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June 13, 2019

Mayor Meed Ward and Members of Council
City of Burlington
426 Brant St
Burlington, Ontario L7R 3Z6

Dear Mayor Meed Ward and Members of Council:

RE: Update and Response to Questions Raised Respecting Proposed Official Plan and Zoning By-law Amendment for 441 Maple Avenue, Burlington
OUR FILE: 16295A

We are retained by Better Life Retirement Residence Inc. with respect to the development proposal for their landholdings located at 441 Maple Avenue. In December of 2018, on behalf our client, we submitted an application for an Official Plan Amendment and Zoning By-law Amendment to allow for the redevelopment of the site to include an 11 storey residential building. The application was deemed complete as of January 11, 2019.

On May 13th, 2019, in advance of the Statutory Public Meeting for this application, we submitted a letter to provide clarifications to staff report PB-23-19.

As you are aware, the Statutory Public Meeting for the proposed Official Plan and Zoning By-law Amendment to facilitate the redevelopment of 441 Maple Avenue occurred on the evening of May 14, 2019. At that meeting, several questions were raised by members of Council which were directed at both ourselves and planning staff. We provided responses to Council at the meeting and noted items for which we would provide additional information.

The following tables provide a summary of the questions of Council and further information.

Table 1- Questions Directed to MHBC	
Theme/ Question	MHBC Response
Are additional perspectives available which show the impacts in relation to the existing context?	<p>Perspectives are available in the Urban Design Brief. They were not included within the presentation.</p> <p>Please refer to the attached perspective figure which identifies the proposed building in relation to the surrounding context, including the adjacent 6 storey building. As noted in the Urban Design Brief, the 9 storey portion of the building inserts itself between the adjacent 6 storey and 11 storey buildings, with the 11 storey portion stepped back from both of the adjacent buildings.</p>

<p>The comments received indicated a Phase 2 Environmental Site Assessment (ESA) will be required. What is the timeline for this and how long will it take to get ministry sign-off if contamination is found?</p>	<p>The pre-consultation document identified a Phase 1 ESA was required, which has been submitted. The Phase 2 ESA is usually something that is done in the later stage of the process. It will be completed as the project moves forward.</p> <p>The comments from the City's Site Engineering Department identify that it is staff's opinion that a Phase 2 ESA is warranted now or, alternatively, a Holding Provision can be added to the Zoning By-law to ensure that the Phase 2 ESA be conducted at a later date.</p> <p>It is our understanding that completing a Phase 2 ESA takes approximately 4-6 weeks.</p> <p>With respect to Ministry sign-off, the Phase 1 ESA report identifies that a Record of Site Condition is not mandatory as there is no change of land use. As such, the Ministry would not be involved in this as no Ministry sign-off is required.</p>
<p>A number of issues have emerged through the comments. Is the group working to mitigate the issues or concerns some commenting agencies have?</p>	<p>As noted, we continue to be willing to work with staff through the process to address concerns</p>
<p>Please provide some additional information on the environmental considerations being put into this development in its current configuration in terms of sustainable development</p>	<p>As noted, we do not have comments from the Sustainable Development Committee at this time. We welcome comments from the Sustainable Development committee and the owners are committed to providing responses to those comments once received.</p> <p>The current design of the building provides a significant green roof area with storm water retention, as noted in the urban design brief. Additionally, Appendix 7 of the Planning Justification Report provides an analysis of how the proposal meets the City's Sustainable Development Principles and Objectives.</p> <p>It is the general process that refined sustainability measures would be incorporated at the detailed design (site plan) stage.</p>
<p>Is visitor parking, drop-off and temporary parking for part time workers, housekeeping and so forth been provided in this development?</p>	<p>To clarify, there are 11 visitor parking spaces provided within the underground parking area and an additional 15 spaces are provided within the hydro corridor, for a total of 26 visitor spaces whereas 38 are required in accordance with the Zoning By-law. The Parking Study prepared in support of the application demonstrates that the reduced parking rate is supported.</p> <p>With respect to drop off, the development does provide a layby area and roundabout internal to the development which will assist in ensuring delivery and drop-off/pick-up will not impact the flow of traffic on Maple Avenue. This is identified on the Conceptual Site Plan.</p>

Table 2- Questions Directed to Staff		
Question	Staff Response	MHBC Comments for Clarification
Was a shadow study required and, if not, can one be provided?	There is a shadow study included in the urban design brief. If you look through that document, it will be in there.	A shadow study was submitted with the application, in accordance with the submission requirements set out in the minutes of the pre-consultation meeting. This was included as a separate standalone document and was also included as part of the Urban Design Brief. Both of these are publicly available on the City's development application information page for this application under the "supporting information" tab (https://www.burlington.ca/en/services-for-you/better-life-retirement-residence.asp)
<p>Provide information/ respond to:</p> <ul style="list-style-type: none"> - People per hectare on the developments to the North, South and West - The zoning for the surrounding area (particularly 421 and 455) - Does 421 Maple exceed the density maximum 	The area is zoned for high density residential. We would have to confirm the units and the density, and can provide this at a later date. We will get this information along with the recommendation report for you.	<p>We have compiled some information about the surrounding developments, which is provided in a separate table and supplementary map attached to this package.</p> <p>While there are some unknown densities and metric heights within the surrounding areas, it appears that generally the densities in the immediate area range from 178 units per hectare to 751 units per hectare.</p> <p>Based on our evidence, 421 Maple provides 80 dwelling units on a .305 hectare site (approximate). This equates to approximately 262 units per hectare. The building is 31.1 metres. This property is zoned DRH, which permits up to 185 units per hectare and a height of 22 metres. This property clearly exceeds the in-force zoning with respect to both height and density. It is presumed that the existing density was either achieved via a minor variance or is legal non-conforming (i.e. it existed before the 185 UPH maximum and 22 metre height maximum were implemented).</p>
With respect to parking, what happens in the winter when	There does not appear to be snow storage on the plan, so	As noted by staff, since the majority of the parking spaces are located

the snow comes? Has there been discussion as to where the snow goes?	we do not believe it has been addressed yet. We can take a look at that with the final report. Generally, the surface parking is on the adjacent hydro corridor so most of the parking is underground which would not involve snow storage.	underground, there would not be a significant impact on parking as a result of snow storage/removal. Our client is looking into options for any parking areas that are exposed, including having the snow removed off-site through a private contract.
<p>Provide information/ respond to:</p> <ul style="list-style-type: none"> - Height in metres vs. storeys - How does the new Official Plan set out height? Is it in metres? - How height is measured in the Zoning By-law related to the mechanical penthouse - Does the Zoning By-law set out height in metres or storeys or both? 	<ul style="list-style-type: none"> - With respect to the Official Plan, we would have to double check, but we believe it has moved more towards metric height in recognition of different construction - The Mechanical Penthouse is considered separately in the Zoning By-law, so when we look at the height and the height in storeys we are dealing with the livable area on those floors. - When we write a Zoning By-law, we can include the height in both metres and storeys. These can both be incorporated into the amending By-law 	<ul style="list-style-type: none"> - The Adopted, but not approved, Official Plan does not include metric heights for the various designations. This is consistent with approaches taken by most municipalities, where the Official Plan provides a general permission that is implemented in metric terms through zoning. In our experience, the metric height in relation to storeys is provided within a Zoning By-law. - In our experience, it is common practice to exclude the mechanical penthouse from the calculation of building height for the purposes of zoning. Most municipal zoning by-laws do not include the mechanical penthouse as part of the building height (e.g. Mississauga, Hamilton, Oakville). - Based on our review of previously approved Zoning By-law Amendments in the City, most provide a metric height maximum only and do not provide for maximum storeys. One exception includes a maximum height in storeys only with no corresponding metric number.
Clarify height of the proposed development from bottom to top	The building is 11 storeys of residential units and there is a mechanical penthouse on top of the 11 storeys so it is 36 metres and then the additional 4 metres is for the mechanical penthouse	We confirm staff's response is correct
Provide information related to the easement identified on the property	We will look into the easement and confirm if it is part of the Subject Lands or	The easement referred to allows for access to the parking area located at 421 Maple Avenue. The easement is

	part of 421 Maple Avenue. If it is part of 421 Maple Avenue, then it would not be included in the size of the property however I cannot confirm which property the easement is on at this time.	located on the Subject Lands and forms part of the Subject Lands in accordance with the survey prepared by McKay, McKay & Peters Limited which was submitted with the application in CAD and PDF
<p>How does the parking rate proposed compare to our new parking study?</p> <p>Are all visitor spaces on the hydro right of way or a portion?</p> <p>Could you provide any concerns you have around eventually hydro, for whatever reason, would revoke that parking permission?</p>	<p>The proposed new citywide parking study rate for the downtown is 1.25 spaces per unit. What they're asking is that 0.25 be dedicated to visitor parking. There are also requirements for loading spaces as well and for spaces for people conducting maintenance on the building. Those regulations are not in effect but they do inform our discussions and evaluation of development applications.</p> <p>There are 164 underground parking spaces proposed and 15 surface parking spaces proposed within the hydro corridor, that's an average of 1.17 spaces per unit. If you want the current zoning would be 191 parking spaces. If the hydro surface parking spaces are not permitted it would be an average of 1 parking space per unit and that would include occupant and visitor.</p>	<p>The response provided to Committee at the Statutory Public Meeting with respect to the proposed site specific parking rate is inaccurate. The following information is provided for clarification and correction:</p> <ul style="list-style-type: none"> - There are 153 units proposed - Within the underground parking provided on site, 164 parking spaces are available (153 resident and 11 visitor) - There is an existing in-force lease agreement with Hydro One for the parking spaces on the Hydro Corridor that currently serve the existing use on the Subject Lands. It is understood that this lease would continue - Off-site, on the leased hydro corridor lands adjacent to the Subject Lands, an additional 15 parking spaces are available - The Zoning By-law currently provides a parking rate of 1.0 resident spaces per unit and .25 visitor spaces per unit, which equates to 191 parking spaces (1.25 spaces per unit) - The proposal provides a parking rate of 1.0 resident spaces and .17 visitor spaces per unit, inclusive of the hydro corridor lands, which equates to 179 parking spaces - The 164 spaces provided on site equates to a 1.07 parking ratio, inclusive of resident and visitor
Regarding the pre-consultation minutes quoted	At the time that the pre-consultation was completed,	As part of the City's Official Plan Review, an extensive study of this area was

<p>and attached by the delegation as saying that our staff prefers something closer to the 11 storey. Was it staff's intent that the proposal would be green lighted if they came in at 11?</p>	<p>we had a council adopted OP which was at the Region for review, which we still have, however, at this point we have followed council direction to put a pause on evaluation of development applications in terms of using the adopted OP policies while we have both the review of the OP going on and the interim control by-law study.</p> <p>The comments made by staff were with regard to a tall building and the indication was that the height was identified in the downtown mobility study was for 11 storeys on that site so we would not be supportive of heights in excess of 11 storeys.</p>	<p>undertaken and through that study it was determined by staff that a mid-rise built form (11 storeys) was appropriate for this site. At the time of the pre-consultation meeting, staff noted that they were "encouraging applicants to conform to objectives of the Downtown Mobility Hub in the proposed Official Plan". Additionally, staff "strongly encouraged the applicant to conform to the 11 storey height limit in any future redevelopment proposal" (March 14, 2018 Pre-consultation Minutes).</p> <p>As noted by staff, the Adopted OP was sent to the Region for review. In November, 2018, the Region issued a statement with respect to the Adopted OP and identified areas of non-conformity with the Regional Official Plan related to employment land conversions and permitted uses within the employment areas and lands; the identification of and permitted uses within agricultural lands; the identification of and permitted uses within the Natural Heritage System; and, transportation matters, including road classifications.</p> <p>This application, as demonstrated in our Planning Justification Report, confirms that the proposal conforms to the policies and objectives that represented planning staff's current position on the most appropriate form of redevelopment in the Downtown.</p> <p>With respect to conformity to the Regional Official Plan, the Region has identified that they have no objection to the proposal as presented and it is in conformity with the ROP and Provincial Plans and Policies (attached to this package, for reference).</p>
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At the meeting, additional issues were raised with respect to the requirements of the current Zoning By-law and the requested changes. As noted, many of the requested changes relate to existing conditions. Namely:

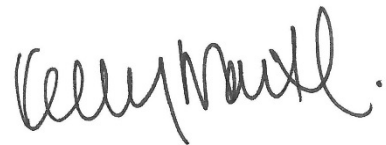
- The relief sought to setbacks largely either reflects an existing condition or provides for an improvement from what exists today. This summary and rationale was provided in the Planning Justification Report, as part of Appendix 10;
- The proposal meets the landscape area requirement of the Zoning By-law and tree plantings will be provided.
- The 0 metre landscaped buffer relief sought on the south side of the property reflects the existing condition and is required to ensure access continues to be provided to the future redevelopment of 441 Maple Avenue and the existing development at 421 Maple Avenue; and,
- A transformer pad currently exists along the Maple Avenue Frontage, within the proposed landscaped buffer, which would be required to be maintained as part of the future development

We thank you for the opportunity to provide further responses and clarification to questions about the proposal. If you have any further questions or would like to discuss this letter in further detail, please do not hesitate to contact us.

Sincerely,



Dana Anderson, FCIP, RPP
Partner



Kelly Martel, MCIP, RPP
Associate

Cc: *Jo-Anne Rudy, Committee Clerk*
Melissa Morgan, MCIP, RPP, Planner II

APPENDIX 1
Height and Density of Surrounding Developments

Map Reference Number	Address	Zone	Height (Storeys)	Height (Metres)	# units	Density (UPH)	Parking Ratio	Notes
Subject Lands	441 Maple Avenue	DRH-XXX (requested)	11	36 m	153	547	1 resident space per unit .17 visitor spaces per unit, including 15 spaces provided on hydro corridor	Refer to submission materials for justification, rationale and support for requested amendment
1	472 Brock	DRH-425	14	46	115	353	No exception sought for parking. Assumed the 1.25 ratio is being provided	Amendments for increased height and density supported by staff and approved by council Building is taller than proposed development
2	490- 492 Brock, 1298 Ontario	DRH-476	22	79	162	751	1.25 ratio, however, non-residential and car share parking shall be provided at grade and may be counted toward the required visitor parking for residential uses including a designated accessible visitor parking space.	Amendments for increased height and density supported by staff and approved by council Building is taller than proposed development Permitted density exceeds the proposed density for the Subject Lands
3	1272 Ontario	DRH-181	13	Metric height not included in ZBL	48	223	No exception sought for parking. Assumed the 1.25 ratio is being provided	Amendments for increased height and density supported by staff and approved by council Building is taller than proposed development (in storeys. Metric height cannot be confirmed)

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Height and Density of Surrounding Developments

Map Reference Number	Address	Zone	Height (Storeys)	Height (Metres)	# units	Density (UPH)	Parking Ratio	Notes
4	551 Maple Avenue	DRH-395	21	69	186, excluding one guest suite	319	223 + 18 Tandem and 47 Visitor	Amendments for increased height and density supported by staff and approved by council Similar unit count to proposed development
5	4 properties along Ontario	H-DRH (Pre-zoned)	N/A	Max. 22 m	N/A	Max 185 UPH	1 resident .25 visitor	Not yet developed. Site is only pre-zoned
6	456 Brock Stoa Co-Operative Housing	DRH	11	Metric height is unknown	82 suites (per company website)	272	2 levels of UG Parking Parking ratio unknown	Based on information, it appears this building was either built before existing zoning, received variances, or is legal non-complying for some other reason as this exceeds the 185 UPH maximum set out in the DRH zone
7	442 Maple	DRH-20	14	32	125 (per internet search)	178	1 resident .25 visitor	Amendments for increased height supported by staff and approved by council Building is taller than proposed development
8	421 Maple	DRH	11	31.1	80 (per internet search)	262	unknown	Adjacent Property Based on information, it appears this building was either built before existing zoning,

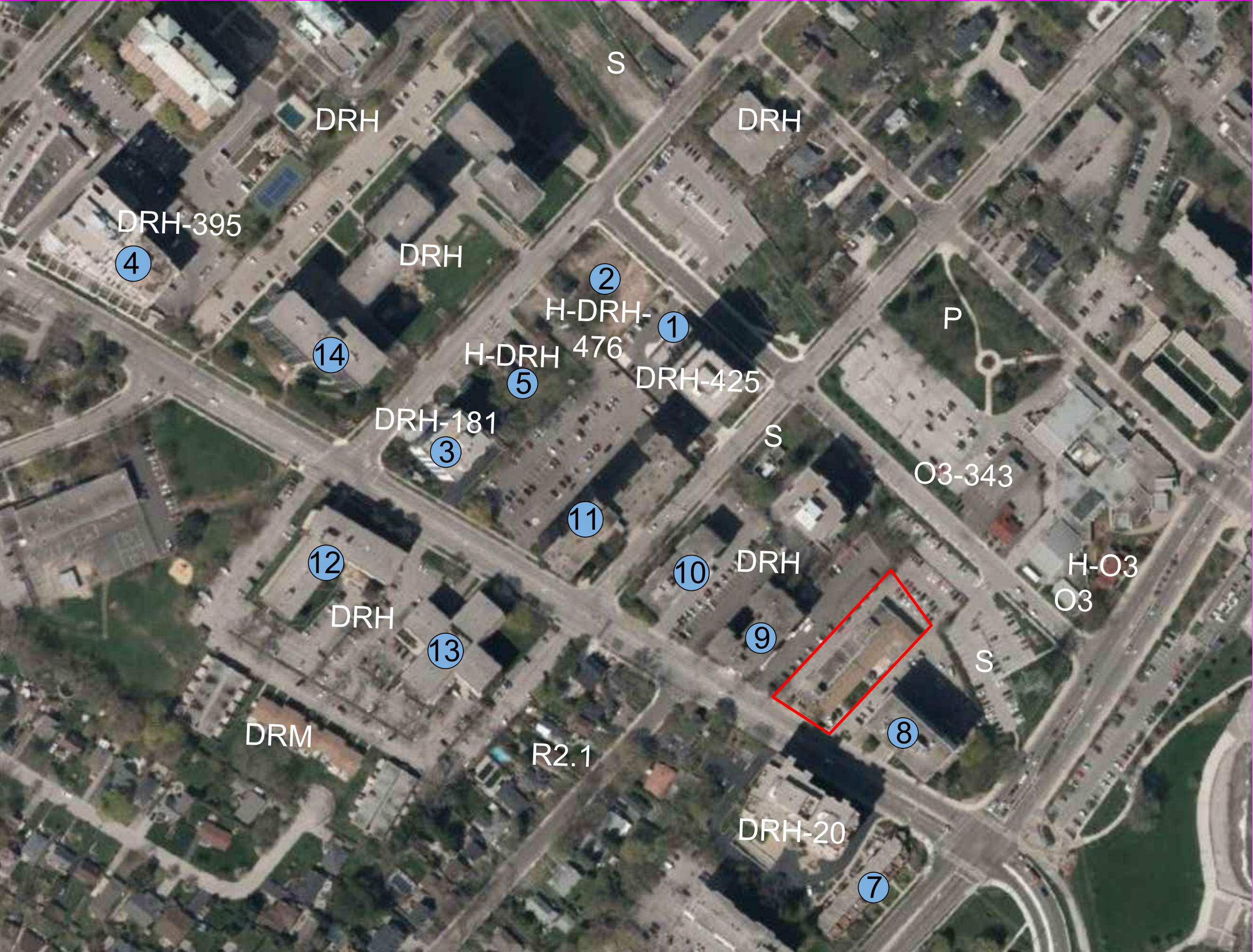
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Height and Density of Surrounding Developments

Map Reference Number	Address	Zone	Height (Storeys)	Height (Metres)	# units	Density (UPH)	Parking Ratio	Notes
								received variances for height, or is legal non-complying for some other reason as this exceeds the 22 metre maximum and 185 UPH maximum set out in the DRH zone
9	455 Maple	DRH	6	17.5	Unknown	Unknown	Unknown	Adjacent Property Meets height requirement of DRH Zone Appears to meet zoning requirement with respect to density, but this cannot be confirmed as the unit count is unknown
10	1276 Elgin	DRH	6	Unknown	Unknown	Unknown	Unknown	Appears to meet zoning requirement with respect to height and density, but this cannot be confirmed as the unit count is unknown
11	1275 Elgin	DRH	15	Unknown				Based on information, it appears this building was either built before existing zoning, received variances for height, or is legal non-complying for some other

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Map Reference Number	Address	Zone	Height (Storeys)	Height (Metres)	# units	Density (UPH)	Parking Ratio	Notes
								reason as this exceeds the 22 metre maximum set out in the DRH zone
12	510 Maple	DRH	7	Unknown	Unknown	Unknown	Unknown	Appears to meet zoning requirement with respect to height and density, but this cannot be confirmed as the unit count is unknown
13	480 Maple	DRH	7	Unknown	Unknown	Unknown	Unknown	Appears to meet zoning requirement with respect to height and density, but this cannot be confirmed as the unit count is unknown
14	1285 Ontario	DRH	18	Unknown	Unknown	Unknown	Unknown	Based on information (visual survey), it appears this building was either built before existing zoning, received variances for height, or is legal non-complying for some other reason as this exceeds the 22 metre maximum set out in the DRH zone. Density cannot be confirmed, but it is likely that it exceeds the 185 UPH maximum



Height and Density

441 Maple Avenue,
Burlington, Ontario

LEGEND

- Subject Lands
- ① 427 Brock Street- 11 Storeys/ 36 metres, 547 UPH
- ② 490-492 Brock Avenue & 1298 Ontario St- 22 Storeys/ 79 metres, 741 UPH
- ③ 1272 Ontario Street 13 Storeys/ metric height unknown, 223 UPH
- ④ 551 Maple Avenue- 21 Storeys/ 69 metres, 319 UPH
- ⑤ Ontario Street- Sites are pre-zoned DRH, no existing development or development activity on site
- ⑥ 456 Brock Avenue- 11 Storeys/ metric height unknown, 272 UPH
- ⑦ 442 Maple Avenue- 14 Storeys/ 32 metres, 178 UPH
- ⑧ 421 Maple Avenue- 11 Storeys/ 31.1 metres, 262 UPH
- ⑨ 455 Maple Avenue- 6 Storeys/ 17.5 metres, UPH unknown
- ⑩ 1276 Elgin Street- 6 Storeys/ metric height unknown, UPH unknown
- ⑪ 1275 Elgin Street- 15 Storeys/ metric height unknown, UPH unknown
- ⑫ 510 Maple Avenue- 7 Storeys/ metric height unknown, UPH unknown
- ⑬ 480 Maple Avenue- 7 Storeys/ metric height unknown, UPH unknown
- ⑭ 1285 Ontario Street- 18 Storeys/ metric height unknown, UPH unknown

DATE: June 12, 2019

SCALE: N.T.S



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May 10, 2019

Ms. Melissa Morgan
Planning and Building Department – Planning Division
City of Burlington
426 Brant Street Po Box 5013
Burlington, ON L7R 3Z6

Legislative & Planning Services
Community Planning
1151 Bronte Road
Oakville ON L6M 3L1
Fax: (905) 825-0267

Dear Ms. Morgan:

**RE: Official Plan Amendment & Zoning By-law Amendment – 1st Submission Regional Comments
441 Maple Avenue
Better Life Retirement Residences
City of Burlington – 505-02/19 & 520-03/19**

Better Life Retirement Residences have submitted a Local Official Plan Amendment (**LOPA**) and Zoning By-law Amendment (**ZBA**) application to permit the redevelopment of 441 Maple Avenue (**Subject Lands**) as follows (**Development Proposal**):

- To permit the redevelopment of the subject lands to permit development of an 11-storey, 253 unit residential apartment building.

The following amendments are proposed to facilitate this Development Proposal:

- To amend the City of Burlington's Official Plan from a 'Downtown Mixed Use Centre – Downtown Residential Medium and/or High Density Precinct' designation to add site specific policies to permit the proposed development; and,
- To rezone the subject lands from a 'Downtown Residential High Density (DRH)' zone to add site specific provisions to permit the proposed development.

Regional Planning Staff have reviewed the subject applications within the context of Provincial planning documents and Regional Official Plan (ROP) and offer **no objection** to the proposed amendments based upon the following comments.

Matters of Provincial & Regional Interest:

Regional Staff has considered the LOPA and ZBA applications in the context of the Provincial Policy Statement, 2014 (PPS) and advises that subject to the comments contained herein, it is the Region's opinion that these applications are generally consistent with the PPS. Regional Staff have also considered the applications in the context of the 2017 Places to Grow Plan (P2G) and are of the opinion that this application will assist in achieving the managing growth and Urban Growth Centres policy directions of this Plan and generally conform to the policies of the P2G Plan.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

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In considering the proposed LOPA and ZBA applications, Regional Staff have also completed an initial review of the proposed new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019). While it would appear as though the proposed LOPA and ZBA applications would conform to this proposed plan, a fulsome review of this plan, once approved and in force, will need to be undertaken to confirm conformity or not.

The subject lands are designated as 'Urban Area' and within the Urban Growth Centre for the City of Burlington in the 2009 Official Plan (ROP). The policies of Urban Area designation support a form of growth that is compact and supportive of transit, the development of vibrant and healthy mixed use communities which afford maximum choices for residence, work and leisure. Sections 77, 78 and 81 of the ROP further supports providing opportunities for live/ work relationships, and achieving higher densities and mix of uses as defined and prescribed by Local Official Plan policies. Section 81 of the ROP provides policy direction with respect to Urban Growth Centres (UGC) wherein these defined areas are to serve as a focal point for intensification and redevelopment. The ROP further directs that UGC's are to achieve a minimum density target of 200 residents and jobs combined per grow hectare by 2031.

Subject to the following technical comments, the proposed LOPA and ZBA generally conforms to the Urban Area, *Intensification Area* and UGC policies of the ROP.

Site Contamination:

Section 147(17) of the ROP requires that prior to the Region considering any development application proposals, the proponent must identify whether there is any potential for soils on the site to be contaminated. Regional Staff are in receipt of a Phase 1 Environmental Site Assessment for the subject lands. This Phase 1 ESA indicates that a Record of Site Condition (RSC) in accordance with O.Reg. 153/04 is not required at this time. Regional Staff are generally satisfied with the conclusions of this report and the supplementary information provided by the author of this report, and is satisfied that this ROP policy direction has been addressed.

Municipal Services:

Policy 58 (1.1) of 2009 ROP permits development provided that "adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region". Further, and as noted above, Policy 89(3) of the 2009 ROP requires that all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater system.

A Functional Servicing Report, prepared by GHD, dated November 15, 2018, was received with the LOPA and ZBA applications. This report makes reference to the Region's watermain and wastewater mains (sanitary sewers) located within the municipal right-of-ways adjacent to the property. This report also makes reference to how the owner's Professional Engineer foresees the property and the building being serviced. A draft Preliminary Site Servicing Plan drawing and other drawings were provided. The owner's Professional Engineer should generally be aware of the following. Water and wastewater services cannot cross lot lines. The FSR, as provided, is satisfactory for the purposes of considering the LOPA and ZBA applications.

Some general comments on the Functional Servicing Report, for the owner's Professional Engineer, are as follows:

- The proposed new water service connection lateral may require a precast concrete valve chamber with three valves installed on the existing watermain, as per Halton Region's Water and Wastewater Linear Design Manual.
- The developer's technical designers have committed to/and shall undertake fire flow rate testing of representative Regional fire hydrants in the area, in order to obtain all the background information that

they require with respect to available water pressure and flow, to adequately design the domestic water supply and fire systems.

- All existing water and sanitary service connection laterals will be required to be disconnected, right at their respective mains.
- The existing wastewater main within Maple Avenue is a trunk wastewater main. Please note that any proposed trunk wastewater main connection requires special review and Regional permission to connect into, and it should be noted that permission is not always guaranteed.

While Regional Staff acknowledge that this report is satisfactory for the purposes of the identifying how they site can be services and any capacity constraints (downstream or otherwise), capacity within the Region's system to accommodate growth does not imply support for a particular level of growth, intensification/redevelopment of uses.

Solid Waste Management:

Based upon the materials provided to date, Regional Staff are unable to confirm if Regional Waste collection can be provided to the proposed development. While Regional Waste Collection is not a requirement to be addressed as part of the consideration of a LOPA and ZBA application, Regional Staff recommends that the following additional information should be considered to assist the City and the proponent in assessing solid waste collection for this site/development.

- The proponent provides a Waste Management Plan, in accordance with Regional Guidelines that details how waste collection for the building is to be provided.
- It would appear as though the entrance to the loading area does not meet regional design guidelines. The width of the entrance to the loading area is 3.5 m, while the Region's guidelines require a width of 6 m.
- It does not appear as though the internal height clearance for the loading area has been provided. Please confirm this clearance height.
- Please provide a site plan of the waste room showing the orientation of the compactor and other associated waste equipment.

Regional Staff further encourage the proponent to revised/update their plans to accommodate Regional Waste collection.

Conclusion:

As outlined herein, Regional Staff are of the opinion that the proposed Local Official Plan Amendment and Zoning By-law Amendment applications for the site specific High Density Residential uses are consistent with and conform to the relevant planning documents.

In accordance with Halton Region By-law 17-99 and the above noted review of the proposed official plan amendment application, it appears that this application may be exempt from Halton Region approval. Regional Staff have considered the proposed amendments in accordance with Regional By-law 17-99 and have determined that although the proposed amendments may be exempt for Regional approval, a formal review of the LOPA for exemption from Regional approval would be provided under separate cover.

I trust these comments are of assistance to you. Should you have any questions or require additional information, please do not hesitate to contact me directly.

Yours truly,

A handwritten signature in black ink, appearing to read 'Adam Huycke', written in a cursive style.

Adam Huycke, MCIP, RPP, CPT
Senior Planner, Community Planning