- 2412947 Ontario Ltd., Dr. Laith Al-Dabbagh, 2381798 Ontario Ltd. -
Official Plan and Zoning By-law Amendment

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1.0 Engineering Services – March 11, 2024

Parking		
1	With 110 parking spaces indicated on this application, six (6) barrier-free (bf) spaces have been proposed. Three (3) spaces are correctly shown as "Type A" being 3400 mm in width. These spaces are to be signed to indicate Van Accessible Parking. The remaining 3 spaces are be "Type B" being 2750 mm as per the city zoning by-law. The access aisles are correctly shown at 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 curb ramp leading to the concrete sidewalk includes a Tactile Walking Surface Indicators (TWSIs).	**AAA:** Updated Site Plan indicates 112 Parking spaces on 2 underground levels and ground level. Summary of Parking as follows: • U/G P2 (Residential) – 41 standard + 10 EV. Total 51 • U/G P1 (Residential) – 39 standard + 10 EV. Total 49 • Ground Floor – 2 BF 'Type A' + 3 BF 'Type B' + 2 EV + 5 standard. Total 12 **Total BF Parking: 5** **Total EV Parking: 22** **Total Standard Parking: 85** **Grand Total: 112** Please refer to A100-Site Plan for detailed information on parking statistics. Refer to A103-A105 to dimensions, location, and categories for parking spots.
2	A103 UG Parking 2 – relocate the Type B bf space to R3. The space can share the access aisle with the adjacent Type A space. This eliminates the need to cross vehicular traffic. Please relocate in a similar manner on A104 UG Parking 1.	**AAA:** No BF Parking spaces indicated on underground.
Parking – underground clearance height		
1	To accommodate the height of vans modified for accessibility, please ensure that the underground parking entrance and circulation to and from all bf parking spaces shall include an overhead clearance of at least 2750 mm.	**AAA:** No BF Parking spaces indicated on underground. To comply with minimum clearance for BF vehicles entry (2750mm), the strategy has been to locate all BF parking on the ground floor.

Pavers and Pedestrian Routes		
1	The Burlington Accessibility Advisory Committee (BAAC) recommends concrete with a brushed finish for walking/wheeling surfaces. Where unit pavers are to be used, they shall be non-chamfered, laid perpendicular to the path of travel, and have joints that are no greater than 6 mm wide with variations in level of no more than 3 mm.	**AAA:** Noted. Unit pavers have been specified to comply with recommendation and noted on A-100 and A105.
2	Ensure aboveground infrastructure for servicing and utilities, like pedestals/boxes, gas piping/meters, protective bollards, EV charging stations, etc. as well as outdoor amenity areas, do not create an obstruction or impede the width of the barrier-free path of travel.	**LUBAN/AAA:** Aboveground infrastructure has been checked, and there are no obstructions impeding the barrier-free path.
Bike Racks		
1	Please orient the racks in such a way as to ensure bicycles do not obstruct the clear path of travel when placed in the racks.	**AAA:** Noted. Please refer to A105 for updated short-term bike rack locations, not impeding barrier-free path of travel.
Dog Relieving Area		
1	Provide a dog relieving area easily accessible to the main entrance following a straight path of travel to serve the needs of guide dogs and service animals. This area should be equipped with a waste receptacle and a means by which surfaces can be easily cleaned. The relieving area should enable a guide dog handler to allow a guide dog on a 1,500 mm leash to circle its handler prior to relieving itself.	**AAA:** Refer to A100 and A105 for details on dog relieving area – 1500mm R allowed and 14sqm of area dedicated to space, with drainage and waste receptable.
Residential Units		
1	The BAAC strongly recommends that universal design principles are applied to all bf residential units. Design requirements such has door widths, lever handles and lowered light switches and higher electrical outlet and other requirements for adapting a unit to accommodate an individual's different or changing needs can easily be incorporated during the construction phase to allow the units to be conversion ready at little or no additional construction costs. The BAAC is available to review the plans for the accessible units when details are available.	Acknowledged.
Functional Servicing & Storm Water Management Report		
1	The **SWM Report** indicated the emergency overland flow to be directed to Plains Road West. The **Grading Plan**, Rev 2 (prepared by JSW+ Associates, dated January 19, 2024) showed along north property some overland flow is directed to the neighboring property to the north.	**AAA:** Civil and architectural drawings have been revised and are now consistent.

	Please update and confirm that the overland flow will continue to be directed to Plains Road West.	**LUBAN:** The grading design indicates that there will be no runoff directed toward adjacent properties, including along the north property.
2	**Servicing Plan** (prepared by JSW+ Associates, dated January 19, 2024), please clarify the proposed CB5 connection.	**LUBAN:** CB5 connects to the stormwater detention tank on the left.
3	Civil Dwgs and Architect Dwgs are not showing the same information i.e., different stormwater tank shape, size and location information is shown on the architect drawing on **UG Parking Plan (A104 and A103).**	**AAA:** Limits of underground indicated in A100 – Site Plan, refer to legend as well. Storm Water tank dimensions, size and location have been indicated and noted too. Please also refer to Civil dwgs for details, items have been coordinated. **LUBAN**: Civil and architectural drawings have been revised and are now consistent.
4	**Site Plan (A-100)** to include the updated underground parking limit and the updated stormwater tank shape, size and location.	Refer to enclosed plans.
5	**During the subsequent SPA application stage**, please submit **Geotechnical Investigation**, and if applicable **Hydrogeological Assessment** to clarify HGL, temporary and permanent dewatering requirements, which may trigger the needs of SWM report and drawing updates.	**AZURE:** Geotechnical report dated Jan 20, 2023, is previously submitted. The updated hydrogeological assessment report covers the mentioned items.
Noise and Vibration Feasibility Study		
1	During the subsequent SPA application stage, once the proposed on-site stationary sources become available, please update the Noise Impact Study for review and comment.	**AERCOUSTICS:** Acknowledged.

2.0 Community Planning Department

Updated Comments – March 25, 2024		
Zoning staff have reviewed the current submission and have the following comments:		
1	Ensure floor plans show all yards from the building walls and balconies to the nearest lot lines.	**AAA:** Noted. Dimensions for balconies and building walls to Lot Line have been provided. Refer to A106-A110 for details.

2	Confirm Bicycle Parking space sizes for all spaces. a. Provide details for the bike parking stackers.	**AAA:** Dimensions were provided. Typ. Standard bike racks: 1.93m x 0.6m. Typical Cargo bike racks: 3m x 0.9m, Refer to A103-A105 for details on bike parking locations and sizes. Information on room ceiling heights is also noted to ensure vertical height compliance. Refer to A100-Site Plan tables for Bike park counts. Refer to A100a for Bike rack details.
3	In the proposed draft zoning bylaw, with respect to regulation 1(c): if you intend to measure height this way as opposed to how height would be measured as per Zoning Bylaw 2020, as amended (see definition of Height below), please confirm where on the site the 102.79 m elevation has been determined and where the height measurement has been measured from and confirm how the 102.79 m elevation was determined/chosen. **Height, Building** For residential buildings designed to be accessible by direct access from the ground or by means of stairways, height means the vertical distance measured in linear metres, between fixed grade and the highest point of a flat or peaked roof, exclusive of any ornamental dome, chimney, tower, cupola, steeple, spire, water storage tank, electric apparatus, sign, television antenna, structure for mechanical equipment required for the operation of the building. For Accessory Buildings and Structures to residential uses, specifically detached, semi-detached, duplex, triplex, fourplex, or street townhouse dwellings, height means the vertical distance measured in linear metres, between grade and highest point of a flat or peaked roof, exclusive of any ornamental dome, chimney, tower, cupola, steeple, spire, water storage tank, electric apparatus, sign, television antenna, structure for mechanical equipment required for the operation of the building. For all other buildings, height means the vertical distance measured in linear metres, between grade and the highest point of a flat roof, or the mid-point between the eaves and the peak of a peaked roof, exclusive of any ornamental dome, chimney, tower, cupola, steeple, church spire, water storage tank, electric apparatus, sign, television antenna, structure for mechanical equipment required for the operation of the building, including elevator and stairway receiving area no larger than 9 m^2.	**AAA**: The average grade has been calculated from grade points along the front wall of the building as indicated on the grading plan, which are: • 102.77 • 102.81 • 102.81 • 102.791 • 102.79 • 102.81 **Average: 102.796833m (102.79m)** Refer to civil Grading Plan and and A100/A105 Architectural dwgs for details.
4	In the proposed draft zoning bylaw, with respect to regulation 1(d): please provide details to show how this will work/function; the suspended bicycle parking space will function with a motor vehicle in the space.	Refer to updated ZBLA enclosed.
5	In the proposed draft zoning bylaw, with respect to regulation 1(e): please confirm the specific details and location of the “ornamental projection” proposed that requires to be encroaching 1.9 m into the front yard.	**AAA**: All projections into front yard have been dimensioned and shown on sheets

		A106-A109. Please see note 'Ornamental Projection' on A106-107.
Notes		
1	A Zoning Clearance certificate is for the proposed building. • Separate Zoning Clearances required for each non-residential tenant fit-up. ○ A detailed letter of use will be required to be provide with each prospective tenant so zoning staff can categorize each use • As part of each tenant fit up zoning, each tenant/use will be required to confirm that there is sufficient parking on site prior to zoning issuing any approvals.	Acknowledged.

3.0 Halton Region

February 23, 2024 – Land Use Compatibility and Air Quality Impact Study and Noise Impact Study		
Land Use Compatibility and Air Quality Impact Study		
1	The Land Use Compatibility and Air Quality Impact (Compatibility Study) was prepared to identify any existing and potential land use compatibility issues and evaluate potential mitigation options. The Compatibility Study was prepared following the Ministry of the Environment, Conservation, and Parks (MECP) D-6 Series Guidelines. Halton Region's Land-Use Compatibility Guidelines were not acknowledged in the report.	Acknowledged.
2	Industrial/commercial operations within 1,000 m of the proposed Site were identified and appropriate industrial classification were assigned to each operation. The facilities were categorized as either facilities of no concern, facilities of limited concern, or facilities of potential concern with respect to the Site and the surrounding environment. Facilities of no concern were identified as small-scale operations whose potential influence areas did not extend past the proposed development site. After reviewing the list of these operations, we agree that these facilities will have no or limited concern in respect to the proposed development.	Acknowledged.
3	Two facilities were identified as potential facilities of concern, Dental offices at 17 Plains Road West and Mission Produce Inc. at 1060 Howard Road. The proposed development is located within the potential influence area of these operations. Air and dust emissions from the Dental offices were determined to be insignificant. Considering the nature of this business, we agree with this conclusion. Mission Produce Inc. is a fresh produce wholesaler.	Acknowledged.

	Based on the provided information and aerial images, we agree that the facility is not expected to be a significant source of air or dust emissions.	
4	The proposed development was determined to be located within the minimum separation distance of eight facilities as summarized in Table 3-4 of the Compatibility Study. Several businesses were identified as having shared property line with the Site. All of these businesses, except for Argo Wholesale Produce Ltd., were concluded to have minor air emissions from rooftop HVAC equipment; therefore, are compatible with the residential development. We have no objection to this conclusion.	Noted.
5	A. Cupido Transport Limited was included in the summary; however, this operation was not mentioned further in the report. Clarification should be provided regarding this operation.	**GHD:** Revised Study to include A.Cupido Transport Limited operations. Please refer to Section 3.3.1 of the Land Use Compatibility and Air Quality Impact Study (Study) for more details.
King Paving & Construction Ltd.		
1	King Paving & Construction Ltd. (King Paving) operates a hot mix asphalt and aggregate plant located at 1077 Howard Road. The facility was identified as a Class III facility due to large production levels, frequent truck traffic, outside storage, open process, and high probability of fugitive emissions. The proposed development is located within the minimum separation distance of the facility. Table 3-4 incorrectly identified the separation distance between the facility and the Site as 151 m; however, it was noted to be 20 m further in the report. We assume this is a typographical error and should have no impact on the assessment.	Noted.
2	The Compatibility Study acknowledged that the facility has the potential to adversely impact the site and that the proposed development introduces new sensitive receptors. As a result, air dispersion modelling using SCREEN3, a screening level dispersion model was conducted for the tall stack at King Paving (dryer stack). Table 4-4 provides a summary of the stack parameter assumptions used in the model. However, no discussion was provided on how the parameters were derived. It appears that King Paving is operating under Environmental Compliance Approval (ECA) with flexibility, as a result, no stack parameters are provided in the document. Clarification should be provided on how stack parameters, including emission rate, were decided upon.	**GHD:** The stack parameters in Table 4.7 are based on parameters obtained from King Paving's previous ECA, No.2345-5JMR8N (issued to KPM Industries Ltd.). The updated modelling is based on the worst case 24-hour benzo(a)pyrene (BaP) emission rate obtained from the most recent Emission Summary Table (EST) for King Paving. This is conservative, as the 24-hour BaP emission rate is more than

		four times higher than the annual emission rate.
St. Marys Cement Inc. (Canada)		
1	St Marys Cement Inc. (Canada) (St Marys Cement) operating at 1093 Howard Road is a ready-mix concrete operation. According to Table 3-4, the separation distance between the facility and the Site is 271 m, while 300 m separation distance is mentioned I the discussion following the table. According to Google Maps, the separation distance between the properties is approximately 100m; therefore, the larger distance used in the report is misleading and should be revised. Similarly, paragraph in Section 4.3 incorrectly identifies separation distance and EVA information for this facility. While this oversight does not impact the outcome of the report, it provides inaccurate information; therefore, should be revised.	**GHD:** Study was revised with correct separation distance. Please refer to Section 4.3 of the Study for more details.
2	The Compatibility Study acknowledged that the facility has the potential to adversely impact the development and that the proposed development introduces new elevated sensitive receptors that are located in a different direction from the existing sensitive receptors. Similar to King Paving, air dispersion modelling was conducted for the tall stack on St. Marys Cement (dust collectors). While Table 4-4 provides a summary of the stack parameters for one of them were included in the table. Does that mean that only one baghouse was modelled at the facility? Clarification should be provided on how stack parameters, including emission rate, were decided upon.	**GHD:** The stack parameters are based on source information provided in CBM Ready Mix's ECA approval No. 9841-BNUR2A. There are six baghouses at this Facility. Table 4.5 in the Study includes stack parameters of the sources located at St. Mary's/CBM Ready Mix. The emission rates of the stack are based on the flow rate and MECP recommended outlet dust collector loading factor. The MECP recommended emission factor is 20 mg/m3 for the most significant baghouse and 10 mg/m3 for other units. The dust collectors were re-modelled in AERMOD. Please refer to Section 4.6 in the Study for dust collector stack parameters, emission rates and AERMOD results.
3	Modelling results show that predicted concentrations from sources at both King Paving and St. Marys Cement facilities are expected to be below 25% of the particulate matter limit of	**GHD:** Table 4.5 in the Study includes stack parameters of the sources located at CBM Ready Mix. The stack parameters

	120 µgm^3; however, until more details regarding input parameters is provided, we cannot confirm these results are acceptable.	are based on CBM Ready Mix ECA approval No. 9841-BNUR2A. The emission rates of the stack are based on the flow rate and MECP recommended outlet dust collector loading factor. The MECP recommended emission factor is 20 mg/m3 for the most significant baghouse and 10 mg/m3 for other units. Table 4.7 in the Study includes stack parameters for the dryer stack located at King Paving. Based on GHD's review of the most recent EST provided by King Paving, the most significant contaminant is BaP. The air quality assessment was updated based on the worst case 24-hour BaP emission rate and the updated stack parameters
Agro Wholesale Produce Ltd.		
1	Agro Wholesale Produce Ltd. (Agro Wholesale) is a fruit and vegetable wholesaler operating at 1032 Howard Road, which is an adjacent property to the proposed development. The facility was classified as a Class II industrial operation due to the 24-hour operation schedule and frequent movement of the products. Based on the nature of the operation, we agree that this facility is not expected to have significant air emissions.	Noted.
Traffic Related Air Pollution		
1	GHD acknowledged that the proposed development is in the vicinity of the major roadways and provided recommendations on Traffic Related Pollution (TRAP) mitigation strategies and good practices for residential development. The City of Toronto publication of Avoiding the TRAP: Traffic-Related Pollution in Toronto and Options for Reducing Exposure was used as a reference for these recommendations. This guidance document is a typical and reasonable approach for development within a similar environment. However, mitigation measures tailored to the proposed development should be identified in addition to the listed generally available measures.	**GHD:** The Study was revised to include mitigation measures specific to the proposed development. Please refer to Section 4.1.2 in the Study for more details.

2	Wind data analysis showed that the predominant wind directions are from the west which is beneficial in respect to the nearby industry located to the north. There are two wind roses included in the report, Figure 4.1 and the figure in Appendix C. Figure 4.1 shows direction of the wind as "blowing from", while wind rose in Appendix C shows wind as "blowing to". The wind roses should be consistent to avoid any confusion as essentially, they show opposite direction if not looked carefully at the descriptions.	**GHD:** Wind roses in Appendix C were revised to show direction of the wind as "blowing from".
3	The authors noted that "any proposed industrial uses of the lands should be evaluated to determine future land use compatibility". It is unclear when these uses will or should be considered. Typically, they are considered in the Compatibility Study in the early planning stages.	**GHD:** GHD has reviewed development applications using the Halton Region's Development Projects Viewer current at the time of writing for proposed developments surrounding the Site. There are no new industrial uses proposed nearby to the Development. GHD is of the opinion that the proposed Development will not significantly affect the land use compatibility of the future employment uses on nearby lands, as there are existing sensitive residential land uses adjacent to the Development with similar exposure and line of sight. Any future commercial or industrial operations would need to be compatible with existing residential uses in the area.
Noise Impact Study		
1	The Noise Impact Study (Noise Study) was prepared to examine the potential impact of the existing noise environment onto the proposed development, and the impact of the proposed development on existing noise sensitive receptors.	Noted.
2	The main traffic sources were identified as Plains Road West and Howard Road. We agree that road traffic on other smaller roads would be acoustically insignificant. The road traffic noise impact assessment was based on traffic projected in 2033. Considering the report was prepared in 2024, this does not fulfill 10-year traffic projection requirements as recommended	Noted.

	in the NPC-300 Guidelines. This item can be addressed at the Site Plan Approval stage and should not have any impact on the re-zoning decision.	
3	The sound levels predicted due to transportation sources were shown to exceed the limits at the building façade. As a result, mandatory air conditioning was recommended for the units facing south and provision for air conditioning was recommended for the units facing east and west. The sound levels at the outdoor living areas were shown to be below the applicable limits and no mitigation is required.	Acknowledged.
4	Preliminary indoor sound levels analysis was conducted and minimum Sound Transmission Class rating for the windows was determined and found to be reasonable.	Acknowledged.
5	On-site rooftop mechanical equipment is anticipated to be located inside the mechanical penthouse and preliminary and assessment was conducted at this stage. As noted in the report, a detailed assessment including any potential mitigation measures requirements should be conducted during the design phase of the project.	**AERCOUSTICS:** Acknowledged and addressed in updated Noise Impact Study.
6	The proposed Site was characterized as a Class 1 area; however, due to a few exceedances, a temporary Class 4 designation was proposed as discussed below. The resulting sound levels were compared to both Class 1 and 4 limits.	**AERCOUSTICS:** Acknowledged
7	Stationary noise sources in the vicinity of the proposed development were identified to be HVAC units at the nearby commercial plazas, noise sources at Agro Foods Warehouse, St Marys Cement and King Paving facilities.	Acknowledged.
8	Mission Produce Inc. has been identified as a facility with a potential noise impact on the proposed development in the Compatibility Study; however, it was not included in the Noise Study. Justification should be provided why this facility was not included in the assessment.	**AERCOUSTICS:** It was determined that the facility was acoustically insignificant due to the setback distance between the Mission Produce stationary and the proposed development (approximately 135 m), the small number of loading bays at Mission Produce, and the fact that there is shielding of the Mission Produce stationary sources from their own building.
9	Stationary noise sources at Agro Food Warehouse were identified as multiple small 5-ton rooftop units, four idling refrigerated trucks and two moving trucks. Impulsive noise from loading operations at the bay doors was modelled assuming four impulses during the worst-	**AERCOUSTICS:** While there may be eight loading bays which can accommodate unloading activities at Argo, it is

	case hour. In our opinion, this operation scenario considered at the facility does not represent the worst-case conditions. Based on the historical Google Earth aerial images, up to eight trucks could be seen at the loading docks at the same time and the occupied loading docks appear to be closer to the Site than the ones assumed in the Noise Study. Also, based on the aerial images, there seem to be two large 66 and 12-fan air cooled chillers on the south end of the Agro Wood Warehouse roof and Google Street View potentially shows three air cooled chillers on the roof. These units are much noisier than small 5-ton HVAC units that were assumed in the assessment. In addition, there might be an emergency generator located next to the chillers (a green object in the south corner of the roof, to be confirmed). The windows on the northwest façade of the proposed development will have direct exposure to these major noise sources, the truck maneuvering in the parking lot to park the trailers do not appear to be considered in the model. Also, Impulsive noise associated with trailer coupling/decoupling does not appear to be included in the assessment. An attempt to confirm information on the track numbers (idling at the loading docks, moving around the site, arriving/leaving, impulsive noised, etc.) and rooftop mechanical equipment should be made with Agro Food Warehouse. The sound power of the moving trucks was not included in the summary table in Appendix D and should be confirmed. Considering all the comments above, the noise impact assessment for this operation is not adequate and should be revised.	Aercoustics' understanding that it is not practical for all bays to operate at the same time. In Aercoustics' experience with similar facilities, trailers at loading bays are not typically unloaded at the same time in the same hour. It is Aercoustics' opinion that the modelling of four loading bays is appropriate and conservative. Aercoustics also notes that these trailers typically remain in place after they are unloaded and typically serve as storage facilities or for gradual loading and unloading. Aercoustics did contact Ippolito Group, the Argo Foods Warehouse parent company, but did not receive any information regarding noise emissions or operations despite multiple phone call conversations.
10	It is our understanding that information on the noise sources at St. Marys Cement were obtained from the original acoustic report for this facility. However, according to Figure 3A, no truck activities were included in the model. Considering the on-site trucks were not considered in the model for this facility.	**AERCOUSTICS:** Truck activities are included in the Noise Impact Study, noted as "Moving Trucks" in Figure 3A.
11	The sound levels from all surrounding operations were modelled and compared to the applicable limits. Background levels based on the lowest traffic volume hour were calculated and used as the applicable limits for some sensitive receptors. This is a typical approach in an environment with elevated background noise It was shown that sound levels from surrounding stationary noise sources slightly exceed the applicable limits at the proposed development. As a result, a temporary Class 4 designation was recommended for the proposed development. While we agree that the proposed development is a reasonable candidate for Class 4 designation, the provided assessment does not provide sufficient information to justify this designation. The request to grant Class 4 designation is based on a cumulative assessment. While considering cumulative sound levels from the surrounding	**AERCOUSTICS:** Aercoustics continues to recommend a temporary Class 4 designation. Upon review of Aercoustics' noise model, Class 1 limits were exceeded when only sources associated with King Paving were modelled. There is no strict requirement in NPC-300 that Class 1 limits from an individual source must be exceeded to justify a Class 4 designation; the Ministry

	industry can seem a conservative and beneficial approach from the proposed development perspective, we note that designating the Site as Class 4 would allow each of the surrounding industries to emit sound levels up to 60 dBA at the proposed development. Following NPC-300 guidance, impact on the proposed development should be assessed from stationary noise source on individual facility basis. Cumulative impact assessment would be acceptable if the predicted impact is below the application limits to avoid further unnecessary work. However, this method should not be used to justify Class 4 designation request.	leaves this decision to the planning authority. A Class 4 designation would increase the sound level limits for the surrounding facilities upon the proposed development for the brief period before the area would be redesignated as Class 1. However, the limits for those facilities at existing residential land uses would not increase. These include the apartments at 127 Plains Road and the terraced homes off Daryl Drive which are almost immediately to the east and west of the proposed development, respectively. It is incredibly unlikely that the facilities could emit noise in such a directed manner that they exceed the Class 1 sound levels significantly at the proposed development but are in compliance with residences that are located so close by. Such an occurrence would require planning and effort on part of the surrounding facilities to a level that makes this scenario incredibly unlikely.
12	Based on the results provided in the Noise Study, sound levels from surrounding stationary noise sources without King Paving operations do not exceed Class 1 limits. Considering King Paving individually, it is likely that the sound levels will be below the limit as well, e.g., cumulative nighttime sound level predicted at Receptor R2 is 49dBA, while sound level from all operations without King Paving is 47 dBA; therefore, sound levels from King Paving is expected to be less than 47 dBA (doubling the sound level adds 3dB), which is at or even below the limit of 47 dBA. Therefore, Class 4 is required and feasible for this Site.	Acknowledged.

13	We agree that the proposed development is a candidate for a Class 4 area designation however, as discussed above, additional information should be provided, and sources considered to confirm that Class 4 is required and feasible for this Site.	**AERCOUSTICS:** Acknowledged and addressed above.
Opinion Letter Regarding Class 4 Acoustic Area Designation		
1	Aercoustics prepared an Opinion Letter to provide additional information regarding temporary Class 4 designation for the proposed development. Operations at King Paving are noted to be the main reason for this recommendation.	Noted.
2	It is our understanding that King paving was not included in the original assessment due to the anticipated decommissioning of the facility. We agree with the City of Burlington that if there is any overlap between the time and the proposed development is completed and occupied and the King Paving is still in operation, the noise impact assessment should be conducted and included in the report, The revised Noise Study does include this information.	**AERCOUSTICS:** Acknowledged.
3	As noted above, we agree that the Site is a reasonable candidate for Class 4 designation; however, it may not be necessary based on the King Paving operations. Noise model assumptions should be confirmed for all surrounding operations as recommended above and the Class 4 feasibility revised.	**AERCOUSTICS:** Acknowledged.
Based on the above comments, the following items should be addressed and further information provided:		
Compatibility Study		
1	Clarification regarding A. Cupido Limited operation should be provided in the report.	**GHD:** Acknowledged and revised report.
2	The minimum separation distance between the proposed development and St. Marys Cement should be revised to reflect the actual distance.	**GHD:** Acknowledged and revised report.
3	Information in Section 4.3 regarding separation distance and the ECA information for St. Marys Cement should be corrected.	**GHD:** Revised report. See response above
4	TRAP mitigation measures specific to the proposed development should be identified.	**GHD:** Acknowledged and revised report.
5	Wind roses in Figure 4.1 and Appendix C should be consistent in blowing wind directions (either “blowing to” or “blowing from”).	**GHD** Acknowledged and revised report.
6	Clarification on how stack parameters were determined for King Paving facility should be provided.	**GHD:** See response above.
7	Clarification on how stack parameters were determined for St. Marys Cement facility and how many dust collectors were included in the model should be provided.	**GHD:** See response above.
8	Potential future industrial uses should be discussed in the Compatibility Study.	**GHD:** Acknowledged and revised report.

Noise Study		
9	Justification should be provided why Missions Produce Inc. was not included in the noise assessment; otherwise, the impact of this operation should be assessed.	**AERCOUSTICS:** Acknowledged above.
10	Worst-case operating scenario should be revisited for Agro Food Warehouse facility, and noise model, including impulsive noise scenario, should be revised accordingly.	**AERCOUSTICS:** Acknowledged above.
11	Sound power assumed for the on-site moving trucks should be provided	**AERCOUSTICS:** Sound power data used in Aercoustics' analysis is provided in the updated Noise Impact Study.
12	On-site truck activities at King Paving should be considered in the noise assessment.	**AERCOUSTICS:** Acknowledged above.
13	The compliance of King Paving Facility with the applicable noise limits at the Site should be confirmed based on individual facility assessment.	**AERCOUSTICS:** Acknowledged above.
Legislative & Planning Services – Community Planning		
Preliminary Regional Comments		
1	Regional Official Plan, 2009 The subject lands are designated Urban Area (Map 1) per the Region's Official Plan (ROP), 2009 as amended by Regional Official Plan Amendment (ROPA) 48 and 49, and located within the Built Boundary. The subject lands are further located within an identified Major Transit Station Area and Regional Intensification Corridor, which are considered to be components of the Strategic Growth Area in the ROP.	Acknowledged.
2	Regional Plan Amendment No. 48 Regional Official Plan Amendment (ROPA) 48 was adopted by Regional Council on July 7, 2021 and approved by the Province on November 10, 2021. This amendment is the first amendment to be advanced as part of the Regional Official Plan Review under Section 26 of the Planning Act. The amendment defines specific elements of a Regional Urban Structure including Strategic Growth Areas and the delineation of Urban Growth Centres and Major Transit Station Areas. ROPA 48 also includes a limited number of Employment Area conversions, establishes targets for Strategic Growth Areas and updates the population and employment allocations assigned to Halton Region to 2051 by the Growth Plan, 2019.	Acknowledged.
3	Regional Official Plan Amendment No. 49 Regional Official Plan Amendment (ROPA) 49 was adopted by Regional Council on June 15, 2022 and is the second amendment to be advanced as part of the Regional Official Plan	Acknowledged.

	Review under Section 26 of the Planning Act. The amendment is to implement the results of the Region's Integrated Growth Management Strategy (IGMS), which considered how to accommodate growth in Halton to the 2051 planning horizon as part of the municipal comprehensive review process. The amendment also includes changes that support planning for growth in Halton and achieve conformity with the Provincial Growth Plan for the Greater Golden Horseshoe. The Ministry of Municipal Affairs and Housing is the approval authority of ROPA 49 and issued a decision on November 4th 2022. On December 6, 2023 Bill 150, "Planning Statute Law Amendment Act, 2023" received Royal Assent. This legislation results in specific decisions issued under the Planning Act by the Minister of Municipal Affairs and Housing being deemed to have never been made, including the Minister's November 4, 2022 decision to approve ROPA 49, with modifications. As a result, ROPA 49 as adopted by Regional Council on June 15, 2022 is in effect as of November 4, 2022. Bill 150 also implements three modifications related to corridor protection policies and mapping (Modifications #18, #19 and #39 in the Minister decision on ROPA 49), which are also in effect as of November 4, 2022. The proposed development has been reviewed against the in-force Regional Official Plan with regard to the policies of ROPA 49, as adopted by the Province. • Per Section 76 of the ROP, the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to all other relevant policies of the ROP. • Section 78 identifies a Regional Urban Structure that directs growth to Strategic Growth Areas. The Regional Urban Structure as shown on Map 1H implements Halton's planning vision and growth management strategy and sets out a hierarchy in which to direct population and employment growth to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses. • Major Transit Station Areas and Regional Intensification Corridors are considered to be components of Strategic Growth Areas in the ROP, with an objective to generally achieve higher densities than the surrounding areas. Direction on the appropriate	

	form of development is to be in accordance with the City's Official Plan and Zoning By-law. • The ROP identifies a minimum growth target of 200 persons and jobs per hectare for this growth area, and further identifies a growth target of 80%:20% (residents to jobs ratio). • The ROP identifies and supports the comprehensive planning for these areas in accordance with policy 77(5) of the ROP. Specifically, the Region's Official Plan (Section 48, 77 (5) and Section 79.3(3)) provides that Area Specific Plans are required for the development of new Strategic Growth Areas. An approved Area Specific Plan would provide for the comprehensive development for the area. Any application received in advance of the approval of approval of an Area Specific Plan for this area may be considered premature. Careful consideration of the proposed intensification of use for the subject lands needs to be given within the context of the Region's growth management strategy. o Matters to be addressed should an application be submitted in advance of the completion of the Regional Comprehensive Review and City of Burlington Area Specific Plan for this area include: ▪ How the proposal addresses the Regional Urban Structure and growth management policies of the ROP as amended by ROPA 48. ▪ Consideration and evaluation of Section 77(5) of the ROP; ▪ Comprehensive evaluation of the municipal services within the area consistent with the Region's Area Servicing Plan requirements; ▪ Comprehensive evaluation of traffic impacts for the area and the proposed development (also subject to City of Burlington input). ▪ Comprehensive analysis of flooding, floodplains and Regional Natural Heritage System impacts in conjunction with Conservation Halton (as applicable). • Section 77(22) and 79.3(13) of the ROP requires Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.	

	○ In reviewing the proposal, it appears that the development will result in the loss of jobs/demolition of existing employment lands (i.e., the existing service commercial building on 141 Plains Road West which contains multiple commercial units). It is acknowledged that the proposal includes 176 sq.m. of commercial/retail space. ○ Regional staff defer to the City of Burlington to determine if the above noted development criteria applies to this proposal. ○ The development concept and appropriate justification (i.e., in the Planning Justification Report) may be required to demonstrate how the loss of employment space and jobs is being addressed as part of the redevelopment of these lands, should the City deem the criteria applicable. ○ The City of Burlington should satisfy themselves that it has been demonstrated that the proposal will not impact the ability to achieve job related targets in the Local Official Plan and that sufficient regard for the retention of employment space has been made. • Section 84 states that it is a goal for housing to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs. • Additional housing polices in the ROP speak to making efficient use of serviced lands to increase the supply of housing, and encouraging Local Municipalities and the development industry to be innovative in housing designs. • The ROP also contains a number of policies that support the provision of assisted and affordable housing, especially within areas where public transit, retail and other facilities are readily available. Increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas is encouraged. • Information and resources on assisted and affordable rental housing programs for private sector developers in Halton Region has been attached to these notes for the proponent's information. ○ It is acknowledged that the draft Official Plan Amendment (OPA) indicates the proposed development is to be a purpose-built rental building which is a form of housing that would be greatly encouraged in Burlington.	

Land Use Compatibility		
1	Section 81(6) of the ROP sets out that existing employment uses within and adjacent to Major Transit Station Areas are to be protected by ensuring land use compatibility with adjacent new development, and that new development is required to meet Provincial Policy Statement (PPS), 2020 requirements for land use compatibility.	Acknowledged.
2	Section 143(9) of the ROP requires proposed development adjacent or in proximity to railway lines or railway yards to undertake the following studies and to implement the study recommendations, including the restriction of new residential and other sensitive land uses: • noise study, if the development is within 300m of a railway right-of-way or 1000m of a railway yard; • vibration study, if the development is within 75m of a railway right-of-way; • air quality study, if the development contains sensitive land uses and is within 1000m of a railway yard.	Acknowledged.
3	Section 143(12) of the ROP requires the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines.	Acknowledged.
4	The subject lands are within the general vicinity of the Aldershot GO Train layover yard (to the northeast), and further appears to be within the Potential Area of Influence of major facilities such as King Paving & Construction and St. Marys Cement. The lands further abut existing employment uses.	Acknowledged.
5	As such, a Land Use Compatibility Assessment (including Air Quality Assessment and Noise Assessment) is required to be submitted and to support the proposed development, which may be subject to Peer Review at the cost of the applicant. • In accordance with ROP policy, impacts from the nearby industrial and transportation sources of noise needs to be assessed, and appropriate recommendations/mitigation measures are to be implemented to address potential impacts on the proposed sensitive use as part of a development application submission.	**GHD:** Transportation sources, including Highway 403 and the nearby Aldershot rail yard, were evaluated for compatibility based on setback distance. Please refer to Section 4.1.2 of the Study for more details. Nearby industrial sources were evaluated in Section 4.2 and 4.3.
6	Land Use Compatibility with the proposed sensitive use (i.e., residential) should also be discussed and addressed within a Planning Justification Report/Brief.	Refer to Planning Justification Report.

The following documents were submitted for review:

- Land Use Compatibility and Air Quality Impact Study, prepared by GHD, dated Apr. 27, 2023
- Letter of Opinion, prepared by Aerocoustics Engineering Ltd., dated Nov. 13, 2023
- Noise Impact Study, prepared by Aerocoustics Engineering Ltd., dated Feb. 5, 2024
- Acoustic Response Letter, prepared by Aerocoustics Engineering Ltd., dated Feb. 5, 2024

Halton Region required the Peer Review of the above noted studies. To this end, a Peer Review was completed of the above noted materials. Please refer to the Peer Review comment letter prepared by R.J. Burnside & Associates Limited, dated Feb. 23, 2024.
Based on the Peer Review, a number of items remain outstanding from both a land use compatibility and noise perspective, and additional information is required to address these concerns. A summary of the items that are required to be addressed include:

Compatibility		
1	Clarification regarding A. Cupido Transport Limited operation should be provided in the report.	**GHD:** Acknowledged and revised report.
2	The minimum separation distance between the proposed development and St. Marys Cement should be revised to reflect the actual distance.	**GHD:** Acknowledged and revised report.
3	Information in Section 4.3 regarding separation distance and the ECA information for St. Marys Cement should be corrected.	**GHD:** Revised report. See response above
4	TRAP mitigation measures specific to the proposed development should be identified.	**GHD:** Acknowledged and revised report.
5	Wind roses in Figure 4.1 and Appendix C should be consistent in blowing wind directions (either “blowing to” or “blowing from”).	**GHD:** Acknowledged and revised report.
6	Clarification on how stack parameters were determined for King Paving facility should be provided.	**GHD:** See response above.
7	Clarification on how stack parameters were determined for St. Marys Cement facility and how many dust collectors were included in the model should be provided.	**GHD:** See response above.
8	Potential future industrial uses should be discussed in the Compatibility Study.	**GHD:** Acknowledged and revised report.
Noise Study		
9	Justification should be provided why Missions Produce Inc. Was not included in the noise assessment; otherwise, the impact of this operation should be assessed.	**AERCOUSTICS:** Acknowledged above.
10	Worst-case operating scenario should be revisted for Agro Food Warehouse facility, and noise model, including impulsive noise scenario, should be revised accordingly.	**AERCOUSTICS:** Acknowledged above.
11	Sound power assumed for the on-side moving trucks should be provided.	**AERCOUSTICS:** Acknowledged above.

12	On-site truck activities at King Paving should be considered in the noise assessment.	**AERCOUSTICS:** Acknowledged above.
13	The compliance of King Paving facility with the appliable noise limits at the Site should be confirmed based on individual facility assessment.	**AERCOUSTICS:** Acknowledged above.
Regional staff offer the below comments:		
1	The submitted technical reports do not currently fully satisfy Region of Halton requirements/the ROP and additional information will be required to confirm compatibility of the proposal with the existing surrounding environment.	Refer to revised Compatibility Study enclosed.
2	The nature and extent of the adjacent/nearby facilities has not been fully analyzed and therefore the nature and extent of potential adverse effects on the proposed sensitive land use is not known. Further, the impact of the proposed new sensitive land use on the ability of adjacent facilities to operate cannot be fully understood.	Noted.
3	Noise/compatibility impacts from all relevant facilities in proximity to the proposed sensitive use needs to be fully understood, with clear recommendations on impacts and potential mitigation measures being provided.	Refer to revised Compatibility Study enclosed.
4	*Development shall* incorporate measures to avoid or minimize and mitigate potential adverse effects to the *development* from noise and air emissions including odour.	Acknowledged.
5	*Development shall* incorporate measures to avoid or minimize and mitigate potential impacts on industrial, manufacturing, or other uses, including reducing the risk of complaints, and to ensure the ability of major facilities to comply with environmental approvals, registrations, legislation, regulations, and guidelines for both current and future operations.	Acknowledged.
6	Please revise/update the Land Use Compatibility Assessment and Noise Impact Study to address Peer Review comments. It is further recommended that a re-submission be made along with a comment response matrix to assist in expediting review.	Refer to updated Land Use Compatibility and Air Quality Impact Study, and Noise Impact Study enclosed.
Potential for Site Contamination		
1	Section 147(17) of the Regional Official Plan (ROP) requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use.	Acknowledged.
2	Regional staff have considered the proposal within the context of the Region's Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites. It is noted that a change to a more sensitive use is being proposed on	An RSC has been obtained. Confirmation letter and Record enclosed.

	141 Plains Road West. As such, the owner is required to submit a Ministry of the Environment Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC) that indicates the site is suitable for the proposed land use. The Owner is also required to submit all environmental documentation used for filling the RSC to Halton Region (i.e., Phase 1 and/or 2 Environmental Site Assessment (ESA), completed to O.Reg. 153/04 standards). The author of the environmental reports must further extend third party reliance to Halton Region through the submission of a letter of reliance. Please utilize the Region's template in this regard.	
The following were submitted for review: • Environmental Site Screening Questionnaire, dated Apr. 25, 2023 • Phase One Environmental Assessment, prepared by Azure Group Inc, dated Oct. 28, 2022 (revised Apr.4, 2023) • Phase Two Environmental Site Assessment, prepared by Azure Group Inc., dated Jan. 25, 2023 (Revised Apr. 4, 2023) • Record of Site Condition Acknowledgement Letter dated July 21, 2023 • Letter of Reliance dated Oct. 6, 2023		
1	Please note the Letter of Reliance incorrectly refers to the "Town of Oakville" in the fourth paragraph. It is recommended this be corrected to the "City of Burlington" and resubmitted.	Refer to updated Reliance Letter from Luban Ltd. enclosed.
2	Regional staff are generally satisfied from a contamination perspective, subject to the above revision.	Acknowledged.
3	If at the time of formal submission, the previously completed ESA reports are greater than 18 months old, Regional Staff will require a Letter of Update indicating no potentially contaminating activities have occurred on site and that the site remains suitable for its intended use. The author of the environmental reports must extend third party reliance to Halton Region.	Noted, however RSC has been obtained. ESA reports dated April 4, 2023 are still within the 18 month validity period.
Waste Management		
1	In accordance with Section 148 of the ROP, it is an objective of the Region to implement an integrated and sustainable waste management plan. Further, it is the Region's interest to ensure the safe and efficient collection of solid waste as part of the design and development approval.	**RJB:** Acknowledged.
2	In order to determine if the subject development can be serviced by Regional waste collection, the submission of a Waste Management Plan (following the Region's Development Design Guidelines for Source Separation of Solid Waste) is required.	**RJB:** Acknowledged. Burnside has prepared a Waste Management Plan considering the Region's Development

		Design Guidelines for Source Separation of Waste, dated September 12, 2024, enclosed with this letter.
3	The Waste Management Plan, prepared by R.J. Burnside & Associates Limited and dated January 2024 was submitted for review. Regional staff offer the following comments:	
3.1	It is noted that on the standalone "AutoTURN Assessment" (Drawing 01) Plan dated January 2024, a turning radius of 7.70m is noted for the waste collection vehicle's reversing route.	**RJB:** Drawing 01 illustrates a TAC MSU (moving truck), not a regional waste collection vehicle. This drawing is not applicable to waste management. Please refer to Paradigm Transportation Solution Limited's (PTSL) Drawing 03 (Appendix B of Burnside's Waste Management Plan) for Halton Region's Front-End Loader's movement path. This figure has been enclosed with this letter.
3.2	However, the "AutoTURN Assessment" (Drawing 03) Plan dated January 2024 within the Waste Management Plan, prepared by R.J. Burnside & Associates Limited and dated January 2024 shows a turning radius of 13.0m.	**RJB:** PTSL's Drawing 03 (Appendix B of Burnside's Waste Management Plan) illustrates the Halton Front-End Loader collection vehicle movement path, which has a minimum 13 m centre line turning radius as noted. This figure has been enclosed with this letter.
3.3	Confirmation of the correct turning radius measurement is required from the applicant. All relevant plans should be updated with consistent information.	**RJB:** PTSL's Drawing 03 illustrates the Halton waste collection vehicle which has a 13 m radius as noted. This figure has been enclosed with this letter.
3.4	Regional staff requires the applicant indicate what kind of safety warning system will be in place for when collection vehicle is backing up across the garage ramp to make 3 pt. turn to exit loading area and cars are entering or exiting. The Region recommends flashing lights and signs indicating a collection vehicle is backing up and is in the loading area.	**RJB:** As illustrated in PTSL's Halton Front-End Loader vehicle movement diagram, Drawing 03 (Appendix B of Burnside's Waste Management Plan), the collection vehicle path does not reverse across the garage ramp to make a 3 pt. turn in order

		to exit the loading area. As such, no safety mitigation measures are proposed.
3.5	The Waste Management Plan and relevant associated plans/drawings (e.g. AutoTURN Plan, etc.) should be updated to address the above noted comments.	**RJB:** Refer to the response to comment #3.4. No action required. PTSL's Drawing 03 for the Halton Front-End Loader movement path illustrates the 13 m radius.
3.6	Subject to satisfactorily confirming a 13m turning radius is available and appropriate safety mitigation measures will be implemented, Regional staff anticipate Regional waste will be able to service the site for full residential waste collection services.	**RJB:** Noted. Please refer to response for comments #3.4 and #3.5, above.
4	Please be advised a professional engineer must provide a letter certifying the underground parking structure can withstand the weight of a fully loaded truck (capacity 35 tonnes), should a waste collection truck be required to drive over any part of an underground structure.	**RJB:** Noted. A licensed, professional engineer will provide a letter certifying this at a later stage.
5	The above design requirements should be reviewed at the ZBA stage as site-specific provisions may be affected.	Acknowledged.
6	Please note the site is entitled to commercial cart collection curbside (once per week).	Acknowledged.
7	Please note ground floor commercial units would be entitled to Regional cart collection curbside on Plains Road. Each unit would receive 2 garbage (black) and 2 recycling (blue) carts. If the uses will generate more waste than this allowance, then private collection services for the commercial units will be required.	Acknowledged.
Municipal Servicing		
1	Section 89 of the Regional Official Plan requires that approvals for all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.	Acknowledged.
Existing Servicing		
1	A Halton Region local watermain exists within Plains Road West adjacent to the proposed development, in close proximity to the property line.	Acknowledged.
2	A Halton Region local wastewater main (sanitary sewer) exists within Plains Road West adjacent to the proposed development, and also in close proximity to the property line.	Acknowledged.
General Servicing Comments		
1	The developer should undertake to locate the size and location of all watermains, water services, water meters, wastewater mains (sanitary sewers), wastewater	**LUBAN:** A SUE has been retained to conduct an underground utilities survey.

	(sanitary) services, stormwater mains, property line sanitary sewer inspection manholes and stormwater services that exist within the road right-of-ways, to the property and within the property and place them on Existing Site Servicing Plan drawings within their reports. Public and private utility companies can be utilized for this purpose.	Once we receive the SUE drawings, all underground utilities will be updated.
2	The developer should be aware of the Region's Multi-Unit Servicing Policy with respect to the number and location of water meters.	Acknowledged.
3	Regional policies state that water and sanitary services cannot cross lot lines; the owner will ensure this throughout the process. Each lot must be independently serviced if it is proposed to be a separate lot.	Acknowledged. Lands are to be consolidated prior to development proceeding.
4	Any major servicing works required for this project would fall under the Regional Servicing Agreement process, including securities, agreement registration, developer's liability insurance and the payment of agreement fees.	Acknowledged.
5	Servicing of a standard nature is required to go through the Regional Services Permit process.	Acknowledged.
6	The size and scope of utility trenches, road cuts, and road restoration shall be to the satisfaction of the City of Burlington for local roads.	Acknowledged.
7	Watermain and wastewater main (sanitary) servicing capacity is not guaranteed at the LOPA and ZBA stage. Servicing of development in the Burlington area of Halton Region is currently on a first-come-first-serve basis. The owner can pre-consult about servicing capacity with the Region at any time in the future going forward. The current development proposal capacity will be reviewed closely and commented upon at the time of Planning application receipt. Should a servicing capacity issue be identified at that time, then it will have to be dealt with, working through it with the Region. Servicing capacity is deemed to be in hand at the issuance of a Regional Servicing Agreement, Special Financial Agreement, and Regional Services Permit, which is reviewed and obtained toward the end of the City's Site Plan approval process, or through Regional Servicing Agreement.	Acknowledged.
8	Halton Region has initiated a Water, Wastewater and Transportation Integrated Master Plan review exercise for the Region, together with, and in time, background studies and formal programs.	Acknowledged.
9	As always, acquiring land for development purposes and hiring consultants, at this time, is at the risk of the developer.	Acknowledged.

10	Any water services and sanitary services that currently exist to the property that will not be utilized for any reason will be required to be disconnected right at the respective main by the developer.	Acknowledged.
11	The developer's site servicing consultant can preconsult with the Region at any time regarding their proposed draft site servicing water design, wastewater design and identified utility conflicts (including storm).	Noted
12	The Region would like to receive confirmation in writing when any required formal land assembly has taken place at the LOPA and ZBA stage in order to confirm servicing will conform to Regional Policies i.e., that water and wastewater services do not and will not cross lot lines for different property owners.	Properties will be consolidated into one parcel to permit development.
13	Please advise on the timing of Site Plan application submission e.g., if Site Plan will be submitted at the same time as the LOPA and ZBA applications for timing purposes as well as issues identification and resolution purposes.	Site Plan application to follow.
Functional Servicing Report		
1	A Functional Servicing Report (FSR) is required to be prepared by the developer's civil engineering consultant (watermains, water services, fire hydrants, sanitary sewer mains, sanitary sewer services, property line sanitary sewer inspection manholes, stormwater mains and stormwater services) to show options for how the property is proposed to be serviced according to City of Burlington and Halton Region standards.	**LUBAN:** A functional report addendum is provide in this submission.
2	Local watermain and wastewater main (sanitary sewer) hydraulic analysis should be completed by the developer's consultant as well for the local sewers and the drainage area down to the nearest trunk sewer.	**LUBAN:** We have requested copies of the sanitary and water master plans from the Region but have not yet received them. Therefore, the hydraulic analysis will be submitted once we receive the drainage master plans.
3	The consultant should include details about other developments properties in the drainage area in their analysis of the local sewers (if any).	**LUBAN:** We will submit the drainage analysis for the other development properties within the drainage area once we receive the master drainage plan from the agencies.

4	The report should speak to the number/type of units proposed and the phasing of the development with respect to the impacts on the Region's water distribution system and wastewater collection system. Phasing, timing of the development, and required/available capacity shall be detailed in the report.	**LUBAN:** The mixed-use condo will be developed in a single phase, with construction expected to start in spring 2025 and be completed by summer 2027.
5	The consultant will include details about potential external main upsizing or main extensions to accommodate the development, etc. Also, future forecast Regional capital works projects.	**LUBAN:** The watermain hydraulic analysis will be submitted once we receive the drainage master plans from the Agencies.
6	The proposed development (FSR) will have to align with any Area Servicing Plan and Master Servicing Plan that is required for the area, City and Region.	**LUBAN:** We are still waiting for the drainage master plans from the Agencies.
7	The FSR report should incorporate Fire Flow Rate Testing. The proponent should undertake fireflow rate testing of representative Regional fire hydrants in the area, with the proponent's fireflow contractor and Region forces present. Include within the Report a copy of the fireflow rate testing results, and the Fire Underwriters Survey (FUS) requirements for the development. This information will help to assist in informing the watermain design and watermain hydraulic modelling analysis that is being undertaken by the proponent's consultants.	**LUBAN:** A fire flow test has been conducted, and the results indicate that the estimated water supply pressure at the building is 332 kPa, which meets the requirements to service the proposed development. The watermain hydraulic modeling analysis will be submitted once we receive the watermain master plan from the agencies.
8	Further to the formal hydraulic analysis requirement, the developer's consultant can utilize the Region's current water and wastewater models (if required). The developer's civil consulting engineering firm will be required to enter into a Data License Agreement prior to obtaining any digital information from the Region.	**LUBAN:** We have requested the Region for the Data License Agreement, but we have not yet received their instructions.
9	The FSR should include information related to all the other Utilities infrastructure in the area and potential conflicts.	**LUBAN:** We are still waiting for the SUE results to assess potential conflicts.
10	The FSR should show the existing site services and note how they are proposed to be decommissioned to make way for the development.	**LUBAN:** It shows on removal plan C1
11	The Professional Engineer preparing the FSR must prepare a number of cross-section engineering drawings (through the proposed w/ww/stm services) along the southern portions of the property and the City's Plains Road West road right-of-way. Proposed footings, foundation walls, overhangs, excavation, shoring, tie-backs, municipal mains, proposed	**LUBAN:** There are 5 cross-sections are shown on drawings C5 and C6.

	service connection laterals, utilities and boulevard features including plantings are required to be detailed for review by the Region.	
12	Because of the close proximity of the building to the Region's wastewater main (sanitary sewer), the developer's Civil Engineering Consultant may need to increase the slope of the building's wastewater (sanitary) sewer connection lateral, over the minimum 2% slope, to ensure that any future Regional capital works sewer reconstruction project in the area, i.e., re-sizing or re-location of the Region's wastewater main does not affect the building sewer.	**LUBAN:** The proposed sanitary sewer is now designed with a 2.5% slope instead of 2.0%.
13	Please note that this development may require additional municipal watermain isolation, and possibly a full size water chamber (including three/four valves) for the proposed development's water service connections, to the Region's water distribution system. The developer's Civil Engineering Consultant must undertake a design exercise within the FSR in order to demonstrate that a full size water chamber, if required, can fit within the road/boulevard, while giving adequate separation distances from the other utilities in the area. The Engineer shall prepare a number of detail drawings, for discussion with the Region early in the process.	**LUBAN:** The current design follows Region STD 409.010. Necessary valves, backflow preventer, and water meter will be installed within the building's mechanical room and designed by the building's mechanical engineer.
Regional staff offer the following supplementary servicing comments in response to the 2nd submission: General Servicing Comments:		
1	The developer's Professional Civil Engineers should familiarize themselves with the normal flow levels of wastewater (sanitary sewage), i.e., average flow levels and peak wet weather flow levels, etc., in the Region's wastewater main within Plains Road West in order to design an appropriate sewer invert elevation for their proposed sanitary sewer connection lateral that will enter the Region's wastewater main.	**LUBAN:** The sanitary design flow accounts for both normal flow levels and peak wet weather flow levels.
2	Please be advised that servicing (water/wastewater) of a standard nature is required to go through the Regional Services Permit process in the future. At the Site Plan Application stage, the developer's Professional Civil Engineers will submit their draft site servicing drawings to the Regional Service Permit Section for a full review (water/wastewater) of the developer's Engineers servicing drawings (i.e., infrastructure within Plains Road West, water meters, water backflow prevention devices and water quality testing).	**LUBAN:** Noted

3	The property is located within the Aldershot GO Major Transit Station Area. Plains Road is also a land development corridor. Halton Region has initiated a Water, Wastewater and Transportation Integrated Master Plan review exercise for the Region, together with, and in time, background studies and formal programs. It is anticipated that the Region will be identifying a number of infrastructure projects (watermains and wastewater mains) in the City (and Region) for reconstruction, relocation and upsizing.	**LUBAN:** Noted
4	The proposed development will have to align with any Area Servicing Plan and Master Servicing Plan that is required for the area, City and Region.	Acknowledged.
5	The developer's Professional Civil Engineer's should keep themselves up to date, throughout their land development site servicing works project, with the municipal infrastructure planning that is taking place in the area.	**LUBAN:** Noted
Submission Requirements: • All submission materials (digital format) • Applicable Regional Fee(s) • Complete Application forms • Planning Justification Report • Land Use Compatibility Study (Air/Noise) • Comprehensive Development Plan / Site Plan • Functional Servicing Report (including Phasing Plan with projected dates) • Waste Management Plan • Record of Site Condition (RSC), associated environmental documents (Ph 1 and/or 2 ESA), Letter of Reliance *Please follow Region's template.		

4.0 MTSA Comments – March 22, 2024

Draft MTSA & Precinct Policies		
The following section provides an overview of the draft policies and regulations for the site located at 141-153 Plains Road W. as outlined the draft Official Plan Amendment No. 2 and draft Community Planning Permit (CPP) By-law.		
1	The subject site is located within the Aldershot GO Major Transit Station Area. This MTSA is envisioned to continue to evolve as an urban neighbourhood with a distinct sense of place and neighbourhood identity that is connected with the surrounding community. The MTSA is	Acknowledged.

	supported by five distinct precincts providing a mix of residential, commercial and employment uses.	
2	Within the Aldershot GO MTSA, the subject site is located within the Mid-Rise Residential Precinct. The vision for the Aldershot Main Street Precinct is as follows: • Envisioned to include a variety of low-rise and mid-rise building forms at the eastern and western edges of the Aldershot GO Major Transit Station Area. • Planned to support the Major Transit Station Area objectives of providing housing as well as retail, service commercial, and employment opportunities in close proximity to the Aldershot GO Transit Station and allow for transitions to existing neighbourhoods beyond the Major Transit Station Area boundary. • Opportunities to consider intervening land uses between the Mid-Rise residential precinct and existing major facilities exist in accordance with the land use compatibility policies of this Plan.	Acknowledged.
3	Permitted and discretionary uses for the Mid-Rise Residential Precinct is outlined in Table 7.1 in the draft CPP By-law.	Acknowledged.
Activated Streets		
1	As shown on Schedule G-2 "Aldershot GO MTSA Activated Streets" in draft OPA No.2 and Figure 2a of the draft CPP By-law, the subject site is located along Activated Streets - MTSA Major Mixed Use Street (Plains Road W.). Activated Streets located in MTSAs will be designed to cater to pedestrians and create a vibrant streetscape for leisure, shopping, dining and working. Section 5.26 and 5.27 of the draft CPP By-law provide considerations that apply to development along Activated Streets.	Acknowledged.
2	Along Major Mixed Use Streets such as Plains Road W. retail, service commercial or office uses shall be required continuously at grade in buildings having frontage onto public streets. Public service facilities, institutional uses and residential lobby entrances in conjunction with other permitted uses are permitted along activated streets (draft OPA No. 2, policy 8.1.2 (8.2)).	Acknowledged.
Other Matters		
1	Draft Official Plan Amendment No.2 contains land use compatibility policies as part of the approvals process for any future development containing sensitive uses. Refer to draft section 8.1.2 (6) Land Use Compatibility. Also refer to the recently completed MTSA Land	Acknowledged.

	Use Compatibility Study (May 2023) prepared by Dillon Consulting, particularly Section 7.0 Discussion of Technical Study Requirements, for more information.	
2	Maximum Heights and the Provision of Services, Facilities and Matters: With respect to height, the intent of the draft CPPS is to permit the maximum heights set out in the Council-endorsed Recommended Preferred Precinct Plans (Dec 2021) and allow for the possibility of heights beyond those specified in the CPP By-law without the need for an official plan amendment, provided that the achievement of complete communities and appropriate transitions to existing low-rise areas outside of the MTSAs are demonstrated.	Acknowledged.
2.1	It should be noted that while the proposed OPA provides minimum density targets for each MTSA and general policies regarding complete communities and built form transitions, it does not establish minimum/maximum heights; instead, heights are regulated through the draft CPP By-law.	Noted.
2.2	The draft CPP By-law requires the provision of services, facilities and matters commensurate with permissions for height, and sets out development standards to ensure that development delivers a variety of community amenities and transitions appropriately to existing low rise areas outside of the MTSAs. All CPP applications are subject to sections 5.28 Burlington Housing Targets, and 5.29 Provision of Services, Facilities and Matters, of the draft CPP By-law.	Acknowledged.
2.3	The minimum height of the subject site is envisioned to be 6 storeys (Table 7.2), and the maximum heights are contemplated to be 6 storeys for a Class 1 application and 6-11 storeys for a Class 2 application (Schedule C-2 and C-3, respectively). Heights above 11 storeys would require a Class 3 Community Planning Permit.	Acknowledged.
2.4	Class 2 and 3 applications are also subject to provision 3.5.1, Criteria for Variations from Standards, of the draft CPP By-law.	Acknowledged.
3	Please refer to Section 5 General Provisions and Section 6.6 Development Standards of the draft CPP By-law for general standards applying to all MTSAs and standards specific to the MTSA and precinct. Variations to standards may be allowed through a Class 2 or 3 CPP application; see Table 3.1 and Section 3.4 Variations of the draft CPP By-law for more information about how variation requests are proposed to be administered under the CPPS.	Acknowledged.
Comments		

1	The proposed 11-storey building is aligned with the Class 2 height for the Mid-Rise Residential Precinct as identified on Schedule C-3 of the draft CPP by-law.	Acknowledged.
2	The proposed development is aligned with draft OPA No.2 objective: *To encourage the redevelopment of the Protected Major Transit Station Areas into complete communities that are mixed-use, intense, transit supportive, safe, and respectful of surrounding areas including natural heritage and existing neighbourhoods.*	Acknowledged.
3	The proposed development is aligned with draft CPP by-law Guiding Principles, including: • Development will contribute to the creation of complete communities in each MTSAs through growth that responds to the present and future needs of the community. • Development will include a mix of uses, including employment, retail and service commercial uses that demonstrate the achievement of the assigned target proportion of residents and jobs and that serve the needs of residents. • Development will be diverse and include housing forms, sizes and tenures that demonstrate the achievement of general target proportion of residents and jobs that meet the needs of current and future residents and that includes balanced, targeted population growth for youth, families and newcomers and as outlined in the City's Housing Strategy.	Acknowledged.
Next Steps		
1	Staff are considering all feedback received through the Fall 2023 statutory process, which may result in changes to the draft OPA and draft CPP by-law. Staff anticipate providing a recommendation report to Council in Q2 2024.	Noted.
2	Updates will be posted to the MTSA project website, www.getinvolvedburlington.ca/mtsa, when future staff reports are available. We encourage you to subscribe to the project website to be notified by email when updates are posted.	Noted.
3	Continue to follow the MTSA project at www.getinvolvedburlington.ca/mtsa and email us at mtsa@burlington.ca with question or if you would like to set up a meeting to discuss further.	Noted.

5.0 Urban Forestry & Landscape – April 8, 2024

This review is of the Pre-Consultation application for 141-153 Plains Road West. The following documents have been reviewed:

- Arborist Report completed by Henry Kortekaas and Associates on January 30, 2024.
- Tree Preservation Plan completed by Henry Kortekaas and Associates on January 19, 2024.

• Landscape Plan completed by Henry Kortekaas and Associates on January 19, 2024. 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.		
Advisory Comments		
1	A Landscape Concept Plan will be required showing the general layout and intent of what is proposed for landscaped areas, including landscape buffer planting, outdoor amenity areas, fence location and types and pedestrian circulation.	**HKLA:** Noted. The comment has been addressed in the revised Landscape plan.
2	Where required, landscape buffers should provide separation and be designed to partially obstruct the views to adjacent properties along shared property lines. The landscape buffers should consist of a dense landscape screen including a combination of evergreen trees, deciduous trees, and understory shrubs. Or alternatively, a combination of solid screen fencing with evergreen and deciduous trees and understory shrubs.	**HKLA:** Noted. The comment has been addressed in the revised Landscape plan.
3	Consider alternative design concepts that will result in fewer trees being proposed for removal. In the case that alternatives to the design are not possible, please provide detailed justification for the removal of every individual tree. The City of Burlington does not support the removal of trees due to condition alone. Similarly, work shall be modified to avoid working inside the minimum tree protection zone of all trees.	**HKLA:** An alternative design concept is not feasible as all the existing trees conflict with the proposed development. Detailed justification for removal of every tree is mentioned in the Tree inventory chart.
4	The City's Public Tree By-law 68-2013 is applicable to the proposed development. A tree permit is required for all work around city trees, including the payment of the Tree Permit fee and securities for trees to be retained. Details regarding the issuance of a Public Tree Permit will be outlined in detail at the Building Stage.	**HKLA:** Noted.
5	Removal of public and private trees will require replacement plantings that are to be proposed shown on City and private property respectively. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. Specific compensation and replacement quantities will be identified at the Building Permit Stage	**HKLA:** Noted. Replacement plantings are shown on city and private property.
Detailed Comments		
Landscape Concept Plan Requirements		
1	Show future City trees within Plain's Road ROW as "future tree planting by City" and remove any reference to species type. The applicable will make a cash contribution for city staff to plant at a later date.	**HKLA:** Noted. The comment has been addressed in the revised Landscape plan.

2	Consider additional tree planting between building front and sidewalk along Plains Road West.	**HKLA:** Noted. The comment has been addressed in the revised Landscape plan.
Arborist Report Requirements		
1	The date(s) that the assessment was conducted, methodology and limitations; ensure assessments were completed within the last year (365 days)	**HKLA:** Noted.
2	Section 2- Municipal Tree By-laws: Remove all references to private tree by-law as it is not applicable to development files.	**HKLA:** The comment has been addressed in the revised report.
3	Section 3- Study Purpose: Modify to reference 10cm DBH instead of 20 DBH.	**HKLA:** The comment has been addressed in the revised report.
4	Section 4- Study Process: Modify to reference 10cm DBH instead of 20 DBH.	**HKLA:** The comment has been addressed in the revised report.
5	Section 8- Scope of Work: Remove all references to private tree by-law as it is not applicable to development files.	**HKLA:** The comment has been addressed in the revised report.
6	Please ensure that all multi-stem trees are shown as one consolidated caliper in the chart using the sum of squares method below: **Method 1** – Measure the DBH of each trunk. The DBH for the tree is found by taking the square root of the sum of all squared stem DBHs rounding to the nearest whole number. Example: You have three stems that all measure 5", 6" and 8" so the DBH would be $\sqrt{(5^2+6^2+8^2)} = \sqrt{(25+36+64)} = \sqrt{(125)}=11$". It should be noted in the comments that it is a multi-stem tree.	**HKLA:** Noted. The comment has been addressed in the revised chart and report.
7	Replanting and cash-in-lieu compensation requirements should be referenced in the report if applicable. Please ensure that the numerical costs are not included as City staff will make that determination.	**HKLA:** Noted. The comment has been addressed in the revised report.
8	Where applicable the minimum frequency of site inspections by a qualified tree professional during proposed works.	**HKLA:** Noted.
9	Where applicable a consent letter for the removal or injury of boundary and/or neighbouring tree(s) (those located along the shared property line) or a neighbour tree(s) to be attached to the report document	**HKLA:** Noted. There are no boundary trees on site.
Tree Protection Plan		
1	Illustrates the proposed development (including property lines, easements, regulated areas, paved areas, buildings and entrances, landscaped areas, regulated limits, etc.) and is coordinated with the Site Plan and civil drawings (i.e., grading, servicing etc.).	**HKLA:** Noted. The comment has been addressed in the revised Tree protection plan.

2	A label and location of all existing tree(s) over 10cm diameter breast height (DBH) within 6m of the property lines. Trunk for each tree to be scaled to size.	**HKLA:** Noted. The comment has been addressed in the revised Tree protection plan.
3	Remove all references to compensation on plans. City staff will determine compensation through the aggregate caliper method prior to final approval.	**HKLA:** Noted. The comment has been addressed in the revised drawings.
4	Location and labelling of all associated construction activities, including but not limited to: • Construction access route (with width measurements) • Construction material storage area(s) • Excavation area including limits of over-dig • Trenching and/or boring locations (with depths and width measurements) • All proposed servicing and utilities on both public and private property • Fill placement from excavation, or material being brought to the lot • Grade and surface changes	**HKLA:** Noted.
Tree Inventory Table Requirements		
1	Please provide a table in an excel format to be included with the report.	**HKLA:** Noted. A table has been incorporated in the report.
General Comments		
1	Please provide a comment matrix that identifies the above comments and how they were addressed with the site plan submission.	Acknowledged.

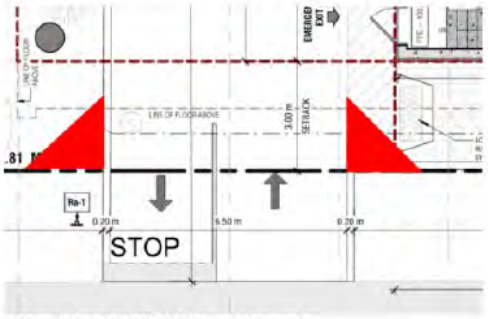
6.0 Development Planning – April 15, 2024

Aldershot MTSA Area Specific Plan		
1	The Recommended Preferred Precinct Plan for the Aldershot GO MTSA shows the lands as being located in the new "Aldershot Main Street" Precinct and Plains Road West is identified as being a Retail Main Street. • The Aldershot Main Street Precinct permits a maximum building height of 11 storeys. The proposal has been revised to eliminate the mezzanine area, which would count as a building storey. Staff note that under the Zoning By-law the mechanical penthouse and indoor amenity space would be considered a storey. Therefore, the proposed building would be 12 storeys in height and a modification to the Official Plan	This item has been brought to Staff's attention during the CPPS Stakeholder meeting. There will be a new definition of Mechanical Penthouse in the CPPS.

	and Zoning By-law would be required. Justification for the proposed height increase will be required as part of the Planning Justification Report. • The Aldershot Main Street Precinct and Mid-Rise Guidelines require a continuous streetwall height of 3 storeys and a minimum stepback of 3 metres above the third storey. The proposal should be revised to comply with the Aldershot Main Street Precinct policies and the Mid-Rise Guidelines.	
Urban Design and Public Realm		
2	Parking intake and exhaust areas are still located in the landscape area. The draft Zoning By-law contains a provision to permit these encroachments into the landscape area.	**HKLA:** The parking intake and exhaust areas are moved away from the landscape area and screened with shrubs on all sides possible.
Draft Zoning By-law		
3	Staff note that the amenity, bicycle parking and parking space are calculated based on the CPP By-law rates and not Zoning By-law 2020 regulations. If the applications are submitted under the Official Plan/Zoning By-law process, provisions for amenity space, parking spaces and bicycle parking spaces will need to be included in the draft Zoning By-law.	Refer to parking responses from Paradigm.
Draft Official Plan Amendment		
4	As noted above, the inclusion of a mechanical penthouse and indoor amenity space on the roof is considered a storey. Therefore, the Official Plan Amendment should be revised to 12 storeys including mechanical penthouse.	This item has been brought to Staff's attention during the CPPS Stakeholder meeting. There will be a new definition of Mechanical Penthouse in the CPPS.
Additional Required Information		
5	Development Planning staff have reviewed the resubmission materials for the proposed development at 141-153 Plains Road West and advise that the following materials are required for a complete application submission, as outlined in the April 12, 2023 Pre-Consultation Document: • Completed Application Form; • Planning Application Fees; • Planning Justification Report; • Housing Impact Statement	Acknowledged.

7.0 Transportation Planning – April 30, 2024

1	Transportation Planning offer the following comments, recommendations, and information to assist the Applicant/Developer/Owner when preparing their application(s) for OPA / ZBA and Site Plan. If they choose not to follow them, it is at their risk of reducing the efficiency of the approval process. From a Transportation perspective, successfully addressing these comments will support a more efficient and successful application. Transportation Planning reserve the right to request additional studies, however, note the following are required to be submitted with the applications; • Parking Justification Report (PJR), • Transportation Demand Management (TDM) and Implementation Strategy, • Street Lighting Plan.	Acknowledged.
Site Context		
1	The Burlington Official Plan 2020: a. Schedule B, Urban Structure, shows the subject property within Mixed Use Nodes and Intensification Corridors, b. Schedule B-1, Growth Framework, shows the subject property within a Primary Growth Area, c. Schedule B-2, Growth Framework and Long Term Frequent Transit Corridors, shows Plains Road West as an MTSA Primary Connector with Frequent Transit Corridor, d. Schedule C, Land Use - Urban Area, shows the subject property within the Urban Corridor-Employment, e. Schedule G, Aldershot GO MTSA Special Planning Area, shows the subject property within the MTSA Special Planning Area, f. Schedule O-1, Classification of Transportation Facilities – Urban Area, classifies Plains Road West as a Multi-Purpose Arterial, g. Schedule P, Long Term Cycling Master Plan, shows Plains Road West has a Bike Lane.	Acknowledged.
2	The Integrated Mobility Plan (IMP) identifies the Preferred Network Solution: a. Shows the subject property within an Enhanced Pedestrian Realm,	Acknowledged.

	b. Shows Plains Road West as part of the Bicycle On-Road Spine Network, c. Shows Plains Road West as an existing Protected Bikeway, d. Shows Plains Road West on the Truck Priority Network.	
3	Plains Road West has a four-lane basic cross-section with a two-way left-turn lane (center turn lane) as well as protected on-street bicycle lanes on both sides of the road. It has a posted speed limit of 60 km/h.	Acknowledged.
Official Plan Amendment, Zoning By-law Amendment, Site Plan Control Considerations		
Deemed Right-of-Way Width – No Additional Lands Required		
4	The deemed Right-of-Way width per the Zoning By-Law for Plains Road West is 36 meters. The existing Right-of-Way adjacent to the subject site is approximately 36 metres and no additional lands are required.	Acknowledged.
Daylight Triangles – N/A		
5	n/a	Acknowledged.
Visibility Triangles – Required		
6	The driveway access to Plains Road West shall be designed to provide 5 m x 5 m visibility triangles on either side of the driveway, behind the property line, and fully within the subject site. The visibility triangles shall be illustrated and identified on the site plans, noting “nothing shall exceed 1.0-meter height within visibility triangles.”  *Sketch 1: Visibility triangle*	**AAA:** We have incorporated 3 m x 3 m visibility triangles into the site plan as recommended on CPP By-law. No elements that are 1 m above the elevation of the street pavement or the level of the travelled portion of the street, as noted on A100 and A105. A visibility triangle measuring approximately 6 m x 6 m can be achieved when the vertices of the visibility triangle are placed at the near edge of the municipal sidewalk. The proposed built form and landscaping between the building and sidewalk are not expected to impede driver-pedestrian sightlines.

		PARADIGM: The site architect has incorporated 3 m x 3 m visibility triangles into the site plan. The visibility triangles include a note indicating Elements within triangle shall not exceed a height of 1 m above the elevation of the street pavement or the level of the travelled portion of the street. A visibility triangle measuring approximately 6 m x 6 m can be achieved when the vertices of the visibility triangle are placed at the near edge of the municipal sidewalk. The proposed built form and landscaping between the building and sidewalk are not expected to impede driver-pedestrian sightlines. The site driveway will be designed with continuous sidewalks through the driveway to prioritize pedestrians overturning vehicles. Continuous sidewalks communicate to people walking that they have an uninterrupted travel path, while also communicating to drivers that they are crossing a space for walking. On the site driveway approach, a stop sign and stop bar are proposed.
Parking Supply – Parking Justification Study Required		
Automobile Parking Supply		
7	The parking supply is calculated based on the Zoning By-Law Table 1.2.6: Off-Street Parking Standards.	**PARADIGM:** The site is located within the Aldershot GO Major Transit Station Area (MTSA) and is subject to the Community

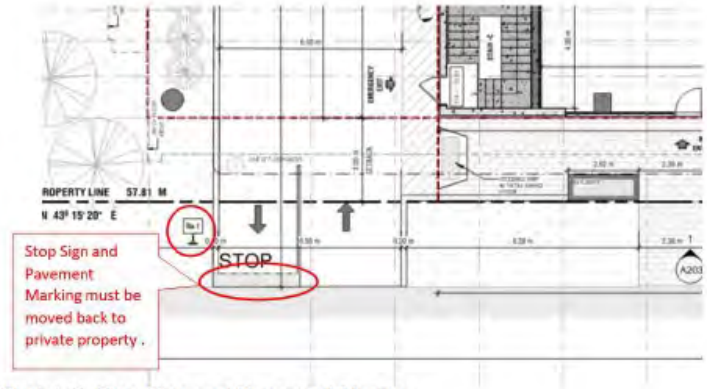
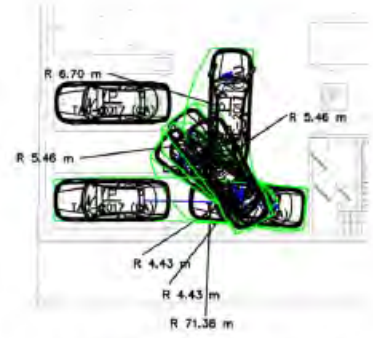
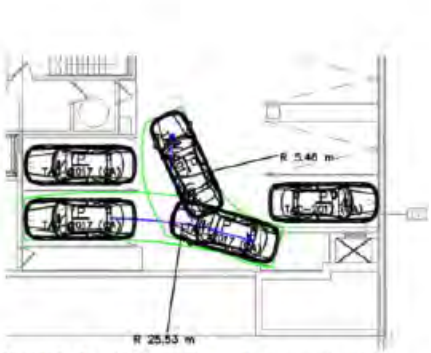
	a. Apartment buildings within a Primary Growth Area, as identified on Schedule B-1 of the City Official Plan, require 1.25 spaces per unit inclusive of visitor parking. b. Residential units: 131 c. Parking space required: 164	Planning Permit (CPP) By-law. CPP rates are not yet in effect, the OPA/ZBA application is being filed due to timing constraints to maintain funding commitments for the purpose-built rental building. Under the Planning Act vehicle parking, other than bicycle parking, can not be regulated inside a MTSA. Planning Act Part V Land Use Controls and Related Administration, Zoning By-Laws Section 3.4 (1.1) Restriction, Parking Facilities notes the following: *(1.1) Despite paragraph 6 of subsection (1), a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,* *(b) an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1);*

		Table 1 ***[Refer to Response Letter]*** summarizes the vehicular parking requirements for the site based on the CPP in comparison to the proposed parking supply. The proposed parking supply is in line with the parking requirements outlined in the CPP.
8	The architectural plans demonstrate that the proposed development will provide 110 parking spaces (incl. 6 BF spaces). a. Underground: 102 parking spaces b. Surface: 8 parking spaces	**PARADIGM**: A total of 112 parking spaces are proposed. The supply consists of 100 underground parking spaces and 12 surface parking spaces, including five Barrier Free (BF) parking spaces.
9	Since the mezzanine level above the ground floor was removed from the Pre-Con second submission, the parking numbers were reduced from 167 to 110. Any proposed reduction in parking supply will require a parking justification study.	**PARADIGM**: Refer to the response to City Comment #7 and City Comment #8. **AAA**: Acknowledged. Parking count is 112 a/p updated submission.
10	The notes in the Site Plan drawing state that parking is provided at the rates outlined in the Burlington Draft Community Planning Permit By-law dated October 2023, 5.19.1 (a). Transportation Planning cannot support a parking reduction based on the draft CPP bylaw.	**PARADIGM**: Refer to the response to City Comment #7.
11	The Accessibility Coordinator will provide comments on accessible parking space size, supply, and signage.	**PARADIGM**: Acknowledged. Five accessible parking spaces are provided (2 Type 'A', 3 Type 'B'). All accessible parking spaces are located at grade.
Bicycle Parking Supply		
12	The bicycle parking supply shall meet the requirements recommended by the July 2017 Burlington City-Wide Parking Standards Review: a. Residential - Apartment Land Use: 0.5 long-term plus 0.05 short-term bicycle parking spaces per unit. b. Retail - 3 short-term spaces + 1 space/1000m2 GFA and 2 long-term spaces plus 1 space/1000 m2 GFA	**PARADIGM**: The site is located within the Aldershot GO Major Transit Station Area (MTSA) and is subject to the Community Planning Permit (CPP) By-law. CPP rates are not yet in effect, the OPA/ZBA application is being filed due to timing constraints to maintain funding

		commitments for the purpose-built rental building. Table 2 ***[Refer to Response Letter]*** summarizes the vehicular parking requirements for the site based on the CPP in comparison to the proposed parking supply. The proposed parking supply of 23 short-term, 105 long-term, and 7 large bicycle parking spaces is in line with the parking requirements outlined in the CPP.
13	Bicycle parking shall be shown and labeled on the site plan. The Applicant proposes 131 apartment units, which requires: • Residential use: a. 66 long-term bicycle parking spaces in an indoor and secure location. b. 7 short-term bicycle parking spaces, preferably in a sheltered location close to the front door of the building. • Retail use: a. 2 long-term bicycle parking spaces in an indoor and secure location. b. 1 short-term bicycle parking space, preferably in a sheltered location close to the front door of the building. c. Each bicycle parking space shall be 60 cm x 1.8 meters in size.	**PARADIGM:** Bicycle parking is shown and labelled on the site plan. Covered short-term parking is provided on the east side of the site near the main and secondary entrances. Long term and large bike parking is located at the north end of the site on the ground floor and is located on the south and northeast corner of the underground parking levels.
14	The architectural plans demonstrate a total of 118 long-term bicycle parking spaces and 20 short-term bicycle parking spaces which meet the requirements. a. Short-term bicycle parking spaces are shown in the ground floor plan drawing in appropriate locations. b. Long-term bicycle parking spaces are shown on the ground floor - 16 spaces and underground parking - 102 spaces, which are in secure locations.	**PARADIGM:** Refer to the response to City Comment #13.

Transportation Impact Study – No Revision Required		
15	Transportation Planning provided their acceptance of the Transportation Impact Study submitted with the Pre-Con, second submission application, which was prepared by Paradigm Transportation Solution Limited dated April 2023.	Acknowledged.
Transportation Planning Position		
16	Transportation Planning cannot support the OPA / ZBA application unless the Applicant / Owner / Developer submits a Parking Justification Study and Transportation Demand Management and Implementation Strategy, and we provide our approval.	**PARADIGM**: Refer to Section 4 Transportation Demand Management and Section 5 Parking Review within the Transportation Impact Study, Parking Study, and Access and Circulation Review (September 2024 TIS) for the Transportation Demand Management and Implementation Strategy and the Parking Justification Study. Under the Planning Act vehicle parking, other than bicycle parking, can not be regulated inside a MTSA. The proposed parking supply is in line with the parking requirements outlined in the CPP. Refer to the response to City Comment #7. ***[Description of TDM measures provided in response letter]***
Future Site Plan Comments		
Site Access – No Revisions Required		
17	Transportation Planning support the proposed access location and dimensions. Access width and curb radius dimensions are as per the City of Burlington Site Plan Guidelines.	**PARADIGM**: Acknowledged.

Underground Parking Layout – No Revisions Required		
18	Transportation Planning support the proposed underground parking layout. All dimensions are per the City of Burlington Site Plan Guidelines. a) Parking stall sizes are depicted with 2.75m width and 6.0m length. b) Where parking space is limited on one or both sides by a wall or column, stall width was increased by 30 cm for each obstructed side. c) Structural columns are set back 0.5m on both sides of the driving aisle to provide 7.0m clear (face of column to face of column)	**PARADIGM**: Dimensions are included on the site plan. The site plan includes 18 small vehicle parking spaces. **AAA**: All underground parking have been annotated and depict min. 0.3m stall width increase to account for column obstructions. We exceed clear 7.0m column face to face requirements. Columns are set back 0.5m min. from both sides of driving aisle. Dimensions have been provided. Please refer to A103-A104 for more details.
Pedestrian Facilities – No Revisions Required		
19	The site design has proposed pedestrian access and continuity with an enhanced pedestrian realm implemented along the building frontage on Plains Road West, providing a connection between the residential entrances and the sidewalk, which is supportable.	**PARADIGM**: Direct connections to the municipal sidewalk are proposed. Refer to the Landscaping Plan for more detail.
Internal Traffic Signage and Pavement Marking – Revision Required		
20	Any internal traffic signage such as “stop sign”, “one way”, “no parking”, “fire route”, accessible parking, and pavement markings shall be indicated and depicted on the site plan.	**PARADIGM**: Refer to Appendix E of the September 2024 TIS for the proposed signage and pavement marking plan. **AAA:** Noted and updated. Refer to A100 Site Plan and legend for details on fire route and dimensions, stop signs, general traffic signs and traffic legend. Refer to A103-A105 for Traffic and Traffic legend. Refer to Paradigm’s AutoTurn Assessment for detailed information on vehicle maneuvering.

21	The Stop Sign "Ra-1" and Stop bar shown in the Site Plan drawing cannot be located in the public right of way. All traffic signage must be on private property.  *Sketch 2: Stop Sign and Pavement Marking*	**AAA:** All public signage is proposed to be inside property lot lines. Stop signage has been moved to inside the property. Refer to A100-Site Plan. **PARADIGM:** Refer to Appendix E of the September 2024 TIS for the proposed signage and pavement marking plan. The stop sign and stop bar on the driveway approach are located in private property.
Vehicle Manoeuvring Diagram – Revisions Required		
22	It appears that multiple back-and-forth vehicular turns are required to maneuver vehicles from the west-end parking lot, as shown in the sketch below. A proper hammerhead is necessary for a safe vehicle turnaround. The design of the parking spaces on the east side is acceptable, with a proper hammerhead provided for safe turning.  *Sketch 3: unsafe turning without hammerhead*  *Sketch 4: safe turning with hammerhead*	**PARADIGM:** Refer to Appendix D of the September 2024 TIS for the updated AutoTURN analysis. The end parking spaces may require drivers to perform a multipoint turn to exit the space. Note the design vehicle used is a TAC P, which is comparative in size to a large SUV. Furthermore, these parking spaces will be assigned to occupants who will be familiar with the spaces and how to access them.

Construction and Mobility Management Plan (CMMP) - Required		
23	The applicant shall submit a Construction Mobility Management Plan (CMMP) as a part of the site plan application which shall be to the satisfaction and approval of the Director of Transportation Services or Designate.	**PARADIGM:** Acknowledged. A CMMP will be completed prior to the start of construction to the satisfaction and approval of the Director of Transportation Services or Designate.
Transportation Demand Management (TDM) and Implementation Strategy - Required		
24	The applicant shall submit a Transportation Demand Management (TDM) and Implementation Strategy as a part of the site plan application which shall be to the satisfaction and approval of the Director of Transportation Services or Designate.	**PARADIGM:** Refer to Section 4 Transportation Demand Management within the September 2024 TIS for the Transportation Demand Management and Implementation Strategy. Refer to the response to City Comment #16 for a list of the proposed TDM measures.
Street Lighting		
25	Street Lighting Photometric Drawings, Temporary Photometric and Electrical Drawings and final Electrical Drawings, for the public rights-of-way abutting this development will be required.	Refer to enclosed Site Lighting Design.