Response to Comments Matrix:

Address(s): 5164-5900 Mainway
Application(s): Informal Submission of DPOS and ZBA
Planner: Thomas Douglas & Jaclyn Schneider
Our File No.: 23121
Date: February 20 2026

BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

REF #	COMMENT	RESPONSE AND/OR ACTION
DOCUMENT/ORGANIZATION		
HEADING		
June 2025 Comments		
INFORMAL SUBMISSION COMMENTS (SUBMITTED JUNE 27, 2025)		
DEVELOPMENT ENGINEERING		
	Development Engineering has reviewed the Preliminary Geotechnical Investigation, the Phase I and Phase II Environmental Site Assessments, and the Environmental Noise Feasibility Study and are generally satisfied with the reports at this stage. Please note that updates to these documents will be required prior to a formal submission as design work progresses.	For Information
CONSERVATION HALTON		
	Thank you for this circulation of a technical pre-application submission for Bronte Creek Meadows. Conservation Halton (CH) staff have screened the documents included (listed in your email below) and will not be providing a full technical review at this time. Instead, we provide this email with high-level comments (which may be shared with the applicant along with your comment package).	For Information
	The majority of the submission materials are not relevant to CH (e.g. Environmental Noise Feasibility Study, Transportation Impact Study). For those documents which are relevant to CH and which we would review (e.g. Environmental Impact Assessment, draft plan of subdivision), we have not yet received the precursor studies (i.e. the Scoped Subwatershed Study and Master Environmental Servicing Plan) on which we would base those reviews. As such, we anticipate these studies and plans to be updated once the SSWS/MESP have been submitted and reviewed. CH's formal review of the EIA at this time would therefore be premature. (This approach is in keeping with comments we have previously made on the Terms of Reference and in pre-consultation and process-related meetings.)	For Information
	We have already provided preliminary comments on some of these documents in the previous technical submission (e.g. Existing Conditions Report, Environmental Impact Assessment).	For Information

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	Based on the above, we believe it will only slow down the advancement of this development for CH staff to conduct a formal review of these submission materials. Further, we would need to charge the applicant a formal review fee. We don't feel either of these would be in the best interest of advancing this development.	For Information
Draft Plan of Subdivision		
	As stated in our earlier technical reviews and our comments on the Terms of Reference, CH cannot effectively review or comment on the proposed draft plan until we have reviewed the SSWS.	Acknowledged
	The limits of the NHS blocks within or adjacent the Phase 1 lands may need to be updated based on our recent site visit (June 25, 2025). We are waiting on the draft survey from the top of bank staking that was conducted that day in order to confirm some of the top of bank of the main Sheldon tributary (south of the existing high school). o Further, as indicated in our previous technical and Terms of Reference comments, the slope stability assessment for this Sheldon tributary will need to be updated to include more cross-sections and better define the CH-regulated area. o A meander belt assessment is required to confirm the regulated area in the northern portion of this tributary (just south of the high school), which is anticipated to be completed through the SSWS/MESP technical studies.	NHS Blocks: The survey linework has been submitted to CH and the project team received a preliminary response on September 29, 2025. It is aknowleged that further discussion regarding the linework in reliant reports and drawings will be required. However, CH's review has not aligned with the date of the latest submission and thus the updates will be included with the forthcoming formal submission. Slope Stability: The slope stability assessment has been updated as requested in the updated Geotechnical Investigation (MTE, September 26, 2025), which is included in Appendix C of the SSWS. Meander Belt: The requested meander belt assessment has been completed and is documented in the Fluvial Geomorphological Assessment (Water's Edge, September 19, 2025) including in Appendix C of the SSWS.
	The draft plan of subdivision shows a stormwater management pond block on top of the existing location of the eastern Sheldon tributary. The proposed condition of this tributary and its final creek block will need to be determined (through the SSWS) before CH can comment on or support this stormwater management pond location.	For Information
	Similarly, we need to review the SSWS/MESP before we can confirm whether the sizing of the proposed stormwater management pond block will address impacts to creek hazards.	For Information
	Please note also that this proposed stormwater management pond location would be contingent on realignment of the eastern Sheldon tributary, which is not currently included in the Phase 1 draft plan limits.	For Information
MTE Memo re: SSWS/MESP Management Strategy		
	We acknowledge the inclusion of this memo in the submission materials. This is the same memo that was sent to both CH and City staff on June 11, 2025. As stated in our email response dated July 8, 2025, we have no comments on the memo at this time, but we look forward to reviewing the technical details regarding the stormwater management strategy mentioned in the memo in future detailed submissions (i.e. the SSWS/MESP). Please note we may have comments once we can conduct a detailed technical review.	For Information
Environmental Impact Assessment		

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	CH typically reviews the EIA after a SSWS has reached substantial completion, as the EIA will assess impacts of the proposed development (as determined through the SSWS/MESP/related studies) and recommend mitigation strategies. We look forward to reviewing it again at that time.	For Information
	At a high level, we note that the format of the EIA may not follow the Terms of Reference from the most recent submission (see Appendix 3).	Acknowledged, the EIA will match the TOR, unless specific improvements are determined through detailed analyses and reporting
	Further, the EIA does not appear to have addressed CH's comments from the previous technical submission (i.e. does not include complete discussion of/consideration for CH's regulatory allowances). We recommend the applicant review and address those comments at the appropriate stage.	The SSWS has a included CH policy analysis and has spoken to regulatory allowances. These will also be acknowledged in the EIA.
	Either the SSWS or the EIA must include a monthly feature-based wetland water balance assessment for all impacted regulated wetlands within the Sheldon woodlot.	This has been included in the SSWS.
Next Steps from CH's Perspective		
	As indicated both above and in our previous formal comments and meeting discussions on this file, the critical path next step for CH is to review the SSWS. Given the complexity of this site, it is possible that more than one submission of the SSWS may be required to reach a point where all relevant agencies and the applicant/consultant team agree upon an overall approach to hazard and stormwater management on the subject lands.	For Information
MINISTRY OF TRANSPORTATION		
	After review of the submitted Traffic Impact Study, the MTO Operations Traffic Office will also require the following additional materials for review: 1. Digital Synchro version 12 files. 2. Both editable/printable and locked version required of the TIS.	Acknowledged
BURLINGTON HYDRO		
	To reiterate the previous comments, because of the scale of this development, BHI highly recommends the developer to reach out for a pre-consultation meeting by submitting a request to engineering@burlingtonhydro.com. In this meeting we can discuss things such as: 1. Capacity in the area 2. Supply points 3. Phasing of the project [Attachment to comments included in appendices below]	Acknowledged
1	Additional information is required for electrical servicing of the site such as : • Estimated number of units (i.e. detached homes , Townhomes , Condo Buildings) • Estimated electrical load of the different types of proposed dwellings/buildings within the development • Estimated phasing dates of the Development • Any requirements of the existing Overhead Burlington Hydro Power Line to be converted into Underground (i,e, existing OH BHI Power Line on Upper Middle Rd & Burloak Dr)	Acknowledged. The applicant team will reach out to Burlington Hydro for a pre-application consultation meeting prior to formal submission.
2	Please take note that the electrical distribution system within the area where this development will be constructed has significant capacity constraints. System Expansion is required to bring new distribution feeder(s) to the area which will need significant time to build. Depending on the timing of this project, a proportionate cost for the new BHI infrastructure will be considered at the time of the Offer to Connect.	Acknowledged
3	The Developer shall incur all costs associated with servicing the site in accordance with BHI's Conditions of Service.	Acknowledged

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	In addition, we want to stipulate the following: Customers and their agents planning and designing for electricity service must refer to all applicable Provincial and Canadian electrical codes, all applicable federal, provincial, municipal laws, regulations, codes and by-laws to ensure compliance. All work, on the BHI distribution system, shall be conducted in accordance with the latest edition of the Ontario Occupational Health and Safety Act(OSHA), the Regulations for Construction Projects, the Regulations for Industrial Establishments and the Electrical Utility safety Rules published by the Infrastructure Health And Safety Association(IHSA).	For Information
	Service is available under B.H.I.'s latest Standard Service Conditions. https://www.burlingtonhydro.com/images/pdfs/BHI-Conditions-of-Service-05272024.pdf	For Information
	Hydro easement (if any) is to remain clear of heavy vehicle traffic and customer is responsible to keep the easement lands free and clear of any trees, fences, buildings, structures or obstructions unless any of forgoing are approved in writing by Burlington Hydro Inc. Further the Customer shall remove the same upon request of Burlington Hydro Inc.	For Information
	Relocation, modification or removal of existing hydro facilities, if required, shall be at the customer's expense. BHI will refer to Burlington Hydro latest Standards and Regulations if possible issues with the clearances appear between existing hydro facilities and existing/proposed building structures	For Information
	Customer to acquire any easements for Burlington Hydro, if requires.	For Information
	Customer is to ensure that B.H.I. has proper access to the hydro facilities.	For Information
	Project must meet City of Burlington Standards.	For Information
	Machine excavation within one meter of underground plant is not permitted.	For Information
	Do not excavate within two meters of hydro poles and anchors with the exception of the termination pole where the duct structure shall be terminated by the customer under the supervision of BHI inspector.	For Information
	Please arrange for underground hydro cable locate(s), prior to beginning construction, by contacting Ontario One Call @ (800) 400-2255.	For Information
	Please refer to the latest edition of the Occupational Health and Safety Act ("OHSA") and Regulations for Construction Projects when a work is planned to be performed in the proximity of hydro distribution system.	For Information
	Arrange for disconnect and isolation of the power supply if a person or an equipment is to encroach on the minimum distance permitted under the OHSA and OESC.	For Information
	Please arrange for a site meeting with BHI representative, calling Eng. Desk at 905 332-2250, prior to beginning any construction/demolition near to existing overhead or underground hydro facilities in order to get approved hydro service layout/consent and avoid any possible service delays or safety issues.	For Information
HALTON REGIONAL POLICE DEPARTMENT		
	Thanks for reaching out. We do not have any specific needs or comments about the lands you've identified. One of our primary concerns is high rise developments that could interfere with our line-ofsight radio communication system, but that is not an issue in the area you've described	Acknowledged
ENBRIDGE GAS		
Zoning Notices		
	Enbridge Gas does not object to the proposed application(s), however, we reserve the right to amend or remove development conditions. Please always call before you dig, see web link for additional details: https://www.enbridgegas.com/safety/digging-safety-for-contractors	Acknowledged

REF #	COMMENT	RESPONSE AND/OR ACTION
Draft Plan of Condo or Subdivision		
	All Ontario except City of Hamilton: Thank you for your correspondence with regards to draft plan of approval for the above noted project. It is Enbridge Gas Inc.'s request that prior to registration of the plan, the Owner shall make satisfactory Arrangements with Enbridge Gas Inc. (Enbridge Gas) to provide the necessary easements and/or agreements required by Enbridge Gas for the provision of local gas service for this project. Once registered, the owner shall provide these easements to Enbridge Gas at no cost, in a form agreeable and satisfactory to Enbridge Gas. City of Hamilton: Please contact gdssoutheastnewbusinesshamilton@enbridge.com to receive formal comment.	Acknowledged
SUN-CANADIAN PIPELINE		
	Sun-Canadian Pipe Line does not operate any facilities in the described area. Please remove us from any further notifications for this project.	Acknowledged
TRANSCANADA PIPELINE		
	On behalf of TransCanada PipeLines Limited (TCPL), please be advised that we do not have any comments to provide on this application as TCPL's pipeline right-of-way is more than 200 metres from the subject site.	Acknowledged
IMPERIAL INFRASTRUCTURE		
	Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.	Acknowledged
LANDSCAPE, PARKS, AND URBAN FORESTRY		
Draft Plan of Subdivision Phase 1		
1	Please confirm if the location of the Street B right-of-way adjacent the East side of the Sheldon Creek Woodlot is addressing the proposed buffer requirements as outlined in the EIA	The updated EIA addresses buffer requirements throughout the Phase 1 lands. The Street B right of way includes a recommended buffer that wil protect the integrity of the intact forest edge, understanding previous servicing disturbances have impacted the eastern edge of the Sheldon Creek Woodland
2	The proposed buffer block as noted in the EIA in between the Sheldon Creek Woodlot and Block 226 Employment Block is not represented in the plan. Confirmation is required if the block should be demonstrated as part of this draft plan.	For further discussion. The ultimate layout of the Employment Block has not yet been determined; as such, the EIA recommends buffers, based upon the conditions and sensitivity of the adjacent features (woodland and wetland edges). Buffers are recommended along the western and northern edges of Block 26 (Sheldon Creek Valley Woodland and Sheldon Creek Woodland respectively).
3	Confirmation of a buffer block between the Mainway Woodlot and blocks 228 (SWMP) and Block 244 (NHS) to be confirmed and demonstrated as part of this draft plan.	Noted. Any buffers associated with the Mainway Woodlot and the proposed Block 228 (SWM block) shall be addressed as part of a subsequent Phase of development.
4	Further discussions between city staff and the applicant is required to consider locating the school block in phase 2 in lieu of a larger park block in phase 1.	Acknowledged. Discussions with the City and Halton District School Board are ongoing and will be address prior to formal submission.
Land Use and Built Form Strategy by NAK Design Strategies		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	Section 3.3.5 Park Allocation and Distribution- Discussions between city staff and the applicant are currently underway to discuss park block design options in Phase 1 and 2. This section of the document shall be updated once the revised parkland strategy is finalized.	Acknowledged. Discussions are ongoing and will be address prior to formal submission.
Bronte Creek Meadows City of Burlington Transportation Impact Study by Paradigm		
1	Please ensure that no parking is proposed within the rights-or-way adjacent to proposed park blocks.	Noted.
Arborist Report & Tree Protection Plan by Terrastory		
n/a		The comments received from the City on the Arborist Report and TPP are minor in nature (i.e., are not determinative). Given that the Arborist Report and TPP will require updates in accordance with any changes to the draft plan and when detailed grading becomes available, City comments 1, 3-4, and 6-10 will be addressed in a subsequent, updated Arborist Report and TPP.
1	Section 1 Introduction: Remove reference to the Private Tree By-law.	Noted. See first comment reponse, above.
2	Section 2.1 Tree Inventory and Condition Assessment: This section mentions that the assessment was completed on October 19, 2023 which is more than 365 days of the required timeline. This is acceptable at this time but will have to be re-assessed and documents updated at time of detail design.	The project team requests that the City of Burlington provides or references the City policy / guideline requiring that trees be re-assessed after 365 days. The project team looks forward to further discusssion regarding trees and the detailed design.
3	Section 2.3 Tree Protection Policy Context: Add the following below the City-owned trees by-law reference o Section 1 of the City of Burlington By-law 38-2023 amends Section 1.18 of Bylaw 68-2013 by deleting the words “and council has also approved the removal of these Trees.” City of Burlington Forestry staff now have delegated authority to make decisions regard tree removals on City property.	Noted. See first comment reponse, above.
4	Section 4.1 Proposed Phase 1 Development Plan: The elements list is to be updated upon finalization of Phase 1 Draft Plan.	Noted. See first comment reponse, above.
5	Section 4.2.1.1 Compensation for Removals: Remove reference to seven tree compensation and replace with “City staff will calculate compensation requirements prior to final approval.”	The updated report will specify the number of trees required as compensation and note that the number shall be verified by the City of Burlington.
6	Section 4.2.2 Trees to be Retained: In third last bullet point, replace “Parks & Forestry Division/Community Services Department or delegate” with “Parks Design and Construction Department”.	Noted. See first comment reponse, above.
7	Section 4.2.3 Trees to be Injured: Modify excavation trench depth/width from 30cm/15cm to 60cm/30cm.	Noted. See first comment reponse, above.
8	Section 4.2.5 Shared/Boundary and Neighbouring Trees: Add “in writing” in bullet point referencing neighbouring consent.	Noted. See first comment reponse, above.
9	Discuss recommendations for post-construction care and monitoring for trees to be preserved.	Noted. See first comment reponse, above.
10	Discuss daily tree preservation fencing inspection requirements during active construction activity by consulting arborist or site supervisor. Repairs to be completed within 24 hours.	Noted. See first comment reponse, above.

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11	Many of the technical documents submitted reference the proposed removal of the 0.73-hectare woodlot section on the northeast corner of the existing Sheldon Creek Woodlot. The proposed tree removals are not reflected in this document. Any proposed tree removals associated with the Sheldon Creek Woodlot shall be represented in this document.	As discussed during project meetings, the Arborist Report completed by Terrastory is meant to assess opportunities to retain trees trees located outside of the RNHS. Impacts to trees within the RNHS will be addressed by Kuntz Forestry through their woodland edge management plan.
ASP Review Letter with Appendix		
1	The proposed lots and blocks list is to be updated upon finalization of the Phase 1 Draft Plan (Page 4 of 21).	Acknowledged
Draft Zoning By-law Amendment		
1	Schedule A to be update upon finalization of the Phase 1 Draft Plan.	Updated Schedule included with submisison
Environmental Impact Assessment (EIA) Report Phase 1		
1	The document discusses the removal of 0.73 hectares of mature deciduous woodland located at the northeastern boundary of the Sheldon Creek Woodlot. Additionally, the document notes that the Sheldon Creek Woodlot fulfills the criteria of a significant woodland. Staff regard the section of the woodlot proposed for removal as contiguous with the Sheldon Creek Woodlot and thus do not support the proposed removal. Staff recommend that further discussions occur with the applicant and the applicant's consultants to explore this matter further	Colucent agrees that the Draft Plan conflicts with the northeast corner of the Sheldon Creek Woodland, outside of the City-owned lands (development associated with parts of Street K and Lane C, and associated residential uses). This will impact both Significant Woodlands and Significant Wildife Habitat. The EIA addresses this removal and we agree that further discussions are merited. The EIA considers the standard PPS NHS policy no negative impact test. If the substantial enhancements to Key Features are completed as proposed in the EIA, there may be an opportunity to meet that no negative impact test, even with the cited removals.
2	Impacts to the Mainway Woodlot as a result of implementing SWMP Block 228 and NHS Block 244 to be further emphasised.	This aspect is addressed in detail in the SSWS. That report references the rationale for the removal of trees and channel modifications to facilitate the development of subsequent phases. These matters will be addressed in detail in subsequent EIAs (e.g., Phase 2 EIA).
HCDSB		
Phase 1 Draft Plan of Subdivision		
	The proposal for Phase 1 for the above noted application is to permit the development of 164 single family dwelling units, 48 semi-detached dwelling units, 177 townhouse dwelling units, 1 Medium Density Mixed Use block, and additional non-residential uses on the lands immediately to the east and south of Corpus Christ CSS.	For Information
	HCDSB requests to be kept informed of any changes to the proposed unit counts throughout the planning process to ensure that school accommodation needs can be reviewed and assessed accordingly.	Acknowledged
	As this development is located adjacent to Corpus Christi CSS, a secondary school facility owned and operated by HCDSB, the Board may wish to provide additional comments on adjacent land uses and lot configurations as the proposal advances.	Acknowledged
	Block 229 is identified as “Open Space.” HCDSB requests clarification regarding the intended use of this block, including whether it is envisioned as a walkway connection between Street ‘G’ and Corpus Christi CSS.	Yes, the intent it that Block 229 is a walkway connection to Corpus Christi CSS.
Conditions of Draft Approval		

REF #	COMMENT	RESPONSE AND/OR ACTION
	Should you proceed with a formal application for a Draft Plan of Subdivision, the following standard conditions are required to be placed in any subsequent agreements (e.g. Subdivision, Site Plan, Condominium). The conditions are to be fulfilled prior to final approval:	Acknowledged
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:	Acknowledged
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.	Acknowledged
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 areas convenient to the Board, and that you are notified that school buses will not enter cul-de-sacs and private roads.	Acknowledged
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.	Acknowledged
3	That the owner agrees 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.	Acknowledged
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.	Acknowledged
5	That a copy of the approved sidewalk plan, prepared to the satisfaction of the City of Burlington, be submitted to the HCDSB.	Acknowledged
6	The owner shall provide HCDSB 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.	Acknowledged
	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.	Acknowledged
	HCDSB reserves the right to provide additional comments throughout the pre-application process and future planning processes.	Acknowledged
MCFN		
	The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the project will take place – specifically, the Head of the Lake Treaty, No.14. The MCFN holds Indigenous and Treaty Rights specific to the project location and its environs, which may be adversely impacted by it. The Department of Consultation and Accommodation (DOCA) is designated by the MCFN to handle consultation matters on its behalf.	Acknowledged
	The DOCA consultation team has reviewed the project-related correspondence identified above. This project has been flagged for review.	For Information

REF #	COMMENT	RESPONSE AND/OR ACTION
	It is our expectation that the engagement relationship will be carried out by the project's proponent. Therefore, we request that City of Burlington immediately share this letter with the project's proponent outlining DOCA's request for next steps.	For Information
	Until the requested engagement has been carried out by the proponent with DOCA, the MCFN asserts that Bronte Creek Meadows requires further review by DOCA. Until that review has been completed and any questions, concerns, and/or interests have been satisfactorily addressed, the project must not receive approval from City of Burlington or proceed with any ground-altering activities.	Agreement signed Sept 25, 2025
	From the proponent, we would like to request all project-related documents for review, particularly those relating to archaeology and the environment. DOCA's review will evaluate these reports in the context of the MCFN's Indigenous and Treaty Rights and will provide feedback regarding any questions, concerns, and/or interests identified by DOCA during the review. At its discretion, DOCA may request capacity funding from the proponent for our review of these materials.	Acknowledged. The applicant is open to providing MCFN with the requested information, and having meetings to discuss any comments.
	Additionally, DOCA must be notified of and invited to participate in any outstanding environmental and/or archaeological assessments. Please let us know as soon as possible if these studies are forthcoming and when they are anticipated to occur.	Acknowledged. The applicant is open to providing MCFN with the requested information, and having meetings to discuss any comments.
	At this time, the MCFN asserts that City of Burlington requires further review by DOCA. Until that review has been completed and any questions, concerns, and/or interests have been satisfactorily addressed, the project must not receive approval or proceed with any ground-altering activities.	Acknowledged
	DOCA expects to be notified of any and all future project updates and/or changes.	Acknowledged
SNGREC		
1701 Nanfan Treaty Preamble		
	Six Nations of the Grand River (SNGR) Territory is within the most highly urbanized land in Canada. Development has occurred on Six Nations' traditional territory without consultation or consent of SNGR. The cumulative effects of this intense development have contributed to significant environmental degradation, and, as a result, Six Nations has experienced severe impacts on its ability to exercise Aboriginal and Treaty Rights that are not only set out in the treaties themselves but are also recognized and affirmed in Section 35 of the Constitution Act, 1982. The 1701 Nanfan Treaty guarantees SNGR's right to harvest and hunt on this property for perpetuity, but this proposal undermines those rights. SNGR must be accommodated to mitigate any harm to its treaty rights caused by the proponent.	Acknowledged
Tree Replacement Ratio – Regarding the Arborist's Report and Tree Protection Plan (TPP) and 6.2 Summary of Predicted Effects on page 29 of the EIA		
	SNGREC requests a 10:1 tree replacement ratio for all trees removed regardless of DBH and 1:1 for any dead trees/snags removed as these are an important habitat feature. A high tree replacement ratio helps to restore lost ecological function and considers time for regrowth and reduced survivability due to deer browsing and tree die-off. The goal of an increased tree replacement ratio is also to create habitat and strengthen ecological resilience. SNGREC acknowledges that the City of Burlington has an existing tree replacement requirement but deems this requirement insufficient as it is a bare minimum settler perspective and does not take into account the indigenous perspective and obligation to protect and enhance the natural environment.	Thank you for your comments. The proponent is committed to engagement with the SNGREC, and looks forward to meeting to discuss these comments on the proposed development.

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	Further, the higher tree replacement ratio better compensates for the long lasting, permanent impact of the development that will no longer be able to be used by Indigenous people. The removal of or damage to the natural environment has an immense negative impact to Six Nations of the Grand River Aboriginal and Treaty Rights in this area. Planting additional trees and improving the environment helps make up for the negative impacts from development on these rights.	Acknowledged. See response above.
	SNGREC requires that the application contains a TPP that shows the extent of tree removals in natural areas before detail design so that appropriate levels of compensation can be committed to and overall impact can be evaluated.	Kuntz Forestry will be completing a tree inventory and preservation plan (TPP) detailing tree removals and saving opportunities as part of their edge management plan. A separate TPP, prepared by Terrastory, will assess opportunities for tree retention outside of natural areas. As noted, the applicant looks forward to meeting to discuss these comments.
	Planted trees must be site-specific native species and should be planted as close to the site as possible without impacting existing features and ecosystems, as should any future landscaping species be native species.	Acknowledged.
	Has the proponent considered planting plugs or other earlier-growth trees to help increase the feasibility of planting additional trees? SNGREC requires planting best practices are used and suggests collaboration with Kayanase Plant Nursery for recommendations and guidance.	Thank you for your comments. The proponent is committed to engagement with the SNGREC, and looks forward to meeting to discuss these comments on the proposed development.
	Please be advised, if tree offset is not feasible onsite, SNGREC expects offset plantings to take place as close as reasonably possible to the impacted site. SNGREC encourages collaboration with the Halton Conservation Authority or the City of Burlington to achieve these offset plantings. Lastly, the Six Nations of the Grand River Environmental Levy may be considered should closer sites be unavailable. SNGREC expects that the tree replacement must be paired with a robust and complete monitoring and maintenance plan complete with contingency actions to ensure successful establishment of the trees for long term success.	Thank you for your comments. The proponent is committed to engagement with the SNGREC, and looks forward to meeting to discuss these comments on the proposed development.
	SNGREC requests that if plant species important to indigenous communities (see Six Nations Significant Plant List) are found and may be impacted, proponents contact Kayanase Restoration Company to collaborate on seed and plant collection and rescue. Contact details found later in this document.	Acknowledged. Please provide the project team with the Significant Plant List.
	To make this tree ratio more attainable on this site, SNGREC requests retaining the entirety of the Sheldon Creek Woodland. Protecting the Northeastern portion would mean retaining older growth trees rather than replacing them with new trees and would also prevent the need for edge thinning.	Thank you for your comments. The proponent is committed to engagement with the SNGREC, and looks forward to meeting to discuss these comments on the proposed development.
Regarding section 6.3 Summary of Mitigation Measures pages 30-31 of the EIA		
Pre-construction Period – Point 2		
	SNGREC requests that no changes to actions are made as a result of Bill 5 besides bureaucratic actions. All mitigations and protections are still expected to be completed.	Acknowledged
Pre-Construction Period – Point 4		

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	SNGREC requests that edge thinning focuses on removing invasive species and dying or diseased trees and is completed 2 years before construction or avoided by retaining this portion of the woodland.	Acknowledged. The applicant is open to meeting wih SNGREC to discuss further.
Pre-Construction Period – General Comment		
	SNGREC requests that restoration works are completed and established before construction works begin on the development.	Acknowledged
Construction Period – Point 1		
	SNGREC expects that construction timing avoids disruptive activities within the breeding bird season, amphibian breeding season, and bat breeding season. This includes tree removals, and work in and around treed areas and wetlands.	Acknowledged
Post-Construction Period – Point 1		
	SNGREC strongly encourages fencing at the back of all residential properties, or any properties that may have trash/snow storage facing the NHS or landscaping near the NHS.	Acknowledged
Post-construction Period – Point 3		
	SNGREC requests ongoing monitoring include invasive species monitoring and management and monitoring with contingency plans for any restoration areas or created habitats.	Acknowledged
Buffers – Regarding Table 1: Impact Mitigation Summary from the EIA		
Woodland Buffers		
	SNGREC requests a 15m buffer is used when strong fencing at the back of the property to prevent encroachment, otherwise SNGREC requests a 30m buffer from woodlands. Based on Table 7 in Beacon Environmental's Ecological Buffer Guideline Review, a 30m buffer reduces the risk of a buffer not functioning as intended, however SNGREC agrees that a fence can partially mitigate the risk.	The role and need for buffers have been subject to detailed review and determinations in the SSWS and in the EIA.That work has included a technical review of various buffer strategies and current guidance available in the scientific literature. The recommended buffers, which are refined in the EIA are one component of mitigation planning and design. Other important aspects addressed in the EIA include managing and guiding human interactions with nature to minimize negative impacts and to promote a respectful understanding and appreciation of conserved natural areas (e.g., information sharing and best practices for human use). Buffers are recommended that are well-suited to the natural characteristics and conditions.
Top of Slope Buffers		
	SNGREC requests a 10m vegetated buffer from the top-of-slope for the Sheldon Creek Valley to reduce erosive forces by keeping construction and development further from the slope and by stabilizing the slope with vegetation. Additionally, this buffer paired with property fencing would reduce the risk of encroachment and reduce down-slope effects such as spread of invasive species and litter.	Acknowledged, and refer to the comment above.
Wetland Buffers		
	SNGREC requests a vegetated buffer of 40m for all wetlands. This buffer reduces potential impacts from human disturbance and pollution to harm water quality and habitat function, as per Beacon Environmental's Ecological Buffer Guideline Review Table 7. A 15m buffer is simply insufficient to protect the wetland from anthropogenic influences.	Acknowledged, and refer to the comment above. Also the SSWS and EIA have carefully considered the hydrological and ecological condition and characteristics of each wetland. Some of the wetlands are more sensitive to changes and some offer important opportunities for enhancements. The buffers specific to each wetland are addressed in the EIA.
Sheldon Creek Valley Woodland – Road A Crossing		

REF #	COMMENT	RESPONSE AND/OR ACTION
	SNGREC opposes the crossing (Road A) of Sheldon Creek Valley Woodland to protect this sensitive feature. The noise, light, pollution, and anthropogenic presence that would be associated with this round would have considerable consequences that greatly exceed any benefit created by the road.	Acknowledged. The Street A (Corporate Drive) crossing of Sheldon Creek Valley and Woodland is contemplated by the City's Official Plan and they carried that forward into Official Plan Amendment 4, the Area Specific Plan for Bronte Creek Meadows. Notwithstanding, we acknowledge that there may not be a need for this road and that it is subject to future study.
SWM Pond Buffers		
	SNGREC requests 30m buffers from SWM ponds to any natural waterbodies to minimize risk of transmission of pollutants. Additionally, ponds should be designed to avoid the risk of overflowing into natural waterbodies.	MTE has considered water quality objectives and have designed the SWM pond to fully achieve these objectives. Colucent has indicated that created features, including propose new woodlands and wetlands do not require buffers. Buffers are intended to proteect adjacent natural areas from direct and indirect effects associated with development. We would be pleased to discuss this together if helpful to ensure we are fully addressing this comment.
Regarding Executive Summary on page 4 of the EIA		
SWM Ponds - Bioaccumulation		
	SNGREC advises caution in the implementation of SWM ponds as an enhancement feature. Bioaccumulation of pollutants can occur (i.e. heavy metals from road pollution) when creatures from lower trophic levels use SWM ponds as habitat (MECP, 2023). SNGREC requests that SWM ponds functioning as habitat are used for clean stormwater sources.	SWM ponds are not consider enhancement, though they do provide water quality enhancement prior to discharge to natural features. The management strategy set out by the SSWS includes wet pond SWM facilities designed to retain sediment and heavy metals within the facility. It is the municipality's responsibility to maintain the SWM facilities, including regular inspection, monitoring and removal and proper disposal of accumulated contaminants. The management strategy also identifies other enhancement areas within the study area which will only receive runoff from clean water sources.
Deer Use Studies		
	Neither the EIA or ECR mention any targeted deer studies, however in the Executive Summary, the EIA suggests that deer forage on this property. SNGREC requests targeted deer use studies for presence and overwintering areas as deer are culturally significant game animals for First Nations peoples.	We understand and respect that White-tailed Deer are culturally significant game animals for First Nations peoples. During field studies completed in support of the ECR, no areas of groundwater recharge or conifer-dominated woodlands, both of which are important elements of deer overwintering habtiat, were recorded. Furthermore, overwintering habitat has not been identified by the MNR and thus specific studies were not completed as part of the ECR. The project team does acknowledge that deer were observed incidentally, and were mostly foraging along woodland edges. We also understand that the main movement corridors for deer are associated with the nearby, larger Bronte Creek system that links with important rural and agricultural areas on the Trafalgar Moraine. The project team is open to further discussions regarding deer habitat to understand what types of deer use areas are of interest, as needed.
Regarding Section 3.3 Linkages on page 18 of the EIA		

REF #	COMMENT	RESPONSE AND/OR ACTION
	SNGREC requests the creation of a wildlife corridor between Mainway Forest and Sheldon Creek Woodland. This would need to involve safe crossing if Road "B" is required and should include connecting the two forests with plantings. Local biodiversity would greatly benefit from the increased connectivity.	Crossing is included in supporting plans and reports
Regarding Section 6.5 Conceptual Ecological Restoration on page 34 of the EIA		
	SNGREC has substantial interest in collaborating on exploring and refining restoration and compensation plans. SNGREC would like to see open spaces such as meadows to be a part of restoration plans as open foraging space is an important habitat that is regularly neglected and developed over.	We would be pleased to have direct dialogue regarding the Enhancement Areas. The EIA presents early concepts that include more information about the creation of diverse habitats including meadow and shrub thicket areas. An important consideration is the potential to increase the amount of contiguous forest cover, understanding that this will increase the viability and productivity of the woodlands for plant and animal species that need larger contiguois woodland blocks (including area sensitive and culturally signficant plant species).
CITY OF OAKVILLE PLANNING AND DEVELOPMENT		
General Planning Comments		
	[Circ. 2] The materials provided to the Town (July 7, 2025) were reviewed for consideration. It is understood the submission materials are scoped to Phase 1 of the Bronte Creek Meadows Area. Please include the Town on any future submissions (or for subsequent phases) and circulations with respect to this application.	For Information
	[Circ. 2] The material provided shows two Primary Gateway locations along Burloak Drive in close proximity to one another. Directing the majority of traffic to Burloak gateway locations, immediately adjacent to a natural heritage feature (Bronte Creek Provincial Park), should be assessed for impacts on wildlife mortality from vehicle strikes.	Acknowledged
	[Circ. 2] Higher density development concentrated at the periphery of the development (Burloak & Corporate) should be assessed for impacts on adjacent natural heritage systems and wildlife (e.g window strikes from birds).	Acknowledged
	[Circ. 1] Does the proposed future employment uses for these lands consider potential impacts on the nearby Natural Heritage Systems, including those within close proximity and located within the Town?	Acknowledged
[Circ. 1] Burloak Commons District		
	Being a key area for residential and employment intensification within the area, there may be implications on the shared municipal roadway.	For Information
	Employment intensification in this area should predominantly focus on light employment uses including office, given the proximity to Natural Heritage Systems	Acknowledged
	More intensive development to be located at the intersection of (future) Corporate Drive and Burloak Drive – there are concerns given the following:	

REF #	COMMENT	RESPONSE AND/OR ACTION
1	Most intensive and tallest buildings would be located directly across Burloak Drive from lands designated as Greenbelt – Parkway Belt that forms part of the Town's Natural Heritage System. There are ecological concerns regarding the proximity of development to the Town's sensitive lands. • Has an Environmental Impact Assessment been conducted to help inform growth management?	Not applicable to Phase 1
2	Development limits/guidance has not been provided for the Burloak Commons District, so the magnitude of development at the most intense location is unknown. Development parameters have not been included in the policy. • Can clearer policy direction be provided that includes the amount and form of development for these lands (e.g. intended building heights and density)?	Not applicable to Phase 1
3	There may be downstream impacts on the Town's Stormwater infrastructure system as Sheldon Creek crosses the shared municipal boundary into the Town. This may have implications on the Town.	The management strategy set out by the SSWS results in post- to pre-development peak flows as follow: a) Sheldon Creek West Branch: Post-development peak flows are controlled to within pre-development peak flow rates under all design storm events. Under the Regional event, a reduction of approximately 3 m3/s is achieved compared to the Current condition. b) Sheldon Creek East Branch: Post-development peak flows are controlled to within pre-development levels under all design storm events. Under the Regional event, a similar reduction of approximately 3 m3/s is achieved compared to the Current condition.
DEVELOPMENT ENGINEERING		
	[Circ. 2] Bronte Creek tributary is proposed to be realigned into Sheldon Creek. Both creeks flow into Oakville contributing to the baseflow and water balance to the receiving natural heritage features.	The updated SSWS no longer contemplates directing BCT flow to SCEB; BCT flow is now maintained towards Bronte Creek.
	[Circ. 2] The future proposed works should maintain downstream baseflow for both Sheldon Creek and Bronte Creek, and the feature-based water balance should be controlled the post to pre-development conditions.	The management strategy set out in the SSWS maintains base flow to each of Sheldon Creek West Branch, Sheldon Creek East Branch and Bronte Creek Tributary downstream of the Bronte Creek Meadows lands.
	[Circ. 2] In terms of the water quantity control, it looks there is no online control for the proposed realigned Sheldon Creek while the upstream of the Bronte Creek tributary is diverted into it. The proposed flows at the site outlets to both creeks will be required to be controlled to the predevelopment conditions from the quantity control perspective. The site would also need to demonstrate if the Regional control is required.	The SSWS has SWM strategy has been updated such that diversion of BCT flow into SCEB is no longer proposed. The management strategy set out in the SSWS maintains provides quantity controls such for all design storm events up to and including the Regional event.
	[Circ. 2] The site and realigned channel might also need to consider the erosion targets if it is required by these two watersheds.	The management strategy set out in the SSWS assesses and recommends measures to mitigate erosion in the watercourses.
	[Circ. 2] We would like to continue receiving future circulations to ensure that no negative impacts to Oakville's lands/creeks from stormwater management perspectives.	For Information

REF #	COMMENT	RESPONSE AND/OR ACTION
	[Circ. 1] The proposed development appears to potentially alter the existing Sheldon Creek corridor and potentially discharges increased runoff to the downstream Sheldon Creek water feature. This may potentially increase the impact of the spill present in the Nautical Park/North Shell Park area. This spill has been mapped by Conservation Halton in the East Burlington Creeks Flood Hazard Mapping Study produced in 2023. How will the proposed development impact these downstream sites and mitigate future flood risk? In the event of an upstream infrastructure failure, there are concerns that the downstream system will be negatively impacted.	The management strategy set out in the SSWS includes Regional storm control SWM facilities within the Bronte Creek Meadows lands, which will be designed in accordance with provincial guidelines for Regional flood control facilities at the subdivision design stage. The management strategy set out by the SSWS results in post- to pre-development peak flows as follow: a) Sheldon Creek West Branch: Post-development peak flows are controlled to within pre-development peak flow rates under all design storm events. Under the Regional event, a reduction of approximately 3 m^3/s is achieved. b) Sheldon Creek East Branch: Post-development peak flows are controlled to within pre-development levels under all design storm events. Under the Regional event, a reduction of approximately 3 m^3/s is achieved.
Policy Planning		
	[Circ. 2] The EIA states that there is evidence of wildlife movement between Bronte Creek Provincial Park and the subject lands. With the introduction of multiple new roads that will further fragment the landscape, have mitigation measures for safe wildlife crossings (e.g. culverts, underpasses, etc.) been considered?	The ECR and the EIA have identified no evidence of important wildlife linkages or connections between the Alinea lands and Bronte Creek Provincial Park. The comment is insightful and recognizes the existing transportation barriers. It's also useful to consider the high degree of active use in the park, in areas closest to the proposed development (e.g., parking lots and park buildings, leash free dog park, disc golf field, a model plane airfield, a mix of open meadows, treed areas, and farmland associated with historical aspects of the park). The park active park use affects wildlife behaviour and movement patterns. We are not aware of any proposed municipal, provincial or federal wildlife crossing measures/structures across the main transportation corridors (i.e., Mainway, Burloak Drive, Upper Middle Road). The new roads within the development, including the crossing of Sheldon Creek West Branch by the proposed extension of Corporate Drive, will contribute to some additional fragmentation. However, the substantial works proposed in Ehancement Areas 1 and 2 will create a more robust and diverse local linkage associated with the Sheldon Creek West Branch valley and the Sheldon Creek Woodland.

REF #	COMMENT	RESPONSE AND/OR ACTION
	[Circ. 2] Have the impacts of surface hardening and increased contaminants from development (e.g. road salt, sediment, oil, etc.) on stormwater flows toward Bronte Creek Provincial Park been assessed?	The management strategy set out by the SSWS includes directing runoff from development lands through a wet pond SWM facility for sediment removal prior to being discharged toward Bronte Creek. While wet pond SWM facilities don't remove chloride, the permanent pool provides dilution and SWM facility discharge is directed to watercourses which have the best ability to accommodate the diluted chloride. The SSWS also recommends that any future Site Plan Application should include a Chloride Management Plan to detail how chloride will be kept out of sensitive features. SWM ponds are not consider enhancement, though they do provide water quality enhancement prior to discharge to natural features. The management strategy set out by the SSWS includes wet pond SWM facilities designed to retain sediment and heavy metals within the facility. It is the municipality's responsibility to maintain the SWM facilities, including regular inspection, monitoring and removal and proper disposal of accumulated contaminants. The management strategy also identifies other enhancement areas within the study area which will only receive runoff from clean water sources.
	[Circ. 2] How will the long-term effects of increased light pollution and nighttime traffic on local wildlife populations and movement be mitigated?	The EIA discusses impacts associated with development. The Phase lands will include a variety of land uses including single family residential, townhomes, institutional and open space. A total of 389 units will be established on these lands. This scale of development will be subject to mitigation measures, includfng science-based buffers and interactions with the community about living with nature; these measures will limit effects on local wildife populations.
	[Circ. 2] Staff are supportive of the inclusion of buffers between developed areas and the NHS and the use of sustainable design guidelines.	Acknowledged
	[Circ. 1] The OPA states that confirmation of employment and population growth and targets is required. Given proximity to Oakville's Employment Areas (notwithstanding the upcoming Employment Areas Review), has a PPS/Planning Act conformity exercise for these lands been planned? As these lands were removed from the Regional Employment Lands and now will have some mixed-use components. How does this fit in with the City's overall conformity strategy with Provincial policy?	City initiated OPA 4 provides analysis within the Staff report of the proposed land uses. This is further investigated within the PLR submitted with the aplication for Phase 1.

REF #	COMMENT	RESPONSE AND/OR ACTION
	[Circ. 1] What are the intended setbacks from proposed streets to the Natural Heritage System (NHS)? Are mitigation measures/policies being included in the amendment, for bridges and crossings?	The role and need for buffers or setbacks have been subject to detailed review and determinations in the SSWS and in the EIA.That work has included a technical review of various buffer strategies and current guidance available in the scientific literature. The recommended buffers, which are refined in the EIA are one component of mitigation planning and design. Other important aspects addressed in the EIA include managing and guiding human interactions with nature to minimize negative impacts and to promote a respectful understanding and appreciation of conserved natural areas (e.g., information sharing and best practices for human use). Buffers are recommended that are well-suited to the natural characteristics and conditions. The proposed crossing of Sheldon Creek West Branch will require addiitional technical studies to fully address potential impacts and mitigation.
	[Circ. 1] Has consideration been given to Regional Official Plan policy 139.3.7 (2) & (4) [Key Features of the Greenbelt NHS]?	Addressed in PLR
	[Circ. 1] Has reduced parking been considered to support transit infrastructure and eventual use?	To be considered for future phases
Environmental Planning		
	[Circ. 2] Bronte Creek tributary is proposed to be realigned into Sheldon Creek. Both creeks flow into Oakville contributing to the baseflow and water balance to the receiving natural heritage features.	For Information
	[Circ. 2] We would like to continue receiving future circulations as this Bronte Creek Meadows work advance to ensure that negative impacts to Oakville's natural heritage system are avoided to the extent possible.	For Information
	[Circ. 1] 8.8.2(6.4) Stormwater Management g): Will there be an emphasis placed on demonstrating avoiding locating stormwater management facilities and low impact development techniques in the NHS as a first principle? In keeping with the Region's approach for essential infrastructure "SWM ponds are not supported in RNHS. However, SWM infrastructure components such as ancillary pipes, outlets, headwalls and other associated infrastructure required to convey flow from facilities outside of the Regional NHS to receiving water bodies may be supported in the RNHS where deemed essential (as defined in policy 233 of the ROP) after all alternatives are explored and it is determined there are no negative impacts to the Regional NHS through an appropriate environmental study" (Session 5, impacts Mitigation Training Session).	Yes, the management strategy set out by the SSWS locates proposed SWM facilities outside of NHS.
	[Circ. 1] 8.8.2 (6.6) Transportation Network h): The test to permit works in or adjacent to the NHS should be whether they demonstrate no negative impact, not whether they reduce negative impacts. In instances where a negative impact is unavoidable for works deemed essential, such as road infrastructure, opportunities for net gain that support the goals and objectives of the RNHS should be considered. Perhaps similar wording to 8.8.2 (6.4) g should be included in this section as well.	Acknowledged.
	[Circ. 1] 8.8.2(7.4) Buffers: consider referencing the Greenbelt Plan in this section due to the site's proximity to the Greenbelt and mention of vegetation protection zones in section 8.8.2(4).	Understood, however the buffer language is widely used and accepted by applicants, municipalities and practitioners. That term is moe inclusive and is meant to address the complexities of the physical and biological interactions. The term Vegetation Protection Zone implies something simpler and less inclusive.
Transportation Engineering		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	Traffic Impact Assessment/Study	
a.	[Circ. 1] – To address the impacts of projected traffic volumes, the following mitigation measures are recommended: • Adjusting the signal cycle timings at the existing traffic signals; • Implementation of double left turn lanes at the overcapacity signalized intersections; and • Modification of roadway geometry where necessary to accommodate projected future traffic demand.	
CITY OF BURLINGTON PLANNING DEPARTMENT		
General Comments		
1	As noted in the attached list of required information (dated August 20, 2025), the top priority for the City and applicant should be the completion of the four preapplication studies, which form the foundation for all other technical work supporting development at Bronte Creek Meadows. Namely, these four foundational studies are the Subwatershed Study, Master Environmental Servicing Plan, Area Servicing Plan, and Land Use & Built Form Strategy.	For Information
2	The City encourages the applicant to provide a comprehensive pre-application submission of all application materials for technical review in advance of submitting formal development applications. The next submission should address all comments provided by the City and partner agencies on the June 27, 2025 submission. However, please note that the City and partner agencies cannot provide fully meaningful comments on application materials until the four preapplication studies (listed in point 1 above) have been substantially advanced to establish basic principles of development.	Acknowledged
3	The limits of Phase One, as shown on the Draft Plan of Subdivision and accompanying materials, appear to show a stormwater management facility located within the Conservation Halton regulated area and overlapping the existing Sheldon Creek tributary channel. Completion of the Subwatershed Study and Master Environmental Servicing Plan (SWS and MESP) are critical to explain this aspect of the proposed phase 1 limits, how it is proposed to be implemented, and whether implementation is feasible. Development applications for Phase 1 lands cannot be submitted until all relevant technical implications are addressed by the SWS, MESP, Area Servicing Plan, and Land Use & Built Form Strategy to the satisfaction of the City (reference: OPA 4, policy 8.8.2(12.3) (a) and (b)).	Acknowledged
4	Natural Heritage concerns have been raised in the comment letter from LGL included within this package. Generally, the LGL comments emphasize that the SWS/MESP needs to identify the full Natural Heritage System and associated buffers to inform future revisions to the Environmental Impact Assessment and draft plan of subdivision.	Acknowledged. The SSWS identified the NHS on a preliminary basis and makes recommendations for mitigation, enhancement, and buffers, which are refined by the submitted EIS.
a.	This is particularly relevant for the lands abutting the central woodland. The proposed development will need to be revised to avoid removals of woodlands and to locate the proposed Sutton Drive extension in a manner that avoids impacts to the woodland.	The management strategy set out by the SSWS recommends development be set back from both the Sheldon Creek Woodlot and the Mainway Woodlot. Realignment of a portion of Sheldon Creek East Branch within the Mainway Woodlot is recommended to be done using natural channel design principles, along with the goal of minimizing the impact on trees.

REF #	COMMENT	RESPONSE AND/OR ACTION
5	The proposed development must be informed by a Community Needs Study, as required by OPA 4, policy 8.8.2(9)(i). City staff are currently finalizing the Community Needs Study and anticipate providing it to the applicant in the week of August 25. The findings of the Community Needs Study must be reflected in the applicant's next submission.	Acknowledged
6	Comments from the City's Parks Design & Construction team have identified the need for discussion between the applicant and City to confirm parkland dedication requirements in each phase. Staff suggest that a meeting occur after the Community Needs Study is completed, as this is an important input to the parkland discussion. The applicant's next submission must be revised to reflect parks in accordance with City requirements – it is expected that this will need to be two larger parks rather than the five small parks currently proposed by the applicant.	Meeting held in September , and plan has been updated to incorporate a 1ha park in Phase 1 as per the City's request.
7	Planning staff understand from discussions with Halton District School Board (HDSB) that there may be an opportunity to relocate the proposed school site into the Phase 2 lands, to better align with the timing and location of the higher-density portions of the proposed community. Planning staff await confirmation of this opportunity through HDSB comments, which we expect to receive after August 26. Please stand by for this matter to be addressed in HDSB comments, as it has significant implications for the Land Use & Built Form Strategy (LUBFS) and all other studies based on the LUBFS.	School site has been relocated to future phases after discussions with HDSB
8	The Land Use Compatibility – Air Quality Report prepared by RWDI dated June 19, 2025 was reviewed by Pinchin on behalf of the City. The Pinchin report concluded that the applicant-submitted study is satisfactory for the present needs of the City. However, City Planning staff note that the submitted study only considers the external surrounding industrial uses. The Mainway Institutional District envisions a focus on employment, institutional, and health care uses to support the creation of jobs. The Land Use Compatibility study should be revised to include additional information for review by Pinchin, assessing the employment uses within the Mainway Institutional District and their impacts to and from the proposed sensitive uses on site, in order to ensure the site's capability of supporting jobs in the Bronte Creek Meadows Community.	Noted. Report has been updated. Please see Section 4.2 of the report for details.
Comments on the Land Use and Built Form Strategy (LUBFS)		
Summary of key comments on LUBFS		
1	OPA 4 identifies a planned population and number of jobs to be accommodated in Bronte Creek Meadows; it is not clear in the LUBFS how these targets will be achieved. Additional information is required, particularly with consideration for the role of each phase in achieving these targets.	Notes on phasing and achieving population and jobs numbers are provided inSection 5.0 Implementation
2	After completion and review of the Subwatershed Study and Master Environmental Servicing Plan, the LUBFS may need to be updated to better reflect the natural heritage system, buffers, storm pond locations, and creek alignments.	Noted
3	The proposed system of nodes and corridors requires further explanation, as there is currently some confusion about the (overlapping?) roles of nodes, corridors, edges, and gateways. The LUBFS must also go a step further in explaining the approach to designing the nodes, corridors, edges, and gateways.	The Nodes and Corridors Strategy has been expanded on, as suggested

REF #	COMMENT	RESPONSE AND/OR ACTION
4	The proposed height structure, distribution of densities, and distribution of land uses, requires reconsideration. Based on the information provided to date, staff do not support the proposal to locate the tallest and densest parts of the community along Burloak Drive as shown in the LUBFS (June 2025). These fundamental aspects of the proposed community should be revisited with consideration for how the land uses, heights, and densities are situated relative to transit services, schools, parks, and the natural heritage system. Additionally, the proposed height structure should provide a built-form transition from the tallest buildings down to Bronte Creek Provincial Park.	The LUBFS has been updated to address content and structure comments, however, the ***requested plan changes will be explored after this informal submission***
5	Revise the number and configuration of parks to reflect comments from, and ongoing discussions with, City's Parks staff. Provide additional rationale to the proposed layout the open space and revised parkland layout	The LUBFS has been updated to address content and structure comments, however, the requested plan changes will be explored after this informal submission
6	Incorporate feedback from the Burlington Urban Design Panel dated July 4, 2025.	Feedback has been incorporated into redistribution of high density building heights and expansion of Nodes & Corridors and Gateways & Edges sections.
7	Halton Region's August 21 comments identify concerns with intersection spacing on Regional arterial roads, particularly Burloak Drive. The Land Use and Built Form Strategy should be revised to reflect spacing of these important intersections/gateways in a manner that conforms with Regional requirements.	The intersections along Burloak are spaced 200m apart.
8	City staff are happy to meet with NAK and Bousfields to discuss any aspect of these comments and support a successful resubmission.	Meetings were held in late 2025, and discussions informed the subject submission.
Detailed comments on LUBFS		
1	The strategy does a good job describing individual components of the development framework. Further discussion/description on how components work together as a system in the context of OPA 4 is needed to meet the intent of the LUBFS. For example, references to the multi-modal transportation network are broadly mentioned and are not linked to the function or design of nodes and corridors. The LUBFS should be updated to include clearer mapping and definitions, guidance on the location and role of mixeduse, active uses, and active frontages, identify priority areas for public realm enhancements, and provide a more structured analysis of how the future transportation network will support these objectives within OPA 4.	The Nodes and Corridors and Height Strategy has been expanded upon to address this comment.
2	The LUBFS is a critical stage in the evolution of this site – LUBFS, Tertiary Planning and development applications will be assessed against the OPA 4 and the City's OP. The strategy should address and define the relationship between each district to existing and planned context, as well as to Bronte Creek Provincial Park, the Natural Heritage System and surrounding neighborhoods outside Bronte Creek Meadows Community as per OPA4 Section 8.8.2 (12.1) a) (i)	The Nodes and Corridors and Height Strategy has been exanded upon to address this comment.
3	The strategy should identify locations and frontages where an enhanced public realm will be required as per OPA4 Section 8.8.2 (12.1) a) (e) (ii)	Enhanced public realm locations are included in Figure 3.3c. Guideline added to Section 3.3.3.

REF #	COMMENT	RESPONSE AND/OR ACTION
4	Provide guidance on the appropriate distribution of land uses and built form throughout the Bronte Creek Meadows Community and each District, to be implemented in greater detail through tertiary planning, the Zoning By-law and the approval of plans of subdivision as per OPA4 Section 8.8.2 (12.1) a) (c). This includes addressing:	Text incorporated into Section 3.3.2.
a.	Rationalize the proposed land use plan, including why the various intensities of development and built form have been arranged as currently proposed and why that approach has been taken.	Rationale is now provided in Sections 3.3.1, 3.3.3, and 3.3.7.
b.	Provide additional rationale to be provided within the LUBFS for the proposed locations of taller buildings.	Further rationale for the proposed height structure provided in Section 3.3.7.
c.	Provide additional rationale for appropriate built form transitions from tall building and mid-rise building development to the Natural Heritage System, parks, existing and planned low-rise neighbourhoods and Bronte Creek Provincial Park	See above
5	Within the Introduction, there should be a paragraph to acknowledge that ongoing technical work is not complete, and results may require an update to the Land Use and Built Form Strategy or will be implemented/responded to through future Tertiary Planning. Provide suggestion on what would require an update to the LUBFS and what would be considered minor change to be responded to in Tertiary Planning. Alternatively, provide rationale as to why changes to the LUBFS may not be required.	Rationale added to page 1, indicating that changes should only be required for major plan restructuring. Any minor changes should be incorporated and justified at the Tertiary Plan stage.
6	The introduction states that Bronte Creek Meadows is a new neighbourhood area covering approximately 123.7 hectares on Burlington's eastern edge, while OPA 4 lists the total area as approximately 132 hectares of land. The total land area needs to be reviewed and aligned with OPA 4.	Revised accordingly
7	The first paragraph under section 1.3 Policy Context and Implementation states "This UDBFS …". This is a typo to be changed to LUBFS.	Revised accordingly
8	Section 1.3.1 to include commentary on Bill 185 with respect to the Region's responsibility for the Regional Official Plan.	Text added to Section 1.3.1
9	Section 1.3.7 Applicable Urban Design Guidelines – Tall buildings, rephrase the last sentence to " In accordance with the City's Tall Building Guidelines, the proposed tall buildings within Bronte Creek Meadows will address the full range of guideline requirements and will promote design excellence, support vibrant streets, and contribute positively to the City's skyline by"	Revised accordingly
10	Similarly for mid-rise guidelines "In accordance with the City's Mid-Rise Building Guidelines, the new mixed-use and residential mid-rise buildings within Bronte Creek Meadows shall address the full range of guideline requirements and support design excellence, contributing to the creation of a high-quality, context-sensitive built environment by:"	Revised accordingly
11	Add and acknowledge the City's Live and Play Plan and Fire Master Plan as sections in Section 1.3. Please also be informed by the pending Community Needs Study which relates to both of these plans.	Sub-sections added to Section 1.3
12	We note that Environmental Studies have been noted as 'Pending'. Add a specific acknowledgement paragraph that environmental study results may require an update of the LUBFS or will be implemented/responded to through future Tertiary Planning	Revised accordingly
13	Section 2.3 should include a paragraph acknowledging that as directed through OPA 4, the City is completing Community Needs Study. Results will inform revisions to the Land Use & Built Form Strategy, tertiary planning, and future development applications.	Text added to Section 2.3

REF #	COMMENT	RESPONSE AND/OR ACTION
14	Section 2.3 is titled as Existing Public Service Facilities, but includes retail and other amenities. In the City's OP, Public Service Facilities is defined as "Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body." Perhaps expand the title to include "Amenities" if list is to remain the same. Reminder that in the Community Structure outlined in OPA 4, Public Service Facilities is one of 3 main components of the Community Structure	Revised accordingly
15	Section 3.1 to address high-quality public spaces and design excellence as a goal to meet OPA 4 objectives. Also, under 'Complete' revise the first sentence to be 'a mix of land uses and built forms…'	Added to 3.1 Community Goals and Objectives
16	Section 3.2.2 Nodes and Corridors Strategy identifies a number of Nodes and their locations. It however only provides insight into the role of the neighbourhood node. Further analysis is required in this section to address:	The Nodes and Corridors Strategy has been expanded on, as suggested
a.	How are the nodes and corridors defined?	
b.	What is the purpose of these nodes or corridors? What are their roles?	
c.	What objectives is it achieving?	
d.	How do the different hierarchy of nodes (Major vs Minor) differ from each other in terms of character and placemaking?	
e.	Provide urban design guidance for nodes, corridors and other parts of the community, to be implemented in greater detail through Tertiary Planning as per OPA 4 Section 8.8.2 (12.1) a) (f)	
17	LUBFS should acknowledge whether entrance features are proposed at any of the nodes, and should provide guidance about the consistent approach to entrance features to be taken throughout Bronte Creek Meadows. Please note: where entry features are proposed, ensure that they are identified and are located on dedicated blocks of land, not within daylight triangles as per OPA4 Section 8.8.2 (12.1) (c)	Potential entrance features are acknowledged in Section 3.3.2 Community Gateways and Edges. Their design will be guided through the Tertiary Plan level.
18	Section 3.2.2 speaks to active uses and active building frontages, buildings that are within the Major Mixed-Use Node are identified as an active use – is there a suggested hierarchy between these two labels? Provide rationale as to how do they differ from each other?	Active uses are at-grade retail and active frontages are residential units without front facing driveways. This is further clarified in the Nodes & Corridors Strategy
19	Section 3.3.1 (page 27) states that the School site is "centrally situated at the north west corner of Sutton Drive and Corporate Drive, providing a convenient and accessible location for the majority of residents". However, Figure 3.3b shows that the school site is surrounded by low-rise residential, while the highest-density parts of the community (representing the majority of residents) are clustered hundreds of metres away along Burloak Drive. Please revise the plan to locate the school site and high-density areas in close proximity, in order to better achieve the stated goal of "providing a convenient and accessible location for the majority of residents".	The LUBFS has been updated to address content and structure comments, however, the requested plan changes will be explored after this informal submission. Nonetheless, this statement has been revised to state "Centrally situated at the north west corner of Sutton Drive and Corporate Drive, providing a convenient and accessible location along a transit corridor and within a 10 minute walk of all residents. "
20	Section 3.3.2 (page 29) states "the primary access at Corporate Drive and Burloak Drive will facilitate signalized pedestrian and cyclist crossings, directly supporting Bronte Creek Provincial Park access." However, the Corporate & Burloak intersection is proposed 200m away from the park entrance. Please demonstrate how provincial park access can be facilitated for residents of the planned community with consideration for pedestrian and cyclist travel distances via safe crossings.	The secondary Minor Connector access along Burloak Drive will facilitate signalized pedestrian and cyclist crossings, directly supporting Bronte Creek Provincial Park access.

REF #	COMMENT	RESPONSE AND/OR ACTION
21	Section 3.3.2 (Proposed Road Network) – add acknowledgment that the LUBFS includes this general network that will be refined through Tertiary Planning and the findings of the ongoing/incomplete transportation analysis, and may require an update of the LUBFS or will be implemented/responded to through future Tertiary Planning - how may the TIS impact the proposed function of these proposed corridors. Including "Pending" in the title, similar to section 1.2 [Environmental Studies (Pending)]	Revised accordingly
22	Add text to acknowledge that exact right-of-way width, and cross-section design, will be confirmed through tertiary planning and review of subdivision application materials.	Revised accordingly
23	Section 3.3.3 Community Gateways and edges, address How are nodes addressed differently from gateways? And how do edges and corridors interact?	The Nodes and Corridors Strategy has been expanded on, as suggested
24	LUBFS should discuss innovation and how proposed development/phasing will address the policies related to innovation (see section 8.8.2 (2) o) and 8.8.2 (3) o)).	Discussion on innovation is provided in Section 4.4 Mainway Institutional District
25	The LUBFS should acknowledge the requirement for affordable housing, the provision of additional needs housing and additional residential units, as well as explain how these housing types will be achieved and/or further demonstrated through tertiary planning.	Attainable housing has been added to the goals section and is also mentioned in the Mainway Institutional District demonstation plan.
26	Given the proposed number of units in Phase 1, the LUBFS should provide an overview of how development phases will achieve approximate population and jobs as required through OPA 4. Section 8.8.2 (12) a) of OPA 4 notes that "Development applications that propose reductions to the overall expectations for the number of residents, units or employees in accordance with 8.8.2 (3) b) and c), may only be permitted where it can be demonstrated that: i. the reduction in overall expectation is minor; ii. the reduction continues to deliver requirements identified through study, tertiary plan or other requirements; and, iii. the reduction continues to achieve of the vision, objectives and policies of the District."	Notes on phasing and achieving population and jobs numbers are provided inSection 5.0 Implementation
27	Section 3.2 (first bullet) should be updated to make the statement true: "Subject to further refinements, identified existing NHS shall be maintained and seamlessly integrated".	Revised accordingly
28	The LUBFS proposes slightly revised terms that currently do not align with the OPA, which has the potential to be confusing to the reader and implementer. For example: a. Consider shifting Community Structure to high level 3.2 to align with OPA 4 and "proposed development framework" as proposed to 3.3. b. Consider updating 3.2 to align with Community Structure in OPA 4 (8.8.2 (4)) -could help simplify and align with the policy framework	Revised & restructured accordingly
29	Add reference to crossing and extension of Corporate Drive as directed in OPA 4 (section 8.8.2 (6.6) j)).	Note added to Figure 3.3r Bronte Creek Meadows road network and plan labels revised accordingly

REF #	COMMENT	RESPONSE AND/OR ACTION
30	Require further justification of the proposed function and location of nodes and corridors - look to the policy 8.8.2 (12.1) a) e. of OPA 4 – this section should justify the proposed size and community function and how they will support a vibrant pedestrian focus, complete community and contributing to daily needs. Need further explanation on how the nodes and corridors strategy aligns with and supports the objectives and policies of OPA 4.	The Nodes and Corridors Strategy has been expanded on, as suggested
31	Active use and active building frontage are sufficiently different and have sufficiently different intents that they should be separated and distinguished in two sections. Active building frontages do not necessarily address OPA 4. How do proposed nodes and corridors fit in with the proposed community structure - not shown on figure 3.3a	Split into two subsections. Active uses added to Figure 3.3a
32	Page 25 of pdf – do not include block number if location is not provided in the document	Removed
33	Section 3.3.3 – how do Community Gateway and Edges align or work with The Nodes and Corridor Strategy - Where a gateway or edge is coincident with a proposed node or corridor, what does that mean?	The Nodes and Corridors Strategy has been expanded on, as suggested
34	3.3.4 – subject to natural heritage system and buffer considerations, consider adding proposed trail on the north edge of the city owned woodlot to create a full loop	Trail added to diagrams
35	Section 3.3.6: Stay consistent will with language introduced above in terms of Major Mixed use node - proposed tall buildings and proposed major mixed use node do not align - should either separate the justification of tall building appropriateness from the major mixed use node or update where the tall building are location to be within the major mixed use node boundary	Proposed tall buildings have been revised to align with the Major Mixed-Use Node boundary. As demonstrated in Figure 3.3.ak height structure, key tall buildings are now all located within this boundary.
36	Ensure that all mapping demonstrates enhancement areas – some maps do and some do not	Added, where appropriate, to the diagrams
37	Section 3.3.6 - in order to justify buildings over 11 storeys and up to 20 storeys, further demonstration of why appropriate proposed tall building locations are appropriate and support district objectives and design guidelines. As noted in OPA 4, Section 8.8.2 (12.1) a), the Land Use and Built Form Strategy shall be prepared for the entirety of the site in conformity with the objectives and policies of the Official Plan (which is inclusive of OPA 4). Some additional information that would be helpful to satisfy policies includes:	Additional information to justify buildings up to 20 storeys added to 3.3.7 height structure. Refer to sections 3.3.7.1, 3.3.7.2, and 3.3.7.3.
a.	As noted in comments below, include additional details on the transition to Bronte Creek Provincial Park and the Burloak Drive edge condition including transitions and proposed uses along Burloak	A new conceptual rendering of the Burloak Drive landscape edge has been added with text describing this buffer and the transition strategy to the Provincial Park. Refer to section 3.3.7.3 Burloak Landscape Edge.
b.	Justification on page 47 speaks to the proposed basis for heights stemming from design principles and design methods such as angular planes, stepping heights and strategic setbacks and stepbacks of building mass – please include this information and visuals to help further articulate the rationale for proposed tall building locations	See above. Additional information and visuals added throughout section 3.3.7 Proposed Height Structure.
c.	Justification on page 47 explains that heights are justified by demonstrating appropriate transitions to surrounding contexts including NHS – the most southern proposed tall building locations appears to be very close to the NHS Woodlot along Mainway – can you please elaborate on the justification related to transitions to NHS	See above. Justification related to transitions to NHS provided in section 3.3.7.2 Strategic Locations of Tall Buildings. Figure 3.3ak height structure has been revised to demonstrate key tall building locations within the Major Mixed-Use Node Boundary.

REF #	COMMENT	RESPONSE AND/OR ACTION
d.	We acknowledge that details relating to specific design measures (i.e. setbacks, stepbacks, etc.) may be refined through tertiary planning and development applications as more details emerge and technical work is completed	Note added to section 3.3.7.3.
38	Page 47 explains that "Tall buildings, up to 30 storeys, are reserved for identified key nodes and corridors, positioned at a minimum separation distance of 30m". It is unclear whether the key nodes are intended to align with the proposed major mixed-use node since the boundaries are not the same. Explain the difference or how they should be the same.	Nodes and corridors are now included on Figure 3.3ak height structure. Key tall buildings are positioned in relation to both the Major Mixed-Use Node, primary eastern gateways, and key built form interface locations (refer to figure 3.3f). The height structure figure has been refined with reduced heights and improved height transitions towards existing low rise built form.
39	Remove reference to "30 storeys" and replace with proposed development that conforms with maximum building height policies of OPA 4.	Tall building heights have been reduced to 20 storeys to conform with height policies of OPA 4.
40	Provide additional information to clarify and elaborate on the proposed land use, function, design, and "feel" of the Burloak Drive frontage. What will Burloak Drive feel like? How will it be treated? Visuals should be included. Need to demonstrate what is proposed as the Burloak Landscape Edge – require further description of the intent, function and design. Should include views of the Burloak Landscape Edge in the Demonstration Plan.	3D rendering prepared along Burloak Drive to demonstrate the landscape buffer and transition strategy.
41	Section 3.5 should speak to Public Realm and discuss community safety	Section 3.5 has been revised to address the public realm. A subsection on community safety has been added to Section 3.5.1.
42	Please provide explanation how the demonstration plan is satisfying the requirements for the Master Urban Design plan and the sub requirements outlined in Section 8.8.2 (12.1) a) q.	Text added to Section 4.1 referencing the OPA sub requirements demonstrated in the Master Urban Design Plan.
43	Demonstration plan provided starting on page 56, however, information related to phasing not provided. – Figure 4.1 (page 80) still not showing phasing.	Phasing shown in implementation section
44	Strategy should acknowledge both cultural heritage and archaeological resources in accordance with the objectives of OPA 4. No mention of archaeological resources is found in the document. The tertiary plan will address the conservation of these resources.	References to cultural heritage and archaeological resources has been added to Goals
Area-Specific Plan (ASP) Review Letter with Appendix		
1	Block 226 is defined as an "Employment block" but is intended to be used as a "Health Care Campus". The future Planning Justification Report should identify how this meets the definition of an Employment area in the Provincial Planning Statement. If helpful, Planning staff are happy to meet with Bousfields to clarify intent and discuss how best to implement OPA 4 policies and objectives for the Mainway district. (See also: related comments on draft Zoning Bylaw Amendment).	The Planning Justification Report defines this block as a block intended to provide community needs including healthcare and educational resources. It is understood that the goal of this block is to provide jobs and that is refelcted in the PLR as well as the LUBFS, forthcoming Tertiary Plan and Draft ZBLA.
2	The letter provides that Phase 1 lands will provide 389 residential units. Future justification should be provided to determine if this adequately contributes to the 9,000 new units proposed for the Bronte Creek Meadows community. Additionally, further information should be provided for the total number of jobs proposed within Phase 1. OPA 4 provides for 3,600 new jobs within the Bronte Creek Meadows community.	People and Jobs calculations have been provided in the Planning Justification Report as well as the LUBFS at a higher level. Phase 1 is intended to be the lowest density phase of the development from a residential perspective, however the majority of the required jobs are anticipated to be accomodated within the Mainway Institutional District Block.
3	Appendix A provides a "Submission Tracker" listing studies and reports submitted as well as those to be submitted. City Planning staff circulated a list of development application requirements August 20, 2025 providing a detailed list of outstanding actions.	Noted. The Cover Letter and Planning Justificaiton Report both reference this list.

REF #	COMMENT	RESPONSE AND/OR ACTION
Draft Plan of Subdivision		
1	The Draft Plan of Subdivision includes proposed residential units located on the northeastern portion of a woodlot. Removal of natural heritage features, including woodlots, should be avoided. The draft plan should be revised to show conservation of existing natural heritage features with appropriate buffers.	The Draft Plan has been updated to preserve the northeastern portion of the woodlot. Every effort has been made to conserve the existing natural heritage features, with buffers being provided to all features.
2	Block 226 does not include a street layout to understand access and block sizes for proposed development. A street layout is provided in the Land Use and Built Form Strategy, completed by NAK design strategies, dated June 2025. Further information is requested within tertiary plan and subdivision application materials to clarify intended approach to developing this block.	Block 226 will be develped through a separate Site Plan Control application. The general design of the blokc is provided in the LUBFS and Tertiary Plan. Further details will be provided through the future SPA application.
Draft Zoning By-law Amendment		
1	Development of zoning regulations must be informed by a tertiary plan and urban design analysis, and supported by a Planning Justification Report that explains the planning rationale and demonstrates policy conformity. As these steps have not been completed, detailed review of the submitted Draft Zoning Bylaw Amendment is premature at this time. At the current time, Planning staff provide the preliminary comments below to inform zoning work going forward.	Noted
2	Prior to next submission of a draft ZBA, planning staff recommend that Bousfields meet with City Planning staff and Zoning staff to discuss an approach to developing zoning regulations for Bronte Creek Meadows.	Meeting held in September
3	Further information is required to address lot width, lot area, yards, building height, and landscape areas and buffers to ensure the functionality of the sites as there is currently no justification provided for the reductions.	Zoning regulations have been based on the overarching visioning documents. A new residential zones is proposed for the Meadows Neighbourhood District
4	Further justification is required for the section in the Draft Zoning By-law Amendment that states “permitted uses without restrictions”.	Removed
5	The proposed MXC zone regulations must be revised to eliminate the proposed one-storey minimum building height, as this does not conform with OPA 4 (8.8.2(5.1.2)d). The Land Use & Built Form Strategy and the Tertiary Plan must provide guidance about the function and design of this block to inform the development of zoning regulations for mix of uses and maximum building height. Staff encourage consideration of a mid-rise built form in this location abutting Upper Middle Road and the hydro corridor (subject to justification).	one-storey building height removed
6	The Business Corridor zone (BC1) proposed for the Mainway Institutional District proposes sensitive uses to be permitted. Throughout documentation provided, the term “employment” is used to describe the block. Planning Staff would require further information to understand the employment function as defined by the Provincial Planning Statement. Further, sensitive uses are described in the Provincial Planning Statement which includes “health facilities”.	Mainway Institutional Block is now proposed as an MXE zone.
Public Consultation Strategy		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	Generally, the Public Consultation Strategy should explain how public consultation will inform the proposed development. The strategy should address the time constraints inherent to the development application process and how public engagement during the pre-application stage will ensure the public has an opportunity to provide input early in the process so that their feedback can be duly considered and incorporated into the development proposal before submission of an application.	PCS language has been updated accordingly.
2	The Community Consultation Meeting is identified as being hosted by the City of Burlington. If this is the Pre-Application Consultation Meeting, then this is an applicant run meeting with City support - e.g.: City staff will circulate notice of the meeting, publish meeting information on City website, provide hybrid meeting technology, and attend the meeting to present information about the planning process; however, the applicant team will lead the organization of the meeting, presentation of proposed development, and documentation of public input. City staff will work closely with the applicant team to support this process.	We have updated the Pre-Application Community Meeting to reflect the host and meeting approach.
3	The Community Consultation Meeting (or Pre-Application Community Meeting) shall occur prior to the submission of the application and feedback from the Community Consultation Meeting shall be incorporated into the Planning Justification Report to address how questions and concerns from the public were addressed.	The Planning Rationale has been updated to reflect the feedback heard at the community meeting
4	Provide further information for the “Target Audience” such as identifying the parties included in the “Nearby Business Owners”. Does “Nearby Business Owners” include the employment uses to the south? If so, are you able to identify larger operations that will be consulted?	Nearby Businesses in the Audience Section has been updated to better reflect the engagement process.
5	The “Target Audience” does not include Bronte Creek Provincial Park. Please include as they neighbour the entire property line along Burloak.	The Provincial authority has been updated included in the Audience Section.
6	Under “Engagement Approach” (Section 6), it states that a dedicated project website and email have been set up. Please provide these to the City.	Project website and email have been incorporated and listed in the engagement tools section.
7	In the “Site and Neighbourhood” section, the entirety of the site should be discussed. This should include the natural features including the woodlots on site.	Section has been updated accordingly.
8	In the section discussing transportation and bus routes, include a figure showing exact locations of bus stops, which routes service them and where they connect to.	Updated accordingly to align with the Planning Rationale.
9	Under “Proposal Highlights” include information on the later phases.	Noted. Section has been updated accordingly.
10	Under “Project Benefits” discuss how the proposal will benefit the natural environment (i.e. the woodlots and tributaries/creeks).	Noted. Section has been updated accordingly.
11	Under “Demographic Snapshot”, Age, reference Appendix A where the percentages are found.	Noted. Demographic analysis has been updated, following our preliminary analysis.
12	Provide a map of the Local Dissemination Area (DA) 35240678. The area having 1% single detached homes does not seem reflective of the area.	Noted. Demographic analysis has been updated, following our preliminary analysis.
LGL LIMITED		
1	It is LGLs opinion that the pre-application submission package cannot be reviewed in the absence of agreement on the natural heritage system (NHS) and associated buffer framework.	The SSWS and the updated EIA address these LGL comments.

REF #	COMMENT	RESPONSE AND/OR ACTION
2	It was LGLs understanding that the final delineation of the NHS would be resolved through the Master Environmental Servicing Plan in accordance with the Region of Halton Report 302 Phase 3: Natural Heritage System Definition and Implementation (North South Environmental Inc. April 2009) and in consideration of the "Framework for Regional Natural Heritage System Buffer Width Refinement for Area-Specific Planning" and that any variation from these documents would be justified with scientific studies and references.	The SSWS and the updated EIA address these LGL comments.In that reporting we have provided additional comments regarding the regional and city approaches to NHS planning and have considered and applied the Framework for Regional Natural Heritage System Buffer Width Refinement for Area-Specific Planning. While that report has no formal status we understand LGL and the City's advocacy for its use. The updated reporting also provides a more science-based apprroach to buffers. As requested, supporting literature is referenced.
3	It was also LGL's understanding that the final boundary of this system would be respected in the development design.	The NHS limits have not changed in the ECR, SSWS or the Development Limits report. As noted above, additional discussions amongst the applicant and City may have merit to discuss the Draft Plan proposed removals of Significant Woodland and Significant Wildlife in the context of
4	The above understanding was based on the Comment Response Matrix dated December 5, 2024 and subsequent acknowledgement from Colucent that these comments would be addressed in future studies.	Acknowledged.
5	Based on the above understanding, LGL had previously refrained from providing detailed technical review of the proposed conceptual plans and focused on ensuring appropriate field assessments were completed in relation to the existing conditions report and that appropriate identification of significant features had been identified. The expectation was that these results of this and an NHS analysis would culminate into a comprehensive NHS to be protected from impacts/encroachments.	The SSWS and the updated EIA address these LGL comments.
	In the August 6, 2025 meeting wiht the landowner's consultant team and the City (and through review of the Technical submission provided on July 7, 2025), it became apparent that the Consultant team has a differing opinion or understanding of the requirements of the application from the context provided above. As such, LGL is now identifying core issues of concern with respect to the EIA and all pre-application documents, including:	The SSWS and the updated EIA address these LGL comments. It is also noteworthy to recognize that LGL has refused to meet with Colucent to engage in any meaningful dialogue regarding their comments. The updated EIA and SSWS have endeavoured to fully adress the LGL comments without the benefit of that direct dialogue.

REF #	COMMENT	RESPONSE AND/OR ACTION
6	Incomplete Natural Heritage System Identification- The Sustainable Halton Phase 3 Report 3.02 - Natural Heritage System Definition and Implementation guide and associated policies (including the Official Plan Amendment No. 4 policy language applicable to this application) require a system-based approach to natural heritage protection which includes identification and protection of key features, enhancement areas, linkages, and buffers (which collectively are identified as the "natural heritage system"). The only discussion of buffers and enhancement areas in the EIA, however, and is in relation to "mitigating impacts" and not to identifying the system overall. To clarify, it is necessary to identify the full NHS prior to discussion of impacts. If no alternative methods are provided with justification, the NHS identification should follow the process in Report 3.02 which adds 30 metre buffers to all features and incorporates linkage and enhancement areas in agricultural systems to provide local linkages and feature enhancements (including on this property). Once the NHS is identified, the resulting development plans should be created to avoid these features, except for (potentially) buffers, which can be refined based on adjacent development requirements in accordance with an agreed upon buffer framework.	The SSWS and the updated EIA address these LGL comments.
7	Woodland Encroachments: The proposed subdivision plan (Blocks 214, 213, 212, 194 and 195; Street K; Lane C; and Street 'B') overlaps with the Sheldon Creek Woodland and its buffer (see Figure 8 of the EIA). Furthermore, the Urban Design and Built Form Strategy show a straightening of the northern boundary of the Mainland Woodland and encroachments of stormwater blocks in the Mainway Woodland for later phases. Past and current comments communicated that the City and LGL are not supportive of encroachments into key natural heritage features and the identified Natural Heritage System, including significant woodlands and the final approved buffer, except for those that enable the Sheldon Creek crossing (see below). Amendments to all application documents is required remove the unsupported encroachments. Please note, upon identification of the NHS (including buffers and enhancement areas), the subdivision plan should be redrawn to ensure their inclusion in a separate block for dedication to the City. It would be appreciated, however, if these blocks are segmented into enhancement areas, buffers, and core feature blocks to enable appropriate identification and management upon dedication.	The SSWS and the updated EIA address these LGL comments.
8	Infrastructure not accounted for - The EIA and Existing Conditions Report (with respect to the bridge) do not account for the following:	The SSWS and the updated EIA address these LGL comments. Please note that the ECR is not tasked with accounting for potential impacts arising from infrastructure or other development. The ECR has been updated to include reccommendations for future study associated with the Corporate Drive crossing, as discussed with LGL.

REF #	COMMENT	RESPONSE AND/OR ACTION
a.	Encroachment of stormwater block for Phase 1 into existing watercourse prior to watercourse realignment (and potentially into the woodland and its buffers) – this encroachment would generally not be supported;	The SSWS and the updated EIA address these LGL comments.
b.	Encroachment of a Road 'B' into the eastern enhancement area and the bridge over Sheldon Creek – it is understood this encroachment is required for transportation planning purposes based on previous studies indicating the need for the infrastructure. LGL has no objection to this requirement given. The area for the road, therefore, should not be considered in the enhancement area and the river crossing/road impacts should be addressed in accordance with the Fisheries Act, provincial requirements, and Official Plan policies; and	Acknowledged
c.	The encroachment of 'Street B' into the woodland and its buffer – as discussed on August 6, 2025, it is appropriate to shift this road east to accommodate a woodland buffer avoid further impacts on the adjacent woodland. This amendment should be addressed and impacts of road placement adjacent to the buffer should be addressed.	The SSWS and the updated EIA address these LGL comments.
9	Enhancement Areas as "Compensation" - The EIA proposes that the restoration areas shown in yellow will "compensate" for encroachment into key woodland features. To clarify, it is LGLs understanding that applicable Natural Heritage System policies require enhancement areas to be included in the natural heritage system and restored when development adjacent to these lands are proposed. When enhancement areas are identified/refined through area specific plans, these are not to be used to justify encroachment into other components of the system, particularly not core features.	The SSWS and the updated EIA address these LGL comments. The term offset has been remivved from reporting at the insistence of LGL and the City. Section 6.1 of the updated EIA offers additional comments on this matter.

REF #	COMMENT	RESPONSE AND/OR ACTION
10	Buffer rationale/framework not provided – The EIA provides proposed buffers for the development application without reference to the recommendations of the existing Regional Buffer Guidelines or offering an alternative framework for analysis. Furthermore, no rationale/scientific evidence is provided to justify the buffer proposed has been provided. Past and current comments from LGL and the City communicated that the Master Environmental Servicing Plan/Area Specific Plan/Subwatershed Plan should include a buffer framework that can be used to review future development proposals, in consideration of the existing buffer guidelines, Official Plan policies, the Natural Heritage System Implementation Framework, and current science on required buffer widths to ensure feature and NHS protections. This framework is to be the basis for assessing the ability to reduce the natural heritage system buffer protections. It should be noted, the Official Plan policies and associated guidelines (both regional and provincial) that currently exist (and appear to be supported by up-to-date scientific evidence) would require 30 metre buffers at minimum between the significant woodlands and residential development. As such, the 10-metre buffer proposed appears to be insufficient under the current framework.	The SSWS and the updated EIA address these LGL comments.
11	Need for clear distinction between enhancement areas and buffers – Figure 8 of, and calculations in, the EIA appear to include buffer areas in the “woodlot compensation” block. To clarify, buffers should be considered separate from enhancement areas. Buffers are also not “compensation” but a requirement.	The SSWS and the updated EIA address these LGL comments.

REF #	COMMENT	RESPONSE AND/OR ACTION
12	Missing information on linkage enhancements – The EIA appears to acknowledge that the subject lands play a role in cross terrain linkages (Section 3.3.2) and that the identified regional NHS includes a cross terrain linkage on the site (likely considered an 'enhancement to key natural heritage features'). The EIA does not, however, address how the linkage between Sheldon and Mainway Woodland can be maintained and enhanced through the proposal. To clarify, it is our understanding the Regional Guidelines intentionally included linkages which could meet the local and regional linkage criteria over existing agricultural lands. As such, as per the approved TOR, this same methodology should be adhered to unless clear justification is given as to why the linkage should not be provided. As communicated previously, we understand a road is required between the two woodlands. This is, however, appears to be the only interference with a functional connection between the two woodlands (in consideration of the stormwater block which serves as a connector). LGL is seeking for the landowner's team to identify designs that can be incorporated in the road design to mitigate the impacts of the road encroachment on the intended linkage between these features.	The SSWS and the updated EIA address these LGL comments.
	In addition to the above, LGL identified the following minor comments/questions on the application materials:	Acknowledged.
13	Please provide clarification on "the greater of the stable top of bank and woodland dripline". (Table 1, Pg. 1 & 8 + figure 8)	The determination of approved top of bank lines is outstanding. This matter will be more fully considered once the approved limits are agreed upon by Conservation Halton. The intention of this label is to recognize that the stable top of bank may extend further beyond a dripline and may become the determinant development limit factor.
14	Is the statement "silty clayey soils are relatively impermeable, with restrictions on tree root spread" a generalization of relationship between soil type and root development? If not, clarification or supporting evidence is required to confirm whether this applies specifically to the site or is based on broader assumptions. (Table 1, Pg. 8)	The SSWS and the updated EIA address these LGL comments.
15	Please clarify the purposes of identifying that NHRM manual updated in response to 2014, 2020, and 2024 PPS. If the intent is to propose different methods than those identified in the manual and guidelines based on this manual these changes should be supported through a robust scientific review to identify an alternative methodology along with associated justification (as noted above).	The text LGL refers to is simply a factual statement. Additional commeets are provided in the updated EIA regarding the known status of provincial updates to the NHRM.
16	The Existing Conditions Report linkage analysis (Section 4.10 paragraph 6) mentions that fish surveys will be completed in Spring 2025 and will further inform the analysis. We note that these surveys were completed and are referenced in the updated report, but this section was not updated. Please confirm if the additional data impacts the conclusions on linkages for the site.	This comment has been addressed in the updaetd ECR and, per discussions with LGL, clarification has been provided regarding future fisheries studies upstream and downstream of the Corporate Drive crossing.

REF #	COMMENT	RESPONSE AND/OR ACTION
PINCHIN LTD.		
Minor Clarifications and Recommendations		
	No site visit was documented as part of this study. Although this is not a requirement, it would help with odour assessment to document in-field observations of Site and surroundings.	Noted. Site visits are conducted on an as need basis to confirm any uncertainties found during the initial stages of the LUP assessment. Conducting a site visit tends to provide information for a moment in time which may or may not reflect typical facility operations.
	It is suggested that a separate section for odour assessment is created.	Noted.
	Although wind patterns and meteorological data is referenced throughout section 4.0, it would help to include a section to analyze meteorological data and its implications on the surrounding industrial context in relation to the proposed development.	Noted. Section 4 of the report has been updated.
	Development statistics were not included in the report. Please include a detailed outline of the proposed development, types of uses, number of units, design information (i.e., lot frontage, site access, façade design and proposed vegetation or buffers.	Report updated to include any known details.
	No operation times were included as part of the discussion of industrial uses surrounding the proposed development. It is recommended to provide the operation times of each industrial facility as it pertains to the potential for adverse affects, especially when considering the approximate exposure duration for the proposed sensitive use.	Facility operating times will be taken into consideration with the air quality screening level modelling assessment.
Major Deficiencies		
	The report provides a detailed assessment of air quality impacts; however, it lacks a dedicated evaluation of noise and vibration. As noise is identified as a potential adverse effect under the MECP D-6 Guidelines, it should be addressed as part of the land use compatibility assessment. A screening-level noise assessment, or a clear rationale for its exclusion, should be included.	RWDI is reviewing the Air Quality portion only. Valcoustics has completed a Noise Report submitted as part of the submission.
	The report identifies Thermo Fisher Scientific and IRCO Automation as facilities with the potential to cause air quality impacts on the proposed development. However, the land use compatibility assessment does not include a detailed air quality study. Given the recommendation for additional investigation and modelling, a full air quality impact assessment should be incorporated into the Land Use Compatibility Study to confirm potential impacts.	The screening level air quality modelling was not completed during this phase of the project. Typically the screening level air quality modelling is completed in later stages of this process.
	The report does not include a description of complaint searches, or the due diligence associated with identifying if the surrounding industrial properties are posing nuisance effects to residents. It is recommended to include a commentary and/or findings of available information relating to complaints through the Municipal Freedom of Information and Protection of Privacy Act and MECP Freedom of Information search for the surrounding area.	RWDI reached out to the MECP desitrict office regarding complaints in the area. The MECP requested that RWDI submit a Freedom of Information (FOI) request to obtain the data. The report has been updated to reflect this.
HALTON REGION		
Transportation		
	Further to the Region's initial transportation comments, please note that the comment regarding the Upper Middle Road right-of-way has been revised. This is due to the existing Hydro One corridor that runs along the south side of Upper Middle Road.	Noted
	Additionally, please find our Transportation Development Review comments and the peer review comments below. A Study resubmission is required.	Noted
Transportation Development Review Comments - Paradigm Transportation Study (dated June 2025):		
	The following revisions are recommended for the development Transportation Impact Study to be considered complete for a 2nd submission review:	Noted

REF #	COMMENT	RESPONSE AND/OR ACTION
	A Phase 1 review and analysis is required, including Phase 1 only site volumes along the surrounding road network and recommended road improvements required specifically for Phase 1. The June 25, 2025 Study only analyses the full build-out scenario (2035, 2040, 2045).	Phase 1 Addendum is being provided
	The applicant is encouraged to review the MTO ramp terminal impacts with the Ministry of Transportation and receive their feedback.	Report has been circulated to MTO
	Site volume assignments for all analysis periods require revisions and further explanations, including but not limited to:	Noted. Site assignment will be reviewed and updated in the formal submission.
sub-comment	Appleby Line at Corporate Dr: shows only NB/SB through volumes, with no northbound right-turn, southbound left-turn, and zero westbound volumes	No connection through Corporate Drive was assumed in the previous submission. With a connection through Corporate Drive, the volume of vehicles using the connection is not expected to be high. Further description of the Corporate Drive connection, expected amount of vehicles, and justification has been added in Section 3.1, 3.2.5, and Section 6.5. A reassignment of traffic will be examined in the formal submission.
sub-comment	Appleby Line site volumes from the Upper Middle Road and from the Mainway intersections are not shown accessing the site via Corporate Drive	Comment above
sub-comment	There are no north/south through site volume movements shown to/from the site crossing Upper Middle Road at Quite St., Sutton Dr. and Blue Spruce Ave.	Quinte, Sutton, and Blue Spruce serve primarily as connectors to the Orchard residential subdivision. Some trips from the Orchard may be attracted to the employment, retail, and school uses. But expected to be relatively low. A portion of traffic will be distributed to/from the Orchard subdivision through Sutton Drive.
sub-comment	There are no southbound right-turn site volume movements from Burloak Drive to Mainway Drive or North Service Road, travelling westbound within the City of Burlington	Mainway trips would be assumed to travel within the site and access the site via Sutton Trips going to/from south industrial lands will be reviewed in the formal submission.
sub-comment	There is a strong likelihood that, during the p.m. peak period along Appleby Line, northbound site volumes will avoid the section of Appleby Line between the North Service Road to Mainway due to the levels of service along this corridor during the peak periods, and more site volumes should be allotted to the northbound right-turn at the North Service Road/eastbound left-turn onto Sutton Drive (and continuing northerly to the development lands)	Congestion at major intersections is noted and may push vehicles to alternative routes due to delay. Text has been added to section 3.2.5 noting the "all or nothing" assignment methodology. The alternative route assignment will be reviewed in the formal submission.
	The intersection spacing on Burloak Drive between Corporate Drive (new/extension) and the existing Bronte Provincial Park entrance (future signalized intersection at Street D) is unacceptable. Therefore, the location of the Corporate Drive connection to Burloak Drive, as part of Phase 2, must be shifted southerly to meet the minimum 300m intersection spacing (and the proposed spacing of 175m, as per 5.1, is unacceptable).	Noted. Additional Justification for the proposed spacing is provided for consideration in Section 5.7.
	The intersection spacing along Upper Middle Road is an existing condition, and the recommended signalization of the intersections with Quinte Street and with Blue Spruce will operationally improve the lack of adequate full movement intersection spacing along this corridor.	Noted
Study technical comments requiring review and revisions include:		

REF #	COMMENT	RESPONSE AND/OR ACTION
	Balance volumes where necessary to be within a 10% gain/loss between intersections.	The majority of the traffic counts were collected on the same day. Base year volume differences between intersections primarily occur due to distance between intersections, existing driveways between intersections, MTO on-ramps, and slight variation in peak hours. Future volumes differences are futher increased by the effects of differing growth rates applied on the study area and background developments. While balancing volumes is a useful tool, for a study area of this size balacing the volumes may mask the numerous volume sinks/sources in between intersections shown in the traffic data. The largest losses are noted at the MTO on-ramps which will be included in future submissions. A note on volume balancing and differences between intersections has been added in section 2.4
	Consider the QEW On-Ramps within the study area, to potentially mitigate volume discrepancies as a result of vehicles accessing the highways.	The QEW On-Ramps on Appleby Line and Burloak Drive operate as free-flow lanes and have minimal to no impact on the intersections. As such, these operation analysis for the On-Ramps were not conducted and volumes were not illustrated in the traffic volume section. To improve clarity, traffic volume diagrams will be updated to include the On-Ramp traffic volumes in the formal submission.
	Provide all the peak hour counts within the associated Appendix.	All peak hour counts and data are provided in Appendix B.
	Justify the discrepancies within the traffic distribution percentages, when comparing Tables 3.3 and 3.5, along with the internal site traffic figures (3.6A – 3.6C).	Discrepancies between traffic distribution percentages and volumes will be reviewed and updated in the formal submission.
	Provide justification for the use of the Shopping Centre pass-by trip rates for Strip Retail Plaza or remove the pass-by trip rates for this land-use to provide a more conservative estimate.	As the retail plazas are situated along the major roadways (Upper Middle Road and Burloak Drive) in highly visible and easily accessible locations. In addition, the surrounding residential land use is also expected to contribute to pass-by activity, as residents may stop at the plazas on their way to or from home. Further justification for the 40% pass-by rate is provided in Section 3.2.2.
	Correctly flag the measures of effectiveness considered critical in accordance with the Region's TIS guidelines.	Sections 5.2.1–5.2.26 identify the critical movements (delays, v/c, queue) forecasted at each intersection, along with the horizon year in which they occur. A general summary of the critical conditions that met the criteria outlined in Halton Region's TIS Guidelines for the intersection has been included to provide context for the identified movements. To improve clarity, this section will be updated to highlight the specific critical condition criteria were met for each individual movement noted as critical.
	Update the discussion around mitigation measures to reflect this change.	Noted.
	Provide the storage length for all applicable movements within the queue lengths summaries.	Tables 5.1-5.26 provide the LOS results for the study area intersections including the queue, storage, and available storage. Storage has been added into Table 6.1-3 queue assessment and critical queues are highlighted in formal submission.

REF #	COMMENT	RESPONSE AND/OR ACTION
	Highlight/Flag which 95th percentile queue exceeds its designated storage length.	Comment above
	Provide discussion/mitigation strategies in regard to the metering/blocking of accesses and intersections adjacent to movements with extensive queues.	Further discussion will be added in queuing section in formal submission.
	More detailed comments will be provided during staff's review and peer review of the 2nd submission Transportation Impact Study.	Noted.
COMMUNITY PLANNING DEPARTMENT - ADVISORY PANEL		
As We Heard It - Feedback Received from BUD on Draft LU&BFS		
	The Panel reinforced staff's previous comments that the LU&BFS should rationalize the proposed land use plan, including why the various intensities of development and built form have been arranged as currently proposed and why that approach has been taken.	Additional rationale provided
	Additional rationale to be provided within the LU&BFS for the proposed locations of taller buildings.	Additional rationale provided
	Emphasis was placed on the need for the LU&BFS to ensure appropriate built form transitions to the Natural Heritage System, existing neighbourhoods and Bronte Creek Provincial Park.	Additional rationale provided
sub-comment	BUD Panel made suggestions that the built form and site design could draw inspiration from European cities such as Barcelona and Paris, aiming for a unique approach.	Plan revisions to be explored following informal submission
	There was consensus that additional rationale was required in the LU&BFS to rationalize the open space and parkland layout (more detail provided below).	Additional rationale provided. Plan revisions to be explored following informal submission
	The Panel recommended that the LU&BFS should clearly convey the design intent of the open space plan, inclusive of its ecological functioning and social benefit as a unified whole, from courtyards to large parks, and its relationship to Bronte Creek Provincial Park.	Additional rationale provided
	Place-making opportunities were reiterated as critical, with a focus on leveraging the site's natural features to create a distinct identity.	Additional rationale provided
1. Context and Connectivity		
	The Panel felt the internal layout and plan appeared well-executed at first glance; however, were looking for further insight into the site's relationship to its broader context.	Additional rationale provided
sub-comment	Further details are needed within the LU&BFS related to rationale, description, size and community function of public realm to support vibrant pedestrianfocused streets, achieve complete community objectives and how the public realm will contribute and assist in meeting the daily needs of residents.	Additional rationale provided
	The site's close proximity to the Uptown Secondary Growth Area and the location of the proposed higher densities were noted. The Panel reinforced the need for the LU&BFS to provide justification as to why low-rise, mid-rise and tall buildings are provided in their proposed locations, given the surrounding and planned context.	Additional rationale provided
	The Panel suggested that additional urban design guidance for nodes, corridors and other parts of the community is required to rationalize the design layout.	Additional rationale provided
	It was recommended that massing and built form alternatives be explored that address edge conditions and transitions to adjacent land uses.	Massing re-explored and additional rationale provided
	The Panel highlighted the importance of aligning built form with roadway hierarchy. The importance of ensuring that low-rise buildings are not fronting major traffic corridors was emphasized, suggesting that such units would be better suited further from arterials to enhance residential livability.	Massing re-explored and additional rationale provided

REF #	COMMENT	RESPONSE AND/OR ACTION
	The LU&BFS should provide information about proposed site accesses and new public streets, inclusive of multi-modal considerations and intersection hierarchies to inform the design of the community. The LU&BFS should also provide information about how existing and planned transit has informed the arrangement and distribution of land uses, densities and built forms across the site.	Additional rationale provided
	The Panel also advised that the LU&BFS should emphasize the relationship between open space and built form intensity. As a design principle, large open spaces should be fronted by higher density uses to generate sufficient critical mass of users and avoid underutilization, while low-density forms should not directly abut key open space assets.	Additional rationale provided
	The Panel appreciated the road layout and vehicular connectivity at a high level but suggested that the LU&BFS place more focus on internal multi-modal (pedestrian and cycling) connections with the woodlots, creek, and Bronte Creek Provincial Park.	Additional rationale provided. Plan revisions to be explored following informal submission
	The Panel recommended that the relationship between the development and Bronte Creek Provincial Park be better defined as part of the LU&BFS. This should include strengthening visual and physical links to the Bronte Creek Provincial Park to support the identity of the project, noting it would be a lost opportunity if Bronte Creek Meadows had no meaningful connections to the park.	Additional rationale provided, including rendering of edge condition
	The Panel encouraged testing the development's visual impact through 3D views from within the Bronte Creek Provincial Park, particularly to assess effects on park users and campers.	Additional rationale provided, including rendering of edge condition
2. Built Form and Site Design		
	The Panel encouraged the LU&BFS to contain more guidance and rationale on the proposed distribution of land uses and built form throughout the Bronte Creek Meadows Community, and for each district. It was noted that Canadian urban developments often follow a limited hierarchy of single-family homes, townhouses, podiums, and towers; introducing courtyard housing could foster stronger community interaction by providing shared, secure spaces within the block.	Additional rationale provided. Plan revisions to be explored following informal submission
sub-comment	The Panel emphasized that this could be a way to introduce density without defaulting to towers, especially in sensitive areas adjacent to ecological edges like Bronte Creek Provincial Park.	Massing re-explored and additional rationale provided
	The Panel encouraged the LU&BFS to contain information demonstrating how the proposed built form typologies support social connectivity where residents can engage informally.	Additional rationale provided
	The Panel reinforced the need for the LU&BFS to outline how the proposed development appropriately interfaces with the Bronte Creek Provincial Park. Discussion of the relationship between the development and the existing context is needed, inclusive of appropriate built form transitions. Interface should include a porous edge with transitioning heights, stepped-down built form, public plazas and breaks in the built form, rather than a wall of podium and towers which could appear visually imposing.	Additional rationale provided, including rendering of edge condition
3. Community Use and Open Space		
	The Panel questioned whether some internal parks were delivering their full potential benefit and suggested that, at a larger scale, consolidating or realigning them might more effectively use space and better connect to the natural environment.	Additional rationale provided. Plan revisions made.
sub-comment	The LU&BFS should demonstrate that the proposed parks and layout have been informed by the City's Park Provisioning Master Plan (PPMP) and in consultation with City Parks staff.	Additional rationale provided. Plan revisions made.

REF #	COMMENT	RESPONSE AND/OR ACTION
sub-comment	The LU&BFS should also connect park locations to proposed residential densities to ensure appropriate distribution and usage.	Additional rationale provided. Plan revisions made.
	The Panel appreciated the road layout and vehicular connectivity at a high level but suggested that the LU&BFS place more focus on internal multi-modal (pedestrian and cycling) connections with the woodlots, creek, and Bronte Creek Provincial Park.	Additional rationale provided. Plan revisions made.
	The LU&BFS should also provide design direction for future private and publicly accessible open spaces (i.e. POPS) as to how these spaces should be designed and integrated into the development blocks and the larger open space vision.	Additional rationale provided. Plan revisions made.
	The LU&BFS should address the City's ongoing Community Needs Assessment and identify the recreational / public service facilities needed within BCM.	Additional rationale provided. Plan revisions made.
	The existing open space strategy seems to be driven by the five-minute radius framework; however, it is suggested that the proposal leverage the site's natural creek alignments to build connectivity and locate the greatest concentration of open space towards the higher density areas.	Additional rationale provided. Plan revisions made.
	The Panel noted that many internal park spaces were back lotted by residential units rather than being publicly oriented and emphasized the importance of programming and envisioning each space to ensure broad appeal beyond immediate neighbours.	Additional rationale provided. Plan revisions made.
	The Panel called upon the LU&BFS to demonstrate how open spaces can serve a broader population, including neighbouring communities such as Uptown and Appleby GO, creating a network of diverse yet complementary spaces.	Additional rationale provided. Plan revisions made.
4. Placemaking Opportunities		
	The LU&BFS provides strategies for the proposed low, mid, and high-rise buildings; however, it does not provide rationale on the distribution of land uses and built form. It should also account for and leverage the existing and planned context of this area as being of great significance.	Additional rationale provided
	The Panel encouraged the LU&BFS to establish public art and placemaking strategies to enhance community identify and enhance public spaces. Placemaking opportunities that celebrate the site's ecological history, such as interpretive signage, public art, or thoughtfully designed trailheads along the site are encouraged.	Additional rationale provided
sub-comment	The Panel suggested that these strategies could help tie the entire development together and create a unique identity that distinguishes it from typical residential subdivisions.	Additional rationale provided
sub-comment	It was noted that providing strategies to introduce unexpected elements celebrating the site's legacy could positively surprise the public and contribute to a more beautiful, livable community.	Additional rationale provided
	The Panel supported the idea of integrating the site's natural features into all aspects of the development, especially in unique contexts such as the institutional district located directly adjacent to the city owned woodlot.	Additional rationale provided
	The Panel recommended that placemaking strategies for this area reflect its specific setting, differentiating it from other areas in Burlington by drawing the woodlot character into its form and experience.	Additional rationale provided
	The LU&BFS should provide urban design guidance for the community as a whole and its components. The strategy should provide more details in the built form and urban design guidance sections to direct outcomes for each district or provide direction for the tertiary plans to address.	Additional rationale provided

REF #	COMMENT	RESPONSE AND/OR ACTION
	The LU&BFS needs further details related to rationale, description and community function of nodes and corridors to achieve complete community objectives and provide for resident's daily needs within walking distance.	Additional rationale provided
sub-comment	LU&BFS shall establish locations for mixed uses and identify frontages where continuous active uses at grade are appropriate and required.	Additional rationale provided
HALTON DISTRICT SCHOOL BOARD		
Propose School Site		
	1. The site is generally central to the neighborhood it would serve.	Acknowledged
	2. The site is a regularly shaped parcel encompassing approximately ±7.0 acres, satisfying the shape and minimum size requirements established by the Board.	Acknowledged
	3. The proposed school site is not located adjacent to a Neighbourhood Park, which is a key preference of the Board. Proximity to parks enables the possibility of a joint-use agreement with the City, fostering shared community access to recreational amenities and promoting more effi cient, integrated land use. It could also result in a reduction in site size pending the shared use agreements with the City and the Board.	Acknowledged
	4. Corner lot with frontages onto two minor collector roads and frontage onto a local road meets the Board's requirements. The Board will require confirmation that off-site parking amenities (on-street parking, bus-layby, drop offareas, etc) listed in Appendix 1 - section 3 can be accommodated within adjacent collector and local ROWs.	Acknowledged
	5. Frontage and lot depth estimated to meet Board requirements. a. Sutton Drive - frontage approximately 200 m	Acknowledged
	b. Corporate Drive - frontage approximately 145 m	Acknowledged
	c. Local Street F - frontage approximately 91 m	Acknowledged
	6. Site not adjacent to any environmentally or physically hazardous lands.	Acknowledged
	7. The grading difference between the north and south property lines is 4.5 meters, with the proposed concept grading design closely following the existing topography. The Halton District School Board (HDSB) has concerns regarding this significant elevation change within the school block and would like to discuss the possibility of having a more gradual slope to the school site to better accommodate future school use. The HDSB is requesting additional information from the proponent to address this concern.	Acknowledged
	8. Overall, the site mostly satisfies the general site requirements of the Board.	Acknowledged
	9. The Board has provided as part of this submission zoning requests for the general provisions of the future Zoning By-law conformity exercise, to provide for a more efficient site design - please refer to Appendix 3.	Acknowledged
Land Use & Built Form Strategy		
	Following discussions with City of Burlington staff, the Halton District School Board is open to exploring the relocation of the proposed school site to the phase 2 lands, with the goal of co-locating the school alongside a park and/or other community amenities, in alignment with the City's requirements. Please note that the Board's school site requirements would remain the same as illustrated in Appendix 1: School Site Requirements.	Acknowledged
	On-street parking and bus layby parking will be required to meet demands for the school. On-site parking will be prioritized for staff. Bus and parent dropoffwill be via on-street laybys along the school block. The Board requests that street parking be allowed along the frontages of the school in order to off set site parking requirements for buses and parent vehicles. HDSB requests more information on how a lay-by and temporary parking could be incorporated into the 26m neighbourhood connector road and local road adjacent to the future school site. For additional comments on traffi c, transportation, and safety measures, please see Appendix 1, section 3.	Acknowledged

REF #	COMMENT	RESPONSE AND/OR ACTION
	HDSB supports the development of an active transportation network within the Bronte Creek Meadows area that connects the proposed school site with the surrounding residential community. Recognizing that the future school is likely to serve students from beyond the subject lands, HDSB also endorses the extension of active transportation routes to adjacent neighbourhoods outside of Bronte Creek Meadows to ensure safe and accessible travel for all students. HDSB supports the use of pedestrian cut-throughs to connect adjacent residential areas to the school site. For additional comments on traffic, transportation, and safety measures please see Appendix 1, section 3.	Acknowledged
TECHNICAL SUBMISSION (SUBMITTED OCTOBER 3, 2025)		
CITY OF BURLINGTON PARKS DESIGN & CONSTRUCTION | Nick Pirzas | nick.pirzas@burlington.ca		
Draft Plan of Subdivision Phase 1 by Bousfields Inc.:		
1	The acknowledgement of required woodlot buffers is referenced in the updated EIA. Once the required widths are confirmed, the buffer surrounding the entire Sheldon Creek Woodlot shall ultimately become separate blocks to be conveyed to the city. The Phase 1 Draft Plan is to be updated to reflect the new buffer blocks.	A version of the Draft Plan has been prepared which shows the NHS limits and buffers. No separate buffer bocks have been included on the draft plan, as the resulting plan did not accurately portray the buffers, due to the amount of overlapping features and buffers.
2	Further discussions between city staff and the applicant are required to discuss the preferred location of the phase 1 park block.	These discussions took place in late 2025, and the park block has been designed to be a 1ha park in Phase 1 as per the City's request and in accordance with the Community Needs Assessment.
Arborist Report & Tree Protection Plan by Terrastory:		
1	The same documentation was submitted by the applicant, with the acknowledgement that the previous comments provided on August 1, 2025, will be addressed in a subsequent submission. Therefore, this item remains outstanding.	The Arborist Report and TPP have been submitted as part of this submission.
Draft Zoning By-law Amendment:		
1	Schedule A is to be updated upon finalization of the Phase 1 Draft Plan.	Updated and submitted with the application
Environmental Impact Assessment (EIA) Report Phase 1 by Colucent		
1	The document continues to discuss the removal of 0.73 hectares of mature deciduous woodland located at the northeastern boundary of the Sheldon Creek Woodlot. Staff regard the section of the woodlot proposed for removal as contiguous with the Sheldon Creek Woodlot and thus do not support the proposed removal. Staff recommend that further discussions occur with the applicant and the applicant's consultants to explore this matter further.	The woodlot is no longer being proposed for removal. This is reflected in the Draft Plan and EIA.
2	Woodlot buffer width discrepancies are noted in the EIA and Scoped Subwatershed Study. Further discussions are required with city staff, the applicant, and applicants' consultants to discuss the rationale for the recommended buffer widths and to reach a final consensus.	The SSWS provides a buffer framework for establishing buffers, while the EIA is more specific and provides numbers and justification for those numbers.
Scoped Watershed Study by MTE Consultants Inc:		
1	Woodlot buffer width discrepancies are noted in the EIA and Scoped Subwatershed Study. Further discussions are required with city staff, the applicant, and applicants' consultants to discuss the rationale for the recommended buffer widths and to reach a final consensus. Any updates to the buffer widths in this document shall reflect the same information in the EIA.	The SSWS provides a buffer framework for establishing buffers, while the EIA is more specific and provides numbers and justification for those numbers.
2	Some of the mapping/drawings in this document show the proposed employment block in phase 2 overlapping into the western portion of the Mainway Woodlot. Though a potential error in the documents, staff will not support the removal.	Acknowledged. The employment block has been revised to remain outside of the NHS features and buffers.

REF #	COMMENT	RESPONSE AND/OR ACTION
Tree Inventory and Preservation Plan and Edge Management Report by Kuntz Forestry Consulting Inc:		
1	Section 1.1 Policy Framework: Remove reference to the Private Tree By-law as it is not applicable to development files.	Noted and revised within the report.
2	Section 6.3 Monitoring: Discuss daily visual tree preservation fencing inspection during active construction activity by the consulting arborist or site supervisor. Repairs to be completed within 48 hours.	Refer to section 6.3 for updated monitoring requirements
3	Appendix A: Edge Management Prescriptions: Add additional tree and shrub species to enhance biodiversity. Ensure that the proposed vegetation design is in line with section 5.20.9 of the EIA.	Refer to the updated EMP including Appendix A. The EMP has been updated to add additional tree and shrub species, to consider the new buffer/development limits, and per recommendations within the EIA
4	City staff do not support the following: • 0.73 hectares of mature deciduous woodland along the northeastern boundary of the Sheldon Creek Woodlot. • Extensive removals along the eastern woodlot boundary adjacent future Street B. • Extensive removals along the southern woodlot boundary adjacent Employment Block 226. Per comment 1 regarding the Draft Plan of Subdivision mentioned above, the request to preserve 0.73 of trees, along with the incorporation of buffer blocks adjacent to Street B and the Employment Block, may necessitate revisions to Figure 1 to ensure the retention of a greater number of trees.	The woodlots will be fully protected with buffer. See revised Arborist Report
5	Staff are requesting the consideration of removing only high-risk trees within the fall zone as opposed to all trees. City staff and the consultant can discuss this further at time of formal submission.	The woodlots will be fully protected with buffer. See revised Arborist Report
	Parks, Urban Forestry and Landscaping may provide additional comments, raise additional concerns, or request additional information upon receiving the outstanding or revised information, and upon further comprehensive review of its contents in any subsequent submission(s).	Acknowledged
CITY OF BURLINGTON STORMWATER ENGINEERING SERVICES | Umar Malik | Umar.malik@burlington.ca		
Scoped Subwatershed Study – Volume II		
1	Section 8.3.5, Page 77: The City is in support of restoring the Bronte Creek Tributary (BCT) flows into the existing Mainway culvert, provided the following conditions are met to the satisfaction of the City staff:	--
a.	That the culvert's design capacity is not exceeded and that all upstream flows are properly attenuated to keep discharge rates within its capacity.	The proposed SWM controls upstream of the box culvert will control the peak flow to within the capacity of the box culvert under all design storm events up to and including the 100-year return period event. The Regional storm event will overtop the box culvert and spill into Mainway at a peak flow of 0.96 cms. This is a significant improvement over the current scenario, where flow spills overland into Mainway under all design storm events, with the current conditon Regional flow overland into Mainway being 5.95 cms. Further detention to control the Regional flow to within the capacity of the box would require expansion of the East Orchard SWM facility or an online flood control pond on BCT, neither of which are desirable.
b.	As part of this restoration, the upstream end of the Mainway culvert must be re-established and extended as needed to align with the existing BCT open channel flow.	Acknowledged. Conceptual design of this is included in the SSWS and further design will be provided at the Draft Plan and final design stages of relevant development phases.
c.	Appropriate inlet and outlet headwalls should be installed according to applicable OPSD standards to maintain stable hydraulic conditions and facilitate proper flow conveyance into the structure.	Acknowledged. Design will be provided at the Draft Plan and final design stages of relevant development phases.

REF #	COMMENT	RESPONSE AND/OR ACTION
d.	Please note, for your information, that the inlet to the concrete box culvert was sealed and DDCIBs were installed to direct Bronte Creek flows to Sheldon Creek East Branch through the Mainway sewers temporarily. This measure was taken because, at that time, an agreement with landowners could not be reached to extend the culvert beyond the City's right of way.	Noted.
e.	The City considers this an excellent opportunity to discontinue the flow diversion, restore flows into the box culvert, and establish an easement agreement if needed for future maintenance.	Acknowledged. The SSWS recommends this. We understand that the Mainway Woodlot will be deeded to the City of Burlington, in which case easement would not be required.
2	Section 8.3.8 (a), page 81: Please confirm that the flow for the 25mm Water Quality event has been estimated based on the City's latest (2020) IDF parameters.	The City's 2020 IDF parameters do not include a 25mm storm. As agreed by City staff, the SSWS modeling includes 25mm storm IDF parameters derived by factoring the 2-year 'A' parameter by the 2-yr rainfall depth/25mm, and using the 2-yr 'B' and 'C' parameters. SSWS section 8.3.8 has been updated to include this information.
3	Section 8.3.8 (b), page 81: Please complete a comparison of the 12-hour SCS Type II and 24-hour Type II rainfall durations to determine which distribution produces higher flows, and use that to prepare 2, 5, 10, 25, 50, and 100-year design events. A quick test for the 5- and 100-year events should be enough to confirm which storm distribution to use.	The 2023 East Burlington Creeks Hydrology report (section 3.7.2) already did this analysis, and concluded that "... the 12-hour SCS design storm would generate the largest peak flow rates throughout all four (4) watersheds for the 5-year and 100-year return period events". SSWS section 8.3.8 has been updated to include this information, but as agreed by City staff, we have not recreated the analysis.
4	General: Please proofread the documents to eliminate any inconsistencies, such as the study area (EIR states 123.89 ha, SSWS mentions it as 132.7 ha), and correct the references, for example, Table 15.18, which does not exist.	The Primary Study Area comprises 132.7ha, including ~123.7ha owned by Alinea and the ~9.1ha Sheldon Creek Woodland owned by the City of Burlington. The SSWS has been reviewed to ensure correct data is presented throughout.
5	General: The stormwater management plan for these lands was outlined in the 1993 Sheldon Creek Watershed Masterplan. Ensure that the stormwater servicing, channelization, storage facilities' design, and infrastructure plans conform to its recommendations. Drawing 12 of the watershed masterplan illustrates some of the study's recommendations.	The recommendations of the 1993 Sheldon Creek Watershed Master Plan have generally been incorporated into the SSWS recommendations, with some exceptions. Discussion of how the 1993 recommendations have been included or explanation of why they have not has been added to SSWS section 11.2.
6	Section 9.2, page 87: Please include a discussion explaining the significant difference in flows at the SCWB river stations 46927.52 between the CH Modelling flow data and the updated current conditions flow data. Suggest adding a comparison for a few more river stations to demonstrate the range of variations across the site. By contrast, the comparison for SCEB is identical across the two models.	The CH report documented inter- and intra-watershed spills upstream of the PSA, yet included only inter-watershed spills in the hydraulic modeling so that intra-watershed spill flow would not be double counted within the watershed. MTE has conservatively included both inter- and intra-watershed spills in order to ensure that the resultant higher water surface elevation is used to establish the development limit.
7	Tables 9.3 & 9.6, pages 88 & 90: Please confirm that the current conditions Regional Flood data for SCWB and SCEB presented in the tables represent water surface elevations, not floodplain elevations. All tables may need correction.	This wording has been corrected in Tables 9.3, 9.6, 9.8, 15.10, 15.11 and new Table 15.15, as well as in Section 17.8.
8	Tables 9.3, pages 88: The elevation values entered in the table do not match those in drawing 8, "Existing Regulatory Floodplain Limits." For instance, for cross-section 46927.52, 136.21 m in the table and 136.92 m in the drawing. Please correct.	All flood data tables, drawings and figures have been revised based on updated modeling. The updated data has been cross-checked to ensure consistency.

REF #	COMMENT	RESPONSE AND/OR ACTION
9	Section 11.0, page 99: In the Flooding section, add a bullet point about exploring and implementing best management practices to enhance flood resilience and improve the overall drainage of the subject lands within each subwatershed.	Requested bullet has been added.
10	Section 11.0, page 99: In the Erosion section, add a bullet about adopting erosion control measures at locations where the development activity could increase the creek bank or bed erosion potential.	Requested bullet has been added.
11	Section 11.0, page 99: In the Surface Water Quality section, include a bullet point about adopting best management practices and innovative approaches to restore quality where there are visible signs of degradation, and taking steps to seize enhancement opportunities.	Requested bullet has been added.
12	Section 11.1.2, page 101: Under the Specific SWM Criteria and objectives for the Subject Lands, please revise the first bullet as follows: Maintain peak flows from the Study Area at or below existing levels for all storms up to and including the Regional Storm event and meet capacity constraints where required.	Bullet has been revised as requested.
13	Section 11.1.3, para 1, page 101: The sentence is not clear. What are the "flood damage centers' referring to? Please elaborate.	Reference to flood centres has been removed.
14	Section 11.1.3, para 2, page 101: In the last sentence of the paragraph, please replace 'floodplain elevations' with 'floodplain extents and water surface elevations'.	Bullet has been revised as requested.
15	Section 11.1.4, page 101: Please consider revising as follows: 'There are no significant groundwater features within the study area; as a result, groundwater balance was not considered necessary. However, LIDs should be considered to provide groundwater recharge and mitigate the development's impacts.'	Bullet has been revised as requested.
16	Section 11.1.5, page 101: This section refers to a list of regulated wetland aspects with no negative impacts. The list is missing.	Revised
17	Section 11.2, page 102: Why has SWMF2 been excluded from providing Regional Storm controls?	Regional controls are included in SWMF2. Section 11.2 and other sections have been updated accordingly.
18	Section 11.2, page 102: Staff defers the review and approval of the flattening and lowering of the 135m section of SCEB to Conservation Halton.	Noted.
19	Section 13.2.4, page 110: The information regarding Regional flood controls for the proposed stormwater management facilities in Section 13.2.4 (page 110) is inconsistent with that stated in Section 11.2 (page 102). Please clarify which stormwater management facilities are intended to have Regional flood control and provide a rationale for excluding any facilities from providing Regional detention storage. If necessary, please update the Implementation Plan (Drawing 10) to correctly reflect the Regional flood storage for each of the three facilities.	Regional controls are proposed within all three proposed SWM facilities (SWMF1, SWMF2 and SWMF3). SSWS text has been updated to this effect.
20	Existing Regulatory Floodplain Limits – Drawing 8: The cross-section labels at the upper end of SCWB (just south of Upper Middle Road) have been duplicated. E.g. at least three cross sections are labelled XS46927.52. Please correct. The same correction is required on Drawing 12.	All flood data tables, drawings and figures have been revised based on updated modeling. The updated data has been cross-checked to ensure consistency.

REF #	COMMENT	RESPONSE AND/OR ACTION
21	Section 13.1 (1), page 107 and Implementation Plan – Drawing 10: The post-development BCT flows released into the reactivated concrete box culvert crossing Mainway must be controlled to the available culvert capacity. As such, SWMF 3 should be sized appropriately. The culvert capacity calculations must account for the local drainage that will enter the structure upon reactivation, as well as the surface flows from Reimer Business Park currently entering the culvert through an existing catchbasin south of Mainway.	Flow reaching the upstream inlet end of the box culvert has been controlled to within the capacity of the box culvert under all design storms up to and including the 100yr storm event. Under the Regional storm event, the culvert is overtopped and overland flow into the Mainway ROW is predicted. A significant reduction in overland Regional flow (from 5.95 cms in the Current condition to 0.96 cms in the post-development condition) into Mainway is predicted.
22	Section 13.1 (1), Page 107: Please include calculations of how the capacity of the box culvert (5.2 m3/s – under surcharge conditions) has been calculated.	Calculations have been included in SSWS Appendix X and referenced in section 13.1.
23	Section 15.1.1, Table 15.2, page 112: The flow values showing the change in peak flow from Pre-development to post-development scenarios for POI-4 in the SCWB are incorrect. Please correct this.	All flow values in this table have been revised based on updated modeling.
24	Section 15.3.1, Table 15.9, page 115: The cross-section at Upper Middle Road (XS46327.52) does not exist on the Floodplain Limit drawings or in the HEC RAS Output tables in Vol IV - SSWS Appendices. Please cross-check the report, drawings and hydraulic model output tables for consistency.	Table has been corrected to show XS46927.52.
25	Section 15.3.2, page 120 and Section 15.3.3, page 123 (plus at multiple locations throughout the document text and drawings): Please confirm with Conservation Halton that combining the SCEB and BCT with a single low-flow channel within a joint corridor is acceptable. City staff understand that the CH position is to keep the two channels separate.	Combining the SCEB and BCT channels is no longer proposed. The SSWS has been updated to maintain SCEB and BCT as separate channels (with both low flow and high flow remaining in their original subwatershed). The SSWS strategy now includes two adjacent 'valleys' within one corridor.
26	Section 15.5, page 124: The design parameters for the three stormwater management facilities may change as the design and the models are refined, which may result in a change in the storage volume and hence the size of the pond blocks.	This wording has been added to SSWS Section 15.5.
27	Table 15.17, page 126:	--
a.	Rainwater harvesting (i.e., rain barrels): The City recommends using rainwater harvesting and reuse. However, control measures for quality and quantity on private lands cannot be counted towards meeting the control targets. Please note that Low Impact Development features are supported as a best management practice, but the City does not allow their storage capacity to be included in the site's flood control requirements.	Section 15.5 has been updated to include a note to this effect.
b.	Bioretention Swales: Bioretention swales can be considered as a component of the treatment train to achieve the enhanced level (80% TSS removal) of quality control.	Table 15.17 has been updated to this effect.
c.	Green Roofs: Green roofs can be considered during the site plan stage. However, they will only be approved if they comply with the OBC, align with the City's 2020 Stormwater Management guidelines, and are justified based on design and circumstances.	Table 15.17 has been updated to this effect.
d.	Permeable Surface (pavement): How will the permeable surfaces function effectively if the infiltration galleries have been eliminated due to soil conditions? As mentioned elsewhere in this document, permeable surfaces and any LIDs cannot be relied upon for quantity control.	Table 15.17 has been updated to this effect.
e.	Clean water collection system: The third pipe system is encouraged and supported. The third pipe collection system must remain isolated from any paved-surface runoff.	Table 15.17 has been updated to this effect.
f.	Amended topsoil and/or increased depth: Conditional upon receiving more details on how it will be implemented and after assessing its impacts on other features, services, and hazards. It will require acceptance from other agencies, if applicable.	Table 15.17 has been updated to this effect.

REF #	COMMENT	RESPONSE AND/OR ACTION
28	Section 18.3.4: Please revise the second sentence as follows: The purpose of this stage of monitoring is to evaluate the performance of the constructed SWM Facility(s) under "ultimate" operating conditions and to carry out any necessary maintenance to ensure effective functioning of the facilities.	Sentence has been revised as requested.
29	Section 18.3.4: The post-construction monitoring and maintenance of the SWM facilities should continue beyond the proposed 2-year period till the facilities are assumed by the permanent owners.	Sentence has been revised to this effect.
30	Existing and Post-Development Floodplain Limits Drawings 8 and 12: The cross-section numbers in SCWB immediately south of Upper Middle Road are out of order.	Drawings 8 & 12 have been corrected.
31	Please include a drawing showing the Existing Regulatory Floodplain Limits for BCT.	Figure 8 Existing Regulatory Floodplain Limits has been updated to include the BCT flood limit.
32	A post-development Regulatory Floodplain Limits drawing and HEC RAS output tables will also be required for the realigned BCT within the shared corridor with SCEB.	SSWS Section 15.3 has been updated to include assessment of the proposed realigned BCT in a format similar to the previously-included SCEB assessment.
33	Post Development Floodplain Limits – Drawing 12: The SCWB and BCT are shown combined into one channel. It has been clearly communicated to the applicant that the two watercourses are to remain separate within the same creek corridor in the post-development conditions. Please revise the drawing accordingly. The post-development HEC RAS model should accordingly be revised. The model output tabular results and the watercourse profiles do not show separate channels.	SSWS text, modeling and figures have been updated with SCEB and BCT in separate channels.
B. Scoped Subwatershed Study – Vol III, Appendix C (Flood Hazard Report)		
34	Section 4.0, 2nd para, page 13 of 17: Please take into account the backwater effect caused by the flow entering the Mainway box culvert (downstream receiver of BCT) through Riemer Business Park when estimating the hydraulic capacity.	MTE has updated the hydraulic capacity calculation of the box culvert to consider the backwater effect. Calculations are included in Appendix E1 of the updated SSWS.
35	Section 5.0, page 14 of 17 and section 5.2, page 15 of 17: The proposed hydraulic modelling conditions are based on combining BCT and SCEB channels. This contradicts the review agencies' instructions to keep the two channels separate during low-flow conditions. Further discussions are necessary to determine the flow splitting at the downstream end if the Regional floodplain of the two channels is integrated within a single corridor.	Combining the SCEB and BCT channels is no longer proposed. The SSWS has been updated to maintain SCEB and BCT as separate channels (with both low flow and high flow remaining in their original subwatershed). The SSWS strategy now includes two adjacent '
	Please communicate to the Applicant that they or their consultants are welcome to contact me directly if they have any questions about the comments/requirements. I would ask that they copy Planning on all correspondence. Please include a response matrix with the next submission outlining how the comments have been addressed. City staff are not responsible for any errors or omissions. Stormwater Engineering reserves the right to provide additional comments, raise additional concerns, or request additional information.	Acknolwedged.
CITY OF BURLINGTON TRANSPORTATION SERVICES | Derek Napoli | Derek.napoli@burlington.ca		
TRANSPORTATION IMPACT STUDY REVIEW AND COMMENTS – Revisions Required		
	The Transportation Impact Study (TIS) was prepared by Paradigm Transportation Solutions Limited (Paradigm). The TIS reviewed the impacts of the proposed development to the road network.	For Information
	The following is a summary of the revisions required with formal submission:	For Information

REF #	COMMENT	RESPONSE AND/OR ACTION
	Transportation Network Operational Analysis - Implement signal progression along Appleby Line and Burloak Drive as per signal timing plans.	For Information
	Internal Transportation Network - Revise 7.5 metre right-of-way lanes as private in the Phase 1 Draft Plan of Subdivision.	For Information
	Development Site Traffic - Provide further clarification for the assumed 12% of site trips attracted to the Appleby MTSA and provide documentation in the Appendices. - Further justification is required for the use of a 40% pass-by trip rate for Strip Plaza (LUC 822) or use a more conservative estimate. - Provide breakdown of the size and type for both planned retail locations adjacent to Upper Middle Road and Burloak Drive. - The operational analysis shall include a sensitivity test that redistributes site traffic using an alternative to the "all-or-nothing" assignment methodology and that explicitly accounts for congestion-driven route choice at major intersections. - Clarify discrepancies between the Trip Distribution Table and the Internal Site Traffic Volume Figures and confirm that the trip assignment reflects the distribution assumptions presented in the report.	Noted.
	Future Total Traffic Operations - Confirm that Site Access B and C are opposite existing roadways or driveways to maintain proper intersection alignment and access management principles. - Increase spacing between the Corporate Drive intersection with Burloak Drive and adjacent intersections, in alignment with the Region's Access Management Guidelines. - Provide alternative mitigation measures such as increase storage lane capacity at Burloak Drive at Mainway. - Remove recommendation for dual northbound left-turn lanes at Burloak Drive at Mainway to reduce impacts to non-auto travel modes. - Analyse alternative mitigation measures such as added turn lanes at Norjohn Court/Lampman Avenue. - Provide additional mitigation measures to address long queues and delays at Appleby Line and Mainway.	Noted.
	Future Total Sensitivity Traffic Operations - Conduct a sensitivity analysis where the appropriate site traffic is distributed to the planned Corporate Drive extension over Sheldon Creek to Burloak Drive.	Added in latest submission.
	Multi-Modal Level of Service (MMLOS) Review - Conduct an MMLOS analysis for the section of Sutton Drive between Mainway and John Lucas Drive.	Added in latest submission.
	General - Investigate the potential implementation of a roundabout intersection at the Sutton Drive and Corporate Drive intersection. - Include additional criteria for implementing on-street parking on internal street network. - Design on-street parking lanes as defined parking bays with curb extensions (bump-outs) at intersections. - Utilize a design speed of 40 km/h for all internal local and collector streets.	Added in latest submission.
Existing Traffic Conditions		
Informational Comments		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	Turning movement counts (TMCs) for all study area intersections were collected in September 2023, September 2024, April 2024 and November 2024. A 2024 base year was selected for existing conditions analysis.	For Information
2	The TIS notes that the subject development is serviced by four transit routes including Burlington Transit Route 11 Sutton/Alton, 48 Millcroft, 51 Burlington Northeast, 81 Harvester/North Service. Additionally, the Appleby GO is located approximately 2 kilometres south of the proposed development.	For Information
3	The TIS considered the following intersections as part of their analysis: • Appleby Line and Dundas Street (Signalized), • Appleby Line and Upper Middle Road (Signalized), • Appleby Line and Corporate Drive (Signalized), • Appleby Line and Mainway (Signalized), • Appleby Line and North Service Road (Signalized), • Appleby Line and QEW WB Off-ramp (Signalized), • Appleby Line and QEW EB Off-ramp (Signalized), • Appleby Line and Harvester Road (Signalized), • Appleby Line and Fairview Street (Signalized), • Upper Middle Road and School West Driveway/Private Access (Signalized), • Upper Middle Road and Sutton Drive (Signalized), • Burloak Drive and Mainway (Signalized), • Burloak Drive and North Service Road (Signalized), • Burloak Drive and QEW WB Off-ramp (Signalized), • Burloak Drive and QEW EB Off-ramp/Red Oak Boulevard (Signalized), • Upper Middle Road and School East Driveway/Private Access (Stop Control), • Upper Middle Road and Quinte Street (Stop Control), • Upper Middle Road and Baker Drive (Stop Control), • Upper Middle Road and Deer Place (Stop Control), • Upper Middle Road and Blue Spruce Avenue (Stop Control), • Burloak Drive and Bronte Creek Provincial Park Access (Stop Control), • Proposed Burloak Drive and Corporate Drive Extension (Stop Control), • Mainway and Lampman Avenue/Norjohn Court (Stop Control).	For Information
4	The TIS notes that sidewalks are provided on at least one side of Appleby Line, Upper Middle Road, Quinte Street, Sutton Drive, Baker Drive, Deer Place, Blue Spruce Avenue, Burloak Drive, Corporate Drive, Mainway, Lampman Avenue/Norjohn Court, and North Service Road within the study area.	For Information
5	The TIS notes that on-street bicycle facilities are provided on both sides of Appleby Line, Upper Middle Road, Burloak Drive, Corporate Drive and North Service Road.	For Information
Revisions Required - Comment #6 added for Technical Pre-consultation 2		
6	Synchro models do not include coordinated signal progression along Appleby Line and Burloak Drive as per the signal timing plans. Improving signal progression results in reducing queues on the major arterial and may affect available green time for the minor streets such as Mainway and Corporate Drive.	Signal coordination has been added in latest submission.

REF #	COMMENT	RESPONSE AND/OR ACTION
Future Background Transportation Network		
Informational Comments		
7	An annual background growth rate of 1% was applied to the 2023 turning movement count data to estimate the 2024 base year.	For Information
8	Future Background volumes are outlined in Section 4.2 of the TIS as follows: • Burloak Drive 4% annualized growth to 2031 and 1% thereafter; • Upper Middle Road 4% annualized growth to 2031 and 1% thereafter; • Appleby Line 2% annualized growth to 2031 and 1% thereafter; • Fairview Street 2% per annum; • All other City of Burlington streets 1% per annum; • QEW Burloak Drive ramp 3.5% per annum; and • QEW Appleby Line ramp 3.3% per annum.	For Information
9	The TIS analysed three horizon years including the proposed opening year of the development (2035), five years from the opening date (2040) and ten years from the opening date (2045). Section 3.1 of the TIS notes that the development is planned to be built in phases, although only the ultimate full build-out was analysed to assess the transportation network impacts.	For Information
10	The TIS considered the following six background developments which were included in the analysis: • 2273 Turnberry Road; • 1989 Appleby Line; • 5030-5040 Tico Creek; • Millcroft Greens Draft Plan of Subdivision; • 5219 Upper Middle Road; and • 1860-1900 Appleby Line.	For Information
11	Section 2.3 of the TIS identifies road widening from four to six lanes planned for Burloak Drive, Appleby Line, and Upper Middle Road in the Region's Transportation Master Plan (TMP) to 2031. The TMP also includes converting curb lanes to high occupancy vehicle lanes (HOV) or Bus Rapid Transit Lanes (BRT) after road widening is complete. All road widening projects are expected to be completed by 2031.	For Information
Internal Transportation Network		
Informational Comments		

REF #	COMMENT	RESPONSE AND/OR ACTION
12	Figure 1 illustrates the latest concept plan and the key five internal roadways proposed to service the development. • East-West Roads i. The Corporate Drive Extension is required for the functionality of the Bronte Creek Meadows development. It will connect to Burloak Drive in the east and Corporate Drive in the west and serve as a primary east/west connector. ii. Street D which will connect to Burloak Drive at its the east end and Sutton Drive extension at the west end. • North-South Roads i. Sutton Drive which will connect the existing ends of Sutton Drive at Upper Middle Road and Mainway. ii. Quinte Street which will connect to the existing Quinte Street at Upper Middle Road and the Corporate Drive Extension. iii. Blue Spruce Avenue which will connect to the existing Blue Spruce Avenue at Upper Middle Road and the Corporate Drive Extension.	For Information
Clarification and Revisions Required - Comment #13 added for Technical Pre-consultation 2		
13	The Draft Plan of Subdivision for Lots 1, 2, 3, and 4 identifies right-of-way widths for each street type, including Lanes A through D. All lanes are labelled as public lanes with a 7.5-metre right-of-way. A typical public right-of-way must accommodate the roadway, drainage infrastructure, street trees, above- and below-ground utilities and servicing, lighting, and waste collection. Additionally, a 7.5-metre width raises concerns regarding winter maintenance and snow storage. Given these constraints, the proposed lanes cannot function as public lanes and must instead be revised as private lanes, supported by an appropriate winter maintenance strategy.	For Information
	 *Figure 1: Site Concept Plan (TIS Figure 3.1)*	

<table>
<tr><th>REF #</th><th>COMMENT</th><th>RESPONSE AND/OR ACTION</th></tr>
<tr><td>14</td><td>Section 3.1 of the TIS identifies pedestrian facilities are planned throughout the development on the internal roadways. Sidewalks are planned on at least one side of the proposed local roads within the development.

Transportation Planning note that the neighbourhood west of Sheldon Creek is outlined in the City's Integrated Mobility Plan (IMP) as an Enhanced Pedestrian Realm (EPR). It is likely that the EPR will extend to include the residential neighbourhoods of the proposed development. As such, internal streets within an EPR shall include sidewalk (at least 2.1 metres wide) on both sides the streets as part of the future phased applications.</td><td>For Information</td></tr>
<tr><td colspan="3">Development Site Traffic</td></tr>
<tr><td colspan="3">Informational Comments</td></tr>
<tr><td>15</td><td>Section 3.2 outlines the methodology for determining the development site traffic based on the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition, using the following Land Used Codes (LUC):
• Single Family Detached Housing (LUC 210),
• Multifamily Housing – Low-Rise (LUC 220),
• Multifamily Housing – Mid-Rise (LUC 221),
• Multifamily Housing – High-Rise (LUC 222),
• Elementary School – (LUC 520),
• Office Park (LUC 750),
• Strip Retail Plaza – 40,000 - 150,000 square feet Gross Floor Area (LUC 821), and
• Strip Retail Plaza – <40,000 square feet Gross Floor Area (LUC 822).</td><td>For Information</td></tr>
<tr><td></td><td>Table 1: Trip Generation by Land Use Code (LUC)
<table>
<tr><th rowspan="2">Phases</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th><th colspan="3">Saturday Peak Hour</th></tr>
<tr><th>In</th><th>Out</th><th>Sum</th><th>In</th><th>Out</th><th>Sum</th><th>In</th><th>Out</th><th>Sum</th></tr>
<tr><td>Single Family Detached Housing (LUC 210)</td><td>47</td><td>140</td><td>187</td><td>154</td><td>93</td><td>247</td><td>128</td><td>112</td><td>240</td></tr>
<tr><td>Multifamily Housing – Low-Rise (LUC 220)</td><td>105</td><td>330</td><td>435</td><td>339</td><td>209</td><td>548</td><td>243</td><td>254</td><td>497</td></tr>
<tr><td>Multifamily Housing – Mid-Rise (LUC 221)</td><td>230</td><td>678</td><td>881</td><td>434</td><td>292</td><td>726</td><td>376</td><td>386</td><td>762</td></tr>
<tr><td>Multifamily Housing – High-Rise (LUC 222)</td><td>263</td><td>738</td><td>1001</td><td>608</td><td>409</td><td>1017</td><td>687</td><td>559</td><td>1246</td></tr>
<tr><td>Elementary School – (LUC 520)</td><td>286</td><td>27</td><td>313</td><td>3</td><td>150</td><td>153</td><td>2</td><td>4</td><td>6</td></tr>
<tr><td>Office Park (LUC 750)</td><td>103</td><td>61</td><td>164</td><td>129</td><td>118</td><td>247</td><td>170</td><td>125</td><td>295</td></tr>
<tr><td>Strip Retail Plaza – 40k-150k (LUC 821)</td><td>269</td><td>160</td><td>428</td><td>284</td><td>252</td><td>536</td><td>372</td><td>260</td><td>632</td></tr>
<tr><td>Strip Retail Plaza – <40k (LUC 822)</td><td>33</td><td>21</td><td>55</td><td>47</td><td>27</td><td>74</td><td>71</td><td>43</td><td>114</td></tr>
<tr><td>Total</td><td>1927</td><td>2328</td><td>4255</td><td>2135</td><td>2030</td><td>4165</td><td>2150</td><td>1829</td><td>3979</td></tr>
</table></td><td>For Information</td></tr>
</table>

REF #	COMMENT	RESPONSE AND/OR ACTION
16	For a conservative estimation, the TIS specifies that modal split adjustments to the site generated trips for active transportation or transit were not made. The site generated trips accounted for internal capture and pass-by trips utilizing methodology outlined in the ITE Trip Generation Handbook, 3rd Edition. Table 1 shows the results of the TIS's calculations for the site generated trips by land use code. • Internal capture rate between 8% and 17% for weekday AM/PM and Saturday peak hours. • 40% pass-by trip rate for LUC 821 and 822.	For Information
Revisions Required - Comment #10 Updated for Technical Pre-consultation 2		
17	Transportation Planning notes that the smaller gross floor area (GFA) of LUC 822, compared to LUC 821, is unlikely to attract the same volume of trips. Therefore, further justification is required for the application of a 40% pass-by trip rate. Section 3.2.2 of the Transportation Impact Study (TIS) indicates that the Strip Retail Plaza is located adjacent to Burloak Drive, making it highly visible and generally accessible—conditions that would typically support pass-by traffic. However, the plaza's access location is not specified. If the plaza is accessed via an internal road rather than directly from Burloak Drive, vehicles traveling along Burloak Drive would not have direct access and thus would not contribute to pass-by trips. Clarify and update pass-by trips estimates following ITE Trip Generation Handbook, 3rd Edition methodology. Additionally, to provide a better understanding of factors impacting site trip estimates, add a breakdown of the size and type of planned retail (LUC 821 or 822) located adjacent to Upper Middle Road, west of Sutton Drive, as well as the retail adjacent to Burloak Drive.	Updated so passby only applied to the large retail LUC 821 located nearby busy roads. As a high level assessment for planning purposes, no tenants are currently known.
Revisions Required		
18	Section 3.2.4 discusses methodology for calculating the assumed site trips attracted to the Appleby Major Transit Station Area (MTSA). The methodology considers the existing and future planned transportation network for the Appleby MTSA outlined in the City of Burlington MTSA – Transportation Assessment (Dillon, 2023). The Appleby MTSA is forecasted to generate 10,240, 14,090 weekday AM and PM peak hour trips respectively. An assumed 12%, or 500 vehicles, of the sites total trip generation will be attracted to the Appleby MTSA, which results in approximately 3-8% of total auto trips generated by the Appleby MTSA. Transportation Planning require clarification be provided for how the assumed 12% of site trips attracted to the Appleby MTSA for both AM and PM peak hours was calculated or derived and documentation provided in the Appendices.	Additional clarification provided in section 3.2.4
Revisions Required - Comments #12 through 15 added for Technical Pre-consultation 2		

REF #	COMMENT	RESPONSE AND/OR ACTION
19	As part of the second Pre-consultation submission, additional clarification and justification were provided in Section 3.2.5—and reiterated in Section 6.5—regarding the decision not to allocate site traffic to the planned Corporate Drive Extension over Sheldon Creek. The Corporate Drive Extension is required for the functionality of the Bronte Creek Meadows development and shall be considered as part of Phase 1. An "all or nothing" methodology was implemented whereby all trips from an origin/destination will follow the same route. This methodology ignores the impacts of highly congested routes on driver behaviour to avoid delays and overestimates demand on major routes while underestimating demand on other routes. When considering the expected 2035 Future Total congestion at intersections along Upper Middle Road, a portion of drivers will opt for alternative routes such as the Corporate Drive Extension.	Trip assignment has been updated to consider congestion and is described in Section 3.2.5.
20	Transportation Planning note that north/southbound site traffic was not allocated to/from the site crossing Upper Middle Road at Quite Street, Sutton Drive and Blue Spruce Avenue. Similarly, to the site traffic distribution methodology for Corporate Drive Extension, this methodology ignores the impacts of highly congested routes on driver behaviour to avoid delays and overestimates demand on major routes while underestimating demand on other routes.	Trip assignment has been updated to consider congestion and is described in Section 3.2.5.
21	The operational analysis shall include a sensitivity test that redistributes site traffic using an alternative to the "all-or-nothing" assignment methodology and that explicitly accounts for congestion-driven route choice at major intersections. The reassignment should consider the planned Corporate Drive extension over Sheldon Creek and the potential Upper Middle Road crossing points at Quinte Street, Sutton Drive, and Blue Spruce Avenue. The analysis should also review the potential for diverting trips to Mainway and North Service Road, which may represent under-utilized corridors.	Trip assignment has been updated to consider congestion and is described in Section 3.2.5.
22	Comparison between Tables 3.3 and 3.5 (The Estimated Trip Generation and The Estimated Trip Distribution respectively) to Figures 3.6A to 3.6C (Internal Site Traffic Volumes) reveal some discrepancies. For example, during the AM peak hour, 10% of site traffic is expected to leave the site westbound on Mainway towards Appleby Line, equating to approximately 235 site trips, plus a portion of the 220 site trips attracted to the Appleby MTSA. However, Figure 3.6A shows 452 vehicles traveling westbound on Mainway. Provide further justification or clarification for these discrepancies between the Trip Distribution Table and the Internal Site Traffic Volume Figures and confirm that the trip assignment reflects the distribution assumptions presented in the report.	Tables have been reviewed and corrected.
Future Total Traffic Operations & Recommended Improvements		
Revision Required - Comments #16 and 17 added for Technical Pre-consultation 2		

REF #	COMMENT	RESPONSE AND/OR ACTION
23	Section 5.7.1 of the TIS asserts that a short block length (175 metres) between the proposed Corporate Drive and Streed D intersections with Burloak Drive can lend to creating pedestrian and cycling friendly environments by shortening travel distance between controlled crossings. However, closely spaced intersections bring the conflict points, between vehicles and active transportation users, closer together. The closer spacing increases risk to the active transportation users as driver awareness is divided between visual clutter from multiple sets of traffic signals, signage, and crossings. Drivers may overlook pedestrians or cyclists in adjacent crosswalks because of divided attention or obstructed sightlines. Additionally, the TIS proposes that these two closely spaced intersections will be coordinated for Burloak Drive to avoid queueing between intersections. However, signal coordination optimized for vehicles can result in short pedestrian clearance intervals and reduced crossing times. Furthermore, cyclists may be caught between signals, leading to red-light running. Transportation Planning requires that the Corporate Drive intersection with Burloak Drive be located to increase spacing between adjacent intersections, in alignment with the Region's Access Management Guidelines.	Intersection spacing has been revised and discussed in Section 7.6.
24	Figure 5.1 identifies Site Access B as being approximately 220 metres west of Sutton Drive, opposite John Lucas Drive. Transportation Planning requires confirmation that Site Access B is intended to align with the existing John Lucas Drive intersection. Similarly, Site Access C shall be located directly opposite an existing driveway to maintain proper intersection alignment and access management principles.	It is assumed that driveways will be positioned to aligned appropriately
Informational Comments		
25	Operational analysis conducted using Synchro 12 and Highway Capacity Manual (HCM) 2000 procedures. Moreover, the TIS notes that mitigation measures may need consideration: • At signalized intersections, i. Movements increased to V/C ratio 0.85 or above; ii. Movements increased to V/C ratio 0.95 or above for exclusive turning movements • At unsignalized intersections, i. Delay increased to LOS D or worse. • At all intersections, i. An exclusive turning movement with expected 95th percentile queues that exceed available storage.	For Information
26	Critical movements are defined as any with volume over capacity ratios (V/C) of 0.85 or more for shared-lanes and exclusive through movements or 0.95 or more for turning lanes, and/or level or service (LOS) of E or F. The following tables identify the 2035 Future Total critical traffic movements for each intersection, beginning at Mainway and Burloak Drive and proceeding west to Mainway and Appleby Line.	For Information
Revisions Required – Burloak Drive and Mainway – Critical Movements (signalized)		

<table>
<tr><th>REF #</th><th>COMMENT</th><th>RESPONSE AND/OR ACTION</th></tr>
<tr><td></td><td>
<table>
<tr><th rowspan="2">Scenario</th><th rowspan="2">Direction (storage in m)</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th><th colspan="3">Saturday Peak Hour</th></tr>
<tr><th>V/C</th><th>LOS</th><th>95th (m)</th><th>V/C</th><th>LOS</th><th>95th (m)</th><th>V/C</th><th>LOS</th><th>95th (m)</th></tr>
<tr><td rowspan="3">Existing</td><td>EBR</td><td>0.66</td><td>D</td><td>55</td><td>0.20</td><td>D</td><td>25</td><td>0.06</td><td>C</td><td>13</td></tr>
<tr><td>NBL (110)</td><td>0.83</td><td>C</td><td>54</td><td>0.74</td><td>A</td><td>56</td><td>0.40</td><td>A</td><td>18</td></tr>
<tr><td>SBT/R</td><td>0.58</td><td>B</td><td>116</td><td>0.26</td><td>B</td><td>43</td><td>0.27</td><td>A</td><td>32</td></tr>
<tr><td rowspan="3">2035 Future Background</td><td>EBR</td><td>0.97</td><td>F</td><td>133</td><td>0.52</td><td>D</td><td>49</td><td>0.09</td><td>C</td><td>14</td></tr>
<tr><td>NBL (110)</td><td>1.82</td><td>F</td><td>189</td><td>1.29</td><td>F</td><td>251</td><td>0.70</td><td>A</td><td>28</td></tr>
<tr><td>SBT/R</td><td>0.69</td><td>C</td><td>130</td><td>0.31</td><td>B</td><td>52</td><td>0.33</td><td>B</td><td>36</td></tr>
<tr><td rowspan="3">2035 Future Total</td><td>EBR</td><td>1.51</td><td>F</td><td>223</td><td>1.82</td><td>F</td><td>282</td><td>0.18</td><td>C</td><td>20</td></tr>
<tr><td>NBL (110)</td><td>3.68</td><td>F</td><td>401</td><td>2.59</td><td>F</td><td>381</td><td>1.31</td><td>F</td><td>133</td></tr>
<tr><td>SBT/R</td><td>1.10</td><td>F</td><td>320</td><td>0.66</td><td>C</td><td>120</td><td>0.72</td><td>B</td><td>97</td></tr>
</table>
</td><td>For Information</td></tr>
<tr><td>27</td><td>At Burloak Drive at Mainway, the following 2035 Future Total critical traffic movements (LOS E or F) were identified:
• Southbound Left/Through/Right - AM peak hour,
• Northbound Left – AM, PM, and Saturday peak hours, and
• Eastbound Right – AM, PM peak hours.

Burloak Drive at Mainway recommendations include dual northbound left-turn lanes at 2035 Future Background conditions. Dual northbound left-turn lanes, in addition to the Burloak Drive planned roadway widening, would adversely affect active transportation modes. Transportation Planning require that alternative mitigation measures such as increase storage lane capacity to reduce impacts to non-auto travel modes be investigated.</td><td>Added discussion in 6.3 of alternative measures noting that double lefts may not be feasible or desired.</td></tr>
<tr><td colspan="3">No Revisions Required - Mainway and Sutton Drive Critical Movements (Two-way Stop-Control)</td></tr>
<tr><td></td><td>
<table>
<tr><th rowspan="2">Scenario</th><th rowspan="2">Direction (storage in m)</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th><th colspan="3">Saturday Peak Hour</th></tr>
<tr><th>V/C</th><th>LOS</th><th>95th (m)</th><th>V/C</th><th>LOS</th><th>95th (m)</th><th>V/C</th><th>LOS</th><th>95th (m)</th></tr>
<tr><td rowspan="2">Existing</td><td>NBL/R</td><td>0.06</td><td>B</td><td>2</td><td>0.56</td><td>C</td><td>27</td><td>0.06</td><td>B</td><td>2</td></tr>
<tr><td>SBL/T/R</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td rowspan="2">2035 Future Background</td><td>NBL/R</td><td>0.07</td><td>B</td><td>2</td><td>0.70</td><td>E</td><td>41</td><td>0.07</td><td>B</td><td>2</td></tr>
<tr><td>SBL/T/R</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr>
<tr><td rowspan="2">2035 Future Total</td><td>NBL/T/R</td><td>8.06</td><td>F</td><td>Error</td><td>Error</td><td>F</td><td>Error</td><td>8.06</td><td>F</td><td>Error</td></tr>
<tr><td>SBL/T/R</td><td>7.87</td><td>F</td><td>Error</td><td>Error</td><td>F</td><td>Error</td><td>7.87</td><td>F</td><td>Error</td></tr>
</table>
*Error indicates that volumes exceed capacity and queue is theoretically infinite
'-' indicates movement doesn't exist
</td><td>For Information</td></tr>
<tr><td>28</td><td>At Mainway and Sutton Drive, the following 2035 Future Total critical traffic movements (LOS E or F) were identified:
• Southbound Left/Through/Right - AM, PM, and Saturday peak hours, and
• Northbound Left/Through/Right - AM, PM, and Saturday peak hours.</td><td>For Information</td></tr>
</table>

<table>
<tr><th>REF #</th><th>COMMENT</th><th>RESPONSE AND/OR ACTION</th></tr>
<tr><td>29</td><td>A signal warrant analysis indicates that signalization is justified at 2035 Future Total horizon year. The following added lanes are also recommended:
• Southbound Left-turn,
• Southbound Through/Right ,
• Eastbound Left-turn, and
• Westbound Right-turn.</td><td>For Information</td></tr>
<tr><td colspan="3">Revisions Required - Mainway and Lampman Avenue/Norjohn Court – Critical Movements (Two-way Stop-Control)</td></tr>
<tr><td></td><td>
<table>
<tr><th rowspan="2">Scenario</th><th rowspan="2">Direction (storage in m)</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th></tr>
<tr><th>V/C</th><th>LOS</th><th>95th (m)</th><th>V/C</th><th>LOS</th><th>95th (m)</th></tr>
<tr><td rowspan="2">Existing</td><td>NBL/T/R</td><td>0.11</td><td>D</td><td>3</td><td>0.47</td><td>E</td><td>18</td></tr>
<tr><td>SBL/R/T</td><td>0.39</td><td>C</td><td>15</td><td>0.54</td><td>E</td><td>23</td></tr>
<tr><td rowspan="2">2035 Future Background</td><td>NBL/T/R</td><td>0.16</td><td>E</td><td>4</td><td>0.64</td><td>F</td><td>29</td></tr>
<tr><td>SBL/R/T</td><td>0.48</td><td>C</td><td>21</td><td>0.77</td><td>F</td><td>39</td></tr>
<tr><td rowspan="2">2035 Future Total</td><td>NBL/T/R</td><td>1.11</td><td>F</td><td>25</td><td>3.46</td><td>F</td><td>Error</td></tr>
<tr><td>SBL/R/T</td><td>1.99</td><td>F</td><td>143</td><td>4.34</td><td>F</td><td>Error</td></tr>
</table>
*Error indicates that volumes exceed capacity and queue is theoretically infinite
</td><td>For Information</td></tr>
<tr><td>30</td><td>At Sutton Drive at Norjohn Court/Lampman Avenue, the following 2035 Future Total critical traffic movements (LOS E or F) were identified:
• Southbound Left/Through/Right - AM, PM, and Saturday peak hours, and
• Northbound Left/Through/Right - AM, PM, and Saturday peak hours.</td><td>For Information</td></tr>
<tr><td>31</td><td>Signal warrants provided in Appendix N for Sutton Drive at Norjohn Court/Lampman Avenue intersection are not warranted in 2045 Future Total conditions, yet signals are recommended for implementation at 2035 Future Background conditions. Alternative mitigation measures such as added turning lanes shall be considered before signalization.

Although the signal warrants were not justified the operational analysis with signalization is projected to improve operations for all movements. Depending on the outcomes of the alternative mitigation measures, signalization could be recommended.</td><td>Providing turning lanes were tested prior to testing signalization. To provide a concise description of results in the report, the interations of mitigation measures tested were not all outlined in text. Turn lanes were not forecast improve the excessive delays due to the east-west traffic on Mainway.
Text has been added to Section 6.3 to outline exclusive turn lanes were tested but do not reduce delays and additional measures (signalization) are required.</td></tr>
<tr><td colspan="3">Revisions Required - Appleby Line and Mainway – Critical Movements (signalized)</td></tr>
</table>

REF #	COMMENT	RESPONSE AND/OR ACTION
		For Information

Scenario	Direction (storage in m)	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		V/C	LOS	95th (m)	V/C	LOS	95th (m)	V/C	LOS	95th (m)
Existing	EBL (85)	0.47	D	43	**0.88**	**F**	**67**	-	-	-
	EBT/R	0.77	D	78	0.28	D	36	-	-	-
	WBL (90)	0.57	D	27	0.40	C	45	-	-	-
	WBT/R	0.18	D	19	**1.00**	**F**	**173**	-	-	-
	NBL (95)	0.62	C	36	**1.06**	**F**	**135**	-	-	-
	NBT/R	0.62	C	132	0.86	D	232	-	-	-
	SBL (85)	0.61	B	38	0.69	D	38	-	-	-
	SBT/R	0.79	C	184	0.69	D	149	-	-	-
2035 Future Background	EBL (85)	0.56	D	53	**1.10**	**F**	**92**	-	-	-
	EBT	0.84	D	89	0.34	D	41	-	-	-
	WBL (90)	0.64	D	32	0.48	D	51	-	-	-
	WBT	0.18	D	20	**1.12**	**F**	**205**	-	-	-
	NBL (95)	0.82	D	55	**1.41**	**F**	**196**	-	-	-
	NBT	0.65	C	124	0.82	C	205	-	-	-
	SBL (85)	0.74	C	62	0.78	D	47	-	-	-
	SBT/R	0.80	C	171	0.70	D	149	-	-	-
2035 Future Total	EBL (85)	0.81	D	75	**1.60**	**F**	**146**	-	-	-
	EBT	**1.06**	**F**	**154**	**0.86**	**E**	**110**	-	-	-
	WBL (90)	**2.80**	**F**	**214**	**1.57**	**F**	**211**	-	-	-
	WBT	0.45	D	51	**1.42**	**F**	**288**	-	-	-
	NBL (95)	**0.84**	**E**	**52**	**1.48**	**F**	**204**	-	-	-
	NBT	**1.08**	**E**	**205**	**1.00**	**E**	**306**	-	-	-
	SBL (85)	**0.91**	**E**	**113**	**1.02**	**F**	**74**	-	-	-
	SBT/R	0.92	D	210	0.78	D	170	-	-	-

'-' indicates there are no critical movements

32	At Appleby Line and Mainway, by 2035 Future Total horizon year, no critical movements were identified during the Saturday peak hour. However, the following 2035 Future Total critical traffic movements (LOS E or F) were identified during AM and/or PM peak hours: • Eastbound Left during PM peak hour, • Eastbound Through during PM peak hour, • Westbound Left during AM and PM peak hours, • Westbound Through during PM peak hour, • Northbound Left during AM and PM peak hours, • Northbound Through during AM and PM peak hours, and • Southbound Left during AM and PM peak hours. Transportation Planning note that the aforementioned critical movements occur during the 2035 Future Total scenario. To address the critical movements, Burloak Drive at Mainway recommendations include only signal timing optimization. As outlined in Section 6.3.12, signal optimization reduces delay for the east and westbound movement at the expense of the north and southbound movements. Additional recommended mitigation measures such as increased storage lane capacity are required to address excessive queueing and delays shown in the 2035 Future Total scenario.	Added discussion in 6.3.12 of alternative measures noting that dbl lefts may not be feasible or desired.

<table>
<tr><th>REF #</th><th>COMMENT</th><th>RESPONSE AND/OR ACTION</th></tr>
<tr><td colspan="3">Multi-Modal Level of Service (MMLOS) Review</td></tr>
<tr><td colspan="3">Informational Comments</td></tr>
<tr><td>33</td><td>The following roadway segments were reviewed as part of the MMLOS analysis in Section 9 of the TIS:
• Eastbound - Mainway from Appleby Line to Lampman Avenue,
• Eastbound - Mainway from Lampman Avenue to Burloak Drive,
• Westbound - Mainway from Appleby Line to Lampman Ave, and
• Westbound - Mainway from Lampman Avenue to Burloak Drive.

Level of Service (LOS) targets for each segment were provided by the street type classification for Mainway. Mainway is identified as an Industrial Connector and Minor Arterial in Schedules O-1 and J of the 2020, 1997 Official Plans respectively. The street types described in the Ontario Traffic Council's (OTC) MMLOS Guidelines characterise Mainway as an Industrial Connector.</td><td>For Information</td></tr>
<tr><td>34</td><td>Section 9.2 of the TIS outlines the following existing conditions LOS for pedestrians, cyclists, transit, motor vehicles and trucks using the OTC's methodology:

Table 2: MMLOS Segment Analysis Results
<table><tr><th rowspan="2">Roadway</th><th colspan="2">Pedestrian</th><th colspan="2">Cyclist</th><th colspan="2">Transit</th><th colspan="2">Cars</th><th colspan="2">Trucks</th></tr><tr><th>Exist LOS</th><th>Target LOS</th><th>Exist LOS</th><th>Target LOS</th><th>Exist LOS</th><th>Target LOS</th><th>Exist LOS</th><th>Target LOS</th><th>Exist LOS</th><th>Target LOS</th></tr><tr><td>EB - Mainway (Appleby Line to Lampman Ave)</td><td>D</td><td>E</td><td>N/A*</td><td>D</td><td>E</td><td>D</td><td>A</td><td>E</td><td>B</td><td>B</td></tr><tr><td>EB -Mainway (Lampman Ave to Burloak Ave)</td><td>D</td><td>E</td><td>N/A</td><td>D</td><td>E</td><td>D</td><td>C</td><td>E</td><td>B</td><td>B</td></tr><tr><td>WB - Mainway (Burloak Ave to Lampman Ave)</td><td>N/A*</td><td>E</td><td>N/A</td><td>D</td><td>E</td><td>D</td><td>C</td><td>E</td><td>B</td><td>B</td></tr><tr><td>WB - Mainway (Lampman Ave to Appleby Line)</td><td>D</td><td>E</td><td>N/A</td><td>D</td><td>E</td><td>D</td><td>A</td><td>E</td><td>B</td><td>B</td></tr></table>*N/A – facilities not present</td><td>For Information</td></tr>
<tr><td>35</td><td>The results indicate that pedestrian target LOS is met along Mainway between Appleby Line and Lampman Avenue due to sidewalks present on both sides. Transportation Planning recommend sidewalks be installed on the north side of Mainway between Lampman Avenue and Burloak Avenue.</td><td>Noted.</td></tr>
<tr><td>36</td><td>The cyclist Level of Service (LOS) targets are not achieved along Mainway, and the Integrated Mobility Plan (IMP) does not identify cycling facility improvements for this corridor. However, the City's Cycling Plan proposes an east–west cycling connector in the form of a protected bikeway, which would provide a connection to the planned cycling facilities on Sutton Drive.</td><td>Noted.</td></tr>
<tr><td>37</td><td>The truck LOS targets are met along Mainway while car LOS targets are exceeded.</td><td>For Information</td></tr>
<tr><td colspan="3">Revisions Required</td></tr>
</table>

REF #	COMMENT	RESPONSE AND/OR ACTION
38	Transportation Planning require an MMLOS analysis for the section of Sutton Drive between Mainway and John Lucas Drive. This analysis will provide a baseline and help inform the future redesign of Sutton Drive to include on-road cycling infrastructure.	Added to Section 10.
Transportation Demand Management (TDM)		
Informational Comments		
39	The TIS outlines that the design of the concept plan prioritizes sustainable modes of transportation over single occupancy vehicles where appropriate (Section 8.1).	For Information
40	Section 8.1 states that the site's layout will provide direct links to transit to promote transit ridership among residents and visitors.	For Information
41	The TIS outlines the TDM benefits of mixed-use planning which supports complementary land uses in close proximity thereby reducing the impacts to the surrounding road network.	For Information
42	The TIS notes that the TDM and Implementation Strategy will be explored in greater detail through the site plan process. Transportation Planning require a comprehensive TDM and Implementation Strategy be provided for each Phase of the development.	Noted.
Site Access Safety Review		
Informational Comments		
43	Due to the horizontal curve at the north end of Burloak Drive and the curve's potential for limiting sight lines, intersection sight distance was reviewed at the proposed site accesses located at Blue Spruce Avenue and Bronte Creek Park (Street D) in Section 3.3 of the TIS. The methodology set out in the Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC) was used to calculate the stopping sight distance and intersection sight distance to determine if any sight lines obstructions are present. Both accesses were found to have sufficient stopping and intersection sight distance, therefore, no sight line obstruction concerns.	Noted.
General Comments added for Technical Pre-consultation 2		
Revisions Required		
44	Investigate the potential implementation of a roundabout in place of a conventional four-legged intersection at the Sutton Drive and Corporate Drive intersection, as well as at any other planned intersections involving two collector roads.	Alternative traffic control is assessed for the internal intersection in Section 5.3 and 7.3.6
45	Section 3.1 of the TIS indicates that on-street parking may be permitted on the majority of the internal streets, excluding private streets and laneways. Transportation Planning require additional criteria that considers the safety of pedestrians and cyclists, be considered for on-street parking, including the following: • No on-street parking adjacent to a park unless the park is fenced. Fencing prevents pedestrians, and specifically vulnerable pedestrians, from crossing the streets between parked vehicles. • No on-street parking on a street that includes on-road cycling facilities unless on-street parking is highly utilized and implemented as a buffer between cyclists and traffic lanes.	Noted.

REF #	COMMENT	RESPONSE AND/OR ACTION
46	A design speed of 40 km/h is to be utilized for the roadway designs of Sutton Drive and Corporate Drive and achieved through implementing various horizontal deflection traffic calming measures. • Design on-street parking lanes as defined parking bays with curb extensions (bump-outs) at intersections, or alternatively, use semi-mountable curbs. This approach helps to visually and physically narrow the roadway and prevents the creation of overly wide travel lanes when parking spaces are unoccupied.	Speed limit has been updated in latest submission.
47	A design speed of 40 km/h is to be utilized for the local roadway designs and achieved through implementing various horizontal deflection traffic calming measures.	Noted.
CITY OF BURLINGTON HERITAGE | Chloe Richer		
Archaeological Resources		
	Within the subject Technical Pre-Application Submission, the following report was provided: • Stage 1 and 2 Archaeological Assessment of Bronte Creek Meadows, Part of Lots 1-4, Concession 2 South of Dundas Street, Geographic Township of Nelson, County of Halton, Now in the City of Burlington, Regional Municipality of Halton. Section 5.0 Recommendations of the Stage 1-2 archaeological assessment report state: • Sixteen Indigenous sites, the multi-component site, and the Euro-Canadian historical site have been recommended for Stage 3 Archaeological Assessments (see Figure 14: Location of All Sites Recommended for Further Archaeological Assessment). • In addition, at the request of the Indigenous communities (Six Nations of the Grand River and Mississaugas of the Credit First Nation), two other sites have been recommended for additional survey (controlled surface pick-up) to further evaluate if Stage 3 Archaeological Assessment is warranted. • Additional details on meeting the MCM's 2011 Standards and Guidelines for Consultant Archaeologists are provided regarding future Stage 3 (site-specific assessment) and likely Stage 4 (mitigation of development impacts) archaeological assessment reports.	Acknowledged
	The related Ministry of Citizenship and Multiculturalism archaeological review letter is outstanding and shall be submitted to Heritage Planning staff when available. Should previously undocumented archaeological resources be discovered, they may be subject to Section 48 (1) of the Ontario Heritage Act. Cease activities immediately and contact the Ministry of Citizenship and Multiculturalism (archaeology@ontario.ca). The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.	The MCM letter will be subitted upon issuance.
Built Heritage Resources and Cultural Heritage Landscapes		
	No comments.	
Heritage Comments and Recommendations		

REF #	COMMENT	RESPONSE AND/OR ACTION
	Heritage Planning staff have reviewed the submission materials provided by the applicant and require that additional Stage 3 archaeological assessments be completed and provided to Heritage Planning staff for review, as per the recommendations of the subject Stage 1-2 Archaeological Assessment Report. Heritage Planning staff have no further comments on the pre-consultation submission materials as circulated.	Archaeological work in ongoing and everything completed to date is included in this submission.
REGION OF HALTON | Nicole Pettenuzzo		
Regional Road:		
	The property does abut a Regional Road. The servicing of this development was addressed in three different documents in the submission which included the following: • A Preliminary Functional Servicing Report was prepared by MTE Consultants Inc., dated October 2/25. • A Master Environmental Servicing Plan was prepared by multiple consultants, dated October 2025. • An Area Servicing Plan was included as Appendix 3 in the Master Environmental Servicing Plan. Please note that there was duplication between the various reports in relation to the servicing of this development. Typically, the Area Servicing Plan is submitted as a separate document, and is reviewed and approved first prior to any other servicing reports being submitted.	As requested, a standalone ASP was prepared and submitted to address wastewater and water servicing for the Bronte Creek Meadows lands, and considered a larger portion of the City as scoped with City staff prior to submission. The ASP informed the MESP, then both the ASP and MESP informed the Draft Plan-level Preliminary Functional Servicing Report. As such, it is expected that duplication between the reports would exist.
Water Servicing:		
	The FSR notes that the development is to be split into multiple phases. The FSR also notes that the development will be serviced for water from two different pressure zones. Most of the northern part of the development will be serviced by Zone B3 and the southerly portion of the site that contains the employment lands will be serviced from the Zone B2. This will require a re-adjustment of the existing zone boundaries. Zone Boundary revisions are typically addressed in the Region's master plan approval process. Analysis was provided that demonstrated what the proposed water demands will be for the development. Further analysis was also included that also addressed the impacts to the existing immediate water system in the vicinity of the development.	Noted.
	The reports/studies noted that the southern portion of the development will be located in Zone B2 in the lower pressure area and that booster systems may be required for the proposed units located in this area.	Correct.
	It was also noted that a dead-end watermain will be located on the future Sutton Drive. The reports/studies did not address how water quality would be maintained in this dead-end watermain. Having a permanent dead-end watermain is problematic for the Region and this will have to be addressed.	Analysis for water quality within any potential dead end watermains will be provided during detailed design stage.
	The analysis that was completed with the hydraulic model used demonstrated that the existing water system in the area can accommodate the proposed development.	Correct.
Wastewater Servicing:		

REF #	COMMENT	RESPONSE AND/OR ACTION
	The FSR recommends that the development be serviced by connecting to the existing trunk sewer that is located within the site. Currently this trunk sewer is protected by a Regional easement but the draft plan of subdivision shows that the proposed Sutton Drive extension through the subdivision (Street B) will match the alignment of the easement and be located in the corridor that the easement is currently in. These streets are shown to have a width of 26.0m. The reports/studies do not address if this road width will be adequate to allow the Region to access and maintain this trunk sewer given that this corridor will also have additional infrastructure located in it related to the development. The FSR should be revised to address this issue.	Please see cross section of Street B on GP1.5
	The FSR proposes that the connections to the trunk sewer be located at multiple locations where the proposed internal streets intersect with Street B.	Correct.
	The FSR provides analysis that demonstrates what the flows will be from the proposed development. Analysis was also provided to show what the existing flows to the trunk sewer are from the upstream catchment areas.	Correct.
Area Servicing Plan:		
	The Area Servicing Plan submitted is not in accordance with the Region's terms of reference for Area Servicing Plans. The Area Servicing Plan submitted is not a comprehensive study that addresses the impact to the Region's infrastructure for both wastewater and water systems for the City of Burlington from this development in conjunction with other proposed development in the City. The Region provided our terms of reference for area servicing plans as well as all the current developments in the City that should be included in the analysis in the area servicing plan. This information was not part of the analysis.	As per discussions with Region staff, the ASP was completed in accordance with the terms of reference attached to the ASP in Appendix D.
	For wastewater analysis, the area servicing plan only provided downstream analysis of the main east trunk sewer system to Walkers Line. No analysis was provided for the section of trunk sewer from Walkers Line to the Skyway WWTP. The analysis for this should include all proposed development in the city that drains to this trunk sewer.	Region staff have confirmed that the geographic limits of the study provided are acceptable.
	The capacity of the Skyway WWTP and the Burlington Water Treatment Plant were not addressed in this study in relation to this proposed development in conjunction with the other developments proposed for the City of Burlington to determine if these plants can accommodate the new development proposed in the city.	Region staff have confirmed that the geographic limits of the study provided are acceptable.
	The Area Servicing Plan references the City's Development Charges Background Study for water systems. Please note that it is the Region of Halton that has jurisdiction for water and wastewater infrastructure and not the City of Burlington.	Noted, this reference has been updated.
	The Area Servicing Plan should be revised to address the above noted issues.	Please see responses to specific comments above.
Integrated Master Plan:		
	Please note that the Region of Halton is currently undertaking an Integrated Master Plan (IMP) for the entire Region. The subject area is included in the scope of work for the IMP.	Noted.
	The Region's current Sustainable Halton Water and Wastewater Master Plan (2011) note the following are proposed water system development charges projects planned for this area of Burlington: - ID#6368: 1050mm dia. WM on Burloak Drive (Zone B2). - ID#5850: 1050mm dia. WM on Upper Middle Road (Zone B2) - ID#6367: 120 ML/d Burloak Pump Station (Zone B2)	Noted.

REF #	COMMENT	RESPONSE AND/OR ACTION
	The DC projects noted above could be impacted by the results of the IMP and these projects could be changed, eliminated or additional new projects added that would be required to address not only this specific development proposal but comprehensively in the larger picture the entire area of this part of Burlington.	Noted.
	It is the Region's preference that the Integrated Master Plan be completed first prior to determining the water and wastewater servicing of this proposed development. The IMP would determine what upgrades and/or new projects that would be required to the Region's water and wastewater system for this part of Burlington to accommodate all development in the area. The IMP would include all proposed development in the city and examine the servicing in a comprehensive manner. The Area Servicing Plan should be revised to reflect the IMP once the IMP is approved by the Region.	The updated IMP is not available as yet. Once the IMP is approved, comparison of the ASP to the IMP can be done.
Transportation:		
Transportation Impact Study:		
Previous Submission High Level Comments:		
	The study must be completed as per Halton's Transportation Impact Study Guidelines. The final study, its assumptions & recommendations must be to the satisfaction of Transportation Planning and approved by Halton Region. The TIS Guidelines are available on-line at https://www.halton.ca/The-Region/Regional-Planning/Regional-Official-Plan-(ROP)-(1)/Regional-Official-Plan-Guidelines	Noted.
	Regional Access Management Guidelines identify a 300m intersection spacing which would apply to both Burloak Drive and Upper Middle Road corridors. As per the Halton Region Transportation Impact Study Guidelines a queuing analysis will be required to confirm proposed spacing/storage lengths at all Regional Intersections. The Access Management Guidelines are available on-line at https://www.halton.ca/Repository/Access-Management-Guideline	Noted.
	The Transportation Study should consider the Halton Region Active Transportation Master Plan. Information regarding this study is provided on the Halton Region website https://www.halton.ca/For-Residents/Roads-Construction/Infrastructure-Master-Plans/Active-Transportation-Master-Plan	Noted.
	The Transportation Study must include a plan with exact detailed measurements for all intersections and associated spacing along Burloak Drive and along Upper Middle Road. Further detailed comments on acceptable access locations (full movement, right-in/right-out) will be completed upon receipt of detailed development plans.	Intersection spacing has been revised and discussed in Section 7.6.
Submission Specific Transportation Comments:		
	A Transportation Impact Study, along with proposed intersection locations and operational analysis, was completed by Paradigm dated September 2025.	Noted.
	The Study notes: • "The trip distribution/assignment and synchro analysis hasn't changed from the first submission." • "Changes to address comments on trip distribution, analysis, etc requiring reanalysis will be made for the formal submission."	Noted.
Transportation Study Comments:		

REF #	COMMENT	RESPONSE AND/OR ACTION
	Previous detailed comments on the initial submission (June 2025 transportation/noise studies, plans) were completed. With this submission, there is an overall significant lack of updated information contained in the latest transportation/noise studies. Therefore, Halton Transportation Development Review are not able to provide a full technical review as part of this "informal" submission, and many comments are being repeated from our previous review.	Noted.
	Transportation Study - Comments:	
	Phase 1 Analysis: A Phase 1 review and analysis is required, including Phase 1 only site volumes along the surrounding road network and recommended road improvements required specifically for Phase 1. The June and September 2025 Studies only analysed the full build-out scenario (2035, 2040, 2045).	Latest submission has a focus on the Phase 1 impacts.
	Corporate Drive Connection from the West: No connection through Corporate Drive from Appleby Line easterly was assumed in the previous submission. The revised submission (plans, site trip distribution and assignment) still does not show this connection and must show the connection of Corporate Drive through the site to the west over Sheldon Creek, with associated site trips for all analysis periods. This will be a requirement for Phase 1 approvals.	The potential Corporate Drive connection is assumed in the lastest submission.
	Site Volume Assignments: Site volume assignments for all analysis periods require revisions and further explanations, including but not limited to: o Appleby Line at Corporate Dr: shows only NB/SB through volumes, with no northbound right-turn, southbound left-turn, and zero westbound volumes o Appleby Line site volumes from the Upper Middle Road and from the Mainway intersections are not shown accessing the site via Corporate Drive o There are no north/south through site volume movements shown to/from the site crossing Upper Middle Road at Quite St., Sutton Dr. and Blue Spruce Ave. o There are no southbound right-turn site volume movements from Burloak Drive to Mainway Drive or North Service Road, travelling westbound within the City of Burlington o There is a strong likelihood that, during the p.m. peak period along Appleby Line, northbound site volumes will avoid the section of Appleby Line from the North Service Road northerly due to the congested levels of service along this corridor during the peak periods, and more site volumes should be allotted to the northbound right-turn at the North Service Road/eastbound left-turn onto Sutton Drive (and continuing northerly to the development lands)	Traffic assignment has been adjusted for congestion consideration.
	Burloak Drive Intersection Spacing: The intersection spacing on Burloak Drive between Corporate Drive (new/extension) and the existing Bronte Provincial Park entrance (future signalized intersection at Street D) is unacceptable. Therefore, the location of the Corporate Drive connection to Burloak Drive, as part of Phase 2, must be shifted southerly to meet the minimum 300m intersection spacing (and the proposed spacing of 175m, as per 5.1, is unacceptable).	Intersection spacing has been revised and discussed in Section 7.6.
	Trip Distribution Percentages: Justify the discrepancies within the traffic distribution percentages, when comparing Tables 3.3 and 3.5, along with the internal site traffic figures (3.6A – 3.6C).	Tables have been reviewed and corrected.
	Trip Distribution Assignments: The traffic distribution IN THE STUDY allocates a significant portion of traffic to the Burloak Drive/Mainway and Appleby Line/Upper Middle Road intersections, and this is described in the Study as an “all or nothing” methodology, constituting a disproportionate distribution of site traffic to these major Regional intersections. A less concentrated distribution might offset some of the constraints shown in the Study on Appleby Line and Burloak Drive.	Traffic assignment has been adjusted for congestion consideration.

REF #	COMMENT	RESPONSE AND/OR ACTION
	Mitigation Strategies: Provide discussion/mitigation strategies regarding the metering/blocking of accesses and intersections adjacent to movements with extensive queues.	Additional metering/queuing discussiong added to Section 6.1
	Pedestrian/Cyclist Routing: As part of Phase 1, provide pedestrian and cyclist routing from the Phase 1 Development Lands to the Bronte Creek Provincial Park.	Pedestrian/cycling routing discusses in section 6.4.1. With Phase 1 development it is expected pedestrians will cross Upper Middle Road at the Sutton/UMR signal and use the existing sidewalks on the north side of the UMR to access Bronte Creek Provincial Park.
	Synchro File Errors: The Synchro files submitted contain errors across all horizon years and peak periods, which will significantly impact the results of the operational analysis. These included timing inconsistencies, coordination issues, as well as link length and storage length inconsistencies, which affect both the AM, PM and SAT peak hour analyses. The Synchro and SimTraffic parameters should be updated within each scenario to eliminate the operational errors which may impact the results of the analysis.	Synchro has been updated however some timing errors remain stemming from the signal timing provided.
	Traffic signal coordination: None of the Future Scenarios include traffic signal coordination along Appleby Line or Burloak Drive, and this should be implemented to show improved operations along these corridors.	Traffic signal coordination has been added.
Access:		
	Proposed access for Phase 1 of the development include: • Upper Middle Road south leg at existing Quinte Street (existing non-signalized, must be signalized as Part of Phase 1 by the developer) • Upper Middle Road south leg at existing signalized Sutton Drive (developer to complete 4th leg signalization as part of Phase 1) • Corporate Drive (extension of existing Corporate Drive east of Appleby Line into Phase 1 of the subdivision) • Mainway Drive at Sutton Drive extension into Phase 1 of the development	--
	The proposed development must conform to Halton Region's Access By-Law NO. 32-17, a By-Law to prohibit, restrict and regulate access to the Regional Road System to maintain a high level of service for through traffic. The Access By-Law NO. 32-17 is available online at: https://www.halton.ca/Repository/By-law-32-17-Regional-Roads. Section 6.1 (a) of the Access By-law states that "access to a Regional Road from private property shall be permitted only where such access is necessary because access to a local road is not feasible."	Noted.
	All intersection and access locations are subject to further review and approval based on the completion of a final Transportation Impact Study and preliminary design of the required road improvements (signalization, turn lanes, etc.,) as part of any development application(s). Also, all costs for the design and construction of the proposed road improvements, accesses and intersections (including but not limited to signalization, turn lanes, road widening for improvements, street illumination, etc.,) are the responsibility of the developer.	Noted.
	The final/approved Study must clearly outline all intersection/access considerations (existing, proposed, signalization, geometrics (turn lanes, sight lines)), recommendations and conclusions by phase and/or year required.	Summary tables and figures for intersection improvements are provided.

REF #	COMMENT	RESPONSE AND/OR ACTION
Noise Feasibility Study (NFS) Requirement (Phase 1):		
	A Noise Study was completed by Valcoustics dated June 2025, and Study addendum submitted as part of this circulation dated October 3, 2025. The addendum only stated the plan remains relatively the same, and Halton Region's comments from the previous review were therefore NOT addressed. The Study must be resubmitted based on the following and previously stated comments. Every effort should be made where possible in planning the development layout so that future Outdoor Living Areas (OLAs) do not require physical mitigation measures from Regional Roads (i.e. acoustic	Acknowledged.
Traffic Data:		
	There was not an agreed upon terms of reference from Halton Region, and therefore, the acceptable ultimate (future) traffic data for Upper Middle Road used in the previous report remains incorrect. The acceptable ultimate (future) traffic data for Upper Middle Road is - 36,000 AADT. For the correct truck percentages to be used in the Study, these must be obtained using AADT 24 hour count data, obtained by request at accesshalton@halton.ca The request must also ask for a breakdown of the AADT traffic data to provide cars, medium and heavy trucks based on the raw field data collected.	Refer to Noise Study.
Noise Barrier Heights - Halton Region		
	As part of the revised Noise Study, for any noise mitigation direction related to the reduction of noise levels for Upper Middle Road, the following are Halton Region's minimum and maximum barrier heights: - Halton Region's maximum noise barrier height - 3.5m - Halton Region's minimum noise barrier height - 2.4m All proposed/recommended noise barriers in the Study resubmission must identify which noise barriers are for the mitigation of road noise from Upper Middle Road (Regional Road 38) and which noise barriers are for the mitigation of road noise from the local road network under the jurisdiction of the City of Burlington. The following comments and warning clauses must be identified in the Study resubmission:	There are no sound barrier requirements for dwellings along Upper Middle Road.
Noise Control Requirements and Warning Clauses:		
	The Owner agrees to ensure that the developer implement the recommendations and incorporate the Noise Control Requirements and Warning Clauses recommended in the approved "Detailed Noise Study XXXX", City of Burlington prepared by XXXX (dated XXXX 2025) in all applicable residential Purchase of Sale Agreements.	Noted.
	"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026
	"A noise barrier has been constructed adjacent to this lot. The noise barrier will need to be maintained in good condition (pre-existing barrier height and material) by the property owner (Builder) until such time as the subdivision has been assumed by the local municipality. Once assumed, ownership and future maintenance will become the responsibility of the Regional Municipality of Halton. Halton Region will require from time-to-time access to this lot/block in order to maintain this noise barrier. An easement has been placed on this lot/block to permit maintenance access to the noise barrier."	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026

REF #	COMMENT	RESPONSE AND/OR ACTION
	"Purchasers are advised that the construction of elevated decks within their yards may compromise the effectiveness of the noise mitigation measures and controls which have been established within the subdivision for their lots."	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026
	"Purchasers are advised that ground floor units with balconies with direct unobstructed access to the Regional Road system and/or the Active Transportation Network will not be eligible under the retrofit provisions of the Region's Noise Attenuation Policy/Noise Abatement Guidelines in the future."	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026
	"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment. This dwelling unit has been fitted to include a fan forced heating system, suitably sized ducts, plenum, electrical power wiring, thermostatic control wiring, a nearby floor drain, etc. Future installation of the air conditioning system should meet the Ministry of the Environment, Conservation and Parks criteria in Publication NPC-216 (a maximum sound level LAS of 50 dBA at the neighbour's closest points) of reception, i.e., at their ground-based outdoor areas as well as at the closest window on any floor level) and other applicable levels specified by the municipality."	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026
	"Purchasers/tenants are advised that this development and associated blocks/units are directly adjacent/in close proximity to a Regional road. Halton Regional roads are classified as major arterial roadways and as such: Serve mainly inter-regional and regional travel demands; May serve an Intensification Corridor; Accommodate all truck traffic; Accommodate higher order transit services and high occupancy vehicle lanes; Connect Urban Areas in different municipalities; Carry high volumes of traffic; Distribute traffic to and from Provincial Freeways and Highways; Accommodate active transportation. Truck traffic is permitted on all Regional roads and is one of the functions of the Regional road network. Therefore, despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic will interfere with some activities of the dwelling occupants, including any raised patio and/or balcony, as sound levels exceed the sound level limits of the Municipality and the Ministry of Environment, Conservation and Parks."	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026
	"Purchasers/tenants are advised that despite the inclusion of noise control features within the development area and within the building units (central air condition, windows/walls/doors meeting Ontario Building Code minimum standards), the sound levels from increasing road traffic may continue to be of concern, occasionally interfering with some activities of the dwelling occupants".	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026
	"Purchasers/tenants are advised that this dwelling unit is in proximity to a proposed Elementary/High School. Sound levels from the nearby school may at times be audible".	Warning clause included in summary of noise control measures. See Table 3 and the Notes to Table 3 of the Addendum Letter #2 dated February 2026
Notifications for Purchase & Sale:		
	That for all lands, lots or blocks that will be fitted with noise control measures and/or features the applicant shall instruct its sales staff and agents (in the sales centre or otherwise) to notify all interested or potential purchasers, parties, buyers and and/or future owners of the recommendations and warning clauses of the approved Noise & Vibration Study as early in the purchasing process as possible (pre-sale).	Noted.
	That for all lands, lots or blocks that will be fitted with noise control measures and/or features the recommendations and warning clauses of the approved Noise & Vibration Study shall registered on title, included in all pre-sales materials and all agreements of purchase and sale.	Noted.
Certification:		

REF #	COMMENT	RESPONSE AND/OR ACTION
	The applicant acknowledges and agrees that prior to the issuance of occupancy permits, the City's building inspector or a Professional Engineer qualified to perform acoustical engineering services in Ontario shall certify that the noise control measures have been properly installed and constructed as per the recommendations of the final noise study as approved by Halton Region.	Noted.
	The applicant acknowledges and agrees that confirmation is received from the noise consultant that the recommendations from the final noise study as approved by Halton Region have been implemented prior to the release of securities held under the Subdivision Agreement.	Noted.
	Following the Planning approvals phase, a detailed noise study should be conducted if any proposed grading information has moderately to significantly changed, to refine the noise assessment and warning clauses.	Noted.
Halton Region Capital Works:		
	The proponent must review and confirm the Study is assuming the following project timing, based on Halton's 2025-2034 Budget and Business Plan:	Noted.
	The widening of Burloak Drive from 4 to 6 lanes from Harvester Road to Upper Middle Road is currently scheduled as 2029 start of construction (operational 2031). This timing is subject to Council-Approved Financing Plan.	Noted.
	The widening of Upper Middle Road from 4 to 6 lanes from Appleby Line to Burloak Drive is currently scheduled as 2030 start of construction (operational 2032). This timing is subject to Council-Approved Financing Plan.	Noted.
	The widening of Appleby Line from 4 to 6 lanes from Fairview Street to Taywood Drive is currently scheduled as 2030 start of construction (operational 2032). This timing is subject to Council-Approved Financing Plan.	Noted.
	The extension of Wyecroft Road from east of Burloak Drive to Bronte Road (4 lane Regional roadway) is scheduled for construction from 2023, with completion in Q4 2026. This timing is subject to Council-Approved Financing Plan.	Noted.
Right-of-way Dedication - Burloak Drive (Regional Road 21):		
	Halton Region's Transportation Master Plan (TMP) identified the need to widen Burloak Drive (Regional Road 21) to six lanes from Harvester Road to Upper Middle Road, with construction currently proposed to start in 2029 per the Region's 2025-2034 Budget and Business Plan.	Noted.
	A right-of-way dedication will be required from this development. Depending on when the development is finalized, the dedication will be required to satisfy the greatest dedication of the Transportation Master Plan Right-of-Way Requirements, Municipal Class Environmental Assessment Study/Environmental Study Report Right-of-Way Requirements or, Detail Design Project Right-of-Way Requirements.	Noted.
	Currently, a Municipal Class Environmental Assessment / Detail Design project has not been initiated. Therefore, the Transportation Master Plan Right-of-Way Requirements are currently applicable.	Noted.
Burloak Drive:		
Transportation Master Plan Right-of-Way Requirements:		
	Any lands within 23.5 metres of the centreline of the original right-of-way of Burloak Drive (Regional Road 21) that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.	Acknowledged.

REF #	COMMENT	RESPONSE AND/OR ACTION
	A daylight triangle measuring 15 metres along Burloak Drive (Regional Road 21) and 15 metres along all approved intersections shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements. The daylighting triangle must be measured from the ultimate Burloak Drive (Regional Road 25) right-of-way limit.	Acknowledged.
	Any proposed private signage, landscaping, etc., for the site must be placed outside of the ultimate Regional right-of-way and daylight triangle (on private property). Per Halton Region's Regional Road Landscaping Guidelines & Specifications (2018), only grasses and/or low lying shrubs are to be planted within the Regional ROW daylight triangles. All plantings must have a mature height that does not exceed 1m. Species that deviate from this rule can impact the safety of roadway and sidewalk users at intersections by obstructing site lines.	Acknowledged.
	All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or his/her designate.	Acknowledged.
Municipal Class Environmental Assessment Study/Environmental Study Report Right-of-Way Requirements:		
	Any additional lands that are part of the subject property and have been identified as required for the future widening of Burloak Drive (Regional Road 21) per a Municipal Class Environmental Assessment Study / Environmental Study Report shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.	Acknowledged.
Detail Design Project Right-of-Way Requirements:		
	Any additional lands that are part of the subject property and have been identified as required for the future widening of Burloak Drive (Regional Road 21) per a Detail Design Project shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.	Acknowledged.
Right-of-way Requirements - Upper Middle Road (Regional Road 38):		
	Halton Region's Transportation Master Plan (TMP) identified the need to widen Upper Middle Road (Regional Road 38) to six lanes from Appleby Line to Burloak Drive, with construction currently proposed to start in 2030 per the Region's 2025-2034 Budget and Business Plan.	Noted.
	Currently, a Municipal Class Environmental Assessment / Detail Design project has not been initiated. Therefore, the Transportation Master Plan Right-of-Way Requirements are currently applicable.	Noted.
Upper Middle Road:		
	There is sufficient existing right-of-way along the south side of Upper Middle Road. Additionally, there is a 20m Hydro One right-of-way south of the existing Upper Middle Road right-of-way. Placement of any items within the Hydro One right-of-way must receive written permission from Hydro One.	Acknowledged.
Transportation Master Plan Right-of-Way Requirements:		
	A daylight triangle measuring 15 metres along Upper Middle Road (Regional Road 38) and 15 metres along all approved intersections shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements. The daylighting triangle must be measured from the ultimate Upper Middle Road (Regional Road 38) right-of-way limit.	Acknowledged.

REF #	COMMENT	RESPONSE AND/OR ACTION
	Any proposed private signage, landscaping, etc., for the site must be placed outside of the ultimate Regional right-of-way and daylight triangle (on private property). Per Halton Region's Regional Road Landscaping Guidelines & Specifications (2018), only grasses and/or low-lying shrubs are to be planted within the Regional ROW daylight triangles. All plantings must have a mature height that does not exceed 1 metre. Species that deviate from this rule can impact the safety of roadway and sidewalk users at intersections by obstructing site lines.	Acknowledged
	All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or his/her designate.	Acknowledged
Agreements and Permits:		
	The owner will be required to enter into a Subdivision or Servicing Agreement (through the Development Project Manager for the completion of required Works for all development associated road improvements (including but not limited to: traffic signals, turn lanes, existing road infrastructure modifications, road widening for intersection improvements, illumination enhancements, signage, pavement markings, active transportation facilities/improvements/alterations, etc..). Road improvements will be determined after the review and approval of the final Transportation Impact Study. Noise mitigation measures, easements and warning clauses will be determined after the review and approval of the Noise Feasibility Study. The owner is responsible for all costs associated with the improvements detailed as part of the approved studies (transportation, noise) and works and must submit for approval detail design drawings and cost estimates.	Acknowledged
	Once Transportation Development Review staff's review of the development application and supporting Transportation studies are completed, in coordination with Halton Region's Capital Implementation Plan and existing area road network features, there may be the requirement for any of the following Regional agreements or permits: - Access Agreement; - Encroachment Agreement; - Land Dedication Form; - Entrance Permit; - Municipal Consent Permit	Acknowledged
Construction Activities:		
Construction Methods - Shoring/Tiebacks, Open Excavation, etc.:		
	At the time closer to the construction phase, a detailed submission of construction methods is required for internal review by various Regional groups prior to proceeding with plans for construction through the Subdivision or Servicing Agreement/detail design drawings. This review will be through the Permits Group to groups such as System Improvements, Water/Wastewater Operations, Road Operations, Transportation Development Review and Engineering & Construction.	Acknolwedged
Construction - Crane Swing:		

REF #	COMMENT	RESPONSE AND/OR ACTION
	If it is determined that the construction crane swing will impact the Region's right-of-way, the applicant must enter into the Encroachment Agreement and/or submit a Municipal Consent application, with Engineering Drawings, for review and approval, which would go through Halton Region's internal review process to various staff & departments (Road Operations & Maintenance, Engineering & Construction, Planning and Transportation Development Review). There will be specific requirements for the Agreement/Municipal Consent, including fees, security deposit, etc., (to be determined by staff as part of the review process), and a due date for final completion.	Acknowledged
Construction - Access:		
	Construction access, traffic management plan and any proposed use of the Regional right-of-way, is subject to review and approval from Halton Region. Construction staging within the ultimate Regional right-of-way is not permitted.	Acknowledged
Setbacks:		
	Setbacks from the ultimate Burloak Drive (Regional Road 21) and Upper Middle Road (Regional Road 38) property line must conform to the City of Burlington's minimum setback requirements.	Acknowledged
	The construction of any above ground or underground development infrastructure (e.g. SWM tanks, buildings, etc.,) must not impact or encroach upon the Regional right-of-way (i.e. temporary or permanent infrastructure including structural tiebacks will not be permitted within the Regional right-of-way). Any encroachment along Upper Middle Road within the Hydro One right-of-way must receive written permissions from Hydro One.	Acknowledged
	The location of development infrastructure (e.g. SWM tanks, buildings, etc.,) O metres from the property line would limit or potentially preclude the Region's ability to locate infrastructure such as utilities, and will limit any future Regional Capital Project's grading flexibility within the Regional right-of-way in close proximity to the right-of way limit (i.e. within the zone of influence). Transportation Development Review does not support setbacks of 0 metres from the property line.	Acknowledged
Stormwater Management:		
	All stormwater management for the development site, must be reviewed and approved by the Region's Development Project Manager, the City of Burlington and Conservation Halton. This review and approval should be in co-ordination and consultation with Halton's Detail Design Project Manager for any related capital works roadway project, should Halton's projects be initiated at the time of the development applications.	Acknowledged. It is our understanding that design submssions made to the City of Burlington will be circulated by the City to Conservation Halton and the Region of Halton as appropriate.
	All stormwater flows are to be managed by onsite controls and flows are not to be directed onto Regional Roads. Mapping demonstrating the stormwater overland flow routes are to be provided for Region of Halton analysis.	Acknowledged.

REF #	COMMENT	RESPONSE AND/OR ACTION
	As per Halton Region Urban Services Guidelines (Section 2.2.2 Design Guidelines) it should be noted that for developments adjacent to a Regional Road, the design of storm sewer systems and storm water management ponds must accommodate storm flows from Regional Roads at no cost to the Region. At no time shall the Region contribute to the cost of land required to construct a storm water management pond or the oversizing of the storm sewer to accommodate regional or municipal flows. Stormwater management facilities must be situated such that they will accommodate the ultimate Regional Road drainage.	Our review of existing storm sewer infrastructure within Upper Middle Road (Regional Road 38) shows that, from Sutton Drive to Burloak Drive, road drainage already discharges through an existing SWM facility (the Deer Place (East Orchard) SWM Facility and the Baker Drive SWM Facility. West of Sutton Drive, storm sewers within Upper MIddle Road fall to the west, where Bronte Creek Meadows has no frontage. As such, collection of runoff from Upper Middle Road into a SWM facility within the BCM lands is not proposed. Our review of existing storm sewer infrastructure within Burloak Drive (Regional Road 21) has concluded that Burloak Drive storm sewers are too deep to connect to a SWM facility within the BCM lands. As such, collection of runoff from Burloak Drive into a SWM facility within the BCM lands is not proposed.
	The pre and post development storm water flows from the development of the Bronte Creek Meadows development lands to the existing drainage system on Upper Middle Road (Regional Road 38) and Burloak Drive (Regional Road 21) are to be maintained both during and after construction, such that there are no adverse impacts to the existing system on Upper Middle Road (Regional Road 38) and Burloak Drive (Regional Road 21), to the satisfaction of Halton Region.	No drainage from the BCM lands is directed to Upper Middle Road in either the existing or post-development scenarios. The SWM strategy set out by the SSWS results in a significant post-development reduction in overland flow to Burloak Drive from the development area as compared to existing conditions.
	Applicants are required to fund and undertake all infrastructure works required for storm water drainage improvements and upgrades to Upper Middle Road (Regional Road 38) and Burloak Drive (Regional Road 21) that are required to accommodate any post development storm water flows that are generated from this development. All costs for any drainage improvements are to include design, construction and implementation for these upgrades.	Acknowledged. No such improvements are required by the SSWS.
Waste Management:		
	Please indicate the centre line tuming radius of all laneways as it is not currently noted on the Draft Plan of Subdivision for Phase 1. The centre line tuming radius must be 13 m, as per Regional guidelines.	The centreline turning radius of 13m has been included on the draft plan of subdivision / accompanying plans.
Source Water Protection:		
	Located within the jurisdiction of the Halton-Hamilton Source Protection Plan (SPP). The Halton-Hamilton SPP can be accessed online at: http://www.protectingwater.ca/. The property is located in Intake Protection Zone 2 (VS=4.8). The proposed application is not located in a Wellhead Protection Area (WHPA) or Issue Contributing Area (ICA) - no source protection policies apply to this application. Therefore, the application can proceed from the perspective of Source Water Protection and no S.59 notice will be required. I have also attached some reference material for the Proponent related to the Source Water Protection program and the important role landowners play in protecting drinking water sources.	Noted.
Finance:		

REF #	COMMENT	RESPONSE AND/OR ACTION
	This development requires Regional Allocation for the single detached equivalents units (SDEs) proposed. The payments and contributions are payable in accordance with the terms and conditions set out in the applicable allocation program agreement in which the SDEs are being reserved for the Owner.	Acknowledged. The Owner has entered into an allocation agreement for the subject site that secured 1000 Single Detached Equivalents and 695 Infrastructure Dependent Units for the subject site, in an effort to ensure servicing allocation for early phases of development
	The Owner is also required to pay all other applicable Regional Development Charges (DCs) and Front-ending Recovery Payments prior to the issuance of any building permits, unless a subdivision (or other form of development) agreement is required in which case a portion of the DC's and Front-ending Recovery Payment may be payable upon execution of the agreement. Please visit our website at https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Front-ending-Recovery-Payment to obtain the most current Development Charge and Front-ending Recovery Payment information, which is subject to change.	Acknowledged
	Disclaimer: It is the Owner's responsibility to ensure that all applicable payments and development charges for the single detached equivalents units (SDEs) being requested are paid for as required by the terms and conditions of the applicable allocation program agreement.	Acknowledged.
HALTON DISTRICT SCHOOL BOARD | Frederick Thibeault		
	Thank you for the circulation of the updated materials. The Halton DSB has reviewed the Comment Response Matrix and the Land Use and Built Form Strategy (dated Oct 2025) your continued cooperation and the opportunity to provide input. Halton DSB confi rms that the comments and appendices previously submitted on September 8, 2025, remain valid and applicable to the current submission. As discussed in earlier correspondence, a request was made and acknowledged to relocate the proposed school site to Phase 2. At that time, the Halton DSB will provide site-specifi c comments related to the new location once further details are available.	A meeting was held between the applicant, HDSB and City, and it was determined the school block will be accommodated in future phases. This is refelcted in the updated draft plan.
HALTON CATHOLIC DISTRICT SCHOOL BOARD | Dhilan Gunasekara		
	The proposal for Phase 1 for the above noted application is to permit the development of 164 single family dwelling units, 48 semi-detached dwelling units, 177 townhouse dwelling units, 1 Medium Density Mixed Use block, and additional non-residential uses on the lands immediately to the east and south of Corpus Christi CSS. It is noted that the unit counts remained unchanged from the previous circulation.	Noted.
	Block 229 is identified as “Open Space.” Based on the Comment Matrix, it is understood that this block is intended to serve as a walkway connection between the community and Corpus Christi CSS. HCDSB is supportive of the general location of this walkway connection. However, the feasibility of this walkway connection location will need to be determined through a facility site fit and further comments may be provided at a later time.	Details to be provided at detailed design stage.
	HCDSB reserves the right to provide additional comments throughout the pre-application process and future planning processes.	Acknolwedged
MCFN | Payton Mitchell | payton.mitchell@mncfn.ca		

REF #	COMMENT	RESPONSE AND/OR ACTION
Archaeology Unit		
	Primary Reviewer: Erika Johannsen Questions and Comments • Comments made February 14, 2025 (attached) o Thank you for the time and effort you put into this. I have reviewed the revised report recommendations, and the changes more than adequately address MCFN-DOCA's requests/interests. The collaboration is truly appreciated.	Acknowledged
Environment Unit		
	Primary Reviewer: Simar Kaur, Lindsay Wong Questions and Comments • We note that there will be fencing around naturalized areas as required. We would strongly recommend fencing to prevent ad-hoc trails and to preserve sensitive areas.	The EIA speaks to fencing and recommends it as a mitigation measure
	• What monitoring will be required in the restored areas?	An adaptive management and monitoring plan is recommended within the EIA, to be developed in consultation with the City and other agencies.
	• How much area is proposed for restoration?	Please refer to Figures 10 and 11 of the EIA
	• We would like the stormwater management pond to be as naturalized as possible to provide ecological function. What maintenance will there be on the pond?	The SWM pond will be maintained to ensure efficient use as infrastructure. Plantings will be proposed within the swm block that do not interfere with its usage for stormwater managment
	• What evidence is there to support the statement that the wetland areas within the woodland are less sensitive to development?	Refer to SEction 3.2.5 of the EIA.
	• Could the Sheldon Creek woodland and mainway woodland be connected? I see that there is a stormwater management pond, but it would be better to connect the two areas with a forest corridor so that it is contiguous.	A wildlife linkage for small wildlife is proposed through Sutton Drive to connect the woodlot to the swm pond, and further the mainway woodland.
	• We would like to see the adaptive management and monitoring plan. In particular, we would like to ensure that any impacts to the wetlands and woodlands are minimized. It is also important that if target parameters aren't being met that there are adaptive management measures to address the issue.	Acknolwedged.
	• MCFN appreciates that there will be restoration, enhancement and offsetting proposed. Following through on the plan and having regular maintenance and monitoring are important next steps.	Acknolwedged.
	• Could increased connectivity result in negative impacts, such as the spread of invasive species?	EIA describes how invasive species spread will be managed, including through City's invasive species program. REsponsibility by City who may assume the lands.
	• Is a Wildlife Handling and Salvage Plan included in the proposal?	No federal requirements for wildlife permit.
	• Much of the background documentation referenced in the stormwater management report is decades old. Do the more recent sources address climate change impacts and habitat changes?	A historic watershed study is referenced as updated reports don't supersede previous. All reports have been referenced, regardless of age.
	• Erosion is a significant concern, particularly with dewatering anticipated during construction. What mitigation measures are proposed, and what monitoring will be in place?	Monitoring and mitigation will be established through engineering detailed design. Appropriate erosion and sediment controls will be ensured through all stages of construction.
	• Has a tree compensation ratio been established for the trees identified for removal on site?	Tree replacement will occurr as per the City Requirements.

REF #	COMMENT	RESPONSE AND/OR ACTION
	Until the questions, concerns, and/or interests identified in this letter have been satisfactorily addressed, the project must not receive approval or proceed with any ground-altering activities. We request a response to our feedback within two to three weeks' time. DOCA expects to be notified of any and all future project updates and/or changes.	A response was provided to the City within the requested timeframe
SIX NATIONS (SNGREC) | Emmett Vanson | LRLUST@sixnations.ca		
Previous Comments		
	SNGREC's comments from the previous submission were not satisfied and are still applicable. These include but are not limited to increased buffers and a 10:1 tree replacement ratio. Some of these previous comments have been repeated, clarified, or expanded upon.	Noted.
Regarding Table 2: Summary of Buffer Recommendations		
	SNGREC requires greater buffers than those proposed by the proponent.	Please refer to Section 6.4 of the EIA for justification for the proposed buffers.
Wetlands		
	Science consistently suggests a 30m buffer minimum for water features, and more sources suggest exceeding this is important. SNGREC, as part of SNGREC's Environmental Levy Policy, requires wetland buffers of 41m	Please refer to Section 6.4 of the EIA for justification for the proposed buffers.
Enhancement Area Wetlands		
	If natural wetlands require buffers to protect water quality conditions, it is only natural that it would also be required for a created wetland to achieve natural function. Scientific studies should not be required to understand that a created ecosystem requires comparable protections to an existing one. SNGREC requires 41m buffers from all wetlands, created or natural. Any hydrological connectivity pushes this point even further.	Please refer to Section 6.4 of the EIA for justification for the proposed buffers.
	SNGREC requires 41m buffers from all wetlands, created or natural.	Please refer to Section 6.4 of the EIA for justification for the proposed buffers.
Woodlands		
	Sheldon Creek Valley Woodland 10m only sufficient with commitment to fencing. Must also include 30m buffer from watercourse or wetland features in the valley.	Please refer to Section 6.4 of the EIA for justification for the proposed buffers.
	Sheldon Creek Woodlot 10m only acceptable with rear fencing. East: Regardless of disturbance, 10m should be maintained. The 15m proposed for the west edge from no impact/development suggests that 15m would be the normal and should actually be applied to all other edges. Superseded by 41m wetland buffers.	Please refer to Section 6.4 of the EIA for justification for the proposed buffers.
Sutton Drive		

REF #	COMMENT	RESPONSE AND/OR ACTION
	SNGREC requests that the buffer from Sutton Road to the Sheldon Creek Woodlot is expanded to a minimum of 10m with no infrastructure within the buffer. Normally SNGREC would request a greater buffer but understands the constraints in this location and will accept 10m providing other buffers are met and compensation is completed. Existing disturbance is not a reason to reduce buffers, as the existing disturbance would be due to human impacts and shows a need for restoration instead.	Please refer to Section 6.4 of the EIA for justification for the proposed buffers.
SWM Pond Buffer		
	SNGREC requires that stormwater management facilities are kept outside of ecological buffers.	Proposed SWM facilities have been located outside of proposed buffers.
Restoration Areas		
	SNGREC encourages the use of pit-and-mound techniques to create terrain variation in restoration areas.	Acknolwedged
Wetland SCW-3		
	Wetland SCW-3 has been discussed as impaired due to sediment load. Is there any intent for enhancement of this wetland, potentially through removal of a portion of sediment? Naturally this would require analysis by an expert to see if this is feasible. SNGREC requests an investigation into this possibility.	No investigation has occurred to date. SCW-3 is within City property so any investigation would be lead by the City.
Wildlife Corridor Across Sutton Road		
	SNGREC requests that the proponent designates a minimum vegetated wildlife corridor to bridge the gap between Sheldon Creek Woodland and Midway Woodlot before detail design. Designating a minimum would allow for expanding and refining but not reducing. As a reminder, Environment Canada (2013) reports that a wildlife corridor needs to be 50-100m to be functional. Fragmentation and edge effects make habitats far less functional (Tallamy, 2019). The existing woodlots, even if retained and somewhat expanded, will be greatly negatively impacted by development and could lose the species that currently exist within.	a linkage is proposed, the details of which will be determined at detailed design stage.
Human use of natural heritage systems		
	SNGREC recommends planting prickly plants i.e. native raspberry plants and installing poison ivy signage to deter human entrance to the natural heritage system.	Acknowledged. Will be considered at detailed design stage
LGL LIMITED - NATURAL HERITAGE		
1	Comment Record Correction: The authors note a comment within the response matrix prepared for this submission which states that LGL refused to meet with the applicant team to discuss our comments on the last submission. The authors would like to take this opportunity correct the record. As discussed in a series of emails on October 7, 2025, and directly with Colucent and Terrastory via phone on the same day, LGL was not circulated on requests to discuss our past comments and therefore did not refuse an opportunity for conversation. LGL is always happy to discuss our comments and welcomes ongoing dialogue.	Noted
2	Natural Heritage System Delineation: The authors appreciate that the Scoped Subwatershed Study (SSWS) delineates the full natural heritage system on the site and the acknowledgement of the natural heritage system under the ROP is to include enhancement areas, buffers, linkages, and core features. With respect to the natural heritage system, we can provide the following comments:	Noted.

REF #	COMMENT	RESPONSE AND/OR ACTION
a.	The identified natural heritage system appears to have some discrepancies with respect to the extent of the significant woodland on the subject lands (e.g., Significant Woodland between the Sheldon Woodland and the Sheldon Creek Valley Woodland as identified within the Terrastory report but as an Enhancement Area within the SSWS). We understand that the City of Burlington has scheduled a site visit to establish the dripline of the existing Significant Woodlands on the subject lands. The authors will defer to this final delineated boundary prior to agreeing to the final boundary of the existing features on the site. We would kindly request the final boundary be circulated with the next submission.	The boundaries of staked wetlands and the woodland dripline have been incorporated into all relevant drawings and area calculations in the February 2026 Existing Conditions Report.
b.	Linkages: The authors are in agreement with the existing linkage data and are supportive of all efforts to enhance linkages between features (see enhancement areas below).	Noted.
c.	Enhancement Areas: The SSWS and the EIA identify three agreeable enhancement areas (those west and central to the Sheldon Creek Woodland) and the watercourse realignment corridor. Please ensure that these enhancement areas are included in the "natural heritage system" and provided associated blocks. The authors would recommend the proposed linkage between the Mainway and Sheldon Creek woodland also be considered an enhancement area within the system. We also request further details (e.g., broad design and linkage goals to assist in the review of the proposal and the road design).	The enhancement blocks are separate blocks on the draft plan, and will form part of the natural heritage system for Bronte Creek Meadows
d.	Buffers: The SSWS and EIA provides high level statements about existing buffer research along with anecdotal evidence to support an argument against the scientific validity of the Regional Buffer Framework and the use of larger buffers as a best management practice in urban settings. The SSWS then proposes buffer widths that are significantly less than those proposed within regional guidance on buffer widths and refinements.	A buffer framework is provided in the SSWS, and the EIA provides the proposed buffer widths alongside justification for the proposed widths. See Section 6.4 of the EIA.
	While the authors agree more peer reviewed research into the efficacy and maintenance needs of buffers in urban settings would be beneficial, we disagree that the reported lack of research/anecdotal evidence necessarily invalidates the efficacy of the buffer framework and/or justifies lowering buffers to the levels proposed (0 metres in some areas), given the existing published analyses and guidelines and existing conditions on the site. References used by the applicant team (e.g., Beacon Environmental, Ecological Buffer Framework 2012) also appear to recommend higher minimum buffers than those proposed for the site.	Analysis and justicification for the proposed buffers is based on a science-based approach including research and other data. This is described in both the SSWS and the EIA.
	Never-the-less, the authors understand that the applicant's team is seeking to propose an alternative framework and provides a range of buffers that should be applied to the site. The buffers proposed for each core feature and enhancement area, however, do not appear to consider the intent of the buffer, the sensitivity of the features, their ecological function, and/or what use will be proposed adjacent to the feature and instead appears to be based on feature type generally (i.e., wetland or woodland) without peer reviewed references for justifying the widths proposed. In the interest of avoiding iteration, the authors recommend a meeting with the proponent team to "workshop" what could be represent an acceptable buffer framework given site specific conditions and available peer reviewed research.	Meetings were held with the City, their peer reviewer and other pertinent agencies to discuss buffers and how to approach them within this development. A framework has been created based on these discussions.
	In recognition of the comments provided by Six Nations and others, this "workshop" should likely also include City of Burlington Planning and Forestry staff, Six Nations, and should address buffers generally for the entire site and the specific buffers to be applied to the Phase 1 lands (including the Sutton Drive setbacks).	All these parties were invited to the buffer discussion

REF #	COMMENT	RESPONSE AND/OR ACTION
3	Woodland Encroachments: As noted previously, the proposed subdivision plan (Blocks 214, 213, 212, 194 and 195; Street K; Lane C; and Street 'B') overlaps with the Sheldon Creek Woodland and its buffer. Furthermore, the Urban Design and Built Form Strategy (and multiple concepts throughout the SSWS show a straightening of the northern boundary of the Mainland Woodland and encroachments of stormwater blocks and employment blocks in the Mainway Woodland for later phases. Comments regarding these encroachments are as follows:	--
a.	The SWSS, EIA, and Planning Justification Report appear to rely on policies within the ROP which enable the refinement (i.e., addition and deletions) to the NHS subject to further examination. Based on a review of the EIS guidelines prepared by Region of Halton, best practices, and the Natural Heritage System Identification guidelines, it is the authors opinion that these modifications were intended to permit refinement based on required encroachments (e.g., municipal infrastructure needs such as the crossing over Sheldon Creek) and/or existing conditions which vary from those found in the initial desktop exercise. Our interpretation is that this policy is not intended to permit encroachments.	The SWSS, EIA and PLR have been updated to address the aforementioned policies and how they are interpreted.
b.	Past and current comments are that that the City and the authors are not supportive of encroachments into key natural heritage features and the identified Natural Heritage System, including significant woodlands, and the final approved buffer, except for those that enable the Sheldon Creek crossing. Amendments to all application documents is recommended to remove the unsupported encroachments.	No encroachments into the NHS features are proposed in Phase 1.
c.	It should be noted that the authors accept that there are areas of the Mainway Woodland (along the northern boundary) and wetlands associated with the watercourses to be relocated which are comprised of invasive species/serve limited ecological functon. As such, the authors are willing to discuss refinements to the NHS boundary in these areas subject to a robust effort to improve ecological conditions within these areas (e.g., through placement of a stormwater block in conjunction with native plantings and naturalized channel designs).	No refinements proposed through the Phase 1 application
d.	As previously noted, upon identification of the NHS (including buffers and enhancement areas), the subdivision plan is recommended to be redesigned to ensure their inclusion in a separate block for dedication to the City, and ensure consistency across all submission documents. It would be appreciated, however, if these blocks are segmented into enhancement areas, buffers, and core feature blocks to enable appropriate identification and management upon dedication.	Core features and buffers have been included in one block due to the amount of features and assocaited buffers. This lead to a buffer block that did not accurately portray buffer widths. Separate blocks have been proposed for enhancement areas.
4	Impact Assessment: LGL has reserved providing detailed comments on the Environmental Impact Assessment as we understand the draft plan will be amended with prioritization on woodland protection and will be affected by the aforementioned buffer discussion. The authors request, however, that additional detail (e.g., primary objectives, broad design concept), on the linkage enhancement between the Sheldon Creek Woodland and Mainway Woodland be provided as well as details on the partial watercourse realignment (in the SWM block for phase 1).	No partial watercourse realignment is proposed in Phase 1.
5	Hydrological Impact Comments:	--
a.	SSWS Vol II. PDF pg. 27 (pg. 15): CH Policy is acknowledged for requirements to alter a watercourse must have no adverse impacts on fluvial processes. This should be detailed in the eventual design of the altered Sheldon and Bronte Creek tributary channels, proving that pre and post development baseflow and storm response flows will maintain sediment loading to each respective tributary. A monthly water balance should also be demonstrated to maintain summer low flow contributions to Sheldon and Bronte Creek tributaries.	The SWM strategy included in the updated SSWS maintains post-development drainage towards SCEB and BCT within their pre-development subwatersheds. As such, and based on discussion with LGL and City staff, it is understood that the comment has been satisfied.

REF #	COMMENT	RESPONSE AND/OR ACTION
b.	SWSS Vol II PDF pg. 115 (pg. 100): Significant Surface Water Features objectives include: “ensuring no negative impacts to the following aspects of regulated wetlands. Monthly and annual water balance will demonstrate no substantive impact”. The Preliminary Stormwater Management Report Section 5.0 also includes a mix of monthly and annual water balance requirements for different wetlands without adequate justification. It is the authors position that maintenance of historical hydroperiods is integral for maintaining ecological function of wetlands and that only mandating annual water balance poses a risk to wetlands since it can result in significantly different seasonal/monthly hydroperiods causing change to wetland form and function. Please clarify why monthly time steps are not applied to each wetland water balance, or revise to present monthly increments.	Water budget analaysis included in the SSWS has been revised based on this comment and further discussion with LGL and City staff.
PINCHIN - LAND USE COMPATIBILITY | Halim Abdihalim | habdihalim@pinchin.com		
Section 1.3.1 When a sensitive land use is proposed		
	Nature of the sensitive land use; Included briefly in section 1.0; however, information pertaining to the development statistics were not mentioned (i.e., built-form configuration, number of residential/ commercial units, or greenspace).	This was included in the updated RWDI report, dated December 19, 2025 .
	All existing and committed facilities within the study area, and those not within it but which would impact the study area; Included in detail throughout section 4.0.	Noted.
	Duration, timing and types of operational activities, shipping, receiving and other transport activities, and outputs/contaminants (e.g. noise, odour, dust/particulates, vibration) associated with the facility or facilities; Most of the information was provided in the respective sections within Section 4.0; however, duration and timing of operations were not included.	Facility operating times may be taken into consideration with the air quality screening level modelling assessment.
	Distance of sensitive land use from facility or facilities or facility/ facilities influence area(s)/ potential influence area(s); This was included in section 4.1 and in Figure 3 but not included in the discussion of the report. This is important to understand the nature of the industrial facility with respect to its classification, separation distance, and likelihood to impact the proposed development. Please include a discussion for each industrial use that has potential to impact the proposed development throughout section 4.0.	This information is readily available in Table 3 of the report with more facility details listed in Appendx B.
	Hours of operation/normal use periods for both the facilities and sensitive land use; No operation times were included as part of the discussion of industrial uses surrounding the proposed development.	Facility operating times may be taken into consideration with the air quality screening level modelling assessment.

REF #	COMMENT	RESPONSE AND/OR ACTION
	Site plan details and building fenestration for sensitive land use (i.e. number, type and location of windows); No development statistics were included within the report.	Statistics were provided in the December 19, 2025 report and are listed in the most recent updated version of the report.
	Wind patterns, topography and natural and manmade barriers/buffers (e.g. elevation, vegetation, walls, berms, ground and surface water); and Wind patterns were discussed, including prevailing winds and likelihood of the adverse effect resulting from existing and potential industrial uses; however, there is no section detailing the overall meteorological findings and assumptions for the dataset used.	Noted. Section 4 of the report was been updated in the December 19, 2025 version.
	Any existing complaint history associated with the operation of facilities which would impact the sensitive land use site. No complaint history has been included as part of this study, nor has the author commented on the searches relating to complaints relating to the surrounding industrial uses.	As outlined in the December 19, 2025 report and within previous comment matrix's, "RWDI reached out to the MECP desitrict office regarding complaints in the area. The MECP requested that RWDI submit a Freedom of Information (FOI) request to obtain the data. The report has been updated to reflect this. "
CONCLUSIONS		
	Based on the results of the Peer Review completed by Pinchin, the above-noted concerns have been summarized as minor clarifications and major deficiencies below:	--
Minor Clarifications and Recommendations		
	No site visit was documented as part of this study. Although this is not a requirement, it would help with odour assessment to document in-field observations of Site and surroundings.	Noted. Site visits are conducted on an as need basis to confirm any uncertainties found during the initial stages of the LUP assessment. Conducting a site visit tends to provide information for a moment in time which may or may not reflect typical facility operations.
	It is suggested that a separate section for odour assessment is created.	Noted.
	Although wind patterns and meteorological data is referenced throughout section 4.0, it would help to include a section to analyze meteorological data and its implications on the surrounding industrial context in relation to the proposed development.	Section 4 of the December 19, 2025 version of the report was updated to reflect this and is included within the submission.
	Development statistics were not included in the report. Please include a detailed outline of the proposed development, types of uses, number of units, design information (i.e., lot frontage, site access, façade design and proposed vegetation) and buffers.	This was included in the updated RWDI report, dated December 19, 2025 and is included in this submission.
	No operation times were included as part of the discussion of industrial uses surrounding the proposed development. It is recommended to provide the operation times of each industrial facility as it pertains to the potential for adverse affects, especially when considering the approximate exposure duration for the proposed sensitive use.	Facility operating times may be taken into consideration with the air quality screening level modelling assessment.
Major Deficiencies		

REF #	COMMENT	RESPONSE AND/OR ACTION
	Distance of sensitive land use from facility or facilities influence areas or potential influence areas. This is important to understand the nature of the industrial facility with respect to its classification, separation distance, and likelihood to impact the proposed development. Please include a discussion for each industrial use that has potential to impact the proposed development throughout section 4.0.	This information is readily available in Table 3 of the report with more facility details listed in Appendx B.
	The report identifies Thermo Fisher Scientific and IRCO Automation as facilities with the potential to cause air quality impacts on the proposed development. However, the land use compatibility assessment does not include a detailed air quality study. Given the recommendation for additional investigation and modelling, a full air quality impact assessment should be incorporated into the Land Use Compatibility Study to confirm potential impacts.	The report has been updated to include the details and the conclusions of the screening level modelling assessment.
	The report does not include a description of complaint searches, or the due diligence associated with identifying if the surrounding industrial properties are posing nuisance effects to residents. It is recommended to include a commentary and/or findings of available information relating to complaints through the Municipal Freedom of Information and Protection of Privacy Act and MECP Freedom of Information search for the surrounding area.	As outlined in the December 19, 2025 report and within previous comment matrix's, "RWDI reached out to the MECP desitrict office regarding complaints in the area. The MECP requested that RWDI submit a Freedom of Information (FOI) request to obtain the data. The report has been updated to reflect this. "
	Based on the findings noted above, Pinchin recommends RWDI submit a revised version of the 2025 RWDI LUC Study addressing the deficiencies noted above.	Noted. The report was updated to include some of the findings, and was also updated to include the details and conclusions of the screening level modelling.
PINCHIN - ENVIRONMENTAL NOISE FEASIBLITY | Weidong Li | wli@pinchin.com		
2.0 ROAD TRAFFIC VOLUMES AND PREDICTIONS		
	Table 1 lists the road traffic volumes used in the calculations. However, the traffic volumes are not consistent with the data used in STAMSON calculations in Appendix D. For instance, the future traffic volume for Upper Middle Road is 28,454, per Table 1. In STAMSON calculations, the total volume of 29,023 was used. Similarly, traffic volume inconsistencies on the other streets were noted. It is suggested that the report and/or calculations should be updated to ensure the traffic data are consistent throughout the report.	Refer to Noise Study.
3.0 WARNING CLAUSES		
	Based on the prediction levels in Table 2, the required noise abatement measures were provided in Table 3. The abatement measures include ventilation and window upgrades, noise barriers and warning clauses. For instance, the recommendations for Lot 49, Block 188 include “Mandatory” for air conditioning, STC 28 for windows, 1.8 m high sound barrier, and warning clauses “A + B”. It appears that the warning clauses are recommended for outdoor living areas and the plane of windows, respectively. Per Table 2, the predicted levels at D, Lot 49 and OLA1, Lot 49 are 66/59 dBA and 61 dBA, respectively. Per NPC-300, warning clause types D and B are required for the plane of windows and OLA1, respectively. It is noted that warning clause “B” in Table 3 is actually warning clause type “D”, per NPC-300. For the purpose of consistency with NPC-300, it is suggested that warning clause “B” in Table 3 should be renamed to type “D”. Additionally, Table 3 Note: (4) “B” is incomplete.	Refer to Noise Study.

REF #	COMMENT	RESPONSE AND/OR ACTION
4.0 EXTERNAL STATIONARY SOURCES		
	For the assessment of stationary noise impact, the study included the significant noise sources from an existing school at 5150 Upper Middle Road. The significant noise sources include condensers, make-up air units, air handling units, a dust collector and a generator. The equipment sound power levels were taken from manufacturer sound data and/or measurements at other sites.	Refer to Noise Study.
	A review of aerial photos shows that the school has three (3) condensing units on the roof. Each unit has ten (10) cooling fans on top of the unit. A sound power level of 85.7 dBA was used in the modelling. The sound power level was obtained from measurement at another school. The sound power level may be similar to an HVAC unit with one or two cooling fans. A condensing unit with ten (10) cooling fans is supposed to have a higher sound power level than a 1 or 2-fan HVAC unit.	Refer to Noise Study.
	The school has some significant noise sources with potentially higher sound levels that may affect the proposed development. It is suggested that attempt should be made to request the permission from the school and conduct onsite sound measurements at the school. The measured sound data should then be used in the modelling.	Refer to Noise Study.
5.0 CONCLUSIONS		
	At the request of the City of Burlington, a peer review was conducted on "Environmental Noise Feasibility Study Bronte Creek Meadows – Phase 1" and Addendum #1. Our review shows that the study generally follows the MECP NPC-300 guidelines. However, inconsistencies and deficiencies in the Report were identified, as noted above. It is suggested that the Report/Study be updated by addressing the above review comments.	Acknowledged. The report has been updated accordingly.
CITY OF BURLINGTON PLANNING COMMENTS - NOV 24, 2025 | Thomas Douglas and Jaclyn Schneider		
GENERAL COMMENTS		
1	Comments from Conservation Halton, Halton Region, the City's Stormwater Management staff, Planning staff, and LGL have identified concerns with each of the four foundational pre-application studies for this development proposal: the Subwatershed Study, the Master Environmental Servicing Plan, the Area Servicing Plan, and the Land Use & Built Form Strategy. **City staff encourage the applicant to prioritize working with commenters to resolve concerns with these studies as the next step before moving on to update other studies.**	The SWSS, MESP, ASP and LUBFS have been updated to address comments received through the October circulation, and have been submitted as part of this application.
2	Based on the status of the four foundational pre-application studies described above (each requiring significant revisions), **it would be premature to submit formal applications for Draft Plan of Subdivision and Zoning By-law Amendment at this time. As stated above, the next step for the applicant team should be targeted work on resolving the concerns with the four foundational studies**, and then turning attention to the status of the balance of studies, before determining an appropriate time for submission of formal development applications.	The four foundational studies have been the subject of many meetings and discussions since the informal submission, and therefore have been revised to address not only City and Agency comments, but also the ongoing discusssions. The applicant is submitting this studies in tandem with the Phase 1 application which includes an OPA to allow for the submission at any time.
3	As a next step for the Subwatershed Study, the City's natural heritage peer reviewer, LGL, has recommended a meeting of the applicant and City teams for focused discussion on the natural heritage system, buffers, and limits of development, in order to resolve outstanding foundational issues before advancing to more detailed work. **City staff support this recommendation and will be happy to work with the applicant team to schedule this meeting.**	Complete

REF #	COMMENT	RESPONSE AND/OR ACTION
4	Six Nations of the Grand River Elected Council have requested to be involved in discussions related to buffers from the Natural Heritage System.	SNGREC were a part of ongoing discussion leading up to this submission
5	Mississaugas of the Credit First Nation Department of Consultation and Accommodation (MCFN-DOCA) have provided a list of questions and requested a response from the applicant in the short term. City Planning staff acknowledge that the applicant has already provided an email response via City staff. **Planning staff recommend that any meetings to discuss these questions and answers be held in the near future, prior to submission of development applications.**	Responses provided
6	Thank you for revising your current submission to address previous comments by increasing the separation between the proposed Sutton Drive extension and the Sheldon Creek woodlot. Planning staff's understanding is that additional separation is required beyond what is currently shown. While City staff are open to applying flexible design approaches to the Sutton Drive ROW in the vicinity of this woodlot, a Natural Heritage System buffer and a street right-of-way are two separate blocks with different purposes, and should not overlap. To achieve their respective purposes, a ROW cannot be encumbered, and a buffer cannot be classified as a right-of-way where, for example, utility companies and other stakeholders have the right to install infrastructure. **The interface of Sutton Drive extension and the Sheldon Creek woodlot will require additional focused attention, as part of the broader discussions requested to resolve concerns with the Subwatershed Study and related environmental studies.**	The interface between the woodlot and Sutton Drive has been updated to include additional space for buffering. This is addressed in the PLR, EIA and MESP.
7	Comments throughout this memo identify staff concerns that the submitted materials have not demonstrated that sufficient residential units are proposed within the phase 1 lands to enable the overall Bronte Creek Meadows lands to meet their target of 9000 residential units. The submitted Housing Impact Statement appears to suggest that the City may not meet its city-wide housing targets within the planning horizon but stops short of addressing how the Bronte Creek Meadows phase one lands might contribute to remedying this. **In your next submission, please provide updated information to demonstrate how the overall BCM development will meet the targets identified in OPA4 (e.g.: by providing approximate unit yields for each phase), and please consider increasing the number of units within the developable area of the phase 1 lands.**	Phase 1 will meet the density targets as required by the Province and Regional Official Plan. It is acknowledged that future phases will incorporate the majority of the density of the Bronte Creek Meadows Neighbourhood.
8	Please ensure that the next submission of each study addresses all comments provided to date, including comments provided in the spring and summer of 2025.	All comments have been incorporated into the submission
COMMENT RESPONSE MATRIX (OCTOBER 2025 BY BOUSFIELDS)		
9	Refer to Appendix below which repeats the planning comments that were provided August 22, 2025, and highlights those that remain outstanding.	For Information
LAND USE & BUILT FORM STRATEGY (LUBFS) (OCTOBER 2025 BY NAK DESIGN STRATEGIES)		
1	Staff acknowledge the revisions and additional discussion that have been added by the report authors to address comments provided previously. As discussed with Bousfields and acknowledged in the comment response matrix, not all comments have been addressed, and substantial further changes to the development concept and associated discussion are needed. Please revise the development concept and LUBFS to address all comments provided to date, including the current comments as well as those provided by the City, Burlington Urban Design Panel, and other commenters in spring and summer 2025.	Development concept and LUBFS revised accordingly

REF #	COMMENT	RESPONSE AND/OR ACTION
2	Staff note that additional text has been added to section 1.1 indicating that changes to the LUBFS should only be required for major plan restructuring and any minor changes could be incorporated and justified at the Tertiary Plan stage. This language should be clarified to indicate that "After the LUBFS is approved by City staff, any further changes to the LUBFS would only be necessary for major plan restructuring…".	Added text to Section 1.1
3	Figure 1.3a – Minor edit needed to correctly scale and locate the outline of subject lands	Outline rescaled
4	Sections 1.3.4 IMP-1.3.9: thank you for adding these sections that describe relevant City plans and strategies. Please add discussion to each section explaining the "so what": how has the development concept proposed through the LUBFS been informed by and responded to each of these plans/strategies?	Discussion added
5	Page 19 refers to BCM as "Burlington's future east anchor" – please remove this language or substantiate it with reference to the role of BCM within Burlington's urban structure as per the ROP, OP, and OPA4	Language removed
6	Figure 3.2a – comprehensively update community structure drawing to address technical comments provided to date, including conservation of NHS and provision of buffers (exact buffer widths not needed in LUBFS)	Development concept and LUBFS revised accordingly
7	Section 3.2: a)in first objective of Meadows Neighbourhood District, please add reference to Additional Residential Units (ARUs) as part of the diverse housing options, as per OPA4 b)In addition to retail and service commercial, the Burloak Commons District should reference the integration of other employment opportunities such as office, aligned with OPA 4.	Language added
8a)	Section 3.3: Proposed Development framework Staff acknowledge and appreciate the extra discussion that has been added in response to previous comments	Noted
b)	All figures and discussion sections to be updated to reflect a revised development concept that addresses all comments provided to date, e.g.: revised school and park locations, revised street configuration, etc.	Acknowledged.
c)	Staff appreciate the clarification of Active uses (aligned with OPA 4) and Active building frontages as described on page 28 of the pdf.	Development concept and LUBFS revised accordingly
d)	Pg 31-32 Burloak Landscape Edge: see staff comments about Burloak Landscape Edge at 8(r) below.	Noted
e)	Pg 35 Burloak Commons District – refers to this being the appropriate location for high-density mixed-use development because it's near an existing arterial road with transit connections – please clarify what transit is being referred to, as Figure 2.1a reflects that there is no existing transit on the referenced arterial road (Burloak Drive), and Schedule B-2 of the 2020 Official Plan indicates there are no planned transit corridors on Burloak Drive.	Revised to "near an existing arterial corridor".
f)	Section 3.3.3 Proposed Land Use, in the second paragraph should also list Public Service Facilities as one of the mix of uses, as defined in the Community Needs Study.	Language added

REF #	COMMENT	RESPONSE AND/OR ACTION
g)	Pg 39, 3.3.4 Proposed Road Network (pending) i.revise first paragraph to reflect that the connector (collector) street network must be established through the LUBFS (informed by TIS). Only minor refinement to connector street network would occur through tertiary planning. ii.Local streets – configuration to be determined through tertiary planning. 18m is minimum ROW width per OPA4 iii.Staff acknowledge the guideline about soil volumes for trees is a positive inclusion. For tertiary planning purposes, the City's forestry department can provide the required minimum soil volumes.	Language revised
h)	Pages 40 & 42: conceptual cross-sections for Neighbourhood Connector Roads and Local Streets: these are acceptable for LUBFS purposes. Detailed allocation of space within ROWs will be refined at future stages. Refinements could potentially necessitate minor increases to ROW widths but this is not expected at this time.	Noted
i)	Pg 41: conceptual cross-section for Minor Connector Road: the proposed 21.3m ROW width may need to be increased subject to confirmation of space needs for boulevard infrastructure (trees, hydro transformers, utilities, etc.). Staff recommend 22m as a starting point for width of this ROW at the LUBFS stage.	Increased to 22m
j)	Pg 43 – additional transportation analysis needed to support purpose/vision, function, design, and feasibility of flexible street. If through-traffic volumes are high, the selected street segment may not be suitable for design as a flex street. A combination of urban design, transportation, and planning analysis will be needed to ensure any special character/flexible streets are set up for success.	Refined as per new design
k)	Section 3.3.5 is titled as Proposed Public Service Facilities, however that term has a defined meaning in the City's OP. POPS and stormwater ponds are not Public Service Facilities per the definition in the PPS - Revise the subsection title to provide clarity.	Adjusted to "Proposed Open Space Network"
l)	Pg 45 parks section to be updated to reflect all comments provided to date, particularly with respect to number, size, and location of parks	Parks section revised accordingly
m)	Pg 48 please note that Privately Owned Publicly Accessible Spaces (POPS) may complement, but not replace, public parkland dedication.	Language revised
n)	Pg 49 update school section to reflect comments to date	School section revised accordingly
o)	Previous City comments provided on Version 2 of the LUBFS (June 2025) noted that the proposed system of nodes and corridors required further explanation and clarity about the role and design approach for nodes, corridors, edges and gateways Nodes and Corridors – Staff appreciate the additional detail provided throughout Section 3.3 , as well as the clarification of the link between nodes and the height structure (ie. tall buildings located exclusively within the Major Mixed Use Node).	Noted
p)	Pg 54-55, figure 3.3ak and section 3.3.7.1-2: i.revise to remove reference to 30-storey buildings in accordance with OPA4 maximum height policy. ii.Revise development concept to show built-form transition from tallest buildings down towards Bronte Creek Provincial Park (e.g.: mid-rise development between tallest buildings and Burloak). Staff continue to disagree with the proposing the tallest buildings on Burloak Drive. The proposed Burloak "landscape edge" does not replace the built-form transition identified in staff comments provided to date. Section 3.3.7.2 refers to heights being stepped down towards Bronte Creek Provincial Park (which is desirable) but this is not reflected in the plan (figure 3.3ak)	Development concept and LUBFS revised accordingly

REF #	COMMENT	RESPONSE AND/OR ACTION
q)	Update 3.3.7.3 to reflect feedback from City staff and Burlington Urban Design (BUD) panel provided to date on distribution of heights and densities	Development concept and LUBFS revised accordingly
r)	Burloak Landscape Edge i.Clarify role of Burloak Landscape Edge – is it intended as a separate block dedicated to the City? Or a POPS? Or a private amenity on private property? It should not be considered parkland dedication unless that is approved by the City's parks team. Comments to date have indicated that parkland dedication should be concentrated into the creation of two large parks internal to the community, suggesting that the Burloak Landscape Edge would not be counted towards parkland dedication. Nonetheless, there may be value in referring to the Linear Park & Greenway characteristics identified on page 21 of the City's Park Provisioning Master Plan, if this fits the proponent's intended character of the Burloak Landscape Edge. ii.Figure 4.3: Burloak Commons District demonstration plan should incorporate the increased setback and Burloak Landscaped Edge into the plan – the concept of the Burloak Landscaped Edge as described in new section 3.3.7.3 doesn't seem to be factored into this demonstration plan – Setback to accommodate the Burloak Landscape Edge should be outlined and incorporated into the demonstration plan and overall site concept in the LUBFS	Development concept and LUBFS revised accordingly
	iii.For clarity it may be helpful to provide a conceptual cross-section of the Burloak Landscape Edge with the adjacent development and Burloak Drive ROW. This would be particularly helpful in identifying how the edge fits with the Regional Road Landscaping Guidelines and Specifications, as amended, and whether this prompts any requests to the Region to consider a modified design for their ROW to ensure a good fit and avoid duplication with the Burloak Landscape Edge.	Additional graphics provided to demonstrate the function of the landscape edge
	iv.The proposed Burloak Landscape Edge is an interesting concept. To provide clarity for future implementation, it may be helpful for the LUBFS to identify the primary purposes of this feature and a hierarchy of design objectives/opportunities. For example, what is the relative priority of: •Providing space for off-street bike trails •Providing space for off-street pedestrian trails •Providing space for tree-planting •Providing ecological services •Providing stormwater management features •Providing space for recreational amenities •Providing gathering spaces •Providing noise and wind buffering for development •Providing private residential amenity areas or commercial patios •Providing space for private or public hydro transformers, utility features, community mailboxes, etc. •Providing space for mobility-supporting infrastructure such as bicycle parking, bicycle repair stations, etc. •Underground parking and associated venting The above are examples of design opportunities that will likely be requested by various stakeholders in future design work when they see this space on the plan, so establishing high-level principles and objectives in the LUBFS now will aid implementation by setting clear expectations for everyone.	Bullet point list provided to identify the landscape edge function

REF #	COMMENT	RESPONSE AND/OR ACTION
9	Pg 59: On this site and others, City planning staff are generally wary of suggestions that gateway locations necessitate tall buildings. It is possible to design development at a "gateway" intersection without resorting to additional height. Given the LUBFS's stated intent of providing a built-form transition to Bronte Creek Provincial Park by stepping heights down from the peak towards Burloak Drive, consider moving tall buildings (>12storeys) away from the Burloak Drive gateways and towards the interior portions of the node	Development concept and LUBFS revised accordingly
10	3.3.7.4 whereas the current draft LUBFS relies on the Burloak Landscape Edge to support achieving a transition to Bronte Creek provincial park, the concept plan still shows uneven transitions, with a very large transition from the tallest buildings to the Meadows District in the west, but quite a tight transition zone (if any) from the tallest buildings to the provincial park in the east. Please consider the role of the wide creek block in the middle of the BCM subdivision as one of the available transitional spaces, and consider shifting heights/densities further from Burloak and closer to the central creek block. Based on submissions to date, staff are generally less concerned about the westerly transition (as shown) and more concerned about the eastern transition (bearing in mind that Bronte Creek Provincial Park is a place where people go to escape the urban environment, so it's not desirable to bring the most intense forms of urban development right up to the park edge)	Development concept and LUBFS revised accordingly
11	Pg 67: figure 3.4d: this image is not ideal, as it shows townhouses that are completely fenced from the street with no pedestrian access to front doors. Consider choosing a different image that shows street-related pedestrian entrances (low fencing is fine as long as pedestrian access is provided)	Image replaced
12	Pg 67: remove "consider heightened building massing at main intersections".	Removed
13	Pg 67, second bullet: add wording to the effect of "single or double garages are permitted subject to provision of adequate lot width and space for other design features such as pedestrian access, emergency access, and utility requirements"	Language added
14	Pg 67: add a bullet point to the effect of "in yards facing the public realm, the zoning bylaw will establish maximum fence heights and regulations to limit privacy screens to ensure a safe and attractive streetscape" [intent: to prevent future occupants from trying to convert their front yard into a privacy area, with the result that the sidewalk becomes lined with tall privacy fences]	Language added
15	Mid-rise and Tall Building design guideline sections: please continue to frame these sections as being "in addition to" the City's existing design guidelines, but scope these sections of the LUBFS to avoid duplication of the City's existing guidelines	Scoped down
16	Pg 81 section 3.4.5: please update this section to acknowledge the current lack of certainty around the exact proposed development for the Mainway District (given that it's shown as a large "campus" on a single block of land, which could end up being configured in many ways), and provide explicit direction that the tertiary plan will need to provide more detailed urban design guidelines for this site, which will be implemented through the draft plan, ZBA and the future Site Plan application	Updated accordingly
17	Pg 87 (3.5.2.3) discusses transit stops and references the integration of transit, cycling, and walking networks; however, the LUBFS does not appear to have been informed by a conceptual (new/future) transit route plan that would support the proposed arrangement of land uses and densities. Please update LUBFS to be informed by conceptual transit route plan (which is listed as a requirement for the development applications in OPA4 but past comments have requested that the role of transit service in informing land use and built form distribution be considered at the LUBFS stage)	Updated accordingly

REF #	COMMENT	RESPONSE AND/OR ACTION
18	Pg 88, 3.5.2.4: LID section should acknowledge that site characteristics like soil type may affect feasibility of certain LID strategies. LUBFS should direct that tertiary plan will address how technical analysis has informed the feasibility of LID features, and how the draft plan of subdivision and draft ZBA will implement those features	Updated accordingly
19	Pg 89, 3.5.2.5 where possible, identify which sustainable practices will be appropriate to implement through the draft plan of subdivision, the subdivision agreement, the ZBA, future site plan applications, or future building permit applications. (Or direct that this will be addressed in the tertiary plan).	Added "through the tertiary planning process"
20	Pg 91, 4.0 Master Urban Design Plan a) Pg 92: remove reference to low density and replace with phrasing consistent with OPA4 ("low-rise, ground-oriented") b) Pg 92: OPA4 does not direct or require the Meadows Neighbourhood District to be "reflective of the neighbourhoods to the north and west". Built form compatibility with surrounding neighbourhoods is desirable, but we are not trying to replicate the planning/design approaches of the past. c) Pg 96, 4.4 expand on how Land Use Compatibility will inform/affect planning and design of Mainway Institutional District, or direct that the tertiary plan will expand on this	Language added
21	Pg 99, section 5.1 acknowledges OPA4 targets of 16,000 new residents in approximately 9,000 new units and approximately 3,600 jobs, and says "the demonstration plan confirms that these densities are achievable…", but does not say how. Where in the LUBFS or other reports is this demonstrated and the analysis/methods explained? Was an approximate residents/units/jobs yield calculated for each phase? Please provide this information.	Replaced with "compatible with"
22	General comment: LUBFS should address the Additional Residential Unit policies of OPA4 and provide design guidance for the implementation of these policies, or: direct that tertiary plan for each phase will provide design guidance for the implementation of these policies	ARU discussion added to Section 3.4.1.2
HOUSING IMPACT STATEMENT (OCT 3, 2025 BY KPEC)		
23	The Housing Impact Statement refers to Phase 1 as providing 500 residential units; however, the other submitted documents reflect a total of 389 units to be provided. Please clarify proposed unit yield for Phase 1 and ensure consistency between studies.	Adjusted in Updated Phase 1 report
24	Section 1.1 refers to phase 1 as including "high-rise mixed-use blocks", which is not consistent with how the proposed development is described in other studies – please clarify and ensure consistency between studies and OPA4 conformity.	Adjusted in Updated Phase 1 report
25	Page 11 includes a paragraph referring to proposed development at 2020 Lakeshore Rd. This proposal was refused by the Ontario Land Tribunal and is not counted towards the City's development pipeline. Please remove this reference.	Adjusted in Updated Phase 1 report

REF #	COMMENT	RESPONSE AND/OR ACTION
26	6.1 Conclusions a)2nd row "How the rents or sales prices of the development are at or below the affordable housing thresholds": the analysis does not address the proposed development. It simply indicates that "a significant proportion of home sales in high-density units in Burlington meet the Provincial definition of affordable". It does not address the fact that high-density units are not proposed in phase 1 of BCM, and does not address whether the proposed development will include units at or below affordability thresholds. Please revise to demonstrate how the proposed development addresses this criterion. b)Third row: Notwithstanding the points made about MTSAs and Community Planning Permit areas, please update this section to add discussion addressing the affordable housing provisions of OPA4 and whether the proposed development will provide the affordable housing units identified by these policies.	There are 260 high-density units in the mixed-use blocks of Phase 1. The subject site is not subject to affordable housing requirements.
27	6.2 Findings a)The first paragraph of this section refers to 2076 Old Lakeshore Road. Please correct this to refer to the proposed development. b)The second bullet states that even if the MTSAs develop fully at their planned minimum densities, more units will be needed in Burlington. Please expand on this point to discuss the implications for the proposed development at phase 1 of Bronte Creek Meadows. Should the reader interpret that the proposed 500 (or 389) units in phase 1 of BCM is an insufficient yield of units? Should the proposal be revised to include additional units to support the City's overall housing supply targets? c)All subsequent bullets underscore the importance of constructing additional housing units in Burlington, but again do not address what this means for BCM and whether the proposed unit yield in phase 1 of BCM is appropriate and will support the City achieving its housing supply targets, at the level of the BCM site (per OPA4 policy) or more broadly across the City.	Connection of findings to BCM clarified. BCM will contribute to teh achievement of housing targets.
PLANNING & URBAN DESIGN RATIONALE (PUDR) (OCTOBER 2025 BY BOUSFIELDS)		
28	Page 6 of the Planning & Urban Design Rationale acknowledges that a tertiary plan has not been submitted at this point. While City staff have signaled an openness to review the Tertiary Plan concurrently with the Phase 1 development application materials, the flow chart in Figure 2 and the discussion in section 4.10 of the PUDR acknowledge that the tertiary plan needs to be informed by the Land Use & Built Form Strategy (LUBFS) and in turn needs to inform the development application materials. Detailed review of the Planning & Urban Design Rationale in the absence of a tertiary plan, and prior to approval of the LUBFS, is premature. Staff have reviewed the planning rationale at a high level and provide the following comments at this time:	A Tertiary Plan has now be provided as part of this submission.
29	The submitted PUDR reflects a development concept that is required to be substantially altered in order to address all comments provided to date. This should be reflected first in a revised LUBFS; once the LUBFS is approved by City staff, it is to be implemented through a tertiary plan and revised PUDR and associated detailed studies. The PUDR is to be comprehensively updated, consistent with LUBFS and other studies, to address all comments provided to date through a revised development concept and updated analysis	The LUBFS and Planning Rationale have been updated to address the new concept for Phase 1
30	Section 5.1: as noted in previous comments, removal of the northeast portion of the Sheldon woodlot is not supported. Increasing the number of units or density of development on a site-wide level is not justification for removal of key features of the natural heritage system (NHS).	Northeast portion of woodlot is no longer proposed to be removed.

REF #	COMMENT	RESPONSE AND/OR ACTION
31	Page 44 lot width discussion refers to 6m wide townhouse lots having 3m of driveway width and 3m of landscaping, but this should acknowledge that the zoning bylaw will need to permit a pedestrian walkway from the sidewalk to the front door. Assuming a maximum width of 1.2m for the walkway, this leaves 1.8m width of landscaped open space area in the front yard of a 6m wide lot.	Acknolwedged
32	Appendix D page 11: states that the proposed 389 residential units represents "a significant contribution to the City's housing targets to deliver 9,000 new residential housing units within the OP planning horizon". The proposed 389 units represent 4.3% of the 9,000-unit target, while occupying approximately 40% of the available land. As noted in other comments, it is imperative that the submitted studies be updated to explain how the overall target will be achieved to ensure that the low unit yield proposed in phase 1 does not undermine or preclude the ability to achieve these targets.	Phase 1 is intended to be the lowest density phase, with future phases providing the majority of the density, which is consistent with OPA 4. The minimum density targets set out by the province and region are met in Phase 1.
DRAFT PLAN OF SUBDIVISION (SEPT 3, 2025 BY BOUSFIELDS)		
33	Please comprehensively update the Land Use & Built Form Strategy, then the Tertiary Plan, then the Draft Plan of Subdivision, to address all comments provided to date.	All these items have been updated and submitted as part of the application.
DRAFT ZONING BYLAW AMENDMENT (OCTOBER 2025 BY BOUSFIELDS)		
34	Comments from City Zoning staff are provided under separate cover, dated Nov 19, 2025	Acknolwedged
35	Per Zoning staff comments, the draft ZBA requires revisions, particularly the regulations for townhouses and the MXE zone. a)At the current time, please prioritize making revisions to your Land Use & Built Form Strategy (LUBFS) to respond to all comments provided to date b)After the LUBFS and other foundational studies are substantially approved, the priority can shift to the Tertiary Plan, and from there, the Planning & Urban Design Rationale and Draft Plan of Subdivision. c)The Zoning Bylaw Amendment will be the final area of focus prior to a decision being made on a formal development application, because it implements the detailed directions from all preceding studies and plans. City Planning & Zoning staff will work with the applicant team at the appropriate time to finalize zoning regulations. d)In the meantime, Planning and Zoning staff are happy to meet with the applicant team to talk through the comments on the ZBA, discuss the approach to writing zoning for the site, and take preliminary steps towards resolving identified issues.	The draft zoning by-law has been updated to account for the comments received from Zoning.
36	In order for the proposed phase 1 development to proceed, from a land use compatibility perspective, the currently in-effect employment zoning should be removed from the balance of the lands, to ensure no employment development can occur on the balance of the lands. Please propose to rezone the phase 2-4 lands as "D" (or H-D) as an interim zoning – this can be discussed with Planning and Zoning staff as part of the approach to zoning for the first ZBA application.	The draft by-law focuses on Phase 1, as does the associated DPOS. The remainder of the lands are outside the scope of the current application
PUBLIC CONSULTATION STRATEGY (OCTOBER 2025 BY BOUSFIELDS)		

REF #	COMMENT	RESPONSE AND/OR ACTION
37	Thank you for the revisions you have made to address comments provided previously. A few additional minor updates to the Public Consultation Strategy are requested prior to it being submitted as part of a formal development application: a) Please provide a map of the Local Dissemination Areas (DA) referenced in section 4. Consider emailing this map to Planning staff as soon as possible so we can offer feedback on whether the right DAs have been selected. b) Under "proposal highlights", please consider revising the text "This includes a new community centre" to be more clear about the scope of community facilities outlined in the Community Needs Assessment, to ensure public expectations are realistic. c) Section 4: please add Mayor Marianne Meed Ward to list of elected officials who are interested in consultation for this proposal (this can be done via email acknowledgement to Planning staff rather than a revision to the study) d) Please provide some clarification about the target audience and who will be consulting them, and how. Were all of these stakeholders consulted through the pre-application community meeting that occurred in October 2025? Or is the applicant planning to do additional outreach to these groups? Or is the expectation that these groups will be covered in the City's statutory public notices and consultation as part of the review of formal development applications? e) Page 12 states the applicant "is prepared to" host a Community Open House following the submission of the application. Please clarify whether the applicant is proposing to host this open house or just signalling a willingness to do so if the City requests it.	a) Addressed, demographic analysis has been refined following our preliminary analysis. b) Acknowledged c) Acknowledged d) As part of the consultation process, we have prepared avenues (Project Website and Email) for the various Target Audience members to get in touch with the Project Team throughout the City's Planning Process. e) Updated, the Applicant is prepared to follow the City's required process for Community Engagement.
38	Page 12 discusses the pre-application community meeting, which has now already occurred (October 1, 2025). Next step: in keeping with the City's standard practice for these meetings, you will be required to submit the following as part of a complete application for Plan of Subdivision and Zoning By-law Amendment: a) Summary of the meeting b) Written responses to questions that were asked at the meeting (or received before/after from members of the public) c) Discussion of how the public feedback has informed changes to the development concept The above can be submitted as a section in your Planning & Urban Design Rationale, as an Addendum to the Public Consultation Strategy, or as a stand-alone document. All application materials will be posted on the City's development application webpage (www.burlington.ca/brontecreekmeadows). You are encouraged to additionally post the meeting summary and responses to questions on your applicant webpage www.brontecreekmeadows.ca.	Acknowledged
39	City staff request that you please update www.brontecreekmeadows.ca to provide a link to the City's project webpage, www.burlington.ca/brontecreekmeadows, explaining the different ownership and roles of the two websites	Acknowledged
40	City staff recommend that the above comments on the Public Consultation Strategy be added as an agenda item to one of the City & Bousfields' regular meetings for discussion prior to the next submission.	Acknowledged
FINANCE DEPARTMENT COMMENTS		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	Taxes must be paid on all parcels associated with this file. This includes all outstanding balances plus current year taxes that have been billed but not yet due.	Acknolwedged
2	As the development concept has not yet been finalized and substantial revisions are expected in the next submission, the City has not obtained an external peer review of the Fiscal Impact Study at this time. A future submission will require external peer review at the applicant's expense.	Acknolwedged
3	At the current time, Finance Department staff offer the following comments on the Fiscal Impact Study (Oct. 3, 2025 by KPEC), to be addressed through the next submission:	Acknolwedged
	Sections 1.1 and 3.1 **Page 2 Figure 3 and Page 3 Figure 4**	
4	The plan of subdivision denoted with file name ending Phase 1, provides details at the bottom of the various units proposed breaking it down into single family detached SFD (various frontages), semi-detached, townhouses of various styles whether on street, rear lane, and double frontages. The concern is with these unit details available, the body of the KPEC FIS report is unclear and does not break it down in a similar manner by unit style to arrive at their conclusions of property tax revenues.	Acknowledged
5	The FIS states 500 proposed units with 212 units being single family detached/semi-detached but later does not distinguish between both styles in their property tax revenues analyses; this is significant. For the townhouses, they referenced on page 2, stacked townhouses and back-to-back townhouses, but that is not what is stated in the plan of subdivision, but rather other unit styles are mentioned. Therefore, for any subsequent anticipated submissions, do they plan to break out the SFDs from the semi-detached, and differentiate the townhouse styles clearly listed in the proposed plan of subdivision, and what they mean exactly, and whether they will make refined assumptions for property tax revenues in subsequent submissions.	No stacked or B2B towns in updated report. Any property tax assumptions are incorproated into blended assessment/unit assumptions
	Page 3 Figure 4 and Page 9 Figure 7	
6	The report also mentions the proposed 111 apartment units and break them down by bedroom count in Figure 4.	The assumed breakdown of apartments is provided in Figure 4
7	Please advise of proposed (or most likely expected) intended ownership style, e.g. rental or condominium, as this is an important variable in determining fiscal impact.	The assumed tenure is ownership.
8	Also, referring to Page 9 Figure 7, the FIS assumes one assessment rate for SFD/Semi, two rates for townhouses while three styles are noted, and lastly to the apartments, the FIS only provides one assessment value for the apartments regardless of bedroom count. On subsequent submissions, please differentiate these assessment rates.	The assessment assumptions are blended averages based on broad unit types
9	Can the applicant also clarify the location of the apartment units, whether it is indeed Block 224.	Applicant to clarify location/block
10	Staying with Block 224 which is denoted as a medium density mixed use proposal, would this also be the location of the commercial retail/office gross floor area per the plan of subdivision or can that be clarified?	Applicant to confirm location
11	With regards to Figure 7 and the Non-Residential section of the table, can we request and obtain clarification on the Institutional proposed gross floor area (GFA), what might this entail in terms of institutional property types, and would this be located in Block 226 denoted in the subdivision plan Phase 1 as an Employment Block.	Applicant to confirm location of institutional block. Institutional GFA amounts to 93m2 in updated plan

REF #	COMMENT	RESPONSE AND/OR ACTION
12	It is important for the applicant to denote what constitutes institutional properties as they use it all as producing property tax revenues, and whether they will be industrial use as defined by the Assessment Act rather than perhaps commercial warehousing as both have different tax rates.	Institutional GFA (93m2) excluded from Property tax estimate
13	Will there be any affordable housing units, whether as part of the apartments or otherwise?	See comments/responses to Housing Impact Statement. No affordable units are assumed for purposes of FIA.
14	Please update report to refer to most current property tax rates. Please do not hesitate to reach out to City staff for clarity on what base rates should be applied to the study.	The property tax rates used are pegged to 2023 to match the most recent set of FIR data provided by the City to MMAH (2023).
15	Rural tax rates appear to have been applied for Regional and City taxes to the proposed development, which is located within the Urban area. Please revise the report to apply urban tax rates.	The urban tax rates for 2023 were used as taken from the 2023 FIR.
16	In the assessment value analyses, did the report authors assume current day market value of the proposed units (2024/2025) or did they use the property assessed values from their samples as of a legislated property assessment value date for use in determining property tax revenues?	As noted in the report, the approximate construction value and land value were used as the basis for assessment assumptions, as well as other FIS studies done within the City.
17	Please ensure the proposed development (e.g.: number of units, etc.) is described consistently between studies	Acknowledged
OUTSTANDING COMMENTS FROM AUGUST 22, 2025		
GENERAL COMMENTS		
4a.	Natural Heritage concerns have been raised in the comment letter from LGL included within this package. Generally, the LGL comments emphasize that the SWS/MESP needs to identify the full Natural Heritage System and associated buffers to inform future revisions to the Environmental Impact Assessment and draft plan of subdivision. a.This is particularly relevant for the lands abutting the central woodland. The proposed development will need to be revised to avoid removals of woodlands and to locate the proposed Sutton Drive extension in a manner that avoids impacts to the woodland.	Acknolwedged
5	The proposed development must be informed by a Community Needs Study, as required by OPA 4, policy 8.8.2(9)(i). City staff are currently finalizing the Community Needs Study and anticipate providing it to the applicant in the week of August 25. **The findings of the Community Needs Study must be reflected in the applicant's next submission.**	The Community Needs Study findings has informed the redesign of Phase 1, as well as the LUBFS and Tertiary Plan.
6	Comments from the City's Parks Design & Construction team have identified the need for discussion between the applicant and City to confirm parkland dedication requirements in each phase. Staff suggest that a meeting occur after the Community Needs Study is completed, as this is an important input to the parkland discussion. **The applicant's next submission must be revised to reflect parks in accordance with City requirements – it is expected that this will need to be two larger parks rather than the five small parks currently proposed by the applicant.**	The City's park requirements have been incorporated into the design. One 1 hectare park is provided within Phase 1 which is consistent with the Community Needs Study
7	Planning staff understand from discussions with Halton District School Board (HDSB) that there may be an opportunity to relocate the proposed school site into the Phase 2 lands, to better align with the timing and location of the higher-density portions of the proposed community. Planning staff await confirmation of this opportunity through HDSB comments, which we expect to receive after August 26. Please stand by for this matter to be addressed in HDSB comments, as it has significant implications for the Land Use & Built Form Strategy (LUBFS) and all other studies based on the LUBFS.	Meetings were held with City Staff and HDSB and it was determined the school block should be moved to Phase 2. This is refelcted in the Draft Plan.
LAND USE AND BUILT FORM		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	OPA 4 identifies a planned population and number of jobs to be accommodated in Bronte Creek Meadows; it is not clear in the LUBFS how these targets will be achieved. Additional information is required, particularly with consideration for the role of each phase in achieving these targets.	Updated accordingly
2	After completion and review of the Subwatershed Study and Master Environmental Servicing Plan, the LUBFS may need to be updated to better reflect the natural heritage system, buffers, storm pond locations, and creek alignments.	Noted
4	The proposed height structure, distribution of densities, and distribution of land uses, requires reconsideration. Based on the information provided to date, staff do not support the proposal to locate the tallest and densest parts of the community along Burloak Drive as shown in the LUBFS (June 2025). These fundamental aspects of the proposed community should be revisited with consideration for how the land uses, heights, and densities are situated relative to transit services, schools, parks, and the natural heritage system. Additionally, the proposed height structure should provide a built-form transition from the tallest buildings down to Bronte Creek Provincial Park.	Development concept and LUBFS revised accordingly
5	Revise the number and configuration of parks to reflect comments from, and ongoing discussions with, City's Parks staff. Provide additional rationale to the proposed layout the open space and revised parkland layout	Development concept and LUBFS revised accordingly
6	Incorporate feedback from the Burlington Urban Design Panel dated July 4, 2025.	Development concept and LUBFS revised accordingly
7	Halton Region's August 21 comments identify concerns with intersection spacing on Regional arterial roads, particularly Burloak Drive. The Land Use and Built Form Strategy should be revised to reflect spacing of these important intersections/gateways in a manner that conforms with Regional requirements.	Development concept and LUBFS revised accordingly
8	City staff are happy to meet with NAK and Bousfields to discuss any aspect of these comments and support a successful resubmission.	Noted
LUBF DETAILED COMMENTS		
4	Provide guidance on the appropriate distribution of land uses and built form throughout the Bronte Creek Meadows Community and each District, to be implemented in greater detail through tertiary planning, the Zoning By-law and the approval of plans of subdivision as per OPA4 Section 8.8.2 (12.1) a) (c). This includes addressing: a.Rationalize the proposed land use plan, including why the various intensities of development and built form have been arranged as currently proposed and why that approach has been taken. b.Provide additional rationale to be provided within the LUBFS for the proposed locations of taller buildings. c.Provide additional rationale for appropriate built form transitions from tall building and mid-rise building development to the Natural Heritage System, parks, existing and planned low-rise neighbourhoods and Bronte Creek Provincial Park	Development concept and LUBFS revised accordingly

REF #	COMMENT	RESPONSE AND/OR ACTION
19	Section 3.3.1 (page 27) states that the School site is "centrally situated at the north west corner of Sutton Drive and Corporate Drive, providing a convenient and accessible location for the majority of residents". However, Figure 3.3b shows that the school site is surrounded by low-rise residential, while the highest-density parts of the community (representing the majority of residents) are clustered hundreds of metres away along Burloak Drive. Please revise the plan to locate the school site and high-density areas in close proximity, in order to better achieve the stated goal of "providing a convenient and accessible location for the majority of residents".	Development concept and LUBFS revised accordingly
25	The LUBFS should acknowledge the requirement for affordable housing, the provision of additional needs housing and additional residential units, as well as explain how these housing types will be achieved and/or further demonstrated through tertiary planning.	ARU discussion added to Section 3.4.1.2
26	Given the proposed number of units in Phase 1, the LUBFS should provide an overview of how development phases will achieve approximate population and jobs as required through OPA 4. Section 8.8.2 (12) a) of OPA 4 notes that "Development applications that propose reductions to the overall expectations for the number of residents, units or employees in accordance with 8.8.2 (3) b) and c), may only be permitted where it can be demonstrated that: i.the reduction in overall expectation is minor; ii.the reduction continues to deliver requirements identified through study, tertiary plan or other requirements; and, iii.the reduction continues to achieve of the vision, objectives and policies of the District."	More detailed phasing section added
37	Section 3.3.6 - in order to justify buildings over 11 storeys and up to 20 storeys, further demonstration of why appropriate proposed tall building locations are appropriate and support district objectives and design guidelines. As noted in OPA 4, Section 8.8.2 (12.1) a), the Land Use and Built Form Strategy shall be prepared for the entirety of the site in conformity with the objectives and policies of the Official Plan (which is inclusive of OPA 4). Some additional information that would be helpful to satisfy policies includes: a.As noted in comments below, include additional details on the transition to Bronte Creek Provincial Park and the Burloak Drive edge condition including transitions and proposed uses along Burloak b.Justification on page 47 speaks to the proposed basis for heights stemming from design principles and design methods such as angular planes, stepping heights and strategic setbacks and stepbacks of building mass – please include this information and visuals to help further articulate the rationale for proposed tall building locations c.Justification on page 47 explains that heights are justified by demonstrating appropriate transitions to surrounding contexts including NHS – the most southern proposed tall building locations appears to be very close to the NHS Woodlot along Mainway – can you please elaborate on the justification related to transitions to NHS	Updated accordingly
AREA SPECIFIC PLAN REVIEW LETTER		
2	The letter provides that Phase 1 lands will provide 389 residential units. Future justification should be provided to determine if this adequately contributes to the 9,000 new units proposed for the Bronte Creek Meadows community. Additionally, further information should be provided for the total number of jobs proposed within Phase 1. OPA 4 provides for 3,600 new jobs within the Bronte Creek Meadows community.	Further justification provided within PLR and LUBFS
DRAFT PLAN OF SUBDIVISION		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	The Draft Plan of Subdivision includes proposed residential units located on the northeastern portion of a woodlot. Removal of natural heritage features, including woodlots, should be avoided. The draft plan should be revised to show conservation of existing natural heritage features with appropriate buffers.	Revised
PUBLIC CONSULTATION STRATEGY		
11	Under "Demographic Snapshot", Age, reference Appendix A where the percentages are found.	Updated
12	Provide a map of the Local Dissemination Area (DA) 35240678. The area having 1% single detached homes does not seem reflective of the area.	Updated
CONSERVATION HALTON - NOV 21, 2025 | Emma DeFields | edefields@hrca.on.ca		
KEY COMMENTS		
	CH's review of this pre-application submission focused on matters related to watercourses, natural hazards, and wetlands in the Scoped Subwatershed Study (SSWS) as it provides the basis and guidance for the detailed studies required as part of the future development applications. Recognizing the scale, scope, and purpose of the SSWS, the key goals of CH's review of the SSWS is to:	Acknowledged.
I	Ensure CH will ultimately be able to issue permits for works proposed within regulated areas (e.g., watercourse realignments and flood hazard alterations) by confirming that the proposed SSWS management recommendations for natural hazards and wetlands and proposed development activities are likely to meet the CA Act tests and CH's regulatory requirements.	Acknowledged.
II	Ensure future development applications will be consistent with the natural hazard policies of the PPS by confirming that the proposed SSWS management recommendations for natural hazards and proposed land uses/development concepts are consistent with the natural hazard policies of the PPS.	Acknowledged.
III	Support finalization of the SSWS and facilitate future development applications by ensuring that the SSWS provides as much certainty and/or direction as possible on management recommendations for watercourses, natural hazards and wetlands, including confirming hazard/wetland limits, future channel corridor widths, and lot line/ development setbacks.	Acknowledged.
	The fundamental Key Comments below and supporting detailed comments within Appendix B should be addressed through a revised SSWS submission prior to submission of development applications.	Acknowledged.
1	Updates to the SSWS are required to demonstrate the proposed development limits and management strategies for watercourses, wetlands and natural hazards are consistent with the PPS and meet CA Act tests and CH's regulatory requirements. In summary: a. There is insufficient rationale and supporting technical information to demonstrate that the proposed diversion of the Bronte Creek tributary and its drainage area to the Sheldon Creek watershed will not result in new or aggravate existing flooding and erosion hazards or unacceptable risks to people or property. Further to the meeting on November 14, 2025, staff recommends that the applicant consider revising plans to generally maintain baseline drainage patterns and watershed boundaries, as this may enable development applications to advance faster. Additional discussion with CH and City staff should occur if this option is explored, as it may be possible to further scope the SSWS to the Sheldon Creek watershed to support development Phases 1 and 2. b. To confirm existing and proposed limits of flooding and erosion hazards, revisions to the flood hazard modelling, slope stability assessment and fluvial geomorphological assessment are required. Revisions to the development concept and figures are required to incorporate the updated hazard and regulation limits.	a. The SSWS strategy has been revised to generally maintain baseline drainage patterns and watershed boundaries. b. The development concept and each of the listed studies have been updated based on the sum of the agency review comments received.

REF #	COMMENT	RESPONSE AND/OR ACTION
2	Updates to hydrologic and hydraulic modelling are required to confirm baseline conditions. Accurate baseline information is critical for assessing natural hazards under future conditions and for confirming a stormwater management strategy. Modelling must be updated to only incorporate stormwater management controls and flow splits that have been technically justified and supported by CH and the City. The flood hazard limits and proposed stormwater management strategy within the current submission will require updates accordingly. Understanding baseline conditions is fundamental to assess how flood hazards may change under future conditions and to ensure that any changes will not involve unacceptable increases to or risks associated with flooding and erosion hazards. We recommend updated modelling and related SSWS sections be provided for review through an interim submission to ensure all parties agree on baseline conditions before advancing subsequent phases.	Pre-development hydrologic modeling has been updated based on discussion with CH and City staff, as follows: A. Sheldon Creek East Branch Online Pond 808 upstream of Upper Middle Road has been deleted from all hydrologic modeling. Whereas it may be beneficial and feasible to retrofit the outlet structure of this pond to enable it to function as intended, it is our opinion that such works ought not to be done, as Ontario is moving away from online flood controls. Moreover, improvement of Pond 808 is not necessary to support the Bronte Creek Meadows development. B, Bronte Creek Tributary 1. East Orchard Pond SWM Facility (EOP): We understand that the EOP may not be performing to its design rating curve (circa 1999). As such, we have prepared two versions of "current" conditions models, one of which includes the EOP per its design rating curve, and one which has the EOP deleted altogether. Based on the results of this modeling, it is our opinion that the EOP *needs* to be operating properly to avoid inundating Mainway downstream of the site. As such, the updated SSWS recommends that the EOP be investigated and retrofitted so that it does perform as intended. Moreover, the EOP (as designed) includes unused storage above the 100yr water level, and the SSWS recommends that this storage be utilized to provide additional control for the Regulatory storm event. 2. Spills/Diversions a) Diversion/spill from BCT to SCEB upstream of the Mainway Woodlot has been deleted from the BCT modeling, to ensure that the conservatively higher flow is carried downstream along BCT. b) Diverson/spill from BCT to SCEB upstream of the Mainway Woodlot has been kept in the SCEB modeling, to ensure that the conservatively higher flow is carried downstream along SCEB. The modeled rating curve for the diversion allows the first $1m^3/s$ of flow along BCT to be diverted to SCEB, with all excess flow being maintained toward BCT.
3	To inform creek block and zone limits, the SSWS should confirm the management strategy for East Sheldon Creek. The SSWS should assess whether the creek will be lowered as contemplated by past studies and confirm hazard and development limits for each subdivision Phase, based on the proposed phasing of creek works.	SSWS sections 8.3.8, 11.2, 13.2.4 and 15.3.2 have been updated to include that lowering of SCEB is proposed, as contemplated in the 1993 Sheldon Creek Subwatershed Master Plan.
DETAILED COMMENTS		
BRONTE CREEK MEADOWS - SCOPED SUBWATERSHED STUDY (VOLUME II)		
	General Comments	

REF #	COMMENT	RESPONSE AND/OR ACTION
1	<u>CH Regulated Areas</u> The subject lands are regulated by CH as they are traversed by tributaries of Bronte Creek and Sheldon Creek, contain the flooding and erosion hazards associated with those watercourses, and contain wetlands. CH regulates a distance of 15 metres from the greatest hazard associated with the watercourses, and 30 metres from the wetlands. CH visited the site on May 2, 2025, to assess the Bronte Creek tributary through the farm field and determined it to be a watercourse, which is regulated by CH. On June 25, 2025, CH staked the physical top of bank of the main (west) Sheldon Creek and staked the limits of regulated wetlands, only in areas where the wetlands were located near the proposed development activity (wetlands SCW-1 and SCW-3). The regulated wetlands on site are known as SCW-1, SCW-2, SCW-3, and SCW-4. Update the SSWS text, figures (e.g.. EC1.1, SSWS Figure 9, etc.), and subsequent detailed reports as necessary to reflect the above description of regulated areas.	Noted.
2	<u>Constraints Plans and Figure 9: Natural Heritage Feature Limits</u> Revise all figures within the SSWS and detailed reports to include existing and proposed conditions constraint mapping showing the limit of the following, as updated based on the comments within this letter: • natural hazards (flood plain, meander belt, physical staked top of bank, long term stable top of slope) plus 15m regulatory allowance from the greater hazard; • wetlands regulated by CH (SCW-1, SCW-2, SCW-3, SCW-4) plus 30 metre regulatory limit; and • proposed draft plan including the distance of proposed development to the regulated features and hazards (for proposed conditions constraint mapping). Confirm natural hazard and development limits for each subdivision Phase, based on the proposed phasing of creek works and hazard limits applicable at each phase. CH generally recommends that CH-regulated lands be zoned accordingly and placed into public ownership where possible. *Figure 9: Natural Heritage Feature Limits* shows development (lot creation) within natural hazards (including the 6m erosion access allowance), which is not consistent with the Natural Hazards policies of the PPS and requires revision. The Development Limit is also shown to extend through Wetland SCW-1 and directly adjacent to Wetlands SCW-3 and BCW-3. Any development activities proposed within CH regulated areas are subject to a CH permit and will need to meet CH's regulatory policies. Revise the Development Limit and Draft Plan accordingly.	Revised

REF #	COMMENT	RESPONSE AND/OR ACTION
3	Survey of Stalked Features: Mapping and GIS Data Please provide the following to support review of the plans and studies, and future CH mapping updates: a. Update the OLS survey that delineates the top of bank (and wedands) as staked by CH on June 25, 2025 as necessary such that the staked top of bank line is shown only along the section of the valley that was confirmed by CH to be confined as per email from L. Schreiner to A. Baron (September 29, 2025). Update plans and figures to delineate these staked limits. In addition to a PDF copy, please provide a digital copy of the survey data in one of the following formats: ESRI geodatabasev10.x (or newer) feature classes; ESRI shape file formal; Auto CAD DWG or DXF Format, version 2019 or earlier. Digital data must be provided in UTM NAD 83 Zone 17 NAD 83 datum. b. Provide the relevant mapping and GIS data including but not limited to long term stable slope limits, meander belt allowance, flood hazard limits, existing and proposed subcatchment boundaries, land use plans, wetland limits, etc. c. Provide digital files for the wetland limits as shown in the Existing Conditions Report.	c. Digital shapefiles of wetland limits were provided to CH (E. DeFields) on 06 February 2026.
4	Provision of Modelling Provide the hydrologic and hydraulic models prepared in support of the SSWS for CH staff's review	Digital model files will be provided electronically to CH under separate cover.
5	Drawing Consistency Update reporting to ensure all Figures and Drawings present consistent delineations for hazard limits or clarify if limits are not current or are to be updated. As an example, Terrastory's Figure 7 shows different floor hazard limits than MTE's Figure 8. Please also ensure that Figures/Drawings present the Regulatory flood hazard limit, which is the greater of the 1:100-year design storm flood and the Regional Storm flood.	Noted

REF #	COMMENT	RESPONSE AND/OR ACTION
6	<u>Modelling of Baseline Conditions</u> The existing conditions modelling requires refinements to establish a baseline modelling condition appropriate for comparison with future development conditions. Further dialogue with CH staff is recommended to establish the appropriate baseline condition. An overview of CH staffs current understanding and general interpretation is outlined in Appendix D to support further discussion.	Pre-development hydrologic modeling has been updated based on discussion with CH and City staff, as follows: A. Sheldon Creek East Branch Online Pond 808 upstream of Upper Middle Road has been deleted from all hydrologic modeling. Whereas it may be beneficial and feasible to retrofit the outlet structure of this pond to enable it to function as intended, it is our opinion that such works ought not to be done, as Ontario is moving away from online flood controls. Moreover, improvement of Pond 808 is not necessary to support the Bronte Creek Meadows development. B, Bronte Creek Tributary 1. East Orchard Pond SWM Facility (EOP): We understand that the EOP may not be performing to its design rating curve (circa 1999). As such, we have prepared two versions of "current" conditions models, one of which includes the EOP per its design rating curve, and one which has the EOP deleted altogether. Based on the results of this modeling, it is our opinion that the EOP *needs* to be operating properly to avoid inundating Mainway downstream of the site. As such, the updated SSWS recommends that the EOP be investigated and, if necessary, retrofitted, so that it does perform as intended. Moreover, the EOP (as designed) includes unused storage above the 100yr water level, and the SSWS recommends that this storage be utilized to provide additional control for the Regulatory storm event. 2. Spills/Diversions a) Diversion/spill from BCT to SCEB upstream of the Mainway Woodlot has been deleted from the BCT modeling, to ensure that the conservatively higher flow is carried downstream along BCT. b) Diverson/spill from BCT to SCEB upstream of the Mainway Woodlot has been kept in the SCEB modeling, to ensure that the conservatively higher flow is carried downstream along SCEB. The modeled rating curve for the diversion allows the first 1m^3/s of flow along BCT to be diverted to SCEB, with all excess flow being maintained toward BCT.

REF #	COMMENT	RESPONSE AND/OR ACTION
7	Watercourse Crossings CH will review proposed watercourse crossings once natural hazard delineation is updated based on the comments in this letter. The crossings will need to meet CH policies for issuance of CH permits. Crossings should be designed to provide safe access during times of flooding and erosion. The number of crossings should be minimized to the extent feasible.	Noted. One road crossing of the realigned watercourse block (realigned SCEB and realigned BCT) is contemplated at Street A (i.e. Corporate Drive). The SSWS recommends that the road deck be above the Regulatory flood level. Regulatory flood modeling included within the SSWS demonstrates that this is feasible. Additionally, one crossing of SCWB is proposed, to provide a road connection to the existing Corporate Drive, as is required by the City. Within the hydraulic modeling, the crossing has been modeled as a four-barrel 3m high x 6.1m wide (24.4m total width) box cuvlert arrangement. The design of this crossing will be completed at the time of final design.
	Detailed Comments	
8	Section 2.1 Provincial Planning Statement (page 3) Update this section to include an overview of the natural hazards policies from Chapter 5 or the Provincial Planning Statement (2024).	Such discussion has been included in the SSWS as new section 2.17 Natural Hazards.
9	Section 3.1 Scoped Subwatershed Study Goals and Purposes (page 18) The goals of the SSWS should be updated based on current policies, practices and standards. The Sheldon Creek Watershed Master Plan (WMP) (Phillips - October 1983) may provide useful context and background information for setting the SSWS's goals; however, as that study is no longer current, updates are needed to ensure goals are reflective of current standards and practices.	Section 3.1 has been updated to this effect.
10	Section 3.2 Scoped Subwatershed Study Objectives (page 19) Revise the SSWS text to reference the East Burlington Creeks (EBC) Flood Hazard Mapping Study as a flood hazard mapping study rather than a subwatershed study.	This reference has been corrected.
11	Section 4.2.4.2 Bronte Creek Tributary Upstream of Mainway Road Allowance (Page 25) Design/record drawings for Mainway Road near the Bronte Creek tributary(s) show swales and an inlet for the enclosure upstream of Mainway - refer to Figure 1. The as-built drawings identify that as an interim condition, the proposed swales and inlet were not constructed - refer to Figure 2. City staff should be consulted to better understand context/rationale for this interim condition. Revise the SSWS's text to ensure that these conditions are appropriately characterized.	SSWS text has been updated as requested.
12	Section 8.3.3 Upstream SWM Pond Modelling (Page 76) Justification must be provided if the SSWS intends to deviate from the approach used for the East Burlington Creeks Flood Hazard Mapping Study (EBC Study) with respect to inclusion of stormwater management facilities within modelling for the 1:100 Year and Regional Storm. The EBC Study evaluated the appropriateness of including each facility for each storm event and included or excluded facilities from each specific storm event considering this evaluation. If the study team wishes to pursue inclusion of all SWM facilities within the Regional Storm model, then a site-specific evaluation of each facility and its performance under the Regional Storm will need to be completed and submitted for CH and City staffs review. Requirements for the assessment should be confirmed with CH and City staff, but the methodology and criteria used in the EBC study can be used as a reference. The assessment would also need to include an evaluation relative to the requirements outlined in CH's Guidelines for Stormwater Management Engineering Submissions for Regulatory Storm Controls.	In accordance with the EBC Study, online Pond 808 on SCEB upstream of Upper Middle Road has been removed from the SSWS modeling.

REF #	COMMENT	RESPONSE AND/OR ACTION
13	Section 8.3.3 Upstream SWM Pond Modelling (Page 76) As outined above, justification must be provided in the SSWS if the Mattamy East Orchard stormwater management facility is to be included within the regulatory hydrologic models. CH staff understands that this facility may have been 'temporary' and was only designed to control up to a 1:100-year storm. Without further justification this facility should be excluded from the regulatory hydrologic modelling.	We understand that the Mattamy East Orchard Pond (EOP) may not be performing to its design rating curve (circa 1999). As such, we have prepared two versions of "current" conditions models, one of which includes the EOP per its design rating curve, and one which has the EOP deleted altogether. Based on the results of this modeling, it is our opinion that the EOP *needs* to be operating properly to avoid inundating Mainway downstream of the site. As such, the updated SSWS recommends that the EOP be investigated and, if necessary, retrofitted, so that it does perform as intended. Moreover, the EOP (as designed) includes unused storage above the 100yr water level, and the SSWS recommends that this storage be utilized to provide additional control for the Regulatory storm event.
14	Section 8.3.3 Upstream SWM Pond Modelling (Page 76) The Sheldon Creek Watershed Master Plan (Phillips, et. al., 1993) included recommendations for East Sheldon Creek to be lowered downstream of Upper Middle Road by approximately 1 metre and for the crossing at Upper Middle Road to be replaced with a larger opening (Proposed: Box Culvert - 3.3 m x 22 m). The online pond upstream of Upper Middle Road, on East Sheldon Creek, (Pond 808 - EBC numbering), was designed to accommodate this future condition - refer to Figure 3 as a reference. The SSWS should be updated to provide an overview of this background information and identify whether these recommendations are being carried forward and/or planned for. Please also be aware, inclusion of 'Pond 808' is not currently supported for either the 1:100 Year or Regional storm (regulatory model) due to operational issues identified by the EBC Study (WSP, 2023). However, there may be opportunities for this SWM facility to be retrofitted to address current issues, which could be in the common interest of the Bronte Meadows Team and public agencies. If the study team would like to pursue inclusion of a retrofitted 'Pond 808' in the regulatory modelling, an agreement will need to be reached between all parties.	The SSWS has been updated to include the recommendation that SCEB is to be lowered through the BCM lands to Upper MIddle Road, per the SCWMP. It is our understanding that the crossing at Upper Middle Road has already been replaced. SSWS Sections 8.8.3, 11.2 and 13.1 have been updated to include more discussion of this item. Online Pond 808 upstream of Upper Middle Road has been deleted from all hydrologic modeling. Whereas it may be beneficial and feasible to retrofit the outlet structure of this pond to enable it to function as intended, it is our opinion that such works ought not to be done, as Ontario is moving away from online flood controls. Moreover, improvement of Pond 808 is not necessary to support the Bronte Creek Meadows development. SSWS Section 8.8.3 has been updated to include more discussion of this item.
15	Section 8.3.4 Model Characterization (Page 77) The SSWS must identify, rationalize, and justify where flow diversions" are being included in the existing and baseline conditions modelling. This should include detailed modelling for any flow splits or diversions where appropriate. Inclusion of spills and diversions in modelling generally must be supported by CH and the City. As part of CH staff's review, we have advanced a conceptual internal analysis to support on-going discussions with the study team on this key issue. CH staffs current understanding and general interpretation of the main 'diversions' and the baseline conditions are included in Appendix D for discussion purposes only, for the Study Team's consideration. Given the complexities of spills and diversions, discussion with CH and City staff as modelling is updated is recommended.	Additional information and discussion regarding flow splits/diversions has been added to SSWS sections 4.2.4 and 8.3.2.

REF #	COMMENT	RESPONSE AND/OR ACTION
16	Section 8.3.7 Greenfield Condition (Page 79) Staff appreciates that the study team has included an evaluation of a "green field" condition. Please confirm the purpose/intent of excluding the existing (built) East Orcharc Community in this scenario. An additional scenario with the East Orchard Community included should also be provided.	The Greenfield condition modeling scenario is provided to assess the BCT flow condition prior to the creation of any flow diversions/spills from BCT to SCEB (specifically, the diversion of flow from BCT to SCEB via DDICBs just north of the Mainway road allowance and via roadside CBs and DCBs within Mainway). At that point in time (circa 1980s), the East Orchard subdivision and its SWM facility did not exist. As such, the Greenfield condition modeling does not include the East Orchard SWM facility. The Current condition modeling scenario represents the condition as it exists today and therefore does include the East Orchard development and its SWM facility.
17	Section 9.1 Purpose and Scope (Page 87) Revise this section to note that flood hazard mapping has many uses, including land use planning, infrastructure sizing, emergency management, etc. and its purpose extends beyond predicting the flood extents under the regulatory stom.	SSWS Section 9.1 has been updated to this effect.
18	Section 9.2 Current Condition Sheldon Creek West Branch (Page 87) Within Tables 9.1 and 9.2, it is evident that the SSWS's peak flow rates are significantly higher than the flow rates determined by the EBC Study for existing conditions. For example, at R.S. 48927.52 flows have increased from 87.3 to 101 m3/s. The SSWS must explain and rationalize why peak flow rates are different. For example, is this due to a difference in application of Aerial Reduction Factors; is it the approach used for SWM? Further dialogue prior to resubmission is recommended to understand predicted differences.	The difference in flow rates between the MTE model and the CH model are attributed to intra-watershed spills. Whereas the CH model including inter-watershed spills and excluded intra-watershed spills upstream of the BCM study limits to avoid double counting the inter-watershed spill flow in Sheldon Creek tributaries, MTE has included intra-watershed spills in the derivation of the SCWB flow rates. This, to ensure that the modeled flow used in the hydraulic modeling will conservatively estimate the Regional water surface elevation on SCWB within the study area.
19	Section 10.2 Erosion Threshold (Page 97) The SSWS should outline how the erosion thresholds were determined and where these erosion thresholds are applicable. In general, erosion threshold analysis should be identifying the most sensitive downstream reach up to a point where the proposed development encompasses less than 10% of the contributing drainage area. The erosion thresholds identified appear to be very low based on staff's understanding of the downstream reaches.	Fluvial G Report Section 4.0 updated to include a comparison of procedures for both of the tributaries. Water's Edge Fluvial Report Section 5.0 discusses erosion thresholds. The most sensitive sections of the downstream reaches were used. Discussion regarding 10% of contributing drainage area also added.
20	Section 10.2 Erosion Threshold (Page 97) The Erosion Threshold analysis should be revised in accordance with the agreed upon TOR, to incorporate a range of analyses, such as total work, cumulative effective work. in addition to the included exceedance duration-based analysis.	Fluvial G Report Section 4.0 updated to include a comparison of procedures for both of the tributaries. Water's Edge Fluvial Report Section 5.0 discusses erosion thresholds. The most sensitive sections of the downstream reaches were used. Discussion regarding 10% of contributing drainage area also added

REF #	COMMENT	RESPONSE AND/OR ACTION
21	Section 11.2 Management Strategy and Modelling Scenarios CH noticed inaocuracies in this section. For clarity, update text to reflect the following: • Draft materials were first shared with CH during the June 5, 2025 meeting, at which time CH staff provided preliminary feedback through discussion, but no formal circulation or review was undertaken. At the time, the SSWS ToR was not yet finalized (CH received the third submission of the ToR on June 19, 2025). • Understanding timelines for submission of the SSWS/MESP and content of the draft strategy materials, CH did not provide formal comments on the draft strategy memo but indicated that we would review the details mentioned in the draft strategy once they were provided within future submissions (i.e., SSWS/MESP).	Noted.
22	Section 11.2 Management Strategy and Modelling Scenarios (Page 102) Justification within the SSWS is required for the proposed drainage diversion(S), major watercourse alteration(S), etc, being proposed for CH staff to evaluate whether these can be supported under CH Policy (e.g. CH Policy 2.14). As per the ToR response matrix, alternatives to maintain or change the existing diversion were to be evaluated in Stage 2. Revise the SSWS to include a detailed review of the proposed management strategies and discuss the alternatives that were evaluated to help justify the preferred management strategy.	As a result of discussions with CH, the formerly-proposed major drainage diversion from BCT to SCEB is no longer proposed, and the SSWS has been updated accordingly. Discussion of the consideration and decision to not carry this forward has been included in Section 11.2 of the SSWS update.
23	Section 12.1 Development Limits Update the Development Limits to incorporate setbacks from CH regulated features and hazards. Refer to comments #1 and 2 above.	Section has been revised
24	Section 13.1 Strategy Summary as Outlined with Agencies (Page 107) The proposed diversion of the Bronte Creek tributary and its drainage area to the Sheldon Creek watershed is not currently supported as: • it has not been demonstrated that the proposed diversion will not result in new or aggravated flooding and erosion hazards and not result in unacceptable risks to public health and safety or of property damage; and, • sufficient justification has not been provided to explain why combining watersheds is the most appropriate management strategy for both the Bronte Creek and Sheldon Creek tributaries rather than a strategy to generally maintain baseline drainage patters and watershed boundaries (e.g., considering baseline conditions) At the June 5th meeting CH raised conoems about the proposed diversion and discussed an alternate strategy whereby Sheldon Creek (east branch) and Bronte Creek tributary would be located adjacent to one another, such that the regulatory allowances (but not the hazards) overlapped. Similar concems were raised in our reviewis of the ToR and earlier Technical Submissions. Update reporting based on the comments in this letter. CH staff are available for further discussion.	The SSWS management strategy has been updated to address these comments. BCT and SCEB are now proposed to be kept separate in adjacent channels with the allowances but not the hazards being overlapped.
25	Section 13.0 Management Strategy The management strategy discussion should identify and give rationale for any development or site alteration (e.g., grading, etc.) being contemplated within CH regulatec reas, considering CH's recommendation in comment #2. CH's Policies and Guidelines may be referenced regarding development activities that may be permitted within regulated areas.	Once CH reviews and accepts the Regional flood limit, our recommendation is that the Regulation Limit be established at the flood limit, which is within the open space to be conveyed to the City.

REF #	COMMENT	RESPONSE AND/OR ACTION
26	Section 13.2.3 Wetlands Include detail management targets for post-development water balance, which should be maintained within approximately 10% of pre-development conditions.	Table 13.1 has been added to SSWS Section 13.2.3, which includes the water balance targets.
27	Section 15.2 Surface Water Feature Water Balance a) Confirm the analysis has been undertaken in accordance with CHis Guidelines for Wetland Water Balance Assessments (June 2024). b) Confirm which data was used to inform model development and presentation of the analysis. c) It is noted that the created wetland features within the enhancement areas upstream of wetlands SCW-1 and SCW-2 are to act as a retaining and attenuation feature. Confirm if the design of these features has been accounted for in the modeling for post-development wetland water balance. d) Discuss mitigation measures and explain how they were analyzed in the modelling. To evaluate if mitigation measures are needed, provide a wetland water balance scenario that does not incorporate mitigation measures. e) Include an additional table noting the percent difference between pre- and post-development monthly and annual average surface water contribution to the wetlands. f) Graphically display the same graph the modelled post-development suface water contibution and the cbserved montoring resuls to depict the extsing and proposed wetland hydroperiod.	a) We do have a hydrogeoligical investigation report and we do understand that the native soils have low hydraulic conductivity. We characterize these wetlands as non-recharging, flow-through wetlands and the water balance modeling has been done based on the understanding of that characterization. b) Continuous hydrologic modeling was completed using Visual Otthymo (VO Version 6.2) and a 31-year data set recorded at the Royal Botanical Gardens in Burlington (1985-2015). This information has been added to SSWS Sections 8.3.12 (pre) and 15.2 (post). c) Design of enhancement areas will not include stormwater retention, only detention, which will not impact the surface water contribution to the downstream wetlands. As such, attenuation in the enhancement areas has not been modeled. d) Further information with respect to the mitigation modeling has been added to SSWS Section 15.2. A post-development wetland water budget scenario with no mitigation has been prepared. Resultant data, including comparison to pre-development data, has been added to SSWS Section 15.2. e) Tables comparing the pre- to post-development wetland recharge data have been added to SSWS Section 16.3. A note indicating this has been added to Section 15.2. f) The two graphs cannot be combined because they represent different time periods (rainfall data set = 1985-2015; monitoring data = 2024/25). Current data has been shown on the hydrographs included in Appendix B of the Hydogeological Assessment Report. This data demonstrates a maximum response in surface water level of approximately 0.15m under fairly significant (~50mm) rainfall events. This result can be explained because all three wetlands are flow-through wetlands.
28	Section 18.3 Monitoring Include additional monitoring parameters for wetlands and update sections and table as appropriate. The monitoring should include documentation and evaluation of the rarious strata within the wetlands (canopy tree, regeneration. herbaceous vegetation. etc.) as well as wetland limits.	Table Updated
29	Table 15.8 Post-Development Average Surface Water Contribution to Wetlands Include the unit of measurement specified for the surface water runoff values shown for the wetlands.	Table 15.8 has been updated as noted.
30	Table 16.2 Wetland Creation and Enhancement to Key Features Review and revise the wetland creation area noted as being upstream of SCW-3, it is staff's understanding that the proposed wetland creation areas are upstream of SCW-1 and SCW-2.	Table 16.2 has been corrected as noted.

REF #	COMMENT	RESPONSE AND/OR ACTION
31	Figure 9 Water Feature to be Relocated Update the legend to replace "Wetland Enhancement" with "Wetland to be Relocated" to accurately reflect the purpose of the figure.	Figure 9 has been revised as noted.
32	Figures 10 Implementation Plan (MTE Figure) & Figure 11 Watercourse Enhancement Area Update the legend and colour for SWM facilities to clearly distinguish them as separate from wetland enhancement areas.	Figure 10 has been revised as noted.
33	Terms of Reference CH's July 8, 2025 comment letter on the Master Environmental Servicing Plan (MESP) / Scoped Subwatershed Study (SSWS) Terms of Reference (ToR) indicated that CH had no further comments on the ToR provided the applicant's comment response matrix from the third submission was appended and considered part of the ToR. Please update the SSWS ToR to append CH's July 8, 2025 letter as it was appended to the Existing Conditions Report and Environmental Impact Assessment Report ToR rather than the MESP/SSWS ToR.	The EC report is included in Appendix 3 to the MESP/SSWS ToR. A new Appendix 4 cover sheet has been added between the EC report and the CH correspondence, such that the CH correspondence and applicant comment/resposne matrix is now in Appendix 4 to the MESP/SSWS ToR.
BRONTE CREEK MEADOWS - SCOPED SUBWATERSHED STUDY (VOLUME III): APPENDIX C6: GEOTECHNICAL INVESTIGATION REPORT, DATED: SEPTEMBER 2025		
34	General Comment Update the slope stability analysis in accordance with the requirements outlined in Conservation Halton Guidelines for Slope Stability Assessment of Valey'S (June 2024 - Version 2,1) (https://www.conservationhalton.ca/policies-and-guidelines/).	Acknowledged
35	Terminology Staff understands the "Modified Top of Slope" referenced in the report is intended to represent the Long Term Stable Slope", and that physical modifications to the top of slope ire not being proposed. We recommend the report be updated with the term "Long Term Stable Slope" for clarity and consistency with the term used for regulated areas under Ontario Regulation 41/24.	The term "long termstable slope" has been used in the revised final report.

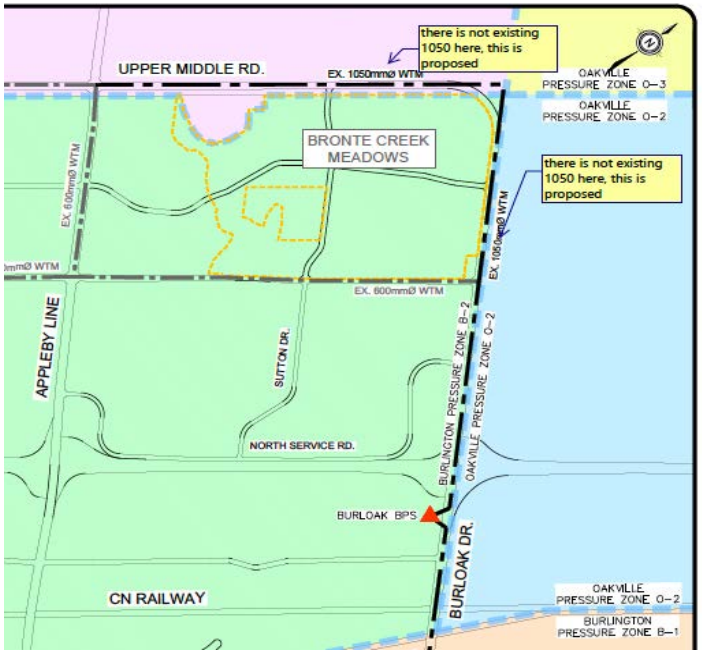
REF #	COMMENT	RESPONSE AND/OR ACTION
36	Section 6.5 Slope Stability Assessment (Page 13) a) Update the report to analyze all slope sections where the watercourse is confined, not just the steepest section(s) b) Large differences have been identified between the slope sections described (based on Figure 2 of the Slope Stability Assessment) and the same sections cut from CH's in-house digital terrain model' (DTM), For example, based on CH's DTM slope section 'C-C' is approximately 4 metres high with an inclination of 1.1H: 1V, while the Geotechnical Investigation Report describes this section as 2 meters high at 2H:1V. Sections cut from the DTM are shown asFigure 4 through Figure 6 as a reference. These differences will need to be reconciled, and reporting updated accordingly. c) Update the report with surveyed slope sections wherever the stable top of bank is the greatest hazard and informs constraint / development limits. d) CH staff acknowledges that circular slip failure plane analysis is generally not applicable to cohesive rock slopes, such as the shale embankments identified along this reach. Staff understands that alternative failure mechanisms-including rotational failure, freeze-thaw degradation, and other weathering-related processes-are more relevant for these materials. In such cases, a manually applied stable slope inclination is typically used to reflect the expected performance of shale slopes. Revise the reporting to appropriately address the dominant failure modes associated with cohesive rock slopes and ensure that the analysis reflects these conditions. e) CH does not support long term stable slope inclinations steeper than 1.4H:1V for shale embankments, unless it is demonstrated to be appropriate based on detailed rock coring and materials analysis. Refer to Conservation Halton Guidelines for Slope Stability Assessment of Valley's for further information. f) An analysis of slope stability based on seasonally elevated groundwater conditions must also be included as part of the stable slope analysis. Refer to Conservation Halton Guidelines for Slope Stability Assessment of Valley's for further information.	Report has been updated to align with comments. Cross Sections have been adjusted as per recommendations.
37	Figure 2, Rev 0, Site Plan, dated: 2025-09-26 a) The watercourse appears to contact the toe of slope between slope section "HiH" and F:F*. This does not appear to have been considered by the siope stability analysis for this area, because the long-term stable slope limit is shown as coincident with the physical top of bank, which is considered unlikely based on our understanding of this slope section. A section for this area, based on CHs DTM is shown in Figure 7. Update the analysis, as necessary.	Cross sections have been updated and a 5m toe erosion setback added.
38	Figures 5-7, Cross Section Model Results Identity the borehole(s) relied upon for the soil plane elevations for each cross section: and consider including the borehole(S) data on each Figure as a reference.	Boreholes are included on the site plan as well as the cross sections for reference
39	Slope Stability Rating Charts Update the slope stability charts as part of updating the analyses and reporting. For example, the chart used for Section 'C:C' does not appear to be reflective of the slope's condition (i.e., steeper than 2:1, no vegetation on slope face, etc.).	Slope charts have been updated to account for vegetation and slope inclinations.
BRONTE CREEK MEADOWS - SCOPED SUBWATERSHED STUDY (VOLUME III): APPENDIX C7: FLUVIAL GEOMORPHOLOGICAL ASSESSMENT AND FLOOD HAZARD ASSESSMENT (FEBRUARY 16,		

REF #	COMMENT	RESPONSE AND/OR ACTION
40	Prior Study As an updated Fluvial Geomorphological Assessment has been submitted, please confirm the intent for also including an earlier version of the report in the SSWS, and identify iny sections that remain applicable. Comments #16 - 20 within CH's February 14r, 2024 letter must be addressed within the assessment.	Comment 16 - Noted, it is believed that at this time the on-site review of features has been completed by CH. Comment 17 addressed in comment 41 below. Comment 18 addressed by MTE in updated SSWS. Comment 19 addressed by MTE in updated SSWS. Comment 20 Maps provided in Fluvial report showing photo locations.
BRONTE CREEK MEADOWS - SCOPED SUBWATERSHED STUDY (VOLUME III): APPENDIX C7: FLUVIAL GEOMORPHOLOGICAL ASSESSMENT AND FLOOD HAZARD ASSESSMENT (SEPTEMBER 19,		
41	Section 4.2 Meander Belt Width Delineation, Page 12 to 14 As outined within CH's February 14h, 2024, comment letter, use of "Procedure 2 is not supported for Sheldon Tributary or 'Bronte Tributary because: a) Both features have been modified and/or altered by farming practices, and b) These features' upstream drainage areas (i.e., Orchard Community, etc.) were recently developed (mid 2000s), which could have altered the features hydrologic regime; and they may not have reached their equilibrium states yet. Revise the meander belt analysis based on a suitable reference reach and/or empirical equation-based estimates.	Water's Edge Fluvial G Report Section 4.0 updated to include a comparison of procedures for both of the tributaries.
42	Section 5.0 Erosion Threshold Assessment, Page 15 Refer to Comments (e.g.. Section 10.2) included on the Erosion Threshold Assessment included in the SSWS; further content must be integrated into the SSWS to provide a comprehensive document.	Noted
BRONTE CREEK MEADOWS - SCOPED SUBWATERSHED STUDY (VOLUME IV): APPENDIX F: HYDRAULICS: PRE-DEVELOPMENT (AUGUST 29, 2025)		
43	General Comment The flood hazard delineations included wiühin this section require revision based on standard industry pracices and guidelines before they can be accepted. For example, Figure 8 shows an excerpt of the flood hazard delineation provided, which requires revision as it does not follow the edge of water' as delineated on the topographic survey underlay and misses a significant portion of the flood hazard. Additional comments may be provided,once modelling has been submitted and is reviewed.	Flood figures have been updated as noted. Digital modeling files will be provided to CH under separate cover.
EXISTING CONDITIONS REPORTS (OCT 7, 2025)		
44	Section 4.1 Wetlands Please include the approximate area of each wetland in its respective detailed description section.	The area of each wetland has been included in the ECR and reflects refinements to wetland limits following the stking excercise with CH.
ENVIRONMENTAL IMPACT ASSESSMENT PHASE 1 (OCTOBER 3, 2025)		
45	Constraints Mapping and Figure g: Natural Heritage Feature Limits Include constraints mapping with confirmed CH regulated areas and development limits as per comments #1 and 2 above.	Provideds as appendices to EIA
46	Monitoring Revise the report to provide details on the monitoring activities referenced in the SSWS. The information should describe the monitoring objectives, methodology, parameters assessed, related thresholds that would trigger adaptive management measures, frequency and duration of monitoring, findings to date, and comparison and analysis to pre-construction conditions (where applicable).	A monitoring plan will be created pre-construction

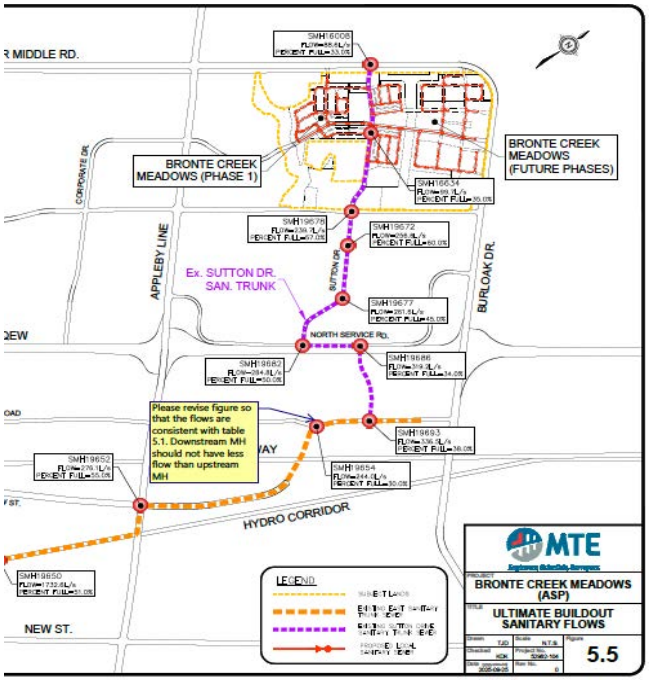
REF #	COMMENT	RESPONSE AND/OR ACTION
47	Commitments for Detailed Design Include a section outining the additional analyses and studies to be undertaken at the detaled design stage for the subject lands. This should include, but not be limited to. refinement of the wetland water balance calculations, preparation of site-specific monitoring programs, and identification of measures to ensure maintenance of wetland hydrology during construction activities.	See SEction 5 and 6 of EIA
48	Section 5.1 Development Footprint and Land Uses Revise the report to include additional text indicating that the proposed NHS limit has been established based on the furthest extent of the identfed suite of natural features natural hazards, and enhancement areas. including regulated areas surrounding wetlands.	See section 3.2 and 6.4
49	Section 6.0 Impact Assessment - Proposed Development a) Adational anarys and discussion are required to assess the potential impacts to wetands, considenng the preliminary wetand water balance and the expected form and 'development conditions. It is noted that there are increases in runoff during the growing season and decreases in the winter months. b) Update impact discussion and mitgation measures to indude the proposed partial realignment of the Sheldon Creek Tributary associated with the Phase 1 development	No realignment of tributaries is proposed through the Phase 1 application.
50	Development Limit and Buffer Discussion and Table 2: Summary of Buffer Recommendations Incorporate natural hazards and development setbacks that are consistent with PPS natural hazards policies and CH regulatory policies. See Comments #1 and 2 above.	See SEction 6.4 of the EIA
TREE INVENTORY AND PRESERVATION PLAN AND EDGE MANAGEMENT REPORT BRONTE CREEK MEADOWS (AUGUST 5, 2025)		
51	General Comment This reporting appears to contradict other reports with respect to areas where trees will be removed. For example, removal of trees at the northeast comer of the Shekion Creek Woodlot appears to be showm - but this is not consistent with other sections of the SSWS. Update reporting accordingly to ensure consistency.	revised.
PRELIMINARY FUNCTIONAL SERVICING REPORT (OCT 2, 2025)		
52	General Comment - Deferred Review CH defers review of the FSR unti the SSWS is sufficientiy complete to revie development applications, as the SSWS provides direction for aspects of the FSR. Once the SWS is sufficiently complete, the FSR will need to be updated in accordance with the SSWS and re-submitted for CH staffs review	Noted
PRELIMINARY STORMWATER MANAGEMENT REPORT (OCT 2, 2025)		
53	General Comment - Deferred Review CH defers reviev of the SWM Report until the SSWS is sufficienty complete to review development applications, as the SSWS provides direction for SWIM. Once the SSWS is sufficiently complete, the SWM Report will need to be updated in accordance with the SSWS and to address comments #22-29 within CH's February 14, 2025 letter, and resubmitted for CH staff's review. Comments #22-29 within CH's February 14, 2025 letter should be addressed within the SSWS as applicable.	Noted
CITY OF BURLINGTON ZONING COMMENTS - NOV 19, 2025 | Mark Dalrymple		
ZONING COMMENTS		
1	Applicant to finalize the proposed plan of subdivision (lot and block configuration) and confirm the uses of all lots/blocks	Updated DPOS provided with application
a	Applicant to provide a breakdown of the lot area, lot frontage and lot width of each lot/block (See Part 16 – Definitions Width, Lot to determine how to calculate lot width)	Lot dimensions are provided on the draft plan.

REF #	COMMENT	RESPONSE AND/OR ACTION
b	Confirm the "Lane" associated with the rear lane towns are public streets or a common element roadway of some kind.	Lane is proposed to be public
DRAFT BY-LAW COMMENTS		
GENERAL COMMENTS		
1	Why does the proposed 'P' zone and one O2 zone proposed have an 'H' Holding provision? a. Any 'H' removal criteria may need to be added into Part 11, where appropriate	Updated in by-law
2	Why is the existing creek block on the western side of the development site being proposed to change the zoning from O2 to O3?	Updated in by-law
3	A portion of the future street (Sutton Drive) maintains an O3 zone too. Public Streets currently do not maintain a zoning code	Acknowledged.
4	8.8.2(3)(i) General Policies of OP4 needs to be addressed in future iterations of the Zoning Bylaw for all zones (MXC and MXE primarily) of the development	General policies have been address through the updated by-law.
5	Pt 1, Section 2.27 - Deemed Street Width may need to be amended to include any streets that are deemed less than 20 m (Pt 1, 2.27.3 may be applicable in some instances), as well as to update the deemed width information for Sutton Drive and Corporate Drive extensions	Acknolwedged
6	Consideration should be made to rezone eastern side (Phase 2 to remove employment zoning). City planner and applicant to discuss further	N/A to be dealt with at future phase.
PROPOSED MXC ZONE COMMENTS		
1	Building heights need to account for the minimum and maximum building heights in 8.8.2 (5.1.2) (d)(i) in OP4 for ground oriented dwellings and 8.8.2 (5.1.2) (d)(ii) for non-ground oriented dwellings	Acknowledged. Updated.
2	Yard abutting residential zones, abutting a street, is addressed in Part 1.7.1(a)	Acknowledge. Updated
PROPOSED RBC1 ZONE COMMENTS		
1	8.8.2 (5.1.2)(b) of OP4 permits more uses than proposed to be permitted. a. Should any of these uses be contemplated for the development regulations may also need to be included for those uses (Duplexes and Multiplexes)	No duplexes or multiplexes are envisions in Phase 1 at this time.
2	8.8.2(3)(l) General Policies of OP4 needs to be addressed in future iterations of the proposed Zoning Bylaw: l) *Development* of *ground-oriented dwellings shall* require a minimum of 20% of new units to contain an *additional residential unit* and/or be built to accommodate a future *additional residential unit*, including side or rear secondary entrance/exit and other requirements, to the satisfaction of the *City*. Variations in a given phase to this minimum target *shall* not require an Official Plan Amendment, where it can be demonstrated that the minimum target is being achieved across the portion of the Community that is being developed for *ground-oriented dwellings*.	A review of the proposed RBC1 zoning requirements was completed to ensure that additional residential units can be accommodated in all units.
3	Building heights need to account for the minimum and maximum building heights in 8.8.2 (5.1.2)(d)(i) in OP4 for ground oriented dwellings and 8.8.2 (5.1.2) (d)(ii) for non-ground oriented dwellings	RBC1 Zone shall be consistent with building heights within OPA4
4	Through Lot: Bylaw 2020, as amended already determines the front lot line (see Definition: Lot Line, Front). a. Zoning staff can work with the Applicant on front lot line determination for all through lots once specifics for the proposed locations and building/built form are determined	Acknowledged

REF #	COMMENT	RESPONSE AND/OR ACTION
5	Landscape areas/buffers would only be applicable to a Townhouse block development, not detached, semis or street towns. a. If a reduction is to be proposed it should be tied to specific land uses where it is applicable b. Townhouse (non-street towns) regulations: recommend looking at the RM2 zone regulations as an example in designing regulations for townhouse developments. (See Part 2, Section 9.1 – Table 2.9.1 for the RM2 zone regulations) c. Lot coverage isn't typical to a Townhouse block development and would discourage its inclusion d. A street side yard regulation should also be considered e. Should the intent be to have townhouse units on Parcels of Tied Land, please consult Part 1, Section 2.33 Parcels of Tied Land (POTL) regulations to determine if you required amendment to those regulations as well	Acknowledged
6	Street Townhouses should be provided with a street side yard and a separate yard to the garage a. See Part 2, Section 12, Table 2.12.1 RM5 zone	Updated in by-law
PROPOSED MXE ZONE COMMENTS		
1	Employment Zone use permissions in Section 2 of the Draft: should limit the employment uses to be more restrictive than those specifically listed in that section and "in addition to those permitted in Table 5.2.1", as Table 5.2.1 would allow employment uses that don't seem to align with 8.8.2 (5.3.2)(b)(i) of OP4. a. Save and except Other Industrial Operations uses listed in Section 2 of the Draft Bylaw. City Planners may have other considerations before allowing the additional permitted use via the Zoning Bylaw Amendment, as that use is not permitted as of right in a MXE/GE2 zone i. Use may not align with 8.8.2 (5.3.2)(b)(i) of OP4 b. Note: proposed employment block would not be abutting a residential zone (currently proposed to have a creek block along the west, O3 zoned Woodlot, and streets (as per Part 1.7.1(a))on the east and south sides of the lot	Uses have been updated to be more restrictive
2	Institutional uses proposed will be subject to Part 1, Section 2.21 – Uses Permitted in All Zones	Acknowledged
3	Training Centres permitted by Part 1, Section 2.21(t) uses are allowed in MXE zones by default	Updated in by-law
4	Retail and Service Commercial uses: regulations should have regard for 8.8.2 (5.3.2)(c) in OP4 as it limits the location of the accessory retail and service commercial uses. a. Retal and Service Commercial is permitted in MXE zones. May be appropriate to authorize/not permit specific uses. Consult with Part 5-Table 5.2.1 on base MXE zone permitted uses	Acknolwedged
5	Automotive uses should be restricted as per 8.8.2 (5.3.2)(b)(vii) of OP4	Updated in by-law
6	Medical offices are permitted under the All Office Uses category	Updated in by-law
7	H' Removal criteria goes into Part 11. Proposed Amendment should include provisions to modify that Sectio	Updated in by-law
8	Under Section 4 of the Draft Bylaw: the proposed apartment building for affordable /attainable housing units isn't listed in the use permission in Section 1 a. Provide details on why the apartment building is proposed to use RH5 zone regulations b. Recommend using MXG zone for proposed apartment regulations	Continue to proposed RH5 regulations. The affordable/attainable housing will likely be a residential building, with no additional uses, so the RH5 zone is appropriate.
9	City Planner to confirm if the uses proposed prior to 'H' removal are acceptable	Acknowledged.
ADDITIONAL COMMENTS/NOTES		
1	Please provide a copy of any future draft by-laws in MS Word document format	MS Word document provided with submission
REGION COMMENTS | Qian N.		

REF #	COMMENT	RESPONSE AND/OR ACTION
1	Page 11 Section 4.1 Paragraph 3 "The Mount Forest Reservoir has a top water elevation of approximately 126.6m and existing storage capacity of 5.5ML (planned expansion to 11ML)," REGION COMMENT: Mount Forest Reservoir has been decomissioned	Noted, reference to Mount Forest reservoir removed.
2	Page 11 Section 4.1 Paragraph 6 "Existing water servicing surrounding the subject lands is as follows: • Dual 300mm diameter local ductile iron and 600mm diameter transmission concrete pressure pipe along Mainway between Appleby Line and Burloak Drive." REGION COMMENT: Single 300mm	Text updated.
3	Figure 4.1 	No longer showing this section of 1050mm watermain as proposed.
4	Section 4.3.2 Phase 1 Model Population and Density "The population for Phase 1 was based on the land use areas (as per the Draft Plan) multiplied by the associated population density as per Table 2-1 of the WWLDM. These densities are listed below in Table 4.4." REGION COMMENT: Populations are to be derived from either of the following sources, based on the most accurate and appropriate information available: 1. Unit count and housing type for residential* Building floor area for non-residential* *Persons per Unit or m2 per Employee are as per the latest published Halton Region Development Charges Background Study. 2. Equivalent Population Density Table 2-1 in Halton Region's Water Wastewater Linear Design Manual (Version 6).	All population density is based on the Table 2-3 in the WWLDM (Version 7)

REF #	COMMENT	RESPONSE AND/OR ACTION
5	Section 4.3.2 Phase 1 Model System Demands "Water demands for the proposed development is per Appendix B of the Region of Halton's 2022 Development Charge Background Study which gives water usage rates of 265L/person/day for residential uses and 225L/employee/day for employment uses. Residential and employment water demands were calculated from the number of units contributing to each node within the model, multiplied by the number of persons per unit, multiplied by their respective L/p/d rate, and then converted to L/s." REGION COMMENT Water and wastewater design criteria utilized must be from the Region's Integrated Master Plan	Water and wastewater design criteria has been updated to be as per the IMP rates, as provided by Region staff.
6	Table 4.5 Ultimate Population Densities "Full Buildout Total: 18,704" REGION COMMENT: Populations are to be derived from either of the following sources, based on the most accurate and appropriate information available: 1. Unit count and housing type for residential* Building floor area for non-residential* *Persons per Unit or m2 per Employee are as per the latest published Halton Region Development Charges Background Study. 2. Equivalent Population Density Table 2-1 in Halton Region's Water Wastewater Linear Design Manual (Version 6).	All population density is based on the Table 2-3 in the WWLDM (Version 7)
7	Section 5.3.2 Phase 1 Model System Flows "Wastewater flow criteria for the proposed residential and employment were based on Appendix B of the Region of Halton's 2022 Development Charge Background Study which gives residential flows of 360L/person/day and employment flows of 310L/employee/day. For institutional uses, the more conservative 360L/person/day was used. Within the Infoworks ICM model there are a selection of pre-calibrated dry-weather wastewater flow profiles from throughout the Region. The total population for each catchment area was multiplied by Wastewater Profile #4 for residential/institutional uses and Wastewater Profile #106 for employment uses." REGION COMMENT: Water and wastewater design criteria utilized must be from the Region's Integrated Master Plan. AND Please use profile #998 for growth	All population density is based on the Table 2-3 in the WWLDM (Version 7) Profile #998 is now used for all proposed sanitary catchment areas.

REF #	COMMENT	RESPONSE AND/OR ACTION
8	Figure 5.5  	Flow rates have been revised.
9	Section 5.4 Sanitary Servicing Conclusions Paragraph 4 "As per the Halton Region's Wastewater Treatment Performance Report (2024), there is approximately 36ML/d of capacity within the Skyway WWTP. The combined population of the subject lands and the future developments considered in this report is approximately 25,000, which equates to over 9ML/d of sanitary flows. This does not include anything downstream of Walkers Line." REGION COMMENT: As per the Halton Region's Wastewater Treatment Performance Report (2024), there is approximately 36ML/d of **available** capacity within the Skyway WWTP. The combined population of the subject lands and the future developments considered in this report is approximately 25,000, which equates to over 9ML/d of sanitary flows. This does not include anything downstream of Walkers Line.	Wording updated.
MTO COMMENTS - Ibrahim Adia, January 30, 2026		
TRAFFIC		
1a	The MTO Traffic Office may need to review a revised report because the proponent has not identified the occupants of the shopping plaza and retail space. As a result, the actual trip generation may be significantly higher than what is presented in the report.	High level land use for planning purposes, no tennants identified; clarification added to section 3.1

REF #	COMMENT	RESPONSE AND/OR ACTION
1b	In general, the future land-use calssifications for the shopping plaza and reatil space will change, and consequently, the trip generation estimates will also be affected.	High level land use for planning purposes, no tennants identified; clarification added to section 3.1
1c	According to the Highway Capacity Manual (2000), a separate right-turn lane should be considered at MTO intersections when right-turn volumes exceed 200 vehicles per hour. For the westbound off-ramp at Burloak Drive, the report shown more than 300 right-turning vehicles during the weekday PM peak hour (Figure 3.4A, S7) due to the proposed development. Please note that the proponent shall be responsible for providing an exclusive new right turn lane as part of the proposed works.	Base Year volumes show the WBR serves between 650-1200 vehicles during the peak hours and currently warrants improvements. By 2035 background horizon, the volume is forecast to grow to 950-1850 vehicles during the peak hours. Section 6.7 is added which outlines the Phase 1 contribution to traffic triggering the improvements.
1d	For the eastbound off-ramp at Burloak Drive, the TIS indicates that an exclusive left-turn lane (LTL) is warranted when peak-hour left-turn volumes exceed 100 vehicles. The site-generated traffic shows 424 left-turn vehicles during the weekday AM peak hour (Figure 3.3A, S8) and 279 left-turn vehicles during the weekday PM peak hour (Figure 3.4A, S8), confirming the need for a new left-turn lane. The proponent shall be responsible for delivering the exclusive left-turn lane as part of the project scope.	Section 6.7 is added which outlines the Phase 1 contribution to traffic triggering the improvements.
1e	The MTO Traffic Office requires an explanation of how the proponent determined that zero right-turn traffic would accur from the Appleby Line westbound off-ramp to Appleby Line for site-generated traffic (Figures 3.3A and 3.4A).	Travelling WB on the QEW, Burloak is the first ramp you would come across. During peak hours on QEW, it is expected traffic will use Bronte rather than stay on the QEW for an additional 2 km to reach Appleby and backtrack.
1f	Before the TIS can be accepted, the MTO Traffic OFfice requires that the proponent provide the average trip rates from three proxy sites. These proxy sites must be discussed with and approved by the MTO prior to preparation of the TIS< in accordance with the ITE Trip Generation Handbook, 3rd Edition.	The institutional space envisions a mix of healthcare services, institutional uses, and office uses. No tenant is known but preliminary concepts suggest a healthcare park akin to the McMaster Innovation Park, which is a prestige centre than incorporates research, business, and institutional space to combine academia and industry. Since the preliminary concepts for the institutional space draws inspiration from MIP, utilizing proxy site data from MIP provides a comparable estimate for trip generation. It is noted that generally, additional local proxy sites would be surveyed to determine a trip rate. However, given the specialized land use, it is unlikely to find comparable sites that offer the same blend of healthcare, institutional, and office space. Additional justification for the traffic data is provided in Section 3.1/3.2
1g	Under the first-principles approach, the consultat must confirm that they are in continuous communication with the proponent and are aware of the specific types of businesses, services, or institutional uses that will occupy the site. This confirmation is necessary because the proponent has indicated that the site's institutional land use is intended to function as a health care and education district (Section 3.2 - Trip Generation).	Comment above.
1h	MTO policy remains unchanged; the proponent is responsible for all improvements triggered by the development. Furthermore, no design submissions appear to have been provided for review beyond the conceptual recommendations for additional turn lands at the ramp terminals.	Section 6.7 is added which outlines the Phase 1 contribution to traffic triggering the improvements. Detailed design submissions will be provided for detailed design

REF #	COMMENT	RESPONSE AND/OR ACTION
B	The proponent is required to provide a revised TIS addressing the comments noted above.	Noted.
C	As stated in our April 10, 2024 correspondence to the City of Burlington (see attachment), it remains our preference that the municipality assume responsiblity for coordinating and presenting a plan for the required highway interchange improvements - including establishing cost-recovery mechanisms and undertaking the design and construction of those works - while noting that this approach will still be subject to MTO review and clearance.	Noted.
D	Please note that any amendment to the development with potential implications for MTO shall be submitted to the Ministry for review.	Noted.
E	All comments herein are made subject to applicable legislation, regulations, and policies, and this correspondence shall not be taken as approval, consent, or a waiver or limitation of MTO's statutory authoirty in any respect.	Noted.