PLANNING JUSTIFICATION BRIEF
SALOTTO BUILDING GROUP INC.

DRAFT PLAN OF SUBDIVISION

Block 133 on Registered Plan 20M-811.

City of Burlington
Regional Municipality of Halton

October 27, 2021

PREPARED BY:

KLM PLANNING PARTNERS INC.

FILE No: P-3257

TABLE OF CONTENTS

1.0 INTRODUCTION 1

2.0 BACKGROUND 2

2.1 SITE DESCRIPTION 2

2.2 SURROUNDING LAND USES 3

3.0 DEVELOPMENT PROPOSAL 4

4.0 SUPPORTING REPORTS 8

5.0 PLANNING POLICY ANALYSIS 10

5.1 THE PLANNING ACT 10

5.2 PROVINCIAL POLICY STATEMENT (2020) 13

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020) 15

5.4 HALTON REGION OFFICIAL PLAN (June 19, 2018 Consolidation) 17

5.5 OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA 1997 (December 2019 Consolidation) 20

5.6 BURLINGTON OFFICIAL PLAN 2020 26

5.7 CITY OF BURLINGTON ZONING BY-LAW 2020 34

6 SUMMARY 35

APPENDIX A – COMMENTS RECEIVED DURING THE PRE-APPLICATION COMMUNITY MEETING 36

LIST OF FIGURES

Figure 1: Contextual Airphoto
Figure 2: Proposed Draft Plan of Subdivision
Figure 3: Landscaped Concept
Figure 4: Excerpt from the Halton Region Official Plan – Map 1 – Regional Structure
Figure 5: Excerpt from Official Plan of the Burlington Planning Area 1997 (December 2019 Consolidation) – Schedule B – Comprehensive Land Use Plan – Urban Planning Area
Figure 6: Excerpt from Burlington Official Plan 2020 – Schedule C –Land Use – Urban Area
Figure 7: Existing Zoning

1.0 INTRODUCTION

KLM Planning Partners Inc. has been retained by Salotto Building Group Inc. ("The Owner") to provide land use planning services with respect to the proposed development of their lands located at 4375 Millcroft Park Drive within the City of Burlington, Region of Halton, legally described as Block 133 of Registered Plan 20M-811 ("Subject Lands"). The Subject Lands are approximately 2.436 (6.020 acres) in size.

The Owner proposes to develop the Subject Lands for 30 single detached residential lots accessed from a proposed public road in a crescent configuration.

As confirmed at a Pre-application Consultation ("PAC") Meeting with municipal staff held on June 23, 2021, an application for draft plan of subdivision is required to facilitate the proposed development as municipal staff advised the proposed development is in conformity with the official plan and complies with the existing zoning for the Subject Lands. The purpose of this document is to provide planning analysis and justification in support of the proposed draft plan of subdivision.

2.0 BACKGROUND

2.1 SITE DESCRIPTION

The Subject Lands consist of a parcel of land located on the south side of Millcroft Park Drive east of Dundas Street in the City of Burlington within Regional Municipality of Halton, legally described as Block 133 of Registered Plan 80M-811 with a municipal address of 4375 Millcroft Park Drive. The Subject Lands are approximately 2.436 hectares (6.020 acres) in size, approximately 155 metres wide and approximately 192 metres deep [Refer to Figure 1: Contextual Airphoto].



Figure 1: Contextual Airphoto

The site is currently vacant of any structures or uses and has a gentle slope towards the southeast. The site was originally intended to accommodate a school within plan of subdivision 20M-811 but the Subject Lands were declared surplus by the Boards of Education. The site was then owned by the Roman Catholic Episcopal Corporation of the Diocese of Hamilton but their plans for development were not realized. Subsequently, the Subject Lands came into the possession of the Owner.

2.2 SURROUNDING LAND USES

The surrounding land uses include the following:

- North: Millcroft Park Drive beyond which are single detached dwellings.
- West: Single detached dwellings
- South: Single detached dwellings
- East: Existing Taywood Park.

3.0 DEVELOPMENT PROPOSAL

The Owner wishes to develop the Subject Lands for residential purposes. A PAC Meeting with municipal staff was held on June 23, 2021 where a preliminary development concept was presented. A draft plan of subdivision was confirmed as being necessary for the development of the Subject Lands at the PAC Meeting. A requirement arising from the PAC Meeting is the holding of a Pre-application Community Meeting which was conducted on September 23, 2021; the comments received during the Pre-application Community Meet and the development consultant team's responses are attached as **Appendix A** to this document.

The proposed draft plan of subdivision consists of thirty (30) single detached dwellings with an average lot width of approximately 15.3 metres. The single detached lots are generally rectangular in configuration with lot depths ranging from 31 metres to almost 42 metres and a lot area ranging from approximately 500 square metres to over 1000 square metres. All of the single detached lots will be accessed from a new proposed public local road in a crescent configuration. [Refer to Figure 2: Proposed Draft Plan of Subdivision].

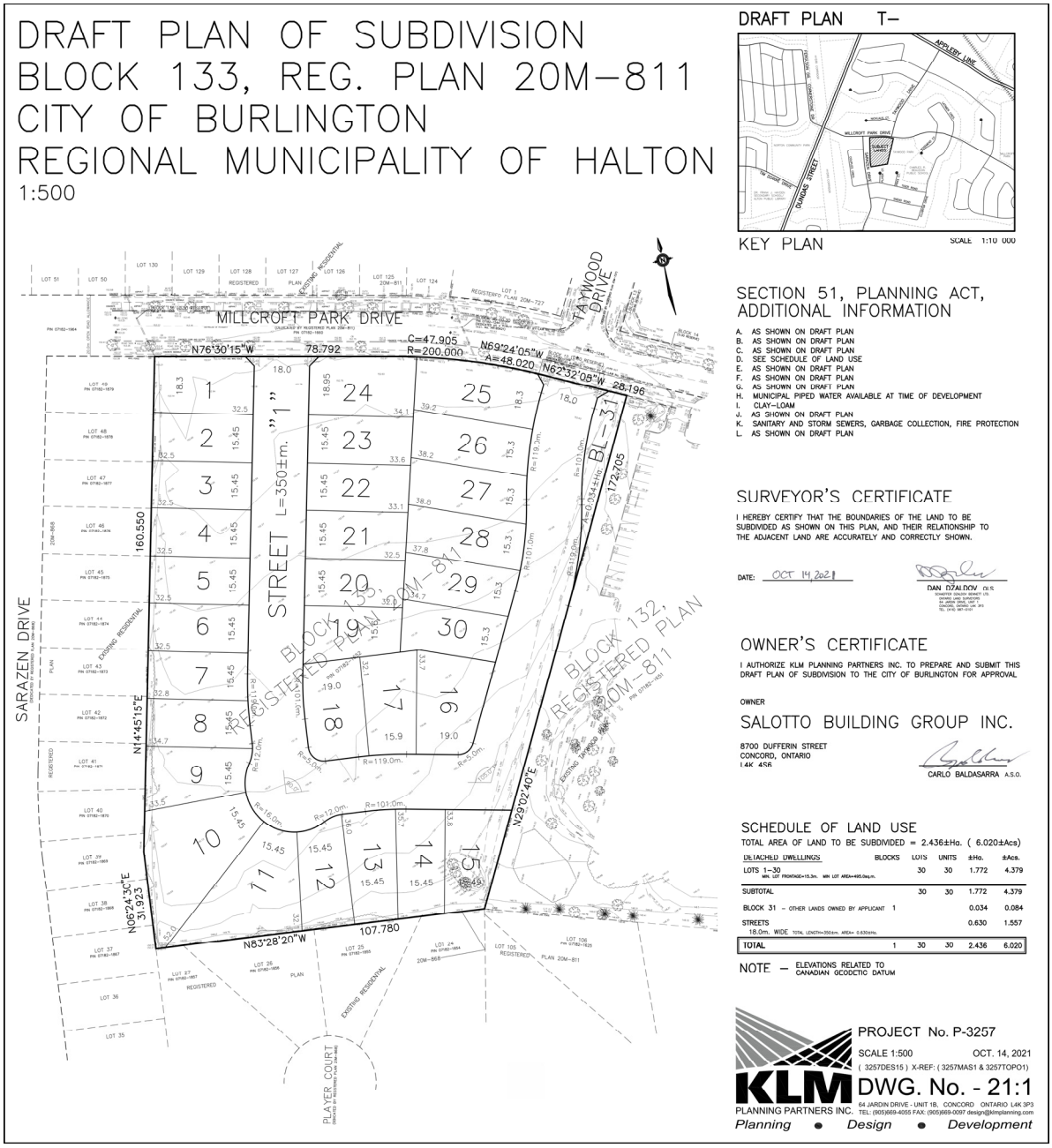


Figure 2: Proposed Draft Plan of Subdivision

The relevant statistics of the proposed draft plan of subdivision are as follows:

Use	**No. of Lots/Blocks**	**No. of Units**	**Area (Ha.)**
Single detached dwelling (15.3 m)	30	30	+/- 1.772
Other lands owned by applicant	1	N/A	+/- 0.034
Streets	N/A	N/A	+/- 0.630
Total	31	30	+/- 2.436

In our opinion, the proposed development is compatible with the surrounding uses for the following reasons:

- Each of the proposed single detached lots are generally similar in area, depth, and lot width to the residential dwellings on adjacent properties.
- The configuration of the proposed single detached lots shall result in proposed rear yards abutting the rear yards of the adjacent lots, resulting in substantial separation between existing and proposed dwellings.
- The Subject Lands are currently zoned in the same category as the immediately abutting properties. Since no new site-specific zoning provisions are proposed for the Subject Lands, the proposed development shall have the same development standards as the existing dwellings.
- While a new road is proposed with two access locations on Millcroft Park Drive, no new driveways are proposed on Millcroft Park Drive thus minimizing impacts on the existing sidewalk on the south side of Millcroft Park Drive.
- One of the proposed street intersections with Millcroft Park Drive is coordinated with Taywood Drive.
- New privacy fencing shall be installed along the edge of the Subject Lands abutting existing residential lots [Refer to Figure 3: Landscaped Concept].



Figure 3: Landscaped Concept

4.0 SUPPORTING REPORTS

The following reports have been prepared in support of the proposed draft plan of subdivision:

Functional Servicing & Stormwater Management Report by GEI Consulting Engineers and Scientist dated October 2021:

The Functional Servicing and Stormwater Management Report ("FSSWMR") confirmed the Subject Lands are serviceable and concluded the proposed road grading follows the City's requirements and respects the perimeter grading of the surrounding residential properties. Limited grading is proposed within the existing park to support the proposed crescent road and said grading will not negatively impact the existing drainage pattern of the park.

The northern half of the Subject Lands will have storm water servicing through an existing storm sewer on Millcroft Park Drive while the southern half of the site will have storm water servicing via a newly proposed sewer through Taywood Park and Charles R. Beaudoin Public School to ultimately connect to an existing sewer on Clubview Drive. Notably, the proposed lots abutting the southern boundary of the Subject Lands will be served by rear yard catch basins which will convey storm drainage to the proposed street and thence to the proposed sewer in the park. These rear yard catch basins are expected to assist in clearing the wet conditions currently present along the southern edge of the Subject Lands.

With respect to sanitary servicing, the Region of Halton has confirmed the additional flow from the proposed development will have negligible downstream impact on the wastewater system via the existing sanitary sewer on Millcroft Park Drive.

Water supply servicing will be provided by connecting to an existing watermain on Millcroft Park Drive.

Noise Impact Feasibility Study by J.E. Coulter Associates Limited:

The Noise Impact Feasibility Study analysis indicates the projected unmitigated sound levels generated by combined traffic on Millcroft Park Drive and Dundas Street West would create a modest noise impact upon the proposed residential development with only Lots 1, 24, and 25 affected. Acoustical barriers (1.8m high) as well as ventilation (forced air heating with a provision for central air-conditioning) and warning clauses are recommended for Lots 1, 24, and 25. The remaining lots meet noise criteria of the Ministry of the Environment, Conservation, and Parks. Standard Ontario Building Code - compatible construction is expected to meet the criteria for indoor noise.

Transportation Impact Study by Lea Consulting Limited dated October 2021:

The Transportation Impact Study ("TIS") examined traffic impacts within a study area including the intersections of Millcroft Park Drive/Dundas Street, Appleby Line/Taywood Drive, and Millcroft Park Drive/Taywood Drive. Under current conditions, the intersections of the study area operate at overall Levels of Service of 'B' or better during peak hours. With consideration for six other future developments proposed for the area, the intersections are expected to operate at an acceptable overall Levels of Service of 'C' or better.

The proposed development is expected to generate a total of 22 two-way trips during the weekday AM peak hour and 32 two-way trips during the weekday PM hour. The analysis indicated the trips generated from the Subject Lands will have minimum increases to the delays at the intersections compared to the future conditions resulting from the other six future developments. Consequently, the impact on the surrounding road network by the proposed development is expected to be acceptable.

The TIS also included a set of Transportation Demand Management measures including pedestrian-based, cycling based, and transit-based strategies to facilitate a reduction in automobile reliance through alternative methods of travel.

Arborist Report by Strybos Barron King dated October 2021:

The Arborist Report "(AR") determined all trees internal to the site shall be removed due to the constraints of the proposed limits of construction. A grouping of five (5) trees in the southeastern portion of the Subject Lands are to be removed. These trees are all less than 20cm diameter at breast height and are therefore not subject to the City's compensation requirements. All trees to be preserved are to be protected using City approved tree protection hoarding.

Report on Phase One Environmental Assessment by Toronto Inspection Ltd. dated August 26, 2021:

The objective of the Report on Phase One Environmental Assessment ("Phase One ESA") is to determine if there is evidence of actual or potential contamination as a result of the current and/or historical activities on the Subject Lands or the surrounding properties that may result in an adverse environmental impact. The Phase One ESA determined the historical and current activities on the Subject Lands and surrounding properties, as identified at the time of the Phase One ESA, do not represent significant potential environmental concern which may adversely impact the subsurface conditions of the Subject Lands.

5.0 PLANNING POLICY ANALYSIS

5.1 THE PLANNING ACT

The Planning Act is the provincial legislation that provides the basis for all land use planning within the Province of Ontario. It describes how land uses may be controlled, and who may control them with the objective of providing a provincial policy framework that promotes sustainable economic development within a healthy natural environment. The Planning Act requires that all planning matters and decisions be consistent with the Provincial Policy Statement ("PPS") as well as conform to and not conflict with all other provincial plans.

Matters of Provincial Interest

Section 2 of the Planning Act requires that an approval authority shall have regard for matters of provincial interest in carrying out their responsibilities under the Planning Act. Several examples of provincial interest are listed within Section 2 of the Planning Act, the most germane for the Subject Lands include:

- Efficient use of utilities and services,
- Minimization of waste,
- The orderly development of safe and healthy communities,
- The adequate provision of a full range of housing having well designed built form,
- The appropriate location of growth and development.
- Promotion of built form that is well-design and provides for accessible public spaces.

Existing transit, water, and sewer infrastructure exist on Millcroft Park Drive. Waste is minimized by proposing generally rectangular lots served by a road which avoids unnecessary trips. As the Subject Lands directly abut lands which are already developed, the proposed development of the Subject Lands represents orderly contiguous development on an otherwise underutilized parcel of land. The residential program of the proposed draft plan of subdivision will contribute to the range of housing types available in the City while being compatible with nearby existing residential uses. The Subject Lands are an ideal location for development as it is located within a settlement area for the purposes of the Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), is designated '*Urban Area*' within the Halton Region Official Plan ("HROP"), and is designated within the Urban Boundary with a specific designation of '*Residential – Low Density'* within both the City of Burlington 1997 Official Plan ("BOP1997") and the City of Burlington Official Plan 2020 ("BOP2020"). The arrangement of the proposed built form

and the configuration of the proposed road serves to enhance access to the Taywood Park by providing said with another open edge.

Provincial Plans

Section 3(5) of the Act requires that a decision of an approval authority shall be consistent with the PPS as well as conform to provincial plans that are in effect on the day of decision. **Sections 5.2 and 5.3,** of this document, demonstrate how in our opinion the proposed development is consistent with the PPS and is in conformity with the Growth Plan respectively.

Criteria for Draft Plans of Subdivision

Section 51 (24) of the Act states that for a draft plan of subdivision application:

"…regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

#	Policy	Analysis
(a)	*the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*	As discussed above, the proposed development has regard for matters of provincial interest.
(b)	*whether the proposed subdivision is premature or in the public interest;*	The proposed development is not premature as it seeks to develop an underutilized parcel of land within the urban area. Furthermore, development of the Subject Lands is in the public interest as it will help to complete the Millcroft Community by providing certainty of built form on an otherwise vacant parcel.
(c)	*whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*	The proposed subdivision does not require an amendment to Official Plan documents. Further analysis explaining how the proposed subdivision conforms to the Official Plans can be found in **Sections 5.4, 5.5,** and **5.6,** of this document.
(d)	*the suitability of the land for the purposes for which it is to be subdivided;*	The lands are suitable for the creation of residential lots as the site is serviceable.
(d.1)	*if any affordable housing units are being proposed, the*	Affordable housing units are not proposed as part of this application.

	suitability of the proposed units for affordable housing	
(e)	*the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*	The existing grade and elevation of Millcroft Park Drive and Taywood Drive have been studied within the FSSWMR
(f)	*the dimensions and shapes of the proposed lots;*	The dimensions and shapes of the proposed lots represent orderly and efficient development.
(g)	*the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*	A new storm water management sewer is required within Taywood Park and the Charles R Beaudoin Pubic School in order to connect the southern portion of the Subject Lands to an existing sewer on Clubview Drive.
(h)	*conservation of natural resources and flood control;*	No natural resources are located on site. Flood control will be maintained through best engineering practices including the utilization of rear yard catch basins as outlined in the FSSWMR.
(i)	*the adequacy of utilities and municipal services;*	The FSSWMR has demonstrated the existing utilities and municipal services in conjunction with new services in Taywood Park are adequate to accommodate the proposed development.
(j)	*the adequacy of school sites;*	Charles R. Beaudoin Public School is on the east side of Taywood Park while Dr. Frank J. Hayden Secondary School is on the west side of Dundas Street.
(k)	*the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*	No other lands other than the proposed road is proposed to be dedicated for public uses.

(l)	*the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*	The proposed draft plan of subdivision shall have full electrical service and water supply through the connection to existing infrastructure.
(m)	*the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2)."*	By-law 35-2017 established the entirety of the City as a Site Plan Control Area as per Section 41 of the Planning Act, though the single detached dwellings are not subject to site plan control.

Based on the aforementioned analysis, in our opinion the proposed draft plan of subdivision has had appropriate regard for the public interest as stipulated in Section 2 of the Act and meets the applicable criteria of Section 51(24) of the Act and all other applicable policies of the Planning Act.

5.2 PROVINCIAL POLICY STATEMENT (2020)

Decisions affecting planning matters are required to be consistent with the PPS. As a key part of Ontario's policy led planning system, the PPS sets the policy foundation for regulating the development and use of land. The PPS provides direction on matters of provincial interest related to land use planning and development. The policies which are most relevant to the proposed development include:

- Managing and Directing Lane Use to Achieve Efficient Development;
- Housing;
- Public Spaces;
- Infrastructure;

Managing and Directing Land Use to Achieve Efficient Development

Section 1.1 of PPS promotes the efficient use of land that supports sustainability and promotes strong, livable and healthy communities that facilitate economic growth. Furthermore, the focus of growth and development shall be directed to settlement areas.

The proposed subdivision promotes efficient use of land through the development of under-utilized land that will help to sustain the financial well-being of the City by providing a future long-term increased tax base. Single detached dwellings are proposed and will contribute to the City's ability to provide an appropriate mix of housing form which is compatible with existing built form on adjacent lands.

The Subject Lands are within the Urban Area of the HROP and the BOP1997 and BOP2020. The proposed development is on a vacant parcel of land within the Settlement Area which can be fully serviced by connecting directly and through indirect means connect to existing municipal services and utilities. The proposed road fabric is a crescent which efficiently services the proposed dwellings.

Range and Mix of Housing

Policy 1.4 of the PPS states an appropriate mix and range of housing options and densities should be provided to meet projected requirements of current and future residents. Specifically, planning authorities are to establish and implement minimum targets for the provision of housing, including ensuring the ability to accommodate residential growth for a minimum of 15 years through various methods including through residential intensification and redevelopment.

Approval of the proposed development will aid the City and Region in their ability to meet the requirement to accommodate housing supply for the next 15 years through developing a parcel of land which is under-utilized. The proposed development will contribute to the City's and Region's range of housing type and densities.

Public Spaces to Promote Health and Activity

Policy 1.5 of the PPS states healthy and active communities should be promoted by planning public streets and spaces to be safe and facilitate active transportation.

The proposed development will promote active transportation by providing a public street with sidewalks to accommodate active transportation. Furthermore, all proposed dwellings shall have direct access to the proposed public street thus promoting safety upon the street. Safety for Taywood Park is enhanced as several dwellings shall face the park while access to said park is enhanced by providing another open street edge.

Infrastructure

Policy 1.6 of the PPS states within settlement areas with existing municipal sewage and sewer services, intensification and redevelopment shall be promoted to optimize the use of the services. Furthermore, planning authorities may only allow lot creation if there is confirmation of sufficient sewage and water capacity. Also, transportation systems should be safe and energy efficient. Finally, development which support the use of transit and active transportation should be promoted.

The FSSWMR has confirmed adequate servicing for the proposed development can be attained through connecting to existing sanitary and water supply infrastructure along Millcroft Park Drive while storm servicing will necessitate new infrastructure through the park and school to eventually connect to existing infrastructure on Clubview Drive. The configuration of the road is efficient and minimizes unnecessary vehicular travel. The TIS confirmed the proposed development is within the area of existing public transit infrastructure. Active transportation is promoted by the provision of sidewalks in the proposed street which connect to the existing sidewalk on Millcroft Park Drive.

Based on the above analysis, it is our opinion the proposed development is consistent with the PPS.

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe 2020 ("Growth Plan") provides the framework and guidance on decision-making, land-use planning, urban form, housing, natural heritage and resource protection, transportation and infrastructure planning with a planning horizon to the year 2051. The guiding principle which is most germane for the proposed development include the prioritizing of intensification and higher densities to make efficient use of land and infrastructure to support a range and mix of housing options.

In order to implement the guiding principle, several policies are provided within the Growth Plan with the most relevant for the proposed development being the following:

- Managing Growth;
- Delineated Built-up Areas;
- Housing

Managing Growth

Section 2.2.1 of the Growth Plan provides policy direction on the management of growth to accommodate a forecasted population of 1,100,000 for the Region of Halton by the

year 2051. The 2016 Canadian Census identified 548,435 persons living within the Region thus the population is expected to double by the 2051 planning horizon. As noted in Section 5.2.4 and 5.2.5 of the Growth Plan, the forecasted population is intended to be a minimum target.

The vast majority of the population will be directed to settlement areas that have a delineated built boundary and have existing or planned servicing infrastructure. Furthermore, growth within the settlement areas will be focused within delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities. Adherence to the policies on managing growth is expected to support the achievement of complete communities offering a diverse range and mix of housing options, expand convenient access to transportation options including active transportation, and promote a vibrant public realm.

The Subject Lands are within a settlement area as it is part of the Region of Halton's Urban Area as well as being within the City of Burlington's Urban Boundary. Furthermore, the Subject Lands are within the Delineated Built-up Boundary as well as being within an area with existing transit as identified in the TIS, is within an area with servicing capacity as identified within the FSSWMR, and is within an area served by existing schools and parks. The proposed development will assist the Region in accommodating the forecasted minimum target population for the 2051 planning horizon as well as contributing to the range of housing options available in the Region and the City and promote a vibrant public realm by having all dwelling units facing a public street as well as expanding visual and physical access to Taywood Park.

Delineated Built Boundary

Section 2.2.2 of the Growth Plan provides specific direction for accommodating growth within Designated Built-up Areas. By the time of the approval of next municipal comprehensive review, at least 50% of all residential development in the Region shall be directed to lands within the designated built-up area. Furthermore, until the approval of the next municipal comprehensive review, the target shall remain at the current 40%.

As the Subject Lands are within the designated built-up boundary, the proposed development contributes to achieving the intensification target.

Housing

Section 2.2.6 of the Growth Plan provides general direction for housing to accommodate the population target. Housing choice is to be supported by municipalities achieving the minimum intensification targets as well as providing a range and mix of housing options to meet the projected needs of current and future residents up to the year 2051 planning

horizon of the Growth Plan. Furthermore, municipalities shall maintain at all times a supply of land with servicing capacity sufficient to provide at least a three-year supply of residential units including lands which are suitably zoned for intensification and redevelopment.

As the Subject Lands are within the designated built-up area the proposed development shall assist the Region in achieving the intensification target. Furthermore, the dwelling units proposed will contribute to providing a range of dwelling types within the Region. As the Subject Lands are already zoned for residential development with servicing capacity, the site shall contribute to the Region and City's requirement to providing a three-year supply of residential units.

Based on the above analysis, it is our opinion the proposed development on the Subject Lands conforms to the policies of the Growth Plan (2020).

5.4 HALTON REGION OFFICIAL PLAN (June 19, 2018 Consolidation)

The HROP provides a strategy for development within the Region of Halton with sufficient detail to permit the achievement of Region's planning vision and objectives

Halton's Regional Structure

The Subject Lands are located within the Settlement Area of the Region with the specific designation of '*Urban Area*'. [Refer to Figure 4: Excerpt from the Halton Region Official Plan – Map 1 – Regional Structure].

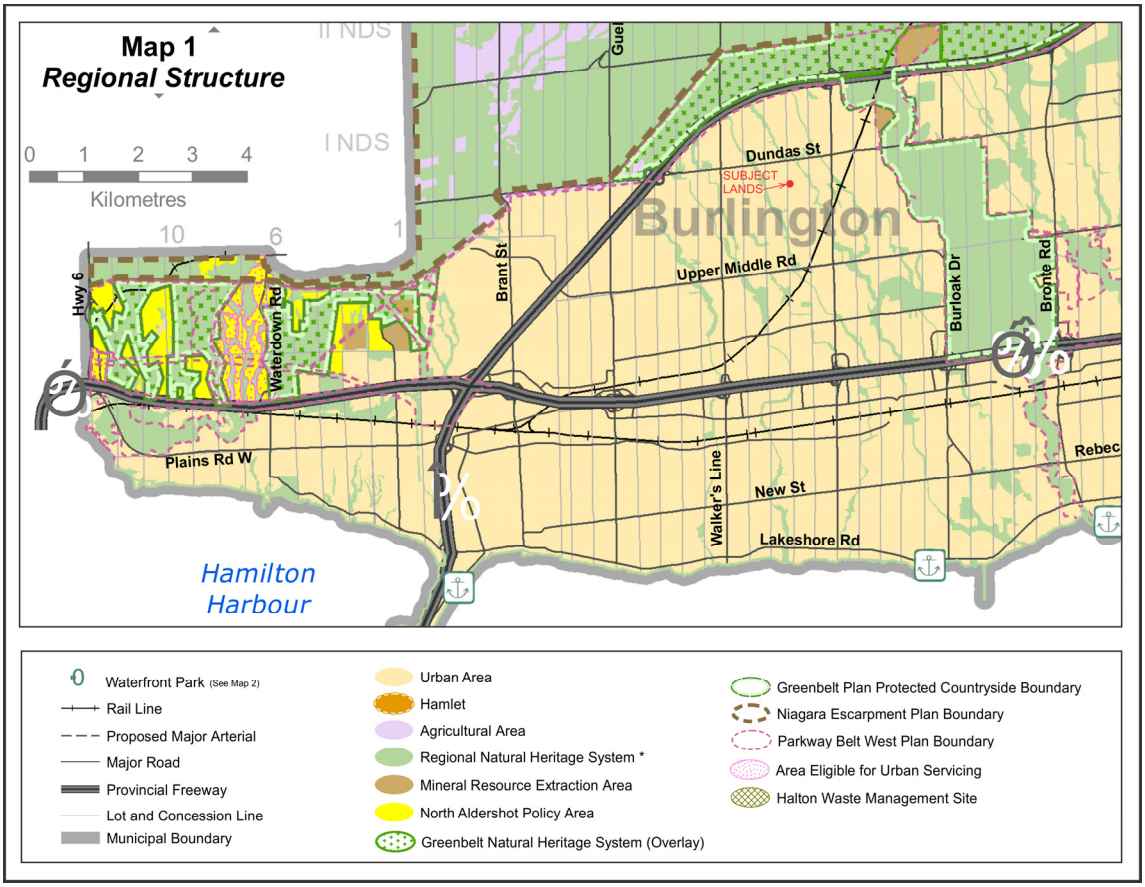


Figure 4: Excerpt from the Halton Region Official Plan – Map 1 – Regional Structure

Section 55 of the HROP outlines the growth strategy for the Region based on the distribution of population and employment for the planning horizon year. Specifically, Table 1 of the HROP projects the population of the City of Burlington to be 193,000 by the year 2031; with the distribution of population for the year 2051 planning horizon still to be determined. Furthermore, Table 2 of the HROP sets a minimum of 40% of new dwelling units (approximately 8,300 units) is to be directed to Burlington's designated built-up area. As outlined in the analysis of the Growth Plan in **Section 5.3** herein, upon approval of the next municipal comprehensive review, at least 50% of residential growth shall be within the built-up area. Furthermore, Table 2A anticipates a minimum of 5,328 new units within the built boundary of the City between the years 2022 to 2031.

The Subject Lands are within the designated built-up area and as such the proposed development shall assist the Region in achieving its targets for directing residential growth to the built-up area.

Development Criteria

The HROP provide general criteria for development which is directed to environmentally suitable areas. Policy 57 of the HROP states development shall be allowed on sites which are not considered hazardous due to conditions such as soil contamination or prone to flooding provided requirements of specific official plan designations are met. Similarly, adequate supply of water and treatment of wastewater to the satisfaction of the Region is required for development.

The Subject Lands are not hindered by hazardous site conditions as confirmed by the Phase One ESA. Water supply and wastewater servicing is addressed by the FSSWMR.

Urban Area Land Use Designation

The HROP places the lands of the Region within 8 separate land use designations with the Subject Lands being located within the 'Urban Area' designation. Policy 72 of the HROP states the Urban Area land use designation is to manage and accommodate growth. The type of growth is to be transit supportive and make efficient use of space and services. The Urban Area is to facilitate intensification as one of the methods of accommodating the distribution of population forecast for the Region where a minimum of residential growth shall be directed to the built-up area.

The proposed development shall contribute to fulfilling the objectives of the Urban Area as it develops a currently underutilized parcel of land with nearby transit and available servicing infrastructure. Being within the built-up area, the proposed development will also assist the Region in achieving its intensification target for the Urban Area.

Housing

The goal for housing is to supply the people of Halton Region with an adequate mix and variety of housing to satisfy physical, social, and economic needs. Section 86 of the HROP sets out several policies related to the provision of housing within the Region. A minimum of three-year supply of draft approved and/or registered residential units shall be maintained at all times for the Region as a whole. Furthermore, intensification of land use for residential purposes such as infill and redevelopment which maintain the physical character of existing neighbourhoods are permitted.

The proposed development contributes to the mix and range of available dwelling units within the Region as well as assisting the Region in maintaining a three-year supply of approved housing. Since the Subject Lands are underutilized and within the Built Boundary, the proposed development represents intensification as permitted by the Region.

Based on the above analysis, it is our opinion the proposed development on the Subject Lands conforms to the policies of the Halton Regional Official Plan (2018).

5.5 OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA 1997 (December 2019 Consolidation)

The current Official Plan of the Burlington Planning Area was adopted in 1994 and approved by the Region in 1997 ("BOP1997") with the latest consolidation dated December, 2019. The City adopted a new Official Plan in 2018 which was approved by the Region in 2020 ("BOP2020") though said official plan was subsequently appealed by various parties to the Ontario Land Tribunal. **Section 5.5** of this document provides a policy analysis of the BOP1997 while **Section 5.6** of this document shall provide the policy analysis of the interim version of the BOP2020. The BOP1997 is comprised of several main parts with the most germane to the proposed development being the following:

- Part I – Policy Framework;
- Part II – Functional Policies;
- Part III – Land Use Polices – Urban Planning Area;

The Subject Lands are categorized as 'Residential Area' within the BOP1997's Schedule A – Settlement Pattern and more specifically designated as 'Residential – Low Density' in Schedule B – Comprehensive Land Use Plan – Urban Planning Area [Refer to Figure 5: Excerpt from Official Plan of the of Burlington Planning Area 1997 (December 2019 Consolidation) – Schedule B – Comprehensive Land Use Plan – Urban Planning Area].

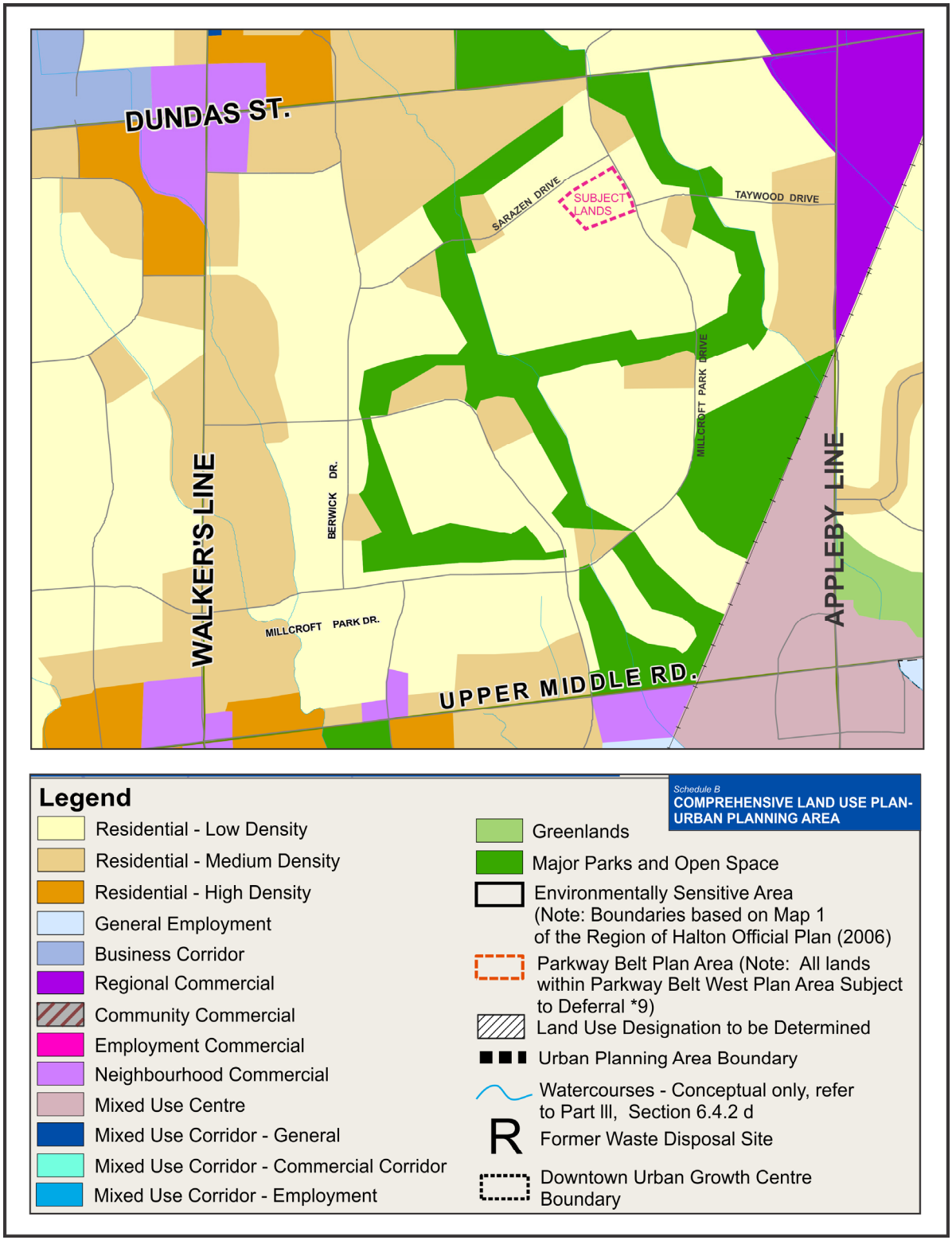


Figure 5: Excerpt from Official Plan of the Burlington Planning Area 1997 (December 2019 Consolidation) – Schedule B – Comprehensive Land Use Plan – Urban Planning Area.

Part I – Policy Framework

Part I of the BOP1997 provides the vision and overall context within which the principles, objectives, and polices of the BOP1997 have been prepared. It is the Intent of the BOP1997 to accommodate and plan for growth associated with the housing and population projections. Part I - Section 3.0 of the BOP1997 list several guiding principles including providing a growth strategy aimed at creating an attractive and livable community that offers a wide range of housing as well as promoting the efficient use of land through intensification.

The proposed development contributes to the City's ability to provide a range of housing. The Subject Lands are currently underutilized thus the proposed development is an efficient use of land. The proposed development shall contemplate creating another open edge for Taywood Park which would enhance physical access as well as contemplating dwelling units facing Taywood Park thus enhancing visual surveillance of said park.

Part II – Functional Policies

Part II of the BOP1997 provide polices that apply regardless of land use designation. Part II – Section 2.11 provides general policies for storm water management. All new development shall employ techniques to control both the quantity and quality of storm water management. The FSSWMR documents the strategies proposed for the proposed development.

Part II – Section 3.0 speaks to general transportation policies to provide an integrated diverse transportation system for all residents that is safe, efficient, and energy conserving. Active transportation is encouraged as is utilization of public transit and maximizing use of existing transportation infrastructure. Part II - Section 3.3 provides further direction on the design of roads. Pedestrian oriented streetscapes are desired as are road designs which discourage through traffic in residential neighbourhoods and intensification development proposals shall be required to take place on public roads.

A TIS has been submitted in support of the proposed development to analyze the impact on existing and future travel patterns in the neighbourhood. Millcroft Park Drive abutting the Subject Lands is an existing public transit route which is supported by the proposed development contemplating a use more intense than is currently existing on the Subject Lands. Active transportation is facilitated by a sidewalk on both sides of the proposed public street which connect to the neighbourhood's existing pedestrian network.

Part II – Section 6.0 provides general policies on physical design. Proposals for infill development within existing neighbourhoods are to be compatible with the existing

neighbourhood character with particular attention to the form, bulk, density, height, and setbacks. Design opportunities to enhance the quality of the public realm shall be encouraged.

The proposed development is compatible with the abutting existing dwellings as the proposed built form is similar and the development standards in terms of height, setbacks, coverage shall be consistent. Taywood Park, representing a significant component of the public realm of the neighbourhood, is enhanced by the provision of an additional open edge provided by the road alignment within the proposed development.

Part III – Land Use Policies – Urban Area

Part III of the BOP1997 contains policies directly related to the land uses within urbanized portions of the City with Part III – Section 2.0 specifically addressing housing within the City. Within the Residential Area category, a range of residential dwelling types shall be permitted with Residential – Low Density designated lands specifically permitting single detached dwellings with a maximum density of 25 units per net hectare. The City shall maintain its fair share of land in contributing to meet a Halton-wide target of providing a three-year supply of residential units. The fulfillment of these goals includes, among other methods, infill development within existing neighbourhoods.

The proposed development conforms to the Residential Area settlement pattern category as well as the specific Residential – Low Density designation with the contemplation of single detached dwellings at a density of 16.9 units per net hectare. The built form contemplated for the Subject Lands is compatible with the abutting residential dwellings as outlined in **Section 3.0** of this document. Finally, the proposed development shall assist the City in attaining its short- and long-term goals of providing residential units to service the population of the City and Region of Halton.

Part III – Section 2.5.2 provides criteria to be considered when evaluating proposals for intensification within established neighbourhoods as follows:

#	Criteria	Analysis
i)	*adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland*	The FSSWMR has confirmed the existing infrastructure, with the addition of new infrastructure within Taywood Park, provide for adequate stormwater servicing. The existing water supply and sanitary infrastructure has been determined to be sufficient for the proposed development.

ii)	*off-street parking is adequate*	The TIS confirmed the proposed development has provided off street parking in accordance with City zoning requirements.
iii)	*the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets*	The TIS has confirmed the proposed development will still allow nearby intersections to operate at good levels of service and the overall impact on the surrounding road network is anticipated to be acceptable.
iv)	*the proposal is in proximity to existing or future transit facilities*	Millcroft Park Drive which abuts the Subject Lands has public transit service.
v)	*compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided*	The proposed development shall have similar built form compared to the abutting properties. As both the abutting lands and the Subject Lands will be within the same zoning category, the development standard for existing and proposed dwellings will be identical.
vi)	*effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary, to assist in maintaining neighbourhood character*	The Arborist Report has determined a grouping of five (5) trees, all of which are less than 20cm diameter at breast height, in the southeastern portion of the Subject Lands will need to be removed due to constraints of the proposed limits of construction. All trees proposed to be preserved are to be protected using city approved methods.
vii)	*significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;*	The configuration of the proposed residential lots shall result in the equivalent of sum of two rear yards' distance between proposed and existing buildings thus shadow impacts on adjacent properties are not expected to be significant.
viii)	*accessibility exists to community services and other neighbourhood conveniences such as community*	Several community services including Taywood Park, Charles R. Beaudoin Public School, Norton Community Park,

	centres, neighbourhood shopping centres and health care	and Dr. Frank J. Hayden Secondary School/Alton Public Library are in the vicinity.
ix)	*capability exists to provide adequate buffering and other measures to minimize any identified impacts*	The Landscape Concept contemplates the installation of new privacy fencing along the west and south boundaries to replace the existing chain-link fence along abutting residential properties which, in conjunction with the rear yard to rear yard configuration of dwelling units, shall provide adequate buffering.
x)	*where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate*	Though several other developments are proposed within the neighbourhood, none of the other proposals are on adjacent lands. The TIS has accounted for the other developments in its analysis
xi)	*natural and cultural heritage features and areas of natural hazard are protected*	Not applicable as no natural or cultural heritage features are located on the Subject Lands.
Xii)	*where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m)*	Part II – Subsection 2.11.3.g) is not applicable since the Subject Lands are not near hydrologic features while Part II – Subsection 2.11.3.m) is not applicable since the Subject Lands are not located within the South Aldershot area.
xiii)	*Proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition*	Not applicable as the proposed development is for single detached dwellings which are ground oriented housing.

	between existing and proposed residential buildings is provided	

Based on the aforementioned analysis, it is our opinion the proposed development conforms to the Official Plan of the Burlington Planning Area (1997).

5.6 BURLINGTON OFFICIAL PLAN 2020

The city of Burlington Council adopted a new official plan In April 2018 which was approved by the Region of Halton in November 2020 ("BOP2020"). The Region's approval was appealed to the Ontario Land Tribunal. Until the Ontario Land Tribunal issues an order to confirm which portions of the BOP2020 are subject to a valid appeal, the City of Burlington has released an interim 'working' version of the BOP2020. As requested by City staff during the PAC Meeting, **Section 5.6** of this document provides an analysis of the working version of the BOP2020.

The BOP2020 is intended to provide policy direction on land use, development, and resource management maters to guide the future planning and development of the City with a planning horizon to the year 2031. Several general directives are outlined in the BOP2020 with the following being the most relevant for the proposed development:

- Sustainable Growth
- Complete Communities
- Design Excellence
- Land uses in the Urban Area
- Implementation

The Subject Lands are located within the 'Urban Area' as well as within the delineated built boundary of the City as illustrated in Schedule A-1 – City System and 'Residential Neighbourhood Area' within Schedule B – Urban Structure. More specifically, The Subject Lands are designated as 'Residential – Low Density' in Schedule C – Land Use – Urban Planning Area [Refer to Figure 6: Excerpt from Burlington Official Plan 2020 – Schedule C – Land Use – Urban Area].

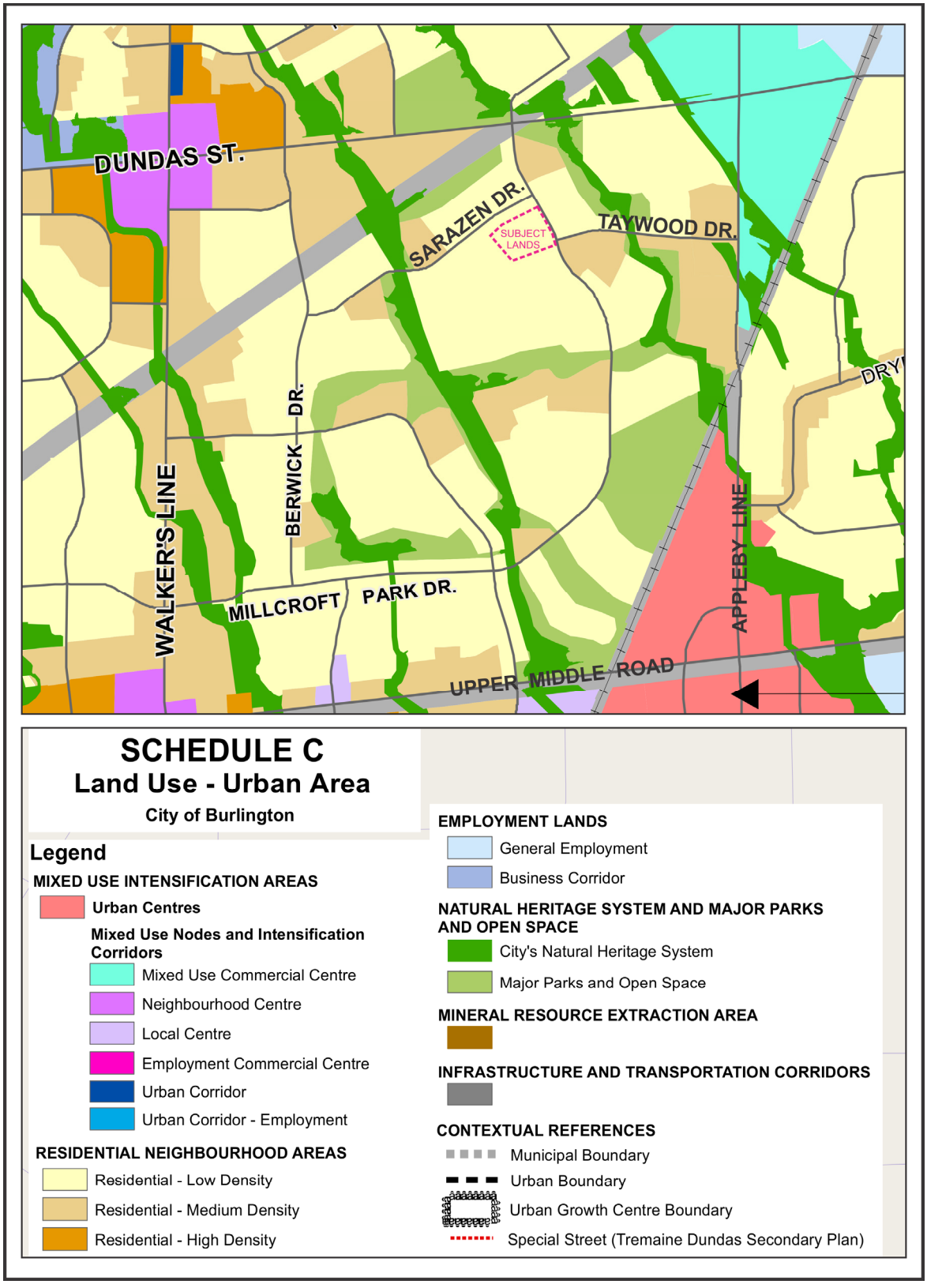


Figure 6: Excerpt from Burlington Official Plan 2020 – Schedule C –Land Use – Urban Area.

Sustainable Growth

Chapter 2 of the BOP2020 provides direction to guide growth and development to the year 2031. Growth will be focused in the Urban Area in order to protect natural heritage and rural areas as well as to build sustainable transit supportive communities and to optimize the use of existing infrastructure. The Urban Area is where forecasted population will be accommodated and where municipal servicing infrastructure will accommodate concentrations of existing and future development, with the forecasted population expected to be 193,000 by 2031. Within the Urban Area, a significant portion of new residential growth will be accommodated within the Delineated Built-up Area through intensification.

Furthermore, lands which are categorized as Residential Neighbourhood Area within the Delineated Built Boundary are also subject to policies regarding Established Neighbourhood Areas as illustrated on Schedule B-1 – Growth Framework of the BOP2020. Opportunities for intensification within Established Neighbourhood Areas may be permitted where a proposed development is in accordance with the maximum density permitted under the applicable land use designation and/or through a plan of subdivision and/or contemplates additional residential units.

The proposed development is within the Urban Area, within the boundary of the Delineated Built-up Area, and is designated Residential – Low Density thus it is in an area where growth may be directed. The Subject Lands will have access to existing transit and are able to connect to existing servicing infrastructure. The proposed development will assist the City in accommodating the anticipated population target. The Subject Lands are within an Established Neighbourhood Area and the proposed development does satisfy the criteria of permitted intensification as it contemplates additional units within the density parameters of the Residential – Low Density designation as well as contemplating development through a plan of subdivision.

Complete Communities

Chapter 3 of the BOP2020 provides direction to achieve complete communities whereby the housing, employment, local services, and recreational facilities are conveniently accessible. Policies for the components of complete communities are listed of which housing supply is the most relevant for the proposed development. Within the Urban Area, the city intends to maintain the ability to accommodate its share of residential growth in the Region of Halton. The proposed development shall assist the City in accommodating the anticipated population growth.

Design Excellence

Chapter 7 of the BOP2020 provides policies relating to the design of the City's future and existing communities, public realm, and buildings.

Subsection 7.3.2.a). provides direction on what considerations are important when evaluating development applications in general. Building designs are to be compatible with the surrounding area. Appropriate screening, landscape buffering, and other design measures should be provided to minimize identified impacts. Pedestrian comfort and human scale are important for design of streetscapes which may include articulation of building facades facing the street. Orientation of buildings should contribute to the public realm and provide definition of space.

The proposed development contemplates new residential dwellings which are similar to abutting properties in terms of height, massing, and setbacks. New privacy fencing shall be provided along the south and western edges of the Subject Lands to mitigate impacts. The proposed buildings are ground-related residential units which contribute to a sense of human scale for the proposed street. Furthermore, the proposed buildings will front onto the proposed public street thus forming a clearly defined street wall for the street. Units on Lots 25 to 30 will also contribute to the urban design quality of Taywood Park by having main facades facing said park instead of backing onto the park.

Subsection 7.3.2.(2).a).i) provides direction on considerations for development in Established Neighbourhood Areas as follows:

#	Criteria	ANALYSIS
a)	*The local pattern of lots*	Single detached residential lots in the neighbourhood are generally rectangular and accessed by public roads in efficient grid alignments with several cul-de-sac and crescent roads. The proposed development contemplates similar single detached lots access from a new crescent street.
b)	*The building typologies of nearby residential properties*	The nearby residential dwellings are mainly single detached dwellings with some street townhouses. The proposed development contemplates single detached built form.
c)	*The heights and scale of nearby residential properties*	The nearby residential dwellings generally range in height from 1.5 to 2 storeys and are ground related built form. The

		proposed development contemplates similar built form.
d)	*The setback of buildings from the street*	The setback to the proposed road shall be 6 metres while the setback to Millcroft Park Drive will be 4.5 metres which is consistent with the development standards of the existing zoning by-law.
e)	*The pattern of rear and rear yard setbacks*	The proposed development contemplates residential lotting which will result in rear yards of proposed dwellings being located adjacent to the rear yards of abutting residential properties to maintain the rear yard to rear yard building configuration of the neighbourhood.
f)	*In the case of Neigbhourhood Character Areas, the policies of Subsection 8.3.6 of the BOP2020*	Not applicable as the Subject Lands have not been identified as being within a Neighbourhood Character Area within By-law 2020

Land Use Policies – Urban Area

Chapter 8 of the BOP2020 provides policies for specific land use designation with the policies regarding Residential – Low Density being the most relevant for the Subject Lands. Single detached dwellings may be permitted on lands designated Residential – Low Density with a maximum density of twenty-five (25) units per net hectare. The maximum height shall be established through the implementing zoning by-law

The proposed development contemplates single detached dwellings at a density of 16.9 units per net hectare. The maximum height of the zoning applicable to the Subject Lands permit a maximum height of two storeys or ten (10) metres.

Implementation

Chapter 12 of the BOP2020 provides direction for implementing and interpreting the policies of the BOP2020. Subjection 12.1.2.(2) list criteria against which all development applications shall be evaluated as follows:

#	Criteria	Analysis
i)	*the development shall be consistent with the land use compatibility*	The proposed development is not expected to have adverse impacts as the proposed dwellings shall be sited

	policies contained in Section 4.6, Land Use Compatibility, of this Plan;	with proposed rear yards adjacent to existing rear yards thus maximize the distance between existing and proposed buildings.
ii)	*the development achieves built form compatibility;*	The built form contemplated by the proposed development will be similar to the nearby buildings.
iii)	*the development shall be consistent with the intent of the Urban Structure as outlined in Section 2.3, Urban Structure of this Plan and maintains the land use vision established in the land use designations of this Plan;*	The Subject Lands are part of the Residential Neighbourhood component of the Urban Structure and contributes to residential built form of the Urban Structure.
iv)	*the development achieves high quality urban design and is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan;*	The proposed development will achieve a high level of urban design and contribute to enhancing the public realm of the proposed street as well as enhancing the visual and physical access of Taywood Park.
v)	*the development, where located outside the Established Neighbourhood Area as identified on Schedule B-1: Growth Framework, constitutes intensification;*	The Subject Lands are located in an Established Neighbourhood Area and the proposed development satisfies the criteria for intensification within an Established Neighbourhood Area.
vi)	*the development can be supported by available infrastructure and public service facilities;*	The FSSWMR documents the ability of the Subject Lands to connect to existing infrastructure. Several schools and parks are in the vicinity.
vii)	*the development preserves and protects trees, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan;*	The AR documents the removal of five (5) trees in the Subject Lands where the removed trees are of a caliper not subject to compensation while trees to be preserved will be in accordance with City standards.
viii)	*development provides buffering, setbacks and amenity area so that an appropriate transition between existing and proposed buildings are provided;*	The configuration of the proposed dwellings will result in proposed rear yards adjacent to existing rear yards of abutting properties thus maximizing the distance between existing and proposed buildings. Furthermore, a new privacy fence shall replace the

		existing chain link fence along edges of the Subject Lands abutting existing residential properties.
ix)	*the development shall:* *a. demonstrate that future development on the adjacent property(ies) will not be compromised by the proposal;* *b. be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the City; and* *c. demonstrate, to the satisfaction of the City, the appropriate phasing of development where existing retail and service commercial uses are being re-developed, to minimize adverse impacts on the provision of goods and services to support the surrounding areas;*	a) The distance between proposed buildings and the edge of the Subject Lands minimizes impact upon adjacent properties. The proposed road fabric is not expected to impact adjacent lands. b) The sidewalks on the proposed street shall connect to the sidewalk on Millcroft Park Drive as well as providing additional access to Taywood Park. c) not applicable as existing retail and service commercial uses are not being re-evaluated.
x)	*the development maintains, enhances and restores the City's Natural Heritage System in accordance with the policies in Section 4.2, Natural Heritage System, of this Plan;*	No natural features are located within or abutting the Subject Lands.
xi)	*the development, where residential uses are proposed demonstrates, the degree to which public service facilities and other neighbourhood conveniences, such as community centres, recreation, neighbourhood shopping centres and healthcare are located within walking distance or accessible by transit;*	Taywood Park is directly east of the Subject Lands with Charles R. Beaudoin Public School on the east side of said park. Other nearby facilities include a secondary school and a community centre on the west side of Dundas Street. Public transit is located on Millcroft Park Drive.
Xii)	*The development addresses multi-modal transportation considerations and is consistent with the policies in Section 6.2: Multi-modal*	a) The TIS has confirmed the surrounding road network will still function at acceptable levels of service when the proposed development is considered. The sidewalks of the

	Transportation, of this Plan, including but not limited to: *a. the development shall mitigate potential impacts on the municipal transportation system to an acceptable level with regard to transportation flow and capacity;* *b. the development accommodates sufficient off-street parking and transportation demand management measures in accordance with the policies in Subsection 6.2.10 of this Plan;*	proposed road will connect with the sidewalk on Millcroft Park Drive. b) Each unit shall accommodate at least two off street parking spaces as required by the zoning by-law applicable to the Subject Lands.
xiii)	*the development conserves cultural heritage resources, where applicable, in accordance with the policies in Section 3.5, Cultural Heritage Resources, of this Plan;*	No cultural heritage features are located on the Subject Lands.
xiv)	*the development provides stormwater management in accordance with the policies of Subsection 4.4.2(2) of this Plan;*	The FSSWMR has conducted an analysis with respect to stormwater management for the proposed development.
xv)	*the development addresses hazardous lands and hazardous sites in accordance with Subsection 4.4.2(3) of this Plan;*	No hazardous lands are located on the Subject Lands.

Based on the aforementioned analysis, it is our opinion the proposed development conforms to the working version of the City of Burlington Official Plan (2020).

5.7 CITY OF BURLINGTON ZONING BY-LAW 2020

The Subject Lands are zoned Low Density Residential R3-2 in the City of Burlington Zoning By-law 2020, [Refer to Figure 7: Existing Zoning]. The R3-2 zone category permits single detached dwellings on lots with a minimum Lot Width of 15 metres and a minimum Lot Area of 425m2 as per Table 2.4.1 of the By-law. Furthermore, Part I - Section 2.15 of the By-law requires that no building shall be constructed on a parcel of land which does not have frontage on a public street.

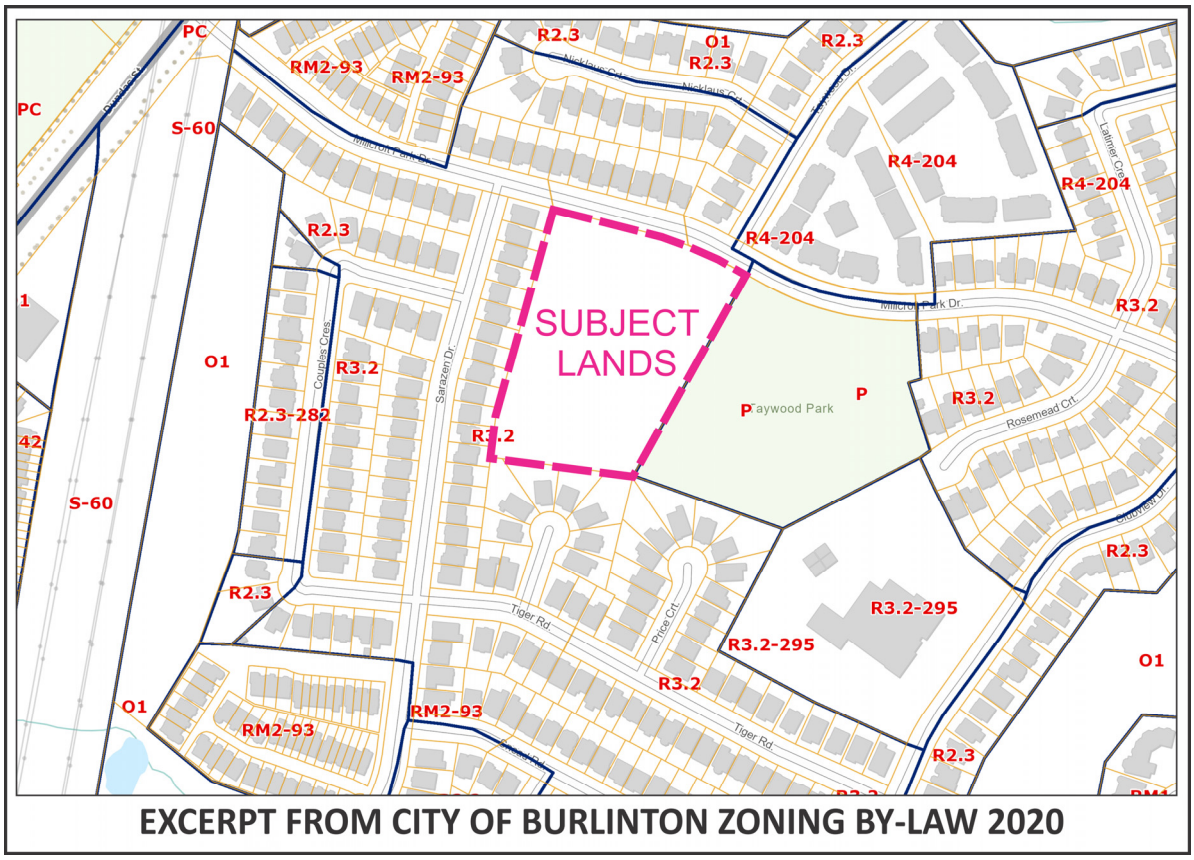


Figure 7: Existing Zoning

The proposed development contemplates thirty (30) residential single detached lots. Each lot has a Lot Width of at least 15.3 metres and a Lot Area of at least 495 square metres. The proposed development also contemplates a new public road to provide frontage for each of the proposed single detached lots.

Based on the above, it is our opinion that the proposed development complies with the applicable existing zoning by-law.

6 SUMMARY

The proposed draft plan of subdivision is consistent with the objectives and intent of the Provincial Policy Statement, conforms to and does not conflict with the Growth Plan, and conforms to the Halton Region Official Plan, Burlington Official Plan 1997 and the working version of the Burlington Official Plan 2020, and complies with the provisions of Zoning By-law 2020.

The proposed development of the Subject Lands provides for the efficient use of currently underutilized vacant land, has regard for other proposed developments on nearby lands, and is compatible with existing land uses on adjacent lands. The proposal culminates and draws upon the work carried out by the consultant team in order to demonstrate that the proposed development is appropriate for the Subject Lands.

Given the above, it is our opinion that the proposed draft plan of subdivision represents good land use planning and is in the public interest.

Respectfully submitted

KLM Planning Partners Inc.



Bill Tam, M.C.I.P.

APPENDIX A – COMMENTS RECEIVED DURING THE PRE-APPLICATION COMMUNITY MEETING

SALOTTO PRE-APPLICATION COMMUNITY COMMENT MATRIX			
Comment No.	**Date Recorded**	**Comment**	**Response**
1.	9/3/2021	It is hard to read the lot sizes, are they going to be consistent with neighbourhood, 50-, 60- and 70-foot lots? Also is this plan set in stone? I think better use would be double car garage Townhomes, similar to the Stonebridge development currently in Millcroft. Townhomes would sell out overnight. I have been selling real estate and living in this neighborhood for 20 years and know there is a need for higher end townhomes with main floor master bedrooms.	The lot sizes will be consistent with the surrounding neighbourhoods, having 50-foot lots. No price point as of yet. We will go with the market value that is consistent with the community and product type. We will conduct analysis to see if other product types might be suitable and worth pursuing.
2.	9/3/2021	Can you please give me an idea of the price range of the units being built here? (Block 133 of registered plan no. 20m-811 Burlington). We live across the street and are interested for a family member.	At this moment, we have not decided on a price point/range for the proposed development. However, the price point will be consistent with the market value for the surrounding neighbourhood.
3.	9/3/2021	Thank you for your time today. As discussed, when you can, send me a previous site example (link) of homes build that would best reflect the quality and style of home that will be built across from my home (I realize it won't be the same but best example). I forgot to ask what is the lot size of these homes? Again, I realize things can change but what you have allotted now). Also, (if all goes well (approvals) what would be the	The current proposed development would have lot sizes in the 50-foot range. The site servicing is scheduled to occur in July 2022 with home construction starting in fall 2023 for a final product by summer of 2024.

		guesstimate time that construction would start?	
4.	9/23/2021	Layout of the development, two entry point on Millcroft Park Drive and is close to the park and the traffic flow because of the school and park. Any consideration of a front-loading road?	The provision of providing a road with two connections to Millcroft Park Drive would reduce the number of conflict points along Millcroft Park Drive. If a single road was contemplated, six additional driveways would be proposed. While vehicles backing up onto Millcroft Park Drive is a common occurrence, the reduction of such maneuver along a collector road with active bus facility would enhance the pedestrian realm and transit operation.
5.	9/23/2021	What size home are we putting on the 50 feet lot. Storey number and what is the profile of the structure. Is it going to follow the current design of the community? Concern has been with other proposals does not complement the existing	The development application will follow the applicable zoning by-laws. The design will follow and respect the existing community. We will conduct market research to determine what the best product would be for the community but is too early to determine the sizing and material of the homes.
6.	9/23/2021	3 way stop sign at the Taywood and Millcroft intersection. Would there be contemplation of a streetlight or a 4-way stop. Parking lot to the park is directly adjacent to the park and is worried for safety	The intersection of Taywood Drive and Millcroft Park Drive at the new site access will be a 4-way stop.
7.	9/23/2021	Lives bordering lots 12,13,14. Significant flooding whenever it rains. Mosquitos currently are an issue. What the builders plan to do to solve this issue?	Current topography shows a low lying area along the southern property line of the site, at the rear yards of proposed Lots 12, 13 & 14. Proposed development will include a series of rear yard catch basins along the southern property line to drain low spots.
8.	9/23/2021	Resident of Rosemead price court. Floods into their area. Asking the	Under post-development conditions, the new storm sewer system within

		city to consider fixing this draining issue	the subject site will capture storm runoff generated from the site itself plus from existing rear yards along Sarazen Drive and Player Court backing onto the site that may currently drain towards Rosemead Court and thus help to reduce the volume of stormwater directed towards Rosemead Court.
9.	9/23/2021	What is the price point of the homes? Have you looked at other options such as townhomes or something else? Downsize or a different product type might be an option.	No price point as of yet. We will go with the market value that is consistent with the community and product type. We will conduct analysis to see if other product types might be suitable and worth pursuing.
10.	9/23/2021	With the three developments (Argo, Branthaven, and Salotto), it could bring 100 additional new vehicle trips. Have you considered the new developments in your traffic reports?	The TIS submitted with this application has assessed future conditions using background conditions and considering all three developments. The analysis results show that the difference between future background and future total conditions is minimal as the level of service is generally remained identical/unchanged at all study area intersections and individual movements. LEA Consulting has conducted a traffic analysis report that takes into consideration the 5-year outlook of the Millcroft Community. In their report, during the weekday AM and PM peak hours, all signalized intersections within the study area are anticipated to continue operating with good levels of service. All movements for the unsignalized intersection also continue to operate well within capacity and minimal delay during the weekday AM and PM peak

			hours under future background conditions.
11.	9/23/2021	Question for City Staff. How does the city minimize the disruption of the construction sites with multiple developments occurring within the neighbourhood?	Subdivision agreement has conditions that will ensure the safety of neighbourhood during construction. Salotto will also be conducting street cleaning and street sweeping to ensure cleanliness and will follow any applicable City By-laws. We will also conduct pre and post construction surveys of adjacent homes to ensure that no damages were done to the homes during construction
12.	9/23/2021	What is the timeline of construction?	The proposed construction timeline would be: • Already had the PAC with staff on June 23 2021 • After this meeting we will take back all questions and comments received and assess any changes to our proposal • Finalize studies by all consultants • Plan to make first Draft Plan of Subdivision Application this fall • City to Review, hold stat public meeting and council meetings • Anticipated Draft Plan Approval, October 2022 • Anticipated Registration, Q3 2023 • Construction for servicing, July 2022 • Home Construction Fall 2023 • Final product by Summer 2024
13.	9/23/2021	Stormwater might be an issue. Concern with construction near the	We have previous experience constructing infill development and

		park and school, safety of the children, health of the residents from the dust.	will do everything in our power to mitigate adverse impacts. Street sweeping and flushing would occur.
14.	9/24/2021	Many questions brought forward last night were concerns many of my fellow community neighbors also have. Traffic with 3 new developments zoned in the area (Branthaven, Salotto and Argo), all currently in various stages of approval through the City of Burlington are of great concern for access in/out of the community via Taywood Drive to either Appleby Line or Millcroft Park Drive. Safety concerns raised by a fellow resident were also quite relevant, given one of the access points into the proposed crescent is at one of the busiest cross walks not only for CRB Elementary school. This 3 Way Stop at Taywood/Millcroft Park has students catching the bus to various high schools in the surrounding area and high school students walking from Frank Hayden home. Not to mention the many retirees out for daily exercise in that area and families utilizing Taywood Park with their young children. While the 3 developments would potentially bring new families into Millcroft, they may also cause a max exodus of residents who do not want to endure years of construction that lies ahead. This would be a shame.	The TIS submitted with this application has assessed future conditions using background conditions and considering all three developments. The analysis results show that the difference between future background and future total conditions is minimal as the level of service has generally remained identical/unchanged at all study area intersections and individual movements. LEA Consulting has conducted a traffic analysis report that takes into consideration the 5-year outlook of the Millcroft Community. In their report, during the weekday AM and PM peak hours, all signalized intersections within the study area are anticipated to continue operating with good levels of service. All movements for the unsignalized intersection also continue to operate well within capacity and minimal delay during the weekday AM and PM peak hours under future background conditions. Providing a road with two connections to Millcroft Park Drive would reduce the number of conflict points along Millcroft Park Drive. The reduction of vehicles backing out of driveways along a collector road with active bus facility enhances the pedestrian realm and transit operation.

15.	9/23/2021	I sincerely hope that serious consideration be given to ensuring that storm water north of Rosemead be diverted away from our court. We have had serious flooding at the west end of our court in recent years. This development is an opportune time to examine the storm water drainage system to ensure that Rosemead is protected from further future flooding. I would appreciate if you or your staff could apprise me of developments on this issue.	Under post-development conditions, the new storm sewer system within the subject site will capture storm runoff generated from the site itself plus from existing rear yards along Sarazen Drive and Player Court backing onto the site that may currently drain towards Rosemead Court and thus help to reduce the volume of stormwater directed towards Rosemead Court.
16.	9/23/2021 9/25/2021	We would like to specifically comment on the discussion regarding the storm water/sewer situation. As 22-year residents of Rosemead Court we have dealt with flooding on an ongoing basis. It has resulted in thousands of dollars of damage to our home. We installed a backwater valve at our own expense to deal with the sewer backup problems we have faced over the years. Every time we have a heavy rainfall (which is now very common) we worry about being flooded out again. When the park and school were built there was no consideration given to the fact that everything drains towards our court. Now that the site On Millcroft Park Drive is being developed we think it is a perfect time to finally address this issue and have a formal review of the storm water management in our area.	Under post-development conditions, the new storm sewer system within the subject site will capture storm runoff generated from the site itself plus from existing rear yards along Sarazen Drive and Player Court backing onto the site that may currently drain towards Rosemead Court and thus help to reduce the volume of stormwater directed towards Rosemead Court.
17.	9/25/2021	It was refreshing to hear a builder's remarks and responses sensitive to	The TIS submitted with this application has assessed future

		community concerns and respectful of the city's building codes. Their open mindedness and humility was in sharp contrast to the 2 other developers' pursuits- Argo Corp. and Branthaven. We live on Taywood Drive- residents for over 13 years- and back onto the 14th hole. This was our "retirement" home, chosen because of the incredible open greenspace and wildlife on the golf course, while located on a shorter, safer and quieter street. Over the last 2 years, significant changes have surfaced that threaten our investment, the safety of our home and neighbourhood. While taken individually, these three development plans have their issues and concerns- but together, their impact on our lives could be dramatic. The two developments that are proposed to bookend Taywood Drive threaten a few significant issues. To start with, simultaneous construction could create a nightmare for two-way traffic congestion, construction dirt/dust, easy access to our residences and noise- to name a few. Already a plethora of drivers use Taywood as a "bypass cut-through" to avoid the hectic Dundas/Appleby intersection resulting, over the past few years, increased traffic flow on our street from non-locals. Additionally, we see more speeding between the traffic control bumps	conditions using background conditions and considering all three developments. The analysis results show that the difference between future background and future total conditions is minimal as the level of service has generally remained identical/unchanged at all study area intersections and individual movements. The analysis results show that the difference between future background and future total conditions is minimal as the level of service is generally remained identical/unchanged at all study area intersections and individual movements. A Construction Mobility Plan has been submitted with this application. All construction vehicles will be contained with the site during construction activities. Construction dirt and dust will be managed as best as possible. The goal is to get in an out as fast as possible to mitigate these concerns. Traffic control measures could be considered through the approval process if deemed appropriate as part of this proposed development. The developer and builder will comply with all applicable City By-laws.

		installed by the city to address our concerns for traffic calming. Now we could be subjected to potentially 100-200 more automobiles from two new developments! For such a short street this is completely unacceptable and potentially dangerous. On the call we were pleased to hear concern raised for flooding/drainage. No need to belabor the Stormwater management/flooding issues within our golf course community. We have already experienced basement water damage from floods in 2014. We routinely notice the Stormwater fluctuations on the lake, fairways and creek bordering our house. Flood insurance is scarce and premiums severe. It was encouraging to hear both the builder and the city addressing this issue. Encouraging were the remarks how the city will actively manage construction noise & traffic, safety, air quality and street cleanliness. However, given the significance of changes from these developments the city should seriously consider dead-ending Taywood at Millcroft Park Drive. This would eliminate speeding and unnecessary traffic volume ultimately making it safer for both seniors and students. Thank you.	