APPLICATION COMMENTS

101 Masonry Court (1120 Cooke Blvd) (Stationwest Phase 2), Burlington
Application(s): Official Plan Amendment and Zoning By-law Amendment
City File No(s).: 505-01/22; 520-01/22
Project No.: 17.519
Last Updated On: March 3, 2023

COMMENTS RECEIVED

Department/ Agency		Name	Date
City of Burlington			
Planning	PLAN	Elyse Meneray	December 8, 2022
Engineering Services Department	ENG	Joshua Medeiros	September 16, 2022
Finance Department	FINANCE	Ann Marie Coulson	October 12, 2022
Fiscal Impact Study – Peer Review (Attachment to Finance Comments)	WATSON	Andrew Grunda	August 2, 2022
Landscape & Forestry (Engineering Services Department)	FOR	Zelaikha Shareqi	July 20, 2022
Park Dedication	PARKS		July 26, 2022
Tax Billing and Collection (Finance)	TAX	Chris Schneider	May 18, 2022
Transportation Services Department	TRANS	Trevor Clark	August 29, 2022
Advisory Committees			
Burlington Accessibility Advisory Committee	BAAC	Judi Lytle	June 30, 2022
Halton Region			
Legislative and Planning Services	HALTON	Kayleigh Arnott	August 8, 2022
Detailed Waste Management Comments (Appendix 'A')	WASTE	Kayleigh Arnott	August 8, 2022
External Agencies			
Burlington Fire Department	FIRE	Colin Lahey	June 21, 2022
Burlington Transit	BT	Stephanie Allison	August 9, 2022
Canadian National Railway	CN	Ashkan Matlabi	May 26, 2022
Canadian National Railway	CN	Ashkan Matlabi	September 20, 2022
Canadian Pacific	CP	CP Proximity Ontario	July 20, 2022
Canada Post	POST	Nirmaljit Rai	June 30, 2022
Conseil Scolaire Viamonde	CSV	Planning Department	July 7, 2022
Conservation Halton	HRCA	Sean Stewart	June 17, 2022
Halton District School Board	HDSB	Michelle D'Aguiar	May 19, 2022
Halton Catholic District School Board	HCDSB	Dhilan Gunasekara	June 28, 2022
Halton Regional Police Service	HRPS	Keith Moore	May 25, 2022
Metrolinx (Environmental Easement)	METROLINX		January 2022
Metrolinx	METROLINX	Harrison Rong	September 8, 2022
Ministry of Transportation	MTO	Mark White	July 30, 2022
Ministry of Transportation	MTO	Usman Akhtar	November 25, 2022
Sun-Canadian Pipe Line Co. Ltd.	SCPLC	Ray Currie	June 30, 2022
Trans-Northern Pipeline	TNPl	Renée Flowerday	May 18, 2022

Note: Please refer to original comments for all referenced standards, sketches or plans. The comments below do not include any pre/post approval conditions or site plan agreement conditions (refer to original comments for any preliminary conditions).

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*

City of Burlington

Planning

Elyse Meneray, Planner II, Community Planning
December 8, 2022

1.	**PLAN**	1.	**General Comments** Planning staff request that the applications be comprehensively revised as needed to address the technical comments raised in this letter as well as those provided by the above referenced agencies and City departments, and any other technical matters that may be identified through ongoing review of the proposal.	Noted.
2.	**PLAN**	2.	Please provide additional information as requested in these planning comments and in other technical comments.	Noted.
3.	**PLAN**	3.	Please ensure consistency between information presented in all reports, plans, and drawings.	Noted.
4.	**PLAN**	4.	Please provide a response table to address how each of the planning comments contained within this letter have been addressed in a resubmission.	Noted.
5.	**PLAN**	5.	Planning staff are happy to assist in the arrangement of meetings with relevant staff and stakeholders, as needed to clarify comments or discuss next steps to address comments.	Noted.
6.	**PLAN**	6.	When preparing a resubmission, please consider the City's ongoing Area-Specific Planning project for the Aldershot Major Transit Station Area (MTSA) and provide additional information to explain how this has been considered. For information on this project, visit www.getinvolvedburlington.ca/mtsa.	Pursuant to the release of the City of Burlington's MTSA Final Report, prepared by Dillon Consulting, in June 2022, the proposed development has been revised with appropriate regard for the policy framework in the Aldershot GO Area. Although the MTSA study does not implement any statutory requirements for the subject site, the proposed development is guided by the emerging policy regime for the Aldershot GO Area ("Aldershot Corners"), and more specifically, the Aldershot GO Central Precinct. The proposal reflects the vision for Aldershot Corner where by providing a mix of residential and commercial uses and directing tall building along the rail line near the Aldershot GO Station (6.2.1). The proposed development introduces building heights that appropriately transition to the nearest established neighbourhood, as supporting by a shadow study, introduces a mix of uses to intensify a large brown field site and provides flexible commercial/retail space to respond to the area's market needs (6.2.2). The proposed building heights are closely aligned with the maximum building height of 30 storeys envisioned for the Aldershot GO Central precinct, with heights up to 33 storeys that are supported by shadow and wind studies (6.3 c). The introduction of 1,615 dwelling units and 495 square metres of commercial/retail space will contribute to the meeting the minimum density targets of residents and jobs in MTSA (6.3 d, e).

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7.	**PLAN**	7.	**Land Use** The subject lands are located within the Aldershot GO Central Precinct of the ongoing Area-Specific Planning project for the Aldershot GO MTSA. The Aldershot GO Central Precinct is the focus area for the MTSA area's highest density and the preeminent destination for Major Office, affordable housing and urban format retail. Except for development containing major office uses and development within the Mid-Rise Residential Precinct, all development within the Aldershot MTSA shall contain a minimum of two permitted uses and should contain three permitted uses where feasible. Please consider providing an additional permitted use, such as office or an employment use within the bottom two floors of the proposed buildings.	The proposed development consists of residential and commercial uses. Commercial uses are comprised of a total of 495 square metres of at-grade spaces within Building B and Building C, representing an increase of 263.76 square metres (or 114% more) above the retail/commercial space provided in the original proposal. In addition to the at-grade commercial GFA, a new retail plaza between Building B and C has been provided, providing connectivity from Masonry Court to the interior of the site. This plaza will integrate hardscaping, tree and vegetative plantings, and street furniture to enhance the retail and social function of the area.
8.	**PLAN**	8.	**Housing Mix** It does not appear that the dwelling unit mix was provided for the current proposal, dated October 3, 2022. Therefore, staff have based their comments on the original proposal, dated October 7, 2021, and the information contained in the Planning Justification Report, dated November 2021.	Please refer to Sheet A100 (Statistics & Zoning), Table 6 from the revised architectural set for the proposed dwelling unit mix.
9.	**PLAN**	9.	The development proposal contains the following dwelling unit mix: • 1 Bedroom: 424 (37.2%) • 1 Bedroom + Den: 424 (37.2%) • 2 Bedroom: 277 (24.3%) • 2 Bedroom + Den: 13 (1.1%) • 3 Bedroom: 1 (0.1%) The Burlington Housing Strategy supports a broad variety of housing types and forms with the goal of increasing housing options that meet the needs of all current and future residents at all stages of life. Furthermore, the new Official Plan (2020) contains objectives and policies that promote a land use pattern that mixes and disperses a full range and mix of housing types and tenures. Halton Region's modified Preferred Growth Concept and Land Needs Assessment (March 2022) estimates that approximately 20% of new dwellings will be ground-related (single and semi detached dwellings and rows/townhouse dwellings) and the remaining 80% of new dwellings will be apartment buildings. Of the remaining 80% of new units that are estimated to be apartment units, 70% should be appropriate for smaller households (55% of all new dwellings) and 30% should be appropriate for larger households (25% of all new dwellings). Please increase the proportion of units that have 2 or more bedrooms to align with the housing targets of the Burlington Housing Strategy.	The total dwelling unit breakdown consists of 773 one-bedroom units (66%) and 392 two-bedroom units (34%). The unit mix for each building is as follows: Building A: 288 one-bedroom (66%) and 148 two-bedroom (34%) Building B: 237 one-bedroom (66%) and 121 two-bedroom (34%) Building C: 243 one-bedroom (67%) and 123 two-bedroom (33%) Please refer to Sheet A100 (Statistics & Zoning), Table 6 from the revised architectural set for the proposed dwelling unit mix. The proposed unit mix will add to the range and mix of housing options in Halton Region and City of Burlington, in line with Provincial statutes, and adds new two-bedroom units relative to the original proposed development.
10.	**PLAN**	10.	**Built Form** The proposed building height should be reduced to align with the objectives and policies of the Mixed-Use Corridor – Commercial designation of the Official Plan (1997, as amended), Urban Corridor designation of the new Official Plan (2020), and the emerging vision for development within the Aldershot GO Central Precinct in accordance with the ongoing Area-Specific Planning	The revised proposal consist of three buildings with heights of 33 (Building A), 31 (Building C), and 29 storeys (Building B), respectively. The form of development envisioned for the subject site, reflects the emerging policy direction for the Aldershot GO Central Precinct, which states that the greatest heights and densities be directed along the rail line (CN Oakville

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			project for the Aldershot GO MTSA. Staff recommend a maximum building height of 30 storeys to align with the Aldershot GO Central Precinct Plan.	Subdivision) near the Aldershot GO station. The recommended policy direction for the Aldershot GO MTSA remains non-statutory, but reflects the goal of achieving Provincial growth and intensification targets for transit-oriented communities. The proposed building heights and overall massing have been evaluated through a shadow study which concludes that shadowing impact on abutting sidewalks, open spaces, and nearby established neighbourhoods are acceptable. A quantitative wind study additionally concluded that pedestrian level wind impacts were acceptable, subject to mitigation which will be address through detailed design work during the Site Plan application. The evidence gathered through these studies supports the proposed building heights which, in our opinion, are appropriate for the subject site. An amendment to the Burlington Official Plan (1997) is necessary to facilitate the proposed building heights. The new Burlington Official Plan (2020) is under appeal and is not yet in-force, the proposed development has appropriate regard for the new OP, as detailed in the findings of the Planning Rationale Report (November 2021) which remains relevant to the revised proposal.
11.	**PLAN**	11.	Retail and/or service commercial spaces should be designed with appropriate ceiling heights, unit sizes, and loading/garbage access to allow flexibility to accommodate a variety of different business types over the long term. The width of individual retail and/or service commercial units within the development should support a pedestrian-oriented streetscape.	Ground floor retail space is designed with floor-to-floor heights of 4.5 metres to accommodate back of house loading and waste storage areas. Please refer to Building Section 1 (A410) and Building Section 3 (A412). Retail units are oriented along the Masonry Court and Cooke Boulevard frontages in high-visibility locations, encouraging pedestrian access. The provision of multiple entrances and design of these retail spaces will accommodate a variety of potential tenants. Retail spaces can be subdivided, or consolidated to meet local market needs The retail unit in Building B has two entrances, one located at the northwest corner of Masonry Court, and a second at the west end of the building, facing the retail plaza. Two retail entrances are also provided in Building C, facing Masonry Court and the retail plaza.
12.	**PLAN**	12.	It appears that the most recent development proposal, dated October 3, 2022 is proposing a 0 metre underground setback from all lot lines. Please revise the proposal to provide adequate underground setbacks that facilitate opportunities for the preservation of existing healthy trees and the growth of new large-scale trees on the subject site. There should be no underground structures within a Landscape Buffer. The proposed 0 m setback of underground parking from all lot lines will not be supported.	Our rationale for providing 0 metre setbacks per side are as follows: West: Due to the large expanse of sloped green space between Waterdown road and the west property line a further setback for more tree planting is not necessary. North: Due to the future park and flood plain just north of the property line a further setback for more tree planting is not necessary. East: The boulevard along Cooke Blvd. will contain mature tree planting. From property line to edge of balconies there will be a 3 metre space which will contain planting of an ornamental type in raised planters. South: Due to the large change in elevation (sloping down in an eastward direction) from the Masonry Court sidewalk to the interior of the subject site there is opportunity to plant mature trees with ample depth over the parking structure, which is considerably lower than street elevation in some locations.
13.	**PLAN**	13.	**Amenity Area**	

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			The unit composition was not provided for the current proposal, dated October 3, 2022. Therefore, staff have calculated the required amenity space based on the original proposal, dated October 7, 2021.	Refer to Second ZBA submission for latest proposed Amenity area calculations. On A100.
14.	**PLAN**	14.	The original development proposal provides 21,026 m2 of amenity space for Buildings A, B and C. Building A provides 17.42 m2 of amenity space per unit, Building B provides 21.94 m2 per unit and Building C provides 17.20 m2 per unit. The Zoning By-law requires a minimum amenity space of 20 m2 per one-bedroom dwelling unit and 35 m2 per two or more bedroom units. Therefore, based on the proposed unit composition a total of 27,145 m2 of amenity space is required.	The revised proposal provided over 15 square metres of combined indoor and outdoor amenity per unit. The provision of a diverse range of programmable space including indoor amenity rooms on the ground level and atop the podiums of each building, outdoor terraces for each building, and ground level space consisting of an outdoor 'park', retail plaza, dog run, and seating areas. In our opinion, the quantity and variety of amenity space proposed is sufficient to address the diverse needs of future residents while contributing to the creation of a complete community through the provision of a retail plaza and publicly-accessible open space that will create an attractive and programmable interface with the public realm including the future public park to the northeast of the proposed development. Refer to A100 for a summary of amenity statistics.
15.	**PLAN**	15.	Staff acknowledges that the proposed development is located adjacent to a future park, which can be used by residents, however, this park is not currently online. Staff need to ensure that sufficient on-site amenity space that is well designed and functional is available to residents until more parkland is brought online. Therefore, staff are encouraging the applicant to provide more amenity space for the proposed development.	Each building contains indoor and outdoor amenity space that will therefore be phased along with the construction. Please refer to drawings L-01 – L-03 of the Landscape Plans for outdoor amenity details, and floor plan drawings A204, A208 and A210 from the Architectural Plans for indoor amenity details. It is our understanding that the public park area, adjacent to the subject site, which has been conveyed to the City of Burlington, will be brought online in 2026.
16.	**PLAN**	16.	It appears that the new development proposal, dated October 3, 2022 has removed the 4th floor terrace between Building B and C and the 5th floor terrace on Building A. Please confirm if the areas labelled "Roof at Level 7" for Buildings B and C and "Roof at Level 12" on drawing A204 "Level 7 (Tower)" are proposed to be outdoor amenity areas and replace the previously proposed 4th and 5th floor terraces. If these areas are intended to be outdoor amenity areas, please include the total amenity area, revised landscape plans and any required noise or wind barriers for the proposed outdoor amenity areas in the next submission.	New outdoor amenity terraces are proposed for each building. Buildings B and C have outdoor amenity terraces on Level 7 and Building A has an outdoor amenity terrace on Level 13. Please refer to drawings L-02 – L-03 of the Landscape Plans and floor plan drawings A208 and A210 from the Architectural Plans for outdoor amenity details. Please also refer to the Environmental Noise Study and Pedestrian Wind Study, both prepared by SLR for recommendations on noise and wind mitigation measures.
17.	**PLAN**	17.	**Vehicle and Bicycle Parking** Staff do not support the proposed reduced parking space dimensions. Please provide appropriately dimensioned parking spaces in conformity with the City's Zoning By-law. Refer to Transportation comments for further guidance on parking rates and design. Staff note that the revised plan, dated October 3, 2022 did not have the proposed parking spaces dimensioned. If the proposed parking spaces are meeting the standards of the Zoning Bylaw (minimum width of 2.75 metres and minimum area of 16.5 m2 per space), this comment can be disregarded.	Parking spaces are proposed as 16.5 square metres and 2.75 metres wide, meeting the standards of the zoning by-law. The legend on the previous submission incorrectly noted the spaces as 2.6 metre wide. This has now been updated in the Second ZBA submission. Please refer to sheets A200-A204 of the architectural set, prepared by Core Architects, consisting of the underground parking plans and ground level plan which show parking configurations.
18.	**PLAN**	18.		

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			Transportation Planning staff have determined that the appropriate vehicle parking rate for the site is 1.00 parking space per unit and 0.08 visitor parking spaces per unit, for a combined rate of 1.08 parking spaces per unit. Based on the current development proposal, dated October 3, 2022, the total required vehicle parking spaces would be 1,254 (1,161 resident parking spaces and 94 visitor parking spaces). Therefore, the development proposal is deficient by 232 spaces. Transportation Planning staff will need to review the revised TIS and development concept plan to determine if the proposed parking rate of 0.88 parking spaces per unit is supportable.	Based on consultation with City of Burlington staff, a revised parking rate of 0.97 vehicular parking spaces has been deemed appropriate for the proposed development. The revised proposal provides a total of 1,145 parking spaces (1,037 residential parking spaces and 108 non-residential parking spaces) at a rate of 0.98 spaces per unit. Please refer to the Transportation Considerations Letter, prepared by BA Group for additional information on parking considerations and sheet A100 of the architectural set, prepared by Core Architects for parking statistics. Appendix B to the BA Group letter includes correspondence related to the parking rate supported by staff.
19.	**PLAN**	19.	Transportation Planning staff have determined that the appropriate bicycle parking rate for the residential building is 0.50 spaces per unit for long-term parking and 0.05 spaces per unit for short-term parking. The appropriate bicycle parking rate for the commercial portion of the building is 2 long term spaces + 1 space per 1000 m2 GFA and 3 short term spaces + 1 space per 1000 m2 of commercial GFA. Based on the current development proposal, dated October 3, 2022, the total required bicycle parking for the residential building is 640 spaces (581 long term spaces and 59 short term spaces and the total required bicycle parking for the commercial portion of the building is 7 spaces (4 long term spaces and 3 short term spaces). Therefore, the development proposal requires a total of 647 bicycle parking spaces. The current development proposal did not include the total bicycle parking space amount. Please provide the total number of bicycle parking spaces in the next submission. Transportation Planning staff will need to review the revised TIS and development concept plan to determine if the proposed bicycle parking spaces are acceptable.	The revised proposal incorporates a total of 698 bicycle parking spaces at a rate of 0.6 spaces per dwelling unit. These bicycle parking spaces consist of 616 long-term spaces for residents, located at-grade and on levels P1 and P2 of the underground parking area. Short-term bicycle parking spaces consist of 64 at-grade spaces, and commercial bicycle parking consists of 18 spaces, at-grade. Please refer to the Transportation Considerations Letter, prepared by BA Group for additional information on bicycle parking considerations. Sheets A202-A204 of the architectural set, prepared by Core Architects, demonstrate the location of bicycle parking facilities within the underground parking levels and at-grade.
20.	**PLAN**	20.	**Wind, Shadow, Noise and Air Quality Studies** Staff note that the submitted Pedestrian Wind Study, dated November 17, 2021 was conducted based on development concepts provided to SLR Consulting dated April 16, 2021 and May 21, 2021. Since the original submission, the applicant has revised the development concept to incorporate staff and external comments. Staff will require the applicant to submit a revised Pedestrian Wind Study using the most up to date development concept. Staff provide the following comments based on the original Pedestrian Wind Study, dated November 17, 2021.	An updated Pedestrian Wind Study, prepared by SLR, dated February 28, 2023 has been provided in support of this resubmission.
21.	**PLAN**	21.	The submitted Pedestrian Wind Study concludes that the incorporation of multiple rows of coniferous trees planted along the west edge of the project site will have a calming effect on wind for Locations 9,20,22 and 23. Staff note that Section 5.2 b – Design Strategies for Wind Mitigation of Pedestrian Level Wind Study Guidelines and Terms of Reference, June 2020 states “some landscaping elements, especially coniferous and marcescent tree species, can be planted to improve wind conditions. These elements cannot replace architectural features or other built elements, as soft landscaping may not sufficiently mitigate wind impacts during all seasons. Trees and landscaping can only be applied to supplement existing mitigation measures”.	The revised Landscape Master Plan, prepared by Adesso Design Inc. incorporates a combination of coniferous trees and vertical wind streets along the west side of the site to mitigate wind. The revised Pedestrian Wind Study, prepared by SLR, recommends that a tall perimeter screen and/or fence along the west edge of the site would improve local wind conditions. It is anticipated that finalization of the wind mitigation features will be determined as detailed design progresses at the Site Plan stage.

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			Based on the above, staff feel that these locations should not solely rely on landscaping as a mitigation measure as this may not mitigate wind impacts during all seasons and will take time for the landscaping to fully mature and provide a sufficient wind barrier. Please consider changes to the building design and incorporation of wind barriers to mitigate wind conditions along Waterdown Road and the west edge of the proposed building.	
22.	**PLAN**	22.	The proposed wind mitigation recommendations on Page 26 of the submitted Pedestrian Wind Study do not say whether the mitigation measures will achieve an appropriate Wind Comfort Category level once they are implemented. Staff will require confirmation that the proposed mitigation measures will reduce wind speeds to an appropriate Wind Comfort Category level as per Table 4.1 Pedestrian Wind Comfort Criteria of the Pedestrian Level Wind Study Guidelines and Terms of Reference, June 2020.	Please refer to the updated Pedestrian Wind Study, prepared by SLR for additional conclusions and recommendations relative to wind studies. It is acknowledged that SLR will work with the design team to refine effective wind control measures prior to the next submission.
23.	**PLAN**	23.	The submitted Pedestrian Wind Study does not propose mitigation measures for internal site Locations 10, 24, 12, and 14 which have uncomfortable wind conditions in the winter. Please provide rationale for not including mitigation measures for these locations.	Please refer to the Conceptual Wind Mitigation Plan in the Pedestrian Wind Study, prepared by SLR which includes recommended wind screen/architectural features. These recommendation mitigation features, consisting of vertical wind screens are demonstrated in the Landscape Master Plan, prepared by Adesso.
24.	**PLAN**	24.	The submitted Pedestrian Wind Study does not propose mitigation measures for sidewalk Locations 62, 68 and 69 which have uncomfortable wind conditions in the winter. Please provide rationale for not including mitigation measures for these locations.	As detailed in the updated Pedestrian Wind Study, conditions at locations 70 and 71 (formerly referred to at 68 and 69) have predicted comfort levels that are appropriate for leisurely or fast walking during winter based on the revised proposal. Location 64 (formerly referred to as 62) is still predicted to be uncomfortable. Similar findings for location 64 (south of Masonry Court) were recorded in the Pedestrian Wind Study, prepared in support of the nearby development application at 1062-1074 Cooke Boulevard, directly opposite Masonry Court from the subject site. It should be noted that the wind study for 1062 Cooke did not incorporate the proposed development into its wind tunnel study model, whereas SLR included both development proposals in its wind tunnel test in support of this resubmission. Accordingly, it is unknown if the proposed development at 1120 Cooke Blvd creates wind conditions in this location, while it is known that uncomfortable wind conditions would be expected at this location if only 1062 Cooke Blvd were development. We anticipate that additional consultation with staff and the applicants to the south will occur, as required, to determine appropriate ways to mitigate wind impacts.
25.	**PLAN**	25.	Staff note that the proposed 4th floor terrace between Buildings B and C appears to have been removed in the most recent development proposal dated October 3, 2022. If so, the following comment can be disregarded. The submitted Pedestrian Wind Study recommends planning passive activities away from Location 34 (southwest corner) on the 4th floor terrace between Building B and C and incorporating wind screens to the west of Location 30 and 32 to make conditions better in the winter. Staff recommend including the wind screens to allow this space to be comfortably used in the winter. Please revise the Site Plan and Landscape Plan to include the proposed wind screens in this area.	The outdoor terrace between Buildings B and C has been removed in the revised proposal. New outdoor terraces are provided at Level 7 for both of these buildings. A 3 metre tall parapet is provided around the perimeter of these outdoor terraces to provide wind screening as demonstrated on sheet L-02 of the landscape set, prepared by Adesso, based on the recommendations of the Pedestrian Wind Study, prepared by SLR.
26.	**PLAN**	26.	Staff requests a plan showing all proposed mitigation measures, i.e. landscaping, vertical wind screens, horizontal features, etc. be provided in the next submission.	Please refer to the Conceptual Wind Mitigation Plan, provided in the Pedestrian Wind Study, prepared by SLR. These recommended mitigation measures are incorporated into the Landscape Master Plan (L-01), prepared by Adesso.

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27.	**PLAN**	27.	Staff note that the submitted Shadow Study, dated October 7, 2021, prepared by Core Architects was based on the original development concept, dated October 7, 2021. Staff will require the Shadow Study to be revised to reflect the current development proposal. Staff provide the following comments based on the original Sun Shadow Study, dated October 7, 2021.	A new shadow study, prepared by Core Architects, is provided in support of this resubmission and is based on the new massing of the proposed development. Refer to drawings A100-A153.
28.	**PLAN**	28.	Sun Access Factor Calculations were not provided for the following areas and dates: • Outdoor Amenity Area – September 21st and December 21st • Public Realm and Sidewalks – September 21st and December 21st Please provide these calculations to ensure that these areas are meeting the Sun Access Factor Calculation requirements of the Sun Shadow Study Guidelines, June 2020.	These dates/times have been added to the new study as requested. However, my understanding of the Shadow Study guidelines (June 2020) is that these additional dates are not relevant to the criterion being met for the outdoor amenity space, or public realm/sidewalk as March 21 is the only listed date for calculation of SAF for these typologies.
29.	**PLAN**	29.	The December 21st Sun Access Factor for Parks and Open Space is below the Sun Access Factor requirement in the Sun Shadow Guidelines. The Sun Shadow Study, Sun Shadow Study Checklist, Planning Justification Report and Urban Design Brief do not include mitigation measures. Please provide rationale for not including mitigation measures.	Mitigation is not required. Please see the most recent Shadow Analysis dated 10 February 2023. Sun Access on the Neighbourhood Park, Parks and Open Space are: 21 March – 0.83 21 June – 0.98 21 September – 0.80 21 December – 0.51 The criterion is met if the Sun Access Factor is at least 0.5 on each of the three test dates identified in the Guidelines 21 March, 21 September and 21 December.
30.	**PLAN**	30.	Discussion of shadow impacts in the submitted Planning Justification Report and Urban Design Brief currently considers the planned context of 1120 Cooke Boulevard but not the existing context. This analysis should be updated to consider the existing context of the property and the uses currently permitted for this property in the Zoning By-law.	The Urban Design Rationale, prepared by Acronym, has been updated to refer to existing and planned context in Section 5.5 – Built Form and Massing, and Section 5.7 – Shadow Study.
31.	**PLAN**	31.	Section 3.5 – Site Meteorology of the submitted D6- Air Quality Study, dated November 17, 2021, prepared by EXP Services Inc. appears to reference incorrect data. This section has Figures for Vaughan Ontario and states that the Toronto International Airport is located 12 km from the site. Please review and update this section of the report and any other associated information in the report.	The Report has been updated to include wind roses with historic meteorological data from the “Hamilton” station, located 15 km from the subject site. The revised Report is attached as Appendix B of the D-6 Land Use Compatibility – Air Quality Assessment, dated February 16, 2023, prepared by EXP.
32.	**PLAN**	32.	Please revise the submitted Environmental Noise Study to reflect the changes in the revised development concept.	Please refer to the revised Environmental Noise Study, prepared by SLR in support of the revised proposal.
33.	**PLAN**	33.	**Fiscal Impact Analysis** Finance staff engaged Watson & Associates Economist Ltd. to peer review the submitted Fiscal Impact Analysis, dated November 16, 2021 and prepared by Altus Group. The main findings of the report noted a difference in impacts relating to the assessment assumptions and lifecycle costs. The	Please refer to the Response to Fiscal Impact Peer Review Comments letter, dated March 2, 2023, prepared by Altus Group.

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			Altus Study estimates an annual fiscal surplus of $429,893 (2019$) from the proposed development of 1120 Cooke Boulevard, whereas the Watson Peer Review analysis indicates the redevelopment (incremental) is less optimistic than the Altus Study with a potential annual fiscal deficit of approximately $81,570. Please review Finance and the peer reviewer comments and provide a response.	
34.	**PLAN**	34.	**Trees** As per Landscaping staff comments, please investigate alternatives to the design that will result in the preservation of trees 12 and 15 (as shown in the TPP).	Based on the site layout and the orientation of the proposed ingress/egress, trees 12 and 15 cannot be preserved. Please refer to the Arborist Report (February 8th , 2023 – p.7), prepared by Adesso, for further justification.
35.	**PLAN**	35.	**Urban Design and Public Realm** <u>Building A</u> Building A appears to have a 12 storey podium, with a stepback at the 12th storey adjacent to Waterdown Road and internal to the site. The Tall Building Guidelines refers to a maximum building podium of 80% of the adjacent right of way width, with a recommended maximum height of 20 metres to maintain a human scale. Staff recommend providing a maximum podium height of 20 metres on all sides of the proposed building to align with the requirements of the Tall Building Guidelines.	The 12 storey Building A podium faces unusual conditions on both its west and north faces, which are not anticipated by the generally applicable recommendations found in the Tall building Guidelines. Building A faces Waterdown Road at a point by which the road itself is beginning to be grade separated – transitioning to the bridge over rail corridor. At this point Waterdown Road is more of a highway condition than a pedestrian oriented street. The proposed development is set back substantially from the road itself which will have substantial landscaping in the setback area. Building A faces the storm water facility to the north which is not a typical pedestrian accessible open space. In our opinion, the typical sensitivities regarding podium height and “human scale” are less of a priority on these two frontages than they are throughout the rest of the proposed development and that a taller podium element, which still clearly differentiate between tower and podium can be appropriate in such situations. Building A has been designed as a tower that reaches the ground, opposite the large publicly accessible open space, the public park and the storm water facility to the north, with the podium element providing framing of the mid-block courtyard. These broad open areas around the tower will allow it to be seen as a “tower in the park”. As a framing element for the internal courtyard, the 12-storey podium height is appropriate. Notwithstanding the atypical public frontage conditions on the west and north, the podium has been designed with an architecturally expressed 6-storey component, that extends the language of the podiums on Building B and C and creates a continuous visual datum at that level. The podium of Building A above the 6th floor is separated by a reveal and clad in material that will differentiate it from the 6 storey elements. In our opinion, this approach to the Building A podium satisfies the intent of the recommendations of the Tall Building Guidelines.
36.	**PLAN**	36.	Building A provides a step back at the 12th storey adjacent to Waterdown Road and internal to the site. There is no stepback proposed adjacent to the proposed future park or facing the existing residential development to the east. The Tall Building Guidelines recommend providing a 3 meter stepback above the podium to differentiate between the building podium and tower. The Tall Building Guidelines allow some flexibility with the required stepbacks above the podium. Up to 20% of the tower may extend to the edge of the podium without a stepback, provided that there are no adverse wind and shadow impacts.	Visual stepbacks have been created through the use of breaks between the podium and tower massing, and the physical attributes of the podiums balconies though purposeful design. Building A has been designed as a tower that reaches the ground, opposite the large publicly accessible open space, the public park and the storm water facility to the north, with the podium element providing framing of the mid-block courtyard. These broad open areas around the tower will allow it to be seen as a “tower in the park”.

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			Staff recommend incorporating a 3 metre stepback to the north and east side of the building to achieve the requirements of Tall Building Guidelines. If it can be demonstrated that there are no adverse wind or shadow impacts, staff may be supportive of allowing up to 20% of the tower to extend along the edge of the podium without a stepback.	In our opinion this is an appropriate response to the actual seeing of Building A and that as a result additional stepbacks are not required.
37.	**PLAN**	37.	<u>Building B</u> Building B does not provide a stepback above the podium adjacent to Cooke Boulevard. Please consider providing a 3 metre stepback above the podium.	Visual stepbacks have been created through the use of breaks between the podium and tower massing, and the physical attributes of the podium balconies though purposeful design.
38.	**PLAN**	38.	<u>Building C</u> Building C does not provide a stepback along the entirety of the Masonry Court frontage. Staff recommend continuing the 3 metre stepback along the entire building frontage to allow for a more human scale and to provide a consistent podium height along Masonry Court	Visual stepbacks have been created through the use of breaks between the podium and tower massing, and the physical attributes of the podium balconies though purposeful design.
39.	**PLAN**	39.	The Tall Building Guidelines speak to main building entrances being demarcated and being a focal point of the building. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops. Consider relocating the main residential building entrance to the corner of Masonry Court and Waterdown Road. This would allow for a focal point at this corner and close access to the nearby transit stops on Waterdown Road.	There is a proposed building entrance at the corner of Waterdown Road and Masonry Court. This is at Level 2 due to the grading at this corner. This entrance was also provided in the first submission and is maintained for second submission. Please refer to the Level 2 floor plan (A205) and the South Elevation (A400) in the architectural set. The Aldershot Corners ASP also recommends that on Mixed Use Major Streets, such as Masonry Court and Cooke Boulevard, be located away from such streets – on side streets.
40.	**PLAN**	40.	<u>Overall Site</u> Please provide the floor plate size for proposed buildings. The Tall Building Guidelines require a maximum floor plate size of 750 m2 .	Refer to statistics on sheet A100. The largest tower floorplate is 750 square metres.
41.	**PLAN**	41.	The loading area and traffic circle appear to be highly visible from Masonry Court in the most recent development concept, dated October 3, 2022. Please screen the loading area from the public realm and neighbouring properties.	The Courtyard area, where the lobbies and pick up and drop off areas are visible across other intervening open spaces from Masonry Court and Cooke Boulevard. Within the Courtyard itself, the loading areas are all internal and therefore not visible from the public realm. From Masonry Court to the south, the only loading space that would potentially be visible is in Building A – behind closed doors, approximately 60-70 meters away (depending on the view point) across the raised grade of the Retail Plaza and the Courtyard itself, both of which include landscape features which would effectively screen even the door from view. A similar, long view will exist from Cooke Boulevard looking to the south west into the site. From this perspective, only the door to the loading space in Building would potentially be visible, in this case across the landscaped open space at the north west and the Courtyard itself. A wind screen/barrier is also provided at the north end of the retail plaza, south of the loading space between Buildings B and C, which will provide additional screening from the public realm. Please refer to the Landscape Master Plan (L-01). In our opinion the loading spaces and the associated doors are only minimally visible from the public realm of Masonry Court and Cooke Boulevard.

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42.	**PLAN**	42.	Building towers should have a minimum separation distance of 25 metres to maximize privacy, sky views and to minimize the cumulative shadow and pedestrian level wind impacts of multiple tall buildings. Buildings B and C are not meeting the minimum separation distance. A separation distance of 23.8 metres is provided. Please provide justification for this reduced setback including whether there are any adverse wind impacts as a result.	The tower components of Building A and B are separated by 27.385 metres. The tower components of Building B and C are separate by 47.355 metres. Please refer to the Level 7 floor plan (A208). The towers components of Building A and C are separated by 28.24 metres. Please refer to the Level 12 floor plan (A210).
43.	**PLAN**	43.	Balconies should be a minimum of 1.5 metres to provide usable outdoor amenity space. Please confirm that the proposed balconies are meeting this requirement.	No balconies are less than 1.5 metres deep.
44.	**PLAN**	44.	Please provide a floor plan showing the rooftop and mechanical penthouse.	Please refer to the Mechanical Penthouse floor plan (A212) and Roof Plan (A213) from the architectural set, prepared by Core Architects.
45.	**PLAN**	45.	The floor to ceiling height on the first floor should be a minimum of 4.5 metres. Please confirm that each building is meeting this requirement.	The floor to ceiling measurement of the ground floor to Level 2 is 4.5 metres for all three buildings. Please refer to the elevation drawings (A400-A403) from the architectural set, prepared by Core Architects.
46.	**PLAN**	46.	Design revisions should consider the City's ongoing Area-Specific Planning exercise for the Aldershot MTSA. Consideration should be given to how the proposed development can support the emerging vision for this section of Masonry Court (Aldershot GO Central Precinct).	The revised proposal has appropriate regard for the emerging vision for the Aldershot GO Central Precinct where the tallest buildings will be directed. The proposed development proposes building heights of up to 33 storeys, closely aligning with the proposed 30 storey height limit for the precinct (Section 6.4.1.1 b) of the MTSA Draft Final Report). The additional height envisioned for the proposed development is supported by a shadow study, prepared by Core Architects which demonstrates that shadowing conditions on the surrounding area are appropriate. The proposed development also introduces additional at-grade commercial/retail space relative to the original proposal and an adjacent retail plaza fronting Masonry Court. The provision retail/commercial space addresses Section 6.4.1.1 e) of the MTSA study to prioritize employment opportunities within walking distance of the Aldershot GO Station.
47.	**PLAN**	47.	**Architectural Package – October 3, 2022** Please revise the Architectural Plan statistics table to include the following: • Total amenity space for the development; • Dwelling unit composition (i.e. one bedroom, two bedroom, three bedroom units etc.); and, • Total number of bicycle parking spaces.	Refer to sheet A100 of the architectural set including: • Table 4 – Amenity Statistics • Table 6 – Unit Breakdown, and • Table 5, Bike Parking Statistics
48.	**PLAN**	48.	Please revise the Architectural Package to include the following: • Clearly label the underground parking setback for the development. It appears to be 0.0 metres, but it is not clearly labelled; • Dimension all proposed parking spaces on the site plan, ground plan and underground parking plan or provide a typical parking space graphic; • Provide colour elevations in the next submission, detailing the colour and material types for the proposed buildings;	• Please refer to comment response #12 regarding underground parking setbacks. • Refer to the legend on the Site Plan (A103), Parking Level (A200-A204) and Ground Level (A204) plans for typical parking dims. • Refer to A400 to A403 for coloured elevations, which include material colours and types, and the height and material composition of wind barriers.

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			• Label any proposed wind or noise barriers on the plan, including the height and material composition; • Dimension and provide the total area for all proposed balconies; and, • Label snow storage areas on the plan.	• Refer to 4/A100 for calculations of balcony and terrace areas. • Refer to the Site Plan (A103) for snow storage areas.
49.	**PLAN**	49.	**Draft Official Plan Amendment and Zoning By-law Amendment** Please revise the Draft Official Plan Amendment and Zoning By-law Amendment to reflect any proposed changes from the most recent development proposal.	Please refer to the revised draft Official Plan Amendment and Zoning By-law Amendment, which reflect the updated development proposal.
50.	**PLAN**	50.	Please confirm if the proposed development is intended to be registered as one condominium or multiple. Each condominium will need to comply with the zoning separately.	The proposed development is intended to be registered as multiple condominiums to be addressed through an application for Draft Plan of Condominium. The draft Zoning By-law Amendment has been updated to address this comment.

Engineering Services Department
Joshua Medeiros, Project Manager, Development & Stormwater Engineering
September 16, 2022

51.	**ENG**	1.	**Site Plan** – completed by Core Architected (dated October 7th, 2021) The proposed parking entrance / driveway access, located at the northwest corner of the subject lands, connecting the development site to Waterdown Road, require further design details and information for staff to review and support the proposal.	Consultation has occurred with City of Burlington and Ministry of Transportation staff to discuss design standards which will be required to implement the proposed driveway at Waterdown Road. We understand that the City has requested an understanding of the fiscal impacts related to the proposed right turns entrance on Waterdown Road. MTE prepared a cost estimate of $571,531.25 for the Waterdown entrance ramp and related works which will be included as part of the Fiscal Response Report. It is anticipated that additional discussions will occur to finalize the design of the driveway entrance as development application process advances to Site Plan. Section E-E of the Cross-Sections Plan #1 (C2.5) of the civil engineering plans, prepared by MTE provides grading and design details for the proposed driveway/parking ramp from Waterdown Road, east to P1 of the underground parking structure.
52.	**ENG**	2.	Please provide a revised Site Grading Plan, including cross section details of the access (North to South & East to West). The revised plans/details are to also include: • Proposed retaining wall location(s) and limits, with top and bottom of wall elevations. • Proposed culvert(s) including size and invert elevations • Confirmation that the existing gravel path, used for City access/maintenance, remains unobstructed from required travel. • Confirmation that the proposed driveway access does not pose any negative impacts to all existing utilities in the area. (ie. gas line) • Please ensure that all plans conform with one another. For example, the current Site Plan proposes a 7.5% reverse slope driveway, and the Grading Plan proposes a 6.5% reverse slope driveway.	A site grading plan (C2.1), prepared by MTE, dated February 17, 2023 is provided with updated details and cross sections. Revised plan and cross section includes: • Proposed retaining wall limits/elevations • Culvert size/inverts • Confirmation of access from existing gravel path • Utility impacts • Driveway slope

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53.	**ENG**	3.	Please note, the City of Burlington's SWM Design Guidelines (dated May 21, 2020), under section **5.0 Design Criteria – Conveyance Systems** stipulates that reverse sloped driveways are strongly discouraged, unless no other feasible grading solution exists. Where a reverse sloped driveway is proposed, a complete hydraulic gradeline (HGL) analysis will be required by a qualified Professional Engineer (P.Eng.) to demonstrate no negative effects for all storm events up to and including the 100-year storm. Please confirm.	A reverse slope driveway is required to access the underground parking levels. Drainage from the ramp will be captured internally. Therefore, a HGL analysis is not provided.
54.	**ENG**	4.	The proposed parking entrance / driveway access is viewed as an extension of the private development. Nonsupport of this entrance / driveway access would require a re-design of the proposed building structure layout and Site Plan.	Noted. It is anticipated that additional consultation with municipal and provincial staff to find appropriate solutions for the proposed parking entrance/driveway access design.
55.	**ENG**	5.	**Environmental Noise Study** – completed by SLR Consulting. (dated November 18th, 2021) • An updated Environmental Noise Study will be required prior to approval of the **Zoning By-Law & OPA** application. The updated study must address the following items:	Please refer to the updated Environmental Noise Study, dated February 23, 2023, prepared by SLR.
56.	**ENG**	6.	**2.3 Traffic Data and Future Projections** • Metrolinx has reviewed the subject study and has confirmed that rail data mentioned under Section 2.3.2, does not reflect the rail data provided to SLR. The counts under Table 7 must include 2 diesel locomotives. The train type for the Lakeshore West corridor should be commuter instead of Diesel Freight. This data must be reflected in an updated study to ensure any possible mitigation requirements, can be satisfied without the need to redesign the site (adjusting the above ground building envelope limits / orientation). Please confirm.	Please refer to Section 2.3.2, Table 7 and Appendix of the updated Environmental Noise Study, which reference rail traffic data. The findings of the report are based on the confirmed rail data.
57.	**ENG**	7.	**3.0 Stationary Source Noise Impacts** • *Table 13: Summary of Surrounding Industries with Potential for Noise* does not include the existing commercial/office buildings located along the south side of Masonry Court (approximately 50 to 90 meters away). An assessment of existing rooftop mechanical units, generators, venting etc.. for these buildings, need to be conducted and included in the updated Environmental Noise Study to ensure any possible required mitigation measures are accurately addressed and included in the proposed building(s) design.	Please refer to Table 13 of the updated Environmental Noise Study which includes commercial/office building along the south side of Masonry Court. It should be noted that a development application for site at 1062-1074 Cooke Boulevard (currently PV Labs) proposes a new mixed-use development consisting of two residential tall buildings with at-grade retail space.
58.	**ENG**	8.	**The following documents and plans are to be reviewed in greater detail at the Site Plan review stage. Site Engineering staff offer the following preliminary comments and requirements at this time:** **Updated Phase One Environmental Site Assessment** – completed by Landtek Limited. (dated April 30th, 2021)	It is noted that an updated Phase One Environmental Site Assessment is required to facilitate the proposed development, which will be provided at the Site Plan review stage.

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			The Updated Phase One Environmental Site Assessment (ESA) was completed to assess whether the environmental site assessment activities contained in the previously submitted Phase One (Environmental Site Assessment, 101 Masonry Court, City of Burlington, Ontario, prepared by Landtek Limited dated June 14th, 2016) and Phase Two (Environmental Site Assessment, 101 Masonry Court, City of Burlington, Ontario, prepared by Landtek Limited dated June 14th 2016) Environmental Site Assessments, sufficiently characterized the likelihood, types and location of potential environmental impacts that may be found at the Site. A site visit was conducted by Landtek Limited on April 17th, 2021, which identified that the site is currently undeveloped and has been used as a temporary show office for the Station West residential development and as a construction staging area for the adjacent Station West residential development (from 2018 to 2022). During the construction stagging timeline noted above, the subject lands were used for stockpiling construction materials, C-Can Containers, parked trades vehicles, parked heavy machinery (excavators, bulldozers etc..), waste bins, fueling tanks etc. All of which could have negatively impacted the environmental state of the site. With that said, Site Engineering staff require an updated environmental site assessment which includes soils testing for the subject site. The proposed test pit locations (boreholes) are to be discussed with/found acceptable by Site Engineering staff prior to the work being carried out. If site contaminants/exceedances are than discovered by way of this required analysis, a remedial action plan, Updated Phase Two and Record of Site Condition will be required for staff review and approval, prior to the issuance of Site Plan Approval.	
59.	**ENG**	9.	**<u>Preliminary Hydrogeological Investigation</u> –** completed by Landtek Limited (dated February 10th, 2022) **Long-Term Dewatering (Post Construction)** **(Quantitative)** Section *3.8 Groundwater Monitoring*, of the Preliminary Hydrogeological Investigation indicates that groundwater monitoring is ongoing to determine the seasonal high groundwater level. Therefore, the estimated short-term (construction) and long-term (post construction) volumes/rates included within the Preliminary Hydrogeological Investigation are understood to be premature at this time and require further analysis. An updated Hydrogeological Investigation will be required at the detailed design stage (Site Plan).	It is noted that an updated Hydrogeological Investigation is required to facilitate the proposed development, which will be provided at the Site Plan review stage. Section 1.3 and 2.5 of FSR have been updated to indicate that the building will either be waterproofed, or groundwater will be discharged to the storm sewer. As stated in the FSR (dated Feb 17th, 2023), the projected groundwater flows are relatively low and less than the capacity of the existing storm sewer.
60.	**ENG**	10.	The long-term groundwater discharge volumes/rates have a direct impact on the proposed underground stormwater tank sizing, as is typical for long-term groundwater pumping to convey groundwater flows within the underground parking structure to an underground stormwater tank (quantity). This must be confirmed at the detailed design stage as it could have direct implications on the underground parking design (ie. loss of parking spaces).	Section 1.3 and 2.5 of the FSR (dated Feb 17th, 2023) has been updated. At the site plan stage, if discharge to storm sewer is selected vs. waterproofing, then a separate treatment system and groundwater discharge inspection manhole will be provided. The groundwater discharge would by-pass the proposed SWM tank and not influence SWM tank sizing.

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61.	**ENG**	11.	**(Qualitative)** The treatment of long-term groundwater discharge has not been analyzed to the City's satisfaction in the Preliminary Hydrogeological Investigation. *Section 4.3.3 Contaminants Impacts,* indicates that the laboratory results for the analyzed groundwater samples collected from monitoring wells MW1. MW2S, MW2D and MW3 were compared to the City of Burlington Municipal Storm Sewer Discharge Limits Guidelines and the Parameters exceeded the Limits Guidelines. How the exceeded parameters will be treated (i.e., underground treatment system), if the applicant decides to implement a long-term dewatering system for the site, will need to be presented in an updated Hydrogeological Investigation for staff review and approval at the Site Plan review stage.	See response to item 60 above.
62.	**ENG**	12.	The Preliminary Hydrogeological Investigation goes on to indicate, under the *Summary and Conclusions* section (7.0) of the report, that it is recommended that either: *All subsurface structures and areas are appropriately waterproofed below the established "seasonally high groundwater level" plus the required buffer zone (nominally 1.0 m to 1.5 m above) to prevent inflow of groundwater into the basement areas; or, A long-term dewatering system is installed to reduce the water level to below the lowest (I.e., basement) floor slab subgrade level of the proposed structure. A long-term dewatering system will not be required if the proposed basement levels are to be waterproofed.*	See response to items 59 and 60 above.
63.	**ENG**	13.	The applicant must confirm whether the underground building structure will be designed with a waterproofing system (which must be installed entirely within the limits of the site) or a long-term dewatering system at the detailed design stage (Site Plan). All plans and supporting documents are to be updated to reflect the proposed groundwater dewatering system design.	See response to items 59 and 60 above.
64.	**ENG**	14.	**Short-Term Dewatering (During Construction)** Required for Site Plan review: • Section *3.8 Groundwater Monitoring***,** of the Preliminary Hydrogeological Investigation indicates that groundwater monitoring is ongoing, to determine the seasonal high groundwater level. Therefore, the estimated short-term (construction) and long-term (post construction) volumes/rates included within the Preliminary Hydrogeological Investigation are understood to be premature at this time and require further analysis (ie. an Updated Hydrogeological Investigation).	Noted. This can be provided at the site plan stage.
65.	**ENG**	15.	• Will a factor of safety be applied to the estimated flowrate? Staff have reviewed reports for other developments and have seen factors of safety applied, ranging from 1.5 to 3.	Noted. This can be provided at the site plan stage.
66.	**ENG**	16.	• How will the exceeded parameters outlined in *Table 5 - Laboratory Testing Results Summary* of the Preliminary Hydrogeological Investigation be treated during construction? Proposed mitigation measures are to be included in an updated Hydrogeological Investigation for staff review and approval at the Site Plan review stage.	Noted. This can be provided at the site plan stage.

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67.	**ENG**	17.	Please note, a Groundwater Discharge Plan will also need to be submitted for review at the Site Plan review stage and must confirm the following: • The short-term groundwater discharge rate will not exceed the pre-development discharge rate calculated for the site.	Noted. This can be provided at the site plan stage. The project short term de-watering rate outside of precipitation events is 25m3/day which is equal to 0.3L/s when averaged over a 24 hour period. During precipitation events, the daily rate is estimated to be 975m3/d or 11.3L/s when averaged over a 24 hour period which is less than the allowable release rate for the site of 28.5L/s.
68.	**ENG**	18.	• A sampling plan will be included to ensure groundwater that is being pumped and conveyed into the City of Burlington's storm sewer adheres to the City's storm sewer discharge limits. The sampling plan parameters to be adhered to are as follows: - The discharge water will be sampled once a week during the first four weeks of groundwater pumping. Samples analysis to be provided to City staff for review and for our records. - If the weekly water quality testing confirms compliance with the City of Burlington's Storm Discharge Table parameters, the sampling frequency will be changed to once a month for the duration of the dewatering. - TSS/Turbidity to be monitored daily during the dewatering operations to ensure it is below 25 NTU.	Noted. A sampling plan can be provided at the site plan stage.
69.	**ENG**	19.	• As mentioned in the report under section **6.0 Proposed Mitigation Plan**, the radial dewatering zone of influence was calculated at 9.0m. As a precautionary method staff require that a pre-construction survey of adjacent structures/roads is to be carried out and the details of the survey are to be provided to Site Engineering staff for review and approval prior to the issuance of a shoring and excavation permit.	Noted. This will be addressed during detailed design to facilitate permitting.
70.	**ENG**	20.	**Functional Servicing & Stormwater Management Report** – completed by MTE Consultants, dated November 22nd, 2021 • The Functional Servicing Report fails to reference the Preliminary Hydrogeological Investigation (completed by Landtek Limited, dated February 10th, 2022). If the applicant decides to implement a long-term dewatering system for the underground building structure, the long-term dewatering volumes/rates will need to be accounted for in the stormwater design of the site (which could impact the current underground stormwater storage tank size and its location). Please update the Functional Servicing Report to reflect the findings of the Hydrogeological Investigation (Quantitatively and Qualitatively (see below)).	The FSR (dated Feb 17th, 2023) has been updated to include reference to the Preliminary Hydrogeological Investigation.
71.	**ENG**	21.	• In addition, the treatment of groundwater long-term, may require an underground groundwater treatment system. This system must also be accounted for in the stormwater design of the site (size, location). Please ensure all plans are reflective of this requirement. Please ensure that no surface ponding will occur on site for all post-development storm events up to and including the 100-year. The City of Burlington's Stormwater Management Design Guidelines (May 2020) stipulates that surface storage is not acceptable for residential sites given safety concerns.	The FSR (Feb 17th, 2023) has been updated. Please see response to item 59 and 60 above. Please note that the adequate volume for SWM quantity controls has been accounted for in the proposed SWM tank. Surface ponding volumes were not included in SWM calculations. Inlets will be designed to allow for capture of the 100 year event and conveyance through the proposed SWM tank. An emergency overflow path has been indicated on the Site Grading Plans.

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			Please ensure that the conveyance of stormwater, for all storm events greater than the 5-year post, account for erosion control within the design, for all lands impacted. (i.e., surface overflow path(s) within the site and/or on city owned lands) Please indicate on the Site Grading and Servicing Plans whether an emergency overflow (in the event the storm outlets from the site plug) is proposed and where the overflow will outlet too	
72.	**ENG**	22.	**Geotechnical Investigation** – completed by Landtek Limited (dated April 15th, 2021) • Provide staff with the proposed methods used to complete the excavation (pneumatic hammers, grinders, heavy hydraulic excavators with "rock" teeth etc...). A memo detailing this would be sufficient.	Excavation methods will be provided by the contractor to facilitate permitting.
73.	**ENG**	23.	• Site Engineering staff will also require a pre-construction survey of the surrounding buildings, to an extent determined by a Professional Engineer specializing in vibration, as well as vibration monitoring during the duration of excavation and construction.	Noted. This will be addressed to facilitate permitting.
74.	**ENG**	24.	**Shoring & Excavation Works** – completed by RWH Engineering Inc. (dated April 2021) The importance of reviewing the shoring and excavation drawings during this application process, ensures that the proposed building envelope limits are within the subject site and can be constructed without permanent encroachment into city owned lands (excluding tiebacks). • All elements of the underground parking structure (i.e., foundation walls, foundation draining systems etc.) are required to be within the limits of the subject property. The foundation waterproofing design is to also be included on all section details.	The Interior face of the below grade foundation walls are offset min. 1220 (4ft) from the property line. This is to ensure, at our early stage of design, that there is sufficient room to accommodate shoring, foundation wall, and any necessary drainage system fully within the properties boundaries. Further details can be provided in due course once detail design and coordination with Structural and Mechanical consultants progresses. Note duplicate comment below: Engineering comment No. 29 (No. 79 in matrix).
75.	**ENG**	25.	**Site Servicing Plan** – completed by MTE Consultants, dated November 22, 2021 • The proposed road restoration limits for Masonry Court and Cooke Boulevard must adhere to City of Burlington Standard S-114B. Please consult with the City of Burlington's Design and Construction Group to verify the acceptable limits and revise the Site Servicing and Site grading Plans accordingly. A Municipal Consent Permit (issued by the City's Design and Construction group) will be required for all work conducted within the City's public road allowance limits. • Please note on plan, the City's Design and Construction group is to be contacted prior to any surface coarse works being completed.	Please refer to the Site Grading Plan (C2.1) and Site Servicing Plan (C2.2), prepared by MTE for details of work required within the City's public right-of-way. It is noted that consultation has been undertaken to address these items, and is anticipated to continue during detailed design work, prior to permitting.

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76.	**ENG**	26.	**Site Grading Plan** – completed by MTE Consultants (dated October 2021) • Confirm that all post-development storm events up to and including the 100yr will not pose any ponding around the proposed area drains at grade.	Please refer to Section 2.3 of the FSR & SWM report, prepared by MTE for details related to the proposed conditions for stormwater management, post-development and the Site Grading Plan (C2.1) for details on area drains.
77.	**ENG**	27.	• Proposed retaining walls must include top and bottom of wall elevations on plan. Please note, walls that measure 1m or greater in height require a detail stamped and signed by a structural engineer.	Noted.
78.	**ENG**	28.	• Provide additional survey information (elevations) relative to the existing swale located west of the subject site, which currently conveys storm water flows from south to north.	Refer to Section D-D on Cross Sections Plan #1 (C2.5), prepared by MTE which follows the existing swale.
79.	**ENG**	29.	• The Function Servicing Report indicates that a signalized intersection will be required at Masonry Court and Cooke Boulevard. The intersection design requirements will need to be reflected on all plans (ie. pavement markings, curb depressions above ground utilities etc.)	Line paintings and the general design of Masonry Court at its intersection with Waterdown Road is shown on the Site Servicing Plan (C2.2), based on the functional design, prepared by BA Group.
80.	**ENG**	30.	• The proposed functional design for road improvements on Waterdown Road and Masonry Court will be reviewed by the City's Design and Construction group, Site Engineering and Transportation Services staff. Please ensure the detailed design of these roadways includes existing information relative to all below grade infrastructure (incl. utilities).	Noted.
81.	**ENG**	31.	**Additional Plans** • **Construction & Mobility Management Plan (CMMP)** For each of the following stages of construction: - Shoring and Excavation - Footings / Building Foundation(s) - Superstructure(s) through to the completion of all site works.	Construction and Mobility Management Plans will be provided as detailed design progresses through the Site Plan stage.
82.	**ENG**	32.	• These must adhere to the following: - Plans must be completed on a 24" x 36" and must be to scale. - Show property lines (as well as required road widening(s) and daylight/visibility triangles) - Show all existing above/below grade services and/or utilities - Show limits of underground parking and dimension distance from property lines - Show limits of shoring/tiebacks/etc. - The limits of construction and proposed staging area must be shown. - Show the material storage location(s), sanitary facility location(s) and proposed crane location. - Staff require a projected construction timeline for each stage of construction as noted above. The timeline must correspond accordingly to the CMMP and Traffic Management Plan for that stage of construction.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			- Mobility management including all delivery locations - Proposed truck haulage routes (from the highway to the site and vice versa) - Where will dump trucks/concrete trucks stage/queue during the shoring and excavation process? - Proposed parking locations for on-site workers in consultation with Parking Services - Show any proposed temporary sidewalk and/or lane closures and identify approximate time line of closure. Please note temporary sidewalk and lane closures (including metered parking spaces) will be subject to the City's rates and fees. Long term closures for the duration of project construction will require council approval. - The limits of construction for the subject site are not to encroach within the public park lands located north of the site. Any proposed work within these areas will require approval from the City's Park Design and Construction group. The plans and justification will be reviewed by Engineering Services and Transportation Services staff.	
83.	**ENG**	33.	• **Mechanical Plan** - Ensure the plan conforms to the Site Servicing Plan - Confirm the storm services within the building are sized adequately to convey storm water and ensure no surcharge will take place at the proposed area drain location. Plan to include pipe diameter, length, and connection to the proposed underground storm tank.	Noted. A Mechanical Plan will be provided as detailed design progresses at the Site Plan stage.
84.	**ENG**	34.	• **Lighting and Photometric Plans** - Provide staff with tree separate lighting and photometrics plans. Plan #1 will capture the lighting design for all light fixtures proposed within the limits of the site. Plan #2 will capture the lighting design for Masonry Court and Cooke Boulevard if the relocation of light standards are found acceptable by the City's Streetlight Coordinator (Scott Jacobson) and are found acceptable by the City's Streetlight Coordinator - Include detail sheets for all proposed fixtures - Proposed site lighting to be dark sky compliant and full cut off. Please note on plan.	Noted. A Lighting and Photometric Plan will be provided as detailed design progresses at the Site Plan stage.
85.	**ENG**	35.	• **Utility Coordination Plan** - Ensure all utility agencies impacted by this development are circulated and approve of the proposed design (Burlington Hydro, Gas, Canada Post, etc.) - Any relocated or upgraded services are to be identified on plan for staff review. - Ensure all utilities and services (to remain or proposed storm sewer(s), watermain(s), sanitary sewer(s)) are shown on the plan as well and that there aren't any vertical or horizontal clearance issues.	Noted. A Utility Coordination Plan will be provided as detailed design progresses at the Site Plan stage.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
86.	**ENG**	36.	**Please also note the following:** 1. The Applicant/Developer is cautioned that notwithstanding the above, a full detailed review of all documents and drawings will be completed at the time of Site Plan Applications.	Noted.
87.	**ENG**	37.	2. Site Engineering's review of this application is considered preliminary at this time. Please note that Site Engineering may provide additional comments, raise additional concerns, or request additional information upon receiving the aforementioned information, and upon further comprehensive review of its contents.	Noted.

Finance Department

Ann Marie Coulson
October 12, 2022

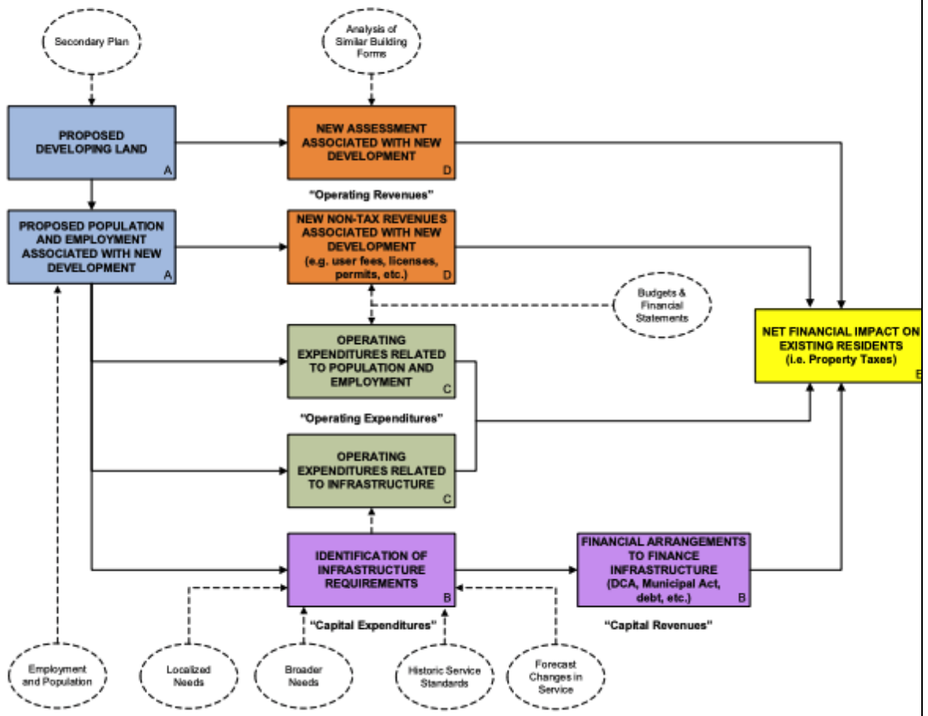
88.	**FINANCE**	1.	On behalf of the city, attached is the peer review of the Altus Fiscal Impact Study for Adi Development (Masonry) of 1120 Cooke Blvd. Finance staff engaged Watson & Associates Economist Ltd. to peer review the Altus Fiscal Impact Study (Altus Study).	Noted.
89.	**FINANCE**	2.	The conclusion noted on page 12 of the report provides highlights and a summary comparison. In brief, the Altus Study estimates an annual fiscal surplus of $429,893 (2019$) from the proposed development of 1120 Cooke Blvd. By comparison the Watson Peer Review analysis indicates the redevelopment (incremental) is less optimistic than the Altus Study with a potential annual fiscal deficit of approximately $81,570. The primary difference in the impacts relates to the assessment assumptions and lifecycle costs.	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.
90.	**FINANCE**	3.	It is important to recognize the fiscal impact study is a tool to be used, along with other policy documents this study does not consider such as the physical, social, economic and cultural elements of the city. A fiscal review is one of many useful tools that are utilized in the process. Please advise of your next steps in the process (e.g., reports, correspondence etc.)	Noted. As above-noted, please refer to the Response to Fiscal Impact Peer Review Comments, prepared by Altus, dated March 2, 2023.

Fiscal Impact Study – Peer Review (Attachment to Finance Comments)

Andrew Grunda, Principal, Watson & Associates Economists Ltd.
August 2, 2022

91.	**WATSON**		1. Fiscal Impact Peer Review Methodology Watson recently prepared fiscal impact studies for the City of Burlington in 2016 and 2020. The former, "City of Burlington, Fiscal Impact Study" (2016 FIS) measured the fiscal impacts of growth over the City's forecast period to 2031. The latter, "City of Burlington, Downtown Burlington Fiscal	Noted. Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			Impact Analysis" (2020 FIS) assessed the fiscal impacts associated with a set of recommended policy modifications to guide development in the Downtown Burlington to 2031. The underlying modeling developed for the 2016 FIS and 2020 FIS was used in preparing this peer review report to maintain consistency in approach. The general methodology used is comparable to that used in the Altus Study and is summarized as follows: Figure 1 provides a schematic overview of the methodology undertaken for the purposes of this fiscal impact peer review, which is described as follows: • Blue Boxes (labelled "A" in bottom right corner) – denote the anticipated redevelopment forecast for 1120 Cooke Boulevard. The analysis considers the incremental development, i.e., net of current development at the site. The proposed population and employment associated with the redevelopment is detailed in Section 3 herein. These projections reflect the City's most recent growth forecast assumption of occupancy and floor space per worker as contained in the City's 2019 Development Charges Background Study (2019 D.C.B.S.). • Fuchsia Boxes (labelled "B" in bottom right corner) – denote capital infrastructure required to service the anticipated development. The capital requirements to support the servicing needs were derived from the 2019 D.C.B.S. The analysis identifies the additional lifecycle cost requirements to the City's asset management plan once these growth-related assets are assumed. • Green Boxes (labelled "C" in bottom right corner) – denote the incremental operating expenditures arising from new development. These expenditures comprise program-related operating costs assessed on the basis of the incremental population and employment growth. Consideration of economies/diseconomies of scale have been provided in the incremental operating expenditure assessment reflective of anticipated future service levels. These assumptions are consistent with those in the City's 2016 FIS and 2020 FIS. It should be noted the Altus Study is undertaken in 2019$, which has been maintained for the purposes of the peer review. • Orange Boxes (labelled "D" in bottom right corner) – denote incremental revenues commensurate with the redevelopment. The incremental assessment associated with the development produces property tax revenues as residential and commercial/retail building activity occurs. Moreover, new non-tax revenues associated with the development reflect anticipated user fees, permits, licences, and other revenues associated with program-related service demands arising from population and employment growth. These non-tax revenues are accounted for the projection of net program-related operating expenditures. • Yellow Box (labelled "E" in bottom right corner) – denotes the overall fiscal impact on the City's net levy arising from the redevelopment. This is the summation of the anticipated development and incremental net expenditures relative to the incremental property taxes generated, at 2019 tax rates. Where net expenditures exceed the incremental property tax revenues, forecast development will apply increasing upward pressure on future property tax rates. Where the incremental property tax revenues exceed net expenditures, additional revenues may serve to support increased funding of future service levels, increases in infrastructure lifecycle spending, etc.	

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			Figure 1 Overview of the Fiscal Impact Study Methodology 	
92.	**WATSON**		2. Proposed Development The application proposed a new development in the City, which consists of high-density residential units and retail space. The development site is 1120 Cooke Boulevard, which is located south and west of the Aldershot GO Station, in close proximity to the intersection of Waterdown Road and Highway 403. This application proposes to include 1,139 residential apartment units and 2,489 square feet of retail gross floor area. The residential building will consist of 721 one-bedroom units, 417 two-bedroom units, and 1 three-bedroom unit. Currently, there is no existing development on the project site.	Noted. Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023. The revised proposal consists of 1,165 dwelling units with additional retail space relative to the original proposal. Please refer to Statistics (A100) of the architectural set.
93.	**WATSON**		3. Anticipated Population and Employment The Altus Study projects residential population growth of 1,652 persons and employment growth of 6 jobs. The population growth is calculated using the Persons per Unit (PPU) assumption from the 2016 Census and the City's 2019 D.C.B.S. The non-residential retail employment growth is calculated using the Floor Space per Worker (FSW) assumptions from the City's 2019 D.C.B.S. Applying the growth forecast assumptions from the City's 2019 D.C.B.S., we can confirm the population and employment growth estimates provided in the Altus Study for the proposed development. Table 1 summarizes our calculations in this regard.	The revised proposed provides 1,165 dwelling units and 495 square metres of retail/commercial space. Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			Table 1 Anticipated Development, 1120 Cooke Boulevard **Non-Residential Type** / **Square Feet of GFA (sq.ft.)** / **Employees** / **Floor Space per Worker (sq.ft.)** Retail Space — 2,489 — 6 — 427 **Total** — **2,489** — **6** **Residential Unit Type** / **Residential Units** / **Population Total** / **PPU** 1 Bedroom — 721 — 924 — 1.282 2 Bedroom — 417 — 726 — 1.740 3 Bedroom — 1 — 2 — 1.740 **Total** — **1,139** — **1,652**	
94.	**WATSON**		4. One-Time Revenues The Altus Study calculates the City D.C. revenues for the proposed development correctly at $6,365,700 (2021$). This includes revenue from the residential units and non-residential (retail) spaces. These revenues are calculated using the 2021 D.C. rates for each type of residential unit and non-residential space. There are no redevelopment D.C. credits to be applied to the calculation as not existing development is present on the site. The residential units are expected to generate revenue of $6,331,054 (2021$), based on one-bedroom apartment rates of $4,914/unit and two-bedroom and greater rates of $6,670/unit. The non-residential (retail) space is expected to generate $34,646 (2021$) in D.C. revenue, based on a retail D.C. rate of $13.92/sq.ft. of gross floor area (GFA). Table 2 summarizes the one-time development charge revenues for the proposed development. Table 2 One-Time Development Charge Revenues **Development Charge Revenues** / **Residential Dwelling Units** / **Non-Res. GFA (sq.ft.)** / **April 1, 2021 D.C. Rates** / **D.C. Revenues** Commercial Space — — 2,489 — $ 13.92 — $ 34,646 Residential Space - Bachelor & 1 Bedroom — 721 — — $ 4,914 — $ 3,542,994 - 2 Bedroom & Greater — 418 — — $ 6,670 — $ 2,788,060 **Total** — **1,139** — **2,489** — — **$ 6,365,700** The Altus Study also identifies additional development related road improvements required for the development. These include 0.21 kilometers of new roads with the extension of roads for turning lanes to the development site. These are anticipated be local services as the pertain to directly to the development of the site. The Altus Study suggest these may not be local services as they are to be cost shared by developers in the surrounding area. To the extent that these improvements are D.C. eligible, based on the City's Local Service Guidelines, then they would be considered in the City's upcoming D.C. by-law review or could be addressed through a D.C. by-law amendment.	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
95.	**WATSON**		5. Assessment and Property Taxes The Altus Study estimates incremental property tax revenues from the proposed development of $1.68 million annually at full development. This is based on incremental assessment growth of $599.72 million, $559.13 million for residential development and $0.59 million for non-residential development. The incremental property tax revenues calculated in the Altus Study only includes the municipal wide tax rates. This calculation includes the urban area tax rates. The 2019 property tax rate for residential development in the urban area is 0.345445% as compared to 0.300495% used in the Altus Study. Watson calculates the incremental property tax revenues, in 2019$, for the proposed development at $1.35 million, $0.33 million less than the Altus Study. These calculations are provided in Table 3. The residential assessment growth is calculated by residential unit type based on a sample of average assessment provided by the City, with upward adjustment for 3 bedroom units based on prior City FIS studies. The nonresidential assessment growth assumptions were used from prior FIS studies prepared for the City. The incremental property tax revenue also accounts for the existing property assessment of $6.39 million. In total, the incremental assessment growth for the proposed development is $397.83 million. This compares with the Altus Study estimate of $559.72 million. Table 3 Property Assessment Values and Taxation Revenues **Non-Residential Space** Commercial Space: Non-Res. GFA (sq.ft.) 2,489; Average Assessment per GFA (sq.ft.) $ 412; Incremental Assessment $ 1,024,731; Tax Ratio 1.4565; Tax Rate (RT) 0.345445%; City Property Tax Revenues $ 5,156 **Non-Residential Total**: 2,489; $ 1,024,731; $ 5,156 **Residential Space** 1 Bedroom: Residential Dwelling Units 721; Average Assessment per Dwelling Unit 307,030; Incremental Assessment $ 221,368,870; Tax Ratio 1.0000; Tax Rate (RT) 0.345445%; City Property Tax Revenues $ 764,708 2 Bedroom: 417; 433,847; $ 180,914,338; 1.0000; 0.345445%; $ 624,960 3 Bedroom: 1; 911,079; $ 911,079; 1.0000; 0.345445%; $ 3,147 **Residential Total**: 1,139; 353,990; $ 403,194,287; $ 1,392,815 **Less: Existing Vacant Land Assessment**: $ (6,385,000); 2.0000; 0.345445%; $ (44,113) **Net Assessment and City Property Tax Revenues**: $ 397,834,019; $ 1,353,857	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.
96.	**WATSON**		6. Non-Tax Revenues Non-tax revenues for this proposed development include licenses, permits (excluding building permit fees), fines, donations, etc. that would occur on a continued basis after full development and occupancy of the proposed site. For the proposed development, the Altus Study estimates non-tax revenues per capita of $44.61 and per employee of $17.58. This results in an estimated annual net non-tax revenue of $73,797 (2019$). Based on the City's 2019 FIR, Watson estimates the net non-tax revenue as $154,770 (2019$), using a revenue per capita of $93.52 and revenue per employee of $53.89. The difference in these revenues relate to the exclusion of governance and roads-paved non-tax revenues in the Altus Study and differences in growth-related assumptions.	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
97.	**WATSON**		7. Net Program-Related Operating Expenditures The Altus Study estimates net operating expenditures for the development of $1.04 million, based on an anticipated cost per capita of $631.65 and cost per employee of $248.88. There are some differences in the Altus Study related to the calculations of net operating expenditures as identified in Figure 1. These have been included in Appendix to this report. Watson's assumptions are aligned with the growth assumptions discussed and confirmed with City staff during the 2016 FIS and 2020 FIS studies. Table 4 provides our calculation of the net program-related operating expenditures reflecting the revised calculation of the annual net operating expenditures, appropriately accounting for capital-related expenditures, other municipal revenues, attribution by service, and 2019 population and employment identified in the City's 2019 D.C.B.S. When applied to the incremental development of 1,652 population and 6 employees, our calculations indicate an incremental program-related operating expenditure of $874,047. This compares with annual net operating costs in the Altus Study of $971,148 ($1,044,945-$73,797). Tables 4 and 5 provide these calculations.	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

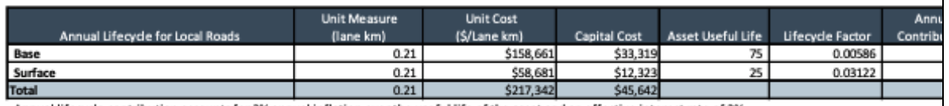
Table 4
Net Program-Related Operating Expenditure

Department	Total Expenses Before Adjustments	Less: Interest on Long Term Debt	Less: External Transfers	Less: Amortization	Program- Related Operating Expenditures	Less: Other Municipal Recoveries	Less: User Fees and Service Charges	Net Program- Related Operating Expenditures	Residential Cost Share	Residential %	Growth %	$/Capita	Non-Residential Cost Share
General government													
Governance	5,471,202	968,444	189,817	-	4,312,941	423,335	438,249	**3,451,357**	2,400,271	70%	50.0%	$ **6.76**	
Corporate Management	8,977,513	-	11,040	678,816	8,287,657	-	-	**8,287,657**	5,763,710	70%	75.0%	$ **24.36**	
Program Support	18,960,002	-	-	1,319,003	17,640,999	-	-	**17,640,999**	12,268,559	70%	75.0%	$ **51.84**	
	33,408,717	968,444	200,857	1,997,819	30,241,597	423,335	438,249	**29,380,013**	20,432,541			$ **82.96**	
Protection services													
Fire	34,383,008	65,865	-	1,575,924	32,741,219	1,661,307	223,058	**30,856,854**	21,459,620	70%	50.0%	$ **60.46**	
Protective inspection and control	2,579,091	-	-	44,161	2,534,930	88,539	69,270	**2,377,121**	1,653,186	70%	75.0%	$ **6.99**	
Building permit and inspection services	3,054,512	-	-	-	3,054,512	-	36,198	**3,018,314**	1,358,241	45%	0.0%	$ -	
Provincial Offences Act (POA)	11,285,723	-	4,007,410	-	7,278,313	114,334	-	**7,163,979**	4,982,241	70%	75.0%	$ **21.05**	
	51,302,334	65,865	4,007,410	1,620,085	45,608,974	1,864,180	328,526	**43,416,268**	29,453,288			$ **88.50**	
Transportation services													
Roads - Paved	44,065,122	771,446	(244,897)	12,267,795	31,270,778	12,041,623	3,874,408	**15,354,747**	10,678,569	70%	100.0%	$ **60.17**	
Roads - Bridges and Culverts	1,052,388	-	-	834,752	217,636	-	-	**217,636**	151,357	70%	100.0%	$ **0.85**	
Roads - Traffic Operations & Roadside	6,540,774	-	-	454,865	6,085,909	569,713	217,006	**5,299,190**	3,685,360	70%	100.0%	$ **20.76**	
Winter Control - Except sidewalks, Parking Lots	3,868,503	-	-	9,380	3,859,123	771,383	8,783	**3,078,957**	2,141,283	70%	100.0%	$ **12.06**	
Winter Control - Sidewalks, Parking Lots Only	719,798	-	-	-	719,798	-	-	**719,798**	500,589	70%	100.0%	$ **2.82**	
Transit - Conventional	22,280,274	-	-	3,260,429	19,019,845	-	5,411,412	**13,608,433**	9,464,082	70%	150.0%	$ **79.99**	
Transit - Disabled & special needs	1,893,514	-	-	127,340	1,766,174	-	53,056	**1,713,118**	1,191,400	70%	150.0%	$ **10.07**	
Parking	1,948,999	9,347	-	156,660	1,782,992	-	6,039	**1,776,953**	1,235,795	70%	100.0%	$ **6.96**	
Street lighting	1,501,539	-	-	97,159	1,404,380	440	358,629	**1,045,311**	726,969	70%	100.0%	$ **4.10**	
	83,870,911	780,793	(244,897)	17,208,380	66,126,635	13,383,159	9,929,333	**42,814,143**	29,775,402			$ **197.78**	
Environmental services													
Urban storm sewer system	5,715,067	48,300	-	3,595,059	2,071,708	-	76,751	**1,994,957**	1,387,407	70%	100.0%	$ **7.82**	
	5,715,067	48,300	-	3,595,059	2,071,708	-	76,751	**1,994,957**	1,387,407			$ **7.82**	
Health services													
Cemeteries	354,037	-	-	7,569	346,468	-	70,202	**276,266**	276,266	100%	50.0%	$ **0.78**	
	354,037	-	-	7,569	346,468	-	70,202	**276,266**	276,266			$ **0.78**	
Recreation and cultural services													
Parks	17,770,890	34,610	430,000	2,297,247	15,009,033	1,638,468	701,217	**12,669,348**	12,035,881	95%	150.0%	$ **101.72**	
Recreation programs	10,858,353	-	184,941	6,141	10,667,271	-	4,962,711	**5,704,560**	5,419,332	95%	50.0%	$ **15.27**	
Rec. Fac. - Golf Crs, Marina, Ski Hill	1,356,362	-	-	313,545	1,042,817	-	776,356	**266,461**	253,138	95%	50.0%	$ **0.71**	
Rec. Fac. - All Other	17,855,854	622,155	3,426	5,900,716	11,329,557	-	4,985,231	**6,344,326**	6,027,110	95%	50.0%	$ **16.98**	
Libraries	12,723,909	31,859	10,632,597	1,923,769	135,684	-	-	**135,684**	128,900	95%	75.0%	$ **0.54**	
Museums	13,454	-	-	13,454	-	-	-	-	-	95%	75.0%	$ -	
Cultural services	7,250,556	-	(32,767)	1,708,433	5,574,890	-	1,886,609	**3,688,281**	3,503,867	95%	75.0%	$ **14.81**	
	67,829,378	688,624	11,218,197	12,163,305	43,759,252	1,638,468	13,312,124	**28,808,660**	27,368,227			$ **150.03**	
Planning and development													
Planning and zoning	5,698,491	-	14,583	38,259	5,645,649	-	1,169,864	**4,475,785**	2,014,103	45%	0.0%	$ -	
Commercial and Industrial	1,660,243	-	81,550	29,014	1,549,679	-	27,001	**1,522,678**	685,205	45%	0.0%	$ -	
	7,358,734	-	96,133	67,273	7,195,328	-	1,196,865	**5,998,463**	2,699,308			$ -	
Total	**249,839,178**	**2,552,026**	**15,277,700**	**36,659,490**	**195,349,962**	**17,309,142**	**25,352,050**	**152,688,770**	**111,392,439**			$ **527.87**	

Table 5
Incremental Net Program-Related Operating Expenditures

Department	Net Program- Related Operating Expenditures	Residential Cost Share	$/Capita	Non-Residential Cost Share	$/ Employee	Total $
Net Program-Related Operating Expenditures	152,688,770	111,392,439	$ 527.87	41,296,331	$ 377.18	
Incremental Population and Employment Growth			1,652		6	
Incremental Net Program-Related Operating Expenditures			**$ 871,849**		**$ 2,199**	**$ 874,047**

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			In addition to the incremental net program-related operating expenditures identified above, the City will also incur additional operating expenditures related to the local roads being constructed by the developer. These roads works will be assumed by the City upon assumption of the development. Table 6 provides an estimate of these operating costs at approximately $4,074 annually. This generally compares with the incremental operating costs for paved roads in the Altus Study of $4,044 per year. Table 6 Incremental Net Program-Related Operating Expenditures – Local Roads Transportation-Local Roads: Roads - paved Total Operating Costs: 44,065,122 Interest on Long-Term Debt: 771,446 External Transfers ($): (244,897) Amortization: 12,267,795 Net Operating Expenditure: 31,270,778 Inventory (km): 1,612 Net Opertating Expenditure per Unit: 19,399 Units in Subject Development: 0.21 Annual Operation Costs: 4,074	
98.	**WATSON**		8. Capital-Related Expenditures The Altus Study includes annual capital-related expenditures of $277,064 in their calculations (i.e., indirect lifecycle costs – tax supported). This estimate is based on the development share of annual lifecycle contribution of residential share and nonresidential share, including engineered services and general services. The basis for the Watson calculation used the lifecycle cost per capita and per employee indexed to 2019$, which included the residential and retail shares. Table 7 presents the calculation of the incremental capital costs based on the D.C. eligible lifecycle costs taken from the City's 2020 FIS prepared by Watson. The per capita and per employee estimates have been inflated to 2019$ to maintain the analysis base year. These calculations equate to an incremental capital-related cost of $556,118. Table 7 Incremental D.C. Capital-Related Lifecycle Costs Capital-Related Lifecycle Costs: D.C. Eligible Lifecycle Costs Incremental Annual Costs ($): Per Capita: $ 335.88 Per Employee: Average: $ - Retail: $ 233.12 Non-retail: $ 163.35 Incremental Annual Costs ($): Population: $ 554,759 Retail: $ 1,359 Non-Retail: $ - TOTA: $ 556, In addition to the D.C. eligible lifecycle cost, the City will also incur additional lifecycle expenditures related to roads infrastructure that the developer is fully responsible to put in place for the development as per the City's local service policy. The Altus Study has identified this cost at $581 annually, however, the future replacement value of the asset was not taken into consideration in the calculations. Therefore, the annual cost is estimated at $1,188, assuming a 3% annual inflation rate on the initial capital cost. Table 8 provides the updated calculation.	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			Table 8 Incremental Lifecycle Costs Related to Local Roads  Annual lifecycle contribution accounts for 3% annual inflation over the useful life of the asset and an effective interest rate of 2%.	
99.	**WATSON**		9. Conclusions The Altus Study estimates an annual fiscal surplus of $429,893 (2019$) from the proposed development of 1120 Cooke Blvd. at full occupancy. By comparison, as summarized in Table 9, our analysis indicates an annual fiscal deficit of $81,570. The principal difference in the fiscal impact conclusion between the Altus Study and the Watson analysis relates to the underlying assessment assumptions and lifecycle costs. Based on the City's sample of similar residential properties to that being proposed for 1120 Cooke Blvd. the property tax revenue would be overstated by approximately $330,000 annually. Similarly, utilizing the lifecycle assumptions for growth-related capital emplaced through D.C. would produce additional annualized costs of approximately $280,000.	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

Annual Lifecycle for Local Roads	Unit Measure (lane km)	Unit Cost ($/Lane km)	Capital Cost	Asset Useful Life	Lifecycle Factor	Annu Contribu
Base	0.21	$158,661	$33,319	75	0.00586	
Surface	0.21	$58,681	$12,323	25	0.03122	
Total	0.21	$217,342	$45,642			

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			Table 9 Incremental Fiscal Impact Assessment **Description** / **Watson** / **Altus Group** **Anticipated Development** Incremental Non-Residential Space (sq.ft.): 2,489 / 2,489 Residential Dwelling Units: 1,139 / 1,139 **Population and Employment Growth** Incremental Employment: 6 / 6 Population: 1,652 / 1,652 **One-Time Revenues** Development Charges: $ 6,365,700 / $ 6,365,700 Building Permits and Planning Application Fees: not provided / not provided **Total One-Time Revenues: $ 6,365,700 / $ 6,365,700** **Assessment Growth** Incremental Non-Residential: $ 1,024,731 / $ 589,133 Residential: $ 403,194,287 / $ 559,128,000 Less: Existing Assessment: $ (6,385,000) / not provided **Total Assessment Growth: $ 397,834,019 / $ 559,717,133** **Fiscal Impact** Annual Property Tax Revenues: $ 1,353,857 / $ 1,682,730 Less: Annual Net Program-Related Operating Expenditures: $ 874,047 / $ 971,148 Operating expenditure - tax supported (local roads): $ 4,074 / $ 4,044 Lifecycle costs - transportation: $ 1,188 / $ 581 Annual Capital-Related Expenditures: $ 556,118 / $ 277,064 **Annual Fiscal Surplus: $ (81,570) / $ 429,893** We trust this letter report sufficiently addresses your needs in this respect. Should you have any questions, please contact the undersigned at your convenience.	
100.	**WATSON**		Appendix Summary of differences in the Altus Study and Watson FIS related to the calculations of net operating expenditures. • The Altus Study calculates the operating expenditures related to new local roads for the development. As the development will impact the road network more broadly than just the incremental local roads, the Watson analysis includes the current level of service for all municipal roads in the fiscal impact calculations. The exclusion of these costs in the Altus Study results in a lower cost per capita/employee and therefore understates the impacts of development on this service.	Please refer to the Response to Fiscal Impact Peer Review Comments letter, prepared by Altus, dated March 2, 2023.

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			• In calculating the net program related operating expenditures, both the Altus Study and Watson analysis have deducted interest on long term debt, amortization, and user fees and service charges for total expenditures. However, Watson's analysis also excludes transfers and other municipal recoveries in the calculation of net operating expenditures. These are deducted in the Watson analysis as the capital related expenditures address lifecycle capital costs, thus including transfers would double count these costs. Other municipal recoveries have also been deducted at these would offset the corresponding cost of municipal services and would not be affected by development within the City. • The Altus Study uses total expenditures after adjustments from the 2019 FIR where the Watson analysis uses total expenditures before adjustment, for the purposes of net program related operating expenditures. As expenditures increase due to growth, some services may be impacted differently we feel the unadjusted service costs better reflect these differences in the growth-related service allocations. For example, the City's current level of service for roads is expected to be maintained for new development. However, economies of scale are often achieved for support services such as finance, information technology, clerks, etc. with these types of services increasing at 50-75% of existing cost per capita/employee. The Altus Study overestimates the growth-related increase in cost for some services by including the after-adjustment expenditures which apportions these support costs to the services before growth-related allocations. • Similarly, the Altus Study assumes allocations in net operating expenditures due to growth at different rates than the Watson analysis. These include: ○ Corporate Management – Altus assumes 50%, Watson assumes 75% ○ Program Support – Altus Assumes 50%, Watson assumes 75% ○ Fire - Altus Assumes 100%, Watson assumes 50% ○ Protective inspection and control - Altus Assumes 100%, Watson assumes 75% ○ Building permit and inspection services – Altus assumes 100%, Watson assumes 0% as these are included in one-time building permit revenues ○ Provincial Offences Act (POA) - Altus assumes 100%, Watson assumes 75% ○ Transit - Conventional - - Altus assumes 100%, Watson assumes 150% ○ Transit - Disabled & special needs - Altus assumes 100%, Watson assumes 150% o Cemeteries – Altus assumes 0%, Watson assumes 50% ○ Parks - Altus assumes 100%, Watson assumes 150% o Recreation programs - Altus assumes 100%, Watson assumes 50% ○ Rec. Fac. - Golf Crs, Marina, Ski Hill - Altus assumes 100%, Watson assumes 50% ○ Rec. Fac. - All Other - Altus assumes 100%, Watson assumes 50% o Libraries - Altus assumes 100%, Watson assumes 75% ○ Museums - Altus assumes 100%, Watson assumes 75% ○ Cultural services - Altus assumes 100%, Watson on assumes 75% ○ Planning and development - Altus assumes 50%, Watson assumes 0% as these are included in one-time planning application revenue ○ Planning and zoning - Altus assumes 50%, Watson assumes 0% as these are included in one-time planning application revenues.	

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101.	**FOR**	1.	**Urban Forestry** 1. The urban forest provides various benefits and services to the City, including the reduction of air pollution, water attenuation, moderation of the urban heat island effect, carbon sequestration, shade, habitat for wildlife, neighborhood character and health benefits. In accordance with Section 4.3 of the City's new Official Plan, applications shall aim to: i) preserve existing healthy trees with the location of healthy trees considered when stablishing the location of building envelopes for the proposed development; ii) trees shall be relocated where and when feasible; iii) trees shall be replaced using the City's aggregate caliper formula; and iv) where replacements cannot be achieved alternative off-site compensation may be considered.	Noted.
102.	**FOR**	2.	2. Please revise the Tree Inventory Table on page 10 of the Arborist Report to include the requirements from the list below. I have highlighted the information you are outstanding. Please include an excel document of the chart in all next submissions. <u>Tree Inventory Table Requirements</u> • Please identify the tree id number to corresponding tree protection plan • Please identify the botanical name and common name • Please identify the DBH measurement and include all individual sized stems where codominant or multi-stems are present. • Please confirm the structural and health rating as a percentage % • Please confirm ownership of trees (e.g., public, private, boundary, neighbor). Where multiple types of public property are identified please further clarify the public property (e.g., public row, public parkland, public creek corridor or creek block) so it is clear. • Please identify the subject property where the tree resides (e.g., if it is a neighboring tree please identify the address) • Please include the critical root zone (CRZ) as identified in the City's specification document • Please include percentage of impact in MTPZ and that of the CRZ • Please identify the proposed recommendation (e.g., preserve, injury, destruction (removal). • Please identify any tree related commentary such as evidence of pests and diseases or structural issues (e.g., EAB). • Please provide this table in excel format with the next submission in addition to including it in the report.	Refer to Arborist Report (February 8th 2023) and TPP L-1 for updated table information. Excel Table has also been provided for ease of reference.
103.	**FOR**	3.	Applications that are associated with the Planning Act are not subject to the private tree by-law. Private trees 10cm or greater will need to be reviewed. Please revise your Arborist Report to show all trees 10cm or greater inventoried. Also update the Methods section on page 3 of the Arborist Report to clearly outline that ALL trees 10cm DBH and greater on site and on adjacent properties within 6m of the property lines have been inventoried.	Refer to Arborist Report (February 8th 2023 – p.3) for updated information and methods.

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104.	**FOR**	4.	You are proposing to remove a total of 2 public trees. • Tree 15: Thornless Honey Locust of 4.5cm DBH in fair-poor condition • Tree 15: Siberian Elm of 18cm DBH in good condition.	Noted.
105.	**FOR**	5.	3. We ask you to investigate alternatives to the design that will result in the preservation of trees 12 and 15. If alternatives cannot be accommodated, then please speak to why within the Arborist Report.	The two trees in question are in direct conflict with the proposed vehicle access ramp to the underground parking. Refer to Arborist Report (February 8th 2023) for further justification for tree 12 and 15 removal.
106.	**FOR**	6.	4. A Tree Permit is required for all work around city trees, in accordance with Public Tree Bylaw 68-2013, including the payment of the Tree Permit fee and securities for trees to be retained. Removal of city trees will require council approval. Removal of city trees should be avoided where possible, and proposal for removal will require an arborist's assessment of health and structural condition prior to the request being accepted. Tree permit's will be issued at the Site Plan stage.	Given the location of the two city trees that are proposed to be removed, unfortunately they cannot be retained. These trees fall conflict with the entrance to the site as well as the underground ramp. This is further outlined in the accompanying arborist report. (See p. 9 for further explanation)
107.	**FOR**	7.	5. Removal or damage to trees on neighboring properties within 6.0m of the property line and boundary trees (which are protected under the Provincial Forestry Act (RSO 1990) Section 10) will require: • The adjacent property owners shall be consulted and made aware of the proposed development and potential impacts to their trees and boundary trees and requested to submit in writing that there are no concerns with proposed treatment of the existing trees. OR • A qualified professional (as defined in the City of Burlington's Pre-submission Checklist) shall be retained to address the potential impacts on the neighbor's trees and/or boundary trees and provide a letter or report confirming in their opinion regarding impacts to the boundary trees from proposed construction. The arborist letter or report of attestation shall also include the preservation methods, including pruning and fertilizing, that can be implemented by the owner to ensure the health of trees on neighboring properties.	Noted.
108.	**FOR**	8.	6. The Private Tree By-law is applicable to subject properties within the Urban Planning Boundary and the City Public Tree By-law is applicable City-wide. Private trees that are regulated and require removal or injury to facilitate projects works may require a tree permit depending on the timing of project works relative to planning application(s). Please consult with the City at all stages of your project (e.g., demolition) to ensure compliance.	Noted.
109.	**FOR**	9.	7. A qualified professional (as defined in the City of Burlington's Pre-submission Checklist) may be required to be retained to address potential impact on the existing trees on site	Noted.

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			during excavation operations to ensure no damage to the protected trees or their root systems. Requirement to be determined at the Site Plan stage.	
110.	**FOR**	10.	**Landscape** 1. The following plans have been reviewed: Landscape Master Plan (L-01) – Revision 6, November 3, 2021: • Please include the heights of all proposed fencing and/or wind screens on the plan. • Please show snow storage area on the plan. • Please ensure that all proposed trees have sufficient soil volume for growth. Soil volume requirements are 30m3 of soil per tree in a single tree pit, 15m3 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. • Please note that we will require details of all the landscape elements such as the concrete benches, bike racks, tree planting of all sizes, wind screens and more at the detailed design/site plan stage. • Please show all hazard lines, limits and setbacks on the plan with respect to Conservation Halton lands. • Please ensure that all vegetation proposed is native and non-invasive. • All the native deciduous trees proposed along the south side of the site to slow wind as recommended in the Pedestrian Wind Study will be planted on public property. Please note that the correct soil volumes must be shown on the plan. The approval of these trees being planted on public property will be determined by the city once correct soil volumes are shown, and details regarding species of the trees are provided. • Please identify the locations of all existing underground and overhead utilities on the plan.	• Heights of all proposed fencing and screening has been added to plan. • Areas that can accommodate snow storage have been noted on plan. • Adequate Soil volume for each tree has been provided for trees and noted on plan. • Noted • All limits are coordinated with the given site plan and shown as noted. • At the site plan stage, plant species will be specified and there will be a strong emphasis to plant native and non-invasive species where possible. • Species and specifications for these trees will be provided at the site plan stage • All limits are coordinated with the given site plan and shown as noted.
111.	**FOR**	11.	Rooftop Amenity Plan – Fourth Floor (L-02) – Revision 6, November 3, 2021: • Page 7 of the Pedestrian Wind Study completed by SLR dated November 17, 2021 speaks to a 2.2m tall parapet along the edges of the level 5 terrace of Building A and the level 4 terrace of Buildings B and C. Please revise the plan to outline and label in detail (perhaps a more distinct line weight/color) the parapet wall, and also include the height on the plan. • Please note that we will require details of all the landscape elements such as the climbing wall, wooden benches, planters, vegetation plantings, aluminum planters, parapets and more at the detailed design/site plan stage. • Staff is concerned regarding the synthetic turf proposed for the Level 4 amenity space. In the past we have seen issues with odor control of the turf especially in respect to pets and animal waste. Considering that this synthetic turf proposed particularly for pet areas, the odor may be very displeasing especially in the summertime with the warmer weather. How will this synthetic turf be maintained and/or cleaned? Please note any drainage from cleaning the turf (perhaps with	• Line weight for parapet has been adjusted as noted and noted on plan. • Noted. • Hose bib will be provided adjacent to turf in order to have regular maintenance and washing. In our experience artificial turf has been cleaner than grass and has withstood the cleaning and regular use of the animals.

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			harmful chemicals) will go straight into the storm sewer. Would real grass be feasible in this area instead?	
112.	**FOR**	12.	Rooftop Amenity Plan – Fifth Floor (L-03) – Revision 6, November 3, 2021: • Page 7 of the Pedestrian Wind Study completed by SLR dated November 17, 2021 speaks to a 2.2m tall parapet along the edges of the level 5 terrace of Building A and the level 4 terrace of Buildings B and C. Please revise the plan to outline and label in detail (perhaps a more distinct line weight/color) the parapet wall, and also include the height on the plan. • Please note that we will require details of all the landscape elements such as the wooden benches, planters, vegetation plantings, aluminum planters, acoustic noise barrier wall with door, parapets and more at the detailed design/site plan stage. • Staff is concerned regarding the synthetic turf proposed for the Level 5 amenity space, especially within the dog run on this level. In the past we have seen issues with odor control of the turf especially in respect to pets and animal waste. Considering that this synthetic turf proposed particularly for pet areas, the odor may be very displeasing especially in the summertime with the warmer weather. How will this synthetic turf be maintained and/or cleaned? Please note any drainage from cleaning the turf (perhaps with harmful chemicals) will go straight into the storm sewer. Would real grass be feasible in this area instead?	• Line weight for parapet has been adjusted as noted and noted on plan. • Noted. • Hose bib will be provided adjacent to turf in order to have regular maintenance and washing. In our experience artificial turf has been cleaner than grass and has withstood the cleaning and regular use of the animals.
113.	**FOR**	13.	Construction Management and Erosion Sediment Control Plan (C1.1, C1.2, C1.3) – Revision 1, October 21, 2021: • Please show all existing trees to be preserved along with tree preservation fencing on C1.1, C1.2 and C1.3.	All existing trees to remain with associated protection fencing are shown on the Tree Preservation Plan L-1
114.	**FOR**	14.	Tree Preservation Plan (L-1) – Revision 6 – November 3, 2021: • Please update the Existing Vegetation Identification Table to show revisions based on comment 2 and 3 under Urban Forestry. • Please revise the plan to include the entirety of the City of Burlington's Tree Protection and Preservation Specification SS12A. As of right now there are only 4 of the notes being shown, please show all notes from 1-8. You can find the specification through this link: https://www.burlington.ca/en/services-foryou/resources/Forestry%20Operations/Tree_Protection_and_Preservation/Tree_protec tion_and_preservtion.pdf • Please add a symbol for trees proposed for removal in the legend.	Existing Vegetation Identification Table (on Tree Preservation Plan L-1) is now coordinated with the revised arborist report (dated February 8th, 2023). All City of Burlington's Tree Protection and Preservation Specification Notes have been added as per the provided link. A symbol for trees proposed for removal has been added to the legend.
115.	**FOR**	15.	2. All existing private and neighboring/boundary trees proposed for removal will need to be replaced using the City's method of calculation. The tree's size, as well as the overall condition rating will impact the total number of cm's required to be replaced. Generally,	Refer to Arborist Report (February 8th 2023) Noted. Tree 12 and tree 15 have been identified as public trees and are proposed to be removed. Given the City's method of calculation, we have determined that tree 12 and tree 15 will need to be compensated for at 5 trees

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			one replacement tree is required for every 10 cm diameter removed. It is recommended that the replacement trees are replanted on the subject site. If there is no room on site for the replacement trees, there will be a charge of $250 per replacement tree. This information and calculations should be included in the submitted Arborist Report and Tree Preservation Plan.	specified at 50 mm caliper. 5 replacement trees have been proposed on site (see Landscape Concept plan). Moving into SPA, specific species will be chosen for the proposed 5 trees and further noted on plan.
116.	**FOR**	16.	3. Please provide a response matrix outlining the comments that have been addressed, or justification if they have not been addressed.	Noted.
117.	**FOR**	17.	Landscape does not support this OPA/RZ application as there is more information required regarding all trees 10cm DBH and greater on site. The plans also require revisions to satisfy Urban Forestry and Landscape. Efforts should be made to preserve as many trees as possible. Alternate layout and grading options should be reviewed to protect and preserve all public trees. Further review of the proposed removals on the subject and adjacent lands will be considered upon the site plan submission.	A total of 15 trees have been inventoried. Of the 15 trees, only 2 trees are being proposed as removals given their location and conflict with the proposed site entrance/exit. Of the two trees, one is in poor condition and the arborist has noted the tree as 'dying'. Further explanation for removals is provided in the arborist report.

Park Dedication

July 26, 2022

118.	**PARKS**	1.	1. Park dedication will be a requirement of this development.	Noted.
119.	**PARKS**	2.	2. Parkland dedication will be in the form of cash in lieu (of land) at the rate in effect at the time of building permit issuance.	Noted.
120.	**PARKS**	3.	3. As per approved Council Report ES-06-22, the city will not be accepting Privately-Owned Public Spaces (POPS) as credit for parkland dedication.	Noted.

Tax Billing and Collection (Finance)

Chris Schneider, Coordinator Tax Billing and Collection

May 19, 2022

121.	**TAX**	1.	Please apply our standard condition for tax: "Property taxes to be paid in full including all installments levied."	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*

Transportation Services Department
Trevor Clark, Transportation Planning Technologist
August 29, 2022

122.	**TRANS**	1.	**TRAFFIC IMPACT STUDY COMMENTS** **Existing Traffic Conditions** • For the purposes of assessing traffic impacts, the following intersections were included and evaluated as part of the agreed-upon scope of work for this development site: - South Service Road / Highway 403 EB On-Ramp & GO Lot Entrance - South Service Road / GO Station Bus Loop Access - Cooke Boulevard/Masonry Court - Waterdown Road & North Service Road / Hwy 403 WB On-Ramp - Waterdown Road & North Service Road / Hwy 403 WB Off-Ramp/Panin Road - Waterdown Road & North Service Road / Hwy 403 EB Off-Ramp/South Service Road - Waterdown Road & Masonry Court / Railway Road - Waterdown Road & Lasalle Park Road / Plains Road - Plains Road & Cooke Boulevard • Turning movement counts were collected at the above indicated intersections previously by the MTO (2016), the City of Burlington (2017-2018) and by Spectrum Traffic Data Inc (2021). The TIS prepared by BA Group notes the following regarding the data surveyed during COVID-19 pandemic conditions and previously collected data: - Recognizing the existing 2021 counts were surveyed under COVID-19 pandemic circumstances, the traffic volumes along some of the corridors (i.e. S Service Road and Masonry Court) were anticipated to be less than normal circumstances. Therefore, in order to create a representative traffic volumes base, the counts completed in 2021 were factored up proportionally based on the 2018 City of Burlington counts along the corridors. The existing turning movement counts were reviewed in detail to ensure a general consistency in the traffic volumes on roadways between intersections. Understanding the existing traffic counts provided are based on the 2018 City of Burlington counts, BA Group has factored up the movements along the major corridors (i.e. Highway 403, Waterdown Road and Plains Road) based on a 2% per annum growth rate for 3 years in order to create a representative 2021 traffic volumes base. These adjusted traffic volumes represent the existing baseline traffic volumes (non-COVID) and were used for the purpose of the traffic operations analyses undertaken as part of this study.	Noted.
123.	**TRANS**	2.	**Future Background Traffic Conditions**	

<table>
<tr><th>No.</th><th>Department/ Agency</th><th>Comm. No.</th><th>Comment(s)</th><th>Response</th></tr>
<tr><td></td><td></td><td></td><td>• Future Traffic conditions have included the impacts from the future build-out of nearby in-stream developments (as of March 2021). The likely future traffic volumes are estimated to consist of:

- Generalized background traffic at an estimated growth rate of 2% per year;
- Traffic generated by the following nearby developments:
o 53-71 Plains Road East – mixed-use development with approximately 450 units and ground floor commercial space; and
o 35 Plains Road East – mixed-use development with approximately 72 residential units and ground floor commercial space; and
o 92 Plains road East – mixed-use development with approximately 49 units and ground floor commercial space; and
o 1085 Clearview Ave – residential development with approximately 160 units; and
o 1640, 1673, 1751 Flatt Road and 1664 Waterdown Road – residential development with approximately 924 units; and
- Traffic generated by the subject site.</td><td>Noted.</td></tr>
<tr><td>124.</td><td>TRANS</td><td>3.</td><td>Site Generated Traffic

• As part of their analysis, BA Group utilized the Trip Generation Manual, 10th Edition from the Institute of Traffic Engineers (ITE) in forecasting the trip generation for this site. For this analysis, Paradigm selected Land Use Code 222 – Multifamily Housing (HighRise), which staff have determined is appropriate for the proposal.</td><td>Noted.</td></tr>
<tr><td>125.</td><td>TRANS</td><td>4.</td><td>• BA Group concluded that the proposed site is expected to generate approximately 353 total trips during the AM peak hour and approximately 410 total trips during the PM peak hour. No trip reductions have been made to account for modal choice. The summary of the trip generation is summarized in the following table:

<table>
<tr><th>Land Use</th><th>Dwelling Units</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th></tr>
<tr><th></th><th></th><th>In</th><th>Out</th><th>Sum</th><th>In</th><th>Out</th><th>Sum</th></tr>
<tr><td>Multifamily Housing (High-Rise) (222)</td><td>1,139</td><td>80</td><td>273</td><td>353</td><td>250</td><td>160</td><td>410</td></tr>
<tr><td colspan="2">Total Generation</td><td>80</td><td>273</td><td>353</td><td>250</td><td>160</td><td>410</td></tr>
</table>

• It is noted that due to the ancillary nature of the at-grade commercial-retail use, the assumption is made that the trips for this land use will be primarily pass-by trips related to other uses and will not generate a substantial amount of additional traffic. City Staff agree with this assumption.

• Transportation staff have reviewed the data and verified the results of BA Group’s trip generation. As identified in the report and highlighted in the table above, the proposed site is forecast to generate a total of 353 trips during the AM peak hour and 410 during the PM peak hour.</td><td>Noted.</td></tr>
</table>

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			• When the site traffic for this Phase 2 development is added to the 123 AM peak hour trips and 130 PM peak hour trips of the Phase 1 development, the total site traffic will generate 476 and 540 trips during the AM and PM peak hours respectfully.	
126.	**TRANS**	5.	**Traffic Operations Analysis** The following intersections were reviewed for traffic operational and new site traffic related impacts: • Signalized - Waterdown Road / N Service Road & Highway 403 WB On-Ramp; - Waterdown Road / Panin Rd & Highway 403 WB Off-Ramp; - Waterdown Road / S Service Road & Highway 403 EB Off- Ramp; - Waterdown Road / Masonry Court & Railway Road; - Waterdown Road & Lasalle Park Road / Plains Road; - S Service Road / Highway 403 EB Off-Ramp & GO Station Lot Entrance; - S Service Road / GO Station Bus Loop Access; - Plains Road / Cooke Boulevard; and - Cooke Boulevard / Masonry Court (Proposed Signalization). • Unsignalized - Masonry Court / Cooke Boulevard; - Waterdown Road / Site Driveway (West); and - Cooke Boulevard / Site Driveway (East). For intersections owned by Metrolinx and the MTO, refer to the TIS report. Based on the analysis of the collected data that BA Group conducted using Synchro 11, the following observations were made (summarized): • Highway 403 / Waterdown Road Operations - The impact related to site traffic is minor and can readily be accommodated within the interchange improvements that continue to be forthcoming in the City's Capital Budget and are already required to address existing and future background conditions. • Waterdown Road / Masonry Court – South GO Entrance Operations - The existing southbound left lane storage at this intersection is insufficient for peak morning peak hour queuing activity and is recommended to be extended. Metrolinx has also acknowledged this intersection will experience capacity and queuing issues with the introduction of new traffic. • Plains Road Corridor - Future Site traffic can be acceptably accommodated on the left and right turn movements at the intersection of Plains Road / Cooke Boulevard. Site traffic travelling to/from the south and west is expected to have minimal impact on the turning movements at Plains Road / Waterdown Road and Plains Road / Emery Road.	Noted.

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			- Application of corridor growth (2% per annum) indicates that the left and right turns at Waterdown Road / Plains Road will worsen over time. The introduction of a grid network road system, as contemplated by the draft Mobility Study will reasonably improve routing options for this traffic growth, without the need to expand turning lanes at the major intersections.	
127.	**TRANS**	6.	For the purpose of this memo, the impacts on the specific City-owned intersections are listed below. • Waterdown Road / Masonry Court & Railway Road - Under future total 2031 traffic conditions, the intersection operates under acceptable volume-to-capacity conditions with overall v/c ratios of 0.77 and 0.71 during the weekday morning and afternoon peak hours, respectively. Under future total 2036 traffic conditions, the intersection operates under acceptable conditions with overall v/c ratios of 0.91 and 0.97 during the weekday morning and afternoon peak hours, respectively. - Site-related impacts are anticipated to have moderate impact at this intersection during the weekday morning and afternoon peak hours when compared to other development (notably GO transit activity) routing through this intersection. - An extension of the southbound left turn lane to 135 metres is proposed to accommodate Phase 1 of the South GO expansion and site traffic volumes. Phase 2 South GO expansion and regional growth will add to the queuing on the southbound left in 2031 and 2036. The TIS prepared for Metrolinx anticipates dispersal of traffic outside of the peak hour that may lessen the traffic impact on this movement currently estimated for Future Background 2031 and 2036. - The impact related to site traffic is minor and can readily be accommodated within improvements proposed by Metrolinx as part of parking lot expansion for 2026	Noted.
128.	**TRANS**	7.	• Waterdown Road & Lasalle Park Road / Plains Road - Under existing traffic conditions, the intersection operates under acceptable conditions with overall v/c ratios of 0.83 during the weekday morning and afternoon peak hours. The eastbound left movement is the critical movement with an individual v/c ratio of 1.00, at theoretical capacity during the weekday morning peak hour. - The intersection is impacted by the addition of corridor traffic growth, notably on the local turning movements. Under future background traffic conditions with the addition of traffic allowances associated with background developments and general background corridor traffic growth, the intersection operates under busy yet acceptable conditions with overall v/c ratios of 0.91 during the weekday morning and afternoon peak hours.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			- Traffic growth along the major corridors and the changing area travel mode characteristics in the area, it is fully anticipated that traffic volumes analyzed under future background scenario for 2031 and 2036 horizon years will either be dispersed, realized in other modes of travel or accommodated at new north-south road connections within the draft Mobility Study Area. Should the 2% annual corridor growth be realized to 2036, the following road improvements would also accommodate additional activity at this intersection (if space permits) in addition to new north-south connections within the draft Mobility Study Area: o An additional eastbound left turn lane o An auxiliary westbound right turn lane o An additional southbound left turn lane (2036 only) - With addition of site-related traffic under future total 2026 traffic conditions, the intersection operates under busy yet acceptable conditions with overall v/c ratios of 0.92 during the weekday morning and afternoon peak hours. Under future total 2031 traffic conditions with the potential improvements described above (dual eastbound left and westbound right), the intersection operate under busy conditions during the weekday morning and afternoon peak hours with overall v/c ratios of 0.87 and 0.88, respectively. Under future total 2036 traffic conditions with the potential improvements described above, the intersection operates under busy conditions during the weekday morning and afternoon peak hours with overall v/c ratios of 0.90 and 0.89, respectively. Note that a cycle length of 120 seconds was implemented during the weekday morning and afternoon peak hours under future 2031 and 2036 traffic conditions. - **It is recommended that the City monitor this intersection for estimated vs realized growth on turning movements to assess the necessity of intersection improvements, such as a dual eastbound left turn lane and auxiliary westbound right turn lane.** Additional north-south routes, that would establish a grid-network, are recommended to alleviate regional growth, improve capacity, and provide alternative routes and better local access conditions to the local area north of Plains Road.	
129.	**TRANS**	8.	• Plains Road / Cooke Boulevard - Under existing traffic conditions, the intersection operates under acceptable conditions with overall v/c ratios of 0.38 and 0.50 during the weekday morning and afternoon peak hours, respectively. - Under future total 2031 traffic conditions, the intersection operates under acceptable conditions with overall v/c ratios of 0.60 and 0.74 during the weekday morning and afternoon peak hours, respectively. Under future total 2036 traffic conditions, the intersection operates under acceptable conditions with overall v/c ratios of 0.64 and 0.79 during the weekday morning and afternoon peak hours, respectively. - Site-related impacts are anticipated to have minor impact at this intersection during the weekday morning and afternoon peak hours when compared to other	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			developments routing through this intersection. - Based on the foregoing, the traffic generated by the site can be acceptably accommodated at the intersection of Plains Road / Cooke Boulevard. No mitigation measures or improvements are recommended at this intersection.	
130.	**TRANS**	9.	• Cooke Boulevard / Masonry Court - As shown in Table 41 of the TIS, the Cooke Boulevard / Masonry Court intersection operates acceptably at a level of service LOS B or better during the weekday morning and afternoon peak hours under existing traffic conditions. - As described in the Metrolinx sensitivity discussion in Section 9.4 of the TIS, an All-Way STOP-control is required for this intersection with the exception of the expansion of the South GO Aldershot parking lot. - Under future background traffic conditions with the addition of traffic allowances associated with background developments, it is recommended to signalize the Cooke Boulevard / Masonry Court intersection given that the minor approaches are experiencing extended delays due to the South GO Aldershot parking lot expansion by Metrolinx. For the purposes of this analysis, it is recommended that the intersection operate with a cycle length of 120 seconds during the weekday morning and afternoon peak hours to maintain coordination with the adjacent intersection at Waterdown Road / Cooke Boulevard & Railway Road. - The Cooke Boulevard / Masonry Court intersection operates under acceptable conditions with overall v/c ratio of 0.65 and 0.49 during the weekday morning and afternoon peak hours, respectively. - Under future total 2031 traffic conditions, the intersection operates under acceptable conditions with overall v/c ratios of 0.65 and 0.76 during the weekday morning and afternoon peak hours, respectively. Under future total 2036 traffic conditions, the intersection operates under acceptable conditions with overall v/c ratios of 0.74 and 0.85 during the weekday morning and afternoon peak hours, respectively. - Based on the foregoing, the traffic generated by the site can be acceptably accommodated at the intersection of Cooke Boulevard / Masonry Court, with the implementation of a signal for the South GO Aldershot parking lot expansion. As further discussed in Section 9.4 of the TIS, the site can be acceptably accommodated with an all-way stop control without South GO Aldershot parking lot expansion. The site plan reflects space for the implementation of a future signal, if needed.	Noted.
131.	**TRANS**	10.	**Staff Comment** • The recommendations that apply to City right of way and intersections will be passed on to the Traffic Operations and Signals groups for consideration. It is noted that the City has included the intersection of Waterdown Road and Plains Road in the Capital Budget & Forecast for reconstruction in a future year. These recommendations will be considered during the development of that project.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
132.	**TRANS**	11.	**Site Access** • Vehicular access is proposed by a driveway connection to Cooke Boulevard by the way of a two-way full movement driveway, as well as a right-turns only vehicular access to the parking garage on Waterdown Road. The proposed driveway on Waterdown Road is greater than 75m north of Masonry Court, and upon review, Transportation Planning staff have no concerns with regards to the proposed accesses. The driveways will operate under minor street STOP-controlled with full manoeuvres permitted at Cooke Boulevard and only right-in / right-out manoeuvres permitted at Waterdown Road. These driveways are anticipated to operate at a good level of service (LOS B or better) with very minimal delay in the future. It is noted that the one of the loading spaces is noted in the TIS as being accessed off of the new entrance on Waterdown Road with the other two spaces being accessed from the site driveway off of Cooke Boulevard. This needs to be updated to state all three loading spaces are accessed from the Cooke Boulevard driveway.	Noted. Text in this Transportation letter addendum (Feb 17th, 2023) has been revised to acknowledge, consistent with the intent of the prior site plan, that all loading will occur via the access to Cooke Boulevard. The proposed development site plan has also been refined with an alternative approach to loading that considers 2 refuse loading spaces central to the site and 3 informal moving loading spaces within each building's envelope. VMDS attached in **Appendix C** of the Transportation Letter Addendum (dated Feb 17th, 2023) confirm the manoeuvring for the tested vehicles utilizing this access.
133.	**TRANS**	12.	**PARKING ANALYSIS AND STAFF POSITION** • Upon review of the proposed development site statistics, the applicant has indicated that they provide a total number of 1,031 vehicle parking spaces, representing **0.905 spaces per unit**. 1,026 identified spaces are located in the five levels of the parking structure and the remaining 5 spaces are located at-grade. The application also proposes 5 layby spaces, not included in the site supply, across the site's frontage on the Cooke Boulevard Extension. It is noted in the Architectural Plans for the development that the regulation parking dimensions are 2.6 m x 5.8 m for a total area of 15.08 m^2. • The dimensions for the spaces in the Parking Structure Levels 1-5 and the above ground parking are not given. It is my opinion that if the spaces presented throughout the site measure 2.6 m x 5.8 m, they do not meet the requirements of the zoning bylaw for parking space size (16.5 m^2). Therefore, as a result they cannot be included in the site supply. Additional dimensions and clarity of the parking space size is required for the City to confirm the parking supply for this development. For the purposes of this analysis, staff will continue providing comments below for this development utilizing the proposed parking supply assuming properly sized spaces.	The size of the proposed parking spaces meets the parking space size requirements of the Zoning By-law. Refer to the Parking Level and Ground Level Plan (A200-A204) in the architectural set and Appendix A of the TIS.
134.	**TRANS**	13.	• Finally, the site statistics on the Architectural Plans indicate 574 proposed bicycle parking spaces located throughout the development.	Proposed bike parking consists of 698 spaces, including 616 long-term residential spaces on P1-P2 and at-grade, 64 short-term residential spaces at-grade, and 18 commercial spaces at-grade.
135.	**TRANS**	14.	• It is noted in the TIS that according to the Zoning By-law relating to parking, the required parking for this type of development is determined by the number of bedrooms in each unit. The required parking identified by BA Group from the 2020 zoning by-law is broken down as follows in the TIS:	A parking rate of 0.97 spaces per unit has been supported by municipal staff, as indicated in correspondence provided in Appendix B of the TIS. The proposed parking supply consists of 1,037 residential spaces and 108 non-residential spaces for a total of 1,145 spaces (0.98 spaces per unit). The proposed parking rate will be facilitated through the zoning by-law amendment.

<table>
<tr><th>No.</th><th>Department/ Agency</th><th>Comm. No.</th><th>Comment(s)</th><th>Response</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><th>Residential Buildings</th><th>Units</th><th>Rate (spaces/unit)</th><th>Number of Spaces</th></tr>
<tr><td>Occupant – 1 bedroom</td><td>848</td><td>1.25</td><td>1,060</td></tr>
<tr><td>Occupant – 2 bedrooms</td><td>290</td><td>1.50</td><td>435</td></tr>
<tr><td>Occupant – 3 bedrooms</td><td>1</td><td>1.75</td><td>2</td></tr>
<tr><td>Visitor – all units</td><td>1,139</td><td>0.35</td><td>399</td></tr>
<tr><td>Commercial – Retail</td><td>231.22m^2 GFA</td><td>3.5 spaces / 100m^2 GFA</td><td>8</td></tr>
<tr><td colspan="3">Total</td><td>1,893</td></tr>
</table>
It is stated that based on the rates provided above, the site parking supply is considered deficient by 862 spaces when compared to the site’s proposed supply.
</td><td></td></tr>
<tr><td>136.</td><td>TRANS</td><td>15.</td><td>
Staff would like to note that the current zoning by-law rates as per section 2.25.4 – Off-Street Parking and Loading Requirements, do not match the rates identified by BA Group. The rates provided in that table match those identified in the City’s Parking Standards Review for an Apartment Building land use in an intensification area. It is recommended that BA Group update the TIS to reflect the updated zoning by-law table. According to the Parking Standards Review, the required site parking supply is as follows:
<table>
<tr><th rowspan="2">Land Use: Residential Building (Intensification Area)</th><th rowspan="2">Number of Units/GFA</th><th>Parking Rate</th><th>Number of Spaces</th></tr>
<tr><th>Occupant + Visitor</th><th>Occupant + Visitor</th></tr>
<tr><td>Units</td><td rowspan="2">1139</td><td>1.25</td><td>1424</td></tr>
<tr><td>Maintenance Spaces</td><td>1/ 75 units</td><td>16</td></tr>
<tr><td>Commercial – Retail</td><td>231.22m^2 GFA</td><td>3.5 spaces / 100m^2 GFA</td><td>8</td></tr>
<tr><td>Total</td><td colspan="2"></td><td>1448</td></tr>
</table>
</td><td>The off-street parking requirements applied to the proposed development have been revised to match the standards identified in the City’s Parking Standards Review for an Apartment Building land use in an intensification area. Refer to Section 3.1 of this Transportation Letter Addendum report (Feb 17th, 2023).</td></tr>
<tr><td>137.</td><td>TRANS</td><td>16.</td><td>
The TIS states that the need for maintenance spaces does not incorporate the goals of shared parking that are stated in the Parking Standards Review. Staff acknowledge that the peak demands for visitor parking and maintenance parking are different and therefore the proposed visitor supply is enough to accommodate the maintenance demand during the peak period and dedicated spaces are not required.
The same observation applies to the Commercial-Retail component of the development. The peak demand for that use differs than the residential peak demand, so the visitor supply will be enough to address the retail demand. However, there should be sufficient supply at the surface level to address the demand. Currently there are 5 visitor spaces and 2 spaces designated for car share on the ground level. It is recommended that this be revised to 8 spaces for visitors that will also service the retail use.
</td><td>The parking supply for the commercial component of the site has been increased from five (5) spaces to six (6) spaces at-grade. The non-residential supply (108 spaces) will also be available to meet any overflow needs of the proposed development through the shared use of non-residential parking that peaks at generally different times.</td></tr>
<tr><td>138.</td><td>TRANS</td><td>17.</td><td>
In 2021, staff undertook a supplemental study of the parking demands of residential uses in intensification areas. Based on the data that Transportation Planning staff have collected for this area, an occupant parking rate of 1.00 spaces per unit and 0.08 visitor spaces per unit for a combined rate of 1.08 is an appropriate minimum. This would result in a minimum required site parking supply of 1231 spaces, broken down as follows:
</td><td>Through ongoing discussions with City staff, this comment was supplemented by an update that City staff have may accept an overall parking rate of 0.97 spaces / unit with a robust TDM plan in place. The e-mail that contains this correspondence is attached in Appendix B for reference in the Transportation Letter Addendum (Feb 17th, 2023).

The proposed development plans have been updated to reflect an overall parking rate of 0.98 per unit as outlined in Section 3.2 in the Transportation Letter Addendum (Feb 17th, 2023), which is greater than the 0.97 spaces per unit rate.</td></tr>
</table>

<table>
<tr><th>No.</th><th>Department/ Agency</th><th>Comm. No.</th><th>Comment(s)</th><th>Response</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><th>Land Use: Residential Building (Intensification Area)</th><th>Number of Units</th><th colspan="2">Parking Rate</th><th colspan="2">Number of Spaces</th><th></th></tr>
<tr><td></td><td></td><td>Occupant</td><td>Visitor</td><td>Occupant</td><td>Visitor</td><td>Total</td></tr>
<tr><td>Apartment Units</td><td>1139</td><td>1.00</td><td>0.08</td><td>1139</td><td>92</td><td>1231</td></tr>
<tr><td>Total</td><td colspan="5"></td><td>1231</td></tr>
</table>
Therefore, when the updated parking rate is applied to this site and the maintenance space requirement and retail space requirement are covered by the visitor supply, a total of 1231 spaces are required, a deficiency of 200 spaces compared to what is being proposed.
</td><td></td></tr>
<tr><td>139.</td><td>TRANS</td><td>18.</td><td>
The TIS submitted by BA Group also includes observations regarding Bicycle Parking. The TIS has two sections that refer to the provided bicycle spaces with values that are different. Staff referred to the Architectural Plans that had values that matched one of the sections and those values are what was used in this analysis. The TIS should be updated to eliminate the incorrect section. The site supply is 574 proposed bicycle parking spaces, broken down as follows: 513 long-term spaces, 56 short-term and 5 outdoor commercial spaces. According to the City’s Parking Standards Review, there should be a combination of long-term bicycle parking, located in a secure area on the ground floor or first parking level, and short-term bicycle parking located near the building in a weather-protected area. The rates in the Standards Review are 0.50 spaces per unit for long-term parking and 0.05 spaces per unit for short-term parking. This results in the following bicycle parking requirement:
<table>
<tr><th>Land Use</th><th>Units/GFA</th><th>Long-term Bicycle Parking Rate</th><th>Short-term Bicycle Parking Rate</th><th>Required Number of Spaces</th></tr>
<tr><td>Residential Building (Intensification Area)</td><td>1,139 Units</td><td>0.5 spaces per unit</td><td>0.05 spaces per unit</td><td>570 long-term, 57 short-term</td></tr>
<tr><td>Commercial – Retail</td><td>231.22m^2 GFA</td><td>2 long-term spaces + 1 space/1000m^2 GFA</td><td>3 short-term spaces + 1 space/1000m^2 GFA</td><td>4 long-term, 3 short-term</td></tr>
<tr><td colspan="4">Total</td><td>574 long-term, 60 short-term</td></tr>
</table>
After comparing the above requirements to the proposal, the development is deficient by 61 long-term spaces. The City requires the deficient spaces to be added to the development.
</td><td>BA Group has updated the bicycle standards applicable to the site as per the Burlington City-Wide Parking Standards Review in Section 5.1 of the TIS.

The minimum recommended bicycle parking requirements applicable to the site as per the Burlington City Wide Parking Standards Review requires the provision of 583 long-term bicycle parking spaces and 58 short-term bicycle parking spaces, and 7 commercial bicycle parking spaces resulting in a total of 648 bicycle parking spaces.

A total of 698 bicycle parking spaces are proposed, including 616 long-term, 64 short-term and 18 commercial bicycle parking spaces to serve the proposed development. The proposed bicycle parking meets and exceeds the recommended bicycle parking supply of 648 spaces.</td></tr>
<tr><td>140.</td><td>TRANS</td><td>19.</td><td>
As part of the TIS, BA Group presented a Transportation Demand Management Plan as a method to reduce vehicular traffic and to reduce parking demand for the site. They reference unbundled parking, a transit information screen, offering car-share spaces, a bicycle repair station to accompany the bicycle parking on-site, potential for carpool parking spaces and the possibility of a community event for distributing information about sustainable travel options. It is noted that carpool spaces cannot be used to reduce the parking supply without a written agreement with a provider.
</td><td>Carpool
Noted. A carpool program will be explored to reduce car dependence for the commercial retail employees. There are no carpool spaces proposed on-site as it’s a program in which the employee driving will be carpooling with other employees to reduce using multiple vehicles. The employees who decide to carpool will be parking their vehicles in the commercial retail spaces provided at-grade, along with the others.

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

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
141.	**TRANS**	20.	• The TIS continues to include Transportation Demand Management comments on the visitor parking demand being reduced in the context of the site being located in a MTSA, that the City's Zoning By-law parking standards are higher in comparison to other municipalities, that there is available public parking within the site vicinity at the GO Station parking lot and that visitors may park on the City street if there is no parking available on-site.	Noted.
142.	**TRANS**	21.	• The City is supportive of TDM measures as good measures for the community but does not support them being used to reduce the vehicular parking demand. It is the opinion of the City that all parking requirements for this development should be addressed through the on-site supply and not by having visitors park on the street or the nearby GO Station parking lot. The reduced parking rate resulting from the City's parking study is the minimum rate that should be applied to this development.	Reduced automobile parking supply (relative to the in-force bylaw) is proposed for the site given the Site's location within an MTSA, direct adjacency and connection to Aldershot GO Station and related surface transit routes, and the City's ongoing review of parking rates for MTSAs. Reduced parking supply, when paired with a robust and convenient transit service is an effective TDM strategy. While not considered as a TDM measure by the City's OP, the City's OP policies note they will consider reduced parking requirements where a comprehensive TDM plan is submitted and implemented to the satisfaction to the City. The provision of reduced standards also complements the Region's OP policies to improve transportation network efficiency through TDM and TSM1 and supports provincial policy to provide alternative development standards, such as reduced parking within MTSA's. Based on the above, the strategy for providing a reduced supply (relative to the in-force bylaw) has been maintained in the proposed TDM plan. Parking supply has been provided in accordance with the 0.97 per unit ratio in combination with a robust TDM strategy.
143.	**TRANS**	22.	**Site Plan Recommendation** Staff reserves the right to provide further comments on future site plan submissions as part of this development review. With regards to the current site plan which was included in the initial submission package, Transportation Staff have the following comments: • Small Car or Compact spaces are not to be included in the provided parking supply. Parking spaces must be a minimum of 2.75m wide and 16.5m2 in area;	Noted.
144.	**TRANS**	23.	• Maximum ramp grades as per the City of Burlington Site Plan Guidelines is 12%. The site plan illustrates a ramp grade of up to 15%. Ramps with grades 8% or more will require heating coils;	Ramps have been revised to 12% as requested, see sheet A204 for reference.
145.	**TRANS**	24.	• All dimensions are to be provided for structured parking (drive aisles, parking stalls, column spacing, etc.)	Refer to A200 to A203 in Arch Plans (Feb 10th, 2023)
146.	**TRANS**	25.	• Structural columns are to be set back 0.5m on both sides of the driving aisle to provide 7.0m clear (face of column to face of column), for structured parking;	Columns are set back 0.5m in all locations where parking is provided perpendicular to the drive aisle. Refer to A200 to A203 in Arch Plans (Feb 10th, 2023).

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
147.	**TRANS**	26.	• Where a parking space is adjacent to a wall or column, the width needs to be increased by 0.3m;	Refer to A200 to A203 in Arch Plans (Feb 10th, 2023).
148.	**TRANS**	27.	• A flat landing pad area of 6m in length is required at the ground level entrance at Waterdown Road;	Please refer to Section E-E on the Cross Sections Plan #1 (C2.5) of the civil engineering plans, prepared by MTE for the current design of this entrance.
149.	**TRANS**	28.	• Provide dimensions for all above ground parking stalls	Refer to legend on A204 in Arch Plans (Feb 10, 2023).
150.	**TRANS**	29.	• Provide vehicle turning templates to demonstrate safe movement and function of the underground parking structure;	Noted. This will be addressed as detailed design advances.
151.	**TRANS**	30.	• Remove layby parking spaces parallel to Cooke Boulevard. These spaces are not required as a component of the site supply and as this area is identified in the City's upcoming Integrated Mobility Plan as an Enhanced Pedestrian Realm, the City requests the space be instead allocated to expanding the proposed sidewalk to match the width at the corner of Cooke and Masonry;	Noted, and discussed with staff. Layby parking spaces are not provided along Cooke Boulevard.
152.	**TRANS**	31.	• The vehicle turning template shown on the site plan between Building B and Building C overlaps structural columns and walls in multiple locations and must be adjusted for the loading spaces there to be considered functional. Turning templates should leave a space of 0.5m from all physical barriers;	Please refer to Appendix C: Vehicle Manoeuvering Diagrams (VMB-01 to VMD-06) which shows vehicle movements within ground-level areas. The shared podium between Building B and C is no longer proposed.
153.	**TRANS**	32.	• The vehicle turning template between Building A and Building C runs over the hardscape in front of Building C and must be adjusted;	Please refer to Appendix C: Vehicle Manoeuvering Diagrams (VMB-01 to VMD-06) which shows vehicle movements within ground-level areas.
154.	**TRANS**	33.	• Applicant is to provide details of the parking garage access with regards to the Waterdown Road proposed access. The applicant should indicate if the garage door will be open to the public and detail how access will be handled for vehicles that must turn around;	Preliminary discussions have occurred with City of Burlington and Ministry of Transportation staff to determine appropriate solutions to manage ingress and egress that the Waterdown Road access. It is anticipated that these details will be finalized during detailed design at the Site Plan stage.
155.	**TRANS**	34.	• Address any provided Construction & Mobility Management Plan Comments;	Noted. CMMP comments will be addressed as detailed design progresses at the Site Plan stage.
156.	**TRANS**	35.	**Conclusions & Recommendations** After reviewing the proposed development application and based on the findings of the Transportation Impact Study, prepared by [sic] BA Group, staff recommends the following:	Noted. These comments are addressed herein, and in the TIS, prepared by BA Group.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			1. Update the TIS report to show all loading areas are accessed through the main driveway off of Cooke Boulevard. 2. Update the TIS report to reflect the current Zoning By-law rates from Section 2.25.4. 3. Increase the parking allotment on the site to address the 200-space deficiency and allocation between residential and visitor supply as outlined above. 4. Increase the number of long-term bicycle parking spaces by 61 as outlined above. 5. Review and ensure compliance with the details in the Site Plan Recommendations section of this memo.	1. Loading access is provided at Cooke Blvd. 2. Refer to Section 3.1, Table 2 of the TIS, prepared by BA Group. 3. Refer to Section 3.2, Table 3 of the TIS for the new proposed parking supply, as supported by correspondence from municipal staff, provided in Appendix B of the TIS. 4. Refer to Section 5.2 of the TIS, detailing the proposed bicycle parking supply. 5. Noted.
157.	**TRANS**	36.	**Staff Position** Upon review of the traffic impacts which were identified in the report provided, Transportation Services staff have provided comments above with respect to some of the proposed operational elements of the project. Based on a technical review done by staff, the studied links of the transportation network will not be adversely impacted. Staff reserve the right to provide additional comments and recommendations in the future to improve the traffic operations and functionality of the site. **Next Steps** These comments are submitted for informational purposes only. If you require further information or would like to discuss any of the content above, please contact the reviewer at your convenience.	Noted.

Advisory Committees

Burlington Accessibility Advisory Committee

Judi Lytle

June 30, 2022

158.	**BAAC**	1.	I have no comments on this development application at this time.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*

Halton Region

Legislative and Planning Services
Kayleigh Arnott, Intermediate Planner
August 8, 2022

159.	**HALTON**	1.	The subject applications have been reviewed within the context of Provincial planning documents and the Regional Official Plan (ROP), as amended. While the development supports many key objectives relating to optimizing growth in an approved Strategic Growth Areas, it is the Region's view that the City-led comprehensive area-specific planning must be further advanced to determine how the scale and nature of the development being proposed aligns with the City's vision for growth in the Aldershot GO Major Transit Station Area (MTSA) as a whole. There are a number of key issues related to principle of use, land use compatibility, municipal servicing, amongst others that are best addressed on a broader basis, to ensure that the Aldershot GO MTSA is planned in a comprehensive and cohesive manner. It is our recommendation that the planning for the Aldershot GO MTSA be sufficiently advanced, wherein there is clarity of direction in terms of these key issues, before further resubmissions are made in relation to the studies submitted with the subject applications. We have nonetheless provided detailed comments in relation to key Regional interests with the proposed development.	Noted. Please refer to the Cover Letter, prepared by WND Associates which provides additional rationale on how the proposed development has appropriate regard for the emerging policy direction of the Aldershot GO MTSA. It is additionally noted that extensive consultation has occurred with municipal staff to address a number of items relative to non-residential land uses, streetscaping, building massing and site design, which contribute to the development of a complete community in the MTSA.
160.	**HALTON**	2.	**Matters of Provincial & Regional Interest:** Regional Staff have considered the submitted Development Applications and the proposed development in the context of current applicable Provincial policy regime, namely the Provincial Policy Statement, 2020 (PPS), the A Place to Grow Plan (Growth Plan), 2020, and the Regional Official Plan, as amended by ROPA 48 (ROP). The PPS and the Growth Plan provide a planning framework to manage growth, protect the natural environment and support economic development. Land use decisions with respect to the subject lands must be consistent with the PPS and conform to the Growth Plan. The PPS provides policy direction for 'Building Strong Communities', wherein settlement areas are to be the focus of growth and development and their vitality and regeneration shall be promoted. In doing so, planning authorities identify and promote appropriate locations and opportunities for intensification and redevelopment. The Province, through the Growth Plan, provides specific planning direction on how to manage growth to support the achievement of complete communities and the planning for infrastructure to support growth. This policy direction is supported by PPS policy. While the policy direction of the Growth Plan supports the identification and intensification of uses in and around Major Transit Station Areas, this direction supports and directs a comprehensive planning approach. In addition to this direction, the PPS and Growth Plan provides policy direction that supports a number of matters identified herein, that are to be addressed as part of a comprehensive planning process for this growth area.	Noted.

<table>
<tr><th>No.</th><th>Department/ Agency</th><th>Comm. No.</th><th>Comment(s)</th><th>Response</th></tr>
<tr><td></td><td></td><td></td><td>In the context of the ROP, the subject lands are designated as part of the Urban Area on Map 1 of the ROP. The subject lands are also located within the Aldershot GO ‘Major Transit Station Area’ (Strategic Growth Area) on Map 1H and 6d of the ROP. The subject lands are currently surrounded by various existing employment uses. Waterdown Road is shown as a ‘Minor Arterial Road’ on Map 3 (Functional Plan of Major Transportation Facilities). The railway corridor located approximately 240 metres from the subject lands are identified as “Commuter Rail Corridor” on Map 3 of the ROP.</td><td></td></tr>
<tr><td>161.</td><td>HALTON</td><td>3.</td><td>Planning Analysis Relating to Growth Management:

The settlement area consists of the Urban Area and its Regional Urban Structure as shown on Map 1H. This structure provides for a growth framework with a population and employment distribution for the Region to the planning horizon of 2051. Staff note that through the Regional Official Plan Review process, Regional Staff are considering the further allocation of population and employment growth for the City of Burlington.

The Regional Urban Structure, consistent with the Growth Plan, identifies a growth structure and areas of the Region where development and intensification of uses is promoted. The subject lands are located within a ‘Major Transit Station Area on a Commuter Rail Corridor’, which forms part of a Regionally defined ‘Strategic Growth Areas’. The ROP identifies a minimum density target for this growth area, as well as a General Target Proportion of Residents & Jobs for the Aldershot GO MTSA as follows:

<table>
<tr><th rowspan="2">Strategic Growth Area: Major Transit Station Areas on a Commuter Rail Corridor</th><th rowspan="2">Minimum Density Target * (Residents and Jobs Combined Per Hectare)</th><th colspan="2">General Target Proportion of Residents & Jobs **</th></tr>
<tr><th>Residents</th><th>Jobs</th></tr>
<tr><td>Aldershot GO ***</td><td>150 ***</td><td>~80%</td><td>~20%</td></tr>
</table>
** To be planned for an achieved across the entire Strategic Growth Area over the long-term and in accordance with Section 55.3 of this Plan
*** Protected Major Transit Station Area

The ROP requires Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities. The intent of the ROP is to ensure that growth is planned for in a coordinated and integrated manner that considers the goals and objectives of the ROP and is supported by existing or planned infrastructure in order to ensure orderly development of lands. Given ROP policy, the direction established by the City’s New Official Plan, and given the form of development being contemplated for the subject lands, Regional Staff support the City’s comprehensive approach to planning for this growth area having this work substantially advanced to guide the development on the subject lands.

For example, Sections 77(5) and 81.2(4) of the ROP identifies standards that must be addressed in planning for Strategic Growth Area. Advancing the proposal would have the effect of establishing permissions in advance of/outside of the comprehensive planning for the MTSA. The following will need to be addressed in this regard:</td><td>• The City of Burlington is expected to build 4,790 new residential units within the Built Boundary between 2022-2026.. As detailed in Table 2B, the Aldershot GO MTSA is expected to reach a minimum density target of</td></tr>
</table>

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			• How does the development proposal implement the targets in Table 2A and 2B, in addition to completing an analysis as to how the development proposal will not negatively impact the ability of the City to achieve these targets for the immediate surrounding areas; • How does the proposed development implements the Regional Phasing targets of Table 2A, while not negatively impacting the City's to achieve these targets for the immediate surrounding areas; • How does the proposal promote a land use pattern and mix of uses that contain the necessary community infrastructure to enable a compact, transit-supportive, walkable, community that is supported by local facilities for social, cultural, recreational, educational and religious purposes and foster the concept of complete communities. • How does the proposal address the Housing policies of the ROP including the adequate provision of a range and mix of unit types and sizes, range and mix of affordability, in addition to identifying if portions of the development are intended for rental purposes or special needs housing. • How does the proposal address planning policy and the technical maters identified herein. In the absence of a robust planning analysis, that carefully considers and addresses the Strategic Growth Area policies and their respective implications, as enacted through ROPA 48, Regional staff maintain the position that sufficient advancements to the Aldershot GO MTSA planning must be made before commenting on the appropriateness of said application.	150 people and jobs per hectare. The proposed development will contribute 1,165 new dwelling units and new employment opportunities in the management of the new residential buildings and within the retail/commercial spaces, offering significant contributions towards the achievement of these targets in terms of supply and density. • The proposed development introduces a compact form of development within walking distance of higher-order and local transit options and contributes new at-grade retail uses and publicly-accessible open space including a retail plaza to facility the creation of a complete community in the Aldershot GO MTSA. • The proposed development significant contributes to the overall supply of housing in the local and regional markets while provided a form of housing that is more attainable than existing dwellings in the area. A mix of one and two-bedroom dwelling units are proposed which will cater to a mix of households. • Engagement with municipal staff at the City of Burlington and Halton Region has occurred, preceding this resubmission to address a number of urban design considerations and technical matters which are reflected in the supporting materials and in this comment response matrix.
162.	**HALTON**	4.	**Other Matters of Regional Interest** **Land Use Compatibility** The PPS, Growth Plan and ROP provides direction to ensure that new sensitive land uses are compatible with, and are not negatively impacted by adjacent industrial, transportation and utility uses. As part of the consideration of the proposed OPA and ZBA, Staff note that a land use compatibility study is required, as the proposal would introduce a new sensitive land use in close proximity to major facilities and existing employment uses. In considering the proposed development, Staff note that insufficient analysis and justification for the proposed development was provided from a land use compatibility perspective. For instance, all major facilities adjacent to and in close proximity to the subject lands were not analysed as part of the assessment, in addition to air quality, odour and dust impact analysis was not provided for these facilities and uses. Based upon this, Regional Staff are not in a position to confirm that the policy direction of 79.3, 81.2(4), 143(9), and 143(12) of the ROP have been addressed. Further, the ROP supports the comprehensive planning approach for this growth area in that the protection for existing and planned major facilities should occur through this process to ensure that the planned vision for this growth area is achieved and not negatively impact by site specific development proposals.	All industries in a 1000 m radius, were analyzed based on their minimum separation distance, Ontario D-6-1 industrial categorization criteria and EXP's Environmental Scientist visual examination. While it is not feasible to capture worst case or conditions representative of all sources, the standard approach above is adequate to identify potential dust and odours in the study area. Odour measurements were completed by an Environmental Scientist with a Bachelor of Science degree and post graduate certificate in environmental management and assessment who has conducted over 10 odour assessments with odour sensitivity rating.
163.	**HALTON**	5.	**Regional Transportation** In accordance with ROP Policy 173 (1.1) the Region will work with the Province and Local Municipalities to plan for and protect planned corridors and right-of-way for transportation and	BA Group continues to collaborate with all municipal agencies to address the outstanding comments not addressed in this letter. For the purpose of this resubmission of the OPA and ZBA applications. The current submission, as

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			transport facilities in accordance with Map 3, to meet current and projected needs. Development shall not preclude or negatively affect the use of the planned corridor for the purpose for which it was identified or being actively planned. Furthermore, based on the submitted TIS it is unclear if MTO would continue to require the completion of an I-HAMP study or completion of the Prosperity Corridor Study in advance of building permit approvals for Phase 2 of the development. Regional Staff are also in receipt of the comments provided by MTO (July 2022) and note that there are various items that remain outstanding and must be addressed as part of a comprehensive resubmission. Regional staff support both the MTO and City of Burlington with respect to TIS modifications and or alterations in order to ensure the TIS meets Provincial and Municipal interests.	proposed, does not preclude continued discussion on the required road improvements at the Highway 403 interchange that are subject to site plan approval by the MTO as a commenting agency.
164.	**HALTON**	6.	**Site Contamination** Section 147(17) of the Regional Official Plan (ROP) requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. Regional Staff have reviewed Phase One ESA (Landtek, File 21086, April 30, 2021), Phase Two ESA (Landtek, File 14123, June 24, 2016), RSC 222207 (filed June 23, 2016), and ESSQ as submitted by the Applicant. Regional Staff are of the opinion that the submitted RSC is filed based on the Phase 1 and 2 ESA reports and the lands are suitable for the intended use, however, the Region requires further information, as described below. Regional Staff note that the RSC filed in support of the application was submitted to the Ministry in 2016. From 2016 onwards the subject lands have been altered. As such, Regional staff request the applicant provide a letter of update from their respective qualified professional outlining that the findings of both the submitted ESA's and RSC are still applicable to the subject lands and the alterations/changes to the site have not altered the ESA's and RSC applicability to the subject property. In addition, Regional Staff are in receipt of a Letter of Reliance for the above noted studies. Based on our additional review, the Letter of Reliance has been altered from the Region of Halton standard. A Letter of Reliance in the Region's standard format shall be included as part of a comprehensive resubmission. Further, Regional Staff note that the original Phase 1 ESA (May 6, 2014) was not included as part of the submission materials. As noted in the Phase 2 ESA, the Phase 1 ESA must be read in conjunction with the submitted Phase 2 report. As such, in order for staff to ensure the lands are suitable for the proposed development, Regional staff request the original Phase 1 ESA be submitted for review. Lastly, it is noted that both the submitted Phase 1 & 2 ESA were not stamped by a QP and should be updated as such.	Noted. These items will be addressed prior to permitting.
165.	**HALTON**	7.	**Municipal Services** Policy 58(1.1) of the ROP permits development provided that an adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region. Furthermore, Policy 89(3) of the ROP requires that all new development within the Urban Area be	Please refer to Section 3.4 External Sanitary Sewer – Area Servicing Plan, and Section 4.5 External Watermain – Area Servicing Plan of the FSR and SWM report, prepared by MTE, dated February 16, 2023.

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			on the basis of connection to Halton's municipal water and wastewater system. In considering growth and develop within defined strategic growth areas, the ROP supports and provides for a comprehensive planning approach to the growth area, and the municipal servicing required to support the proposed use. In this regard, the Region supports and encourages the completion of an Area Servicing Plan (ASP) for this growth area prior to development within the area commencing. Staff note that any implementing Functional Servicing Reports would need to consider and conform with the overall ASP for this growth area. As such, Regional Staff are not in a position to support the proposed application without substantial work being completed for the Aldershot MTSA, specifically an ASP.	
166.	**HALTON**	8.	**Waste Management** In accordance with Section 148 of the ROP, it is an objective of the Region to implement an integrated and sustainable waste management plan. To ensure that the efficient and safe collection of solid waste from this site can be accommodated for this development. Regional Staff have reviewed the Waste Management Plan (Dillon Consulting – November 2021) and have determined that Regional waste collection for the Subject Lands is possible, however, further clarification is required with respect to the supplied plans. Detailed waste management comments have been provided in Appendix B. As such, Regional Staff will require the resubmission of a detailed Waste Management Plan in order to meet Regional Guideline direction for regional collection of solid waste. In the absence of an updated Waste Management Plan, Regional Staff are unable to confirm that regional solid waste collection for this development can be accommodated. Staff strongly recommend that the site be designed to accommodate regional solid waste collection.	Please refer to the Waste Management Planning Review, prepared by Dillon Consulting in support of this resubmission. Waste management plans have been updated on site plan. See Appendix A comments.
167.	**HALTON**	9.	**Conclusion:** Based upon the above, Regional staff are not in a position to support the LOPA and ZBA applications until such time that the issues in this letter have been addressed. We continue to support the work the City is undertaking as part of the Major Transit Station Areas – Area Specific Plan process as this process would address the matters of land use distribution, land use compatibility, and municipal servicing and infrastructure requirements.	Noted. As noted in the Cover Letter, prepared by WND Associates in support of this resubmission, significant engagement with City staff has occurred relative to the emerging policies for the Aldershot GO MTSA which has informed many changes the proposed development. We look forward to further engagement as the revised proposal is reviewed by departments and agencies.

Detailed Waste Management Comments (Appendix 'A')

168.	**WASTE**	1.	**General Comments:** • Confirmation is required with respect to what structures will be driven over (i.e. a parking garage) with the collection vehicle. If so, indicate that these have been certified by a Professional Engineer that they are rated for 35 tonnes minimum. • A completed drive through agreement must be submitted before collection is to commence.	• See notes on A104 in Arch Plans (Feb 10, 2023) stating that the driveway needs to be designed by structural engineer to support 35 Tonnes.At a later stage, the Region will require, per stated guidelines, a letter from a structural PEng (Core) to state that the design supports 35 tonnes for waste vehicles. • Drive through agreement with the Region will be provided before collection services begin.

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169.	**WASTE**	2.	**Commercial Units:** • The proposed development concept includes commercial uses. This Subject Land are not eligible for Commercial waste collection and must utilize private collection companies. • The updated Waste Management Plan must demonstrate that waste will be managed, stored and collected in manner that is safe, functional and accessible for the commercial component.	• Commercial units will not receive Region's service. • Commercial units will have private waste collection services.
170.	**WASTE**	3.	**Turning Radius:** • Regional Collection vehicles require a minimum turning radius of 13 metres from the centreline • The submitted plans indicated a 13 metre turning radius, however, based on the submitted plans Regional Staff would encourage the applicant to consider a larger turning radius in order to ensure safe access to and from the proposed development. • The Region requires a minimum 18 metre head-on-approach and the length the truck will be required to reverse. The head-on-approach is taken from where the loading area starts. • The Waste Management Plan supplied demonstrates that the collection vehicle is in proximity to the curb or cutting into the curb when making the turn into the loading area. In addition, this situation is also present in the entrance circle when the collection vehicle is turning in order to access the loading area.	• The turning radius of 13.0 m (centre line) has been applied to AutoTurn sweeps on the Architectural Site Plans for waste collection vehicles entering, maneuvering and exiting the site. • The updated sweeps do not touch curb lines for the site • Architectural Site Plans include an 18 m head on approach for waste vehicles to approach staging collection areas of bins. This applies to the two staging areas on site.

171.	**WASTE**	4.	**Loading Area:**
			• The supplied Waste Management Plan indicates that the collection point will be located on an outdoor pad.
			• Upon our review the following must be provided to determine if Regional Waste collection can be facilitated for the Subject Lands:
			  ○ A scaled drawing indicating how the bins will be configured, including dimensions, grade, waste receptacle placement and proposed doors.
			  ○ Please confirm if the doors exiting into the loading space area are intended for building staff only or includes pedestrians/residents.
				• The Ground Level plan (A204) now shows all bins in collection loading area.
				• Please refer to the Ground Level plan for details on the configuration of waste receptable placement and doors. The loading door is available only for staff.

172.	**WASTE**	5.	• The applicant should also consider the following in their revised Waste Management Plan:
			  ○ Sufficient space for a Front End collection truck and a side Loader collection truck to operate safely.
			  ○ Occupants of the collection vehicle must be able to open both doors and exit the vehicle, and be able to walk the perimeter of the vehicle unhindered.
			  ○ 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.
				A wider space is provided to accommodate a side loader. An 18 metre long truck space also accommodates front end loader with forks extended to bins in front. Wide space accommodates access around the truck by the drivers. Refer to A204-Ground Floor Plan

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173.	**WASTE**	6.	**Storage and Internal Handling Requirements:**
			
			• The supplied Waste Management Plan has shown both the garbage compactor rooms and recycling areas.
			• Upon our review the following must be provided to determine if Regional Waste collection can be facilitated for the Subject Lands:
			  ○ Scaled drawings showing the dimensions and configurations of these areas, including how all bins will be placed in the rooms.
			  ○ A tri-sorter has been indicated on the supplied drawings. Please indicate where commercial waste will be stored separate from residential waste.
				Storage rooms and internal handling plans have been updated in the revised architectural set. Bins to handle the capacity for the sorting of three waste streams, bulk waste storage and a trisorter system with a compactor layouts are shown to scale for each waste storage room in each building. Commercial waste is handled separately from residential waste. Building B and C have commercial tenants and a separate commercial waste storage room in each building with bin layout shown. Commercial waste will be collected on different days from residential waste collection to maintain separate services.
				
				Refer to A204-Ground Floor Plan

174.	**WASTE**	7.	**Waste Capacity Requirements for Residential Waste:**
			
			• Building A (442 units):
			  ○ 11 – 3 yd. loose bins or (8 yd. loose) recycling front end bins
			  ○ 37- 360 L organics carts – region waste does not collect organics in front end containers
			  ○ 8 – 3 yard compacted garbage front end bins or (6 – 4 yd. compacted) (space for extra bin recommended)
			  ○ Region Waste does not recommend 6 or 8 yd compacted bins due to weight.
				Waste capacity requirements have been recalculated and updated per building per updated units.
				Bin sizes are reduced to 3 - 4 cubic yards volume due to weight when full and or compacted.
				Bins are indicated in the architectural set and also detailed in the waste report.
				
				Refer to A204-Ground Floor Plan

175.	**WASTE**	8.	• Building B (282 units):
			  ○ 7 – 3 yard loose (or 5 - 4 yard) recycling front end bins
			  ○ 11 - 360 L Organics Carts
			  ○ 5 - 3 yard compacted garbage front end bins (space for extra bin recommended)
			  ○ Region Waste does not recommend 6 or 8 yd compacted bins due to weight.
				Refer to A204-Ground Floor Plan

176.	**WASTE**	9.	• Building C (415):
			  ○ 10 – 3 yd. loose bins or (7 yd. loose) recycling front end bins
			  ○ 35 - 360 L organics carts – region waste does not collect organics in front end containers
			  ○ 8 – 3 yard compacted garbage front end bins or (6 – 4 yd. compacted) (space for extra bin recommended)
			  ○ Region Waste does not recommend 6 or 8 yd compacted bins due to weight.
				Refer to A204-Ground Floor Plan

External Agencies

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*

Bell

Sarah Gowland, Senior Consultant, Municipal Liaison
July 5, 2022

177.	**BELL**		Thank you for circulating Bell Canada on the OPA/ZBLA for 1120 Cooke, at this time we do not comment on OPA/ZBLA. However, we look forward to commenting on their Draft Plan and any Site Plan applications that may be warranted.	Noted.

Burlington Fire Department

Colin Lahey, Chief Fire Prevention Officer
June 21, 2022

178.	**FIRE**	1.	I've had a quick look at the architectural plans and as far as fire access goes, the buildings are all proposed to be served via a fire access route leading from Cooke Blvd. to the East. In general, the proposed fire access route will need to be designed, constructed and designated as a fire access route in accordance with Articles 3.2.5.4., 3.2.5.5. and 3.2.5.6. of the 2012 Ontario Building Code, as amended. As far as the Site Plan goes, nothing jumps out at me as a red flag at this point in time.	Fire Route remains unchanged for Second ZBA submission.
179.	**FIRE**	2.	As the project progresses and plans become more detailed, the following will need to be identified: • locations of all fire department connections • locations of the nearest municipal fire hydrants and private fire hydrants • locations of proposed central alarm and control facility (CACF) rooms, locations of fire alarm annunciator panel(s), etc. A more formal and detailed review will be conducted by our Department at the Site Plan review stage.	Refer to A104. Site Plan
180.	**FIRE**	3.	Some general comments related to emergency response: • we are under the understanding that the transportation department will conduct a thorough review of the traffic impact analysis and will have a much better understanding of this development's potential impact on traffic volume in the area. As you know, Fire Station #3 is currently located directly to the South on Waterdown Road. • increased density and building heights have a direct impact on emergency response time and our ability to efficiently and effectively mitigate fire emergencies due to the strain placed on our limited fire department apparatus, personnel and equipment.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*

Burlington Transit

Stephanie Allison, Transit Planner/Analyst
August 9, 2022

181.	**BT**	1.	• Closest stops serving the site are Stop #992 and Stop #724 on Waterdown Road • For stop 992, Transit request funds to install new 9m landing pad in the boulevard and 4.5m by 2m shelter pad behind the sidewalk, and funds for a transit shelter. • For stop 724, requests funds to install a 9m landing pad in the boulevard and a 4.5m by 2m shelter pad behind the sidewalk, and funds for a transit shelter. • Both stops are to be upgraded to bring them into conformity with the current bus stop design guidelines.	Noted.

Canadian National Railway

Ashkan Matlabi, WSP, Senior Planner (CN Proximity) on behalf CNR
May 26, 2022

182.	**CN**	1.	Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is located within 300m to a transit station and CN rail corridor, and within 1000m to CN's rail yard operations. CN has concerns of developing/densifying residential uses in proximity to railway right-of-way. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. CN's guidelines reinforce the safety and well-being of any existing and future occupants of the area. Please refer to CN's guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities.	Please refer to the Environmental Noise Report, prepared by SLR, dated February 2023.
183.	**CN**	2.	CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval: 1. The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.	Please refer to the Environmental Noise Report, prepared by SLR, dated February 2023.
184.	**CN**	3.	2. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of way within 1000 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating	Noted.

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			measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”	
185.	**CN**	4.	3. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the noise isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.	Noted.
186.	**CN**	5.	The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.	Noted.
187.	**CN**	6.	The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.	Noted.
188.	**CN**	7.	CN anticipates the opportunity to review a N&V study taking into consideration CN development guidelines.	Please refer to the Environmental Noise Report, prepared by SLR, dated February 2023.

Conservation Halton

Ashkan Matlabi, Senior Planner (CN Proximity)
September 20, 2022

189.	**CN**		CN engineering reviewed the SWM report (FSR--SWM-Report_11-19-2021) that was submitted for the application in subject. The proposed drainage plan will utilize the existing services within the boulevard and therefore will not adversely affect the CN right of way. CN will have no other comments regarding the site drainage for this application.	Noted.

Canadian Pacific

CP Proximity Ontario
July 20, 2022

190.	**CP**	1.	CP has no comment on 1120 Cooke Blvd, Burlington.	Noted.

Canada Post

Nirmaljit Rai, Delivery Services Officer – Delivery Planning – GTA West
June 30, 2022

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
191.	**POST**	2.	Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following: In order to provide mail service to the mixed - use building(s) for this development, Canada Post requests that the owner/developer comply with the following conditions: • The owner/developer will provide each building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the residents of this project. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.	Noted.
192.	**POST**	3.	• The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.	Noted.
193.	**POST**	4.	As per our revised National Delivery Policy, street level residences and businesses will also receive mail delivery at centralized locations, not directly to their door. For example: - extra mail compartments can be provided to accommodate these units in the main mailbox panel or rear-fed mailroom. - if these units are not part of the condo then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location.	Noted.
194.	**POST**	5.	Canada Post further requests the owner/developer be notified of the following: 1. The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations 2. Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy 3. There will be no more than one mail delivery point to each unique address assigned by the Municipality 4. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project	Noted.
195.	**POST**	6.	As the project nears completion, it is requested that the Developer contact me directly for a Postal Code as existing postal coding will not apply and new postal codes will be issued for this development. The Developer's agent should contact a Delivery Supervisor – Burlington Post Office at 905-632-7670 X 8888855 for mailroom/lock box inspection and mail delivery startup.	Noted.

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			The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf	

Conseil Scolaire Viamonde
Planning Department
July 7, 2022

196.	**CSV**		The Conseil Scolaire Viamonde has no comment.	Noted.

Conservation Halton
Sean Stewart, Environmental Planner
June 17, 2022

197.	**HRCA**	2.	Conservation Halton (CH) has reviewed the application. The subject property is located outside of CH's regulated area. All works will occur outside of the regulated area. As such we have no comment from a regulatory perspective and no approvals are required from our office. Further, CH has no comment from an MOU/IESA perspective.	Noted.

Halton District School Board
Michelle D'Aguiar, Senior Analyst – Planning
May 19, 2022

198.	**HDSB**	1.	Thank you for the opportunity to review the proposed Zoning and Official Plan Amendment. Students from this area are currently within the Glenview PS, Maplehurst PS catchments and Aldershot HS catchment. According to the Board's projections, Maplehurst PS and Aldershot PS are projected to be at or under building capacity. As a result, students generated from this development are expected to be accommodated in the respective schools with minimum impact on the facility. Glenview PS are projected to be over building capacity. As a result, students generated from this development are expected to be accommodated in the respective schools with the addition of portables.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
199.	**HDSB**	2.	Please be advised that the Halton District School Board has no objection to the proposed application as submitted. Please notify us of the adoption of the proposed amendment and include us in the circulation of any future applications, including site plans, related to this development. The Halton District School Board will provide comments and conditions on each proposed development application received.	Noted
200.	**HDSB**	3.	For your convenience, below are our standard conditions of development that may be applied to the development proposal: 4. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the City's subdivision agreement, to be registered on title: a. Prospective purchasers are advised that schools on sites designated for the Halton District School Board in the community are not guaranteed. Attendance at schools in the area yet to be constructed is also not guaranteed. Pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area. b. Prospective purchasers are advised that school busses will not enter cul- de- sacs and pick up points will be generally located on through streets convenient to the Halton Student Transportation Services. Additional pick up points will not be located within the subdivision until major construction activity has been completed.	Noted.
201.	**HDSB**	4.	That in cases where offers of purchase and sale have already been executed, the owner sends a letter to all purchasers which include the above statement.	Noted.
202.	**HDSB**	5.	5. That the Owner agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.	Noted.
203.	**HDSB**	6.	6. That the Owner shall supply, erect and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to the issuance of building permits.	Noted.
204.	**HDSB**	7.	7. That the Owner take responsibility for all required signage on the various blocks which are part of this plan of subdivision and further, that in the event that the City installs any signs on the Owner's behalf, the Owner agrees to reimburse the City for the supply, erection, and relocation of appropriate signs which depict land uses and other information on the subject and adjacent lands including notices relating to the bussing of children until the school sites are available and developed, that portables and/or portapaks may be required for student accommodation and that construction of a school is not guaranteed.	Noted.

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205.	**HDSB**	8.	That a copy of the approved sidewalk plan, prepared to the satisfaction of the City of Burlington be submitted to the Halton District School Board.	Noted.
206.	**HDSB**	9.	8. The Owner shall provide Halton District School Board a geo-referenced AutoCAD file of the Draft M-plan once all Lot and Block numbering has been finalized. Should any changes occur after the initial submission to Lot and Block configuration or numbering on the draft M-plan the Owner shall provide a new AutoCAD file and a memo outlining the changes.	Noted.
207.	**HDSB**	10.	In addition, the following note should be included in the conditions: Educational Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits which are additional to the maximum unit yield which is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.	Noted.

Halton Catholic District School Board
Dhilan Gunasekara, Planning Officer
June 28, 2022

208.	**HCDSB**	1.	In response to the above noted application to permit the development of 1,139 residential apartment units, the Halton Catholic District School Board ("HCDSB") has no objection.	Noted.
209.	**HCDSB**	2.	In terms of school accommodation, if the development were to proceed today, elementary students generated from this proposal would be accommodated at Holy Rosary (Burlington) Catholic Elementary School located at 261 Plains Road East. Secondary school students would be directed to Assumption Catholic Secondary School located at 3230 Woodward Avenue.	Noted.
210.	**HCDSB**	3.	Should you proceed with the approval of the Official Plan and Zoning By-law amendments, we require that the following conditions be placed in any subsequent agreements (e.g., Subdivision, Condominium and/or Site Plan). The conditions are to be fulfilled prior to final approval: 1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the City's subsequent agreements, to be registered on title: a. Prospective purchasers are advised that Catholic school accommodation may not be available for students residing in this area, and that you are notified that students may be accommodated in temporary facilities and/or bused to existing facilities outside the area. b. Prospective purchasers are advised that the HCDSB will designate pick up points for the children to meet the bus on roads presently in existence or other pick up	Noted.

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			areas convenient to the Board, and that you are notified that school busses will not enter cul-de-sacs and private roads.	
211.	**HCDSB**	4.	2. In cases where offers of purchase and sale have already been executed, the owner is to send a letter to all purchasers which include the above statements.	Noted.
212.	**HCDSB**	5.	3. That the owner agrees in subsequent agreements (e.g., Subdivision, Condominium and/or Site Plan) to the satisfaction of the HCDSB, to erect and maintain signs at all major entrances into the new development advising prospective purchasers that if a permanent school is not available alternative accommodation and/or busing will be provided. The owner will make these signs to the specifications of the HCDSB and erect them prior to final approval.	Noted.
213.	**HCDSB**	6.	4. That the developer agrees that should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the HCDSB. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks and units for each phase.	Noted.
214.	**HCDSB**	7.	It should be noted that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit, at the rate in effect at the date of issuance.	Noted.

Halton Regional Police Service

Keith Moore, Planning, Research and Emergency Management
May 25, 2022

215.	**HRPS**	1.	We do not have any concerns with this proposal as it does not impact our line-of-sight radio communications system.	Noted.

Metrolinx (Environmental Easement)

January 2022

216.	**METROLINX**	1.	**Form of Easement**	Noted.

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			WHEREAS the Transferor is the owner of those lands legally described in the Properties section of the Transfer Easement to which this Schedule is attached (the "Easement Lands"); IN CONSIDERATION OF the sum of TWO DOLLARS ($2.00) and such other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Transferor, the Transferor transfers to the Transferee, and its successors and assigns, a permanent and perpetual non-exclusive easement or right and interest in the nature of a permanent and perpetual non-exclusive easement over, under, along and upon the whole of the Easement Lands and every part thereof for the purposes of discharging, emitting, releasing or venting thereon or otherwise affecting the Easement Lands at any time during the day or night with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, gaseous and particulate matter, electromagnetic interference and stray current but excluding spills, arising from or out of, or in connection with, any and all present and future railway or other transit facilities and operations upon the lands of the Transferee and including, without limitation, all such facilities and operations presently existing and all future renovations, additions, expansions and other changes to such facilities and all future expansions, extensions, increases, enlargement and other changes to such operations (herein collectively called the "Operational Emissions"). THIS Easement and all rights and obligations arising from same shall extend to, be binding upon and ensure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, servants, tenants, sub-tenants, customers, licensees and other operators, occupants and invitees and each of its or their respective heirs, executors, legal personal representatives, successors and assigns. The covenants and obligations of each party hereto, if more than one person, shall be joint and several. Easement in gross.	

Metrolinx

Harrison Rong, Project Coordinator, Third Party Project Review
September 8, 2022

217.	**METROLINX**	1.	Thanks again for providing us the time and opportunity to review this application. Metrolinx is in receipt of the Official Plan Amendment, Zoning Bylaw Amendment Application for 1120 Cooke Boulevard. It is Metrolinx's understanding that the proposal involves the development of three mixed-use towers. Metrolinx comments on the Application are noted below: • The subject property is located within 300 metres of CN Rail's Oakville Subdivision, which carries Lakeshore West GO train service.	Noted.
218.	**METROLINX**	2.	• As CN Rail is the owner of the railway corridor, they are the authority to provide commentary on matters related to rail safety. Metrolinx suggests that CN Rail is circulated the application for review.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
219.	**METROLINX**	3.	• Metrolinx is in receipt of the Environmental Noise Study dated November, 2021 and prepared by SLR Consulting. ○ The rail data mentioned under Section 2.3.2, does not reflect the rail data provided to SLR. The counts under Table 7 must include 2 diesel locomotives. The train type for the Lakeshore West corridor should be commuter instead of Diesel Freight. This data shall be reflected in the final Study and the migration measures updated accordingly. ○ Metrolinx supports the inclusion of a warning clause, as recommended in Section 3.4.4. Please revise the report to include the following warning clause in Appendix C of the Study: ▪ The Proponent shall provide confirmation to Metrolinx, that following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor **Warning:** Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.	Please refer to Section 2.3.2, Table 7 and Appendix of the updated Environmental Noise Study, which reference rail traffic data. The findings of the report are based on the confirmed rail data.
220.	**METROLINX**	4.	• The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. I have included a copy of the form of easement for the Proponent's information. The Proponent may contact Harrison.Rong@Metrolinx.com with questions and to initiate the registration process. (It should be noted that the registration process can take up to 6 weeks).	Noted.

Ministry of Transportation

Mark White, Corridor Management Planner
July 30, 2022

221.	**MTO**	1.	The TIS identifies a proposed widening of Waterdown Road including the bridge to 5 lanes in 2028. This is the first that MTO have heard of this, and I can confirm that it is not within MTO's plans to widen the bridge. Is Burlington planning to undertake and fund these improvements or will it be the responsibility of the developer? Structurally, this bridge is still about 20 years away from requiring replacement or any other major work from MTO's perspective. No additional work is required at this bridge to accommodate MTO's planned widening of Hwy 403 from 6 to 8 lanes in coming years.	Noted. Engagement with the City of Burlington and MTO has occurred and is expected to continue to relative to any capital projects planned for the surrounding area.

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222.	**MTO**	2.	We approved phase 1 with the following conditions: The ministry will permit Phase 1 of the development at 101 Masonry Court to proceed at this time on the basis of the proponent's traffic study. The study indicates that traffic queuing will not reach the mainline of Highway 403, The City of Burlington has assured MTO that a dual left will be provided when warranted at the Northbound intersection of Waterdown Rd & North Service Rd, and signalization will be optimized. Furthermore, the proponent needs to be advised the permit will be for Phase 1 only and for Phase 2 the developer has two options on how to proceed: a) Complete a TIS for the entire development (Phase 1 & 2) and area (I-Hamp study required) to MTO standards. b) Wait for Burlington to complete the Prosperity Corridor Study for the entire area and ensure the development matches the requirements of land use.	Engagement with the City of Burlington and MTO has occurred and is expected to continue to relative to the Prosperity Corridor Study.
223.		3.	Does the City or the Region have any plans to review or address any possible traffic related concerns for 1053-1063 Waterdown Rd & 2 Masonry Court, or are there any mitigation measures in place to minimize impact to the Waterdown/Hwy 403 interchange.	Noted.
224.	**MTO**	4.	Please provide further explanation and detailed information for below comments. 1. The report used data from Transportation Tomorrow Survey data as references but has not provided detailed supporting information. • The report selected TTS Survey Zones of 4050, 4051, 4052, 4054 and 4055. The study area is within Zone 4051, please explain why selected zone 4051 only, and why not include zone 4053. • Please provide a copy of TTS reports, and the detailed analyzing sheets, to show and explain the summary of Travel Mode Distribution(Table 6), Mode Split(Table 9), and Site Traffic Distribution(Table 14).	Noted. Further engagement with MTO is anticipated.
225.	**MTO**	5.	2. TMCs data: • Please attach all TMC reports clearer. • The report did not attach a copy of TMC report collected on Sep/26/2018 at Waterdown Rd & Hwy 403 EB Off-ramp (south ramp terminal) by City of Burlington, which was used in the report. • The report did not use MTO TMCs data collected in 2016 by MTO Waterdown Rd Interchange area intersections but used the data 2018 collected by City of Burlington. Please explain.	Noted. Further engagement with MTO is anticipated.
226.	**MTO**	6.	3. Figure 14 to Figure 24 are showing traffic volumes within the study area, applied 2% per annum growth, and the numbers round 5. • Figure 14 – Existing 2021 Volumes: comparing the data with 2016, and 2018 TMCs data do not match or have errors. E.g. Some numbers showing growth, some are not, and rates are different. Please explain.	Noted. Further engagement with MTO is anticipated.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			• Figure 15 – Corridor growth volumes: stated this figure had applied corridor growth of 2% per year, but the volumes are not showing all movements, missing some movements. Please explain and update. • The Table 12 listed Area Background Developments, but the report has not provided any more detailed traffic volumes information generated by these development such as how to distribute the study area intersections? • Figure 16 – 2026 Volumes: Please explain how derived the volume, the volumes should combine Figure 14 and Figure 15, but the volumes are not matched. • Figure 17 – 2031 Volumes: compared with Figure 16, some numbers are showing growth, some of them are kept the same. Please explain. • Figure 18 – 2036 Volumes: compared with Figure 17, some numbers are showing growth, some of them are kept the same. Please explain. • Figure 19 – Phase 1 Volumes: please provide a co[y of the original report figure. • Figure 22 to 24: please double check the volume and update.	
227.	**MTO**	7.	4. Figures 25, 26 and 27, please provide clearer images, the legends and chart colour are hard to see and match, and please provide detailed supporting information of the outcome.	Noted. Further engagement with MTO is anticipated.
228.	**MTO**	8.	5. The summary and analysing years are the future conditions of 2026, 2031 and 2036, missing the existing year – 2021. The existing year should be included. Please update.	Noted. Further engagement with MTO is anticipated.
229.	**MTO**	9.	6. Please double check the summary tables of v/c, LOS and queue lengths, and update.	Noted. Further engagement with MTO is anticipated.
230.	**MTO**	10.	7. Please provide all relevant supporting reports or documents which are used as a reference at this report.	Noted. Further engagement with MTO is anticipated.
231.	**MTO**	11.	8. Synchro and SimTraffic: • Please explain how derived the PHFs used at Synchro analysis. The report has not attached 15 min TMCs report or have not provided information of the PHFs used. • Recommending developing all scenarios within one single Synchro 11 file under the same geometric configuration, such as AM, PM, existing, and future etc. It may be easier to analyze and compare. • Sim Traffic calibration setting, recommending duration of 15 min seeding with 60 min recording, and final queue lengths determined (update) from SimTraffic	Please refer to Section 7.0 of the TIS, prepared by BA Group.
232.	**MTO**	12.	9. Capacity analysis shall be performed at all proposed site access points and intersections in the study network in accordance with the methodology described in the latest edition of the Highway Capacity Manual (HCM). At signalized intersections, movements with v/c ratio greater than 0.85 are deemed to be “critical” in terms of operations. Movements that experience a v/c ratio of 0.85 or greater should be evaluated for possible operational	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			improvements. For ramps, a v/c ratio for terminal ramp approaches with a value greater than 0.75 would be deemed critical and should be evaluated for possible operational improvements. The 95th queue lengths should be determined from SimTraffic Simulation of recommended settings.	
233.	**MTO**	13.	10. From the parking demand analysis, and other assumptions, the proposed new development is expected to generate a significant number of cycling activities. The existing bike lane is not continued through all the study areas. Do we need to consider cycling operational analysis at the TIS? Or Active Transportation facilities within the study area especially Waterdown Rd interchanges area such as sidewalks, bike lane signals, bike lane installation etc. for this development of future condition?	Noted.
234.	**MTO**	14.	11. The site plan, and the proposed street network showing a new access point (Parking entrance) from the development direct to Waterdown Rd between south ramp terminal and Masonry Ct. Considering the existing geometric and operational conditions within the interchange area, we are not recommending the proposed new access.	Noted. Engagement with the City of Burlington and MTO has occurred and is expected to continue to relative to the proposed entrance.
235.	**MTO**	15.	12. MTO is not aware of the future plan of widening of Waterdown Rd bridge to 5 lanes in 2018. Please confirm with the City of Burlington and Halton Region, the project possibility such as schedule funds etc.	Engagement with the City of Burlington has occurred relative to the future plan of widening the Waterdown Road bridge.
236.	**MTO**	16.	**Drainage** Provide details of underground storage tank for MTO's review.	Please refer to Section 2.3 of the FSR & SWM report, Site Servicing Plan (C2.2), prepared by MTE, and Parking Level 1 (A203) and Parking Level 2 (A202) plans, prepared by Core Architects.
237.	**MTO**	17.	**Project Delivery** We do not support a second site access directly onto Waterdown Road for the following reasons: • This second access point would pose a significant design constraint when the time comes to widen and/or replace the CNR Overhead Structure by the City of Burlington • Access point is located too close to the south ramp terminal at Waterdown Road and QEW • Creating a new access point is not in keeping with the function of Waterdown Road as an arterial road (City's current Official Plan classifies Waterdown Road as a "minor arterial") • Potential for visibility problems at the access point, depending on the final building layout	Engagement with the City of Burlington and MTO has occurred and is expected to continue to relative to the proposed entrance.

Ministry of Transportation
Usman Akhtar, Corridor Management Planner
November 25, 2022

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
238.	**MTO**	1.	We have completed our review of the information that was provided, including the intersection spacing diagram provided by BA Group. I understand you received the attached comments from the MTO on July 30, 2022 and are contacting us to discuss our comments at the end of page 3 and point 11 on page 2. You will be, in the near future, making another submission to the municipality which will address all of the other comments in the document as well as the specific comments you are looking to discuss now. Please see below for our comments. Please proceed with your re-submission. I would recommend to extract the information specifically related to the RI/RI from the comments below and also provide a response to those comments.	Engagement with the City of Burlington and MTO has occurred and is expected to continue to relative to comments received from MTO.
239.	**MTO**	2.	**Project Delivery** Regardless of the exact distance, I'm still not supportive of this direct entrance to Waterdown Road. If I understand the plan correctly, this will be the main garage access for this development. Given the density of this development, there could be enough traffic egressing the site that it might trigger a signal warrant (even as a RIRO). Please note that the distance referenced in our access guidelines is for unsignalized intersections only, so I would want to make sure that MTO Traffic agrees that this RIRO access will not trip a signal warrant. Even if we do accept this driveway access, I'd want the median island to extend much further north than what is currently shown, as southbound traffic will still likely attempt to turn left into that driveway irrespective of any signage prohibiting turns. The City should also think very carefully about what they will do once that railway overhead to the north needs to be replaced, as this driveway will constrain their design down the road. This won't be MTO's problem to deal with, but as a courtesy, we should be pointing this out to them. We have not endorsed any previous versions of your TIS. The MTO is not going to accept any deferrals of road improvements to others (i.e., the City of Burlington), based on the future outcome of the "Prosperity Corridor", "Mobility Hubs" or any other city initiative. We will be looking to the proponent to directly fund any road improvements required, including adjustments at the Hwy 403 ramp terminals if necessary.	Engagement with the City of Burlington and MTO has occurred and is expected to continue to relative to the proposed entrance.
240.	**MTO**	3.	**Traffic** Traffic Office will not support the new proposed access direct entrance to Waterdown Road, regardless of full movements or RIRO only. Because the new access will bring operational and safety concerns. The Hwy 403 ramp terminal intersections are already at or over capacity during peak hours (PreCovid), and if we add additional trips to the corridor need more careful consideration of future traffic operations. This new access is coded as non-signalized commercial/private road access connections, the traffic signal may not be warranted at this time with development only, (we have not received an updated submission of the TIS comments, and I can sure the consultant will play with the number of trips can make the access to unsignalized). But as you know, the other two major proposed developments such as the Aldershot Go Station expansion, and 1200 King St developments, will generate significant new trips that directly impact the corridor. We also need to consider other background growth such as from Halton Region Regional Official Plan Amendment No.48, the Aldershot is a major transit station, which means the corridor will expect significant traffic growth in the future. Overall, the short spacing between intersections will be bringing traffic operational concerns, and will not support.	Noted.

No.	Department/ Agency	Comm. No.	Comment(s)	*Response*
			The second concern is safety, even if a raised median will extend to all way, still have some SB vehicles will make a U-turn at the next intersection into the garage access regardless of traffic signage indicating prohibited. Furthermore, the distance between the garage access and the intersection of Waterdown/Masonry Ct is less than 100m, the turning sight distance approaching from left from the garage access is may meet the requirement (not sure), and even if it meets the requirement, but the short distance to the upstream intersection will cause many unexpected accidents.	

Sun-Canadian Pipe Line Co. Ltd.
Ray Currie, Crossing & Lands Coordinator
June 30, 2022

241.	**SCPLC**	4.	Sun-Canadian Pipe Line does not operate any facilities within the investigation area.	Noted

Trans-Northern Pipeline
Renée Flowerday, Property and Right-of-Way Administrator
May 18, 2022

242.	**TNPl**	5.	We can confirm that TNPI has NO infrastructure in the mentioned area.	Noted.