Comments Response Matrix



Response to First Submission Comments:
Official Plan and Zoning By-law Amendment Applications

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City of Burlington, Zoning (January 5, 2022)
Nathan Dart, Certified Planning Technologist
Nathan.dart@burlington.ca

Comment	Consultant	Response
Zoning: The subject property is zoned RM1-346, Medium Density Residential with site specific exception under By-law 2020. The applicant is proposing to amend the zoning to MXG with a site-specific exception to facilitate the development of a 6-storey apartment building plus rooftop mechanical penthouse. The proposal includes two levels of underground parking. The property will require plan of subdivision and will be part of a common element condominium.	Weston Consulting	Noted.
Deemed Street: **1.1 Right of Way** 1. The deemed Right of Way (ROW) of Plains Rd E is 36m. Applicant to confirm site is at deemed width.	Weston Consulting	It has been confirmed through correspondence with Gordon Dickson that no widening is required. Through Correspondence with Adam Scott dated June 3rd, 2022, that any R-Plan required for any future easements may be addressed through future Site Plan and Condominium Exemption Applications, as needed.
Additional Information Required:	SRM Architects	Additional dimensions have been added to show the structures from the rear lot line.

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Site Plan -Provide setback to the nearest above grade structures from rear lot line		
Provide dimension for landscape buffer widths on site plan or landscape plan (note: easterly portion of buffer area adjacent to south (rear) lot line does not have any plantings and would not constitute a buffer).	SRM Architects / OMCLA	Landscape buffer dimensions have been added. Planting of buffer trees and shrubs added where it will not conflict with tree protection zones that have been established for boundary trees
Confirm fence height on site plan or landscape plan	SRM Architects / OMCLA	1800mm double wood board fence is labelled on landscape concept plan.
If setbacks are shown to balconies please confirm. Balconies are subject to encroachment allowances (if eligible). Setbacks may need to be regulated as a permitted projection in amending by-law. See note for floor plans.	SRM Architects	Balconies are located within setbacks.
Update site plan to provide for Gross Building Floor Area per definition. Areas in parking garage which are enclosed or used for storage lockers to be included in overall floor area. This will impact Floor Area Ratio.	SRM Architects	Gross Building Floor Area has been updated to include areas in the parking garage (Storage Lockers, Stairs, Vestibule, Elevator and Service rooms)
Floor Area, Gross Building The total area of the floor measured to the outside of all outside walls, including a basement or cellar but excluding areas used for parking of motor vehicles or areas above an atrium.	SRM Architects	The floor area of the gross building is measured to the outside walls and only excludes vehicle parking areas and areas above an atrium.
Floor Area Ratio The mathematical relationship between building floor area and lot area, determined by dividing the **gross building floor area** of all buildings on a lot by the net area of that lot.	SRM Architects	The Floor Area Ratio has been determined using this mathematical equation.

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Floor Plans: Provide balcony projection lengths from wall on floor plans. Ensure balcony widths are provided. Balconies may need to be addressed in site specific zoning.	SRM Architects	Balcony dimensions have been added to floor plans.
Provide parking stall dimensions (length and width for a typical stall and dimension fully for any stalls with obstructions or different dimensions).	SRM Architects	Parking stall dimensions for typical stalls and stalls with obstructions have been added.
Dimension all areas in P1 and P2 which are not drive aisles or parking spaces to be included in gross building floor area calculation.	SRM Architects	Dimensions have been added.
Notes: A Zoning Clearance Certificate will be required for the construction of the building (subject to site plan approval).	SRM Architects/ Weston Consulting	Noted.
Development charges will apply subject to various agencies by-laws	Weston Consulting	Noted
***refer to residential comment sheet attached**	SRM Architects	Noted

City of Burlington, Accessibility Review (January 12, 2022)
Judi Lytle, Accessibility coordinator
Judi.lytle@burlington.ca

Comment	Consultant	Response
With 147 residential parking spaces proposed, 6 barrier free (bf) spaces are required. The number of bf spaces could change if the total parking count changes to be higher or lower.	SRM Architects	4 parking stalls are required. 6 are being provided.
3 spaces shall be “Type A” being 3400 mm in width and signed to indicate Van Accessible Parking. The remaining 3 spaces shall be “Type B” being 2750 mm as per the city zoning by-law. The access aisles shall be 2000 mm as per the city by-law. The access aisles are to be clearly identified through appropriate line painting and can be shared by two spaces. The bf spaces shall be located in close proximity to the elevator vestibule.	SRM Architects	The 4 required stalls are shown as 2 Type A and 2 Type B. The 2 additional stalls are Type B.

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The Site Plan states that there are 5 parking stalls on that level, however the drawing shows 3 bf spaces and 2 access aisles. The dimensions of 2 spaces is appropriate at 2750 mm. The third space is not dimensioned and appears to be less than 2750 mm. The access aisles are slightly oversized at 2050 mm.	SRM Architects	Stalls are now shown correctly sized and dimensioned.
Underground Parking P1 & P2 show one bf space on each level. The spaces are in the preferred location close by the elevator vestibule, however neither the spaces or access aisles are dimensioned.	SRM Architects	All barrier free stalls are now being shown on P1 and P2. Stalls and access aisles are dimensioned.
The parking space marked “12” at the right side of the plan will impede access to the entrance of the locker room when a vehicle is in this space.	SRM Architects	Lockers in these locations have been removed.
All bf parking should be relocated underground as people with disabilities are least able to clear snow and ice from their vehicles.	SRM Architects	All barrier free stalls are now being shown on P1 and P2.

City of Burlington, Transportation Planning (December 13, 2021)
Trevor Clark
Trevor.clark@burlington.ca

Comment	Consultant	Response
TRAFFIC IMPACT STUDY COMMENTS Existing Traffic Conditions For the purposes of assessing traffic impacts, the following intersections were included and evaluated as part of the agreed-upon scope of work for this development site: -Plains Road East and Shadeland Avenue/Gallagher Road (signalized); - Plains Road East and Filmandale Road/Private Driveway (unsignalized); - Plains Road East and Downsview Drive (signalized); and - Plains Road East and the proposed site driveway.	Paradigm	No action required. Comment acknowledged

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Turning movement counts were collected at the above identified intersections by Pyramid Traffic Incorporated on behalf of Paradigm Transportation Solutions Limited on August 18th and 19th 2020. It is noted that due to abnormal traffic patterns caused by the COVID-19 pandemic, the collected traffic volumes were compared to historical data collected by the City in April 2019. Paradigm applied an adjustment factor of 1.45 to the August 2020 traffic volumes to reflect the traffic conditions from before the pandemic. The adjustment factor was reviewed and confirmed by City Transportation Planning staff prior to its use. Additionally, the April 2019 counts recorded for the north leg of the Plains Road East intersection at Shadeland/Gallagher were used to reflect typical school volumes.		
Based on the analysis of the collected data that Paradigm conducted using Synchro 10, the following observations were made: - Plains Road East at Shadeland Avenue/Gallagher Road - Southbound left-turn queue is estimated to exceed the current available storage length by approximately 18m (33m total) during the AM peak hour; - Northbound left-turn queue is estimated to exceed the current available storage length by approximately 2m (17m total) during the PM peak hour; - Southbound left-turn queue is estimated to exceed the current available storage length by approximately 4m (19m total) during the PM peak hour;	Paradigm	No action required. Comment acknowledged
- Plains Road East at Filmandale Road/Private Driveway – Southbound approach (private driveway) is estimated to operate at LOS E (v/c = 0.09) during the PM peak hour.	Paradigm	No action required. Comment acknowledged
Site Generated Traffic	Paradigm	Text in section 3.3 of the TIS has been updated. Revision has zero impact on analysis.

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<table>
<tr>
<td>As part of their analysis, Paradigm utilized the Trip Generation Manual, 10th Edition from the Institute of Traffic Engineers (ITE) in forecasting the trip generation for this site. For this analysis, Paradigm selected Land Use Code 221 – Multifamily Housing (MidRise), which staff have determined is appropriate for the proposal. Paradigm concluded that the proposed site is expected to generate approximately 40 trips during the AM peak hour and approximately 52 trips during the PM peak hour. No trip reductions have been made to account for modal choice. The summary of the trip generation is summarized in the following table:
<table>
<tr><th rowspan="2">Land Use</th><th rowspan="2">Dwelling Units</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th></tr>
<tr><th>In</th><th>Out</th><th>Sum</th><th>In</th><th>Out</th><th>Sum</th></tr>
<tr><td>Multifamily Housing (Mid-Rise) (221)</td><td>117</td><td>10</td><td>30</td><td>40</td><td>31</td><td>21</td><td>52</td></tr>
<tr><td colspan="2">Total Generation</td><td>10</td><td>30</td><td>40</td><td>31</td><td>21</td><td>52</td></tr>
</table>

Transportation staff have reviewed the data and verified the results of Paradigm’s trip generation. As identified in the report and highlighted in the table above, the proposed site is forecast to generate a total of 40 trips during the AM peak hour and 52 during the PM peak hour.

Staff notes that the number of trips in the text portion of the TIS above the table does not match the table values. Paradigm should update the text to reflect the values in table 3.1 provided.</td>
<td></td>
<td>Sentence to read

The subject site is forecast to generate approximately ~~38~~ 40 vehicle trips during the AM peak hour and approximately ~~49~~ 52 vehicle trips during the PM peak hour.

No action suggested.</td>
</tr>
<tr>
<td>Future Traffic Conditions

Future Traffic conditions have included the impacts from the future build-out of nearby in-stream developments. The likely future traffic volumes are estimated to consist of:

- Generalized background traffic at an estimated growth rate of 1& per year;
- Traffic generated by the following nearby developments: o 53-71 Plains Road East
– mixed-use development with approximately 450 units and ground floor commercial space; and o 484 Plains Road East</td>
<td>Paradigm</td>
<td>No action required.
Comment acknowledged.</td>
</tr>
</table>

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– mixed-use development with approximately 397 units and ground floor commercial space. - Traffic generated by the subject site.		
When the additional volumes from the above sources are added to the existing traffic data, the Plains Road East and Shadeland/Gallagher southbound left turn queue increases to 20m (35m total) in the AM peak and 5m (20m total) in the PM peak while the Filmandale and Plains Road East intersection has the southbound approach (private driveway) drop to LOS F (v/c 15) during the PM peak	Paradigm	No action required. Comment acknowledged.
It is noted that the above deficiencies are not related or a result of the development of the subject site and are forecast to occur under the future background condition. To accommodate the forecast southbound left-turn queuing at Plains Road East and Shadeland/Gallagher, it is recommended that the City consider extending the left-turn lane to provide for 35m of storage. To accommodate the forecast northbound left-turn queue at the Plains Road East and Shadeland/Gallagher intersection, it is recommended that the left-turn lane be extended to provide 20m of storage. The queue is forecast to exceed the storage length by 2m and can likely be accommodated by the taper lane length.	Paradigm	No action required. Comment acknowledged.
The site driveway approach to Plains Road East is forecast to operate in the LOS B to C range and have a queue length of less than 5m while the westbound left-turn movement into the site is forecast to operate in a LOS A range with a queue less than 5m. These lengths can be accommodated on the site and by the existing centre twoway left turn lane. **Staff Comment** These recommendations have been passed on to the Traffic Operations and Signals groups and it has been determined that currently the left turn storage lane cannot be extended at this time without widening Plains Road to accommodate a longer 3 lane cross-	Paradigm	No action required. Comment acknowledged.

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section and taper. These observations will be archived and considered when this section of Plains Road East is next due for rehabilitation.		
Site Access Vehicular access is proposed by a driveway connection to Plains Road East by the way of a full movement driveway, replacing the current 3 private driveway accesses. The proposed driveway is approximately 75m west of Filmandale Road, and upon review, Transportation Planning staff have no concerns with regards to the proposed access.	Paradigm	No action required. Comment acknowledged.
Transportation Demand Management (TDM) The TIS report has indicated that the submitted site plan includes Transportation Demand Management (TDM) measures to reduce vehicle demand. The proposed measures include: - Walking – Pedestrian oriented design with walking paths to connect the development to the existing pedestrian network. Pedestrian amenities in the rear of the building. - Transit – Proximity to existing transit service and discounted transit passes for first time purchasers during the first year of occupancy. - Cycling – On-site bicycle parking, connections to the existing cycling network, acknowledgement of Plains Road East being identified as having a Protected Bikeway in the Cycling Plan. - Parking – reduced on-site supply and unbundled parking. - Wayfinding and Travel Planning – resources for residents regarding AT infrastructure, transit service and community resources, wayfinding signage. - Education/Promotion and Incentives - Marketing material will include TDM verbiage and branding.	Paradigm	No action required. Comment acknowledged.
PARKING ANALYSIS AND STAFF POSITION Upon review of the proposed development site statistics, the applicant has indicated that they provide a total number of 142 vehicle parking	Paradigm SRM Architects	No action required. Comment acknowledged.

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<table>
<tr>
<td>spaces, representing 1.21 spaces per unit. 134 identified spaces are located in the two levels of the parking structure and the remaining 8 spaces are located at-grade. The application also proposes 5 layby spaces, not included in the site supply, across the site's frontage on Plains Road East. It is noted in the TIS that 6 of the supplied parking spaces located underground are reduced in length (5.7m). It is my opinion that since these spaces do not meet the requirements of the zoning bylaw for parking space size (16.5m2), they cannot be included in the site supply. When these small spaces are removed from the site statistics, the applicant is proposing a total of 136 spaces on site, representing approximately a rate of 1.16 spaces per unit. Additionally, the site statistics indicate 12 proposed bicycle parking spaces located at the rear of the building.</td>
<td></td>
<td>Site statistics have been updated. A total of 112 parking spaces are now proposed to serve 104 dwelling units, with 1.0 spaces provided per unit for residents, and 0.8 spaces per unit for visitors.</td>
</tr>
<tr>
<td>It is noted in the TIS that according to the Zoning By-law relating to parking (2.25.4), the required parking for this type of development is determined by the number of bedrooms in each unit. The required parking identified by Paradigm from the 2020 zoning by-law is broken down as follows in the TIS:
<table>
<tr><th>Apartment Building</th><th>Units</th><th>Rate (spaces/unit)</th><th>Number of Spaces</th></tr>
<tr><td>Occupant – 1 bedroom</td><td>89</td><td>1.25</td><td>111</td></tr>
<tr><td>Occupant – 2 bedrooms</td><td>25</td><td>1.50</td><td>38</td></tr>
<tr><td>Occupant – 3 bedrooms</td><td>3</td><td>1.75</td><td>5</td></tr>
<tr><td>Visitor – all units</td><td>117</td><td>0.35</td><td>41</td></tr>
<tr><td>Total</td><td></td><td></td><td>195</td></tr>
</table>
It is stated that based on the rates provided above, the site parking supply is considered deficient by 43 spaces when compared to the site's proposed supply, staff notes that it is 49 spaces when the small spaces are removed.</td>
<td>Paradigm</td>
<td>No action required.
Comment acknowledged.</td>
</tr>
<tr>
<td>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 Paradigm.</td>
<td>Paradigm</td>
<td>No action required.
Comment acknowledged.</td>
</tr>
</table>

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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 Paradigm update the TIS to reflect the updated zoning by-law table. According to the TIS, the required site parking supply according to the Parking Standards Review is as follows: **Land Use: Apartment Units (Intensification Area)** / **Number of Units** / **Parking Rate** (Occupant, Visitor) / **Number of Spaces** (Occupant, Visitor, Total) Apartment Units: 117 units; 1.00 occupant; 0.25 visitor; 117 occupant spaces; 29 visitor spaces; **146** total Maintenance Vehicle Parking: **2** **Total**: **127**		Zoning By-law for the land use has been updated since the time of writing. The ZBL requirement is now in line with the rates identified in the City wide parking standards review.
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 visitor supply is enough to accommodate the maintenance demand during the peak period and dedicated spaces are not required.	Paradigm	No action required. Comment acknowledged.
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 127 spaces, broken down as follows: **Land Use: Apartment Units (Intensification Area)** / **Number of Units** / **Parking Rate** (Occupant, Visitor) / **Number of Spaces** (Occupant, Visitor, Total) Apartment Units: 117 units; 1.00 occupant; 0.08 visitor; 117 occupant spaces; 10 visitor spaces; 127 total **Total**: **127**	Paradigm SRM Architects	Parking supply is considered to be 136 spaces and staff require 127 spaces. Supply > Requirements. Development has reduced the number of units to meet the 1.00 per unit (104) and the 0.08 visitor parking stalls (8). For a total of 112 stalls. All stalls are 16.5 square metres.
As part of the preparation of this TIS, Paradigm referenced a TDM Checklist created by the Region of Waterloo to determine potential parking reductions based on the TDM plan for the proposed site. These identified reductions included the following: the site having a Pedestrian & Cyclist Orientation (2%), having most of the parking	Paradigm	No action required. Comment acknowledged.

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<table>
<tr><td>contained underground (3%), and having unbundled parking (5%) for a total reduction of 10%. Staff are not supportive of the use of this TDM Checklist to reduce the parking demand. The result of the applicant's TDM reductions is a parking rate that is still higher than the minimum parking rate determined through the staff study and is therefore unnecessary. While staff do not agree with the use of a TDM worksheet in the determination of any reduction in the parking supply, the applicant's goal was to justify a lower parking rate than the current standards require.</td><td></td><td></td></tr>
<tr><td>Therefore, the TDM reductions are not to be used and the applicant may still provide a parking rate at a minimum of 1.08 spaces per unit (1.00 spaces per unit for occupants and 0.08 for visitors) without any further justification.</td><td>Paradigm</td><td>No action required.
Comment acknowledged.</td></tr>
<tr><td>The TIS submitted by Paradigm also includes observations regarding Bicycle Parking. The site supply is 12 proposed bicycle parking 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. This results in the following bicycle parking requirement:
<table><tr><th>Bicycle Parking Type</th><th>Rate per Unit</th><th>Number of Units</th><th>Required Number of Spaces</th></tr><tr><td>Long-term Bicycle Parking</td><td>0.50</td><td>117</td><td>59</td></tr><tr><td>Short-term Bicycle Parking</td><td>0.05</td><td>117</td><td>6</td></tr><tr><td colspan="3">Total</td><td>65</td></tr></table>Staff agree with the recommendation that the site bicycle parking supply be increased to match the required quantity of spaces outlined above.</td><td>Paradigm

SRM Architects</td><td>Site plan must identify
59 long-term bicycle parking spaces and 6 short-term bicycle parking spaces

SRM: Based on updated unit count
5.15 short term stalls are required and 51.5 long term stalls are required.
12 Short term have been provided
91 Long term have been provided
These are noted on the plans.</td></tr>
<tr><td>Site Plan Recommendation Staff reserves the right to provide further comments on future site plan submissions as part of this development review. With regards to the current site plan which was included in the</td><td>Paradigm

SRM Architects</td><td>SRM to update site plan</td></tr>
</table>

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initial submission package, Transportation Staff have the following comments: - Small Car or Compact spaces are not to be included in the provided parking supply. Parking spaces must be a minimum of 2.75m wide and 16.5m2 in area; - Maximum ramp grades as per the City of Burlington Site Plan Guidelines is 12%. The site plan illustrates a ramp grade of up to 13.9%; - All dimensions are to be provided for structured parking (drive aisles, parking stalls, column spacing, etc.); - Structural columns are to be set back 0.5m on both sides of the driving aisle to provide 7.0m clear (face of column to face of column), for structured parking; - Driveway access is 5.9m. All drive aisles must be a minimum of 6.0m; - Provide dimensions for all aboveground parking stalls; - Provide vehicle turning templates to demonstrate safe movement and function; - Provide delineation of visitor spaces vs. occupant spaces for parking supply; - Remove layby parking spaces parallel to Plains Road East. These spaces are not supported by staff and will interfere with the construction of the future planned off-road protected cycling facility as identified in the City of Burlington Cycling Master Plan; - Construction & Mobility Management Plan Comments: o The city does not support the closure of the curb lane and bicycle lane for a site staging area. Plains Rd is an arterial road and an integral transportation link in Burlington o Amend the truck route to show truck traffic to/from the site only via Waterdown Road and not Plains Road easterly to the QEW		SRM: - No small/compact car stalls have been provided all stalls are at a minimum 16.5m^2. - Ramp slopes have been updated 12% max provided. - All parking structure dimensions have been updated per City Standards. - Vehicle movements have been provided for tighter parking stalls. - Visitor Parking is noted on L1 - Layby Parking Stalls have been removed.
CONCLUSIONS & RECOMMENDATIONS After reviewing the proposed development application and based on the findings of the Transportation Impact Study, prepared by Paradigm, staff recommends the following:	Paradigm SRM Architects	Paradigm to update TIS based on comments and updated site plan.

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1. Update the TIS report so trip generation values in text area matches the results in table 3.1. 2. Update the TIS report to reflect the current Zoning By-law rates from Section 2.25.4. 3. Allocate the development parking to occupants and visitors to reflect a minimum supply of 117 spaces for occupants (1.00 spaces per unit) and 10 spaces for visitors (0.08 spaces per unit). 4. Expand bicycle parking on the development site to reflect the recommended 65 total spaces as outlined in the TIS. 5. Review and ensure compliance with the details in the Site Plan Recommendations section of this memo.		Development has reduced the number of units to meet the 1.00 per unit (104) and the 0.08 visitor parking stalls (8). For a total of 112 stalls. Additional Bike Parking Stalls have been added.
Staff Position Upon review of the traffic impacts which were identified in the report provided, Transportation Services staff have provided comments above with respect to some of the proposed operational elements of the project. Based on a technical review done by staff, the studied links of the transportation network will not be adversely impacted. Staff reserve the right to provide additional comments and recommendations in the future to improve the traffic operations and functionality of the site.	Paradigm	No action required. Comment acknowledged.
NEXT STEPS These comments are submitted for informational purposes only. If you require further information or would like to discuss any of the content above, please contact the reviewer at your convenience.	Paradigm	No action required. Comment acknowledged.

Burlington Sustainable Development Committee (February 2, 2022)

Comment	Consultant	Response
Summary of recommendations: SDC supports the proposed densification and its contribution to meet the housing demand in Burlington. The developer is commended for its		Noted

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attention to multi-modal transportation, healthy lifestyles, and neighbourhood connections. The provided sustainability checklist (in relation to the Sustainable Building and Development Guidelines) is much appreciated and the developer is encouraged to continue this attention to sustainability through future phases and additional detailing.		
Improvements could be made to increase the amount of vegetation on site (e.g., green roof, community garden). Vegetation should be low maintenance (low water), native to the area, and non-invasive. Attention should also be paid to minimize the impact to the surrounding environment through diversion of groundwater and discharge of stormwater. Alternative uses for the groundwater planned to be continuously discharged to the sanitary sewer should be explored (e.g., irrigation).	SRM Architects/ Odan Detech	Vegetation is being shown on the roof (Landscape Buffers have been shown around the rooftop amenity)
It should be confirmed that air quality within the covered vehicle access to parking will not be adversely affected by expected northeastern winds blowing underground parking exhaust into the covered area.	Theakston/Weston	Exhaust air from the garage is not hazardous and should not pose a concern
The 45-degree angular plane and U-shape design introduces more surface area, leading to greater energy use/loss. Care should be taken to mitigate the potentially lower energy efficiency (e.g. through construction materials) while maintaining the benefits of the design pertaining to transitioning, shadowing and outdoor space.	SRM Architects	Noted.
An opportunity exists for the developer to take its sustainability aspirations further and take on greater leadership through the development of explicit sustainability and climate change-oriented objectives. Such objectives should be made in line with Burlington's plan to be a net-zero carbon city by 2050, as well as the City's plan to incorporate climate	SRM Architects/ Weston Consulting	Noted.
Climate action lens review The SDC recommends that all Objectives of the Sustainable Building and Development Guidelines (as approved by the City of Burlington) are considered. Many of the Objectives identified in the guidelines are	Weston Consulting	Noted

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implemented through site plan and/or building permit approval, after a development proposal has received an Official Plan amendment and/or zoning by-law amendment; however, to ensure the design of sustainability features can be incorporated, the SDC recommends these Objectives be given consideration at this stage in the process.		
Refer to Appendix A – Detailed Comments on Sustainable Development Principles and Objectives attached with the comments	Weston Consulting	Noted

City of Burlington, Engineering Services (December 21, 2021)
Zelaikha Shareqi, Intermediate technician - landscaping
Zelaikha.shareqi@burlington.ca

Comment	Consultant	Response
This review is of the Official Plan Amendment, Rezoning applications. The following documents havebeen reviewed: • Arborist Report completed by Terrastory Environmental Consulting Inc. on April 13, 2021. • Site Plan completed by SRM Architects Inc. on April 22, 2021. • Phase One ESA completed by EXP Services Inc. on September 24, 2020. • Planning Justification Report completed by Weston Consulting Inc. in September 2021. • Wind Impact Study completed by Theakson Environmental on September 15, 2021. • Site Servicing/Grading Plan completed by Odan-Detech Consulting Engineers in December 2020. • Urban Design Brief completed by Weston Consulting in September 2021. • Landscape Concept Plan completed by OMC Landscape Architecture in September 2021.		

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• Construction Management & Mobility Plan completed by Lanhack Consultants Inc in July, 2020.		
Please be advised that the Urban Forestry and Landscaping review of this application is considered preliminary at this time. Urban Forestry and Landscaping may provide additional comments, raise additional concerns, or request additional information upon receiving the outstanding or revised information, and upon further comprehensive review of its contents.	Weston	Noted
Re: Existing Trees The urban forest provides various benefits and services to the City, including the reduction of air pollution, water attenuation, moderation of the urban heat island effect,carbon sequestration, shade, habitat for wildlife, neighborhood character and health benefits. In accordance with Section 4.3 of the City's new Official Plan, applications shall aim to: i) preserve existing healthy trees with the location of healthy trees considered when stablishing the location of building envelopes for the proposed development; ii) trees shall be relocated where and when feasible; iii) trees shall be replaced using the City's aggregate caliper formula; and, iv) where replacements cannot be achieved alternative off-site compensation may be considered.	OMCLA/ Terrastory	Noted. Trees are proposed where feasible with respect to space, boundary tree restrictions, and soil volume. Setbacks and other tree protection measures incorporated into the revised site plan and grading/servicing plans provide adequate protection to trees within and adjacent to the site, and achieve relevant requirements specified within the City's OP, Private Tree Protection By-law (By-law 40-2022), and provincial *Forestry Act*.
An updated Tree Inventory and Preservation Plan and Arborist Report is required for all existing trees greater than 10cm DBH on site and on adjacent properties within 6m of theproperty lines, and trees of any size on city property. Please see Tree Inventory Table requirements at the end of this comment. See the City of Burlington: Pre-Submission Checklist for requirements.	Terrastory	Much of the information requested (i.e., Tree Inventory Table Requirements) was already provided within the original Arborist Report. Such information has been reviewed and updated where warranted (see also below).

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Tree Inventory Table Requirements - Please identify the tree id number to corresponding tree protection plan - Please identify the botanical name and common name - Please identify the DBH measurement and include all individual sized stems where co-dominant or multi-stems are present. - Please confirm the structural and health rating as a percentage % - Please confirm ownership of trees (e.g., public, private, boundary, neighbor). Where multiple types of public property are identified please further clarify the public property(e.g., public row, public parkland, public creek corridor or creek block) so it is clear. - Please identify the subject property where the tree resides (e.g., if it is a neighboringtree please identify the address) - Please include the critical root zone as identified in the City's specification document - Please include percentage of impact in MTPZ and that of the CRZ - Please identify the proposed recommendation (e.g., preserve, injury, destruction(removal). - Please identify any tree related commentary such as evidence of pests and diseases orstructural issues (e.g., EAB). - Please provide this table in excel format with the next submission in addition toincluding it in the report.	Terrastory	Several of the noted "Tree Inventory Table Requirements" were already provided in both the Tree Inventory table (Appendix 1 of the Arborist Report) and TPP (Figure 2 of the Arborist Report). We respond as follows: • Tree ID number was provided in the original Arborist Report/TPP and is carried forward within the revised submission. • "Botanical" (i.e., scientific) and common names were provided in the original Arborist Report/TPP and are carried forward within the revised submission. • DBH for all trees assessed was provided in the original Arborist Report/TPP and verified to more current conditions based on an 11 February 2022 site assessment. • Structural/health ratings have now also been provided as a percentage. • Ownership of each tree was determined in the original Arborist Report/TPP and

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		been verified within the revised submission. • Minimum TPZ and CRZ (consistent with City specifications) have been added to the Tree Inventory Table in Appendix 1 and to the TPP. • Proposed recommendations have been updated. • "Tree related commentary" was provided in the Tree Inventory Table in Appendix 1 and has been carried forward onto the TPP. Excel table has been provided with the resubmission.
On the Tree Inventory and Health Assessment chart in the Arborist Report, please clearly label the direction for each tree as remove or retain. As shown right now, only 5 trees are proposed to be removed and majority other trees noted as 'to be confirmed at detail design'. However, those trees labeled as to be confirmed are shown to be removed on the Tree Preservation Plan. Please revise the chart and the plan so that they can accurately beread in conjunction.	Terrastory	Grading Plans had not been provided to Terrastory when the original Arborist Report was finalized. Hence, confirmation of tree protection was to be determined once sufficient information was made available. Terrastory has worked closely and iteratively with the project Civil Engineer in relation to the proposed grading/servicing design. The design avoids impacts to all shared and neighbouring trees. A determination/recommendation in

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		relation to tree retention has been offered in the revised Arborist Report.
Existing private trees on the subject property should be evaluated for retention, particularly along shared property lines, and in required Landscape Buffer areas (betweenthe proposed development's rear property line and existing single-family residential properties).	Terrastory	See above response
Existing private and neighboring trees will need to be replaced using the City's method of calculation. The tree's size, as well as the overall condition rating will impact the total number of cm's required to be replaced. Generally, one replacement tree is required for every 10 cm diameter removed. It is recommended. that the replacement trees are replanted on the subject site. If there is no room on site for the replacement trees, there will be a charge of $400 per replacement tree. This information and calculations should beincluded in the submitted updated Arborist Report and Tree Preservation Plan.	Terrastory	A follow-up site assessment was undertaken on 11 February 2022 by two Terrastory certified Arborists (T. Knight and J. Consiglio) to provide a current (leaf-off) condition assessment and determine any increases to DBH since the original site assessment was completed on 21 August 2020. Terrastory agrees that the tree replacement standard referenced in the previous comment (i.e., that generally, one replacement tree is required for every 10 cm DBH removed) is typical. This was also noted in the Arborist Report.
Clearly show the limits of the underground parking and discuss the impact of excavation for the underground parking structure on the preservation of existing trees on the subjectproperty and on neighboring properties in the Arborist Report. The submitted proposal does not provide sufficient setbacks from property lines to the limits of underground parking to allow preservation of existing trees along shared property lines.	Terrastory	Terrastory has worked closely and iteratively with the project Architect and Civil Engineer in relation to the proposed grading/servicing design. The design avoids impacts to all shared and neighbouring trees. Limit of the underground parking is

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		shown in relation to the recommended tree protection fence location.
All public and private trees to be retained require tree protection fencing. Please see theCity of Burlington Tree Preservation and Protection Specification SS12A for further tree protection details. Please also include this detail on your Landscape Plan and tree Preservation and Removals Plan details sheet	OMCLA	TPP updated to include a tree protection fence detail.
Removal or damage to trees on neighboring properties within 6.0m of the property lineand boundary trees (which are protected under the Provincial Forestry Act (RSO 1990) Section 10) will require: • The adjacent property owners shall be consulted and made aware of the proposed development and potential impacts to their trees and boundary trees and requested tosubmit in writing that there are no concerns with proposed treatment of the existing trees. • A qualified professional (as defined in the City of Burlington's Pre-submission Checklist) shall be retained to address the potential impacts on the neighbor's trees and/or boundary trees and provide a letter or report confirming in their opinion regarding impacts to the boundary trees from proposed construction. The arborist letter or reportof attestation 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.	Terrastory	No impacts or removal of shared or neighbouring trees are proposed.
A qualified professional (as defined in the City of Burlington's Pre-submission Checklist)may be required to be retained to address potential impact on the existing trees on siteduring excavation	Weston Consulting	Noted

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operations to ensure no damage to the protected trees or their root systems. Requirement to be determined at the Site Plan stage		
Do not remove any trees from the site until after the Rezoning and Official Planapplication until a decision has been rendered	Owner	Noted
Re: Landscape 1. We have reviewed the following plans: Landscape Concept Plan completed September 2021: - Please ensure that the Landscape Concept Plan includes the requirements listed in theCity of Burlington's Pre-Submission Checklist, also shown at the end of the comment section.	OMCLA	Noted
- Compensation and caliper replacement based on private trees to be removed cannot becalculated until ownership of tree's is revised to clearly show which trees are private, public, boundary or neighbor, as well as what the direction for each tree is clearly determined (remove/retain..etc).	OMCLA	Drawings have been updated to the latest arborist report data.
- Please ensure that the Landscape Plan is signed by a qualified member of the OntarioAssociation of Landscape Architects.	OMCLA	A detailed landscape plan, stamped and signed by an OALA will be provided with the submission of the future Site Plan Approval Application.
- Please ensure all vegetation proposed is local, native and non-invasive.	OMCLA	A detailed landscape plan, stamped and signed by an OALA will be provided with the submission of the future Site Plan Approval Application.
- Please accurately show ALL existing trees on the plan, even if they fall outside of thesubject property (neighboring trees).	OMCLA	Drawings have been revised

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Show garage ventilation exhaust openings to ensure there are no conflicts with proposed landscaping, walkways, etc. and incorporate into the landscape concept.	OMCLA	Drawings have been revised
Provide enhanced streetscaping (feature paving, site furnishings, plantings) and alongthe Plains Road East frontage.	OMCLA	Drawings have been revised
The Mid-Rise Guidelines ("Design Guidelines for Mixed-Use and Mid-Rise ResidentialBuildings, 2019) apply to this property. Please review the guidelines and apply as required, especially section 2.4 and 2.5 which touch on street level design and site design. All the guidelines can be found at on the city website:	OMCLA	Noted
Coordinate with Burlington Hydro the show the location of utilities to be buried and ensure space for minimum setbacks to hydro ducts allow for tree planting in the right-of-way.	OMCLA	The landscape plan assumes that the hydro service will be from the transformer in the northwest corner of the site.
Landscape buffer planting (dense coniferous and deciduous tree planting and understory shrubs) and double board fence is required along the proposed sites rear property line where the subject properties abuts single family residential. A landscape buffer of 6m is required in the Mixed-Use Corridor-General zone (MXG). Please see the requirements found in Part 5, section 4.4 of the City of Burlington's Zoning-by law foundonline at: www.burlington.ca/zoning	OMCLA	This comment conflicts with the requirements for tree protection for boundary trees and trees on adjacent property. It is proposed for the existing boundary trees to remain.
Show how short-term parking for passenger drop-off and pick-up, deliveries, etc. will beaccommodated.	OMCLA	Drawings have been revised.

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• Show pedestrian walkways and connections to the city sidewalks, parking spaces,entrances, outdoor amenity areas.	OMCLA	Drawings have been revised.
• Show the pedestrian and bicycle connections.	OMCLA	Drawings have been revised.
• Show at grade bicycle parking locations.	OMCLA	Bicycle parking is located along the Plains Road frontage.
Construction Mobility Management Plan, C1-1 signed and dated September 18, 2020: • Please show all tree protection fencing as well as existing trees to be preserved on theplan.	Lanhack	Refer to CMMP Drawings CM1-1, CM1-2, and CM1-3
Wind Impact Study signed and dated September 15, 2021: • Section 5.3.5 of the Wind Impact Study refers to an outdoor amenity space on the 10th floor of the proposed building. “An Outdoor Amenity Space is also proposed for the roofof the building at the 10th level, as represented by probe 35.” After looking at the plans Ido not see an addition amenity space, except for the one shown on the site plan and landscape plan which is ground level. Please either show a landscape concept for the 10th floor amenity space or revise the Wind Impact Study.	Theakston	N/A
2. Clearly show the limits of the underground parking on the Landscape Concept Plan andensure there is sufficient soil volume for full sized large canopy trees.: • Minimum required soil volumes range from 15m^3 to 30m^3, depending on the tree species	OMCLA	Planting concept has been revised to reflect available soil volume, underground parking limits, and required tree protection zones.

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and planting layout (e.g. soil volume share in a continuous trenchfor multiple trees, use of structural soil cells or engineered structural soil.) □ The draft City Tree Planting Guidelines specify 30m^3 of soil per tree in a single tree pit, 15m^3 per tree in a shared planting environment. Excavation for eachplanting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth. Smaller rooting volume (minimum 15-20m^3) may be proposed forsmaller trees □ The limit of underground parking should be set back from property lines a minimum of 6.0m to allow large canopy trees to become established that will not need to be removed when the underground parking garage requires repairs (i.e. trees planted on the roof slab of the underground parking garage).The submitted concept does not provide any setback from the property lines to the limits of underground parking.		
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.	SRM Architects	4 Barrier Free stalls are required (6 are proposed.) All stalls are shown as the Type A and Type B size requirements and Access aisle.

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Locate the barrier free parking spaces closest to the elevator lobby and not crossingvehicular traffic in the underground parking garage. Contact the city's Accessibility Coordinator if you have any questions: Judi Lytle, 905-335-7600, ext. 7865, judi.lytle@burlington.ca.		
Please provide a response matrix outlining the comments that have been addressed, orjustification if they have not been addressed.	Weston Consulting	Noted
Landscape does not currently encourage the large number of removals identified as part of the Official Plan Amendment and Zoning By-Law Amendment application. The plans should be revised to consider and prioritize tree preservation. Efforts should be made to preserve as many trees as possible. The plans should also be revised to accurately show ALL existing private,public and neighboring trees, which are also conveyed in direct correlation between the tree preservation plans and arborist report. Alternative underground parking setback should also be considered in order to better accommodate the 6m landscape buffer planting along the rear property of the proposed building. Alternate layout and grading options should be reviewed to protect and preserve more existing trees. Further review of the proposed removals on the subject and adjacent lands will be considered upon the site plan submission. Detailed Landscape and Forestry reviews help to lead the City of Burlington to a more sustainable and environmentally-friendly place to live which in return ultimately benefits all residents as well as wildlife. Please feel free to reach out to me if you have any further questionregarding these landscape comments.	OMCLA	Planting concept has been revised to reflect available soil volume, underground parking limits, and required tree protection zones.

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Canada Post (January 31, 2022)
Nirmaljit Rai, Delivery Planning Officer
Nirmaljit.rai@canadapost.ca

Comment	Consultant	Response
Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following: Canada Post has reviewed the proposal for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes. To provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:	Weston Consulting	Noted, standard Canada Post comments
The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.	Weston Consulting / Owner	Noted, standard Canada Post comments
The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility, including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.	Weston Consulting / Owner	Noted, standard Canada Post comments
The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.	Weston Consulting / Owner	Noted, standard Canada Post comments
The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have	Weston Consulting / Owner	Noted, standard Canada Post comments

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occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.		
The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.	Weston Consulting / Owner	Noted, standard Canada Post comments
The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the CITY OF BURLINGTON.	Weston Consulting / Owner	Noted, standard Canada Post comments
The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.	Weston Consulting / Owner	Noted, standard Canada Post comments
The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.	Weston Consulting / Owner	Noted, standard Canada Post comments
In order to provide mail service to the apartment buildings and commercial building for this development, Canada Post requests that the owner/developer comply with the following conditions: The owner/developer will provide each building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the residents of this projects. For any building where there are one hundred or more units, a secure , rear-fed mailroom must be provided.	Weston Consulting / Owner	Noted, standard Canada Post comments

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The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lockboxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retrofitted with a Canada Post deadbolt cylinder.	Weston Consulting / Owner	Noted, standard Canada Post comments
Canada Post further requests the owner/developer be notified of the following: 1 The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations 2 Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy 3 There will be no more than one mail delivery point to each unique address assigned by the Municipality 4 Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project 5 The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf	Weston Consulting / Owner	Noted, standard Canada Post comments

CN Rail

Comment	Consultant	Response
Thank you for circulating CN on the subject application. It is noted that the subject site is located in proximity to a CN railyard. The RAC-FCM Proximity Guidelines (mentioned below and can be reviewed at http://www.proximityissues.ca) state that the zone of noise influence for rail yards is 1000 metres. As such, the noise report should account for the rail operations in proximity to the subject property. The noise letter provided as part of the supporting documents refers to a noise report dated September 22, 2021. Please provide a copy of the noise report for our review.	Weston Consulting	CN to be provided with a separate response letter at a later date.

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CN will also be seeking a development agreement and environmental easement for operational emissions to be registered on title. Note: Please have the proponent complete the attached Development Project Review form and forward back to us.		

Canada Post (January 31, 2022)
Nirmaljit Rai, Delivery Planning Officer
Nirmaljit.rai@canadapost.ca

Comment	Consultant	Response
Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following: Canada Post has reviewed the proposal for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes. To provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:	Weston Consulting	Noted, standard Canada Post comments

Halton Catholic District School Board (December 17, 2021)
Kathie Panzer – Planning Officer

Comment	Consultant	Response
In response to the above noted application to permit the development of a 6-storey apartment building with a total of 107 residential apartment units and 10 townhouse units for a total of 117 dwelling units, the Halton Catholic District School Board (“HCDSB”) has no objection. In terms of school accommodation, if the development were to proceed today, elementary students generated		Noted

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from this proposal would be accommodated at Holy Rosary (B) CES located at 261 Plains Road East. Secondary school students would be directed to Assumption CSS located at 3230 Woodward Avenue. Should you proceed with the approval of the Official Plan and Zoning By-law amendments, we require that the following conditions be placed in any subsequent agreements (e.g. Subdivision, Condominium and/or Site Plan). The conditions are to be fulfilled prior to final approval:		
1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the City's subsequent agreements, to be registered on title: Prospective purchasers are advised Catholic school accommodation may not be available for students residing in this area, and that you are notified that students may be accommodated in temporary facilities and/or bused to existing facilities outside the area.	Weston Consulting / Owner	Noted
Prospective purchasers are advised that the HCDSB will designate pick up points for the children to meet the bus on roads presently in existence or other pick up areas convenient to the Board, and that you are notified that school busses will not enter cul-de-sacs and private roads.	Weston Consulting / Owner	Noted
In cases where offers of purchase and sale have already been executed, the owner is to send a letter to all purchasers which include the above statements.	Weston Consulting / Owner	Noted
That the owner agrees in subsequent agreements (e.g. Subdivision, Condominium and/or Site Plan) to the satisfaction of the HCDSB, to erect and maintain signs at all major entrances into the new development advising prospective purchasers that if a permanent school is not available, alternative accommodation and/or busing will be provided. The owner will make these signs to the specifications of the HCDSB and erect them prior to final approval.	Weston Consulting / Owner	Noted
That the developer agrees that should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the HCDSB. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.	Weston Consulting / Owner	Noted

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It should be noted that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum approved unit count will be subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.	Weston Consulting / Owner	Noted

Halton District School Board (November 22, 2021)
Michelle D'Augiar – Senior Planning Analyst

Comment	Consultant	Response
Please be advised that the Halton District School Board has no objection to the proposed application as submitted. Please notify us of the adoption of the proposed amendment and include us in the circulation of any future applications, including site plans, related to this development. The Halton District School Board will provide comments and conditions on each proposed development application received.		Noted
For your convenience, below are our standard conditions of development that may be applied to the development proposal: 1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the City's subdivision agreement, to be registered on title: a. Prospective purchasers are advised that schools on sites designated for the Halton District School Board in the community are not guaranteed. Attendance at schools in the area yet to be constructed is also not guaranteed. Pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area.	Weston Consulting / Owner	Noted
b. Prospective purchasers are advised that school busses will not enter cul-de- sacs and pick up points will be generally located on through streets convenient to the Halton Student Transportation Services. Additional pick up points will not be located within the subdivision until major construction activity has been completed.	Weston Consulting / Owner	Noted

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2. That in cases where offers of purchase and sale have already been executed, the owner sends a letter to all purchasers which include the above statement.	Weston Consulting / Owner	Noted
3. That the Owner agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.	Weston Consulting / Owner	Noted
4. That the Owner shall supply, erect and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to the issuance of building permits.	Weston Consulting / Owner	Noted
5. That the Owner take responsibility for all required signage on the various blocks which are part of this plan of subdivision and further, that in the event that the City installs any signs on the Owner's behalf, the Owner agrees to reimburse the City for the supply, erection, and relocation of appropriate signs which depict land uses and other information on the subject and adjacent lands including notices relating to the bussing of children until the school sites are available and developed, that portables and/or portapaks may be required for student accommodation and that construction of a school is not guaranteed.	Weston Consulting / Owner	Noted
6. That a copy of the approved sidewalk plan, prepared to the satisfaction of the City of Burlington be submitted to the Halton District School Board.	Weston Consulting / Owner	Noted
7. The Owner shall provide Halton District School Board a geo-referenced AutoCAD file of the Draft M-plan once all Lot and Block numbering has been finalized. Should any changes occur after the initial submission to Lot and Block configuration or numbering on the draft M-plan the Owner shall provide a new AutoCAD file and a memo outlining the changes.	D.B Searles	The two existing parcels are to be merged on title prior to construction. An M-Plan is not required for this process and will therefore not be provided.
In addition, the following note should be included in the conditions: Educational Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits which are additional to the	Weston Consulting / Owner	Noted

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maximum unit yield which is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.		

Halton Region Legislative and Planning Services
Adam Huycke – Senior Planner

Comment	Consultant	Response
Regional Planning Staff have reviewed the subject applications within the context of Provincial planning documents and Regional Official Plan (ROP) and offer **no objection** to the proposed amendments based upon the following comments.	Weston Consulting	Noted
Matters of Provincial & Regional Interest: In the context of the ROP, the Subject Lands are designated as part of the Urban Area on Map 1 of the ROP and are within the Built-up Area. Staff note that through the ROP Review process, Regional Staff are considering the further allocation of population and employment growth for the City of Burlington.	Weston Consulting	Noted
From a growth management perspective, the subject lands are not located within a regionally mapped *Strategic Growth Area* as defined in Section 79.1 of the ROP. While not located within a defined growth area, ROP policy supports the redevelopment of lands outside of those defined areas, however careful consideration of the proposal, in an effort to determine and demonstrate how the proposed development will not impact the City's ability to achieve the planned growth of the City and Region.	Weston Consulting	Noted
In stating this, Staff are generally satisfied that the proposed development is consistent with and conforms to the PPS and Growth Plan. Staff further note that subject to the following technical issues being addressed, we are satisfied that the proposed development conforms with the ROP.	Weston Consulting	Noted
Other Matters of Regional Interest **Site Contamination**	EXP	Acknowledged

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The applicant is required to follow the processes outlined in O.REG 153/04 in the preparation of all Environmental Site Assessment (ESA) reports and supporting documentation.		
ESA reports must be no older than 18 months old and completed in accordance with parts VII and VIII and Schedule D and E of the regulation.	EXP	Acknowledged
Staff have reviewed the following documents circulated with the subject application: • Phase 1 ESA by EXP, #BRM-00258353-A0, 2020, 09, 24 • Notice of receipt of Record and Site Condition (confirmation number 44941064)	EXP	Noted; EXP has completed a Phase One ESA Updated dated June 28, 2022
As part of a comprehensive resubmission, Regional Staff recommends that updated ESAs be provided.	EXP	Noted: EXP Has completed a Phase One ESA Updated dated June 28, 2022
In the absence of this updated supporting justification and the submission of a Record of Site Condition that demonstrates that the lands are suitable for the intended use, Staff recommend the implementation of a Holding Symbol and provisions that requires the owner to demonstrate compliance with provincial and regional requirements.	EXP	Noted: EXP has completed a Phase One ESA Updated dated June 28, 2022
Municipal Services Policy 58(1.1) of the ROP permits development provided that "adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region".	Odan-Detech	Acknowledged
Furthermore, Policy 89(3) of the ROP requires that all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater system.	Odan-Detech	Acknowledged
A Functional Servicing Report, prepared by The Odan/Detech Group Inc. (September 17, 2021) was received with this submission. This report makes reference to the Region's watermain and wastewater mains (sanitary sewers) located within the municipal right-of-ways adjacent to the property, and how the owner's Professional Engineer foresees the property and the building being	Odan-Detech	Acknowledged

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serviced. A draft Preliminary Site Servicing Plan drawing and other drawings were provided. Staff have considered the FSR and the proposed servicing for these lands and are generally satisfied with the FSR as it relates to the proposed LOPA and ZBA.		
In considering the FSR, Regional Staff have identified a number of technical comments that the City and the Consultant Engineer should be aware of. These comments are provided in **Appendix 'A'** to this letter.	Odan-Detech	Acknowledged – addressed below
Appendix 'A' Supplemental Municipal Servicing Comments **1.** Please include a three valve chamber configuration, for the proposed water service connection to the municipal system, as per Halton Region's Water and Wastewater Linear Design Manual Standards (October 2019, Version 5.0. Note, the most up to date Version will apply at the time of permit).	Odan-Detech	Revised accordingly
2. Furthermore, the water service connection should be made to the 400mm DI pipe closest to the property for two reasons: The 300mm watermain on the north side of Plains Rd. has been lined in recent years and does not support a connection, also Plains Rd. is a concrete based roadway and excavation and maintenance work is extremely difficult.	Odan-Detech	Revised accordingly
3. Please be advised that the preliminary draft Functional Servicing plan drawing includes a cross-section which may need to be revised with respect to manhole depth.	Odan-Detech	Acknowledged and revised accordingly
4. The Downstream Sanitary Sewer Catchment Plan shows an existing 200mm sanitary sewer between EX. SAN MH 2 and EX. SAN MH 5, please verify the size as it does not match with the sanitary sewer design sheet.	Odan-Detech	Revised accordingly. The pipe is 250mm-diameter and the Downstream Sanitary Sewer Catchment Plan has been revised accordingly

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5. The Regional wastewater mains within Plains Road East will only accept wastewater flows that are generated form this development. The Region will not allow the buildings foundation drains to discharge into Regional wastewater mains. This includes all long-term groundwater and short-term (construction) groundwater that is a result of this development. Please coordinate with the City of Burlington for further information on foundation drains and associated groundwater discharging into the City of Burlington's stormwater mains in Plains Road East.	Odan-Detech	Revised accordingly. It is no longer proposed to discharge foundation drainage to the wastewater main. The report has been revised to show that foundation drain will be discharged to the storm sewer.
6. The owner should be aware of the Region's Cross-Connection Control Program, as it relates to the Region's Drinking Water System By-law 71-19. Information is available on the Region's website at http://www.halton.ca/For-Business/Water-and-Wastewater-forBusiness/Cross-Connection-Control-Program-and-Backflow-Prev	Odan-Detech	Acknowledged
7. The Region's Public Works department monitor development applications for their impact to the water distribution system, sanitary sewer collection systems and Skyway WWTP. The Skyway Wastewater Treatment Plant undertook an expansion that increased the capacity of the plant from 118 MLD to 140 MLD.	Odan-Detech	Acknowledged
a. In general, there is adequate water and wastewater capacity available to support the development of the subject lands at this time. The Owner should be advised that at the Site Plan stage there will be specific conditions related to water capacity, wastewater (sanitary) capacity, and the availability of that capacity within the term of site plan approval. Granting of site plan approval does not imply a guarantee by the Region to service this development within the term of the site plan approval.	Odan-Detech	Acknowledged
b. Granting of site plan approval does not imply a guarantee by the Region	Odan-Detech	Acknowledged

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to service this development within the term of the site plan approval.		
c. It should be noted that the specific technical details related to servicing the proposed buildings will be worked out during the Site Plan stage when the owner applies for a Regional Services Permit. In this case, it is recommended that the owner keep in mind to make an application early enough in order to work through the details. The issuance of a Regional Services Permit, Special Financial Agreement and Regional Servicing Agreement (if required) are Halton's confirmation that servicing will be available to service this site.	Odan-Detech	Acknowledged
d. Satisfying the requirements of the Commissioner of Legislative & Planning Services and Corporate Counsel, Commissioner of Public Works, the Region's Development Project Manager and the Region's Services Permits Section will be required prior to the owner obtaining a Regional Services Permit, City of Burlington site plan approval and City building permit.	Odan-Detech	Acknowledged
8. It should be noted for longevity that Halton Region policies state that properties within Halton must be individually serviced. Any existing water or wastewater services that are substandard or in the wrong location, that must be abandoned, will be required to be disconnected at the main by the developer.	Odan-Detech	Acknowledged
Staff note that additional investigation and analysis the impact of the proposed development, including the impact of construction infrastructure on this transmission main will be required as part of the detailed design process and may result in the need to implement appropriate setback(s) for the development to ensure that this transmission main is adequately protected.	Odan-Detech	Acknowledged

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While Regional Staff acknowledge that this report is satisfactory for the purposes of the identifying how they site can be services and any capacity constraints (downstream or otherwise), capacity within the Region's system to accommodate growth does not imply support for growth and intensification/redevelopment of uses.	Odan-Detech	Acknowledged
Waste Management In accordance with Section 148 of the ROP, it is an objective of the Region to implement an integrated and sustainable waste management plan. To ensure that the efficient and safe collection of solid waste from this site can be accommodated for this development, Regional Staff will require the resubmission of a detailed Waste Management Plan to address the comments provided in **Appendix 'B'** top this letter.	Weston	A detailed Waste Management Plan is included with this submission.
Appendix 'B' Supplemental Waste Management Comments Supplemental Waste Plan required (including representative scaled drawings) to address the following: • There is a 12m turning radius noted as collection vehicle accesses loading area. Region waste requires 13m center line radius. In addition the loading area looks really tight for waste collection vehicles to service from.	Weston	A detailed Waste Management Plan is included with this submission.
• Please confirm if loading area has an unlimited ceiling height?	SRM Architects	Loading area does have an unlimited height.
• Region waste only collects green cart material in 95 gal carts, we do not collect organics in front end bins. How do the 95 gal carts get moved down to ground level for collection vehicle to collect if loading area is elevated?	SRM Architects	Weston to provide answer.
• The width of the driveway is 5.9m. Region waste require a 6m driveway	SRM Architects	All driveways have been increased to be 6.0m.

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for waste collection vehicles to access.		
• Region waste has concerns with collection vehicle backing into the underground garage entrance as depicted on the turning plan.	SRM Architects	Waste collection vehicle is not proposed to access the underground parking area.
• Where is the bulky waste storage and how big is it? It is not noted on the current plan.	SRM Architects	Garbage is being stored inside the building.
• A drive through agreement must be completed before collection is to commence.	Weston	Acknowledged.
• A signed and stamped engineering letter must be submitted for the underground garage.	Weston	Acknowledged. It is too early in the process to provide a letter from a structural engineer. This letter can be provided with the future Site Plan Approval Application.
In the absence of an updated Waste Management Plan, Regional Staff are unable to confirm that regional solid waste collection for this development can be accommodated. Staff strongly recommend that the site be designed to accommodate regional solid waste collection.	Weston	A detailed Waste Management Plan is included with this submission.
Conclusion As outlined herein, Regional Staff are of the opinion that the proposed Local Official Plan Amendment for the site-specific designation to permit the development proposal are consistent with and conform to the relevant planning documents and represents good planning from a regional perspective.	Weston Consulting	Noted
Further, and as discussed herein, subject to the implementation of a Holding 'H' provision to address the outstanding site contamination comments, Regional Staff are satisfied that the proposed ZBA is consistent with and conforms to the relevant planning documents and represents good planning from a regional perspective.	Weston Consulting	Noted

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As outlined in Regional By-law 17-99 and captured in the HASR agreement, the City of Burlington is required to contact Halton Region at least 12 days in advance of a report going forward to Town Council regarding the possible adoption of the Local Official Plan Amendment, so the Region can comment on the exemption of Regional Approval with respect to the subject application and a letter can be issued by the Region's Chief Planning Official.	Weston Consulting	Noted

Rogers (November 18, 2021)

Comment	Consultant	Response
Rogers Communications Canada Inc. ("Rogers") has reviewed the application for the above Application to amend the Official Plan and have no objections. Rogers Communications Canada Inc. ("Rogers") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:	Weston Consulting / Owner	Noted
(1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "Communications Service Providers") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.	Weston Consulting / Owner	Noted
(2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.	Weston Consulting / Owner	Noted
(3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.	Weston Consulting / Owner	Noted

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(4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.	Weston Consulting / Owner	Noted
In addition, we kindly request to, where possible, receive copies of the following documents: (1) the comments received from any of the Communications Service Providers during circulation; (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees	Weston Consulting / Owner	Noted

City of Burlington Engineering Services
Adam Scott – Senior Engineering Technologist

Comment	Consultant	Response
A Reference Plan has not been submitted as part of the supporting documentation for the applications. Site Engineering previously identified, in the pre-con, that a Reference Plan was required. Therefore, a Reference Plan, will be required, for approval, prior to Site Engineering supporting the application.	Weston	It has been confirmed through correspondence with Gordon Dickson that no ROW widening is required. Through Correspondence with Adam Scott dated June 3rd, 2022, it was confirmed that any R-Plan required for any future easements may be addressed through future Site Plan and Condominium Exemption Applications, as needed.

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Please be advised that detailed engineering drawings, including but not limited to a site grading plan, site servicing plan and erosion and sediment control plan, will be required, for approval, as part of the subsequent SPA.	N/A	Acknowledged.
Please be advised that a Utility Coordination Plan will be required, for approval, as part of the subsequent SPA. Additionally, certification by the Civil Engineering Consultant's Professional Engineer will be required which confirms that the approved Utility Coordination Plan has been reviewed and that the civil design does not conflict with any of the utility information. The details of the Utility Coordination Plan shall include, but are not limited to: • the location of all existing and proposed above ground utilities (i.e. street lights, hydro poles, transformers and pedestals, cable and Bell pedestals, hydrants, and gas meters) within the City of Burlington's road allowance that fronts the subject property and within limits of the subject property; • the location and elevations of all existing and proposed underground utilities (i.e. road crossings, conduits and duct banks, gas mains, and hand hole boxes) within the City of Burlington's road allowance that fronts the subject property and within the limits of the subject property. Existing underground utility elevations are to be confirmed by daylighting; and • the location of all existing and proposed trees within the City of Burlington's road allowance that front the subject property, are within 3 m of any other shared property line or are within the limits of the subject property.	Odan-Detech	Acknowledged
Please be advised that a Permit for Construction on Public Property shall be obtained prior to the commencement of any construction related works on the City of Burlington's road allowances.	Owner	Noted
Phase One Environmental Site Assessment, by exp., dated Sept 24 2020	EXP	EXP has included a Reliance Letter in this submission

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A Letter of Reliance, which indicates that the City of Burlington may rely on the Phase One ESA dated Sept 24 2020, will be required, for approval, prior to Site Engineering supporting the application.		
Section(s) 1, 2, and 8 indicates a RSC with the MECP will be required due to the proposed change in land use. Please be advised that an RSC filing, accepted by the MECP, will be required, as a condition of draft approval for the subsequent SPA.	EXP	RSC confirmation number 44941064 has been submitted
Section(s) 4.1.3, 4.1.5, and Appendix J references a Phase One ESA – 284 and 292 Plains Road East, Burlington, Ontario, by Golder Associates Ltd., dated December 2017; however, a copy has not been submitted. Therefore, a copy of the Golder Report will be required, for approval, prior to Site Engineering supporting the application.	EXP	EXP has included Golder Phase One ESA for review
Section(s) 4.1.5 and Appendix J references a Geotechnical Investigation for Proposed Mixed-Used Building – 284 and 292 Plains Road East, City Of Burlington, by Soil Engineers Ltd., dated January 2018; however, a copy has not been submitted. Therefore, a copy of the Soil Engineers Ltd. Report will be required, for approval, prior to Site Engineering supporting the application.	EXP	EXP has included Soil Engineers 2018 Geotech Investigations for review
Section(s) 4.2.3.1 and Appendix G indicates exp. has requested confirmation from the MECP pertaining to site records. A copy of the MECP correspondence will be required to ensure no additional investigations or remediation are required prior to Site Engineering supporting the application.	EXP	EXP has included the FOI response from the MECP. Based on the results of the FOI, no additional investigation was warranted
Section(s) 4.3.3 and 6.2.14 indicates there is no potential for fill material to be present on-site; however, section 3.1 of the GEO report, by exp., dated Sept 17 2021 noted fill was encountered in all boreholes, extending to depths of 0.8 m to 1.8 m. Therefore, a revised report will be required to address the fill material which may require a Phase Two study, for approval, prior to Site Engineering supporting the application.	EXP	EXP has provided a revised Geotechnical Investigation dated September 14, 2022. The fill mentioned in the Geotech report was clarified to be a reworked native material. As such a Phase Two ESA study is not required
Geotechnical Investigation Report, by exp., dated Sept 17 2021	EXP	EXP has provided an updated Hydro-G report dated August 24, 2022 with additional

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Section(s) 3.2 indicates groundwater conditions were observed in the open boreholes during and upon completion of the investigation, but levels are not anticipated to have stabilized during the short-term investigation. Monitoring wells were installed to facilitate long-term groundwater level measurements; however, only short-term findings have been reported. The Geotechnical pre-con review requested groundwater monitoring be conducted through all seasons to determine the seasonally high groundwater levels. Therefore, long-term groundwater monitoring will be required, for approval, prior to Site Engineering supporting the application.		groundwater monitoring information
Section(s) 4.3 indicates excavation will be required for two proposed levels of underground parking. In accordance with City of Burlington By-law 64-2014, as amended, a Site Alteration permit shall be obtained prior to the removal of any soil from the subject property.	EXP	No comment required
Section(s) 4.4 indicates temporary shoring will be required and may be achieved with tieback anchors, rakers, struts, or corner braces. The pre-con review requested shoring details and recommended a design self contained within the property limits. Otherwise, agreements from property owners for proposed temporary or permanent encroachments would be necessary. Please be advised that 300 Plains Rd E has a geothermal system that may conflict with a proposed shoring system utilizing tieback anchors. Therefore, detailed shoring designs and any applicable agreements will be required, for approval, prior to Site Engineering supporting the application.	EXP	EXP does not handle shoring design
Section(s) 6.3 of the Hydro-G indicates the GEO requires an amendment for the assessment of the stability of the soils due to the water taking to support the MECP technical requirement for a PTTW and EASR. Therefore, an assessment of the soil stability to support the MECP PTTW EASR requirements will be required, for approval, prior to Site Engineering supporting the application.	EXP	A letter from a qualified Geotechnical Engineer on soil stability during dewatering will be provided as required

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The pre-con indicated pre-condition surveys of the surrounding structures was necessary. Please be advised that pre-condition surveys of adjacent above and below grade structures, to an extent determined by a Professional Engineer, may be required, to establish a baseline condition, prior to the issuance of any approvals for excavation and/or excavation shoring system works and as conditions of draft approval for the subsequent SPA. Please be advised that vibration monitoring of the surrounding buildings, to an extent determined by a Professional Engineer, may be required prior to the issuance of any approvals for excavation and/or excavation shoring system works and as conditions of draft approval for the subsequent SPA. As such, an updated Geotechnical Investigation, which confirms the need for pre-condition surveys of surrounding buildings, will be required, for approval, prior to Site Engineering supporting the application.	EXP	An updated geotechnical report dated September 14, 2022 has been provided
Hydrogeological Investigation, by exp. Dated Sept 17 2021 A Letter of Reliance, which indicates that the City of Burlington may rely on the Hydrogeological Investigation dated Sept 17 2021, will be required, for approval, prior to Site Engineering supporting the application.	EXP	A letter of reliance will be submitted for the revised hydrogeological investigation report.
Section(s) 3.2 indicates groundwater levels are expected to fluctuate seasonally and recommends conducting seasonal groundwater level measurements to provide more information on seasonal fluctuations. The Geotechnical pre-con review requested groundwater monitoring be conducted through all seasons to determine the seasonally high groundwater levels. Therefore, long-term groundwater monitoring will be required, for approval, prior to Site Engineering supporting the application.	EXP	EXP will perform one-year monthly groundwater level monitoring to determine seasonal groundwater fluctuations.
Section(s) 3.4 indicates the groundwater exceeds two City of Burlington storm sewer discharge criteria and that short-term and permanent groundwater dewatering will be discharged into the City of Burlington's storm sewer once an agreement to discharge has been obtained. This conflicts with Sections 4.ii, 6.i, 6.ii, and 6.iii of the FSR which states the sanitary sewers have capacity for the pumped groundwater. Confirmation from the Region that the short-term and permanent groundwater dewatering may not be discharged to their sanitary sewer will be required. Therefore, correspondence from the	EXP	Agreed

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Region will be required, for approval, prior to Site Engineering supporting the application.		
Section(s) 4.2, 4.3, and Table 4-4 provides rainfall volumes for the 2-year and 100-year storm events and estimated short-term dewatering rates. However, the short term dewatering rates do not account for the 100-year storm event, which may greatly impact the dewatering volumes and indicates the contractor will be responsible to control the discharge rate. Therefore, revised dewatering estimates for the 100-year storm event will be required, for approval, prior to Site Engineering supporting the application.	EXP	Hydro-G report will be updated to provide the daily dewatering estimates after 2-year and 100-year storm event.
Section(s) 4.3 indicates peak dewatering flow rates did not account for utility beddings, variations in hydrogeological properties, and/or local dewatering for required pits. It was assumed that the perimeter around the property would be graded away from the shoring system and assumed shoring systems without open cuts. Therefore, finalized dewatering details, will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged. This will be addressed during the future Site Plan Approval Application.
Section(s) 4.5 indicates that a PTTW issued by the MECP and registered online with EASR will be required for short-term construction dewatering. Please be advised that the pre-con noted that any groundwater discharged to the municipal storm sewer would need to meet the minimum City of Burlington Storm Sewer Discharge requirements, otherwise the foundation may require a watertight solution. It also noted that the sites total discharge rate would need to be controlled to the 5-year pre-development discharge rate. As per the COB SWM 6.1.1.1 the 5-year pre-development maximum imperviousness for an approved model is 36% and the maximum runoff coefficient for the rational method is 0.5. Therefore, the discharge rate will need to be provided to the civil engineer to ensure the maximum site discharge rate is achieved. Please be advised that confirmation of registration within EASR for short-term construction dewatering will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged and discussed in Section 6.0 iii) of the *Functional Servicing and Stormwater Management Report.*
Section(s) 5.3 indicates that a PTTW issued by the MECP and registered online with EASR will be required for permanent dewatering. Please be	EXP	Odan/Detech Response: Acknowledged and discussed

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advised that the pre-con noted that any groundwater discharged to the municipal storm sewer would need to meet the minimum City of Burlington Storm Sewer Discharge requirements, otherwise the foundation may require a watertight solution. It also noted that the sites total discharge rate would need to be controlled to the 5-year pre-development discharge rate. As per the COB SWM 6.1.1.1 the 5-year pre-development maximum imperviousness for an approved model is 36% and the maximum runoff coefficient for the rational method is 0.5. Therefore, the discharge rate will need to be provided to the civil engineer to ensure the maximum site discharge rate is achieved. Please be advised that confirmation of registration within EASR for permanent dewatering will be required as a condition of draft approval for the subsequent SPA.		in Section 6.0 ii) and Table 6 of the FSR/SWMR. It is shown that the allowable release rate criteria is satisfied notwithstanding the foundation drainage flows. Hydro-G report will be updated. As per MECP requirements, a PTTW will be needed for permanent dewatering can be completed as required.
Section(s) 6.1 indicates an unnamed creek approximately 317 m southeast of the site be monitored for water quality and quantity during the construction operation because the zone of influence is 400 m. The unnamed creek between Partridge Dr and Teal Dr is Teal Creek. The City of Burlington owns a creek block which may be suitable for the proposed monitoring. Please be advised that details of the Teal Creek monitoring will be required as a condition of draft approval for the subsequent SPA.	EXP	Agreed. Name of the Creek will be updated in the Hydro-G report
It is our understanding that the Region will not permit discharge of groundwater to the sanitary sewer; however, please provide confirmation from the Region to verify. Once confirmed, then groundwater discharge to the City of Burlington's storm sewer may be permissible provided the minimum criteria are satisfied. The City of Burlington is currently revising the COB SSD which is expected to go before Council this year for approval. Therefore, provide details of the short-term and long-term treatment of groundwater to ensure adherence to the criteria for Mn, TSS, and total metals. Please be advised that the COB SSD, in the future may require a permit for discharge to the City of Burlington's storm sewer. This by-law and the associated details are under review. A permit for discharge to the City of Burlington storm sewer may be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged. The Region has confirmed that they will not accept the foundation drainage in their wastewater main, as per their Regional Bylaw 2-03.

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The following temporary protocol for short-term dewatering is in place until such time as the COB SSD is updated. At this time, there is no formal application to be completed for short-term and/or permanent discharge to the City of Burlington's storm sewer. The requirement for short-term dewatering is outlined below and once found acceptable, notification, in writing, shall be provided by the staff. Please note these criteria are subject to change.	Odan-Detech	Acknowledged
Short-term Dewatering Criteria a) The site's combined groundwater and storm water discharge shall be limited to a rate that is no greater than the site's 5-year pre-development storm event. b) The filter/treatment system shall be calibrated, and test results must confirm the COB SSD criteria are met before discharging to the City of Burlington storm sewer, until such time as the filter/treatment system is calibrated and confirmed, pumped groundwater shall be collected in tanks on-site and disposed of at a licensed facility. c) The discharge water shall be sampled and analyzed once weekly during the first four weeks of groundwater pumping and laboratory analysis shall be provided to staff for documentation and review. d) After the weekly sampling analysis confirms compliance with the COB SSD, then the sampling frequency may be reduced to once a month for the duration of the dewatering. e) TSS/Turbidity shall be monitored daily during dewatering to ensure it is below 25 NTU. f) All facilities, encroachments, etc. required for temporary dewatering during construction shall be provided for on the CMMP, for approval. g) Either a temporary or permanent on-site maintenance hole shall be installed for the outlet. Hoses across the municipal sidewalk discharging to the municipal gutter will not be permitted.	Odan-Detech	Acknowledged.

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h) A $100,000 security is required to ensure monitoring, testing, and reporting are completed to the satisfaction of staff. Otherwise, the security will be used to hire an independent third party to undertake monitoring, testing, and reporting and if necessary, hauling to an off-site licensed facility to dispose of the contaminated groundwater.		
Functional Servicing & Stormwater Management Report, by Odan/Detech, dated Sept 17 2021 Section(s) 4.ii, 6.i, 6.ii, and 6.iii indicates the groundwater exceeds two City of Burlington storm sewer discharge criteria and that short-term and permanent groundwater dewatering will be discharged into the Region's sanitary sewer. This conflicts with section 3.4 of the Hydro-G which states the Region does not accept groundwater discharge. Confirmation from the Region that the short-term and permanent groundwater dewatering may be discharged to their sanitary sewer will be required. Otherwise, refer to the Hydro-G comments regarding criteria for groundwater discharge into the City of Burlington's storm sewer. An updated FSR with either Regional support to discharge into the sanitary sewer or a detailed design for discharge into the City of Burlington storm sewer will be required, for approval, prior to Site Engineering supporting the application.	Odan-Detech	Comment no longer applies. It is no longer proposed to discharge the water into the Regional sanitary sewer.
Section(s) 5.iii and 7 of the FSR indicates the pre-existing discharge flow rate to be 8.2 L/s; however, as per COB SWM 6.1.1.1 the maximum runoff coefficient is 0.5. So maximum allowable discharge rate is 7.0 L/s. Therefore, a revised allowable discharge rate, will be required, for approval, prior to Site Engineering supporting the application.	Odan-Detech	Revised accordingly
Section(s) 5.iv indicates that 0.07 ha of the proposed development is modelled as pervious surface; however, a portion of the drainage area will be above the parking garage. The pre-con noted areas over the parking garage are to be	Odan-Detech	Catchment Areas and Plan revised accordingly. Note – the below-grade garage structure has generally been

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considered impervious surfaces. Therefore, a revised drainage area will be required, for approval, prior to Site Engineering supporting the application.		pulled back into the property (to accommodate the Tree Protection Zones) – and the areas on top of the garage are not anticipated to materially affect the calculation. This can be revisited at SPA if necessary.
Section(s) 5.iv, 5.v, and 7 indicate the detailed design for the stormwater detention tank and cistern within the underground parking garage will be designed during the SPA stage. The pre-con noted these items were to be coordinated with other design professionals to ensure a suitable location and major overland flow route connection. The proposed stormwater detention tank location as shown on the Functional Servicing Plan conflicts with the underground parking design and may occupy required parking spaces and/or the drive aisle. Therefore, additional details for the stormwater detention tank and cistern will be required, for approval, prior to Site Engineering supporting the application.	Odan-Detech	The stormwater detention (100-Year) and retention ('5mm event') tanks have been coordinated with the architect. The footprint of the tank has been coordinated at the P1 level and is shown accordingly on the Servicing Plan, both in plan and in cross-section.
Section(s) 5.v indicates that 731 m² of the proposed development is modelled as pervious surface; however, a portion of the drainage area will be above the parking garage. The pre-con noted areas over the parking garage are to be considered impervious surfaces. Therefore, a revised water balance will be required, for approval, prior to Site Engineering supporting the application.	Odan-Detech	Revised accordingly.
Section(s) 5.v indicates that the rainwater balance will be accommodated within a cistern. Confirmation and frequency of the stormwater re-use for irrigation and/or greywater will be analyzed in collaboration with the landscape and mechanical consultant during detailed design. Please be advised that an amended FSR which confirms the frequency of stormwater re-use for irrigation and greywater, will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged.

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Functional Grading Plan, by Odan/Detech Group Inc., dated Sept 17 2021 The Notes header references an Existing Topographical Information, by KRCMAR Surveyors LTD., dated January 2020; however, a copy has not been submitted. Therefore, a copy of the KRCMAR survey will be required, as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged.
Section(s) 5.iv of the FSR indicates the proposed major overland flow route is directed towards Plains Rd E; however, the Functional Grading Plan elevations do not support the FSR. The driveway highpoint at the front property line 99.54 m will result in sections of the internal sidewalks and underground parking garage entrance surcharging. The COB SWM 6.1.1.3 requires a minimum 0.30 m freeboard from the maximum ponding elevation and the spill point elevation for the underground parking garage entrance. Within the west side yard, the major overland flow route will end up on 276 Plains Rd E because the right-of-way elevations are higher than the adjacent property. Therefore, an updated Functional Grading Plan, to correct the major overland flow route, will be required, for approval, prior to Site Engineering supporting the application.	Odan-Detech	Grading revised accordingly such that the garage entrance ramp elevation is higher, providing 0.30m freeboard.
The west side yard swale requires a subdrain with a suitable outlet as the provided slope is less than 2.0% as per COB SWM 5.1.5. Therefore, an updated Functional Grading Plan, will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged. To be addressed at the SPA stage.
Provide elevations and slopes for the underground parking garage ramp that support the Architectural Plan Underground Parking P1-P2, by SRM Architects Inc., dated Apr 22 2021. Ensure the minimum 0.30 m freeboard is provided as per COB SWM 6.1.1.3 and that there is a 6.0 m flat landing at the top of ramp as per SPA Guidelines 5.4, to the satisfaction of the Transportation Planning Department. Therefore, an updated Functional Grading Plan that includes underground parking garage ramp details, will be required, for approval, prior to Site Engineering supporting the application.	Odan-Detech	The Grading Plan has been revised such that there is min. 0.30m freeboard above the elevation at the top of the garage ramp (99.85) and the elevation of the 'spill' point to Plains Road (99.49).

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		SRM to provide 6.0m flat landing.
Functional Servicing Plan, by Odan/Detech Group Inc., dated Sept 17 2021 As previously noted in the FSR comments, the stormwater detention tank and water balance cistern are proposed to be finalized during the SPA stage. The proposed stormwater detention tank location as shown on the Functional Servicing Plan conflicts with the underground parking design and may occupy required parking spaces and the drive aisle. Therefore, additional details for the stormwater detention tank and cistern, will be required, for approval, prior to Site Engineering supporting the application.	Odan-Detech	The stormwater detention (100-Year) and retention ('5mm event') tanks have been coordinated with the architect. The footprint of the tank has been coordinated at the P1 level and is shown accordingly on the Servicing Plan, both in plan and in cross-section.
Make advisory. The connections from the proposed STM MH 1 have 150 mm diameter pipes. The COB SWM 5.2.5 indicates the minimum sewer connection shall have a 250 mm diameter. Therefore, an updated Functional Servicing Plan, which provides the minimum diameter and reducers, if necessary, will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Revised accordingly. Storm sewer connection is 250mm in diameter.
Section(s) 5.iv of the FSR indicates details of the IPEX Tempest ICD will be confirmed during the SPA stage. Therefore, finalized details of the ICD which is required to be located solely on private property, will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged
Section(s) 5.vi of the FSR indicates details of the Jellyfish Filter by Imbrium will be confirmed during the SPA stage. Therefore, finalized details of the Jellyfish Filter which is required to be located solely on private property, will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged
The pre-con indicated daylighting for all above and below ground service crossing would be required for the application. Please be advised that electing to postpone the daylighting until the SPA may result in costly redesigns if servicing conflicts are discovered. Therefore, an updated Functional Servicing Plan, which includes daylighting for all service crossings, will be required as a condition of draft approval for the subsequent SPA.	Odan-Detech	Acknowledged

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Underground Parking Structure Site Engineering previously identified, in the pre-con, that engineering details (i.e. excavation shoring wall design, shoring pile locations, tie-back extents, exterior drainage system design, limits of over-dig, etc.) of the excavation shoring system for the underground parking structure were required as part of the subject applications and were to confirm that all elements of the excavation shoring system and underground parking structure were within the limits of the subject property or that written confirmation, indicating no objection to the required encroachments, from adjacent property owners would be required as part of the applications' supporting documentation and that written confirmation, indicating a formal agreement, from the adjacent property owners would be required as part of the subsequent SPA. Engineering details of the excavation shoring system, which are stamped and certified by a Professional Engineer, which provide for the following information and which confirm that no elements of the excavation shoring system and underground parking structure encroach onto the adjacent private properties or written confirmation, indicating no objection to the required encroachments, from adjacent property owners, will be required, for approval, prior to Site Engineering supporting the application: 1. Existing and deemed property lines; 2. Existing and proposed utility locations and details; 3. Excavation limits; 4. All temporary and/or permanent infrastructure (including but not limited to shorting wall, wall piles and caissons, tie-backs and anchors, exterior foundation drainage system, etc.); and, 5. Property line setback dimensions for excavation limits and all temporary and/or permanent infrastructure	Odan-Detech	Acknowledged. To be addressed at the SPA stage
Construction Mobility Management Plan, by Lanhack Consultants Inc., dated Sept 18 2020	Lanhack	Acknowledged. Please Refer Revised CMMP Drawings

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The CMMP may require updating if the building footprint and/or grading design requires revision. Additionally, the submitted plan only provides for a site condition that includes the finished building, as proposed. There should be at minimum three (3) phases, each with its own plan, including (a) earthworks; (b) shoring and foundation works; and (c) surface works, including building construction and paving. The purpose of the CMMP is to evaluate feasibility and impact to the public road allowance and neighbouring properties. The CMMP is to provide for the construction management information including but not limited to the following: • Construction staging areas, including any staging areas required on the public road allowance for concrete pours and material deliveries; • Location of site trailer, material storage, and sanitary facilities, none of which should be immediately adjacent to the neighbouring property or at the property's lowest elevation; ○ Dewatering equipment, method (quantity/quality controls) and processes; and, • Location of truck haulage route, location of truck stacking and trades parking.		CM1-1, CM1-2, CM1-3 and CM1-4. Drawings are under review by Adam Scott and awaiting his comments on deferring the construction and mobility management report
Please refer to Appendix A for the CMMP Policy and Guidelines. As such, an updated CMMP will be required, for approval, prior to Site Engineering supporting the application.	Lanhack	Acknowledged. Please Refer Revised CMMP Drawings CM1-1, CM1-2, CM1-3, and CM1-4. Drawings are under review by Adam Scott and awaiting his comments on deferring the construction and mobility management report.
The General Construction Notes #3 and #6 indicates 1 staging area on Plains Rd E for 1 vehicle and any loading/unloading will occur in the staging area. The Transportation Planning Department does not support the closure of the	Lanhack	Acknowledged. No Staging Area is Provided on Plains Road E. Staging Area is

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bicycle curb lane because the arterial road is an integral transportation link in Burlington. Therefore, a revised CMMP with an amended staging area will be required, for approval, prior to Site Engineering supporting the application.		provided on existing boulevard area. Existing Bike Lane on Plains Road E will not be closed.
The Construction Sequence Notes #6 indicates the site disposal for the earth material has not yet been determined. In accordance with City By-law 64-2014, as amended, a Site Alteration permit shall be obtained prior to the removal of any soil from the subject property.	Weston/Owner	Noted
Environmental Noise Impact Study, by dBA Acoustical Consultants Inc., dated Sept 22 2021 Section(s) 2.0, 6.1, and 7.0 indicates noise levels from the intake and exhaust unit(s) will be addressed prior to the final building permit being issued. The finalized data for the site's operation and mechanical equipment will be required as a condition of draft approval for the subsequent SPA.	dBA	See updated Noise & Vibration study dated September 2022.
Section(s) 3.2 indicates road traffic volumes were sourced from the City's website. The pre-con advised the applicant to contact the City of Burlington Transportation Department to confirm road traffic volumes and to include the correspondence within the appendix. Therefore, correspondence from the City of Burlington Transportation Department will be required, for approval, prior to Site Engineering supporting the application.	dBA	See updated Noise & Vibration study dated September 2022.
Section(s) 4.1 and 7.0 indicates the rooftop amenity will require noise mitigation and that the balconies of the fourth floor units on the south side exceeds the 4 m depth requirement and is therefore considered an OLA. Revise the report to include receptors for the south side of the building and include a third column within Table 5 for the locations requiring noise mitigation and the controlled noise levels. These items will be required, for approval, prior to Site Engineering supporting the application. Detailed designs will be required as a condition of draft approval for the subsequent SPA.	dBA	See updated Noise & Vibration study dated September 2022.

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Section(s) 4.2, Table 6, and 7.0 indicates the noise levels at the POW exceed the NPC-300 50 dBA criteria and will require specific building components; however, the finalized building designs were not available while the report was prepared, and Table 6 is missing values for the spacing and thickness of the second pane. Therefore, a revised report with the missing values and finalized building designs will be required as a condition of draft approval for the subsequent SPA.	dBA	See updated Noise & Vibration study dated September 2022.
Section(s) 5.0, Table 7, and 7.0 indicates the recommended warning clauses; however, only definitions for Type A and B are listed, but section 4.1 identifies Type C and D. While section 7.0 only recommends Type A and C as per Table 7. The pre-con identified that the City of Burlington requires the following warning clause for balconies less than 4 m deep even though NPC-300 does not require noise mitigation. *"Purchasers/tenants are advised that the private terraces of each unit are less than 4.0 m deep and therefore are not required to have mitigation measures installed for noise as per NPC-300. Sound levels due to road/train traffic, increasing road/train traffic and no mitigation measures may interfere with some activities of the dwelling occupants use of their private terrace."* Therefore, a revised report identifying all the warning clauses will be required, for approval, prior to Site Engineering supporting the application.	dBA	See updated Noise & Vibration study dated September 2022.
Section(s) 6.1 does not include a table for the estimated stationary noise sources for the rooftop mechanical or the underground parking ventilation. An estimate of 62 dBA is provided for the ventilation at 2 m and calculated to be 40 dBA from the nearest building; however, no estimate is provided for the rooftop mechanical to the rooftop OLA or adjacent properties. The pre-con noted noise receptors were required for every adjoining property. Therefore, a revised report that includes noise receptors for the adjacent properties and a table summarizing the findings from the stationary sources will be required, for approval, prior to Site Engineering supporting the application.	dBA	See updated Noise & Vibration study dated September 2022.

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Section(s) 7.0 indicates a qualified acoustical consultant is to confirm any necessary noise mitigation measures have been incorporated prior to the issuance of the building permit. The finalized data for the site's operation and mechanical equipment will be required as a condition of draft approval for the subsequent SPA.	dBA	See updated Noise & Vibration study dated September 2022.
Appendix A the Stamson height variable for R5 and R6 do not match Table 5, the R6 dBA value does not match Table 5, and the Rooftop OLA angle may be incorrect. Therefore, a revised report with the correct values will be required, for approval, prior to Site Engineering supporting the application.	dBA	See updated Noise & Vibration study dated September 2022.

City of Burlington, Community Planning Department (July 14, 2022)
Elyse Meneray, Planner
Elyse.meneray@burlington.ca

Comment	Consultant	Response
General Comments 1. Planning staff request that the applications be comprehensively revised as needed to address the technical comments raised in this letter as well as those provided by the above-referenced agencies and City departments, and any other technical matters that may be identified through ongoing review of the proposal	Weston	Noted

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2. Please provide additional information as requested in these planning comments and in other technical comments, including provision of a Reference Plan for the subject property as requested in Site Engineering comments.	Weston	It has been confirmed through correspondence with Gordon Dickson that no ROW widening is required. Through Correspondence with Adam Scott dated June 3rd, 2022, that any R-Plan required for any future easements may be addressed through future Site Plan and Condominium Exemption Applications, as needed.
3. Please ensure consistency between information presented in all reports, plans, and drawings.	Weston	Noted
4. Please provide a response table to address how each of the planning comments contained within this letter have been addressed in a resubmission.	Weston	Responses to all comments contained herein.
5. Planning staff are happy to assist in the arrangement of meetings with relevant staff and stakeholders, as needed to clarify comments or discuss next steps to address comments.	Weston	Noted
6. Please note that the Minister of Municipal Affairs and Housing approved Regional Official Plan Amendment 48 (ROPA 48) on November 10, 2021.	Weston	Noted
Land Use 1. The subject lands are located within a Secondary Growth Area, in accordance with Schedule B-1 - Growth Framework, of the New Official Plan (2020) and are further designated Urban Corridor in accordance with Schedule C – Land Use – Urban Area, of the New Official Plan (2020).	Weston	Noted
Development within these areas shall be designed to incorporate a compatible and intense mix of retail, office, employment and residential uses and are intended to provide for the day-to-day and goods and service needs of residents and employees within and in close proximity to the Corridor and may also serve a broader City-wide market. Please	SRM Architects Weston	Provision of retail uses was determined to be infeasible at this time. The ground-floor amenity areas have been designed for

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consider providing retail/service commercial units at grade facing Plains Road, or flexible units that can transition into retail or service commercial uses over time.		potential reconfiguration for retail uses.
Built Form and Transitions 2. Please consider providing appropriate yards and setbacks from/to the adjacent properties to the north-east and south-west (276 and 300 Plains Road East). The adjacent properties are residentially zoned and the proposed 'Mixed Use General (MXG)' zone would typically require a 12 m setback to Floors 1 to 3, a 15 m setback to Floors 4 and 5 and a 18 m setback to Floor 6.	SRM Architects	By incorporating these setbacks along the South-West and North-East properties a different building typology would result (Point Tower Concept) Which will result in a greater impact for the neighborhood. Through shadows, height etc.
Although the adjacent properties are being used for commercial, staff feel that the setbacks should be increased to align with the Zoning requirements and building separation requirements of the Mid-Rise Design Guidelines. The Mid-Rise Design Guidelines recommends a minimum 15 m separation of adjacent buildings to protect for privacy and sunlight. The proposed 3 m setback of these units may not be adequate to achieve these objectives without limiting the redevelopment potential of adjacent properties.	SRM Architects	By applying these additional setbacks the size and design of the building becomes not feasible from a density point of view.
Increasing the setbacks from the north-east and south-west properties will allow for the inclusion of a landscape buffer on the south-west side yard, an increase to the north-east side yard landscape buffer, appropriate transitions and setbacks between the adjacent properties and will mitigate any adverse impacts on the redevelopment potential of the adjacent properties.	SRM Architects	At grade, 4.5m is being provided along the South-West property line and along the North-East property line the landscape buffer is provided but the building is stepped back 12.6m with a colonnade.
3. Retail and/or service commercial spaces should be designed with appropriate ceiling heights, unit sizes, and loading/garbage access to allow flexibility to accommodate a variety of different business types over the long term. The width of individual retail and/or service commercial units within the development should support a pedestrian-oriented streetscape.	SRM Architects	Provision of retail uses was determined to be infeasible at this time. The ground-floor amenity areas have been designed for
4. In accordance with the Mid-Rise Design Guidelines, residential uses at grade should be differentiated from any active or non-residential	SRM Architects	Commercial is not being provided; Landscaping is being utilized to

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uses through additional setbacks. Front yards should incorporate landscaping and enclosure to provide privacy to individual units. Hedges and fencing should be no taller than 1.5 metres. If commercial/retails uses are incorporated into the proposal, a minimum 6.0m boulevard is required.		provide privacy. Fencing will not be higher than 1.5m.
Amenity Area 5. The submitted Concept Landscape Plan shows an area for snow storage in the outdoor amenity area. What is the extent of this area? Will this make the amenity area inaccessible during the winter months and block access to the parking and loading area?	SRM Architects OMCLA	Snow storage has been removed from around the amenity area.
6. The submitted Site Plan illustrates the truck turning plan backing over a portion of the outdoor amenity area. However, the submitted Landscape Plan has a bench at this location. Please confirm that there will be no conflict.	SRM Architects OMCLA	The landscape area will be updated to remove this.
7. Please explain how the underground parking ramp will interface with the outdoor amenity area. Staff request that a rendering be provided to ensure that the parking ramp is compatible and screened from the outdoor amenity space and adjacent properties.	SRM Architects	A rendering has been provided. The ramp will be covered by a roof that is sloping up away from the amenity. This will reduce the impact on the amenity and neighbors as the total height is reduced.
8. Please provide the total amenity area for the proposal including all proposed balconies and terraces. Please refer to the Zoning By-law for definition of amenity area.	SRM Architects	The amenity area has been updated on the Site Data Chart.
Parking, Loading Area, Bicycle Parking and Underground Parking Ramp 9. Revise plans to show barrier-free parking spaces in appropriate locations. Refer to Accessibility comments for further guidance.	SRM Architects	Barrier free stalls have been relocated to the Underground Levels and are not required to cross a drive aisle.
10. Please provide dimensions of all parking spaces and explain how the parallel parking spaces will be safely accessed. There does not appear to be a pedestrian connection to the rear entrance.	SRM Architects Paradigm	Parallel parking is no longer being provided. Pedestrian connections have been added.

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11. Surface parking should be limited to visitor and retail/commercial parking and located at the rear of the building to be hidden from public view. Please confirm if the rear parking spaces for visitor parking or is intended to be used by residents.	SRM Architects Paradigm	9 of the at grade parking are to be used by visitors. The 2 stalls that are for residents are covered.
12. Transportation Planning staff do not support the five layby parking spaces proposed on Plains Road East or the Small Car or Compact spaces parking space size. The proposal should be revised to address these comments.	SRM Architects Paradigm	Both have been removed.
13. Revise the plan to include the required number of bicycle parking spaces. Outdoor bicycle parking should be designed to be consistent with the overall building and landscape design. Refer to Transportation Planning comments for more detail.	SRM Architects Paradigm Weston	Bike Parking has been included. The required and provided bike numbers have been provided on the Site Data Chart.
14. Revise the plan to ensure that the loading area and underground parking ramp are screened from neighbouring properties. The loading area and underground parking ramp are highly visible to the north-east property (300 Plains Road East) as there are no trees or vegetation proposed in the northern landscape buffer.	SRM Architects	The loading is screened from the North-East by the structural walls that will be treated using high quality materials. The undergrounds impact has been reduced by having a sloped roof.
15. More details regarding the underground parking ramp are required. The underground parking ramp appears to be free standing and not incorporated into the building. As noted above, staff request a rendering of the proposed underground parking ramp.	SRM Architects	Rendering has been provided. The Ramp is 3m high at the entrance and down to grade through the use of a sloped roof.
Wind and Noise 16. The submitted Wind Impact Study needs to be stamped by a qualified professional.	Theakston	The wind report was signed by a professional engineer. A PEng stamp can be applied to this report and will be going forward
17. The submitted Wind Impact Study was completed for the original 9 storey proposal with terraces at the 3rd, 5th and 7th storey and contains recommendations that apply to original proposal. Further confirmation is required on whether the submitted Wind Impact Study is	Theakston	The results are site and building specific, however they can be interpreted and applied to buildings of similar massing. This involves a detailed review of the drawings, and

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applicable to the current 6 storey proposal and if the recommendations are interchangeable.		report, and interpretation of the anticipated effects likely to be realised. The results are reported in an addendum letter. The alternate is to revised the model, retest and prepare a fresh report.
18. The submitted Wind Impact Study states that Probe 32 will have uncomfortable conditions in the winter and recommends mitigation measures for the southern corner and adjacent private patio areas. Please confirm which private patio areas will require mitigation measures.	Theakston	Point 32 is susceptible to westerly through southwesterly winds that are deflected to flow along the southwest façade of the building. Mitigation will be required applied to patio areas along the southwest façade
19. Please confirm if the proposed ground floor terraces along Plains Road East were evaluated. The Wind Study speaks to the internal site walkway and locations along Plains Road East but does not mention the proposed terraces fronting Plains Road East.	Theakston	The probes were situated along the Plains Road sidewalk adjacent to the ground floor terraces can be considered representative of conditions at the terrace. We do not usually assess private terraces, assigning priority instead to outdoor amenity spaces that can be accessed by all of the residents
20. The Table of Contents and Section 4.1 Outdoor Living Areas of the submitted Noise Study references Figure 4, however this is not included in the report. Please submit this Figure for review.	dBA	See updated Noise & Vibration study dated September 2022.
21. The submitted Noise Study lists several warning clauses for the proposal including: a. Page 6 of the report states that “It is recommended that a Type “A” “B” & “C” Warning Clauses will suffice for all apartment units”	dBA	See updated Noise & Vibration study dated September 2022.

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b. Page 6, Section 5.0 – Ventilation /Warning Clauses states that only Warning Clauses A and B are required. c. Page 8, Section 7.0 Summary of Recommendations states that "All residential units require Type "A" and "C" Warning Clauses as recommended in Table" Please confirm which warning clauses are required for the proposal.		
22. The Noise Study recommends a 0.91 m safety rail for the rooftop amenity area, however the Planning Justification Report recommends a 1 m safety rail. Please confirm which safety rail height is required to meet MOECC Guidelines.	dBA	See updated Noise & Vibration study dated September 2022.
23. The fourth storey balconies appear to have a depth greater than 4.0 m. The Environmental Noise Guidelines (NPC-300) requires balconies with a depth larger than 4.0 m to be evaluated. If the balconies have a depth larger than 4.0 m, they need to be evaluated.	dBA	See updated Noise & Vibration study dated September 2022.
Trees 24. In order to ensure the long-term viability of mature trees and vegetation, underground parking structures are not permitted in a required landscape buffer. The proposed 0 m setback of underground parking from the rear and side lot lines will not be supported.	Terrastory	Setback from the rear property line has been extended from 0 m to 6.3 m (i.e., reflective of the existing curb) to protect the critical root zones of shared/neighbouring trees. The revised development plans (site plan, grading plan, servicing plan, landscape plan) are restricted from the minimum Tree Protection Zones of all shared/neighbouring trees situated on abutting properties.
25. The submitted Arborist Report states that it is possible that many or all of the 21 shared/neighbouring trees could experience root loss/injury to such an extent that removal will be necessary. Further, the Report indicates that it may be difficult to avoid significant root	Terrastory	See above response.

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impact given the scale of the proposed development and extent of the underground parking structure.		
Staff request that the plans be revised to provide a minimum 6.0 m setback from all property lines for the underground parking structure. Additionally, Staff will require the Applicant to obtain approval from relevant property owners to remove/impact all shared/neighbouring trees as this could have an impact on the development proposal.	SRM Architects	The underground parking levels have been setback 6m at the rear property line. Along the side yards, consideration to the trees have been given and accommodated.
Site Plan, Floor Plans and Elevations 26. Please confirm the setback to the 6th floor. The Site Plan Statistics table states that a 21.1 m setback is provided from the rear property line, but it is not labelled on the plan.	SRM Architects	The dimensions to the site plan have been added.
27. Please dimension the rear yard Landscape Buffer.	SRM Architects	Dimension added.
28. The fourth floor Floor Plans show both balconies on the northwest corner as being 20.5 sq. m. However, the scale looks incorrect. Please confirm the size of these balconies.	SRM Architects	Balcony sizes have been confirmed.
29. Please confirm that balconies have a minimum depth of 1.5 m.	SRM Architects	All balconies have a minimum dimension of 1.5m.
Urban Design and Public Realm 30. Bicycle storage, transformers, amenity areas, underground parking structures, parking intake and exhaust areas and snow storage areas are not permitted in a required landscape buffer and should be removed.	SRM Architects	Noted.
31. Revise the proposal to provide a minimum 6 m landscape buffer along the rear lot line, free and clear of any building or structure below or above grade. Please see comment 29 for further details.	SRM Architects	A 6 m landscape buffer has been provided along the rear lot line.
32. Further details are required for the northern landscape buffer and snow storage area. What materials will be used in this area? Is it possible to include some trees and vegetation. Staff do not support the current landscape buffer.	SRM Architects OMCLA	Planting concept reflects available soil volume, underground parking limits, and required tree protection zones. Sod and woody plant materials are proposed for this area.

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33. Consider providing a landscape buffer along the south-west side lot line as a component of an appropriate transition to the adjacent property to the south-west.	SRM Architects OMCLA	Room for landscape buffer provided.
34. The City's Mid-Rise Design Guidelines refer to a 45-degree angular plane, applied from the shared property line of low-density residential uses to provide a transition between built forms and minimize overlook and privacy impacts of the mid-rise building. The entire building should fit within this plane, including balconies and terraces.	SRM Architects	The angular plane drawing has been updated so that the building, balconies, and terraces fit within the plan.
35. The use of 'heavy' materials such as brick, stone, and metal should be used within the lower building to anchor the building. Other natural and sustainable materials such as wood is strongly encouraged.	SRM Architects	This has been implemented into the design.
Draft Zoning By-law 36. The northern landscape buffer does not meet the definition of a Landscape Buffer in the Zoning By-law. A Landscape buffer shall consist of evergreen trees or a combination of solid screen fencing and evergreen or deciduous trees and not include snow storage.	SRM Architects OMCLA	Landscape buffer provided along where the building is located. Beyond will be the snow storage. Limited amounts of asphalt are exposed as the drive aisle is covered.
Staff are not supportive of the northern landscape buffer size reduction and absence of trees and vegetation. Staff may support seasonal snow storage within the landscape buffer, but would require the inclusion of trees and vegetation to provide separation and screening to the adjacent property.		Landscape buffer provided along where the building is located. Beyond will be the snow storage. Limited amounts of asphalt are exposed as the drive aisle is covered.
37. Transportation Planning staff do not support the reduced parking space size. Revise the proposal to remove the six reduced parking spaces and replace them with standard size parking spaces.	SRM Architects Paradigm Weston	All parking stalls now meet the required size.
38. Transportation Planning staff are not supportive of the five layby parking spaces and determined that they are not included in the parking calculation rate. The layby parking spaces will need to be	SRM Architects Paradigm	These have been removed.

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removed from the proposal and the proposed parking rate will need to be revaluated.	Weston	
39. Zoning staff have reviewed the applications and identified the following provisions, which need to be reviewed and included in the revised draft Zoning By-law: • Yard abutting a residential zone • Maximum Floor Area • Landscape Buffer • Building Height • Amenity Area • Parking Requirements • Parking Structure	Weston	A revised draft zoning by-law is enclosed with this resubmission.

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