection will be pursued on the site.
	Collection point level (+/- 2%).	Refer to drawing A-210
	It must be demonstrated that there is sufficient space for a rear packer collection vehicle and side loader collection vehicle to operate safely. Occupants of the vehicle must be able to open both doors and exit the vehicle, and be able to walk the perimeter of the vehicle unhindered. Please ensure there is sufficient space to accommodate the length of the truck with the forks extended to carry out waste collection of all waste receptacles.	Noted. Private waste collection will be pursued on the site.
	Show any external enclosures (if required), including the configuration of the required number of waste receptacles.	Noted. No such condition in proposed development.
WITH RESPECT TO THE CURRENT DEVELOPMENT CONCEPT		
	There is currently insufficient information to confirm if design requirements are met. Please address all waste comments and provide a Waste Management Plan that includes all required details with clearly labelled illustrations/dimensions (e.g., turning radii, height/width/length clearances, road width, bin configuration, etc.).	Refer to drawing A-210. Vehicular access requirements will be determined by private collector once engaged.
	The applicant should indicate what kind of safety warning system will be in place for when the collection vehicle is required to back up from the waste collection area and cars may be entering/exiting the drive aisle. The Region recommends flashing lights and signs indicating a collection vehicle is backing up and is in the loading area.	Safety Warning system to be developed at Site Plan Approval.
	Regional staff would strongly encourage the applicant to design the proposed development to meet the Region’s Development Design Guidelines for Source Separation of Solid Waste in order to be eligible for on-site Regional waste collection.	Noted. Private waste collection will be pursued on the site.
	Design requirements should be reviewed at the Zoning By-law Amendment stage (where applicable) as site-specific provisions may be affected.	Noted. Private waste collection will be pursued on the site.
	The Region’s Development Design Guidelines for Source Separation of Solid Waste and can be accessed online at: https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separatio.	Noted.
	The Region would be pleased to further discuss Regional waste design requirements, if required. Should the applicant have questions or require a meeting, please reach out to the Region to schedule a meeting.	Noted.

	Should the waste management vehicle be required to drive over top any underground structures (e.g., parking garage), a professional engineer must provide a letter certifying the underground parking structure can withstand the weight of a fully loaded truck (capacity 35 tonnes). This will be tied to the Site Plan stage.	Noted. Private waste collection will be pursued on the site.
	Should the development be deemed eligible for Regional waste collection, a completed Drive Through Agreement will be required to be submitted and approved by the Region prior to the commencement of collection. This will be tied to the Site Plan stage.	Noted. Private waste collection will be pursued on the site.
AFFORDABLE AND ASSISTED HOUSING		
	Should the provision of affordable housing units be considered as part of this proposal, information on Halton's affordable and assisted housing services and programs may be obtained through Kristen Delong at Kristen.Delong@halton.ca.	Noted.
SOURCE WATER PROTECTION		
	The subject lands are located within the jurisdiction of the Halton-Hamilton Source Protection Plan (SPP). The Halton-Hamilton SPP can be accessed online at: http://www.protectingwater.ca/.	Noted.
	The property is located within a Highly Vulnerable Aquifer (VS=6).	Noted.
	Based on the information provided by the applicant, this application is not subject to Section 59 under the Clean Water Act, 2006. Therefore, this application can proceed from a Source Water Protection perspective and a Section 59 notice will not be required.	Noted.
	The Region has attached some reference materials for the applicant related to the Source Water Protection program and the important role landowners play in protecting drinking water sources.	Noted.
CONCLUSION		
	In accordance with the MOU, Regional staff offers the above noted comments as it relates to retained matters of Regional interest. Regional staff recommend that the City consider and implement the comments outlined in this letter as part of the ongoing review of this file. Should the applicant revise and re-submit materials for review, the Region will look forward to receiving and providing updated comments.	Noted.
SUBMISSION REQUIREMENTS		
	All submission materials (digitally) Applicable Regional Fee(s) Complete Application forms Comprehensive Development Plans / Site Plan Waste Management Plan Functional Servicing Report (FSR) Transportation Impact Study (TIS) based on an approved Scope of Work Noise Study & Air Quality Assessment (based on an approved Scope of Work)	Noted. All required materials have been submitted as a part of this application.
	In order to maintain the Region's Contaminated Sites Database, Regional staff request final copies of all environmental reports (if appliable) to be provided to Halton Region including: Geotechnical Studies, Hydrogeological Studies, Phase One and/or Two Environmental Site Assessments, Remediation Reports, Risk Assessments, Record of Site Condition (RSC), and/or Certificate of Property Use (CPU). Please kindly provide a copy of the consolidated/final Pre-Application comments to the Region for our records.	Noted.
CITY OF BURLINGTON URBAN FORESTRY AND LANDSCAPE **Taylor Stapleton | taylor.stapleton@burlington.ca**		
1	A Landscape Plan will be required showing the general layout and intent of what is proposed for landscaped areas, including landscape buffer planting, outdoor amenity areas, fence location and types and pedestrian circulation.	Noted. Landscape plan submitted to show required features.
2	The Landscape Plan must show the proposed layout and use of any outdoor amenity areas. This includes showing all wind mitigation and safety measures such as buffer planting, screens and fencing, trellises, or awnings for outdoor rooftop amenity areas.	Noted. Landscape plan shows design of outdoor amenity areas including required wind mitigation and safety measures.
3	Where trees are proposed, ensure the minimum required soil volumes are provided and documented on the Landscape Plans using good quality soil. The minimum requirements are as follows: 30m3 of soil per tree in a single tree pit, 20m3 per tree in a shared planting environment. Excavation for each planting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth and be tailored to stock size used. Smaller rooting volume (minimum 15-20m3) may be proposed for smaller trees.	

4	Where required, landscape buffers should provide separation and be designed to partially obstruct the views to adjacent properties along shared property lines, parking lots and road frontages. The landscape buffers should consist of a dense landscape screen including a combination of evergreen trees, deciduous trees, and understory shrubs. Or alternatively, a combination of solid screen fencing with evergreen and deciduous trees and understory shrubs. The required landscape buffer is 6m and 1m is being proposed at the north-west corner of the site. Given the height of the proposed building and natural buffering that may be required, 1m is not adequate.	Note that the adjacent property has a mixed-use, not residential zoning designation, as confirmed by the City's Zoning Examiner. No landscape buffer is required.
5	An Arborist Report, Tree Inventory and Protection Plan is required to document all existing trees greater than 10cm DBH on site and on adjacent properties within 6m of the property lines as well all trees of any size on city property.	The Inventory does document all ex. trees 10cm DBH and greater.
6	Tree protection hoarding should be shown as per the City of Burlington's Tree protection hoarding should be shown as per the Tree Protection and Preservation Specification SS12A. Include a copy of the specification on the Tree Inventory and Protection Plan that includes all notes (1-8) from the specification. Visit the Forest Protection and Tree Permits page for more information.	Details provided on Tree Preservation and Removals Plan.
7	Consider alternative design concepts that will result in fewer trees being proposed for removal. In the case that alternatives to the design are not possible, please provide detailed justification for the removal of every individual tree. The City of Burlington does not support the removal of trees due to condition alone. Similarly, work shall be modified to avoid working inside the minimum tree protection zone of all trees.	Efforts have been made to minimize tree removal requirements. The requirement for parking to support the development limits the ability to modify underground parking locations.
8	The City's Public Tree By-law 68-2013 is applicable to the proposed development depending on impacts to city owned trees. A tree permit is required for all work around city trees, including the payment of the Tree Permit fee and securities for trees to be retained. Removal of public trees will require replacement plantings that are to be proposed shown on City property. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. Specific compensation and replacement quantities will be identified through the permit process.	Noted. Specifics about impacts to city-owned trees along Brant St will be determined through Site Plan Approval. Provisional protection of single existing city-owned tree adacent to the site has been provided for in Tree Preservation and Removals Plan.
9	The Private Tree By-Law 40-2022 is not applicable to planning applications. Refrain from referencing this by-law in your submission material.	Noted.
10	Private trees that are to be removed will require a plan for replacement. Private trees that are 15cm in DBH will be counted toward replacement requirements using the City's aggregate caliper method. Tree replacements will be based on the following sizes: a minimum of 50mm caliper for deciduous species and a minimum of 1.2m in height for coniferous species. Proposals for private tree replacements shall be shown on the subject property. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. Specific compensation and replacement quantities will be identified prior to final site plan approval.	Noted. Details will be confirmed at Site Plan Approval.
11	Removal and/or injury (MPTZ) of trees on neighbouring properties, or that are located on a shared property line (boundary trees) will require consent from the adjoining and/or adjacent owner(s). Where impacts are proposed (i.e., encroachment / injury) to neighboring and/or boundary trees the adjoining and/or adjacent owner(s) shall be consulted and made aware of the proposed development and potential impacts to their trees and/or boundary trees and the applicant shall submit a document in writing from adjoining and/or adjacent owner(s) that there are no concerns with the proposal for those trees, or the applicant's qualified tree professional shall address the potential impacts to the neighbor's trees and/or boundary trees and provide an attestation in the Arborist Report that the impacts proposed will not be a detriment to the trees, and they will remain in healthy condition. Information in the report shall also include the preservation methods, including pruning and fertilizing, that can be implemented by the owner to ensure the health of trees on neighboring properties.	Noted. Tree injury / removal on adjacent properties will be confirmed through Site Plan Approval.
	The site contains neighbouring trees along the north-west boundary (1066 Brant St.) and south-west boundary (1052 Brant St.) adjacent to the site which will conflict with the design proposal.	Noted. Trees have been identified in the submitted Tree Preservation and Removals Plan.
	A pre-construction exploratory root exercise by a qualified tree professional may be required for impact MPTZ impacts above 25% for tree proposed for retention.	Noted.

	If consent to injure or remove neighbouring trees is not provided with the OPA/ZBA submission, this application may result in Landscape's non-support and be subject to holding provisions.	Noted. As identified in the submitted Tree Protection Plan, Trees 2-4 proposed for removal are on the subject site. Tree 1 is city-owned and will be protected with a Tree Protection Zone. Trees 6-8 west of the subject site are relatively small (12-17cm DBH) and 1.8 metres from the property line and as such significant impacts are not anticipated. Trees 5 and 9 (located north and south of the subject site) are snag with 3-4m tall with coppice growth. Given that more than 75% of wood and crown are lost, it is not realistic to provide the full-sized minimum Tree Protection Zone. Please refer to Arborist report and Tree Preservation and Removals Plan submitted for details. While significant injury to adjacent trees is not anticipated, confirmation of the Tree Preservation Plan, including consent to injure as appropriate, will be confirmed at Site Plan Approval.
12	Private trees that are regulated and require removal or injury to facilitate project works may require a private tree permit depending on the timing of removal and/or injury relative to planning application(s). Please consult with the City at all stages of your project (i.e., demolition) to ensure compliance. Additional documentation may be required.	Noted.
13	All trees proposed to be retained and their corresponding tree protection hoarding (vertical and/or horizontal) shall be illustrated on all Civil drawings and on the Construction Management and Mobility Plans.	Noted. See submitted Civil plans and Tree preservation and removals plan.
14	For all submission requirements (Landscape Plan, Arborist Report, Tree Preservation Plan and Tree Inventory Table) refer to Parks Design and Construction webpage.	Noted.
15	Please provide a comment matrix that identifies the above comments and how they were addressed with the site plan submission.	Noted. Please see this document.
CITY OF BURLINGTON DEVELOPMENT ENGINEERING **Adam Scott | adam.scott@burlington.ca**		
Functional Servicing And Stormwater Management Report, CounterPoint Land Development, 2025.04.11		
1	Because the pre-existing runoff coefficient exceeds 0.45 than the maximum 5-yr pre-existing runoff coefficient shall be 0.45 as per PRCN-DRT-023-24. The over control requirement is the result of adjacent spills and over development. Revise the required storage accordingly.	Comment noted. Please refer to the revised Pre development Drainage Plan, Figure 04 and revised SWM calculations/Tables in report Section 5 /Appendix D of the revised FSSR.
2	Provide the CA-ETV certification for the proposed quality control jellyfish as per City of Burlington Stormwater Management Design Guidelines (COB SWM) 6.1.4.1 and 6.1.4.2.	Comment noted. Please refer to the included CA-ETV Certification statement in Appendix D of the revised FSSR.
3	In Appendix D, revise the IDF a, b, c values for the 10, 25, 50, and 100 year events to match the COB S-IDF standard drawing for the Pre-Development Uncontrolled Release Rate and Post-Development Uncontrolled Release Rate.	Comment noted. Please refer to the revised SWM calculations/Tables in report Section 5 /Appendix D of the revised FSSR.
4	Revise the proposed 110 mm orifice plate because plates are not permitted as per COB SWM 6.1.1.1.	Comment noted. Please refer to the revised SWM calculations/Tables in report Section 5 /Appendix D of the revised FSSR and revised Servicing Plan Drawing C101.
5	Provide a drainage area plan and include the area drain and/or catchbasin inlet rates.	Please refer to area drain inlet rates included in Figure 5A included in Appendix D of the revised FSSR.
Phase One/Two Environmental Site Assessment Update, exp., 2025.04.03		
1	Provide a Letter of Reliance as per the SP – Reliance Letter Template because the report(s) excludes third party reliance.	Will be provided at Site Plan.
2	Provide the previously mentioned Environmental Site Assessment reports.	Phase 1 and Phase 2 ESA reports submitted as part of application.
3	Provide confirmation from the Region of Halton in support of the Phase II ESA Table 2 SCS in potable groundwater for RPI.	
Geotechnical Investigation Report, exp., 2025.03.15		
1	Provide groundwater monitoring readings from all seasons to determine the seasonally high groundwater elevation.	Noted. All season groundwater readings take a full 12-month period to review. Further review of water levels will occur during Site Plan Approval if required.

2	If short term and/or permanent groundwater dewatering is required than provide an assessment of the stability of the soils to ensure no negative impact to soils and/or structures.	Noted.
Hydrogeological Investigation, exp., 2025.03.13		
1	Provide a Letter of Reliance allowing the City of Burlington to rely upon the report because the report excludes third party reliance.	Will be provided at Site Plan.
2	The Region of Halton owns this section of Brant St along with the sanitary, storm, and water services. The Region of Halton may have differing storm sewer discharge criteria from the reports referenced City of Burlington criteria.	Noted.
3	Provide confirmation from the Region of Halton in support of permanent groundwater discharge. Otherwise, the site will be required to be water tight.	Will be provided at Site Plan.
4	As per the report a EASR for short term dewatering will be required for Final Site Plan approval. The EASR is not required during the OPA/ZBA review, but may be provided.	Will be provided at Site Plan.
CONCLUSION		
	The applicant is advised that the City is not responsible for any errors or omissions. Additional reviews will take place after receiving the revised documents, at which time Development Engineering may provide additional comments, raise additional concerns, or request additional information.	Noted. Please see this document.
CITY OF BURLINGTON DEVELOPMENT PLANNING **Benjamin Kissner | benjamin.kissner@burlington.ca**		
GENERAL COMMENTS		
1	Planning staff request that the applications be revised as needed to address the comments raised in this letter as well as those provided by reviewing staff and commenting agencies.	Various revisions to the application have been made to address comments recieved as identified in this document.
2	Please provide additional information as requested in these planning comments and in other technical comments.	All submission requirements set out in the December 2024 pre-consultation checklist have been submitted.
3	Please ensure consistency between information presented in all reports, plans, and drawings.	Noted. Plans have been coordinated for consistency.
4	Planning staff are available to assist in the arrangement of meetings with relevant staff and stakeholders, as needed to clarify comments or discuss next steps to address comments.	Noted.
1997 OFFICIAL PLAN		
	The City of Burlington 1997 Official Plan identifies the need for intensification, and includes policies to direct how this type of development takes place. Part III, Section 2.5 provides the City's criteria for evaluating residential intensification. While all of the criteria will need to be reviewed and addressed in the submittals of the formal application package, staff would like to highlight policies 2.5.2 a) (v): compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transitiion between existing and proposed buildings is achieved; (ix) capability exists to provide adequate buffering and other measures to minimize any identified impacts; (x) where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate; Again, the entire list of criteria should be refered to and used in the Planning Justification Report, staff felt that it was important to bring these policies to the forefront so that discussion can take place regarding the potiential for impacts on the development-potential of the neighbouring properties.	The planning justification report has been submitted to address these highlighted policies and appropriately identify how the proposed development addresses them.
2020 OFFICIAL PLAN		

	The City of burlington's 2020 Official Plan includes similar criteria intended to guide and inform instensification in places within the City where neighbourhoods have been established previously. Section 8.1.3(2) p) Development within Mixed Use Nodes and Intensification Corridors shall ensure compatibility with surrounding areas in accordance with the applicable policies in Section 7.3 of this Plan. r) Within a Mixed Use Node or Intensification Corridor the City may encourage land assembly and/or the comprehensive development of adjacent properties in accordance with subsection 12.1.2(2) and any other relevant policies of this Plan, in order to ensure that development meets, and does not compromise the ability of development on adjacent property(ies) to meet, the objectives of this Subsection and the objectives of the relevant land use designation. Section 8.1.3(7.2) h) To ensure compatibility with adjacent residential areas the maximum six (6) storey building height may not be permitted on sites that are small in size.	The planning justification report has been submitted to address these highlighted policies and appropriately identify how the proposed development addresses them.
	The policy excerpts in this letter have been offered to provide insight into the concern that the proposed devleopment may be too extensive for the subject lands. It will be important to ensure that discussion takes place within the Planning Justification Report to describe how the propsed development is appropriate and compatible for the site. The report will need to include a review of all of the relevant policies and criteria that pertain to the proposed development and not focus solely on the individual policies that are offered above.	Please see planning justification report submitted which addresses concerns identified in this comment.
CITY OF BURLINGTON COMMUNITY PLANNING **Nathan Dart | N/A**		
GENERAL COMMENTS		
	The property is regulated by the Ministry of Transportation (MTO). MTO approval or confirmation of no objections may be required as a condition of Site Plan Approval in the future.	Noted.
FORMAL SUBMISSION REQUIREMENTS		
1	Survey of the property stamped and signed by an OLS which confirms the site area and property configuration from the deemed width. Alternatively, proposed grading plan prepared by OLS or P.Eng	Noted. Survey submitted.
2	Provide a floor plan for the mechanical penthouse and rooftop.	Mechanical penthouse and roof plans has been provided. Refer to A-208 and A-209
3	Provide landscape plan and details on all proposed privacy screens and fences, including height confirmation.	
4	Fully dimensioned Site Plan, in metric, with property statistics, zoning statistics, amenity area calculations parking calculations. plan to be stamped and signed by designer. Note: all zoning regulations are taken from the deemed width. The deemed width of Brant St must be confirmed by a Surveyor, and the corresponding site plan must reflect the information provided by the Ontario Land Surveyor.	Site plan has been fully dimensioned along with statistic summary. Refer to sheet A-102 for Detail stats
5	Fully dimensioned floor plans for each storey of the building (outside wall to outside wall), in metric showing existing and proposed construction. The floor plan for the mechanical storey must be provided for evaluation. Floor plans should include the property boundary line, and provide setbacks from the building and balconies to their adjacent lot line.	All floor plans are fully dimensioned. Refer to A-200 to A-209
6	Fully dimensioned elevation plans the building, in metric.	fully dimensioned elevations. Refer to A-400 to A-403
7	3D Renderings	provided - refer to A-110 to A-115
ADDITIONAL INFORMATION REQUIRED		
1	Provide details for access stairs to underground parking confirming height above grade for structure. Additional amendments may be required.	Refer to A-120 for stair detail
2	Stacked parking space details are required confirming type, pallet size, vertical clearance, etc.	Refer to A-410 for stack parking system/manufacturer used for this project
3	Provide details of parking access elevator, including floor plate size, vertical clearance, etc.	Refer to A-120 for car elevator detail
4	Clarify location of posts in parking garage level	Refer to A 120 for column locations