March 3, 2023

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RE: 1120 Cooke Blvd–Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA)
Submission #2 – Transportation Considerations Letter

Dear Saud Adi:

1.0 INTRODUCTION

BA Group has been retained by Adi Developments (Masonry) Inc. (referred to herein as the "client") to provide transportation consulting services in relation to an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the lands located at 1120 Cooke Boulevard (herein referred to as the "site") in the City of Burlington, formerly identified as Phase 2 of 101 Masonry Court lands.

The site is located on the north-east corner of the Waterdown Road and Masonry Court intersection. Both roads are under City jurisdiction. The site is approximately 9,534.66 m^2 / 102,630.25 ft^2 in size and is bounded by Waterdown Road to the west, Masonry Court to the south, Cooke Boulevard to the east and a rail corridor for GO Trains operated by Metrolinx to the north. The site is conveniently located within a short walking distance to Aldershot GO Station (approximately 450 metres to the south lot) located directly north of the site. The site is also located within the Aldershot MTSA that is subject to a number of enhanced provincial, regional, and city policies. In addition, the site is near the Highway 403 and Waterdown Road interchange.

The current development proposal on the site includes:

- 1,165 resident units
- 495 m^2 of commercial-retail space
- 1,145 parking spaces (1037 resident and 108 non-residential spaces)
- 698 bicycle spaces (616 long-term, 64 short-term and 18 commercial spaces)
- 5 loading spaces (2 formal and 3 informal moving spaces)

The proposed development consists of three (3) buildings which will be constructed in three phases. The proposed three (3) phases and description is listed below:

- Phase 1 (Building A) – 436 units and 517 parking spaces
- Phase 2 (Building B) – 358 units and 359 parking spaces
- Phase 3 (Building C) – 371 units and 269 parking spaces

A detailed summary of the development programme can be found in **Section 2.0** of this letter.

The current site plan and parking levels plans (reduced size) are provided in **Appendix A**.

1.1 THIS LETTER

This letter is provided as part of the resubmission of the OPA and ZBA applications being made to the City of Burlington for the 1120 Cooke Blvd site. This letter provides:

- a **background on the site's application process and related documentation** circulated as part of Submission #1 related to the transportation;
- a **description of the changes** to the development plan since the initial November 2021 submission, including the transportation-related elements;
- a **Transportation Demand Management Plan** (TDM) for the proposed development; and,
- a **response to the Region of Halton, Planning and Building Department staff comments** (dated August 8th, 2022) and **the City of Burlington Transportation Services staff comments** (dated August 29th, 2022).

This letter, for the purpose of the OPA and ZBA, addresses the comments received from the Region of Halton and City of Burlington. We note there are a number of outstanding comments from the MTO relating to interchange improvements (external to the site limits) that are subject to ongoing discussion with the City and MTO on extent of improvements and measures for implementation.

The following sections provide a summary discussion related to the above.

1.2 BACKGROUND

As part of the initial OPA and ZBA submission, BA Group prepared a Traffic Impact Study (TIS) report entitled "*1120 Cooke Boulevard (Phase 2) Proposed Mixed-Use Development Traffic Impact Study, City of Burlington, Official Plan Amendment (OPA) / Zoning By-law Amendment (ZBA)*" dated November 2021 (referred to herein as "BA Group's TIS – November 2021 ").

Since the initial submission, the Region of Halton, City of Burlington, and the Ministry of Transportation (MTO) have provided comments on this application to facilitate their review of the transportation related elements of the application in the following memorandums:

- Region of Halton, dated August 8th, 2022;
- City of Burlington, Transportation Services, dated August 29th, 2022; and
- MTO, dated June 30, 2022 and November 25, 2022.

The client and consulting team have also met regularly in advance of the current submission to clarify comments and to identify changes to and progress with the site plan.

2.0 DEVELOPMENT PROGRAMME

2.1 CHANGES TO THE DEVELOPMENT PROGRAMME

Since the initial submission, the development programme has slightly changed. Building B and C were originally connected with a podium. The current submission now contemplates Buildings B and C are now separate towers with a retail plaza at-grade.

A summary of the previous and current development programme and the transportation-related site elements are provided in **Table 1**. Site access, via Waterdown Road and Cooke Boulevard remains consistent with the initial application for the site.

Reduced scale architectural plans are provided in **Appendix A**.

A summary of the key changes to the proposed development (from November 2021 to the current submission) are listed below:

- **Residential Units**: Increase of 26 units (new total of 1,165 units);
- **Retail Floor Area:** Increase of 264 m^2 (new total of 495 m^2);
- **Vehicular Parking:** Increase of 114 parking spaces (new supply of 1,145 parking spaces);
- **Bicycle Parking**: Increase of 70 bicycle parking spaces (new supply of 698 bicycle parking spaces); and
- **Loading Supply:** Addition of two new loading areas to service the development.

TABLE 1 DETAILED DEVELOPMENT PROPOSAL COMPARISON SUMMARY

Use		November 2021 Submission[1]	Current Submission[2]	Difference
	Residential Units	Bach: 0 units 1 bd: 424 units 1 bd+den: 424 units 2bd: 277 units 2bd+den: 13 units 3bd: 1 unit	Bach: 5 units 1 bd: 360 units 1 bd+den: 411 units 2bd: 304 units 2bd+den: 85 units 3bd: 0 units	Bach: +5 units 1 bd: -64 units 1 bd+den: -13 units 2bd: +30 units 2bd+den: +72 units 3bd: -1 unit
		Total: 1,139 units	Total: 1,165 units	+26 units
	Commercial-Retail GFA	Building B: 231 m^2	Building B: 297.5 m^2 Building C: 197.5 m^2	Building B: +33.5 m^2 Building C: +197.5 m^2
		Total: 231 m^2	Total: 495 m^2	+264 m^2
	Vehicular Parking	Residential: 924 spaces Non-Residential: 107 spaces	Residential: 1,037 spaces Non-Residential: 108 spaces	Residential: +113 spaces Non-Residential: +1 space
		Total: 1,031 spaces (0.90 spaces / unit)	Total: 1,145 spaces (0.98 spaces / unit)	+114 spaces
	Bicycle Parking	Long-term: 567 spaces (P1-P4, at-grade) Short-term: 56 spaces (at-grade) Commercial: 5 spaces (at-grade)	Long-term: 616 spaces (P1-P2, and at-grade) Short-term: 64 spaces (at-grade) Commercial: 18 spaces (at-grade)	Long-term: +49 spaces Short-term: +8 spaces Commercial: +13 spaces
		Total: 628 spaces (0.55 spaces/ unit)	Total: 698 spaces (0.6 spaces / unit)	+70 spaces
	Loading	3 formal spaces	2 formal loading spaces 3 informal moving spaces	-1 formal space +3 informal moving spaces
		Total: 3 loading spaces	Total: 5 loading spaces	+2 loading spaces
	Vehicular Access	New unsignalized right-turns only access via Waterdown Road. New unsignalized all-moves access via Cooke Boulevard Extension. STOP-controlled intersection with full manoeuvres.	New unsignalized right-turns only access via Waterdown Road. New unsignalized all-moves access via Cooke Boulevard Extension. STOP-controlled intersection with full manoeuvres.	No change.

Notes:
1. Based upon site statistics provided by Core Architects Inc. dated October 7, 2021.
2. Based upon site statistics provided by Core Architects Inc. dated February 10, 2023.

3.0 VEHICLE PARKING CONSIDERATIONS

A zoning amendment is proposed to reduce the in-force parking requirements for the site, recognizing the location of the site with an MTSA, direct access to the Aldershot GO Station, and a comprehensive TDM program outlined in **Section 6.0**.

The following sections outline the in-force zoning bylaw and proposed amendment.

3.1 ZONING BY-LAW 2020 VEHICLE PARKING REQUIREMENTS

The site is currently zoned as a Mixed-Use Corridor Zone (MXC-26) in the City of Burlington Zoning By-law 2020. The in-force parking standards for apartment buildings are based on the site's location as a primary growth area in the Growth Framework (Schedule B-1) of the City Official Plan (2020).

The applicable minimum off-street vehicle parking rates to the site as outlined in Zoning By-law 2020 (amended) are summarized in **Table 2**.

TABLE 2 ZONING BY-LAW 2020 (AMENDED) MINIMUM VEHICLE PARKING REQUIREMENTS

Land Use / Unit Type	# of Units / GFA[1]	Minimum Parking Rate	Minimum Number of Parking Spaces
Residential			
Resident Units	1,165 units	1.25 spaces / unit	1,456 spaces
Resident Sub-Total	**1,165 units**		**1,456 spaces**
Non-Resident			
Residential Visitors	1,165 units	n/a[2]	-
Commercial-Retail[2]	495 m^2 GFA	3.5 spaces / 100 m^2 GFA	17 spaces
Non-Resident Sub-Total			**17 spaces**
SITE TOTAL (inclusive of resident visitor parking)			**1,473 spaces**

Notes:
1. Parking calculations are based upon site statistics provided by Core Architects Inc. dated February 10, 2023.
2. Resident visitor spaces are included in the resident parking requirement as noted in Table 1.2.6 for an apartment building use in Part 1 of the Zoning By-law.
3. Maintenance spaces are not required as per Section 2.25 - Off-Street Parking and Loading Requirements of Zoning By-law 2020 within the primary growth area requirements.

Based on the foregoing, the minimum off-street vehicle parking requirements applicable to the site as per City's latest Zoning By-law 2020 requires the provision of 1,456 resident parking spaces (inclusive of visitor parking) and 17 commercial-retail related parking spaces, resulting in a total required parking supply of 1,473 parking spaces.

3.2 PROPOSED PARKING SUPPLY

The parking supply standards of Zoning By-law 2020 are considered to overstate the parking requirements of the proposed development, given:

- the site's location within an MTSA,
- the direct adjacency of the site to the Aldershot GO Station higher-order transit service,
- the City's ongoing review of parking that is expected to establish new rates for the MTSA,
- transportation planning principles and policies supporting a reduced parking supply to change travel behaviour; and
- a series of Transportation Demand Management (TDM) measures incorporated in the development, designed to support the use of non-automobile travel modes.

The site is proposed to be supplied with 1,037 residential spaces (0.89 per unit) and 108 non-residential spaces (0.09 spaces / unit) to be shared between the commercial-retail users and the residential visitors, resulting in a total of 1,145 parking spaces (0.98 spaces / unit overall) as summarized in **Table 3**.

Approximately six (6) spaces will be provided at grade with a direct relationship to the retail uses on the site, and the remaining 1,139 spaces will be located below-grade within the underground parking structure of six (6) levels.

TABLE 3 PROPOSED PARKING SUPPLY

Land Use / Unit Type	# of Units / GFA[1]	Parking Supply	Parking Location
Residential			
Residential	1,165 units	1,037 spaces *Effective Rate: (0.89 spaces / unit)*	1037 spaces below grade
Resident Sub-Total	**1,165 units**	**1,037 spaces**	
Non-Resident			
Non-Residential (*Shared between commercial-retail and visitors)* [2]	1,165 units	108 spaces *Effective Rate: (0.09 spaces /unit)*	102 spaces below-grade 6 spaces at-grade
Non-Resident Sub-Total	**1,165 units**	**108 spaces**	
SITE TOTAL		**1,145 spaces (0.98 spaces / unit)**	

Notes:
1. Parking calculations are based upon site statistics provided by Core Architects Inc. dated February 10, 2023.
2. Maintenance vehicles can be accommodated in the non-residential parking supply as the demand patterns for maintenance vehicles and visitor parking are different.

A rate of 0.97 spaces per unit adopted for the site is understood to be supported by City staff (if accompanied by a robust TDM plan) per ongoing discussions with City staff (see **Appendix B**). The proposed parking supply is less than the required parking supply of 1,473 spaces as outlined in Zoning By-law 2020 (amended), and exceeds the City supported (with robust TDM) parking standard of 0.97 spaces / unit.

4.0 LOADING CONSIDERATIONS

4.1 ZONING BY-LAW 2020 LOADING REQUIREMENTS

The prevailing City of Burlington Zoning By-law 2020 requires that *at least one off-street loading space shall be provided in conjunction with every principal building*. As a result, the proposed development requires three (3) loading spaces.

4.2 PROPOSED LOADING SUPPLY & FACILITIES

Five (5) loading areas are proposed to service the needs of the proposed development. From the five (5) loading areas, (2) formal lay-by waste collection spaces are proposed to support the typical loading / garbage activities and three (3) informal moving spaces are proposed to support the deliveries and moving activities associated to the development. The two (2) lay-by waste collection spaces are located within the site's turning circle, one (1) located in front of Building A and the second space located in front of Building B and C. The three (3) informal moving spaces are proposed within each building's envelope to service the loading needs of each residential building. To summarize, Building A will be served by one (1) formal loading space and one (1) informal space, Buildings B and C will be each served by one (1) informal space and have a shared formal space to support the commercial and residential functions of the buildings.

Access to the loading spaces is provided from the new east-west internal driveway off the Cooke Boulevard extension.

Although the proposed loading supply does not meet the required three (3) loading spaces, two (2) of the proposed loading spaces contribute towards the minimum requirement while the three (3) moving spaces will complement the supply. Thus, it is BA Group's opinion that the proposed loading scheme will be able to support the commercial and residential functions of the proposed development as each building will be equipped with an informal moving space and be supported by a formal waste collection space. A Waste Management Planning Review memorandum, dated February 15, 2023, has been provided by Dillon Consulting Ltd., and provides details on the waste collection scheme, which has been reviewed by the Region of Halton and City of Burlington and has been supported in principle. The draft zoning by-law amendment will facilitate the provision of two formal loading spaces for the proposed development.

A series of vehicle manoeuvring diagrams (VMDs) are provided in **Appendix C**, illustrating the manoeuvring requirements of a Halton Region garbage truck, single unit truck, and Ford 350 Cube Van.

A detailed operation and layout of each loading area will also be further refined as part of subsequent site plan applications for the site.

5.0 BICYCLE PARKING CONSIDERATIONS

5.1 BICYCLE PARKING STANDARDS

The City of Burlington Zoning By-law 2020 does not contain bicycle parking requirements for residential apartment buildings. Given that there is no provision of bicycle parking for residential buildings, various planning documents, including the *Halton Region Active Transportation Master Plan* (May 2015) recognizes the benefits to including bicycle parking in order to provide residents with greater transportation options and reduce auto dependency. Additionally, the *Burlington City-Wide Parking Standards Review*, a report prepared by IBI Group in July 2017 recommends the provision of bicycle parking for residential buildings and retail stores.

As per Section 4.2.2. of the *Burlington City-Wide Parking Standards Review*, it states that "for the purpose of this document, the expanded Mixed-Use Activity Area will be referred to "Intensification Areas". As per the report's *Exhibit 4.1: Mixed Use Activity Areas*, the site falls within the Mixed Use Activity Area, which is classified as an "Intensification Areas" for the purpose of determining the applicable bicycle parking standards to the site.

The bicycle parking rates as outlined in the Burlington City-Wide Parking Standards Review (2017) and applied to the site are summarized in **Table 4**.

TABLE 4 CITY RECOMMENDED BICYCLE PARKING STANDARDS (INTENSIFICATION AREAS)

	Units / GFA[1]	Minimum Rate	Minimum Requirement
Apartment Units	1,165 units	Long-Term: 0.5 spaces / unit	583 spaces
		Short-Term: 0.05 spaces / unit	58 spaces
Retail	495 m^2	Long-Term: 2 spaces +1 space / 1000 m^2 GFA	3 spaces
		Short-Term: 3 spaces +1 space / 1000 m^2 GFA	4 spaces
Total		Long-Term	586 spaces
		Short-Term	62 spaces
		Total	**648 spaces**

Notes:
1. Based upon site statistics provided by Core Architects Inc. dated February 10, 2023.

Based on the foregoing, the City's minimum recommended bicycle parking requirements applicable to the site as per the Burlington City-Wide Parking Standards Review requires the provision of 586 long-term bicycle parking spaces and 62 short-term bicycle parking spaces, resulting in a total of 648 bicycle parking spaces.

5.2 PROPOSED BICYCLE PARKING SUPPLY

A total of 698 bicycle parking spaces are proposed, including 616 long-term, 64 short-term and 18 commercial bicycle parking spaces to serve the proposed development across three buildings.

Each building contains at least one (1) bicycle room below-grade (P1-P2) that contains residential long-term bicycle parking spaces. Four (4) long-term bicycle rooms are located in the P1 level of the underground parking garage. Three (3) bicycle parking rooms are located in the P2 level of the underground parking garage.

In addition to the below-grade bicycle parking, one (1) bicycle room at-grade that contains the remaining of the long-term bicycle parking spaces is provided in each building. The residential short-term spaces are located outdoors at-grade.10 commercial bicycle parking spaces are located at-grade by the retail entrance of Building B and eight (8) commercial bicycle parking spaces are located at-grade by the retail entrance of Building C.

The proposed bicycle parking supply of 698 bicycle parking spaces meets and exceeds the recommended bicycle parking standards applicable to the site as per the Burlington City-Wide Parking Standards Review.

6.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) strategies encompass a range of policies, programs, services, and infrastructure to promote and facilitate the use of walking, cycling, public transit, telecommuting and carpooling as an alternative to single passenger vehicle travel.

A central element of the transportation mobility goals of the 1120 Cooke Blvd site and surrounding Major Transit Station Area (MTSA) will be the adoption of a comprehensive TDM plan that supports growth around the Aldershot GO station within the Aldershot MTSA. The City of Burlington, Halton Region, and Province of Ontario embrace a range of enhanced TDM measures in MTSA's.

6.1 TDM PLAN OBJECTIVES

The key objective of this TDM Plan is to reduce peak hour single occupant automobile traffic by focusing on four specific areas:

1. Encourage and improve pedestrian/cycling convenience and promote use of non-automobile and low-carbon travel modes (transit, cycling, walking, car-share);
2. Reduce car dependence and the need for everyday single-occupant vehicle travel; and,
3. Provide strategies that align with the enhanced transportation policies for MTSA's

6.1.1 Major Transit Station Area (MTSA)

The future site context will be served by a strong network of public transit services as well as pedestrian and cycling connections. The site is located within the Aldershot MTSA that is subject to a number of enhanced provincial, regional, and city policies that align with the TDM measures proposed. The location of the site is, in and of itself, highly supportive of encouraging non-auto travel and reducing car-dependence given its direct proximity and direct pedestrian connection to the Aldershot GO station.

The Aldershot GO station area currently benefits from frequent two-way all-day service 7 days a week along the Lakeshore West line and has planned improvements to both the frequency and speed of its service in the future, which will only increase the convenience for local area residents accessing regional transportation via non-auto modes over time. The quality of existing and future service will be an immediate draw to future residents of the buildings planned on site to consider alternatives to single-occupant vehicle travel. The Site is also uniquely positioned within the Aldershot MTSA to have direct pedestrian connections to the Aldershot GO station expansion lants, meaning residents are uniquely suited to step out their front door and onto transit without crossing any public roads.

The Aldershot GO MTSA is attached in **Appendix D** for reference.

6.2 TDM PLAN STRATEGIES

TDM strategies, above and beyond the site's direct vicinity and connection to the Aldershot GO station, have been developed to further support and encourage the use of non-auto modes of travel.

TDM strategies have been selected based upon the site context and proposed land uses. These measures are summarized in **Table 5**.

The table outlines which of the three general TDM plan objectives the strategy is targeting.

TABLE 5 RECOMMENDED SITE TDM MEASURES

Measure	Description	TDM Plan Objective
Reduced Vehicular Parking Supply	Reduced automobile parking supply (relative to the in-force bylaw) is proposed for the site given the Site's location within an MTSA, direct adjacency and connection to Aldershot GO Station and related surface transit routes. While not considered a TDM measure by the City's OP, the City's OP policies note they will consider reduced parking requirements where a comprehensive TDMplan is submitted and implemented to the satisfaction to the City. Complements the Region's OP policies to improve transportation network efficiency through TDM and TSM[1]. Supports provincial policy to provide alternative development standards, such as reduced parking within MTSA's	• Reduce car dependence and the need for everyday single-occupant travel. • Promote non-automobile travel modes. • Provide strategies that align with the enhanced transportation policies for MTSA's
"Unbundle Parking"	This measure is also inherent to the reduced parking supply; since not all units will have a parking space, a sales program should be commenced which gives unit purchasers the option to reflect on the costs associated with alternative modes of transportation when buying a parking space. Identified in Halton Region TIS TDM Guidelines.	• Reduce car dependence and the need for everyday travel. Provide strategies that align with the enhanced transportation policies for MTSA's
Mixed Use (Multiple Land Uses)	Permit resident visitors and retail visitors to share the overall supply of non-residential parking (108 spaces) in order to permit the efficient sharing between land uses. Complements the Region's OP policies to improve transportation network efficiency through TDM and TSM[1].	• Provide strategies that align with the enhanced transportation policies for MTSA's
Site Plan – Walkways	Direct and enhanced sidewalk facilities along Cooke Boulevard that provide direct connections to Aldershot GO and along Masonry Court. Identified in Halton Region TIS TDM Guidelines (bicycle/ped infrastructure)	• Reduce car dependence and the need for everyday single-occupant travel. • Promote non-automobile travel modes. • Provide strategies that align with the enhanced transportation policies for MTSA's

Measure	Description	TDM Plan Objective
Transit Information Centre	Provide an information centre within the proposed buildings that ensure current transit information sources (arrival times, route information, advisory notices) is conveniently available to all residents and visitors of the site. The information will be delivered via transit information screen located in a central location of the building (i.e. a front lobby) or electronic applications for smart phones or tablets. Identified in Halton Region TIS TDM Guidelines (multi-modal marketing)	• Promote non-automobile travel modes such as transit and car-sharing. • Provide strategies that align with the enhanced transportation policies for MTSA's.
Car-Share Program	Explore opportunities to offer car-share service on the site, ideally with car-share stations (i.e. ZipCar, Communauto, etc) providing at-least two (2) car-share vehicles on-site. This will be further explored during the Site Plan Approval (SPA) process.	• Reduce car dependence (and car ownership) and the need for everyday single occupant travel.
Bicycle Parking	A bicycle parking supply of 698 spaces (0.60 spaces / unit) including 616 long-term, 64 short-term and 18 commercial spaces are proposed to serve the cycling needs of the site. This bicycle parking supply exceeds and meets the recommended bicycle parking standards (0.56 spaces / unit) for the City of Burlington. Identified in Halton Region TIS TDM Guidelines (bicycle/ped infrastructure)	• Encourage and improve pedestrian/cycling convenience and promote use of non-automobile and low-carbon travel modes (transit, cycling, walking, car-share). • Provide strategies that align with the enhanced transportation policies for MTSA's.
Bike Repair Stations	Provide a bicycle repair / maintenance station within the residential bike parking storage area or near commercial-retail bicycle parking locations within the site	• Encourage and improve pedestrian/cycling convenience and promote use of non-automobile and low-carbon travel modes (transit, cycling, walking, car-share).
Ride-Sharing (Carpool) Program	Explore opportunities to offer ride-sharing programs originating within the building to reduce car dependence for commercial-retail employees and promote carpooling and transit. Identified in Halton Region TIS TDM Guidelines.	• Reduce car dependence and the need for everyday travel. • Promote use of non-automobile and low-carbon travel modes. • Provide strategies that align with the enhanced transportation policies for MTSA's.
Travel Mode Information Brochures	Each new resident receives a brochure and/or receives an email informing them of the different available travel options aside from driving a personal vehicle, including an overview of transportation (sidewalk connections, cycling routes, and transit) in the area. Identified in Halton Region TIS TDM Guidelines (multi-modal marketing)	• Reduce car dependence and the need for everyday travel. • Make it easy and attractive for people to walk and cycle. • Promote car-sharing and transit. • Provide strategies that align with the enhanced.

Measure	Description	TDM Plan Objective
		transportation policies for MTSA's.
Community Marketing Outreach	It is recommended that an event should be held around the time of building launch focused on disseminating information about sustainable travel options (i.e. the Travel Mode Information Packages), to explore ride-sharing programs for residents. Identified in Halton Region TIS TDM Guidelines (multi-modal marketing)	• Reduce car dependence and the need for everyday travel. • Promote car-sharing. • Provide strategies that align with the enhanced transportation policies for MTSA's
Subsidized Transit Passes	Provide subsidized transit passes to first time residents in order to promote the use of public transit. Identified in Halton Region TIS TDM Guidelines (subsidized transit programs)	• Promote use of non-automobile and low-carbon travel modes (transit, cycling, walking, car-share). • Provide strategies that align with the enhanced transportation policies for MTSA's

Notes:
1. TSM = Transportation Supply Management

7.0 TRIP GENERATION UPDATE

A complete area traffic operations impact study for the proposed development was conducted as part of the initial submission in November 2021 as part of the Official Plan and Zoning By-law Amendment applications. The findings of this study were reported in the *1120 Cooke Boulevard (Phase 2) Proposed Mixed-Use Development Traffic Impact Study,* prepared by BA Group which was submitted to the City of Burlington in November 2021.

The previous study concluded that the traffic impacts of the proposed development could be acceptably accommodated on the area road network, with the proposed local road network improvements and will not preclude the ability for the municipal agencies to establish long-term improvements required at the Highway 403 interchange in response to broader area growth. Detailed Synchro analysis output sheets from the previous study are attached to this submission via e-mail for reference.

Given the above, the estimated vehicular trip generation of the previous and current development proposals have been compared using the methodology described in the November 2021 traffic study. This comparison is summarized in **Table 6**. Since the initial submission, there has been an increase of 27 units. With the slight increase in unit count, the proposed development is estimated to generate five (5) new-two-way vehicle trips during the morning peak hour and 10 new two-way vehicle trips during the afternoon peak hour – a negligible change to what was considered in the 2021 TIS.

TABLE 6 RESIDENTIAL TRIP GENERATION COMPARISON

	# of units		AM Peak Hour			PM Peak Hour		
			In	Out	2-Way	In	Out	2-Way
November 2021 Submission	1,139 units[2]	*Adopted Trip Rate (per unit)*	*0.07*	*0.24*	*0.31*	*0.22*	*0.14*	*0.36*
		# of Trips (rounded)[4]	80	275	355	250	160	410
Current Submission	1,165 units[3]	*Adopted Trip Rate (per unit)*	*0.07*	*0.24*	*0.31*	*0.22*	*0.14*	*0.36*
		# of Trips (rounded)[4]	80	280	360	255	165	420
Difference			**0**	**+5**	**+5**	**+5**	**+5**	**+10**

Notes:
1. Based on the trip generation methodology outlined in the *1120 Cooke Boulevard (Phase 2) Proposed Mixed-Use Development Traffic Impact Study (November 2021)* report prepared by BA Group.
2. Based upon site statistics provided by Core Architects Inc. dated October 7, 2021.
3. Based upon site statistics provided by Core Architects Inc. dated February 10, 2023.
4. Vehicle trips are rounded to the nearest five (5) vehicle trips.

The slight increase in two-way vehicle trips are negligible and will not result in a significant increase in volumes. The findings related to the traffic study presented in the November 2021 submission remain unchanged.

8.0 RESPONSE TO COMMENTS

The Region of Halton, City of Burlington, and the Ministry of Transportation (MTO) have provided comments pertaining to the BA Group's TIS - November 2021 submission to facilitate their review of the transportation related elements of the application in the following memorandums:

- The City of Burlington staff prepared a memorandum entitled "*1120 Cooke Blvd, Transportation Impact Brief – August 2022"* dated August 29th, 2022
- The Region of Halton, Planning and Building Department prepared a memorandum entitled "*Official Plan Amendment & Zoning By-law Amendment, 1120 Cooke Boulevard, City of Burlington, 505-01/22 & 520-01/22*" dated August 8th, 2022.
- MTO provided comments through a letter attached in an e-mail on June 30, 2022 and in a following e-mail received November 25, 2022.

BA Group continues collaborate with all municipal agencies to address the outstanding comments. For the purpose of this resubmission of the Official Plan Amendment and Zoning By-law Amendment applications, this letter will be addressing the comments received from the Region of Halton and the City of Burlington. The current submission, as proposed, does not preclude continued discussion on the required road improvements at the Highway 403 interchange that are subject to site plan approval by the MTO as a commenting agency.

Comments from the Region and City are addressed in the following sections, and responses have been organized by comment with a summary discussion provided in each case, which refers, as appropriate, to technical materials provided within this letter.

Further to the comments below, we also understand that the City has requested an understanding of the fiscal impacts related to the proposed right turns entrance on Waterdown Road. MTE prepared a cost estimate of $571,531.25 for the Waterdown entrance ramp and related works which will be included as part of the Fiscal Response Report.

8.1 REGION OF HALTON

Comment:

In accordance with ROP Policy 173 (1.1) the Region will work with the Province and Local Municipalities to plan for and protect planned corridors and right-of-way for transportation and transport facilities in accordance with Map 3, to meet current and projected needs. Development shall not preclude or negatively affect the use of the planned corridor for the purpose for which it was identified or being actively planned.

Furthermore, based on the submitted TIS it is unclear if MTO would continue to require the completion of an I-HAMP study or completion of the Prosperity Corridor Study in advance of building permit approvals for Phase 2 of the development. Regional Staff are also in receipt of the comments provided by MTO (July 2022) and note that there are various items that remain outstanding and must be addressed as part of a comprehensive resubmission. Regional staff support both the MTO and City of Burlington with respect to TIS modifications and or alterations in order to ensure the TIS meets Provincial and Municipal interests.

Response:

BA Group continues to collaborate with all municipal agencies to address the outstanding comments not addressed in this letter. For the purpose of this resubmission of the OPA and ZBA applications. The current submission, as proposed, does not preclude continued discussion on the required road improvements at the Highway 403 interchange that are subject to site plan approval by the MTO as a commenting agency.

8.2 THE CITY OF BURLINGTON

Comment:

It is noted that the one of the loading spaces is noted in the TIS as being accessed off of the new entrance on Waterdown Road with the other two spaces being accessed from the site driveway off of Cooke Boulevard. This needs to be updated to state all three loading spaces are accessed from the Cooke Boulevard driveway.

Response:

Noted. Text in this letter addendum has been revised to acknowledge, consistent with the intent of the prior site plan, that all loading will occur via the access to Cooke Boulevard. The proposed development site plan has also been refined with an alternative approach to loading that considers 2 refuse loading spaces central to the site and 3 informal moving loading spaces within each building's envelope. VMDS attached in **Appendix C** confirm the manoeuvring for the tested vehicles utilizing this access.

Comment:

It is noted in the Architectural Plans for the development that the regulation parking dimensions are 2.6m x 5.8m for a total area of 15.08m2. The dimensions for the spaces in the Parking Structure Levels 1-5 and the above ground parking are not given. It is my opinion that if the spaces presented throughout the site measure 2.6m x 5.8m, they do not meet the requirements of the zoning bylaw for parking space size (16.5m2). Therefore, as a result they cannot be included in the site supply. Additional dimensions and clarity of the parking space size is required for the City to confirm the parking supply for this development. For the purposes of this analysis, staff will continue providing comments below for this development utilizing the proposed parking supply assuming properly sized spaces.

Response:

The size of the proposed parking spaces meets the parking space size requirements of the Zoning By-law. Refer to the architectural plans in **Appendix A**.

Comment:

Staff would like to note that the current zoning by-law rates as per section 2.25.4 – Off-Street Parking and Loading Requirements, do not match the rates identified by BA Group. The rates provided in that table match those identified in the City's Parking Standards Review for an Apartment Building land use in an intensification area. It is recommended that BA Group update the TIS to reflect the updated zoning by-law table.

Response:

The off-street parking requirements applied to the proposed development have been revised to match the standards identified in the City's Parking Standards Review for an Apartment Building land use in an intensification area. Refer to **Section 3.1** of this report.

Comment:

The TIS states that the need for maintenance spaces does not incorporate the goals of shared parking that are stated in the Parking Standards Review. Staff acknowledge that the peak demands for visitor parking and maintenance parking are different and therefore the proposed visitor supply is enough to accommodate the maintenance demand during the peak period and dedicated spaces are not required.

The same observation applies to the Commercial-Retail component of the development. The peak demand for that use differs than the residential peak demand, so the visitor supply will be enough to address the retail demand. However, there should be sufficient supply at the surface level to address the demand. Currently there are 5 visitor spaces and 2 spaces designated for car share on the ground level. It is recommended that this be revised to 8 spaces for visitors that will also service the retail use.

Response:

The parking supply for the commercial component of the site has been increased from five (5) spaces to six (6) spaces at-grade. The non-residential supply (108 spaces) will also be available to meet any overflow needs of the proposed development through the shared use of non-residential parking that peaks at generally different times.

Comment:

In 2021, staff undertook a supplemental study of the parking demands of residential uses in intensification areas. Based on the data that Transportation Planning staff have collected for this area, an occupant parking rate of 1.00 spaces per unit and 0.08 visitor spaces per unit for a combined rate of 1.08 is an appropriate minimum. This would result in a minimum required site parking supply of 1231 spaces.

Therefore, when the updated parking rate is applied to this site and the maintenance space requirement and retail space requirement are covered by the visitor supply, a total of 1231 spaces are required, a deficiency of 200 spaces compared to what is being proposed.

Response:

Through ongoing discussions with City staff, this comment was supplemented by an update that City staff have may accept an overall parking rate of 0.97 spaces / unit with a robust TDM plan in place. The e-mail that contains this correspondence is attached in **Appendix B** for reference.

The proposed development plans have been updated to reflect an overall parking rate of 0.98 per unit as outlined in **Section 3.2**, which is greater than the 0.97 spaces per unit rate.

Comment:

The TIS submitted by BA Group also includes observations regarding Bicycle Parking. The TIS has two sections that refer to the provided bicycle spaces with values that are different. Staff referred to the Architectural Plans that had values that matched one of the sections and those values are what was used in this analysis. The TIS should be updated to eliminate the incorrect section. The site supply is 574 proposed bicycle parking spaces, broken down as follows: 513 long-term spaces, 56 short-term and 5 outdoor commercial spaces. According to the City's Parking Standards Review, there should be a combination of long-term bicycle parking, located in a secure area on the ground floor or first parking level, and short-term bicycle parking located near the building in a weather-protected area. The rates in the Standards Review are 0.50 spaces per unit for long-term parking and 0.05 spaces per unit for short-term parking.

After comparing the above requirements to the proposal, the development is deficient by 61 long-term spaces. The City requires the deficient spaces to be added to the development.

Response:

BA Group has updated the bicycle standards applicable to the site as per the Burlington City-Wide Parking Standards Review in **Section 5.1** of this report.

The minimum recommended bicycle parking requirements applicable to the site as per the Burlington City-Wide Parking Standards Review requires the provision of 586 long-term bicycle parking spaces and 62 short-term bicycle parking spaces, resulting in a total of 648 bicycle parking spaces. A total of 698 bicycle parking spaces are proposed, including 616 long-term, 64 short-term and 18 commercial bicycle parking spaces to serve the proposed development. The proposed bicycle parking meets and exceeds the recommended bicycle parking supply of 648 spaces.

Comment:

As part of the TIS, BA Group presented a Transportation Demand Management Plan as a method to reduce vehicular traffic and to reduce parking demand for the site. They reference unbundled parking, a transit information screen, offering car-share spaces, a bicycle repair station to accompany the bicycle parking on-site, potential for carpool parking spaces and the possibility of a community event for distributing information about sustainable travel options. It is noted that carpool spaces cannot be used to reduce the parking supply without a written agreement with a provider.

Response:

Carpool

Noted. A carpool program will be explored to reduce car dependence for the commercial retail employees. There are no carpool spaces proposed on-site as it's a program in which the employee driving will be carpooling with other employees to reduce using multiple vehicles. The employees who decide to carpool will be parking their vehicles in the commercial retail spaces provided at-grade, along with the others.

Car-Share

A potential for the provision of the car-share spaces will be explored in the site plan approval process. Two (2) car-share vehicle spaces will be provided within the non-residential parking area of the site. The provision of two (2) car-share spaces will offer residents an opportunity to have a car on-site if they forego car ownership.

Comment:

The City is supportive of TDM measures as good measures for the community but does not support them being used to reduce the vehicular parking demand. It is the opinion of the City that all parking requirements for this development should be addressed through the on-site supply and not by having visitors park on the street or the nearby GO Station parking lot. The reduced parking rate resulting from the City's parking study is the minimum rate that should be applied to this development.

Response:

Reduced automobile parking supply (relative to the in-force bylaw) is proposed for the site given the Site's location within an MTSA, direct adjacency and connection to Aldershot GO Station and related surface transit routes, and the City's ongoing review of parking rates for MTSAs. Reduced parking supply, when paired with a robust and convenient transit service is an effective TDM strategy.

While not considered as a TDM measure by the City's OP, the City's OP policies note they will consider reduced parking requirements where a comprehensive TDM plan is submitted and implemented to the satisfaction to the City.

The provision of reduced standards also complements the Region's OP policies to improve transportation network efficiency through TDM and TSM[1] and supports provincial policy to provide alternative development standards, such as reduced parking within MTSA's.

Based on the above, the strategy for providing a reduced supply (relative to the in-force bylaw) has been maintained in the proposed TDM plan. Parking supply has been provided in accordance with the 0.97 per unit ratio in combination with a robust TDM strategy.

* * * * *

We trust that the foregoing provides a satisfactory update to the development program and appropriately addresses Region and City staff comments regarding the transportation-related aspects of the 1120 Cooke Boulevard Official Plan and Zoning By-law Amendment re-submission. Should you have any questions, comments or require anything further please do not hesitate to contact us.

Sincerely,
BA Consulting Group Ltd.



Emily J. Ecker, P.Eng. – Senior Associate

cc. Andrea Camina-Medina - Transportation Analyst, BA Group
Tony Shih - Associate, BA Group
Steve Krossey – Principal, BA Group

Appendix A:
Reduced-Scale Architectural Plans



1120 COOKE BOULEVARD - PHASE 2

ISSUED FOR OPA/ ZBA
10 FEBRUARY 2023

02	RE-ISSUED FOR OPA/ZBA	10 FEBRUARY 2023
01	ISSUED FOR OPA/ZBA	07 OCTOBER 2022
No.	Revisions	Date

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1120 COOKE BLVD

PHASE 2
BURLINGTON, ONTARIO

Drawn	Scale: AS NOTED
Checked	Date: 10 FEB 2023

TITLE

Project No. 20-129	Drawing No. A001

101 Masonry Court - GCA Chart

	BUILDING A		BUILDING B		BUILDING C		RETAIL		TOTAL	
	BUILDING OUTLINE (GCA) sq.ft.	BUILDING OUTLINE (GCA) sq.m.	BUILDING OUTLINE (GCA) sq.ft.	BUILDING OUTLINE (GCA) sq.m.	BUILDING OUTLINE (GCA) sq.ft.	BUILDING OUTLINE (GCA) sq.m.	BUILDING OUTLINE (GCA) sq.ft.	BUILDING OUTLINE (GCA) sq.m.	sq.ft.	sq.m.
GROUND	11,640	1,081.26	12,610	1,171.51	10,803	1,003.62	5,328	494.98	40,381	3,751.49
LEVEL 2	12,283	1,141.09	12,610	1,171.51	10,803	1,003.62			35,695	3,316.22
LEVEL 3	12,283	1,141.09	12,610	1,171.51	10,803	1,003.62			35,695	3,316.22
LEVEL 4	12,283	1,141.09	12,610	1,171.51	10,803	1,003.62			35,695	3,316.22
LEVEL 5	12,283	1,141.09	12,610	1,171.51	10,803	1,003.62			35,695	3,316.22
LEVEL 6	12,283	1,141.09	12,610	1,171.51	10,803	1,003.62			35,695	3,316.22
LEVEL 7	12,283	1,141.09	8,068	749.59	8,068	749.54			28,419	2,640.21
LEVEL 8	12,283	1,141.09	8,068	749.59	8,068	749.54			28,419	2,640.21
LEVEL 9	12,283	1,141.09	8,068	749.59	8,068	749.54			28,419	2,640.21
LEVEL 10	12,283	1,141.09	8,068	749.59	8,068	749.54			28,419	2,640.21
LEVEL 11	12,283	1,141.09	8,068	749.59	8,068	749.54			28,419	2,640.21
LEVEL 12	12,283	1,141.09	8,068	749.59	8,068	749.54			28,419	2,640.21
LEVEL 13	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 14	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 15	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 16	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 17	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 18	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 19	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 20	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 21	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 22	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 23	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 24	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 25	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 26	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 27	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 28	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 29	8,073	750.00	8,068	749.59	8,068	749.54			24,209	2,249.12
LEVEL 30	8,073	750.00			8,068	749.54			16,141	1,499.54
LEVEL 31	8,073	750.00			8,068	749.54			16,141	1,499.54
LEVEL 32	8,073	750.00							8,073	750.00
LEVEL 33	8,073	750.00							8,073	750.00
MPH	4,756	442.01	4,873	452.75	4,831	448.78			14,462	1,343.54
TOTAL GCA	321,037.77	29,825.30	200,107.92	24,722.24	271,340.00	25,209.92	5,327.96	494.98	863,020	80,251.53

TOTAL RESIDENTIAL GCA (ABOVE GRADE)	863,020	80,754.53
TOTAL RESIDENTIAL GFA (ABOVE GRADE)	782,997	72,696.39
TOTAL COMMERCIAL GFA (ABOVE GRADE)	5,328	494.98
TOTAL DEDUCTABLE (ABOVE GRADE)	76,423	7,168.16
TOTAL SITE AREA (m2)		9,934.65
TOTAL SITE COVERAGE		2.7

7 GCA CHART

ABBREVIATION LEGEND

ACC	ARCHITECTURAL CONCRETE TYPE	EL	ELEVATION	H	HOT	O/C	ON CENTRE	S	SINK	U/S	UNDERSIDE
ACT	ACOUSTIC TILE	ELEC	ELECTRICAL	HD	HUB DRAIN	OD	OUTSIDE DIAMETER	SA	SUPPLY AIR	V	VOLT
AD	AREA DRAIN	EOS	EDGE OF SLAB	HM	HOLLOW METAL	OH	OVERHEAD	SC	SEALED CONCRETE	VB	VAPOUR BARRIER
AES	ARCHITECTURAL EXPOSED STEEL	EP	ELECTRICAL PANEL	HOR	HORIZONTAL			SD	SCUPPER DRAIN	VCT	VINYL COMPOSITE TILE TYPE
ALUM	ALUMINUM	EQ	EQUAL	HSS	HOLLOW STEEL SECTION	PC	PRECAST CONCRETE	SPEC	SPECIFICATION	VERT	VERTICAL
AFF	ABOVE FINISHED FLOOR	EIF	EXTERIOR INSULATION FINISH TYPE	HT	HEIGHT	PLAM	PLASTIC LAMINATE	SQ	SQUARE	VERT	VERTICAL
		EXP	EXPOSED	HW	HARDWOOD STRIP	PLWD	PLYWOOD	SQFT	SQUARE FEET	VESE	VESTIBULE
C	COLD	EXJ	EXPANSION JOINT			PREFAB	PREFABRICATED	SSTL	STAINLESS STEEL	VP	VAPOUR BARRIER
CH	COLD & HOT	EXT	EXTERIOR	IM	INSULATED METAL	PS	PRESSED STEEL	STL	STEEL		
CWR	CARPET			INR	INSULATION	PT	PAINT	SHM	SHIPLAP	W	WASHER, WIRE
CB	CONCRETE BLOCK	FD	FLOOR DRAIN	INT	INTERIOR	PT	PRESSURE TREATED	ST	STONE TYPE	WD	WOOD TYPE
℄	CENTRE LINE	FDN	FOUNDATION					STOR	STORAGE	WF	WOOD FINISH TYPE
CF	CERAMIC TILE	FH	FINISHED	J	JOINT	QM	QUAD MESH	STRUCT	STRUCTURE, STRUCTURAL	WP	WORKING POINT
CJ	CONCRETE FINISH TYPE	FL	FLOOR					SW	SWITCH	WPM	WATERPROOF MEMBRANE
CL	CONCRETE JOINT	FT	FOOT	LAM	LAMINATED	R	RISER, RADIUS			W.R.T.	WITH RESPECT TO
CLOS	CLOSET	FTG	FOOTING	LIN	LINEN	RO	ROUGH OPENING	T	TREAD	W/	WITH
CONC	CONCRETE BLOCK	FRG	FIBRE REINFORCED GYPSUM			RTN	RETURN UP	TGB	TILE BACKER BOARD		
CONT	CONTINUOUS			MA	MARBLE TYPE	RAD	RADIATOR	TEL	TELEPHONE	XGWB	EXTERIOR GYPSUM BOARD
CT	CONCRETE COLUMN	GALV	GALVANIZED	MAX	MAXIMUM	RB	RUBBER BASE	THK	THICK, THICKNESS		
CW	CONVEXED WITH	GBL	GLASS BLOCK	MECH	MECHANICAL	RC	REINFORCED CONCRETE	TBG	TONGUE & GROOVE		
		GR	GRANITE	MIN	MINIMUM	RD	ROOF DRAIN	TV	TELEVISION		
D	DIAMETER, DRYER	GL	GLASS	ML	MELAMINE	REF	REFERENCE DIMENSIONS	TYP	TYPICAL		
DFJ	DEFLECTION JOINT	GWB	GYPSUM WALLBOARD	MOD	MODULE	REINF	REINFORCED, REINFORCING	TO	TOP OF SLAB		
DN	DOWN			MT	METAL TYPE	REQ'D	REQUIRED	T.O.C.	TOP OF BEAM		
DWG	DRAWING					RV	REVERSE	T.O.W.	TOP OF WALL		
				NTWH	NOT FROZEN WATER HOSE	REV	REVERSE				
				NIC	NOT IN CONTRACT	R-INSUL	RIGID INSULATION				
				N°	NUMBER	RH	ROOM				
				NTS	NOT TO SCALE						

3 ABBREVIATION LEGEND

2 GFA CHART

5 PARKING & BIKE PARKING STATISTICS

4 AMENITY STATISTICS

BUILDING A(39 STORIES)

UNIT BREAKDOWN	BACHELOR (400-450sf)	1BED (450-525sf)	1BED+D (534-625sf)	2BED (625-750sf)	2BED+D (751-825sf)	3BED (900-1100sf)	NO. OF LEVELS	TOTAL
GROUND	0	0	0	0	0	0	1	0
LEVELS 2 - 3	0	3	5	5	1	0	2	34
LEVELS 4 - 12	0	3	5	5	1	0	9	153
LEVELS 13	0	3	4	2	0	0	1	9
LEVELS 14-33	0	5	5	4	6	0	20	340
TOTAL	0	136	167	137	111	0	33	536
PROVIDED %	0%	31%	39%	31%	3%	0%		100%
		69%		34%				
NO OF BARRIER FREE UNITS REQUIRED	0		43.2	22.2	0			

BUILDING B(29 STORIES)

UNIT BREAKDOWN	BACHELOR (400-450sf)	1BED (450-525sf)	1BED+D (534-625sf)	2BED (625-750sf)	2BED+D (751-900sf)	3BED (900-1100sf)	NO. OF LEVELS	TOTAL
GROUND	0	0	0	0	0	0	1	0
LEVELS 2 - 3	0	5	7	3	3	0	2	36
LEVELS 4 - 6	0	4	7	2	5	0	3	48
LEVEL 7	0	3	4	1	1	0	1	10
LEVELS 8 -29	0	3	5	0	0	0	22	264
TOTAL	0	51	149	80	38	0	29	358
PROVIDED %	0%	35%	42%	22%	11%	0%		100%
		67%		33%				
NO OF BARRIER FREE UNITS REQUIRED	0		36	17.7	0			

BUILDING C(31 STORIES)

UNIT BREAKDOWN	BACHELOR (400-450sf)	1BED (450-525sf)	1BED+D (534-625sf)	2BED (625-750sf)	2BED+D (751-900sf)	3BED (900-1100sf)	NO. OF LEVELS	TOTAL
GROUND	0	0	0	0	0	0	1	0
LEVEL 2	1	2	7	3	3	0	1	14
LEVEL 3	1	2	7	3	3	0	1	15
LEVELS 4 - 6	1	2	7	2	2	0	3	42
LEVEL 7	0	3	3	1	2	0	1	9
LEVELS 8 - 31	0	3	5	0	0	0	24	288
TOTAL	0	130	116	87	36	0	31	371
PROVIDED %	1%	35%	30%	23%	10%	0%		100%
		67%		33%				
NO OF BARRIER FREE UNITS REQUIRED	0.75		38.45	18.45	0			
TOTAL UNITS								1145

6 UNIT BREAKDOWN

ARCHITECTURAL DRAWING LIST

DRAWING NO.	TITLE	CONSULTANT
SCHEDULES		
A001	TITLE	CORE
A102	STATISTICS & ZONING	CORE
A101	CONTEXT PLAN	CORE
A102	PHASING DIAGRAM	CORE
A103	SITE PLAN	CORE
A104	SURVEY PLAN	CORE
PLANS		
A200	PARKING LEVEL 5	CORE
A201	PARKING LEVELS 3+4	CORE
A202	PARKING LEVEL 2	CORE
A203	PARKING LEVEL 1	CORE
A204	GROUND LEVEL	CORE
A205	LEVEL 2	CORE
A206	LEVEL 3	CORE
A207	LEVEL 4+5	CORE
A208	LEVEL 7	CORE
A209	LEVEL 8-32	CORE
A210	LEVEL 33	CORE
A211	TYPICAL TOWER	CORE
A212	MECHANICAL PENTHOUSE	CORE
A213	ROOF PLAN	CORE
ELEVATIONS / SECTIONS		
A400	SOUTH ELEVATION	CORE
A401	EAST ELEVATION	CORE
A402	NORTH ELEVATION	CORE
A403	WEST ELEVATION	CORE
A410	BUILDING SECTION 1	CORE
A411	BUILDING SECTION 2	CORE
A412	BUILDING SECTION 3	CORE
PERSPECTIVES		
A600	BUILDING PERSPECTIVE	CORE
A601	BUILDING PERSPECTIVE	CORE
A602	BUILDING PERSPECTIVE	CORE

NOTE: SHADOW STUDY AT SEPARATE PACKAGE

1 DRAWING LIST

No.	Revisions	Date
01	ISSUED FOR OPA/ZBA	17 FEBRUARY 2023
01	ISSUED FOR OPA/ZBA	31 OCTOBER 2022

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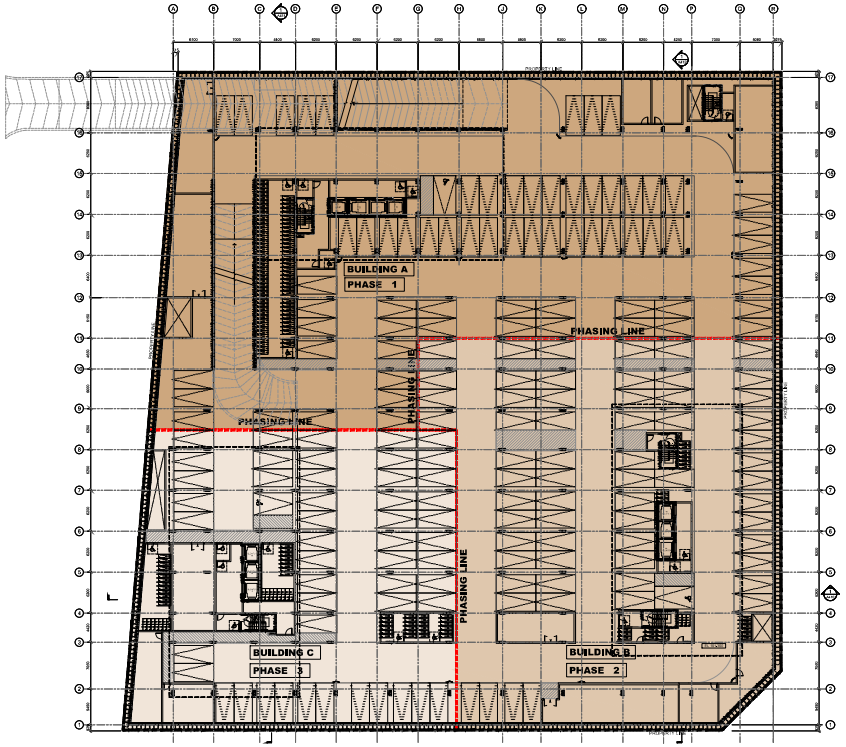
1120 COOKE BLVD

PHASE 2
BURLINGTON ONTARIO

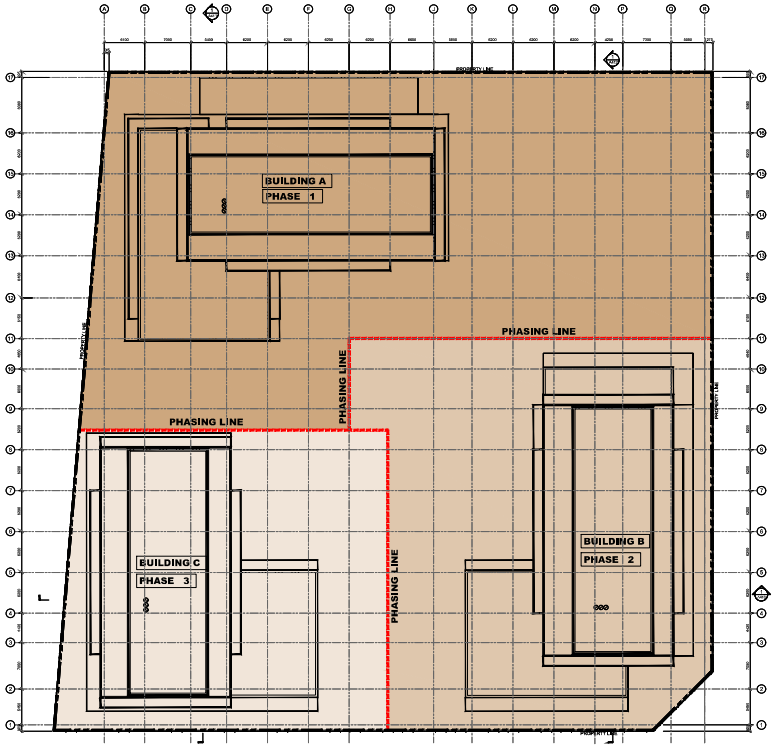
Drawn	TA
Checked	DL
Scale	N.T.S.
Date	10 FEB 2023

Title: STATISTICS & ZONING

Project No.	Drawing No.
20-129	A100



2 PHASING DIAGRAM BELOW GRADE



1 PHASING DIAGRAM ABOVE GRADE

LEGEND

HATCH DENOTES PHASE 1

HATCH DENOTES PHASE 2

HATCH DENOTES PHASE 3

No.	Revisions	Date
02	ISSUED FOR DP/AZBA	17 FEBRUARY 2023
01	ISSUED FOR DP/AZBA	07 OCTOBER 2021

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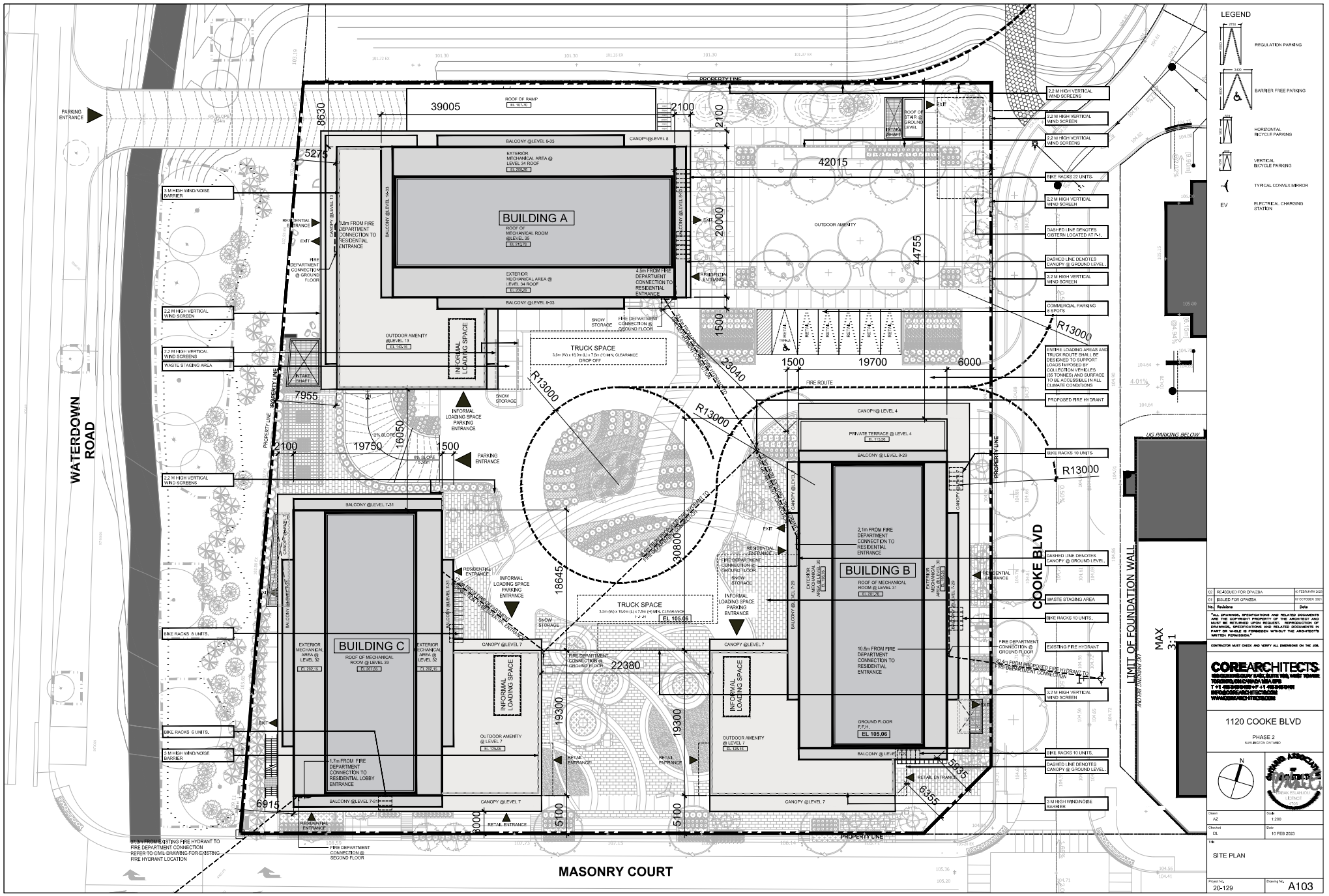
1120 COOKE BLVD

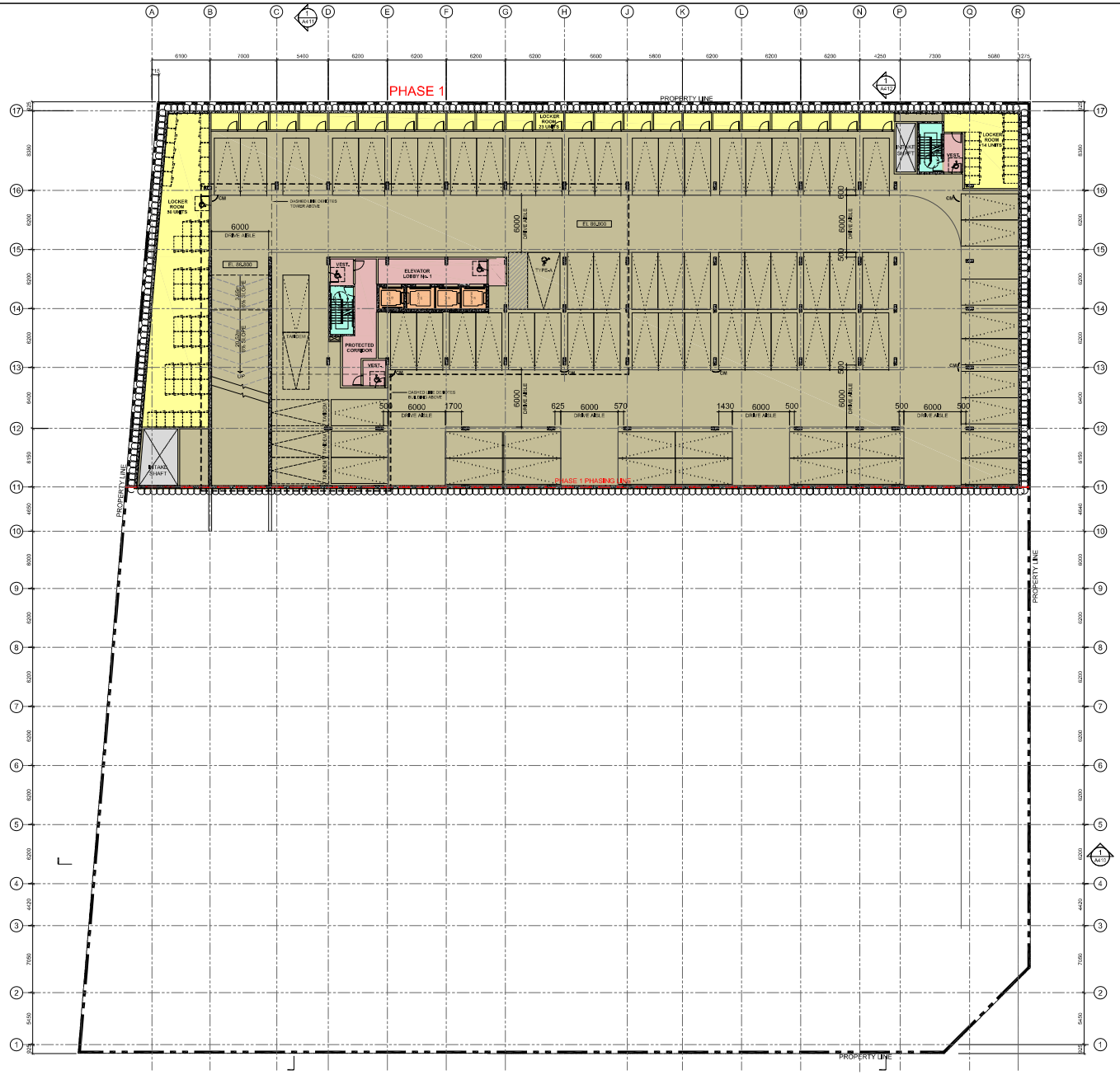
PHASE 2
SUBJECTION DRAWING

Drawn: CW
Scale: 1:300
Checked: DL
Date: 10 FEB 2023

Title: PHASING DIAGRAM

Project No.: 20-129
Drawing No.: A102


LEGEND
REGULATION PARKING
BARRIER FREE PARKING
HORIZONTAL BICYCLE PARKING
VERTICAL BICYCLE PARKING
TYPICAL CONVEX MIRROR
EV ELECTRICAL CHARGING STATION
BUILDING A
BUILDING B
BUILDING C
TRUCK SPACE
INFORMAL LOADING SPACE
OUTDOOR AMENITY
WATERDOWN ROAD
COOKE BLVD
MASONRY COURT
PROPERTY LINE
LIMIT OF FOUNDATION WALL
UG PARKING BELOW
MAX 3:1
FIRE ROUTE
PARKING ENTRANCE
R13000
1120 COOKE BLVD
PHASE 2
SITE PLAN
A103
20-129



LEGEND

- REGULATION PARKING
- BARRIER FREE PARKING
- HORIZONTAL BICYCLE PARKING
- VERTICAL BICYCLE PARKING
- TYPICAL CONVEX MIRROR
- EV ELECTRICAL CHARGING STATION
- NON-SALABLE GFA
- SALABLE GFA
- DEDUCTABLE - STORAGE
- DEDUCTABLE - STAIRWAY
- DEDUCTABLE - AIR HANDLING
- DEDUCTABLE - ELEVATOR SHAFT
- DEDUCTABLE - FOYER AND LOBBY
- DEDUCTABLE - PARKING

No.	Revisions	Date
03	RE-ISSUED FOR OPA/ZBA	17 FEBRUARY 2023
02	ISSUED FOR OPA/ZBA	27 OCTOBER 2021

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WWW.COREARCHITECTS.COM

1120 COOKE BLVD

PHASE 2

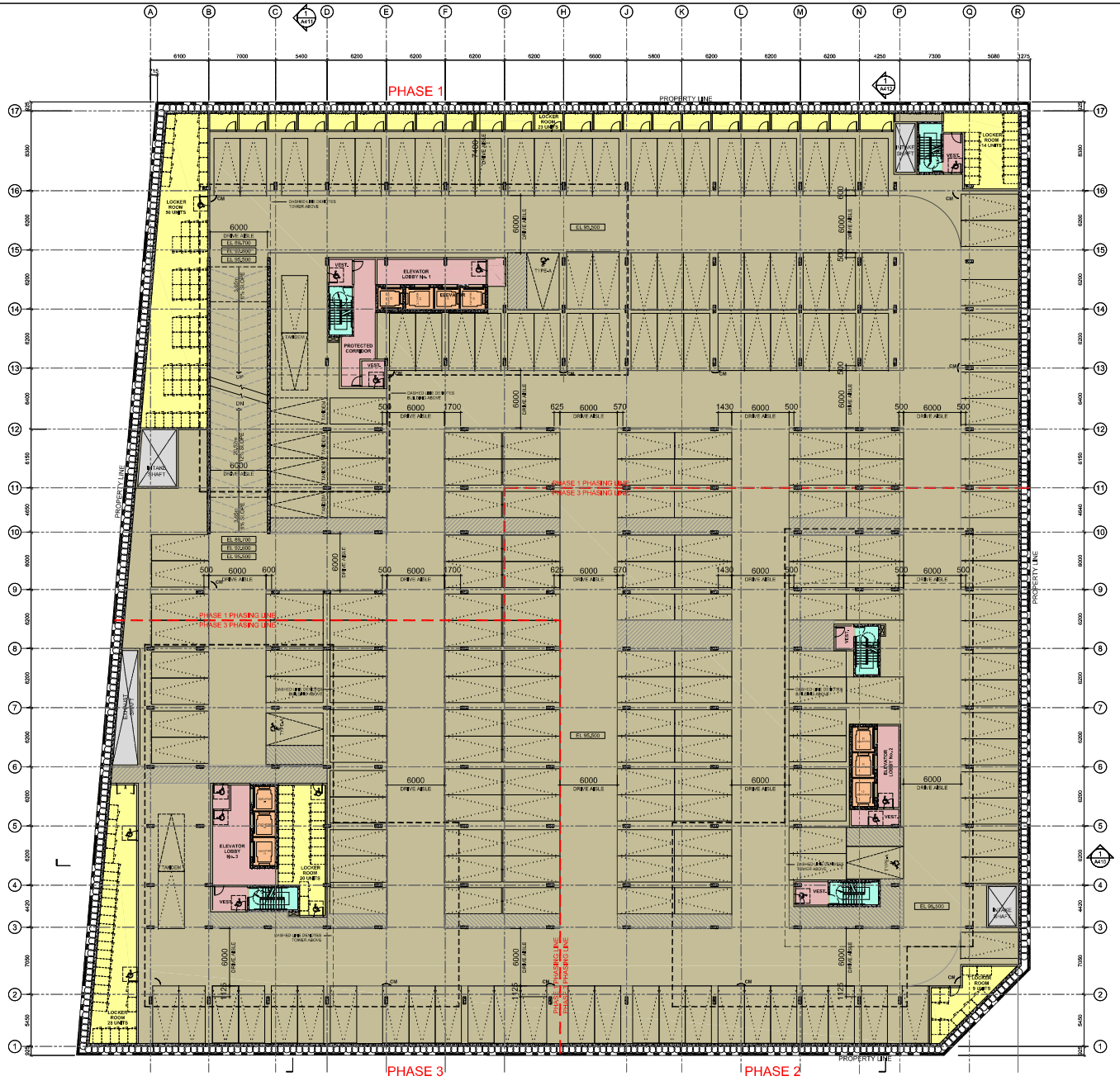
BURLINGTON, ONTARIO

Drawn: TA | Scale: 1:200

Checked: DL | Date: 10 FEB 2023

PARKING LEVEL 6

Project No. 20-129 | Drawing No. A200



LEGEND

- REGULATION PARKING
- BARRIER FREE PARKING
- HORIZONTAL BICYCLE PARKING
- VERTICAL BICYCLE PARKING
- TYPICAL CONVEX MIRROR
- EV ELECTRICAL CHARGING STATION
- NON-SALABLE GFA
- SALABLE GFA
- DEDUCTABLE - STORAGE
- DEDUCTABLE - STAIRWAY
- DEDUCTABLE - AIR HANDLING
- DEDUCTABLE - ELEVATOR SHAFT
- DEDUCTABLE - FOYER AND LOBBY
- DEDUCTABLE - PARKING

No.	Revisions	Date
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02	ISSUED FOR OPA/ZBA	27 OCTOBER 2021

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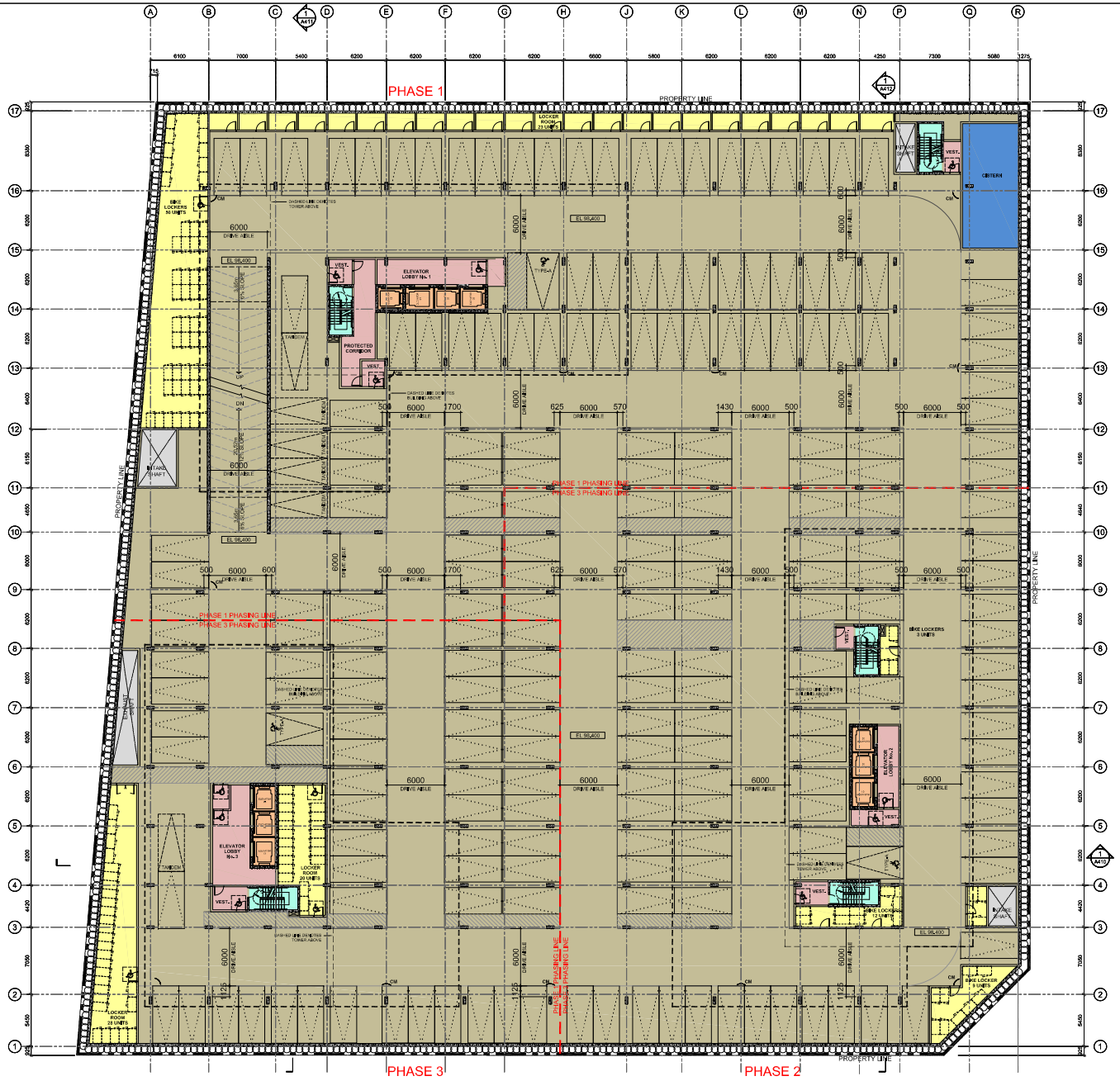
1120 COOKE BLVD

PHASE 2

Drawn: TA
Checked: DL
Scale: 1:200
Date: 10 FEB 2023

PARKING LEVELS 3-5

Project No. 20-129
Drawing No. A201



LEGEND

- REGULATION PARKING
- BARRIER FREE PARKING
- HORIZONTAL BICYCLE PARKING
- VERTICAL BICYCLE PARKING
- TYPICAL CONVEX MIRROR
- EV — ELECTRICAL CHARGING STATION
- NON-SALABLE GFA
- SALABLE GFA
- DEDUCTABLE - STORAGE
- DEDUCTABLE - STAIRWAY
- DEDUCTABLE - AIR HANDLING
- DEDUCTABLE - ELEVATOR SHAFT
- DEDUCTABLE - FOYER AND LOBBY
- DEDUCTABLE - PARKING

No.	Revisions	Date
03	RE-ISSUED FOR OPA/ZBA	17 FEBRUARY 2023
02	ISSUED FOR OPA/ZBA	27 OCTOBER 2021

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1120 COOKE BLVD

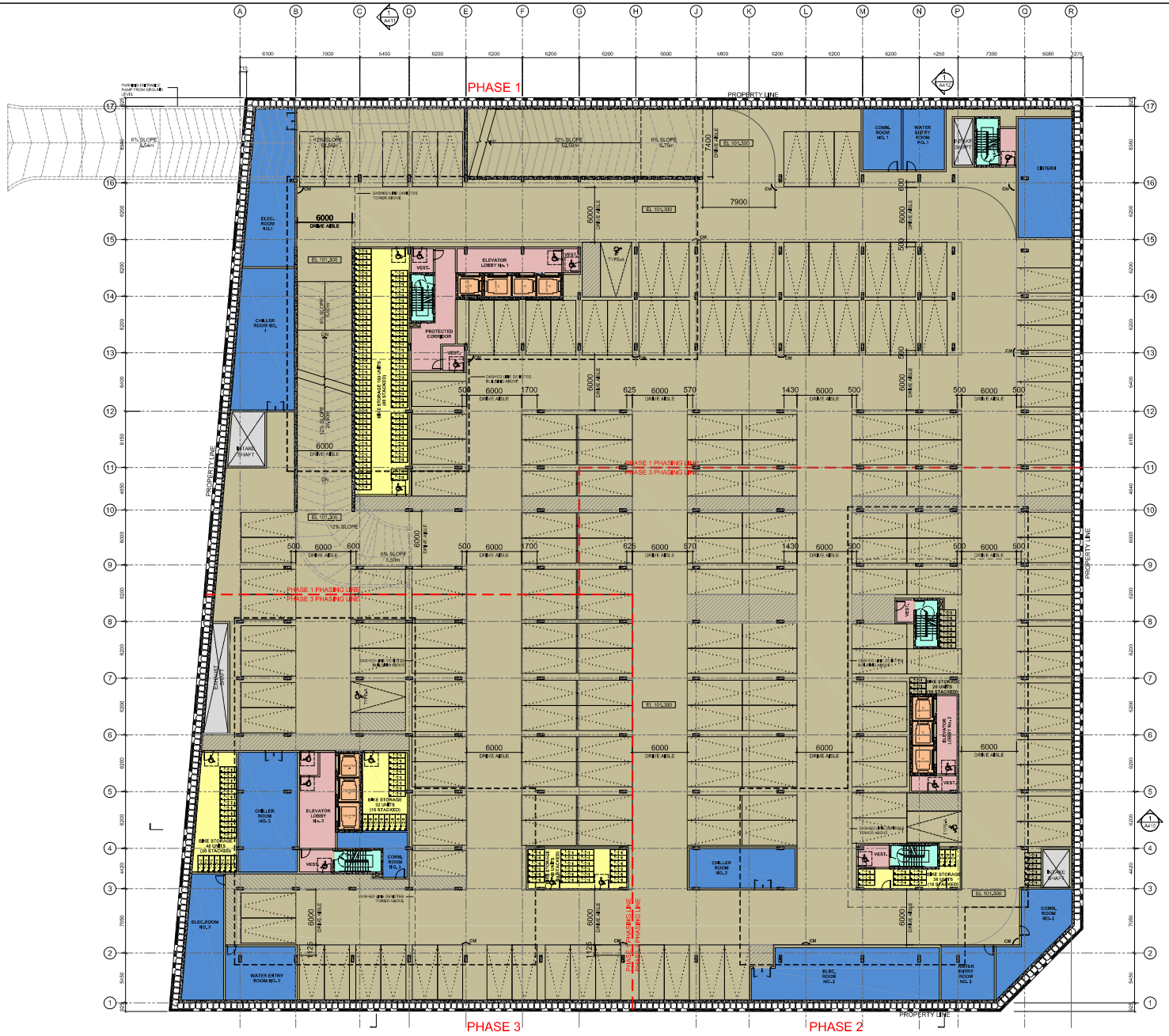
PHASE 2

BURLINGTON ONTARIO

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PARKING LEVEL 2

Project No. 20-129 | Drawing No. A202



LEGEND

- REGULATION PARKING
- BARRIER FREE PARKING
- HORIZONTAL BICYCLE PARKING
- VERTICAL BICYCLE PARKING
- TYPICAL CONVEX MIRROR
- EV ELECTRICAL CHARGING STATION
- NON-SALABLE GFA
- SALABLE GFA
- DEDUCTABLE - STORAGE
- DEDUCTABLE - STAIRWAY
- DEDUCTABLE - AIR HANDLING
- DEDUCTABLE - FOYER AND LOBBY
- DEDUCTABLE - PARKING

No.	Revisions	Date
03	RE-ISSUED FOR OPA/ZBA	17 FEBRUARY 2023
02	ISSUED FOR OPA/ZBA	27 OCTOBER 2021

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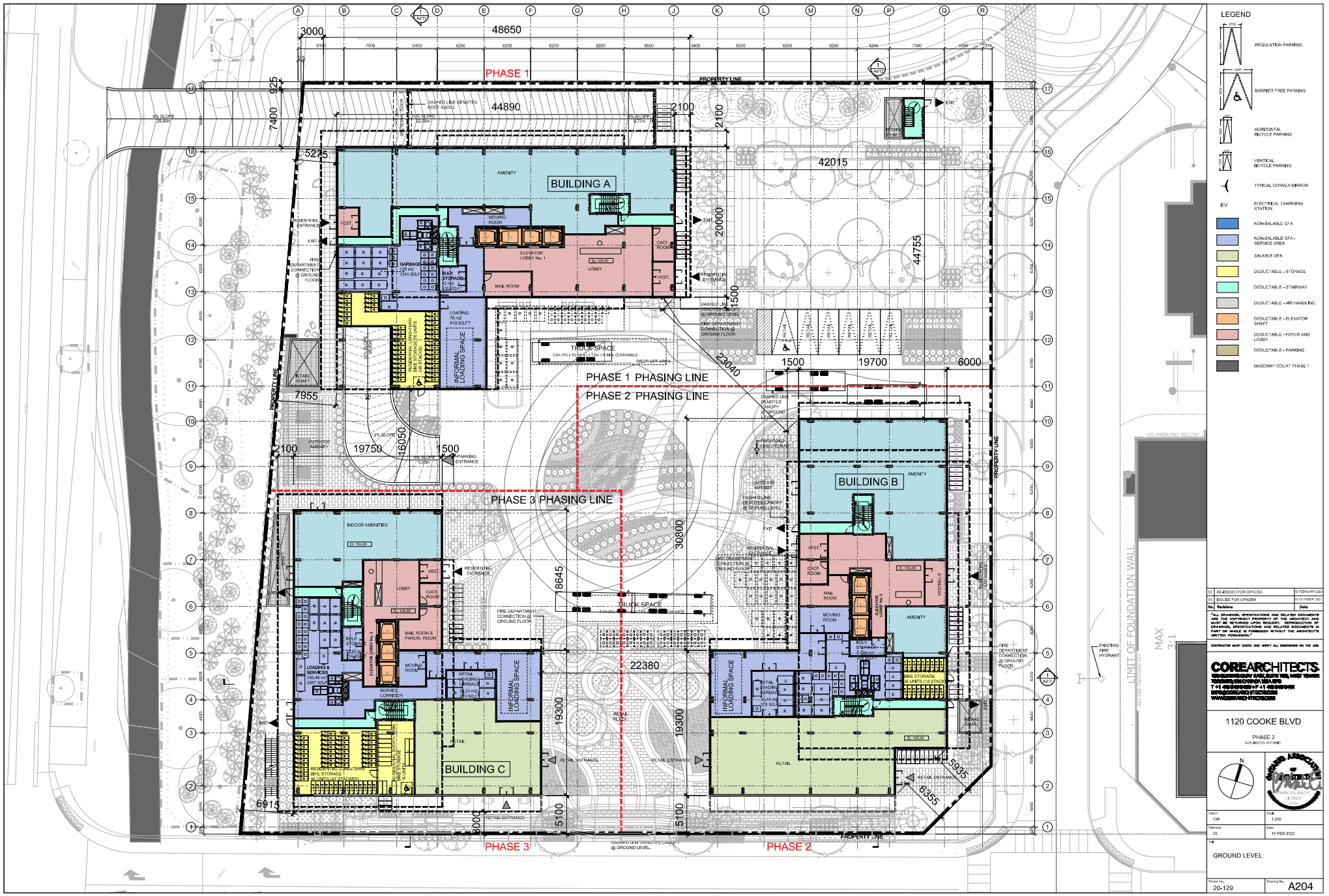
1120 COOKE BLVD

PHASE 2

Drawn: TA	Scale: 1:200
Checked: DL	Date: 10 FEB 2023

PARKING LEVEL 1

Project No.	Drawing No.
20-129	A203


PHASE 1
PHASE 1 PHASING LINE
PHASE 2 PHASING LINE
PHASE 3 PHASING LINE
BUILDING A
BUILDING B
BUILDING C
PHASE 3
PHASE 2
PROPERTY LINE
48650
44890
42015
44755
23040
30800
22380
19300
19750
7955
6915
6355
5935
LEGEND
REGULATION PARKING
BARRIER FREE PARKING
HORIZONTAL BICYCLE PARKING
VERTICAL BICYCLE PARKING
TYPICAL CONVEX MIRROR
ELECTRICAL CHARGING STATION
NON-SALABLE GFA
NON-SALABLE GFA - SERVICE AREA
SALABLE GFA
DEDUCTABLE - STORAGE
DEDUCTABLE - STAIRWAY
DEDUCTABLE - AIR HANDLING
DEDUCTABLE - ELEVATOR SHAFT
DEDUCTABLE - FOYER AND LOBBY
DEDUCTABLE - PARKING
MASONRY COURT PHASE 1
01 RE-ISSUED FOR DP APPLICATION 16 FEBRUARY 2023
01 ISSUED FOR DP APPLICATION 20 OCTOBER 2021
No. Revisions Date
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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.
COREARCHITECTS
1120 COOKE BLVD
PHASE 2
BURLINGTON ONTARIO
Drawn CW
Scale 1:200
Checked DL
Date 10 FEB 2023
GROUND LEVEL
Project No. 20-129
Drawing No. A204

Appendix B:
City of Burlington Supported Parking Rate E-mail

Andrea Camina-Medina

From: Clark, Trevor <Trevor.Clark@burlington.ca>
Sent: November 23, 2022 2:10 PM
To: Andrea Camina-Medina
Cc: Emily J. Ecker; Tony Chao-Wei Shih; Edgcumbe, Kaylan; Ozimkovic , Danijel
Subject: RE: 1120 Cooke Boulevard - Stationwest Phase 2 - Parking Study Document

Good Afternoon Andrea,

After some internal discussions, we will not be able to pass on the data from the parking study at this time as the City is still working on its analysis of the collected data. The rate of 1.07 was based off of data collected during covid and since then, the City has been supplementing the data gathered at that time with additional field observations. Once the analysis of all the data together is complete, staff will bring an update to City Council for approval and implementation of the new rates. In recognition of the settled rate at nearby developments and nearby recently proposed rates, staff are willing to accept a reduced overall parking rate of 0.97 spaces per unit combined. It is expected that this reduction for 1120 Cooke Boulevard will be accompanied by a robust TDM plan that will be reviewed in the future by City staff. For further questions, please contact Kaylan Edgcumbe, Manager of Transportation Planning, who is copied on this email.

Thanks,
Trevor

From: Andrea Camina-Medina <Andrea.Camina-Medina@bagroup.com>
Sent: Thursday, November 17, 2022 10:39 AM
To: Clark, Trevor <Trevor.Clark@burlington.ca>
Cc: Emily J. Ecker <Ecker@bagroup.com>; Tony Chao-Wei Shih <shih@bagroup.com>
Subject: RE: 1120 Cooke Boulevard - Stationwest Phase 2 - Parking Study Document

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Trevor,

Following up with the e-mail I sent in October. Please let me know about the supplemental study of the parking demands.

Thank you,
Andrea

From: Andrea Camina-Medina
Sent: November 4, 2022 1:26 PM
To: trevor.clark@burlington.ca
Cc: Emily J. Ecker <ecker@bagroup.com>; Tony Chao-Wei Shih <shih@bagroup.com>
Subject: RE: 1120 Cooke Boulevard - Stationwest Phase 2 - Parking Study Document

Hi Trevor,

I'm just following up with this e-mail.

Thanks!

Andrea

From: Andrea Camina-Medina
Sent: October 28, 2022 11:03 AM
To: 'trevor.clark@burlington.ca' <trevor.clark@burlington.ca>
Cc: Emily J. Ecker <ecker@bagroup.com>; Tony Chao-Wei Shih <shih@bagroup.com>
Subject: 1120 Cooke Boulevard - Stationwest Phase 2 - Parking Study Document

Hi Trevor,

BA Group is the traffic consultant for the proposed development located at 1120 Cooke Boulevard, known as "Stationwest Phase 2". We have received your comments from the Transportation Services Department at the City of Burlington dated September 26, 2022 and you made a reference about a supplemental study of the parking demands of residential uses in intensification areas. Can you kindly provide us with this study please?

Thank you in advance!

Andrea Camina-Medina
Transportation Analyst

BA Consulting Group Ltd.
300 - 45 St. Clair Ave. W.
Toronto, ON M4V 1K9

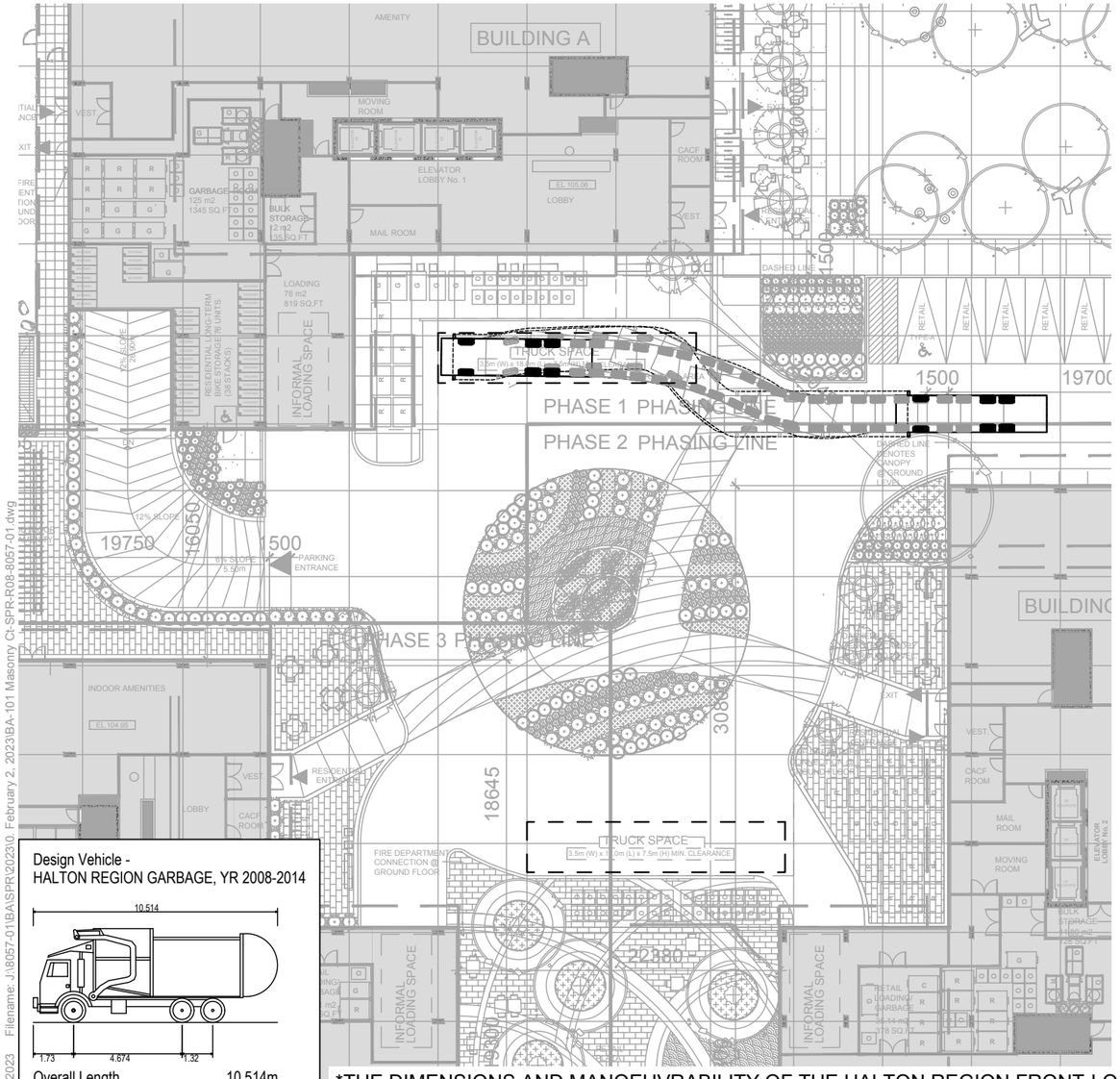
TEL 416 961 7110 x173
EMAIL Andrea.Camina-Medina@bagroup.com

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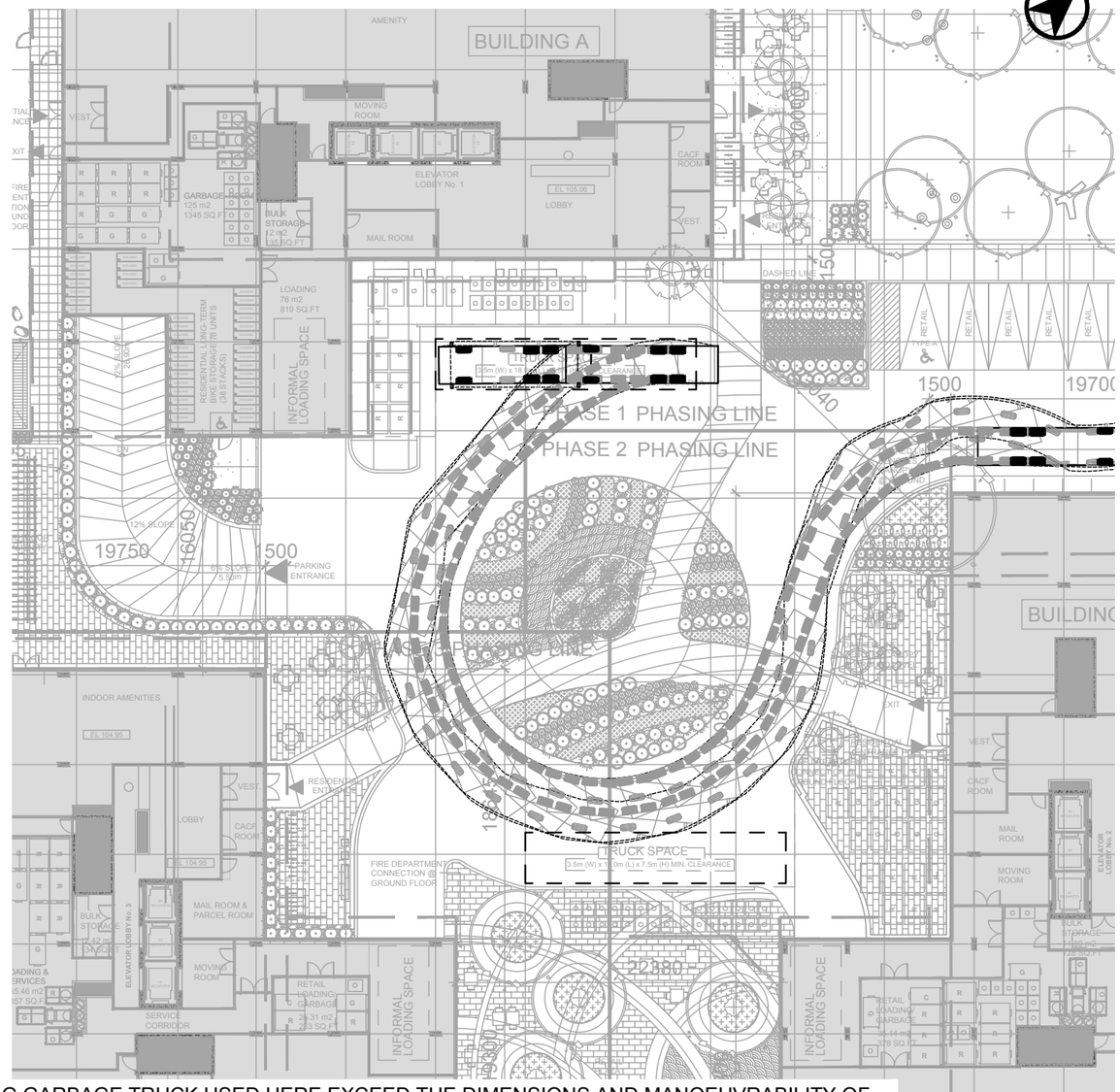
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Appendix C:
Vehicle Manoeuvring Diagrams (VMDs)

INBOUND



OUTBOUND



Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014

Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

*THE DIMENSIONS AND MANOEUVRABILITY OF THE HALTON REGION FRONT-LOADING GARBAGE TRUCK USED HERE EXCEED THE DIMENSIONS AND MANOEUVRABILITY OF THE SIDE LOADING RECYCLING COLLECTION VEHICLE OUTLINED IN THE HALTON REGION DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE

TRAFFIC GEOMETRIC INFORMATION AS NOTED ON PLAN RELATES ONLY TO THE TRAVEL ROUTE FOR REFUSE VEHICLES. THE SETTING OUT OF PROPERTY, SITE SERVICES, BUILDING AND SITE PLAN INFORMATION WAS BASED ON INFORMATION PROVIDED BY THE ARCHITECT TO WHICH BA GROUP WILL NOT BE HELD RESPONSIBLE.

BA Group

101 MASONRY CT

VEHICLE MANOEUVRING DIAGRAM
HALTON REGION GARBAGE TRUCK
NORTH TRUCK SPACE

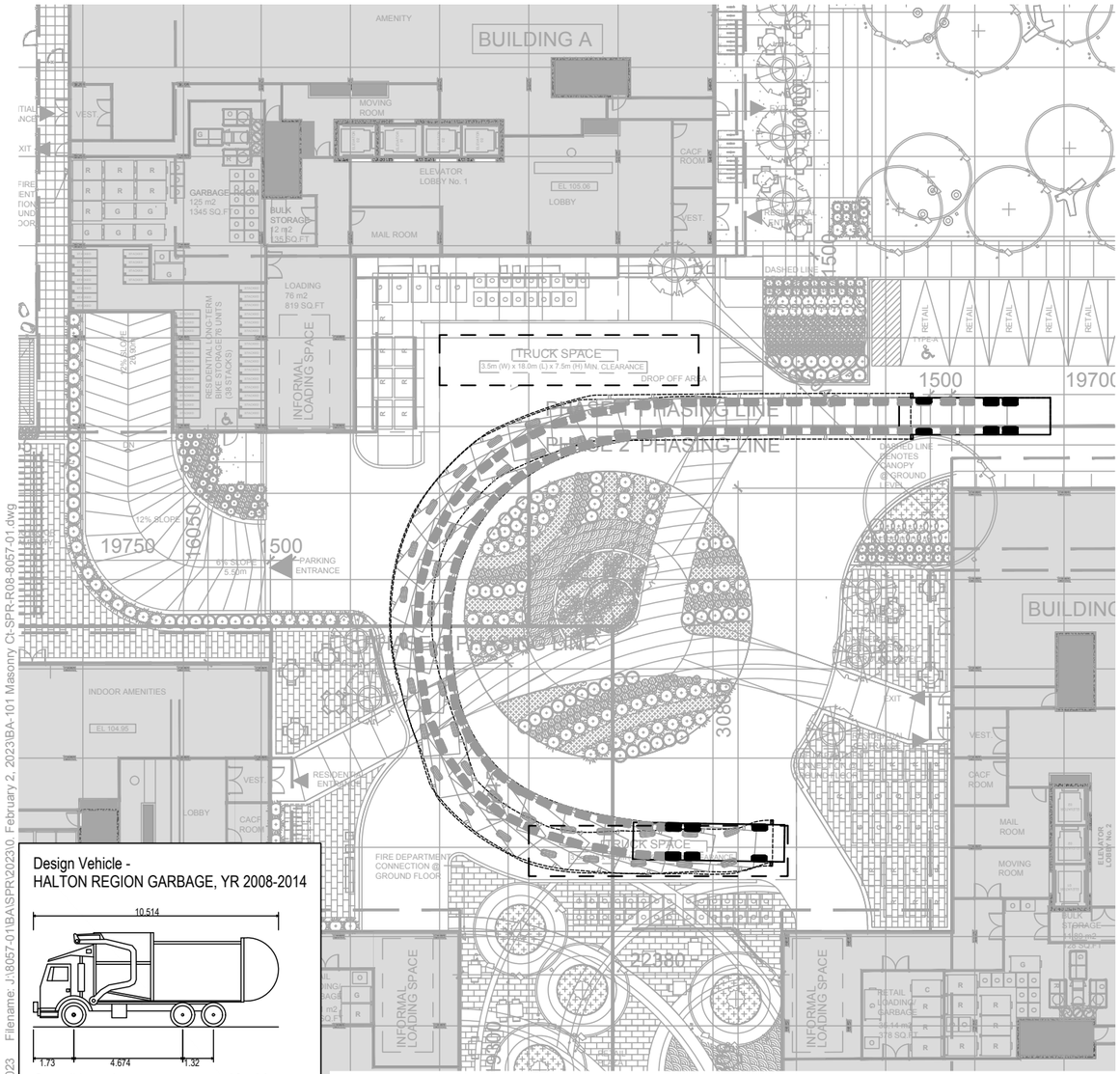
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Project No.	8057-01
Date:	MARCH 2023
Revised:	--

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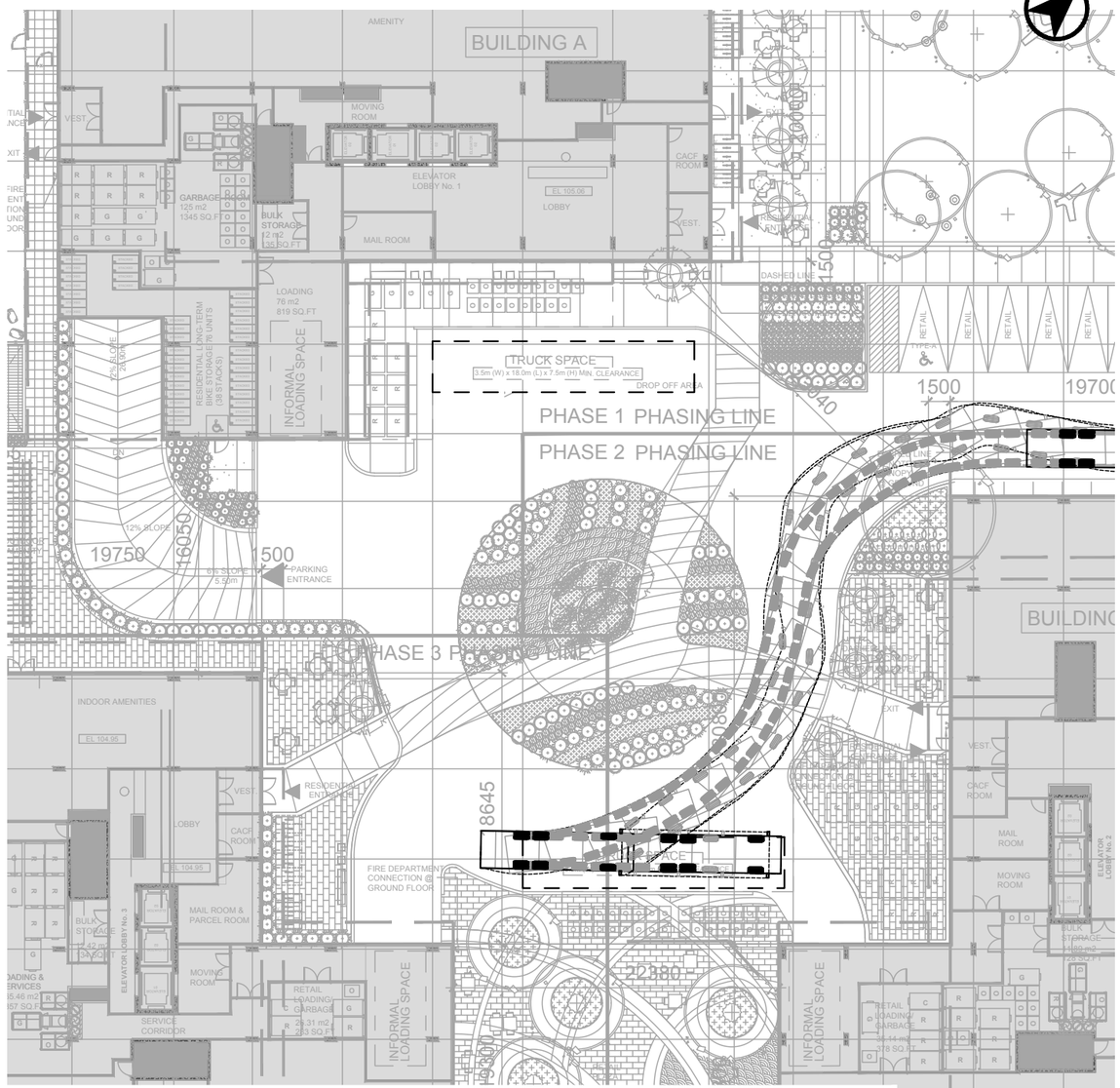
Drawing No. VMD-01

Date Plotted: March 3, 2023 Filename: J:\8057-01\BA\SPR\20230210. February 2, 2023\BA-101 Masonry Ct-SPR-R08-8057-01.dwg

INBOUND



OUTBOUND



Design Vehicle -
HALTON REGION GARBAGE, YR 2008-2014

Overall Length	10.514m
Overall Width	2.570m
Overall Body Height	4.040m
Min Body Ground Clearance	0.391m
Track Width	2.570m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	13.715m

*THE DIMENSIONS AND MANOEUVRABILITY OF THE HALTON REGION FRONT-LOADING GARBAGE TRUCK USED HERE EXCEED THE DIMENSIONS AND MANOEUVRABILITY OF THE SIDE LOADING RECYCLING COLLECTION VEHICLE OUTLINED IN THE HALTON REGION DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE

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BA Group

101 MASONRY CT

VEHICLE MANOEUVRING DIAGRAM
HALTON REGION GARBAGE TRUCK
SOUTH TRUCK SPACE

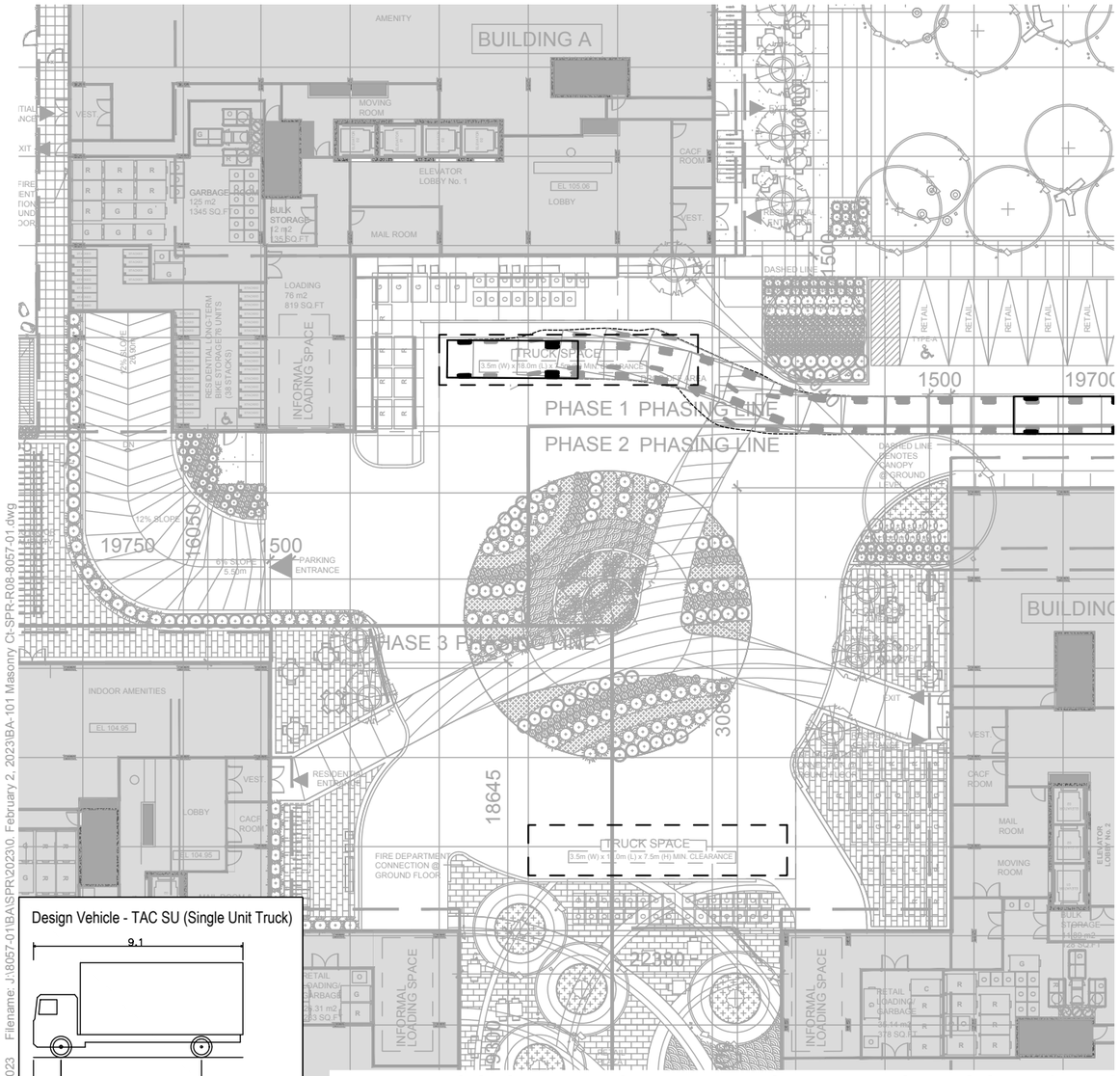
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Project No.	8057-01
Date:	MARCH 2023
Revised:	--

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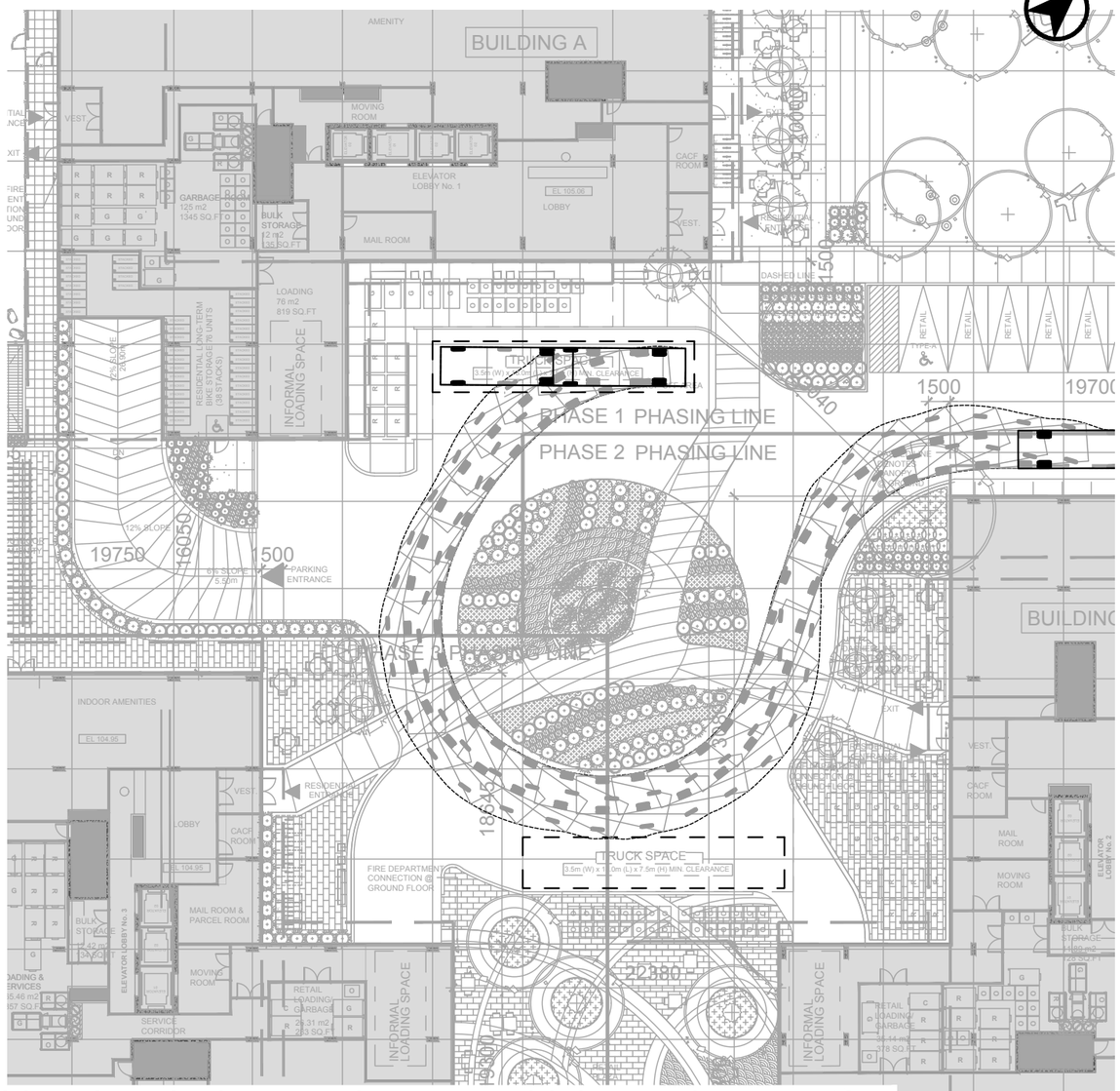
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INBOUND



OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

*THE DIMENSIONS AND MANOEUVRABILITY OF THE HALTON REGION FRONT-LOADING GARBAGE TRUCK USED HERE EXCEED THE DIMENSIONS AND MANOEUVRABILITY OF THE SIDE LOADING RECYCLING COLLECTION VEHICLE OUTLINED IN THE HALTON REGION DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE

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Date Plotted: March 3, 2023 Filename: J:\8057-01\BA\SPR\2023\0. February 2, 2023\BA-101 Masonry Ct-SPR-R08-8057-01.dwg

BA Group

101 MASONRY CT

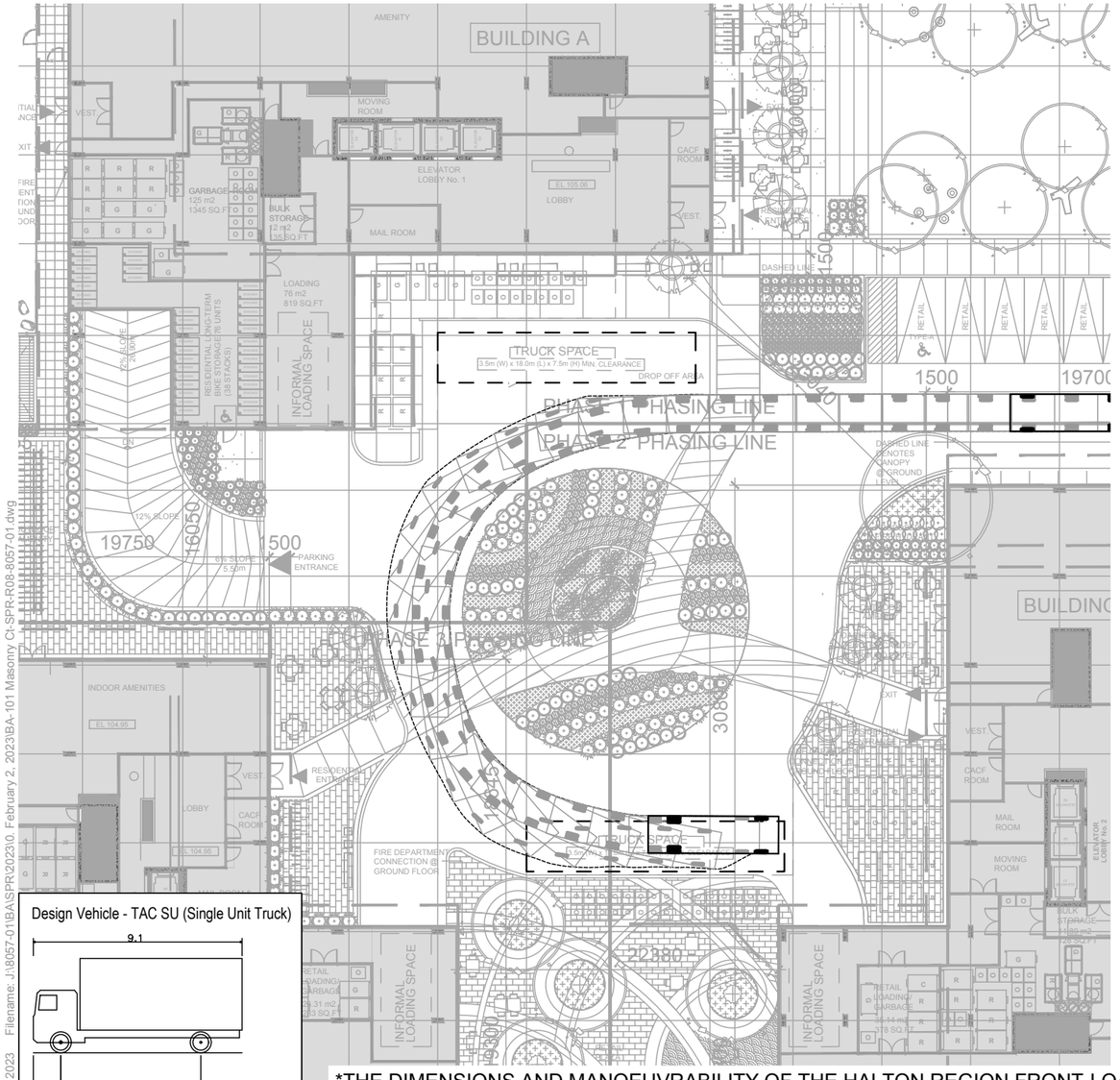
VEHICLE MANOEUVRING DIAGRAM
SINGLE UNIT TRUCK
NORTH TRUCK SPACE

Project:	101 Masonry Ct
Project No.	8057-01
Date:	MARCH 2023
Revised:	--

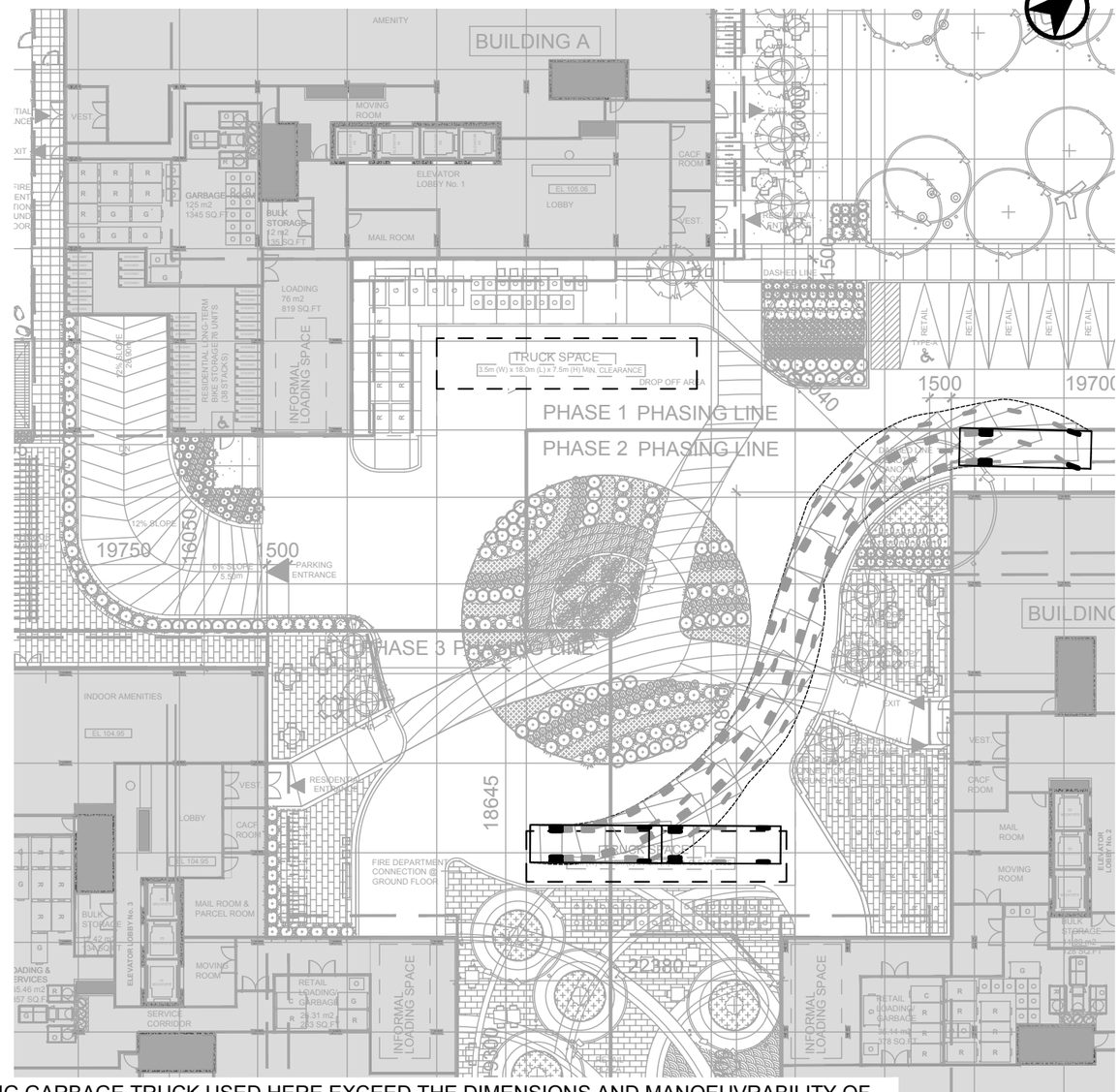
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Drawing No. VMD-03

INBOUND



OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

*THE DIMENSIONS AND MANOEUVRABILITY OF THE HALTON REGION FRONT-LOADING GARBAGE TRUCK USED HERE EXCEED THE DIMENSIONS AND MANOEUVRABILITY OF THE SIDE LOADING RECYCLING COLLECTION VEHICLE OUTLINED IN THE HALTON REGION DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE

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BA Group

101 MASONRY CT

VEHICLE MANOEUVRING DIAGRAM
SINGLE UNIT TRUCK
SOUTH TRUCK SPACE

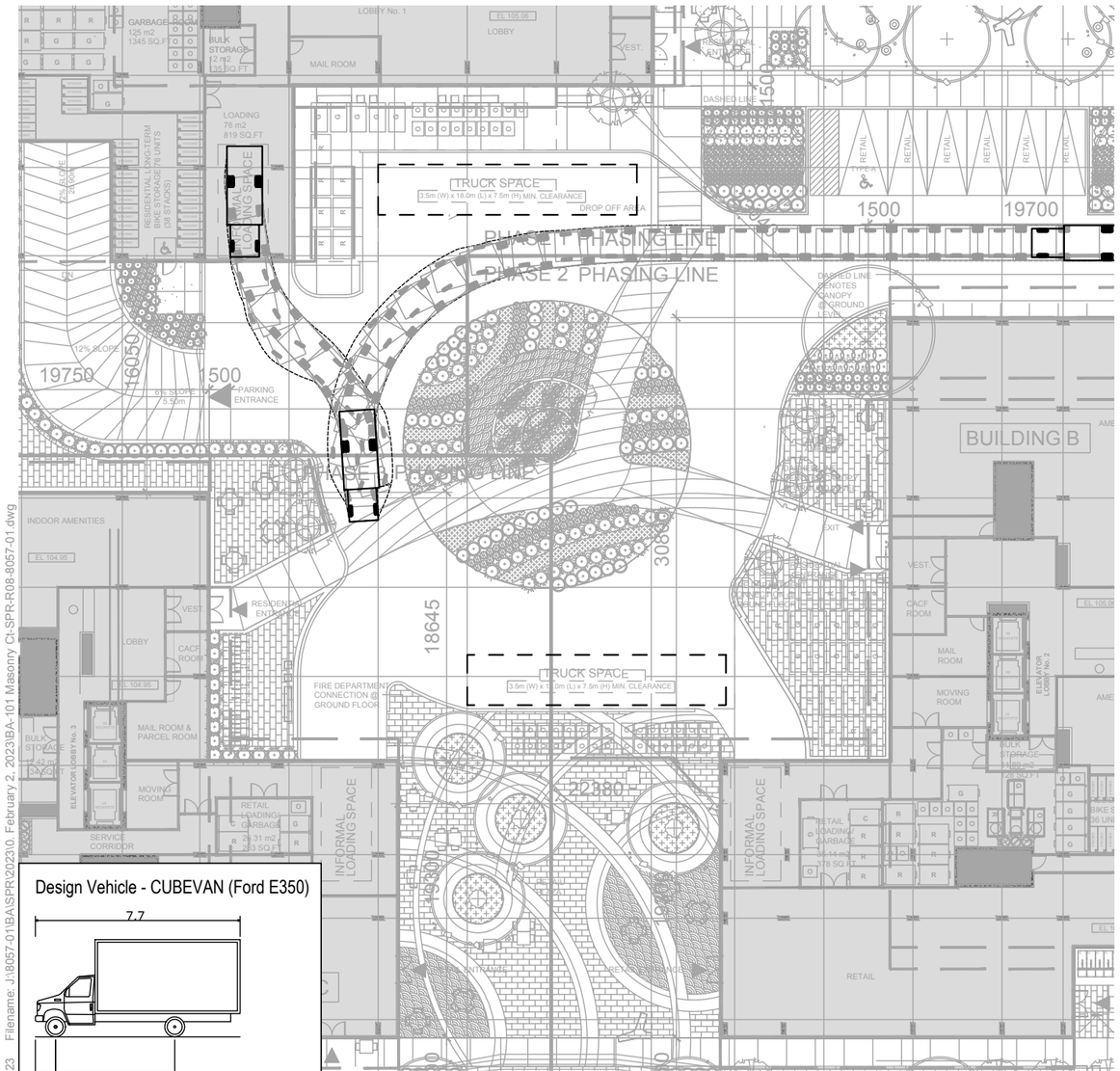
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Project No.	8057-01
Date:	MARCH 2023
Revised:	--

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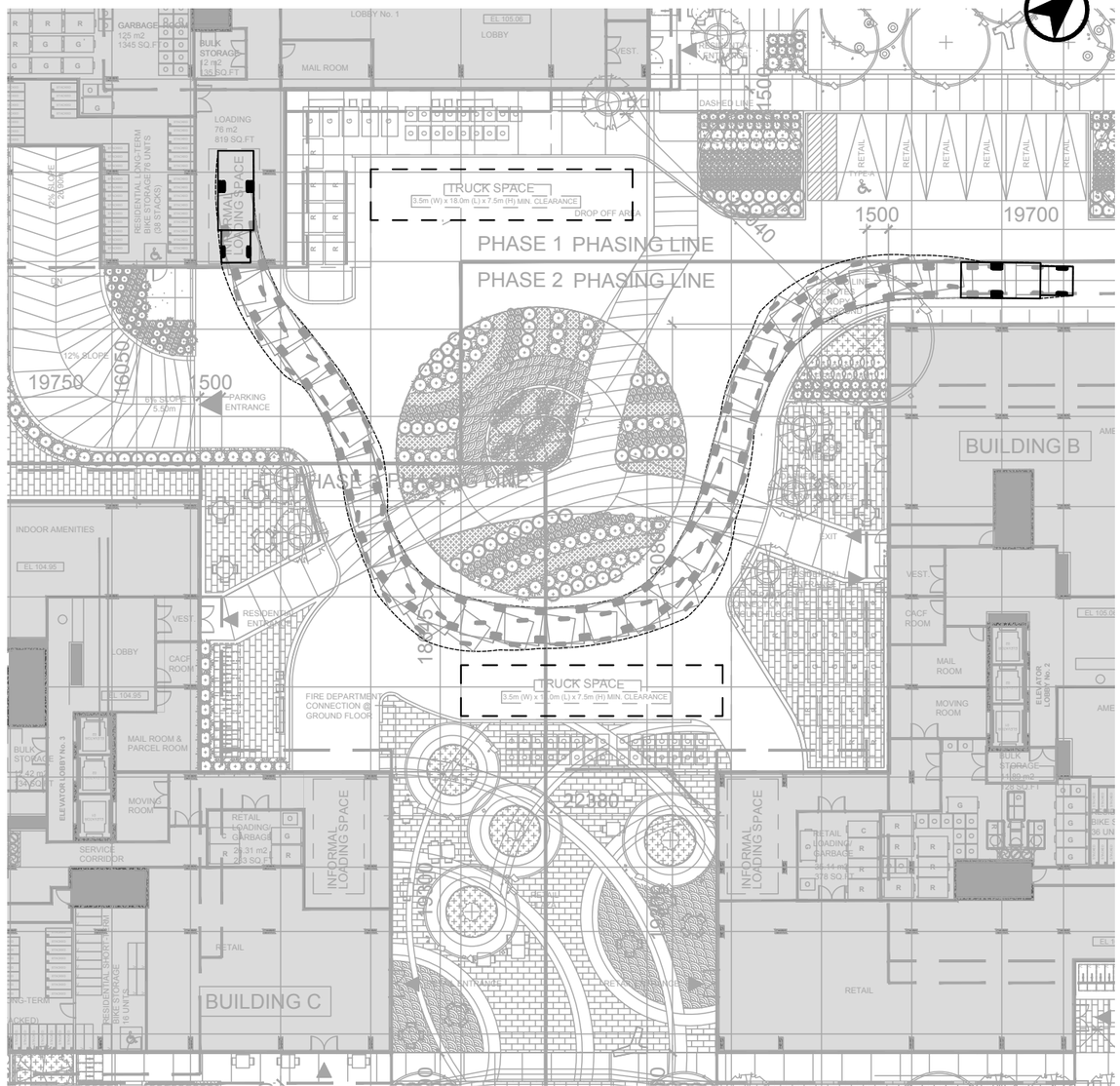
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INBOUND



OUTBOUND



Design Vehicle - CUBEVAN (Ford E350)

Overall Length	7.70m
Overall Width	2.45m
Overall Body Height	3.66m
Outside Turning Radius	9.49m
Inside Turning Radius	5.68m

*THE DIMENSIONS AND MANOEUVRABILITY OF THE HALTON REGION FRONT-LOADING GARBAGE TRUCK USED HERE EXCEED THE DIMENSIONS AND MANOEUVRABILITY OF THE SIDE LOADING RECYCLING COLLECTION VEHICLE OUTLINED IN THE HALTON REGION DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE

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Date Plotted: March 3, 2023 Filename: J:\8057-01\BA\SPR\2023\0. February 2, 2023\BA-101 Masonry Ct-SPR-R08-8057-01.dwg

BA Group

101 MASONRY CT

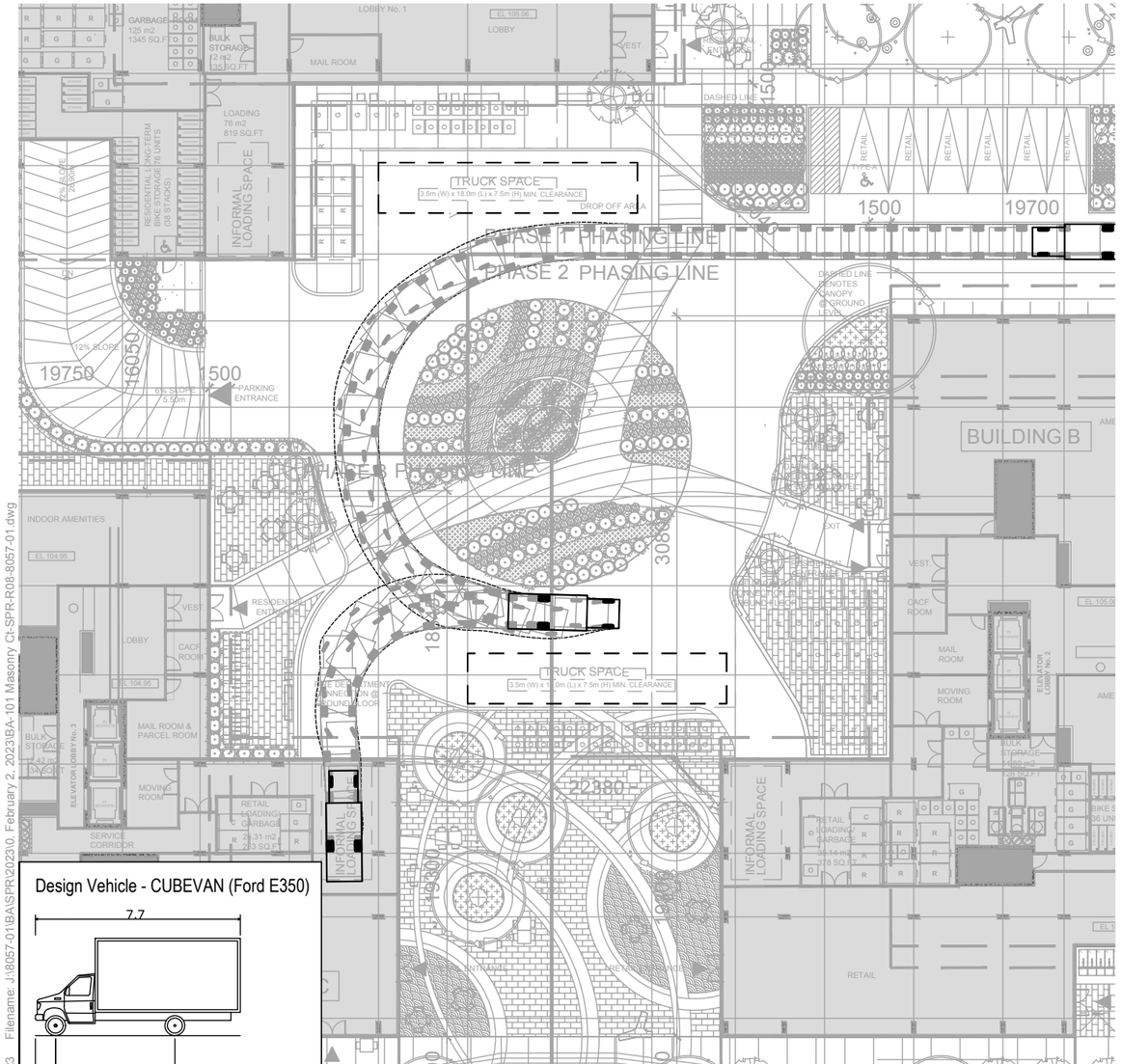
VEHICLE MANOEUVRING DIAGRAM
FORD 350 CUBE VAN
BUILDING A

Project:	101 Masonry Ct
Project No.	8057-01
Date:	MARCH 2023
Revised:	--

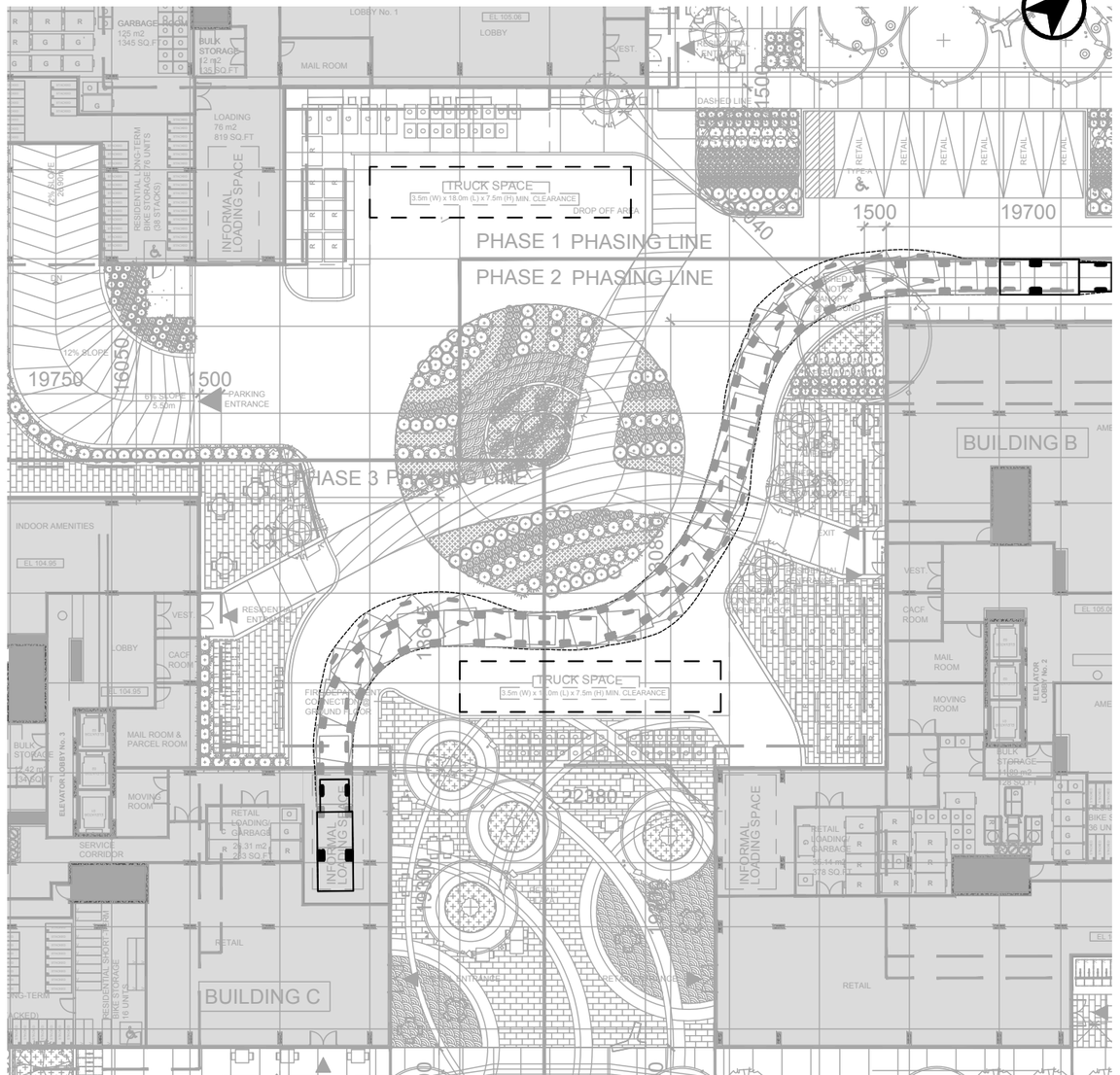
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Drawing No. VMD-05

INBOUND



OUTBOUND



Design Vehicle - CUBEVAN (Ford E350)

Overall Length	7.70m
Overall Width	2.45m
Overall Body Height	3.66m
Outside Turning Radius	9.49m
Inside Turning Radius	5.68m

*THE DIMENSIONS AND MANOEUVRABILITY OF THE HALTON REGION FRONT-LOADING GARBAGE TRUCK USED HERE EXCEED THE DIMENSIONS AND MANOEUVRABILITY OF THE SIDE LOADING RECYCLING COLLECTION VEHICLE OUTLINED IN THE HALTON REGION DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE

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BA Group

101 MASONRY CT

VEHICLE MANOEUVRING DIAGRAM
FORD 350 CUBE VAN
BUILDING C

Project:	101 Masonry Ct
Project No.	8057-01
Date:	MARCH 2023
Revised:	--

Scale 1:400 (0 2 4 6 8 10 20m)

Drawing No. VMD-06

Date Plotted: March 3, 2023 Filename: J:\8057-01\BA\SPR\2023\0. February 2, 2023\BA-101 Masonry Ct-SPR-R08-8057-01.dwg

Appendix D:
Aldershot GO MTSA Map

Figure 3.6 - Aldershot GO MTSA Employment Areas

