PRE-CONSULTATION COMMENTS FOR OPA and ZBA

Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	Description of Development Concept: • Six storey residential building with 64 units and 102 parking spaces within two levels of underground parking and surface parking (76 underground spaces and 25 surface parking spaces); • The proposal will a density of 220 units per hectare with 10,590 sq. m. of gross floor area.	LANDWISE	The proposed redevelopment has been revised in response to the Pre-Consultation comments. The proposal is for a 6-storey residential building with 66 residential units and 2 commercial units on the ground floor supported by 94 parking spaces. Refer to the Architectural Drawings package prepared by Hatem Nassif Architects Inc. (January 16, 2026) for details.
	Planning Comments:		
	Current Official Plan (1997, as amended)		
	• The lands are designated Residential – Medium Density in the City of Burlington Current Official Plan (1997, as amended). • This designation permits ground and non-ground oriented dwelling units with a density between 26 and 50 units per net hectare. • Permitted building forms include townhouses, attached housing and walk-up apartments. • The proposal is subject to the Housing Intensification Policies of the Burlington Official Plan. Policy 2.5.2 outlines criteria to be considered when evaluating proposals for housing intensification within established neighbourhoods.	LANDWISE	Please refer to the submitted Planning Justification Report (Landwise, March 2026) for a description of the requested Official Plan Amendment to facilitate the proposed redevelopment.
	Council Adopted New Official Plan *New Official Plan (2020)*		

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Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	• On November 30, 2020, the Region of Halton issued a Notice of Decision approving the new Burlington Official Plan. Section 17(27) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal - that date being December 22, 2020 for the new Burlington Official Plan. The appeal record submitted to the Ontario Land Tribunal (formerly Local Planning Appeal Tribunal (LPAT) by the Region of Halton indicates that a total of 48 appeals to various parts of the new Burlington Official Plan were received during the appeal period.	LANDWISE	This comment has been acknowledged. The OPA and ZBA applications has regard to the in-effect and new Official Plans, including the Regional Official Plan to be incorporated to the local Official Plan.
	• Although the City is preparing a working version of the new Official Plan, it is the OLT that will issue Orders throughout the appeal process to establish and confirm which portions of the Plan remain subject to appeal, and which portions are in effect. The City anticipates that the first of these Orders will be issued by the OLT following the initial case management conference in this matter, which has yet to be scheduled. At the appropriate time, City staff will also bring forward a repeal by-law(s) for the former Burlington Official Plan (1997, as amended).	LANDWISE	This comment has been acknowledged. The OPA and ZBA applications has regard to the in-effect and new Official Plans, including the Regional Official Plan to be incorporated to the local Official Plan.
	• As the OLT process advances, the working version of the Burlington Official Plan, 2020 is subject to change. Users of the document must satisfy themselves as to the legal status and applicability of the polices. Interested parties are encouraged to monitor the City of Burlington's website for updates regarding the OLT process, the Burlington Official Plan, 2020 and the Burlington Official Plan, 1997: https://www.burlington.ca/en/services-for-you/Official-Plan-Review.asp	LANDWISE	This comment has been acknowledged. The OPA and ZBA applications has regard to the in-effect and new Official Plans, including the Regional Official Plan to be incorporated to the local Official Plan.

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	Comment	**Consultant**	**Response**
	• The lands are located within a Secondary Growth Area, in accordance with Schedule B-1 - Growth Framework, of the New Official Plan (2020). ○ These areas shall be recognized as a distinct area within the City's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of this Plan.	LANDWISE	This comment has been acknowledged. Please refer to the Planning Justification Report (Landwise, March 2026) for further discussion.
	• The lands are further designated Urban Corridor in accordance with Schedule C – Land Use – Urban Area, of the New Official Plan (2020). ○ Development within these areas shall be designed to incorporate a compatible and intense mix of retail, office, employment and residential uses and are intended to provide for the day-to-day and goods and service needs of residents and employees within and in close proximity to the Corridor and may also serve a broader City-wide market.	LANDWISE	This comment has been acknowledged. Please refer to the Planning Justification Report (Landwise, March 2026) for further discussion.
	○ A maximum FAR of 2.0:1 and a maximum building height of 6 storeys is permitted. The maximum six storey height may not be permitted on sites which are small in size, have insufficient depth, or are adjacent to areas designated Residential Low Density.	LANDWISE	The proposed FAR is 1.78:1 and does not exceed the maximum permitted FAR. This comment has been acknowledged. Please refer to the Planning Justification Report (Landwise, March 2026) for further discussion.
	Housing Tenure (3.1.2(2))		

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Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	a) The demolition of residential rental properties or the conversion to freehold or condominium ownership of a residential rental property containing six (6) or more units, in part, or in whole, shall not be permitted unless the following conditions are satisfied: (i) the rental vacancy rate by structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Report has been at or above three (3) percent for the preceding two-year reporting period; (ii) the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements; (iii) that negative economic and other impacts upon tenants are minimized to an acceptable level; and (iv) the requirements of any applicable Provincial legislation or regulation, as amended, are met.	OWNER LANDWISE	A Tenant Relocation and Assistance Plan will be implemented to minimize the negative impacts on existing tenants. Refer to the Tenant Relocation and Assistance Plan Memorandum submitted as part of this application for additional details (Landwise, February 21, 2026).
	b) Notwithstanding 3.1.2 (2) a) (i), the demolition of residential rental units may be permitted in conjunction with a development application which at a minimum shall provide the same number of rental units with the same number of bedrooms per unit, at a similar rental rate at the time of development application submission, as those units that are demolished.	OWNER LANDWISE	Refer to the Tenant Relocation and Assistance Plan Memorandum for further details (Landwise, February 21, 2026).
	c) A development application related to the demolition of residential rental properties or the conversion to condominium tenure or owner occupancy shall include, to the satisfaction of the City, proof of tenant notification of the demolition or conversion proposal and proof of notification of the rights of tenants under Provincial residential tenancy legislation, including a minimum of 1 (one) tenants' only meeting as a part of the development application process. The preparation of a tenant relocation and assistance plan, including right to return and alternative accommodations to lessen hardship, may also be required.	OWNER LANDWISE	Refer to the Tenant Relocation and Assistance Plan Memorandum submitted as part of this application for additional details (Landwise, February 21, 2026).
	City of Burlington Housing Strategy		

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	Comment	**Consultant**	**Response**
	Subsection 3.1.1(2)(g) of the new Official Plan (2020) and the City's Strategic Plan, directed the City to develop a city-wide housing strategy to among other things, support the Region of Halton's Housing Strategy, describe the current range and mix of housing in the city, establish city-wide housing objectives, examine opportunities for partnerships to increase the supply of affordable housing, to develop minimum targets in support of achieving the region of Halton's housing mix and affordable unit targets as well as two and three bedroom unit minimum targets.	LANDWISE	The proposed redevelopment will increase the overall housing stock in Burlington. Please refer to the Planning Justification Report (Landwise, March 2026) for analysis.
	The Burlington Housing Strategy and the Annual Housing Targets (Appendix B to the Housing Strategy) were approved by City Council on June 21, 2022. The City's Housing Strategy provides a roadmap for addressing local housing needs and increasing housing options that meet the needs of current and future residents at all stages of life and at all income levels. The Housing Strategy identifies 12 Actions to move toward the vision for housing in Burlington. It provides a set of action-oriented housing objectives (Themes) and an associated implementation plan that also identifies a list of Prioritized Actions and Quick Wins.	LANDWISE	The proposed redevelopment will contribute to the City's housing targets. Please refer to the Planning Justification Report (Landwise, March 2026) for further details.

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	Comment	**Consultant**	**Response**
	One of the housing objectives (Theme 1) of the Housing Strategy is to support a healthy rental housing stock through protecting existing rental building and supporting the creation of new rental units. The Housing Strategy identified the need for more rental housing options in order to move closer to the City's vision for housing where all residents have access to housing that meets their needs of unit mixes, size and accessibility. Another critical housing objectives (Theme 2) of the Housing Strategy is to support a broad variety of housing types and forms to increase housing options to meet the needs of all current and future residents at all stages of life. This objective is to be measured through increased diversification of the housing stock, including units for smaller households and units for larger households in high-density dwelling types. Similarly, Action 4 of the Housing Strategy established minimum targets around housing that build upon the policies of the Official Plan (2020) and use the findings of the Housing Strategy Project. Minimum targets for apartment buildings under the Housing Strategy include requiring that 55 percent of the building is dedicated to one- and two-bedroom units and 25 percent dedicated to three- or more bedrooms.	LANDWISE	The residential unit sizes are proposed are 1- and 2-bedroom apartment units of condominium tenure. Refer to the Planning Justification Report for comments regarding the Burlington Official Plan, 2020, housing policies (Landwise, March 2026).
	<u>Current Zoning</u> • The subject lands have two different zones: ○ 198 and 200 Plains Road East – Residential – Medium Density (RM2-119) Zone ○ 206 Plains Road East – Residential – Medium Density (RM1-346) Zone	LANDWISE	A Zoning By-law Amendment is required to facilitate the proposed redevelopment. Please refer to the Planning Justification Report (Landwise, March 2026) for the proposed Draft Amending By-law.
	<u>Residential – Medium Density (RM2-119) Zone</u> • This zone permits one 6 unit residential building subject to the RM2 regulations for a fourplex.	LANDWISE	This comment has been acknowledged.
	<u>Residential – Medium Density (RM1-346) Zone</u> • This zone prohibits townhouses and has site specific regulations for lot width, lot area, front yard, side yard, street side yard, landscape area and additional regulations for office uses.	LANDWISE	This comment has been acknowledged.
	Preliminary Planning Comments		

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Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	• While the new Official Plan policies contemplate this part of Plains Road to be redeveloped with mixed-use buildings up to 6 storeys in height and a FAR of 2:1, the proposed development exceeds the height, density and intensity in the emerging vision. Justification for the increased height, density, intensity and reduced setback to the residential zones will be required.	LANDWISE	The proposed building height is 6 storeys, FAR is 1.78:1 with a residential density of 229 uph thus does not exceed the maximum permissions of the new Burlington Official Plan (2020). Site-specific modifications are proposed in the Draft Amending By-laws for the in-effect Official Plan, 1997, and City of Burlington Zoning By-law 2020. Please refer to the Planning Justification Report (Landwise, March 2026) for a further discussion.
	• Development on the subject lands must be compatible with the existing neighbourhood character with respect to scale, massing, height, siting, setbacks, coverage, parking and amenity area so an appropriate transition is provided between existing and proposed buildings.	LANDWISE	The proposed redevelopment has regard to the existing neighbourhood built form with appropriate building setbacks and building transitions (i.e. angular plane stepbacks). Please see the Urban Design Brief (Landwise, March 2026) for the design analysis.
	• The proposal is subject to the Design Guidelines for Mixed-Use and Residential Mid- Rise Buildings. Please include an analysis of whether these guidelines have been met as part of the subject proposal.	LANDWISE	Please see the Urban Design Brief (Landwise, March 2026) for the design analysis.
	• The proposal is subject to the Plains Road Corridor Urban Design Guidelines. Please include an analysis of whether these guidelines have been met as part of the subject proposal.	LANDWISE	Please see the Urban Design Brief (Landwise, March 2026) for the design analysis.
	• Surface parking spaces should be screened from public view and from the existing low-density residential uses to the north as per the Plains Road Urban Design Guidelines.	Hatem Nassif Architects Inc. (HNA) SDG Landscape Architects (SDG)	Surface parking is proposed to the rear of the subject lands and will be screened from public view.
	• There are concerns with the parking spaces visible from Plains Road East. Recommend relocating parking spaces underground or enhanced plantings and screening will be required.	HNA SDG	The parking spaces are proposed to the rear of the subject land.

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Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	• Please confirm the purpose of the parking space fronting Plains Road. It is located within the public realm and should be relocated to the rear of the building or to the underground parking structure.	HNA	The parking spaces are proposed towards the rear of the subject lands. Refer to the Site Plan for details (Hatem Nassif Architects Inc., January 16, 2026).
	• Please ensure that the ground level parking and loading area is designed for pedestrian safety and conforms to the City's accessible parking requirements	HNA	The ground level parking area has been revised. Refer to the Site Plan for details (Hatem Nassif Architects Inc., January 16, 2026).
	• The loading area should be screened from the adjacent residential area and public view along Plains Road East.	HNA SDG	The loading area will be screened with wood fencing and landscaped strip, Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
	• Provide setbacks for underground parking area.	HNA	Setbacks have been provided.
	• A landscape buffer of 6 metres is required next to the residential zones.	HNA	A site-specific modification has been requested to reduce the landscape buffer abutting residential zones, such as the rear lot line, to accommodate the at-grade outdoor amenity area.
	• The Mid Rise Guidelines require a minimum 3 metres stepback above the streetwall to maintain a human-scale and minimize shadowing.	HNA	Stepbacks in the building along the street is not proposed but the changes in the building façade materiality will create a human-scale building.
	• Please identify the location and dimensions of accessible parking spaces; location for snow storage and bicycle parking.	HNA	Accessible parking spaces, snow storage and bicycle parking are show on the Site Plan and Landscape Plan.
	Application Requirements		
	• An Official Plan and Zoning By-law Amendment is required to facilitate the proposed use.	LANDWISE	This comment has been acknowledged.
	• Prior to submitting the application, a Pre-Submission Neighbourhood Meeting is required. Please refer to the provided Applicant's Guide to Pre-Submission Neighbourhood Meetings.	LANDWISE	A Pre-Submission Neighbourhood Meeting was held on September 3, 2025, in advance of the OPA/ZBA submission. Refer to the Planning Justification Report for details (Landwise, March 2026).

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Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	• The neighbourhood meeting is to be organized by the applicant and must be held before the application is submitted. ○ Circulation of the meeting invitation to residents and tenants within 120 metres of the development site will be completed by the City for a fee. Provide a PDF of the meeting invitation on own letterhead for distribution. Notice must be sent a minimum of 20 days in advance of the meeting. ○ Please notify the Ward Councilor and the Coordinator of Development Review of the date, time and location of the meeting. Meetings are currently being held virtually. ○ During the meeting, provide a detailed overview of the development proposal and allow time for questions and comments from the public. Take notes of the discussion. ○ As part of a complete application, the applicant must provide neighbourhood meeting minutes which include a written summary of public input received at the meeting. As part of the Planning Justification Report, the applicant must explain how this public input was used to modify the development proposal.	LANDWISE	A Pre-Submission Neighbourhood Meeting was held on September 3, 2025, in accordance with the Applicant's Guide to Pre-Application Public Consultation. Refer to the Planning Justification Report for details (Landwise, March 2026).
	• Prior to submitting the application, consultation with the Burlington Urban Design Panel (BUD) will be required. ○ An Urban Design Brief will be required to explain how the City's Urban Design Guidelines have been addressed and how the comments of BUD have been taken into account. ○ A copy of the BUD meeting minutes must be submitted with the application. BUD Terms of Reference provided.	LANDWISE HNA OWNER	A consultation with the Burlington Urban Design Panel took place on August, 2025. An Urban Design Brief has been prepared as part of the OPA/ZBA submission. Refer to the Urban Design Brief (Landwise, March 2026).

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Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	• A Planning Justification Report is required: ○ to discuss the impact of Provincial, Regional and local planning policy (both the existing and adopted Official Plan) on the proposed development; ○ to explain why the requested change to higher intensity residential use is desirable and represents good planning; ○ to discuss whether the requested amount of non-residential floor area is appropriate to support the planned commercial function of the Mixed Use Corridor; ○ to discuss how the results of required technical studies have been used to refine the redevelopment proposal; ○ to explain how the proposed development is compatible with surrounding residential, industrial and railway land uses including height, setbacks, massing, design and community features.	LANDWISE	A Planning Justification Report has been prepared as part of the OPA/ZBA submission (Landwise, March 2026). Refer to the submitted Planning Justification Report for further details.
	• A digital 3D model of the proposed building is required with the submission to assist with public engagement. Model specifications provided.	HNA	A 3D model has been prepared by Hatem Nassif Architects Inc., January 16, 2026. Refer to the Architectural Drawings package.
	• A Shadow Study will be required to show how the proposed buildings and site design will impact the public realm, proposed outdoor amenity areas, and surrounding private outdoor amenity areas. Please refer to the City's Shadow Study Guidelines and Terms of Reference when preparing the Shadow Study. The study should show how height, setbacks, terracing, and massing have been considered to reduce impact on the low-rise houses to the east and south. A height survey of adjacent buildings should also be provided.	The Office for Architecture & Urban Design (OUAD)	A Shadow Study has been prepared by The Office for Architecture & Urban Design, dated December 11, 2025.

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Item #	*Planning, City of Burlington - Elyse Meneray*		
	Comment	**Consultant**	**Response**
	• A qualitative pedestrian level wind impact study (i.e. using wind tunnel testing) will be required to show how the proposed buildings and site designs will impact pedestrian comfort on the street and surrounding public and private open space areas, as the building height-to-separation ratio is less than 1:1 from the low-rise area to the south. Please refer to the City's Pedestrian Level Wind Study Guidelines and Terms of Reference.	Gradient Wind Engineer Inc. (GW)	Per email correspondence from the City of Burlington, dated January 2, 2025, a qualitative (computational) assessment is acceptable for this application. A Pedestrian Level Wind Study has been performed by Gradient Wind Engineering Inc. (Gradient Wind), dated October 28, 2025, for the proposed development.
	• Tenant Relocation and Assistance Plan in accordance with Subsection 3.1.2 (2) and 12.1.2 (1.2) of the Official Plan.	OWNER	A Tenant Relocation and Assistance Plan memorandum (Landwise, February 25, 2026) has been prepared as part of the OPA/ZBA submission package.
	• Please consider sustainable building design in your proposed development, using the City's Sustainable Building and Development Guidelines. An introductory letter from the Burlington Sustainable Development Committee is provided.	OWNER HNA LANDWISE	A Sustainable Building and Development Guidelines Checklist has been prepared as part of the OPA/ZBA submission package.

Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	<u>REGIONAL OFFICIAL PLAN, 2009</u> 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 Regional Intensification Corridor and Commuter Rail Corridor, which is considered to be components of the Strategic Growth Area in the ROP.	LANDWISE	This comment has been acknowledged. No further action is required at this time.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	Regional Official 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.*	LANDWISE	The subject lands are situated within a Strategic Growth Area. Please refer to the Planning Justification Report (Landwise, March 2026) included in the OPA/ZBA submission package.
	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 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.*	LANDWISE	This comment has been acknowledged. No further action is required at this time.
	The Ministry of Municipal Affairs and Housing is the approval authority of ROPA 49 and issued a decision on November 4th 2022. The Minister's decision is final and not appealable. 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.	LANDWISE	This comment has been acknowledged. No further action is required at this time.
	• 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.	LANDWISE	This comment has been acknowledged. No further action is required at this time.

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	Comment	**Consultant**	**Response**
	• 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. A focus is placed on directing a significant portion of population and certain types of employment growth within Strategic Growth Area through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in the ROP.	LANDWISE	Please refer to the Planning Justification Report (Landwise, 2025) for policy analysis.
	• Staff note that the Subject Lands are located along a 'Regional Intensification Corridor' and 'Commuter Rail Corridor' which form part of the a defined Strategic Growth Areas as identified on Map 1H and Map 3 of the ROP. These corridors serve an existing or planned higher order transit function. Further, they are to achieve increased residential and employment densities to ensure the viability of existing and planned transit infrastructure and service. Direction on the appropriate form of development is to be in accordance with the City's Official Plan and Zoning By-law.	LANDWISE	Please refer to the Planning Justification Report (Landwise, March 2026) for the policy analysis.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• 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 or redevelopment of new or existing major growth areas. An approved Area Specific Plan would provide for the comprehensive development of such an 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.	LANDWISE	The subject lands are situated within a Strategic Growth Area and not within an Area Specific Plan. Please refer to the Planning Justification Report (Landwise, March 2026) for policy analysis.
	○ 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 these areas include:	-	This comment has been acknowledged. No further action is required at this time.
	▪ How the proposal addresses the Regional Urban Structure and growth management policies of the ROP as amended by ROPA 48;	LANDWISE	Please refer to the Planning Justification Report (Landwise, March 2026) for policy analysis.
	▪ Consideration and evaluation of Section 77(5) of the ROP;	LANDWISE	Please refer to the Planning Justification Report (Landwise, March 2026) for policy analysis.
	▪ Comprehensive evaluation of the municipal services within the area consistent with the Region's Area Servicing Plan requirements;	GEI Consultants Inc. (GEI)	Please refer to the Functional Servicing and Stormwater Management Design Report (GEI, November 14, 2025).
	▪ Comprehensive evaluation of traffic impacts for the area and the proposed development (also subject to City of Burlington input);	Paradigm Transportation Solutions Limited (PARADIGM)	Please refer to the Transportation Impact Study (Paradigm Transportation Solutions Limited, October 31, 2025).
	▪ Comprehensive analysis of flooding, floodplains and Regional Natural Heritage System impacts in conjunction with Conservation Halton (as applicable).	N/A	No Natural Heritage System, features nor floodplains are identified on the subject lands.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• Development/redevelopment proposed outside of identified major Strategic Growth Areas should also be carefully considered and evaluated to ensure that the comprehensive planning provided within the Regional Urban Structure and Strategic Growth Areas hierarchy is not negatively impacted as a result of development, and in turn, does not negatively impact the City's ability to plan for and achieve the growth management objectives in the long-term. Development proposals that would result in significant intensification of uses outside Strategic Growth Areas may not be supported.	LANDWISE	The subject lands are located within the Region's Strategic Growth Areas. Please refer to the Planning Justification Report (Landwise, 2025) for policy analysis.
	• 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.	LANDWISE	Please refer to the Planning Justification Report (Landwise, 2025) for policy analysis.
	• 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.	LANDWISE	Please refer to the Planning Justification Report (Landwise, 2025) for policy analysis.
	• The ROP also contains a number of policies that support the development of a diverse housing mix to satisfy differing physical, social and economic needs, as well as 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.	LANDWISE	Please refer to the Planning Justification Report (Landwise, 2025) for policy analysis.
	• 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.	OWNER	This comment has been acknowledged. No further action is required at this time.
	• Regional Staff question whether the proposed redevelopment would result in the demolition of purpose built rental housing (i.e., 4 residential units at 198 Plains Road East and 3 residential units at 206 Plains Road East).	LANDWISE	Please refer to the Tenant Relocation and Assistance Plan memorandum (Landwise, February 25, 2026).

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	○ The ROP requires Local Municipalities to use a 3 per cent vacancy rate to permit the conversion or demolition of rental housing. It is further noted that the current vacancy rate for Burlington is well below 3 per cent. Further information and justification should be clearly provided in the Planning Justification Report to address this matter.	LANDWISE OWNER	Please refer to the Planning Justification Report (Landwise, March 2026) and Tenant Relocation and Assistance Plan memorandum (Landwise, February 25, 2026) for discussion on the vacancy rate.
	○ Should the proposal result in the demolition of purpose built rental units, it is not permitted by ROP policy.	LANDWISE OWNER	This is not applicable. The existing dwelling units on the subject lands do not meet the definition of purpose built rental units, as defined in the Halton Region's State of Housing Report (2024).
	○ A robust housing analysis, including a tenant relocation plan will be required as part of the complete application, should removal of rental housing be proposed. The replacement and permanent protection of all existing rental units will be required as part of any redevelopment plan.	LANDWISE OWNER	Please refer to the Planning Justification Report (Landwise, March 2026) and Tenant Relocation and Assistance Plan memorandum (Landwise, February 25, 2026) for discussion on housing and tenant relocation.
	Land Use Compatibility with Sensitive Use		
	• 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: a) noise study, if the development is within 300m of a railway right-of-way; b) vibration study, if the development is within 75m of a railway right-of-way; c) air quality study, if the development contains sensitive land uses and is within 1000m of a railway yard.	R.J. Burnside & Associates Limited (RJB)	Please refer to the Guideline D-6 (Land Use) Compatibility Study (R.J. Burnside & Associates Limited, October 30, 2025).

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• 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.	RJB	Please refer to the Guideline D-6 (Land Use) Compatibility Study (R.J. Burnside & Associates Limited, October 30, 2025).
	• Section 173 (1.1 & 1.2) speaks to the importance of ensuring development does not predetermine or preclude the planning or implementation of transportation facilities.	LANDWISE	Please refer to the Planning Justification Report (Landwise, March 2026) for discussion.
	• The subject lands fall within 1000m of the Aldershot GO Train layover yard (to the north), and further appear to be within the Potential Area of Influence of major facilities such as King Paving & Construction and St. Marys Cement.	RJB	Please refer to the Guideline D-6 (Land Use) Compatibility Study (R.J. Burnside & Associates Limited, October 30, 2025).
	• 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. ○ In accordance with ROP policy, impacts from the adjacent major facilities (including the adjacent railway facilities) needs to be assessed, and appropriate recommendations/mitigation measures be implemented to address potential impacts on the proposed sensitive use needs to be addressed as part of a development application submission.	RJB	Please refer to the Guideline D-6 (Land Use) Compatibility Study and appendices for the Air Quality Assessment and Noise Assessment (R.J. Burnside & Associates Limited, October 30, 2025).
	• Land Use Compatibility with the proposed sensitive use (i.e., residential) should also be discussed and addressed within the Planning Justification Report.	LANDWISE	Please refer to the Planning Justification Report (Landwise, March 2026) for discussion.
	Potential for Site Contamination		
	• In accordance with S.147(17) of the Region's Official Plan states that a property is to be free of contamination prior to any development/change of use taking place.	GEI	This comment has been acknowledged.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	○ Submission of a Regional Environmental Site Screening Questionnaire is required in addition to a Phase 1 Environmental Site Assessment (ESA), completed to O. Reg 153/04 standards and accompanied by a Letter of Reliance granting the Region third party reliance. Please follow the Region's letter template in this respect.	GEI OWNER	An Environmental Site Screening Questionnaire (GEI, December 2025) has been provided along with a Phase 1 ESA (GEI, June 9, 2025) included in the OPA/ZBA submission.
	○ A Phase 2 ESA may be required depending upon the recommendation(s) of the Phase 1 ESA.	GEI	The Phase 1 ESA includes recommendations of completion of a Phase 2 ESA (GEI, June 9, 2025). Further action includes facilitating a Phase 2 Investigation.
	○ Please be advised that if a change to a more sensitive use is proposed, a mandatory Record of Site Condition (RSC) will be required.	GEI	This comment is acknowledged. No further action required at this time.
	Municipal Servicing:		
	• Section 89 of the Regional Official Plan requires that approvals for all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.	GEI	Please refer to the Functional Servicing and Stormwater Management Design Report (GEI, November 14, 2025).
	• Existing Services: ○ There is a Halton Region local watermain within the south side of Plains Road East adjacent to the property. ○ There is a Halton Region local watermain within the north side of Plains Road East adjacent to the property. ○ There is a trunk/transmission watermain located within the centre of Plains Road East adjacent to the property. No trunk/transmission watermain service connection laterals will be permitted. ○ There are Halton Region local wastewater mains within Plains Road East adjacent to the proposed development; one of them is located immediately adjacent to the northerly property lines of the proposed development and building.	GEI	Existing services are identified in the provided Civil Drawing Set (GEI, November 10, 2025).

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• The developer should undertake to locate the size and location of all watermains, water services, water meters, wastewater mains (sanitary sewers), wastewater (sanitary) services, property line wastewater (sanitary) inspection manholes, stormwater mains and stormwater services that exist within the road right-of-ways, to the property and within the property, and place them on an Existing Site Servicing Plan drawings within their reports. Public and private utility companies can be utilized for this purpose.	GEI	This comment has been acknowledged.
	• A Functional Servicing Report (FSR) is required to be prepared by the developer's civil engineering consultant and include information on:	GEI	Please refer to the Functional Servicing and Stormwater Management Design Report (GEI, November 14, 2025).
	○ 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.	GEI	This comment has been acknowledged.
	○ Local watermain and wastewater main (sanitary sewer) hydraulic analysis should be completed as well for the local sewers and the drainage area down to the nearest trunk sewer.	GEI	This comment has been acknowledged.
	○ Details about other development properties in the drainage area should be included in the analysis of the local sewers (if any).	GEI	This comment has been acknowledged.
	○ 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.	GEI	Anticipated water demands for the development have been provided in Section 3.1 of the Functional Servicing and Stormwater Management Design Report.
	○ Phasing, timing of the development, and required/available capacity shall be detailed in the report.	GEI	This comment is acknowledged.
	○ Details about potential external main upsizing or main extensions to ○ accommodate the development, etc.	GEI	Based on our analysis of the existing sewers, no upsizing is required to service the development.
	○ Future forecast Regional capital works projects. The FSR must align with any Area Servicing Plan/Master Servicing Plan that is required for the area, City and Region.	GEI	This comment has been acknowledged.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	○ 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.	GEI	This comment has been acknowledged.
	○ Fire Flow Rate Testing should be incorporated. 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 FSR a copy of the fireflow rate testing results, and the Fire Underwriters Survey (FUS) requirements for the development. This will help to assist in informing the watermain design and watermain hydraulic modelling analysis that is being undertaken by the proponent's consultants. 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.	GEI	Acknowledged, following receipt of first submission comments, a fire flow test will be completed and submitted.
	○ Information related to all the other Utilities infrastructure in the area and potential conflicts.	GEI	A composite utility plan identifying existing utilities in the right-of-way will be provided at the detailed design stage.
	○ Show existing site services and note how they are proposed to be decommissioned to make way for the development.	GEI	This comment is acknowledged.
	• The developer must physically locate the watermain and wastewater main (sanitary sewer) that are located immediately north of the property within Plains Road East. The developer's Professional Engineer preparing the FSR must consult with the Region regarding the proximity of the proposed development to the watermain and wastewater main (sanitary sewer), and the Region's approved set-back of the development from the watermain and wastewater main.	GEI	Location of the existing watermain and sanitary sewer are based on the topographical survey of the existing valves and sanitary manholes.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	○ There shall be no impact from the development on the Region's watermain and wastewater main.	GEI	There is no impact from the development on the Region's watermain and wastewater main- refer to Functional Servicing and Stormwater Management Design Report (GEI, November 14, 2025).
	○ The Engineer shall prepare a number of cross-section engineering drawings along the north portion of the property and the City's road boulevard, for discussion with the Region.	GEI	Acknowledged, detailed cross sections will be provided at the detailed design stage.
	○ Proposed footings, foundation walls, overhangs, excavation, shoring, tie-backs, municipal mains and utilities will require to be detailed for review by the Region.	TBD	This comment has been acknowledged. Requested items will be provided at the detailed design stage.
	• Please note that this development may require additional municipal watermain isolation, and possibly a full size water chamber (including three/four valves) for the proposed development's water service connection, to the Region's water distribution system. The developer's civil engineering consultant must undertake a design exercise within the FSR in order to demonstrate that a full size water chamber, if required, can fit within the road/boulevard, while giving adequate separation distances from the other utilities in the area. The Engineer shall prepare a number of detail drawings, for discussion with the Region early in the process.	GEI	This comment has been acknowledged. Should it be deemed that a water valve chamber is required, an investigation on the feasibility of the installation will be provided.
	• At any future Site Plan application stage, the proposed street tree planting and proposed street furniture will have to be reviewed closely in order to avoid tree planting/street furniture conflicts with the Region's watermain and wastewater main (sanitary sewer) located within the Plains Road East southerly boulevard, to the satisfaction of the City and the Region.	GEI SDG	This comment has been acknowledged.
	• New development must be on the basis of full municipal services.	GEI	This comment has been acknowledged.
	• The developer should be aware of the Region's Multi-Unit Servicing Policy with respect to the number and location of water meters.	GEI	This comment has been acknowledged.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• Regional policies state that water and sanitary services cannot cross lot lines; the owner must ensure this throughout the process. Each lot must be independently serviced if it is proposed to be a separate lot.	GEI	This comment has been acknowledged.
	• 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.	OWNER	This comment has been acknowledged. No action is required at this time.
	• Servicing of a standard nature is required to go through the Regional Services Permit process.	GEI	This comment has been acknowledged.
	• 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.	TBD	This comment has been acknowledged. No action is required at this time.
	• 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. Current development proposal capacity will be reviewed closely and commented upon at the time of Planning application receipt. Should a servicing capacity issue be identified at that time, then it will have to be dealt with, working through it with the Region. Servicing capacity is deemed to be in hand at the issuance of a Regional Servicing Agreement, Special Financial Agreement, and Regional Services Permit, which is reviewed and obtained toward the end of the City's Site Plan approval process, or Regional Servicing Agreement.	GEI	This comment has been acknowledged. No action is required at this time.

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• The property appears to be located within close proximity to the Aldershot GO Major Transit Station Area of the City of Burlington. The City of Burlington is undertaking an Area Specific Plan process (including the Area Servicing Plans) for the Burlington Major Transit Station Areas. Halton Region has initiated an Integrated Water, Wastewater and Transportation Master Plan review exercise for the Region, together with, and in time, background studies and formal programs.	N/A	This comment has been acknowledged. No further action required at this time.
	• As always, acquiring land for development purposes and hiring consultants, at this time, is at the risk of the developer.	OWNER	This comment has been acknowledged. No further action required at this time.
	• Any water services and sanitary services that currently exist to the property(s) that will not be utilized for any reason will be required to be disconnected right at the respective main by the developer.	OWNER	This comment has been acknowledged. No further action required at this time.
	• 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).	GEI	This comment has been acknowledged.
	• 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 if servicing will conform with Regional Policies, and that water and wastewater services do not and will not cross lot lines for different property owners.	OWNER GEI	This comment has been acknowledged.
	Waste Management:		
	Residential waste (recycling, organics and garbage) may be eligible for Region waste collection, providing the requirements be met as outline in Development Design Guidelines for Source Separation of Solid Waste.	OWNER	The proposed redevelopment is proposed to be have private solid waste collection.
	• A Supplementary Waste Plan must demonstrate how waste will be managed, stored and collected in a manner that is safe, functional and accessible, to the satisfaction of Halton Region.	SL Consulting	Please refer to the Solid Waste Management Report included in the submission package (SL Consulting, January 27, 2026).

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• The Waste Management Plan and associated representative scaled drawings should be designed per the Region's Development Design Guidelines for Source Separation of Solid Waste and provide information on the following:	SL Consulting	Please refer to the Solid Waste Management Report (SL Consulting, January 27, 2026).
	○ Number of residential units/ types of units. ○ Number of floors. ○ The number of Recycling and Organic Material Receptacles required. ○ The size and number of Front End garbage collection bins required. ○ Truck turning plan/auto turn plans showing turning radius from center line (labelled) throughout the site/collection path from the municipal road to the collection point and back to the municipal road. ○ Show/label with dimensions, the available length of the head-on approach and the length the truck will be required to reverse. ○ Show/label with dimensions the vertical clearance of the loading area. This should be clearly shown on an elevation. ○ Show/label where the waste collection point will be within the loading area. Please indicate length and width of the space available. ○ Please submit a scaled drawing indicating how the bins will be configured (staging area) including dimensions, grade, waste receptacle placement, compacting and sorting equipment in the internal waste handling rooms, and proposed doors per Section 1.3.7. ○ Description of the flow of waste receptacles from the waste storage room to the outdoor Waste collection loading area. ○ Show external enclosures required, including the configuration of the required number of Waste receptacles. ○ Indicate the location of the bulk waste storage room, including dimensions.	SL Consulting HNA	Please refer to the Solid Waste Management Report (SL Consulting, January 27, 2026), and Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	Please ensure the following general design considerations/technical requirements are accounted for:	-	
	• Sufficient space for a rear packer collection vehicle and side loader collection vehicle is available to operate safely. Occupants of the vehicle must be able to open both doors and exit the vehicle, and be able to walk the perimeter of the vehicle unhindered. Please ensure there is sufficient space to accommodate the length of the truck with the forks extended to carry out waste collection of all waste receptacles.	SL Consulting HNA	Please refer to the Solid Waste Management Report (SL Consulting, January 27, 2026), and Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	• A minimum turning radius of 13 m from centre line is required for waste collection vehicles.	SL Consulting HNA	Please refer to the Solid Waste Management Report (SL Consulting, January 27, 2026), and Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	• Vertical clearance required for loading Regional collection vehicles is 7.5 m.	HNA	This comment is not applicable. The loading area is not covered by the building.
	• Loading area required width is 6.0 m.	HNA	The loading area meets the required width of 6.0m. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	• NOTE: The vertical clearance within the loading area is currently shown as 6.1 m. This needs to be revised to 7.5m for Regional collection vehicles to collect waste materials. The overhead garage door height can be 5.0 min in height.	HNA	This comment is not applicable. The loading area is not covered by the building.
	• Collection point level (+/- 2%).	HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	• For two-way traffic, a 6 m road width is required. For one-way traffic, a 4.5 m road width is required.	HNA	Two-way traffic is proposed, with a width of 7.0m. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	• Continuous forward collection of Waste collection vehicles is required without reversing. A cul-de-sac or T-turnaround may be acceptable.	SL Consulting HNA	Continuous forward motion demonstrated. Refer to the Solid Waste Management Report (SL Consulting, January 27, 2026), and Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	• 18 m minimum head-on approach is required.	SL Consulting HNA	Refer to the Solid Waste Management Report (SL Consulting, January 27, 2026), and Site

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• 18 m maximum back-up distance is required.	SL Consulting HNA	Plan (Hatem Nassif Architects Inc., January 16, 2026).
	• The collection area is the minimum area required for waste receptacles.	SL Consulting HNA	
	• Door width for waste rooms and any door where a waste receptacle must go through is required to be a minimum of 2.2 m.	SL Consulting HNA	
	• Ensure internal storage requirements are designed per Section 1.9 of the Guidelines.	SL Consulting HNA	
	• Ensure sufficient storage for all waste receptacles (and compactors if required) is provided.	SL Consulting HNA	
	• Please ensure relevant turning radii, and height/width clearances are clearly labelled on the site plan.	SL Consulting HNA	
	• Design requirements should be reviewed at the Zoning By-law Amendment stage as site-specific provisions may be affected.	SL Consulting HNA	This comment has been acknowledged.
	• The Region's Development Design Guidelines for Source Separation of Solid Waste and can be accessed online at: https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separation	HNA	This comment has been acknowledged.
	Should the waste management vehicle be required to drive over top any underground structures (e.g., parking garage), a professional engineer must provide a letter certifying the underground parking structure can withstand the weight of a fully loaded truck (capacity 35 tonnes).	TBD	This comment has been acknowledged. The requested letter will be provided at the detailed design stage.
	Should the development be deemed eligible for Regional waste collection, a completed Drive Through Agreement will be required to be submitted and approved by the Region prior to the commencement of collection. For a 6 storey, 64 unit residential building, the following is recommended: • Recycling – 9 carts • Organics carts (360 L) – 3 carts • Twenty-one carts divided by 2 = 10 garbage carts on twice a week collection	OWNER	Drive Through Agreement will be addressed at the detailed design stage.
	Submission Requirements:		

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Item #	*Planning, Halton Region - Adam Huycke, Senior Planner & John Kisneris, Development Project Manager*		
	Comment	**Consultant**	**Response**
	• All submission materials (digitally)	LANDWISE	All submission materials are submitted digitally.
	• Applicable Regional Fee(s)	OWNER	Included in submission.
	• Complete Application forms	LANDWISE	Included in submission.
	• Planning Justification Report (including support and justification of Urban Structure and Growth Management, Housing Analysis and rental relocation plan (as required), and Land Use Compatibility)	LANDWISE	Included in submission.
	• Comprehensive Development Plans / Site Plan	HNA	Included in submission.
	• Functional Servicing Report (Comprehensive analysis)	GEI	Included in submission.
	• Environmental Site Screening Questionnaire, Phase 1 and if necessary a Phase 2 Environmental Site Assessment (ESA) to O.Reg. 153/04 standards and with a Letter of Reliance. It is noted where a change to a more sensitive use is proposed, a Record of Site Condition (RSC) will ultimately be required.	GEI	Included in submission.
	• Waste Management Plan	SL Consulting	Included in submission.

Item #	*Development Engineering, City of Burlington - Adam Scott, Senior Development Engineering Technologist*		
	Comment	**Consultant**	**Response**
	GENERAL COMMENTS		
1.	All plans to use the same base layer.	HNA GEI	All plans use the same base layer (Site Plan/Survey). Please refer to the submitted plans included in the submission package.
2.	Identify existing and/or proposed property lines on all plans.	HNA GEI	Please refer to the submitted plans included in the submission package.
3.	Identify existing and/or proposed easements on all plans.	N/A	Not applicable – no easements are proposed.
4.	Identify limits of existing and/or proposed underground parking on all plans.	HNA GEI	Please refer to the submitted plans included in the submission package.
5.	Identify existing reserves across property frontage.	N/A	Not applicable – no existing reserves are identified on the subject lands.
6.	Identify all applicable external agency setbacks on all plans.	N/A	Not applicable – no external agency setbacks are identified within the subject lands.
7.	All private utilities must be constructed within the subject property limits.	HNA GEI	This comment has been acknowledged.

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Item #	*Development Engineering, City of Burlington - Adam Scott, Senior Development Engineering Technologist*		
	Comment	**Consultant**	**Response**
8.	As per the City's Hydro Services Policy for development sites within a designated MTSA and/or the downtown, any new 27.6 kV hydro service or other utility which is required for the multi-story development shall be buried. Additionally, any existing overhead 4 kV hydro service along the frontage of the subject property shall be buried. The costs associated with the hydro service works shall be borne by the Developer.	N/A	Not applicable. The subject lands are not within a designated MTSA or downtown area.
9.	City Plan and Profile drawings may be downloaded from the Open Data Portal	GEI	This comment has been acknowledged.
	RIGHT OF WAY		
1.	A Municipal Consent Permit is required for any works on public lands, including but not limited to temporary staging, grading, servicing, construction or disturbance of vegetation.	OWNER	This comment has been acknowledged. No further action required at this time.
	FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT		
1.	All documents to be prepared in accordance with the Council approved Stormwater Management Design Guidelines (COB SWM), as amended.	GEI	This comment has been acknowledged.
2.	To be stamped and certified by a Professional Engineer.	GEI	Please refer to the Functional Servicing and Stormwater Management Design Report (GEI, November 14, 2025).
3.	External agency may review the report. If differing requirements exist between them and the City than the most stringent criteria shall apply.	GEI	This comment has been acknowledged.
4.	The City's Stormwater Engineer has provided the following criteria:		
	a. Quality Control (COB SWM 6.1.4.1 and 6.1.4.2): • Enhanced 80.0% TSS removal achieved with a treatment train approach. An OGS will only be credited with 50.0% TSS removal. • OGS CA-ETV certified units only. • OGS to be sized to capture and treat a min. 90.0% of the runoff volume. • Rooftop areas may be considered clean if the flows are separated from non-roof areas as per COB SWM 3.6 and 6.1.4.1.	GEI	Acknowledged, quality control is proposed to be provide by a Jellyfish unit as the site does not allow for a treatment train approach to quality control.

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Item #	*Development Engineering, City of Burlington - Adam Scott, Senior Development Engineering Technologist*		
	Comment	**Consultant**	**Response**
	b. Quantity Control (COB SWM 6.1.1.1): • Discharge to a storm sewer control either the 100-year post development or Regional Storm, whichever is greater to the 5-year pre-development. • A max. pre-development imperviousness of 36.0% (C = 0.50) for re-development is to be used for the pre-development calculations.	GEI	Acknowledged, quantity control for the site has been provided as described.
	c. Erosion Control (COB SWM 3.4 and 6.1.2): • na	GEI	A sediment and erosion control plan has been provided.
	d. Water Budget (COB SWM 3.5 and 6.1.3): • Strongly recommend the first 5mm of rainfall be retained and infiltrated or reused onsite.	GEI	Given the nature of the development, there is no room within the site to provide infiltration features.
	e. Groundwater: • If there is a foundation drainage collection system, flows must be accommodated in the quantity control for the site, and discharge must meet the Storm Sewer Discharge Bylaw 59-2022 Table 1 criteria, as amended.	GEI	This comment has been acknowledged.
	f. External Flows: • Identify all external flows and safely accommodate them under the developed conditions to avoid upstream flooding or ponding.	GEI	External flows are not directed to the site and have not been accounted for the in stormwater management design.
	g. Overland Flow Route (COB SWM 5.3.2 and 6.1.1.3): • Provide the emergency overland flow route on the plans and direct it towards Plains Road East. Include the neighbouring properties to ensure existing drainage patterns are being maintained.	GEI	Under existing conditions, overland flows are directed to the existing properties to the north. In order to direct flows to Plains Road East, significant retaining wall are required adjacent to the existing neighbouring residential developments. The proposed stormwater management system has been designed with capacity to convey the 100-year design storm event in lieu of providing an overland flow route to Plains Road East.

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Item #	*Development Engineering, City of Burlington - Adam Scott, Senior Development Engineering Technologist*		
	Comment	**Consultant**	**Response**
5.	Provide full sized scalable, signed, and stamped plans for the following: a. pre-development storm drainage area b. post-development storm drainage area c. grading d. servicing e. any additional applicable plans	GEI	The requested plans have been provided with the initial submission.
6.	Include a Letter of Reliance that allows the City to rely upon the documents.	GEI	The provided drawings and reports have been stamped by a professional engineer.
	NOISE AND VIBRATION FEASIBILITY STUDY		
1.	All documents to be prepared in accordance with the MECP's Environmental Noise Guideline Publication NPC-300, as amended.	RJB	Please refer to the Noise Feasibility Assessment (Appendix E in the Guideline D-6 (Land Use) Compatibility Study) (R.J. Burnside & Associates Limited, October 30, 2025).
2.	To be stamped and certified by a Professional Engineer.	RJB	Noise Feasibility Assessment has been signed by a professional engineer.
3.	External agency may review the report. If differing requirements exist between them and the City than the most stringent criteria shall apply.	N/A	
4.	The study to include but not limited to the following:	N/A	

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	a. Considered a Class 1 property. b. Identify offsite stationary noise sources that may require mitigation for existing and/or proposed development and provide the mitigation requirements. If offsite mitigation is required, then confirmation of a legal agreement between the development and offsite sources is required. Please note, adjacent property owners are not obligated to mitigate their onsite stationary noise sources, as it relates to stationary noise impacts on the subject development. The applicant is responsible for mitigating the exceedances within the limits of the subject development, which may require a site redesign. c. Provide all model calculations for both onsite and offsite. d. Provide any onsite noise measurements. e. Use reflective surfaces for model calculations where applicable. f. Provide capacity volumes received from the City's Transportation Services for roads using model calculations. Include the correspondence within the appendix. g. Provide any correspondence from external agencies to confirm traffic and/or train counts within the appendix. h. Provide all mitigating measure calculations including but not limited to window glazing, façade requirements, noise walls, etc. i. Provide a key plan identifying points of reception. j. Provide a key plan identifying sources of noise for both stationary and linear and including distances from subject property. k. NPC-300 exceedances and/or max. points of reception required for every floor and side of the building. l. Points of reception required for every neighbouring property. m. Provide a table for the points of reception and include the allowable noise level under NPC-300, estimated noise level, and the mitigated noise level. n. Provide warning clause recommendations where applicable.	RJB	Please refer to the Noise Feasibility Assessment (Appendix E in the Guideline D-6 (Land Use) Compatibility Study) (R.J. Burnside & Associates Limited, October 30, 2025).

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Item #	*Development Engineering, City of Burlington - Adam Scott, Senior Development Engineering Technologist*		
	Comment	**Consultant**	**Response**
	o. Provide a summary and drawing of any required mitigation measures.		
5.	Include a Letter of Reliance that allows the City to rely upon the documents.	RJB	Noise Feasibility Assessment has been signed by a professional engineer.

Item #	*Urban Forestry & Landscape, City of Burlington - Zelaikha Shareqi*		
	Comment	**Consultant**	**Response**
	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	N/A	This comment has been acknowledged.
1.	A Landscape Plan will be required showing the general layout and intent of what is proposed for landscaped areas, including landscape buffer planting, outdoor amenity areas, fence location and types and pedestrian circulation. See the Pre-Submission Checklist for requirements.	SDG	Please refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
2.	The Landscape Plan must show and dimension pedestrian walkways and connections to the city sidewalk (1500mm minimum width, 1800mm recommended). Consider the width of the pedestrian walkways minus the doors that open out to ensure pedestrians don't need to walk on vehicular driveways.	SDG	Pedestrian walkways and connections to city sidewalk are demonstrated. Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
3.	The Landscape Plan must show conceptually the proposed layout and use of any outdoor amenity areas.	SDG	Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
4.	The Landscape Plan must show all regulated limits/hazard lines, including those which apply to Conservation Halton, on the landscape concept plan.	SDG	Not applicable. The subject lands are not within regulated limits/hazard lines.
5.	Please note that the property of 198-200 Plains Road East is adjacent to a Heritage site. Please ensure you are consulting with the City of Burlington's Heritage reviewer throughout all stages of the application.	HOBSON BUILT HERITAGE	A Heritage Impact Assessment (Hobson Built Heritage, November 14, 2025) has been prepared as part of the OPA/ZBA submission.
6.	The Landscape Plan must show the location of air vents/shafts and coordinate with landscape concept (i.e., do not locate vents in walkways and coordinate with proposed planting locations).	SDG	Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).

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Item #	*Urban Forestry & Landscape, City of Burlington - Zelaikha Shareqi*		
	Comment	**Consultant**	**Response**
7.	The Landscape Plan must show bicycle parking and snow storage locations.	SDG	Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
8.	The Landscape Plan must show proposed tree plantings that follow the ESA's guide Planting Under or Around Powerlines & Electrical Equipment: trees and/or shrubs with a max. mature height and spread of 4.5m in the Low Zone (to 4.5m from the power lines), trees with a max. mature height and spread of 7.6m in the Medium Zone (7.6m from the power line), and trees of any size beyond 7.6m from the power line. See the ESA Guidelines for Planting Under or Around Powerlines & Electrical Equipment.	SDG	
9.	Where trees are proposed, ensure the minimum required soil volumes are provided and documented on the landscape plans using good quality soil. The minimum requirements are as follows: 30m3 of soil per tree in a single tree pit, 20m3 per tree in a shared planting environment. Excavation for each planting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth and be tailored to stock size used. Smaller rooting volume (minimum 15-20m 3) may be proposed for smaller trees.	SDG	
10.	Where trees, shrubs and herbaceous material is proposed, ensure material is suitable for the existing and proposed conditions to ensure success (i.e., salt tolerant, and suitable for existing and proposed soil and other environmental conditions).	SDG	A plant list will be provided at the detailed design stage.
11.	Any recommendations or issues of compatibility (i.e., noise, light, uncomfortable wind conditions) noted in the Planning Justification Report, Noise Report and Wind Study should be addressed and reflected on the Landscape Plan, for example with buffer planting, screens and fencing, trellises or awnings for outdoor areas including pedestrian walkways and amenity areas.	SDG	Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
12.	This property backs onto residential lands. Landscape buffers should included to provide separation and be designed to partially obstruct the views to adjacent properties along shared property lines. The landscape buffers should be a dense landscape screen consisting of evergreen trees or a combination of solid screen fencing with evergreen and deciduous trees and understory shrubs.	SDG	Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
13.	Screen parking spaces from road frontages.	SDG	Parking is proposed to the rear of the subject lands. Parking spaces are screened by the building.

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Item #	*Urban Forestry & Landscape, City of Burlington - Zelaikha Shareqi*		
	Comment	**Consultant**	**Response**
14.	Please review and apply the Sustainable Building and Development Guidelines.	LANDWISE	Sustainable Building and Development Guidelines has been reviewed and a checklist has been completed as part of the OPA/ZBA submission package.
15.	Once the number of parking spaces is finalized, confirm the required number of Type "A" and Type "B" barrier free parking spaces required. Type "A" shall be 3400 mm in width and signed to indicate Van Accessible Parking. Type "B" shall be 2750 mm as per city zoning by-law. As per city zoning by-law, the access aisle shall be 2000 mm. The access aisle is to be clearly identified and can be shared by both spaces. Please see GAATES Figure 2.6.4.1 (page 127) for Van Accessible Signage detail.	SDG HNA	Type "A" and Type "B" barrier free parking spaces are demonstrated on the Site Plan and Landscape Plan.
16.	Locate the barrier free parking spaces closest to the main entrances and not crossing vehicular traffic.	HNA	Barrier free parking spaces are placed in convenient paths to accessible entrances.
17.	Contact the city's Accessibility Coordinator if you have any questions concerning Accessibility: Judi Lytle, 905-335-7600, ext. 7865, judi.lytle@burlington.ca.	HNA	This comment has been acknowledged.
18.	An Arborist Report, Tree Inventory and Tree Protection Plan is required to document all existing trees greater than 10cm DBH on site and on adjacent properties within 6m of the property lines, and all trees of any size on city property. See the City of Burlington: Pre-Submission Checklist for further requirements. Ensure your tree inventory table is provided as an excel file in addition to the word file. Note, the inventory data for this file provided with the Arborist Report will require an update to existing conditions and a revised tree protection plan should evaluate the proposed development related impacts against all civil drawings (i.e., grading, servicing etc.).	GEI	An excel Tree Inventory Table, with editing restrictions, is included in the OPA/ZBA submission package to the City of Burlington with the Arborist Report and Tree Protection Plan (GEI Consultants Canada Inc., June 2025).
19.	Any existing private trees on the subject site should be considered for preservation. The removal of trees shall be considered as a last resort. Trees that are to be removed will require a plan for replacement. Private trees that are 15cm in DBH will be counted toward replacement requirements using the City's aggregate caliper method. Tree replacements will be based on 50mm caliper replacement sizes. Proposals for replacement shall consider planting on the existing subject property as a priority. Where there is no room for replacement trees, cash-in-lieu of replacement will be required.	GEI	As the entire site is being developed and grading extending to the property line boundaries, it is anticipated that all private trees on the subject site will require removal. Tree compensation for removal trees that are ≥ 15 cm DBH will be calculated and noted in the Arborist Report and Tree Inventory Table.

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Item #	*Urban Forestry & Landscape, City of Burlington - Zelaikha Shareqi*		
	Comment	**Consultant**	**Response**
20.	Removal to trees on neighboring properties, or that are located on a shared property line (boundary trees) will require consent from the adjoining and/or adjacent owner(s). Where impacts are proposed (i.e., encroachment / injury) to neighbouring and/or boundary trees the adjoining and/or adjacent owner(s) shall be consulted and made aware of the proposed development and potential impacts to their trees and/or boundary trees and the applicant shall submit a document in writing from adjoining and/or adjacent owner(s) that there are no concerns with the proposal for those trees, or the applicant's qualified tree professional (as defined in Pre-Submission Checklist) shall address the potential impacts to the neighbor's trees and/or boundary trees and provide an attestation in the Arborist Report that the impacts proposed will not be a detriment to the trees, and they will remain in healthy condition. Information in the report shall also include the preservation methods, including pruning and fertilizing, that can be implemented by the owner to ensure the health of trees on neighboring properties.	OWNER GEI	Potential tree injuries or removals on neighbouring properties are currently being reviewed via GEI's tree impact analysis process. These anticipated tree injures or removals on neighbouring properties will be documented in the Arborist Report and Tree Protection Plan.
21.	Private trees that are regulated and require removal or injury to facilitate project works may require a private tree permit depending on the timing of removal and/or injury relative to planning application(s). Please consult with the City at all stages of your project (i.e., demolition) to ensure compliance. Additional documentation may be required.	OWNER	This comment has been acknowledged.
22.	There are public trees located within the ROW adjacent to this proposal's site. The City's Public tree by-law is applicable to the proposed development. The removal of public trees shall be considered as a last resort. Where City of Burlington public trees are proposed for removal, council approval is required prior to tree permit issuance. The number of replacements will be evaluated using the City's aggregate caliper method. Similarly, work shall be modified to avoid working inside the minimum tree protection zone of all public trees. Where impact is proposed for public trees, a public tree permit will be required and securities provided.	OWNER GEI	Acknowledged. It is anticipated that the City-owned trees will require removal due to the replacement of the existing storm sewer and full restoration of the boulevard being in such close proximity to these trees. All alternatives and construction methodologies have been investigated. These trees will be highlighted in the Arborist Report.
23.	Trees and corresponding tree protection hoarding (vertical and/or horizontal) shall be illustrated and considered on all civil drawings and factored into all Construction Management and Mobility Plans.	HNA GEI	Acknowledged. Vertical and horizontal hoarding, if required, will be illustrated in the Tree Protection Plan and civil drawings.

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Item #	*Urban Forestry & Landscape, City of Burlington - Zelaikha Shareqi*		
	Comment	**Consultant**	**Response**
24.	Please provide a comment matrix that identifies the above comments and how they were addressed with the site plan submission.	LANDWISE HNA GEI	This comment matrix is to be made part of the OPA/ZBA submission package.
	Staff contact: Zelaikha Shareqi, Intermediate Technician – Landscaping Engineering Services Department, zelaikha.shareqi@burlington.ca	N/A	This comment has been acknowledged.

Item #	*Parks & Open Space, City of Burlington - Kyle Poole, Landscape Architect*		
	Comment	**Consultant**	**Response**
	Collect cash in lieu of parkland, with CILP charged at the rate in effect at the time of building permit issuance.	OWNER	This comment has been acknowledged that the cash in lieu of parkland will be charged at building permit issuance.
	Staff contact: Kyle Poole, Landscape Architect, Kyle.Poole@burlington.ca	N/A	This comment has been acknowledged.

Item #	*Transportation Planning, City of Burlington - Smeeta Adiga, Transportation Planning Technologist*		
	Comment	**Consultant**	**Response**
	Site Context		
1.	The proposed development site is on the south side of Plains Road East and opposite the intersection of Plains Road East and White Oak Drive: a. is in Mixed-Use Nodes and Intensification Corridors, per Schedule B, Urban Structure, b. is in a Secondary Growth Area, per Schedule B-1, Growth Framework c. is on a Frequent Transit Corridor, per Schedule B-2, Growth Framework, and Long-Term Frequent Transit Corridors. d. Plains Road East is a MTSA Primary Connector, as per Schedule G, Aldershot GO MTSA Special Planning Area. e. is in an Urban Corridor, per Schedule C, Land Use-Urban Area	LANDWISE	This comment has been acknowledged. No further action required at this time.

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Item #	*Transportation Planning, City of Burlington - Smeeta Adiga, Transportation Planning Technologist*		
	Comment	**Consultant**	**Response**
2.	Plains Road East is a Multi-Purpose Arterial, per Schedule O-1, Classification of Transportation Facilities-Urban Area, and has a four-lane basic cross-section with a two-way left-turn lane (center turn lane) as well as proposed protected on-street bicycle lanes on both sides of the road. Its intersection with White Oak Drive has a center left-turnlane. It has a posted speed limit of 60 km/h.	LANDWISE	This comment has been acknowledged. No further action required at this time.
	Deemed Right-of-Way Widths		
3.	The deemed right-of-way width per the Official Plan and Zoning By-Law for Plains Road East is 36 meters. The existing right-of-way adjacent to the subject site is approximately 36 metres and no additional lands are required.	PARADIGM	This comment has been acknowledged. No further action required at this time.
	Transportation Impact Study/Mobility Impact Assessment		
4.	A Transportation Impact Study (TIS), also known as a Mobility Impact Assessment (MIA) is required for this application. The TIS/MIA shall be completed by a qualified/recognized traffic/transportation engineering consultant. It shall be submitted to the satisfaction and approval of the Director of Transportation Services or designate.	PARADIGM	A Transportation Impact Study has been prepared and included in the OPA/ZBA submission package (Paradigm Transportation Solutions Limited, October 2025).
5.	The TIS/MIA would follow the Region of Halton's Transportation Impact Study Guidelines (https://www.halton.ca/Repository/Transportation-Impact-Study-Guidelines). The transportation consultant is to provide and confirm their Terms of Reference, including proxy-site locations with Transportation Planning staff prior to initiation of work.	PARADIGM	Please refer to the Transportation Impact Study (Paradigm Transportation Solutions Limited, October 2025).
	Auto and Bicycle Parking Supply		
6.	The subject land use and proposal shall meet the parking supply requirements of the Zoning By-Law Table 1.2.6: Off-Street Parking Standards. The proposal has 102 parking spaces which is more than the Burlington parking supply requirements. A Parking Supply Justification Study is not required.	PARADIGM	The proposal meets the parking supply requirements of the Zoning By-law.

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<table>
<tr><th>Item #</th><th colspan="3">Transportation Planning, City of Burlington - Smeeta Adiga, Transportation Planning Technologist</th></tr>
<tr><th></th><th>Comment</th><th>Consultant</th><th>Response</th></tr>
<tr><td></td><td>
<table>
<tr><th>Use</th><th>Units</th><th>Required Parking</th><th>Auto Spaces Required</th><th>Auto Spaces Provided</th></tr>
<tr><td>Residential</td><td>34 units: one bedroom</td><td>1.25 spaces/unit inclusive of visitors parking</td><td>43</td><td>102</td></tr>
<tr><td></td><td>30 units: two bedrooms</td><td>1.25 spaces/unit +0.25 visitor's space/unit</td><td>45</td><td></td></tr>
<tr><td colspan="3">Total</td><td>88</td><td>102</td></tr>
</table>
</td><td>PARADIGM</td><td></td></tr>
<tr><td>7.</td><td>The bicycle parking supply shall meet the requirements recommended in the Burlington City-Wide Parking Standards Review. The proposal did not mention bicycle parking whereas a minimum of 36 long-term plus short-term parking is required. The short-term parking area shall be close to the main pedestrian entrance. Long-term bicycle parking shall be in a weather-protected, limited access and secure location at ground-level or in a parking garage.</td><td>PARADIGM</td><td>Bicycle parking is proposed as part of the development. Please refer to the Site Plan in the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).</td></tr>
<tr><td></td><td>
<table>
<tr><th>Use</th><th>Unit/ Area</th><th>Long term Bicycle parking</th><th>Short term Bicycle parking</th><th>Bicycle Spaces Required</th><th>Bicycle Spaces Provided</th></tr>
<tr><td>Residential Apartments</td><td>64</td><td>0.5 spaces /unit</td><td>0.05 spaces /unit</td><td>32+4</td><td>Not Mentioned</td></tr>
<tr><td colspan="4">Total</td><td>36</td><td></td></tr>
</table>
</td><td>PARADIGM
HNA</td><td>36 long-term bicycle parking spaces are proposed on the Underground Parking Level 1. Please refer to the Site Plan (Drawing A202) in the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).</td></tr>
<tr><td></td><td colspan="3">Access</td></tr>
<tr><td>8.</td><td>The proposed access shall centreline to centreline with White Oak Drive, to promote safety, efficient traffic flow and visibility for all road users.</td><td>HNA</td><td>The proposed access is aligned with White Oak Drive. Refer to the Site Plan in the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).</td></tr>
<tr><td>9.</td><td>The driveway access radius cannot encroach onto the adjacent property or affect the development potential of that lot. The site plan shall depict all existing and proposed driveways on the subject property as well as adjacent and opposing properties.</td><td>HNA</td><td>The radius does not encroach onto the adjacent property. Refer to the Site Plan in the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).</td></tr>
</table>

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Item #	*Transportation Planning, City of Burlington - Smeeta Adiga, Transportation Planning Technologist*		
	Comment	**Consultant**	**Response**
	General Comments		
10.	The underground parking stalls, including accessible parking and parking aisle dimensions shall be as per the City of Burlington Site Plan Guidelines. Structural columns are to be set back 0.5m on both sides of the driving aisle to provide for 7.0m clear (face of column to face of column). All dimensions are to be provided for structured parking (drive aisles, parking stalls, column spacing, parking ramps, etc.).	HNA	Dimensions and setbacks have been demonstrated. Refer to the Site Plan in the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).
11.	The underground ramp detail and dimensions shall comply with the City of Burlington Site Plan Guidelines.	HNA	Refer to the Site Plan in the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).
	Future Site Plan Comments		
12.	The developer is responsible for the construction of a 2.5 m minimum width sidewalk along the Plains Road East frontage since the area is marked as an enhanced pedestrian realm. Enhanced pedestrian realms need to accommodate sidewalks as wide as possible, and decorative paved boulevards and could include a variety of street furniture (benches, large planters, trash, and recycling cans) with decorative street lighting.	HNA	This comment has been acknowledged and will be addressed at the Site Plan stage.
13.	The developer is responsible to remove the existing two driveways opposite to White Oak Drive which needs to be closed and reinstate the boulevard, sidewalk, curbs, etc. as per City of Burlington standard, and as such providing a note on the site plan.	HNA OWNER	This comment has been acknowledged and will be addressed at the Site Plan stage.
14.	The applicant shall submit a Construction Mobility Management Plan (CMMP) as a part of this application which shall be to the satisfaction and approval of the Director of Transportation Services or designate. During construction, staff will not support the closure of vehicle lanes, bike lanes, boulevards, sidewalks, etc.	TBD OWNER	This comment has been acknowledged and will be addressed at the Site Plan stage.
15.	At the vehicle entrances to the site, the sidewalk shall be continuous through the driveway. The driveway grade will be compatible with the existing sidewalk and a vehicle curb depression will be provided at the entrance. Site access must adhere to the standards of the City of Burlington.	HNA	This comment has been acknowledged and will be addressed at the Site Plan stage.
16.	Convex mirror and stop sign may be required at the top of the ramps to increase visibility.	HNA	This comment has been acknowledged and will be addressed at the Site Plan stage.

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Item #	*Transportation Planning, City of Burlington - Smeeta Adiga, Transportation Planning Technologist*		
	Comment	**Consultant**	**Response**
17.	Any internal traffic signage such as "stop", "no parking", "fire route", accessible parking, and pavement markings shall be clearly indicated and depicted on the site plan.	HNA	This comment has been acknowledged and will be addressed at the Site Plan stage.

Item #	*Zoning, City of Burlington - Magda Rusin-Hynek, Zoning Examiner*		
	Comment	**Consultant**	**Response**
	ZONE: 198 Plains Rd E is currently zoned RM2-119 – permits only one 6 unit residential building (as per special site Exception 119) 206 Plains Rd E is zoned RM1-346 – permits Semi-Detached, Duplex and Triplex Dwelling but explicitly prohibits townhouses (as per special site Exception 346). Proposal to rezone lots to MXG, or General Mixed-Use, under applicable Zoning Bylaw 2020	LANDWISE	Please refer to the Planning Justification Report for details regrading the proposed Zoning By-law Amendment (Landwise, March 2026).
	GENERAL COMMENTS:		
1.	OLS stamped and up-to-date survey	J.H. Gelbloom Surveying (GELBLOOM)	Survey is signed by OLS. Refer to the Topographic Survey (J.H. Gelbloom Surveying, April 4, 2023).
2.	Submit complete floor plans, elevations and sections	HNA	
3.	Elevations show eight storey building (not six as noted)	HNA	The elevation plans have been updated to show 6 storeys. Refer to the Site Plan, Drawing A301-A304 (Hatem Nassif Architects Inc., January 16, 2026).
4.	Please use standard drafting conventions and ensure drawings are clear and legible. For example, "concrete" hatch on site plan/landscape drawing should be removed. Similarly, it is not necessary to show existing structures, grades, notes, etc on proposed drawings.	HNA	New drawings have been created for the OPA/ZBA submission. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
5.	Show setbacks/yard measurements on all floor plans, including underground parking garage	HNA	
6.	Illustrate and clearly note existing front lot line and confirmed deemed lot line. Reference correct lot lines/lot areas on all documents, drawings and calculations	HNA	

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Item #	*Zoning, City of Burlington - Magda Rusin-Hynek, Zoning Examiner*				
	Comment			**Consultant**	**Response**
7.	Existing lots should be consolidated into one			OWNER	This comment has been acknowledged. Land ownership details (PIN Registers) are included in the submission package.
8.	Development is subject to City, Region and School Board Development Charges and Park Dedication fees. Applicant to submit the appropriate application forms; - Applicant to provide a letter from a land surveyor confirming the total floor area of the existing/demolished building(s) for determining any applicable DC credits - Provide all dimensions and areas for dens, lofts, studies or other similar uses (not including kitchen, bathrooms, living rooms, family rooms or dining rooms) on the floor plans, as well the information should be provided in a spreadsheet indicating the floor and unit number as well as the dimensions and areas. - Development Charges may be subject to interest, as per each Agency's by-law - Community Benefits Charge (CBC) required			OWNER	This comment has been acknowledged.
9.	Zoning staff will review and comment on Draft Bylaw vetted by City Planner once complete.			LANDWISE	This comment has been acknowledged.
	ZONING REVIEW:			N/A	
	Part 1 General Provisions:			N/A	
	Regulation	**Proposed**	**Complies**	N/A	
	2.13.1(b) Encroachment into Yards In a MXG Zone, a canopy or awning may project into a required front yard or street side yard to the street line and 1m maximum into any other yard	Illustrate and dimension proposed entrance canopy(ies) and setbacks to demonstrate compliance	tbd	HNA	Not applicable. Canopies are not proposed. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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Item #	*Zoning, City of Burlington - Magda Rusin-Hynek, Zoning Examiner*				
	Comment			**Consultant**	**Response**
	2.13.1(c) Encroachment into Yards A balcony may project 50cm maximum into a required side yard and 1.6m maximum into any other required yard, provided that: (i)The sum of the length of these projections does not exceed one third of the permitted length of a building wall, (ii)The length of any one projection does not exceed 3 m.	Illustrate and dimension proposed balconies and setbacks to demonstrate compliance	tbd	HNA	Balconies are recessed and do not project into yards. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	2.13.1(f) A parking structure below grade and less than 1.6m above grade may encroach into a required yard but shall not encroach into a required landscape buffer, provided that a minimum 3m setback shall be maintained from a street line or property line		tbd	HNA LANDWISE	Site-specific modifications are proposed to accommodate the parking structure below grade. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026) and Planning Justification Report for details (Landwise, March 2026).

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Item #	*Zoning, City of Burlington - Magda Rusin-Hynek, Zoning Examiner*				
	Comment			**Consultant**	**Response**
	2.27 Deemed street width. All property calculations and setbacks should reflect the deemed street width as opposed to the property line.		To be confirmed by Site Engineering staff	HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	Part 1 Off-Street Parking and Loading Requirements:				
	Regulation	**Proposed**	**Complies**		
	Table 1.2.6 Off-Street Parking Standards Apartment Building (within a Secondary Growth Area – to be confirmed by Planning staff) 1.25 spaces per unit inclusive of visitor parking 64units x 1.25 = 80min	1.25 per 1 bdrm unit= 42.50 1.50 per 2 bdrm unit=45.00 Total: 88 req'd Proposed 102	Appears ok but please show all parking levels and number each parking space	HNA	By-law 2020.478 has revised the minimum residential parking standards for certain areas in Burlington, including the subject lands. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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Item #	*Zoning, City of Burlington - Magda Rusin-Hynek, Zoning Examiner*				
	Comment			**Consultant**	**Response**
	2.26(1)Parking Space Size & Accessibility (a) Each parking space shall have a minimum width of 2.75m and a minimum are of 16.5m2 and be readily accessible without obstructions at all times for parking and removal of a motor vehicle without the necessity of moving any other vehicle or obstruction.		Tbd – include appropriate dimensions	HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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Item #	*Zoning, City of Burlington - Magda Rusin-Hynek, Zoning Examiner*				
	Comment			**Consultant**	**Response**
	2.26(1)Parking Space Size & Accessibility (a) Each parking space shall have a minimum width of 2.75m and a minimum are of 16.5m2 and be readily accessible without obstructions at all times for parking and removal of a motor vehicle without the necessity of moving any other vehicle or obstruction.		Tbd	HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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Item #	*Zoning, City of Burlington - Magda Rusin-Hynek, Zoning Examiner*				
	Comment			**Consultant**	**Response**
	2.26(5)Parking Structures i) Any part of an enclosed parking structure that projects 1.6 m or more above grade shall be subject to the yard requirements of the zone designation. ii) Entrance and exit ramps to below-grade and above-grade parking structures or buildings shall be set back 7.5 m from a street line. iii) Below-grade parking structures shall not extend into a required landscape buffer and shall be set back 3 m from all other property lines and street lines.		tbd	HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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	2.26(9) Designated Accessible Parking Spaces Designated accessible parking spaces shall be included in the calculation of required parking in accordance with Table 1.2.7 Where required parking is over 90 spaces, 3% of required parking shall be designated accessible parking spaces	None shown	No	HNA	Three (3) accessible parking spaces are proposed for the development. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	2.26(9)(b) Each designated accessible parking space shall meet the minimum width and area requirements of subsection (1)(a) above and shall be located adjacent to a delineated accessible parking pathway" with a minimum width of 2.0 metres	None shown	No	HNA	Each accessible parking space meets the minimum width requirements. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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	Part 2, Section 1(j) An enclosed parking structure below and above grade shall not encroach into a required landscape buffer abutting a residential zone		Tbd – show all setbacks between parking structure and lot lines	HNA LANDWISE	The parking structure setbacks are demonstrated on the Site Plan. A site-specific modification has been requested to reduce the landscape buffer. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026) and Planning Justification Report for details (Landwise, March 2026).
	Part 5 Mixed-Use Corridor Zones (proposed):			N/A	
	Regulation	**Proposed**	**Complies**	N/A	
	Table 5.4.1 Lot Width shall be 25m			HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	Lot Area shall be 1000m2	2,893.10m2		HNA	
	Yard abutting any other street shall be 3m minimum; 4.5m maximum	3m	Appears ok but confirm deemed street width and show clear dimensio	HNA	
	No minimum side yard		ok	HNA	
	Yard abutting a residential zone; Floors 1 to 3: 12 m Floors 4 and 5: 15 m	Floors 1-3 – 16.18m Floors 4-5 – 16.18m	ok	HNA	

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	Table 5.4.2 Maximum Floor Area Ratio for Other buildings 1.5:1 Note: Floor Area Ratio is based on gross building floor area and the lot area Gross Building Area is defined as; *the total area of the floor measured to the outside of all outside walls, including a basement or cellar but excluding area used for parking of motor vehicles or areas above an atrium*	Not shown on site stats	tbd	HNA LANDWISE	The proposed Floor Area Ratio is 1.78:1. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026). A site-specific modification is requested as part of the Zoning By-law Amendment. Refer to the Planning Justification Report for details (Landwise, March 2026).
	Minimum Density in a Residential Building shall be 30 units/ha			HNA	The proposed residential density is 229 UPH. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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	4.4 Landscape Area abutting a street shall be 3m Landscape Area is defined as; *An area of land within a lot dedicated to the planting of trees, shrubs, flower beds, or a combination thereof and which may include other decorative landscape features. A Landscape Area may be crossed by a driveway or walkway provided it is substantially perpendicular to the Landscape Area. A ground sign may be located within a Landscape Area. A Landscape Buffer may be included in the calculation of Landscape Area. Snow storage and transformers are not permitted in a required landscape area.*		Appears ok but confirm – lots of walkways	HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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	Landscape Buffer abutting a residential zone shall be 6m Landscape Buffer is defined as; *The area of a lot which serves to provide separation and to partially obstruct the view of adjacent land uses by means of a dense landscape screen consisting of evergreen trees or a combination of solid screen fencing and evergreen or deciduous trees. Snow storage and transformers are not permitted in a required landscape buffer*	Appears to be approximately 2-3m	no	HNA	Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).
	4.5 Building Height shall be 2 storeys minimum and 6 storeys maximum The floor area of the second, third and fourth storeys of a building containing more than one storey must be at least 50% of the floor area of the first storey.	8 storey	no	HNA	The building is proposed to be 6 storeys. Refer to the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).

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	4.7 Outside Storage c) Non-perishable waste stored outside on lands abutting a residential zone shall be kept within a solid screen enclosure subject to Part 1, Subsection 2.2.3		tbd	HNA	The proposed waste staging area shall be screened. Refer to the Architectural Drawings package (Hatem Nassif Architects Inc., January 16, 2026).
	4.9 Fencing On lands abutting a residential zone fencing shall be installed along the common boundary with the residential zone and shall have a minimum height of 1.8 m, which may be a solid screen fence or a combination of chain-link fence and landscape planting to form a dense year-round screen.		tbd	SDG	Fencing is proposed along the east, west and south lot line boundaries. Refer to the Landscape Plan (SDG Landscape Architects, December 9, 2025).
	4.12 Loading and Unloading a) Loading/unloading shall not take place within 7.5 m of a residential zone. b) Loading/unloading docks shall be screened from view from a street or adjoining residential zone.			HNA	The loading area is proposed to be 4.50m from the east lot line (residential zone). Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026). A site-specific modification is requested as part of the Zoning By-law Amendment. Refer to the Planning Justification Report for details (Landwise, March 2026).

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	4.13 Amenity Area • 15 m2 per efficiency dwelling unit •20 m2 per one-bedroom dwelling unit •35 m2 per two or more-bedroom dwelling unit •Back-to-back townhouse: 25 m2 per dwelling unit Amenity Area is defined as; *The area situated within the boundaries of a project and intended for recreational purposes, which may include open spaces, patios, balconies, communal play areas, lounges, sundecks, and roofdecks, but shall not include the area occupied at grade by the buildings, service areas, parking, and driveways.*	1 bdrm (30 units) - 600m2 2 bdrm (34 units) - 1,190m2 Total required: 1,790m2 Proposed: 1,272.19m2	No	HNA	A total of 1,638.6m² of amenity area (indoor and outdoor) is proposed. Refer to the Site Plan (Hatem Nassif Architects Inc., January 16, 2026).

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