July 27, 2023

Memorandum to: Ayza Anwar
Adi Developments (Masonry) Inc.

From: Peter Norman, VP & Chief Economist

Subject: **Response to Fiscal Impact Comments from City (Revised)**
Our File: **P-6727**

Altus Group Economic Consulting was retained by Adi Developments to review the fiscal impacts of the development at 1120 Cooke Boulevard on the finances of the City of Burlington.

A fiscal impact study dated November 16, 2021 (the "Altus Report") was submitted to the City, with comments from the City's Peer Reviewer (Watson & Associates, or "Watson") provided in a memo dated August 2, 2022 ("Watson Peer Review").

The City provided comments to the applicant on February 6, 2023 regarding the need for an Addendum Letter responding to technical comments, providing discussion of an alternative scenario regarding accessing the site from Waterdown Road or driveway access for the whole site from Cooke Boulevard only. The City's comments also sought to understand financial sustainability of the potential change in road/driveway access on the future condominium corporation. An Addendum letter was submitted on March 3, 2023.

RESPONSE TO TECHNICAL COMMENTS

Project Statistics

It is also noted that the project statistics have changed somewhat, with the updated development statistics incorporated into any updated tables presented in this memorandum. The current development statistics are summarized in Figure 1.

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Figure 1

Development Statistics, 1120 Cooke Boulevard, City of Burlington, Updated Statistics

	Residential Units	PPU Factors	Population
	Units	*Persons per Unit*	*Persons*
Apartments			
Bachelor	6	1.28	8
1-Bedroom	312	1.28	400
1-Bedroom + Den	459	1.28	588
2-Bedroom	337	1.74	586
2-Bedroom + Den	51	1.74	89
3-Bedroom	-	1.74	-
Total	1,165		1,671

	GFA	FSW Factors	Employment
	Square Feet	*SF / Job*	*Jobs*
Retail	5,328	427	12

Source: Altus Group Economic Consulting

Roads

In response to the City's comments regarding the 0.21 lane kms of new roads being DC eligible, please see the excerpt from the original report submitted.

According to the plans provided by BA Group, it is estimated that there would be the following road improvements related to the development of the site:

Description	Length	Lanes	Lane Km
Extension Southbound Left for Waterdown/Masonry	~135 metres	1	0.135 lane km
Extension Westbound[1]	~75 metres	1	0.175 lane km

In total, there would be 0.21 lane-kms of new roads associated with the development of the subject site.

The City's local service guidelines for municipal roads, as laid out in the City of Burlington 2019 Development Charges (DC) Study, are as follows:

A. Transportation Services

[1] Curb land at Waterdown/Masonry to Cooke/Masonry; Convert the WBL/WBTR to WBR and WBTL at the approach to Wterdown/Masonry

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1. Local and Collector Roads

a) All Local and Collector Roads Internal to Development (including road surface, streetlighting, storm sewers, bridges, culverts, sidewalks, bike lanes, bike paths, bus landing pads, noise walls, utilities, etc.) – Direct developer responsibility under s.59 of the D.C.A. (as a local service).

b) Local and Collector Roads External to Development – If local service within the area to which the plan relates, direct developer responsibility under s.59 of the D.C.A.; otherwise, include the DC calculation to the extern permitted under s.5(1) of the D.C.A. (dependent on local circumstances).

The costs associated with improvements to Masonry Court through widenings of turning lanes at Waterdown Road and Cooke Boulevard will be an item to be cost-shared amongst developers in the surrounding area. The City of Burlington requested additional developments in the area be incorporated into the traffic count model used to determine that upgrades to Waterdown Road are necessary. It should be noted that the necessary improvements are not exclusively caused by this specific development, but rather by the development in the broader area. The area development buildout timing, while unknown[2], considers all active development applications and is estimated for the purpose below as occurring within 15 years. These other new roads or road improvements that may be required because of general development in the surrounding area over the longer-term, pending further study and monitoring of growth and traffic operations, include the following:

- Waterdown Road / N Service Road & Highway 403 WB On-Ramp
    - Convert the existing North-Bound Left (NBL) configuration into a dual NBL lane – an additional NBL lane with a storage length of 100 metres in the near term (prior to site or area development buildout)
- Waterdown Road / S Service Road & Highway 403 EB Off-Ramp:
    - An additional channelized North-Bound Right (NBR) and a reduction of the dual West-Bound Left (WBL) into a single WBL in the near term (prior to site or area development buildout)
    - Potential dual SBL to be reviewed as part of the Prosperity Corridor Study and Secondary Plan Study – in the long term (non-site movement; monitor based on area development including Metrolinx or Eagle Heights development)
- Waterdown Road & Lasalle Park Road / Plains Road (to be monitored by City and only if required; New north-south public roads contemplated in the MTSA will provide relief to these movements):

[2] Active development applications are under various stages: appealed, under review, approved, under construction, etc.,

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- Potential dual East-Bound Left (EBL) and an additional WBR lane;
- An additional SBL

Waterdown Road is defined in Schedule J of the City's Official Plan as a Minor Arterial road, which would make the costs of widening the roadway DC eligible. The City's local service guidelines only refer to local and collector roads as being local services for the purposes of allocating funding responsibility. Any improvements to roads above the stated local and collector road standard would be DC eligible.

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