127 Plains Road West
Pre-Submission Consultation Comment Response Table
October 30, 2024

Our File: 14196BZ

Comment	Responsibility	Response
City of Burlington – Planning Comments		
The following fees are applicable: $188,473.25 (City) and $10,649.78 (Regional).	MHBC / Losani	The required fees have been submitted with this application.
The following information is required for a complete submission: Application Form; Application Fees; Planning Justification Report; Survey; Land Use Compatibility Study; Housing Impact Statement; Conceptual Site Plan Layout; Architectural Plans; 3-D Model of Proposed Buildings; Response to BUD Comments; Height Survey of Adjacent Buildings; Angular Plane Study; Shadow Analysis Plan; Wind Impact Study; Arborist Report & Tree Inventory Plan; Landscape Plan; Functional Servicing & Stormwater Management Report; Noise Feasibility & Vibration Study; Transportation Impact Study; TDM Plan; Parking Justification Report; Phase One ESA; Sustainable Building & Development Guidelines Checklist; Response to Community Comments; Urban Design Brief; Tenant Relocation & Assistance Plan; Environmental Site Screening Questionnaire; Draft OPA & ZBA Instruments.	MHBC	All identified requirements have been submitted with this application, with the exception of a Wind Study as well as a Tenant Relocation & Assistance Plan. The Wind Study will be submitted with the site plan application once building details are available. The Relocation & Assistance Plan is not applicable as there are less than 6 residential units existing.
Official Plan (1997, as amended) • The lands are identified within the 'Mixed Use Activity Area' in Schedule A – Settlement Pattern where employment, shopping, and residential uses will be developed • The lands are designated 'Mixed Use Corridor – General' in Schedule B – Comprehensive Land Use Plan – Urban Planning Area • Retail and service commercial uses are to be located at street level in office or residential buildings (Part III, Subsection 5.3.2 c)). • The maximum floor area ratio is 1.5:1 and the minimum building height is 2-storeys and the maximum building height is 6-storeys. Where required to ensure compatibility, 4- to 6-storey buildings may be required to be terraced back from adjacent residential areas and/or the street (Part III, Subsection 5.3.2 d)).	MHBC	Acknowledged. The proposed development is for a 24-storey mixed-use development that features commercial and retail units at-grade, as per the requirements of the applicable policy framework for mixed use. Official Plan Amendments are requested to address an increased floor area ratio and building height. Refer to Planning Justification Report.
It appears that there may be residential rental units on the upper storey of the commercial plaza. The demolition or conversion to freehold or condominium ownership of residential rental properties containing six or more units should not be permitted unless the following conditions are satisfied: • The rental vacancy rate by dwelling/structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Survey has been at or above 3 per cent for the preceding two-year reporting period; • The building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements; • Where demolition occurs, replacement rental housing units are provided for those units that are demolished; • That negative economic and other impacts upon tenants are minimized; and • The requirements of any applicable Provincial legislation or regulation, as amended, are met (Part III, Subsection 2.3.2 f).	MHBC	Acknowledged. There are less than 6 residential units existing on the property, therefore, this policy does not apply.

• The policies for housing intensification in Part III, Subsection 2.5.2 apply.	MHBC	Acknowledged. The proposed amendments and proposed development conform to the housing policies in this section of the Official Plan, as described in the Planning Justification Report submitted as part of this application.
• There are surrounding properties that are designated 'General Employment'. As per Part III, Subsection 3.0 Employment Lands, these are the main locations where office and industrial activities will occur. Land use compatibility will be considered as the proposal is for a sensitive land use (residential).	MHBC / dBA	Acknowledged. Refer to the Planning Justification Report and Land Use Compatibility Study for further information.
Zoning By-law (2020) • The property is within the Mixed-Use Corridor – General zone as per Part 5.	MHBC	Acknowledged. The proposal aligns with the intended function of the mixed-use corridor zone. Amendments are required for site-specific regulations for increased density and building height.
Official Plan (2020) Burlington's new Official Plan was adopted by City Council on April 26, 2018 and approved, with modifications, by Halton Region on November 30, 2020. The Planning Act states that all parts of an approved Official Plan that are not subject to appeal will come into effect on the day after the end of the appeal period. That date was December 22, 2020 for the Burlington Official Plan. • The lands are identified within the 'Mixed Use Nodes and Intensification Corridors' in Schedule B – Urban Structure. • Lands identified as Mixed-Use Nodes represent areas with a concentration of commercial, residential and employment uses with development intensities generally greater than surrounding areas. Nodes are generally located at points where two or more transit routes intersect (Chapter 2, Subsection 2.3.1 j). • The lands are within the Primary Growth Area in Schedule B-1 – Growth Framework. • The lands are designated Urban Corridor in Schedule C – Land Use – Urban Area. The Urban Corridor designation recognizes the diversity of the lands along the corridor and establishes policies allowing for flexibility. Key intersections and areas within Major Transit Station Areas are identified as having the potential to develop into full mixed-use areas, while general areas along the corridor may develop for single use, including residential (Chapter 8, Subsection 8.1.3). • A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained (Chapter 8, Subsection 8.1.3(7.2) f)). • The minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street (Chapter 8, Subsection 8.1.3(7.2) g)). • The lands are within the Aldershot GO Major Transit Station Area in Schedule G – Aldershot GO MTSA Special Planning Area. • Chapter 3.1.2(2) a) considers the replacement of residential rental properties. The demolition	MHBC	Acknowledged. The Official Plan was reviewed, and an analysis is included in the Planning Justification Report submitted with this application demonstrating conformity. Generally, the amendments and proposed development aligns with the intent of policies for Major Transit Station Areas by providing high density in a compact form that utilizes existing servicing and transportation infrastructure.

of residential rental properties or the conversion to freehold or condominium ownership of a residential rental property containing six (6) or more units, in part, or in whole, shall not be permitted unless the conditions are satisfied. • Land use compatibility is outlined in Section 4.6 of the new Official Plan (2020).		
City of Burlington Housing Strategy • Subsection 3.1.1(2)(g) of the new Official Plan (2020) and the City's Strategic Plan, directed the City to develop a city-wide housing strategy to among other things, support the Region of Halton's Housing Strategy, describe the current range and mix of housing in the city, establish city-wide housing objectives, examine opportunities for partnerships to increase the supply of affordable housing, to develop minimum targets in support of achieving the region of Halton's housing mix and affordable unit targets as well as two and three bedroom unit minimum targets. • The Burlington Housing Strategy and the Annual Housing Targets (Appendix B to the Housing Strategy) were approved by City Council on June 21, 2022. The City's Housing Strategy provides a roadmap for addressing local housing needs and increasing housing options that meet the needs of current and future residents at all stages of life and at all income levels. The Housing Strategy identifies 12 Actions to move toward the vision for housing in Burlington. It provides a set of action- oriented housing objectives (Themes) and an associated implementation plan that also identifies a list of Prioritized Actions and Quick Wins.	MHBC	Acknowledged. Please refer to the Planning Justification Report submitted with this application that includes an analysis of the proposed development against Burlington's Housing Strategy. Generally, the proposed amendments together with the development aligns with the intent of the Housing Strategy.
Housing Impact Statement Since the proposal includes more than 100 units, the submission of a housing impact statement is required, in accordance with policy 3.1.1(2)h) of the City's Official Plan (2020).	MHBC	Acknowledged. Please refer to the Planning Justification Report submitted with this application that includes a Housing Impact Statement, which analyzes the proposed development against policies of the Official Plan. Generally, the proposed amendments together with the development meet the intent of the applicable policies.
Preliminary Review of the Proposal • The properties directly abutting the subject site are mainly made up of "Mixed Use Corridor – General" zones, "Mixed Use Corridor – Commercial" zones, "General Employment" zones, and "Community Commercial" zones. • The applicant has requested an Official Plan Amendment and Zoning By-law Amendment for the proposal as it requests the development a 26-storey mixed use building (240 dwelling units and 381m² of retail at-grade) with other site-specific zoning regulations. • As there have been 'General Employment' lands identified surrounding the property, staff would need to consider land use compatibility as the proposal would add 240 residential units on the subject property. • Tall Building Design Guidelines (2017) would apply to the proposed development as the building is proposed to be over 11-storeys. As presented, the building would not meet the design guidelines as the height of the podium is proposed to be 5-storeys whereas 3-storeys is the maximum. Additionally, the floor to ceiling height of the ground floor should be a minimum of 4.5m to accommodate internal servicing and loading, and active commercial uses. The property is also on a corner lot which has special considerations. Please consider setbacks from the curb. The tower should also be setback 12.5m from the adjacent property lines to protect	MHBC	Please refer to the revised concept plan and architectural plans submitted with the application for project details, which includes a slightly reduced building height and increased commercial / retail space. The applicable policy framework and proposed amendments are justified in the Planning Justification Report.

for a future 25m separation distance between properties. • The applicant has also requested other site-specific regulations for the proposed development. Through this initial review, the 3m yard abutting a street setback is met from Howard Road and Plains Road West. The 3m rear yard setback appears to be reduced to 2m. Staff would recommend that the applicant review Part 5 of the Zoning By-law to ensure all other provisions are met or include additional site-specific requests in the proposed Zoning By-law Amendment. • The property permits a maximum floor area of 1800m² of retail and service commercial. The proposal is to replace an existing commercial plaza. The proposal includes 381 m² of retail commercial use at-grade. Staff would request that the ground floor commercial use be increased to provide greater commercial use at-grade. • Staff would also request that the applicant consider a greater mix of uses. As indicated by the policies of the Urban Corridor designation, a greater mix of uses is considered for these types of sites. • Parking shall be provided in accordance with Part 1, Subsection 2.25 "Off-Street Parking and Loading Requirements". If the parking provisions are not met, then a site-specific request should be identified in the proposed Zoning By-law Amendment. It appears that the underground parking will have a reduced setback to the lot lines. As per Part 1, Subsection 2.26 (5), below grade parking structures shall be setback 3m from all other property lines and street lines. These setbacks should be met. Although the City's policy states that the rental replacement would only consider 6 or more residential rental units, the Region's policy requires the local municipalities to use a rental housing vacancy rate of 3 per cent as the minimum threshold to permit the conversion of existing rental housing to ownership tenure or other uses or the demolition of such housing (ROP, 86(19)). The ROP has the stricter policy which will apply.		
Application Requirements • An Official Plan Amendment and Zoning By-law amendment application would be required to facilitate the proposed use.	MHBC	Acknowledged. The proposed OPA is for site-specific policies relating to increased building height and floor area ratio, as well as the proposed ZBA is for site-specific regulations for the same.
Prior to submitting the application, a Pre-Application Public Consultation Meeting is required: • The meeting is to be organized by the applicant and must be held before the application is submitted. Please try to avoid holding meetings in late December. • Circulation of the meeting invitation to residents and tenants within 120 metres of the development site will be completed by the City for a fee. Provide a PDF of the meeting invitation on the applicant's letterhead for distribution. Notice must be sent a minimum of 20 days in advance of the meeting. • Please notify the Ward Councillor, and the Coordinator of Development Review of the date, time and location of the meeting. Be sure your meeting location is accessible and close to the development site. We have the capability to hold meetings in-person, hybrid or virtually. Please contact William Wallace, Coordinator of Development Review, at William.wallace@burlington.ca and identify the type of meeting you would prefer. • During the meeting, provide a detailed overview of the development proposal and allow time for questions and comments from the public. Take notes of the discussion.	MHBC	A Pre-Application Consultation Meeting was held virtually on May 30, 2024. The Ward Councillor and Mayor, along with City staff attended the meeting. A summary of minutes with responses have been submitted with this application demonstrating that comments have been considered.

• As part of a complete application, the applicant must provide neighbourhood meeting minutes which include a written summary of public input received at the meeting. As part of the Planning Justification Report, the applicant must explain how this public input was used to modify the development proposal. • If a complete application is not submitted within six months of this pre-consultation form, another community meeting may be required.		
A Planning Justification Report will be required: • To discuss the impact of Provincial, Regional and local planning policy (including both 1997 and New Official Plan (2020)) on the proposed land use; • To explain why the requested change of land use; • To explain how the proposed land use, traffic access, servicing, and parkland aspects of this development work within the context of the greater area, is desirable and represents good planning; • To discuss how the results of required technical studies have been used to refine the proposal; • To explain how input received at the pre-application public consultation meeting has been used to refine the proposal; and • To explain how the proposed use is appropriate for the Urban Corridor designation and is compatible with surrounding land uses.	MHBC	Acknowledged. A Planning Justification Report has been submitted with this application that includes a review of all requested information.
Site Plan A conceptual site plan including, but not limited to, the proposed GFA calculations for the uses proposed, building setbacks and height as well as parking and loading spaces with measurements will be required.	MHBC	Please refer to the conceptual Site Plan provided with this application with all requested information. The proposal is for a 24-storey mixed-use building with 240 dwelling units, 475 square metres of commercial / retail floor area at-grade, 160 underground parking spaces, various indoor and outdoor amenity areas.
Region of Halton – Planning Comments:		
Regional Official Plan (2009) • The subject lands are designated Urban Area (Map 1) per the Region's Official Plan (ROP), 2009 as amended by Regional Official Plan Amendment (ROPA) 48 and 49, and located within the Built Boundary. The subject lands are further located within an identified Major Transit Station Area on a Commuter Rail Corridor (MTSA) and Regional Intensification Corridor which is considered to be part of the Strategic Growth Area in the ROP. • Staff note that the Subject Lands are located within the boundary of a 'Major Transit Station Area on a Commuter Rail Corridor' and along a 'Regional Intensification Corridor' which form part of a defined Strategic Growth Area.	MHBC	Acknowledged. The proposed amendments together with the proposed development aligns with the policy framework set out for MTSAs.
Demolition Control Regional Staff question whether the proposed redevelopment would result in the demolition of rental housing and align with the policies for demolition.	MHBC	There is a loss of less than 6 existing residential units on the property, therefore, the demolition policies do not apply. A further analysis has been included in the Planning Justification Report.
Land Use Compatibility with Sensitive Use • Section 143(12) of the ROP requires the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with	MHBC	Refer to the Land Use Compatibility section included in the Planning Justification Report, as well as the Noise & Vibration Study demonstrating that there are no adverse impacts are anticipated.

the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. • The subject lands about Employment lands and further appear to be within the Potential Area of Influence of major facilities such as King Paving & Construction and St. Mary's Cement. • As such, a Land Use Compatibility Assessment (including Air Quality Assessment and Noise Assessment) is required to be submitted and to support the proposed development, which may be subject to Peer Review at the cost of the applicant. • Land Use Compatibility with the proposed sensitive use (i.e., residential) should also be discussed and addressed within the Planning Justification Report.		
Potential for Site Contamination In accordance with S.147(17) of the Region's Official Plan states that a property is to be free of contamination prior to any development/change of use taking place. Submission of a Regional Environmental Site Screening Questionnaire is required in addition to a Phase 1 Environmental Site Assessment (ESA), completed to O. Reg 153/04 standards and accompanied by a Letter of Reliance granting the Region third party reliance. Please follow the Region's letter template in this respect. A Phase 2 ESA may be required depending upon the recommendation(s) of the Phase 1 ESA.	MHBC / Losani	Please refer to the Environmental Site Screening Questionnaire submitted in support of this application. There are no concerns with potential contamination.
Waste Management • Residential waste (recycling, organics and garbage) may be eligible for Region waste collection, providing the requirements be met as outline in Development Design Guidelines for Source Separation of Solid Waste. • Commercial units will not be serviced at this location which is outside the Region's designated commercial collection areas. Private waste collection is required for the commercial component. • A Supplementary Waste Plan must demonstrate how waste will be managed, stored and collected in a manner that is safe, functional and accessible, to the satisfaction of Halton Region. • 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.	MHBC / Pragma	Please refer to the Waste Management Report submitted in support of this application that demonstrates how waste will be managed. Generally, private collection is anticipated. Details associated with waste design will be determined at the site plan application stage.
Municipal Servicing • Section 89 of the Regional Official Plan requires that approvals for all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan. • There is a Halton Region local watermain within Plains Road West adjacent to the property. There is a Halton Region local watermain within Howard Road adjacent to the property • There are Halton Region local wastewater mains (sanitary sewers) within Plains Road West and Howard Road adjacent to the proposed development, one of them is located immediately adjacent to the southerly property line of the proposed development and building.	MHBC / SLA	Please refer to the preliminary Servicing Plan and Functional Servicing & Stormwater Management Report submitted in support of this application, which demonstrates adequate servicing connection to existing municipal services.

• The developer should undertake to locate the size and location of all watermains, water services, water meters, wastewater mains (sanitary sewers), wastewater (sanitary) services, property line wastewater (sanitary) inspection manholes, stormwater mains and stormwater services that exist within the road right-of-ways, to the property and within the property and place them on an Existing Site Servicing Plan drawings within their reports. Public and private utility companies can be utilized for this purpose. • A Functional Servicing Report is required to be prepared by the developer's civil engineering consultant (watermains, water services, fire hydrants, sanitary sewer mains, sanitary sewer services, property line wastewater (sanitary) inspection manholes, stormwater mains and stormwater services) to show options for how the property is proposed to be serviced according to City of Burlington and Halton Region standards. • The FSR report should incorporate Fire Flow Rate Testing. • Further to the formal hydraulic analysis requirement, the developer's consultant can utilize the Region's current water and wastewater models (if required). • The FSR should include information related to all the other Utilities infrastructure in the area and potential conflicts. • The developer must physically locate the watermain and wastewater main (sanitary sewer) that are located immediately south of the property within Plains Road West, and within Howard Road. The developer's Professional Engineer that is preparing the FSR must consult with the Region regarding the proximity of the proposed development to the watermains and wastewater mains (sanitary sewers), and the Region's approved set-back of the development from the watermains and wastewater mains. There shall be no impact from the development on the Region's watermains and wastewater mains. The Engineer shall prepare a number of cross-section engineering drawings along the north portion of the property and the City's road boulevards, for discussion with the Region. Proposed footings, foundation walls, overhangs, excavation, shoring, tie-backs, municipal mains and utilities will require to be detailed for review by the Region. • Please note that this development may require additional municipal watermain isolation, and possibly a full-size water chamber (including three/four valves) for the proposed development's water service connection, to the Region's water distribution system. The developer's civil engineering consultant must undertake a design exercise within the FSR in order to demonstrate that a full-size water chamber, if required, can fit within the road/boulevard, while giving adequate separation distances from the other utilities in the area. The Engineer shall prepare a number of detail drawings, for discussion with the Region early in the process. • At the Site Plan application stage, the proposed street tree planting and proposed street furniture will have to be reviewed closely in order to avoid tree planting/street furniture conflicts with the Region's watermain and wastewater main (sanitary sewer) located within the Plains Road West northerly boulevard, to the satisfaction of the City and the Region. • New development must be on the basis of full municipal services.		

• The developer should be aware of the Region's Multi-Unit Servicing Policy with respect to the number and location of water meters. • Regional policies state that water and sanitary services cannot cross lot lines, the owner will ensure this throughout the process. Each lot must be independently serviced if it is proposed to be a separate lot. • Any major servicing works required for this project would fall under the Regional Servicing Agreement process, including securities, Agreement registration, developer's liability insurance and the payment of Agreement fees. • Servicing of a standard nature is required to go through the Regional Services Permit process. • The size and scope of, utility trench and road cut, road restoration shall be to the satisfaction of the City of Burlington for local roads. • Watermain and wastewater main (sanitary) servicing capacity is not guaranteed at the LOPA and ZBA stage. Servicing of development in the Burlington area of Halton Region is currently on a first-come-first-serve basis. The owner can pre-consult about servicing capacity with the Region at any time in the future going forward. This current development proposal capacity will be reviewed closely and commented upon at the time of Planning Application receipt. Should a servicing capacity issue be identified at that time then it will have to be dealt with, working through it with the Region. Servicing capacity is deemed to be in hand at the issuance of a Regional Servicing Agreement, Special Financial Agreement, and Regional Services Permit, which is reviewed and obtained toward the end of the City's Site Plan approval process, or Regional Servicing Agreement. • The property appears to be located within the Aldershot GO Major Transit Station Area, of the City of Burlington. The City of Burlington is undertaking an Area Specific Plan process (including the Area Servicing Plans) for the Burlington Major Transit Station Areas. Halton Region has initiated an Integrated Water, Wastewater and Transportation Master Plan review exercise for the Region, together with, and in time, Background Studies and formal Programs. Please see the Planning comments for more context.		
Conservation Halton		
Conservation Halton (CH) does not have any preconsultation comments or require review of the proposed future OPA/ZBA applications for 127 Plains Road West as the site is not within an area regulated by CH and given the size and current imperviousness of the site, we defer stormwater management review to City staff.	MHBC	Acknowledged.
Development Engineering		
General Comments • All plans to use the same base layer. • Identify existing and/or proposed property lines on all plans. • Identify existing and/or proposed easements on all plans. • Identify limits of existing and/or proposed underground parking on all plans. • Identify all applicable external agency setbacks on all plans.	SLA	Please refer to the preliminary Servicing and Grading Plan provided with this this application.

• All private utilities must be constructed within the subject property limits. • As per the City's Hydro Services Policy for development sites within a designated MTSA and/or the downtown, any new 27.6 kV hydro service or other utility which is required for the multi-story development shall be buried. Additionally, any existing overhead 4 kV hydro service along the frontage of the subject property shall be buried. The costs associated with the hydro service works shall be borne by the Developer.		
Right-of-Way • A Municipal Consent Permit is required for any works on public lands, including but not limited to temporary staging, grading, servicing, construction or disturbance of vegetation.	SLA / Losani	Acknowledged and to be advanced at a later date.
FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT		
Confirmation from the City's Stormwater Engineer still pending therefore, details within number 4 are subject to change. • All documents to be prepared in accordance with the Council approved Stormwater Management Design Guidelines (COB SWM), as amended. • To be stamped and certified by a Professional Engineer. • External agency may review the report. If differing requirements exist between them and the City than the most stringent criteria shall apply. • The City's Stormwater Engineer has provided the following criteria: a. Quality Control (COB SWM 6.1.4.1 and 6.1.4.2) as per COB SWM 3.6 and 6.1.4.1. b. Quantity Control (COB SWM 6.1.1.1) c. Erosion Control (COB SWM 3.4 and 6.1.2) d. Water Budget (COB SWM 3.5 and 6.1.3) e. Groundwater f. External Flows g. Overland Flow Route (COB SWM 5.3.2 and 6.1.1.3)	SLA	Please refer to the Functional Servicing & Stormwater Management Report submitted with the application.
Noise and Vibration Feasibility Study		
• All documents to be prepared in accordance with the MECP's Environmental Noise Guideline Publication NPC-300, as amended. • To be stamped and certified by a Professional Engineer. • External agency may review the report. If differing requirements exist between them and the City than the most stringent criteria shall apply.	SLA	Acknowledged. Please refer to the Noise & Vibration Study submitted with the application.
Urban Forestry & Landscape Comments		
• 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. See the Pre-Submission Checklist for requirements. • The Landscape Plan must show and dimension pedestrian walkways and connections to the city sidewalk (1500mm minimum width, 1800mm recommended). Consider the width of the pedestrian walkways minus the doors that open out to ensure pedestrians don't need to walk on vehicular driveways.	MHBC	Please refer to the conceptual Landscape Plan as well as the Tree Inventory Plan submitted with this application, which shows the requested information. A detailed Landscape Plan will be provided at the site plan application stage.

• The Landscape Plan must show conceptually the proposed layout and use of any outdoor amenity areas. • The Landscape Plan must show all regulated limits/hazard lines on the landscape concept plan. • The Landscape Plan must show the location of air vents/shafts and coordinate with landscape concept (i.e., do not locate vents in walkways and coordinate with proposed planting locations). • The Landscape Plan must show bicycle parking and snow storage locations. • The Landscape Plan must show proposed tree plantings that follow the ESA's guide Planting Under or Around Powerlines & Electrical Equipment: trees and/or shrubs with a max. mature height and spread of 4.5m in the Low Zone (to 4.5m from the power lines), trees with a max. mature height and spread of 7.6m in the Medium Zone (7.6m from the power line), and trees of any size beyond 7.6m from the power line. See the ESA Guidelines for Planting Under or Around Powerlines & Electrical Equipment. • 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. • Where trees, shrubs and herbaceous material is proposed, ensure material is suitable for the existing and proposed conditions to ensure success (i.e., salt tolerant, and suitable for existing and proposed soil and other environmental conditions). • Any recommendations or issues of compatibility (i.e., noise, light, uncomfortable wind conditions) noted in the Planning Justification Report, Noise Report and Wind Study should be addressed and reflected on the Landscape Plan, for example with buffer planting, screens and fencing, trellises or awnings for outdoor areas including pedestrian walkways and amenity areas. • Where required, landscape buffers should provide separation and be designed to partially obstruct the views to adjacent properties along shared property lines. The landscape buffers should be a dense landscape screen consisting of evergreen trees or a combination of solid screen fencing with evergreen and deciduous trees and understory shrubs. • Screen parking spaces from road frontages. • Please review and apply the Sustainable Building and Development Guidelines. • Once the number of parking spaces is finalized, confirm the required number of Type "A" and Type "B" barrier free parking spaces required. Type "A" shall be 3400 mm in width and signed to indicate Van Accessible Parking. Type "B" shall be 2750 mm as per city zoning by-law. As per city zoning by-law, the access aisle shall be 2000 mm. The access aisle is to be clearly identified and can be shared by both spaces. Please see GAATES Figure 2.6.4.1 (page 127) for Van Accessible Signage detail.		

• Locate the barrier free parking spaces closest to the main entrances and not crossing vehicular traffic. • An Arborist Report, Tree Inventory and Tree 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, and all trees of any size on city property. See the City of Burlington: Pre-Submission Checklist for further requirements. Ensure your tree inventory table is provided as an excel file in addition to the word file. Note, the inventory data for this file provided with the Arborist Report will require an update to existing conditions and a revised tree protection plan should evaluate the proposed development related impacts against all civil drawings (i.e., grading, servicing etc.). • Any existing private trees on the subject site should be considered for preservation. The removal of trees shall be considered as a last resort. 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 50mm caliper replacement sizes. Proposals for replacement shall consider planting on the existing subject property as a priority. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. • Removal to trees on neighboring 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 neighbouring 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 (as defined in Pre- Submission Checklist) 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. • 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. • There are public trees present surrounding the proposed area of work. Please prioritize the preservation of these trees as part of this application. • The City's Public tree by-law is applicable to the proposed development. The removal of public trees shall be considered as a last resort. Where City of Burlington public trees are proposed for removal, council approval is required prior to tree permit issuance. The number of replacements will be evaluated using the City's aggregate caliper method. Similarly, work shall be modified to avoid working inside the minimum tree protection zone of all public		

trees. Where impact is proposed for public trees, a public tree permit will be required and securities provided. • Trees and corresponding tree protection hoarding (vertical and/or horizontal) shall be illustrated and considered on all civil drawings and factored into all Construction Management and Mobility Plans. • Trees and corresponding tree protection hoarding (vertical and/or horizontal) shall be illustrated and considered on all civil drawings and factored into all Construction Management and Mobility Plans.		
Parks Design & Construction • Cash in lieu of parkland applies to this property and will be charged at the rate in effect at the time of building permit issuance.	MHBC / Losani	Acknowledged and to be arranged at the time of building permit.
Transportation Services Comments		
Deemed Right-of-Way Widths The deemed right-of-way widths per the Official Plan and Zoning By-Law: • For Plains Road West is 36 meters. The existing right-of-way adjacent to the subject site is approximately 36 metres and no additional lands are required. • For Howard Road is 20 meters. The existing right-of-way adjacent to the subject site is approximately 20 metres and no additional lands are required	MHBC	Acknowledged. No further action.
Daylight Triangle The existing daylight triangle of the right-of-way at the intersection of Plains Road West and Howard Road measures approximately 7.0 meters x 7.0 meters. As per the Official Plan, a 7.0 meters x 7.0 meters daylight triangle is required based on the road classifications. No additional lands are required.	MHBC	Acknowledged, and the 7 by 7 metre daylight triangle has been incorporated into the design, as shown on the conceptual site plan.
Visibility Triangle At every street intersection visibility triangle shall be provided in accordance with land zoned. The lands are zoned Mixed Use General (MXG) in the city of Burlington Zoning By-law and as such 9m x 9m visibility triangle is required. Within a visibility triangle solid fencing and landscaping shall not exceed a height of 1m above the elevation of the street pavement measured as the centre point of intersecting streets.	MHBC	Acknowledged, and the 9 by 9 metre visibility triangle has been incorporated into the design, as shown on the conceptual site plan.
Transportation Impact Study/Mobility Impact Assessment A Transportation Impact Study (TIS), also known as a Mobility Impact Assessment (MIA) is required for this application. The TIS/MIA shall be completed by a qualified/recognized traffic/transportation engineering consultant. It shall be submitted to the satisfaction and approval of the Director of Transportation Services or designate.	MHBC / Stantec	Please refer to the Transportation Impact Study submitted in support of this application.

Auto and Bicycle Parking Supply • The subject land use and proposal shall meet the requirements recommended by the Burlington City-Wide Parking Standards Review. The proposal has a total of 254 parking spaces provided which is less than the Burlington City-Wide Parking Standard Review document. A Parking Supply Justification Study is required to support the proposed reduction. • The bicycle parking supply shall meet the requirements recommended by the Burlington City-Wide Parking Standards Review. The proposal has not mentioned bicycle parking whereas a minimum of 134 long-term plus short-term parking is required. The short-term parking area shall be close to the main pedestrian entrance. Long term bike parking shall be weather-protected, limited access location to store a bike at ground-level or in a parking garage.	MHBC / Stantec	A Parking Justification Report has been provided for review. However, recent Provincial policy has been revised to remove parking minimums within Protected Major Transit Station Areas. The subject lands are identified as a protected MTSA (PMTSA), and therefore, no parking is required despite the current Zoning By-law regulations. Underground parking at a rate of 0.67 spaces per unit is provided, which aligns with the conclusions of the Parking Justification Report for vehicular demand of the proposed use based on an analysis of other developments in the area and market conditions. In addition, the in-effect Zoning By-law requires no bicycle parking spaces, however, both short-term and long-term bicycle parking spaces will be provided to meet applicable requirements and best practices. Currently, a rate of 0.5 spaces per dwelling unit is provided. Refer to the Architectural Package submitted in support of this application.
General Comments • Support for the full move access to Plains Road West will be determined by the transportation impact study intersection analysis. • The access to Howard Road is not clear. Will the access be restricted to one-way? How many accesses will be from Howard Road. • The applicant shall conduct and provide a swept path analysis to/from proposed loading area including circulation to/from the ROW. The analysis will ensure vehicles do not reverse into the site from the municipal right-of-way and vehicles do not reverse from the site into the municipal ROW. • Traffic flow direction in drop off area must be clearly identified and marked on the site plan drawing. • The underground parking stalls, including accessible parking and parking aisle dimensions shall be as per the City of Burlington Site Plan Guidelines. Structural columns are to be set back 0.5m on both sides of the driving aisle to provide for 7.0m clear (face of column to face of column). All dimensions are to be provided for structured parking (drive aisles, parking stalls, column spacing, parking ramps, etc.). • The underground ramp detail and dimensions shall comply with the City of Burlington Site Plan Guidelines. • Some of the parking stalls are adjacent to the wall. As per the City's Site Plan Guidelines, parking stall width shall be increased by 30cm. • Internal sidewalk width shall comply with the City of Burlington Site Plan Guidelines, with minimum 1.8 meters along walls with doors, which shall be provided and depicted in site plan.	MHBC / Stantec	Please refer to the Transportation Impact Study provided with this report that addresses all comments regarding access, loading and parking.

Future Site Plan Comments • Site accesses must adhere to the standards of the City of Burlington. The sidewalk shall be continuous and level through the driveway. • The applicant shall submit a Construction Mobility Management Plan (CMMP) as a part of this application which shall be to the satisfaction and approval of the Director of Transportation Services or designate. During construction, staff will not support the closure of vehicle lanes, bike lanes, boulevards, sidewalks, etc. • Any internal traffic signage such as "stop", "no parking", "fire route", accessible parking, and pavement markings shall be clearly indicated and depicted on the site plan.	MHBC / Stantec	Acknowledged and to be addressed through the future site plan application process.