Committee of the Whole

Agenda

Date:	September 14, 2026
Time:	9:30 am
Location:	Council Chambers, City Hall, second floor

Pages

1. Call to Order

2. Land Acknowledgement

   Burlington as we know it today is rich in history and modern traditions of many First Nations and the Métis. From the Anishinaabeg to the Haudenosaunee, and the Métis – our lands spanning from Lake Ontario to the Niagara Escarpment are steeped in Indigenous history.

   The territory is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations to peaceably share and care for the resources around the Great Lakes.

   We acknowledge that the land on which we gather is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

3. Approval of the Agenda

4. Declarations of Interest

5. Presentations

6. Delegations

Standing committee and City Council meetings are held at city hall, 426 Brant St. Requests to speak at this meeting can be made by completing the online delegation registration form at www.burlington.ca/delegate, by submitting a written request by email to Legislative Services at clerks@burlington.ca or by phoning 905-335-7777, ext. 7481 by noon the Friday before the meeting date.

If you do not wish to speak, but would like to submit your comments in writing, please email your comments to clerks@burlington.ca. Written correspondence will be circulated to committee members.

7. Consent Items

Reports of a routine nature, which are not expected to require discussion and/or debate. Staff may not be in attendance to respond to questions on items contained in the Consent Agenda.

7.1 Financial status report as at June 30, 2026 (FIN-18-26) (CCS) 1 - 21

Receive for information finance department report FIN-18-26, financial status report as at June 30, 2026.

7.2 Operating budget performance report as of June 30, 2026 (FIN-25-26) (CCS) 22 - 32

Receive for information finance department report FIN-25-26 regarding the operating budget performance as at June 30, 2026; and

Direct the Chief Financial Officer to report back on the City's 2026 year-end results upon completion of the 2026 year-end.

7.3 Municipal Consent By-law update (PWS-25-26) (PW) 33 - 53

Enact a by-law substantially in the form attached as Appendix A to public works report PWS-25-26, being a by-law to repeal and replace By-law 65-2021, The City of Burlington Municipal Consent By-law, with a new Municipal Consent By-law.

7.4 Spruce Avenue area renewal – road closure extension (PWS-33-26) (PW) 54 - 57

Authorize the extension of the approved road closure on Spruce Avenue between Shoreacres Road and Goodram Drive (ES-26-05) until completion of the trenchless watermain construction, anticipated to be December 2026, as outlined in public works report PWS-33-26.

7.5 Aldershot GO Transit Oriented Community (TOC) update (DGM-50-26) (GM) 58 - 244

Receive for information development and growth management report DGM-50-26 regarding Aldershot GO Transit Oriented Community (TOC) update.

7.6 Housing Community Improvement Plan update (DGM-53-26) (GM) 245 - 256

Receive for information development and growth management report DGM-53-26, regarding an update on the uptake of the Burlington Housing Community Improvement Plan (CIP) Temporary Programs and the subsequent program funding allocation status of the Housing Accelerator Fund (HAF).

8. Community and Corporate Services

8.1 Motion memorandum regarding proposed Roseland Heritage Conservation District Study (COW-20-26) 257 - 259

Direct the Director of Community Planning to research the budget required for a heritage conservation district study of over 300 properties and report back to Council in Q1 2027.

8.2 Motion memorandum regarding upholding Council decision concerning food truck event in BIA (COW-22-26) 260 - 263

THAT Council direct the Commissioner of Community Services or designate to conduct a review of the July 17 to 19, 2026 Burlington Waterfront Festival, including its approval, final programming, number and proportion of food vendors, consistency with the approved event application, and alignment with previous Council direction regarding food truck festivals at Spencer Smith Park; and

THAT the review include formal and meaningful engagement with the Burlington Downtown Business Association, downtown restaurants, local business stakeholders, event organizers, and relevant City staff to document impacts, identify lessons learned, and recommend improvements to the Festivals and Events approval and post-event evaluation processes; and

THAT staff report back to Council by Q4 2026 with findings and recommendations, including whether the Burlington Waterfront Festival should be renewed at Spencer Smith Park in its current format, whether a maximum number or proportion of food trucks should be established for events in or adjacent to the downtown or defined business area, and whether material changes to an approved event's programming, commercial composition, scale, or character should trigger further staff review or Council approval; and

THAT The Burlington Waterfront Festival be declared a food truck event and therefore subject to the 2023 decision of Council; and

THAT no approval or renewal of the Burlington Waterfront Festival at Spencer Smith Park for 2027 be finalized until the review is complete and Council has considered the staff report.

9. Confidential Items and Closed Meeting

Confidential items will be discussed at 1 p.m. on Monday, September 14, 2026

Confidential reports may require a closed meeting in accordance with the Municipal Act, 2001. Meeting attendees may be required to leave during the discussion.

9.1 Confidential legal update on litigation matter regarding Nelson Aggregates appeal (LLS-37-26)

Pursuant to Section 239(2)(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board

10. Rise and Report

11. Public Works

12. Growth Management

13. Statutory Public Meetings

Statutory Public Meetings will be discussed at 9:30 a.m. on Tuesday, September 15, 2026

13.1 Official Plan and Zoning By-law Amendments for 235 Plains Road East and 1022 Gallagher Road (DGM-57-26) 264 - 325

Approve the applications for Official Plan and Zoning By-law Amendments, as modified by staff, submitted by Weston Consulting on behalf of the property owner for an 8-storey residential building (plus mechanical penthouse); and

Approve Official Plan Amendment No.167 to the City of Burlington Official Plan 1997, as outlined in Appendix D of development and growth management report DGM-57-26, to amend the designation of the lands located at 235 Plains Road East and 1022 Gallagher Road to “Mixed Use Corridor – General” with site-specific policies; and

Deem that Official Plan Amendment No.167 is consistent with The Planning Act; and

Approve Zoning By-law 2020.527, as modified by staff and attached as Appendix E to development and growth management report DGM-56-26, to rezone the lands at 235 Plains Road East and 1022 Gallagher Road from the existing “H-MXG” zone to a site-specific “H-MXG-580“ zone; and

Deem that Zoning By-law 2020.527, as modified by staff, will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.167 is adopted; and

State that the amending Zoning By-law will not come into effect until Official Plan Amendment No.167 is adopted.

13.2 Official Plan and Zoning By-law Amendments for 517 Plains Road East (DGM-56-26) 326 - 463

Approve the applications for Official Plan and Zoning By-law Amendments, as modified by staff, submitted by Weston Consulting on behalf of the property owner, for an 11-storey mixed use building (plus mechanical penthouse); and

Approve Official Plan Amendment No.166 to the City of Burlington Official Plan 1997, as outlined in Appendix D of development and growth management report DGM-56-26, to amend the designation of the lands located at 517 Plains Road East to “Mixed Use Corridor – General” with site-specific policies; and

Deem that Official Plan Amendment No.166 is consistent with The Planning Act; and

Approve Zoning By-law 2020.526, as modified by staff and attached as Appendix E to development and growth management report DGM-56-26, to rezone the lands at 517 Plains Road East from the existing “MXG” zone to a site-specific “H-MXG-579“ zone; and

Deem that Zoning By-law 2020.526, as modified by staff, will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.166 is adopted; and

State that the amending Zoning By-law will not come into effect until Official Plan Amendment No.166 is adopted.

13.3 Official Plan and Zoning By-law Amendments for 1376 and 1382 Plains Road East (DGM-52-26) 464 - 528

Refuse the applications for Official Plan and Zoning By-law Amendments submitted by Bousfields Inc. on behalf of 2731115 Ontario Inc., F. K Deals on Wheels Inc., 2731119 Ontario Inc., and Manor Care Homes Inc proposing a 25-storey (plus mechanical penthouse) mixed-use building at 1376 and 1382 Plains Road East as well as on three additional parcels of land being conveyed from the abutting lands owned by Canadian National Railway which are without municipal address.

13.4 Official Plan Amendment and Draft Plan of Subdivision for 2155 Country Club Drive, 4135 Millcroft Park Drive and 4291 Couples Crescent (Millcroft Greens Current Proposal 2026) (DGM-55-26) 529 - 830

Refuse the application for Official Plan Amendment submitted by Macaulay Shiomi Howson Ltd. on behalf of Millcroft Greens Corporation and 1000835226 Ontario Inc. to change the designation for the subject lands to support the proposed residential subdivision; and

Refuse the application for Draft Plan of Subdivision submitted by Macaulay Shiomi Howson Ltd. on behalf of Millcroft Greens Corporation and 1000835226 Ontario Inc. proposing a residential subdivision with 73 detached dwellings, 65 townhouse dwellings, 6 private roads and blocks for open space, landscape, natural heritage and stormwater management.

14. Information Items

14.1 Legislative Services forecast for standing committee reports (COW-21-26) 831 - 831

15. Staff Remarks

16. Committee Remarks

17. Adjournment

Information Report Summary

SUBJECT: Financial status report as at June 30, 2026

TO: Committee of the Whole

FROM: Finance
N/A

Report Number: FIN-18-26

Wards Affected: All

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

Recommendation:

Receive for information finance department report FIN-18-26, financial status report as at June 30, 2026.

Executive Summary

A financial update highlighting the City's second quarter of 2026 in the following areas:

- Investments & Cash Flow;
- Property Tax Collection;
- Debt & Financial Obligation Limit;
- Reserves and Reserve Funds;
- Budget Monitoring; and
- Financial Position

Purpose of report:

- To provide an update on key financial information for the City as of June 30, 2026.

Implications:

- For information purposes only.

Background

PART A – INVESTMENTS and CASH FLOW

Monetary Policy and Inflation

The Bank of Canada maintained its overnight policy rate at 2.25% throughout Q2 2026, reflecting a difficult balancing act between a weak domestic economy and a renewed rise in inflation. Following a prolonged period of disinflation, headline inflation accelerated during the spring as the conflict in the Middle East pushed global oil prices sharply higher. Inflation was 2.8% in April, 3.2% in May and 2.8% in June largely because of higher gasoline prices.

The Bank of Canada is prepared to look through temporary energy-driven price shocks but would not allow those increases to become embedded in broader inflation expectations. The Bank of Canada's April Monetary Policy Report projected inflation to remain elevated through much of 2026 before gradually returning to target during 2027. Trade uncertainty related to U.S. tariffs remained an important inflation risk, alongside higher energy prices and supply chain disruptions arising from geopolitical tensions.

The key takeaway for the investment portfolio was that inflation re-emerged as a concern during the quarter, reducing the likelihood of further near-term Bank of Canada easing despite generally weak economic conditions.

Interest Rates

Government of Canada bond yields moved modestly lower during Q2 2026. Markets had entered 2026 expecting additional rate cuts. Rising energy prices and stronger inflation readings caused investors to push those expectations further into the future. The Bank of Canada's messaging suggested that future policy moves in either direction would depend on whether inflation pressures broadened or economic weakness intensified. By June 2026, the consensus outlook shifted toward an extended period of stable overnight policy rates rather than additional easing.

The Canadian dollar weakened against the U.S. dollar during the quarter, reflecting global uncertainty, elevated oil-price volatility, and continued concerns regarding the Canada-U.S. trading relationship.

Economic Growth

Economic growth throughout 2026 has remained mixed. Q1 2026 GDP growth was -0.1% while economists expect for Q2 2026 GDP to bounce back to an estimated 3.3%. Consumer spending continued to support economic activity, but exports, housing activity, and business investment remained soft.

Several factors weighed on growth:

- Ongoing U.S. tariffs and trade-policy uncertainty.

- Sudden drop in oil and gas investment.
- Slow population growth.
- Housing affordability challenges.
- Labour-market softness, with unemployment fluctuating between 6.5% and 7.0%.

In April 2026, the Bank of Canada's projected GDP growth for 2026 is 1.2%, while it expects it to recover to 1.6% in 2027 and 1.7% in 2028. Although some improvement was expected during the second half of the year, the economy remained characterized by excess supply, weak productivity growth, and cautious business sentiment.

Subsequent Events

The dominant economic story since July has been the rapid escalation of trade tensions between Canada and the United States. The trade dispute emerged as the most significant risk to Canada's economic outlook.

Trade tensions intensified dramatically during August. Negotiations between Canada and the U.S. broke down, resulting in the U.S. imposing 50% tariffs on approximately CAD $27.6 billion of Canadian exports effective August 22. Canada responded on August 25 with a matching "dollar-for-dollar" retaliation package targeting a similar value of U.S. imports. The Canadian measures cover more than 700 products, including steel, aluminum, agricultural products, appliances, paper, electronics, and consumer goods, with tariff rates ranging from 15% to 50%.

The latest escalation represents the most serious deterioration in Canada-U.S. trade relations in decades. Given that the U.S. remains Canada's largest export market, prolonged tariffs could reduce business investment, weaken manufacturing activity, slow export growth, and further pressure labour markets in trade-sensitive sectors. Economists have warned that the tariff conflict may weigh on both economies given the highly integrated nature of North American supply chains, particularly in the automotive, steel, and manufacturing sectors.

Looking ahead, the Canadian economy faces an unusual combination of risks. Inflation is no longer the primary concern it was in the spring, but economic growth remains weak and the trade war now presents a substantial downside risk. As of late August, financial markets increasingly view future Bank of Canada policy decisions through the lens of trade-related economic damage rather than inflation pressures. Should trade tensions continue to worsen, the Bank may eventually be forced to choose between supporting growth through lower rates or maintaining a cautious stance in the face of lingering inflation uncertainty.

Investment Strategy and Risk

During the second quarter of 2026, staff continued to actively manage its investment portfolio in response to evolving market conditions, including interest rate volatility, changing inflation expectations, and ongoing global geopolitical uncertainty. As a result, the investment portfolio remains well-positioned to support liquidity requirements, preserve capital, and maximize the

total rate of return on the investment portfolio based on current constraints in the investment policy statement.

Staff will continue to prudently manage the investment portfolio in alignment with the investment objectives as outlined in the current investment policy statement. This will allow the investment portfolio to meet budgeted investment income targets for 2026.

Investment Income and Projection

Given current market conditions, investment income is expected to exceed budget at year-end based on the details below:

	Projected December 2026	**Actual December 2025**
Total Interest	5,547,172	6,552,765
Budget	5,300,000	5,300,000
Favourable/(Unfavourable) Variance	247,172	1,252,765
Capital Gains	202,828	762,685
Favourable/(Unfavourable) Variance	450,000	2,015,450

Appendix A shows total interest earned on the investment portfolio up to June 30, 2026. As of that date, the overall portfolio balance is $14.4 million lower, or 3%, than at the same time last year. This difference is due to several factors but is primarily related to the timing of capital expenditures and the collection of external recoveries for joint projects.

Overall investment income as of June 30, 2026, decreased by $0.34 million compared to the same period in 2025, primarily due to lower realized capital gains and lower average rates.

Investment Holdings and Policy Compliance

Appendix B provides a listing of the current portfolio by investment type and weighted average yield, in accordance with Ontario Regulation 438/97. In line with the City of Burlington's investment policy, the City may purchase Region of Halton bonds up to, but not exceeding, the amount of the debenture issued on behalf of the City. As of June 30, 2026, the City's investment portfolio included $16 million in Region of Halton bonds.

As of June 30, 2026, the City's investment portfolio is compliant with the guidelines set out in the City's investment policy and goals adopted by the City.

Cash Flow

Cash flow projections show that the City is expected to have adequate cash funding to meet its financial obligations. The chart below summarizes the City's estimated cash holdings for the 3rd quarter of 2026 with comparison to the actuals from the previous year.

	2026	2025
July	45,263,143	41,739,766
Aug	36,465,788	25,574,680
Sep	79,909,952	88,339,491

Fluctuations in the cash balance between 2026 and 2025 are due to the timing of payments for commitments, cash inflows and short-term investments/maturities.

Initiatives in Progress

The City of Burlington continues to strengthen its treasury and investment management practices through strategic initiatives designed to enhance investment returns, improve liquidity management, and support the City of Burlington's long-term financial sustainability.

The investment team has recently been expanded with the addition of Kyle Ostrander, CFA, Manager, Investments, who has joined the City of Burlington and works alongside Luke Zygalko, Specialist, Financial Investments. Together, the team is focused on modernizing the City of Burlington's investment framework and identifying opportunities to optimize financial performance while maintaining a risk-conscious approach.

Key Investment Initiatives

1. Comprehensive Review and Modernization of the Investment Policy Statement

The investment team is undertaking a rewrite of the Investment Policy Statement to better align with current market practices and the City of Burlington's evolving cash flow requirements. Key objectives of the review include:

- Maximizing investment allocation opportunities within the existing risk framework to capture additional marginal total return on available funds.
- Expanding the investable universe by introducing new eligible securities that can enhance diversification and improve risk-adjusted returns.
- Implementing industry-standard performance benchmarking tailored to the unique liquidity and cash flow needs, providing greater transparency and accountability in measuring investment performance.

These enhancements are intended to strengthen governance, improve portfolio construction, and ensure the investment program remains aligned with leading municipal treasury practices.

2. Establishment of a Prime Brokerage Investment Account

The investment team is reviewing a prime brokerage investment account to enhance treasury operations. This initiative is expected to:

- Reduce short-term borrowing costs through enhanced liquidity management.
- Increase portfolio flexibility and support the generation of additional investment income.
- Optimize the overall total return of the investment portfolio while maintaining appropriate risk controls.

3. Optimization of Working Capital Across the City of Burlington

The investment team is conducting a broader review of working capital management practices across the City of Burlington. This initiative focuses on:

- Identifying opportunities to better align cash balances with operational requirements.
- Improving the forecasting and deployment of surplus funds.
- Enhancing coordination between departments to maximize the productive use of available cash resources.
- Reducing reliance on short-term financing while increasing funds available for investment.

Effective working capital management will support the City of Burlington's liquidity needs while creating additional opportunities to generate investment returns without increasing financial risk.

PART B – PROPERTY TAX COLLECTION

The City of Burlington collects property taxes on behalf of the city, the Region of Halton, and the Halton Boards of Education as legislated under the *Municipal Act, 2001*. Appendix C summarizes the status of property tax collections as of June 30, 2026, compared with June 30, 2025. The 2026 total tax levy is $581.8 million compared to $558.2 million in 2025.

Current-year collections as of June 30, 2026, are 66.6% of the annual levy, representing a modest decline from recent years, as shown in the table below and detailed in Appendix C.

As at June 30	2026	2025	2024	2023	2022	2021
Current year Collections	66.6%	66.8%	67.3%	67.2%	69.1%	69.0%
Current year Outstanding*	33.4%	33.2%	32.7%	32.8%	30.9%	31.0%

*includes final installments not yet due

To support collection efforts, overdue property tax notices are typically issued four times a year. In addition, collection letters are sent to property owners with outstanding balances for the current taxation year and the two preceding years.

In May 2026, 674 residential collection letters were issued, representing a 21% increase over the 557 letters issued in May 2025. Property owners are required to pay, at a minimum, the oldest outstanding year of taxes by October 31, 2026.

As of January 2026, 49 commercial/industrial property owners had tax arrears dating back two years. Satisfactory payment or payment arrangements were established for 40 accounts. Bailiff warrants were issued for the remaining nine accounts. The Bailiff is actively working to contact these property owners to obtain satisfactory payment.

Tax arrears certificates were registered against seven properties in March 2026 as they remained three years in arrears. Full payment has since been received for three of these properties, and the associated liens were discharged in June. Collection efforts continue for the remaining properties.

The City continues to offer three pre-authorized payment plans, providing property owners with a convenient and reliable payment option. More than one-third of all property tax accounts - approximately 25,992 accounts - are currently enrolled in one of these plans.

In November 2025, the City launched a new online property tax portal, enabling taxpayers to securely access and manage their property tax accounts online. As of June 30, 2026, more than 9,900 property tax accounts had been registered for the portal.

PART C - DEBT AND FINANCIAL OBLIGATION LIMIT

Debt Capacity: As of June 30, 2026, the City's total debt charge as a percentage of own source revenue is estimated to be 8.39%, which is below the council approved guideline of 12.5%, and below the provincial limit of 25% (See Appendix D). Further, at December 31, 2025, the City's total principal debt outstanding is estimated at $125 million. After incorporating the $41.6 million in approved but not yet issued debt, and deducting $15.1 million in principal repayments for 2026, the City's total principal debt outstanding and remaining to be issued is projected to be $151.5 million by June 30, 2026.

The reported debt capacity and forecasted principal debt outstanding are based on a snapshot on June 30, as such debt approved by Council after this date, will impact these figures. Any changes will be reported within the next quarterly update.

The City's debt is monitored on a regular basis, and debt capacity is projected based on debt that is retiring, debt approved (issued and to be issued), as well as the capital forecast debt requirements. Any in-year debt approvals beyond what is included in the City's capital program will be reflected in an updated debt capacity. It is important to note that debt capacity changes from one year to the next, and capacity in one year is not necessarily indicative of the forecasted trend.

Tax Supported Debt Charges: The City's 2026 budget for tax supported debt charges is $13.5 million, and as of June 30, this budget meets the planned needs of tax supported debt repayments in 2026.

PART D - RESERVES AND RESERVE FUNDS

Reserves and reserve funds are an essential element of the City's long-term financial plan. They allow the City to set aside funds for a future purpose and fulfil a critical financial need for the municipality. They make provisions for the replacement and rehabilitation of existing City assets, provide a contingency for one-time and unforeseeable events, and provide flexibility to manage debt levels and protect the City's financial position.

A comprehensive review of the City's reserves and reserve funds is planned as part of the development of the long-term financial plan to ensure ongoing alignment with the City's strategic and financial objectives.

Stabilization Reserves and Reserve Funds

Stabilization reserves are used to offset extraordinary and unforeseen expenditure requirements, one-time expenditures, cyclical expenses, revenue shortfalls and they help to minimize fluctuations in the tax levy.

• Contingency • Tax Rate Stabilization	• Planning Fee Stabilization • Engineering Fee Stabilization
Target Balance of consolidated stabilization reserves and reserve funds (excluding building permit) is 10-15% of the City's own source revenues. Based on 2025 own source revenues of $378 million the target range is: **$37.8 million to $56.7 million**	
June 30, 2026, *Uncommitted Balance*: **$20,047,431 → Currently at 5.3% of the City's own source revenues**	

As part of the City's reserve and reserve fund policies the City sets a target balance for consolidated stabilization reserve funds (excluding Building Permit) at 10-15% of the City's own source revenues. It is important to note that the target is based on the City's uncommitted balance as an accurate depiction of funding available for future use. The cash balance includes funds approved by council to be spent on specific initiatives and therefore are not available for future spending.

Building Permit Stabilization Reserve Fund

The building permit stabilization reserve fund is used to stabilize building permit revenues and expenditures, which can vary from year to year based on development activity levels in accordance with Bill 124.

Corporate Reserve Funds	Recommended Balance		June 30 Uncommitted Balance
Building Permit Stabilization	The reserve fund is capped at 163% of direct costs.	Total direct costs for 2025 were approximately $5.4 million. Based on this the upset balance for the reserve fund is **$8.8 million**.	$2.2 million

Capital Reserve Funds

Capital reserve funds form a vital component of any Capital Financing Plan and are used extensively by the City in financing the capital program for maintenance and replacement of existing infrastructure to maintain assets in a state of good repair and the construction/purchase of infrastructure to service the growing community.

Capital Reserve Funds	Recommended Balance		June 30 Uncommitted Balance
Vehicle and Equipment Reserve Funds	The target balance for the consolidated capital reserve fund balance is a minimum of 2% of the asset replacement value.	The City's 2025 Asset Management Plan has total asset replacement value at approximately $7.15 billion. Based on this amount the minimum recommended balance is **$143 million**.	$30.6 million
Parks & Recreation Infrastructure Reserve Funds			
Transit Related Reserve Funds			
Other Capital Reserve Funds			

Corporate Reserve Funds

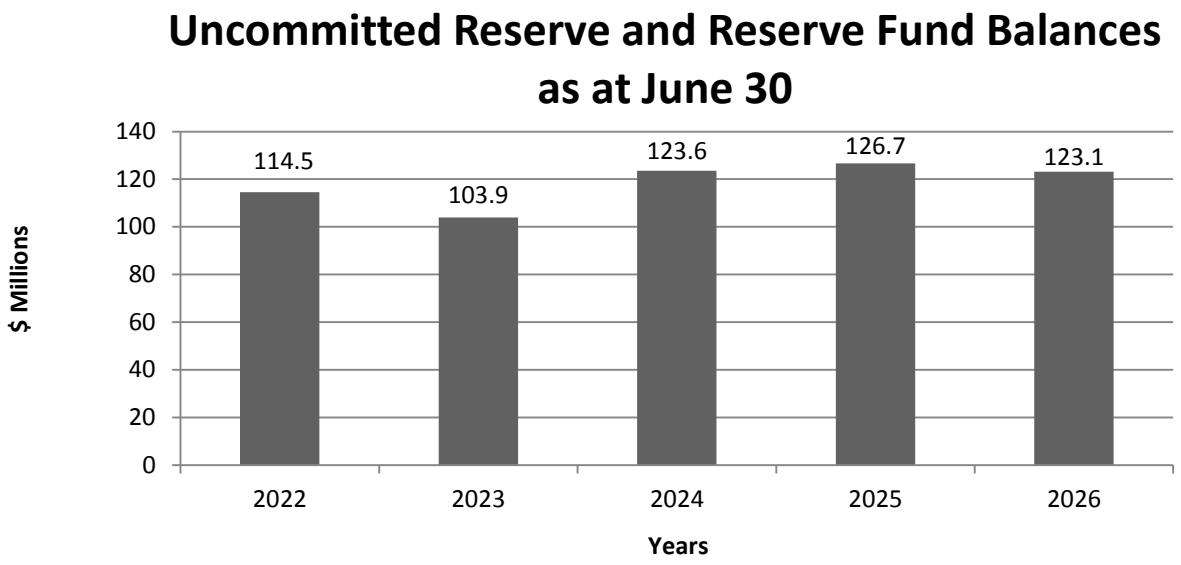
Corporate reserve funds provide for various contingent and potential future liabilities. The City budgets annually for the current year costs expected to be incurred from these liabilities but does not budget for the estimated future liability. The impact of post-employment benefit expenses is communicated annually as part of the financial statements.

Corporate Reserve Funds	2024 Actuarial Valuation Liability	June 30 Uncommitted Balance
Employee Accident	$16.2 million	$8.8 million
Benefits	$28.6 million	$3.8 million

The balances of the City's reserves and reserve funds are disclosed in Appendix E.

As at June 30, 2026, the total reserve and reserve fund balance amounted to $286.6 million. This balance is $69.2 million higher than the corresponding figure in 2025 ($217.4 million). The increase reflects revised timing of capital funding transfers, with projects now funded based on expenditures incurred rather than an annual advance funding allocation.

Of the total balance reported, $163.5 million is committed for various projects leaving an uncommitted balance of $123.1 million. Commitments represent expenditures approved by Council or funds held for specific future purposes. The following chart provides a 5-year historical perspective of the uncommitted balances as at June 30:



PART E - 2026 BUDGET MONITORING

The 2026 Operating Budget Performance Report as at June 30, 2026, will be reported at the September Committee of the Whole meeting.
Report reference: FIN-25-26.

PART F – FINANCIAL POSITION

The financial status report provides information on significant balances on the City's statement of financial position. Information is provided on the City's short- and long-term investments and cash balances. Information is also provided on taxes receivable. The reserve fund balances contain obligatory reserve funds which are shown as deferred revenue on the City's statement of financial position. Our net long-term liabilities are discussed in the section on debt and financial obligation limits. Significant balances are as follows:

As at June 30th

(Amounts are in thousands of dollars)

	2026	2025
	$	$
Cash & temporary investments	165,110	175,472
Taxes receivable*	203,867	194,158
Long term investments	287,819	291,876
Investment in Burlington Enterprises Corporation**	150,265	150,265
Deferred revenue - obligatory reserve funds	86,737	79,729
Net long-term liabilities**	124,555	124,555

*** Reported net of allowance for write-offs and based on three installments.**

**** Balance is as at December 31, 2025**

The City's statement of financial position provides a long-term view of the City's financial health. A year over year comparison helps to identify indicators that may be of concern or interest. As of June 30, 2026, the significant balance changes include:

- A decrease in cash & temporary investments as noted in Part A of the report.

Implications

For information purposes only.

Strategic Alignment

☐ Designing and delivering complete communities
☐ Providing the best services and experiences
☐ Protecting and improving the natural environment and taking action on climate change

☑ Driving organizational performance

Author:

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Michelle.Moore@burlington.ca

Appendices:

A. Securities Position and Performance

B. Investment Portfolio

C. Property Tax Collection

D. Debt and Financial Obligation Limit

E. Reserve Funds and Reserves

Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

City of Burlington

SECURITIES POSITION AND PERFORMANCE

Period Ended

	June 30, 2026		**June 30, 2025**		
	Actual	**Budget** (where applicable)	Actual	Budget (where applicable)	Variance
Net bank position	**$ 69,775,027**		$ 61,472,448		$ 8,302,579
Short term investments	**95,335,000**		114,000,000		(18,665,000)
Long term investments	**287,818,899**		291,875,918		(4,057,019)
Total City funds invested	**$ 452,928,926**		$ 467,348,366		$ (14,419,440)
Total Investment Income	**$ 6,592,340**	**5,300,000** **(Current Fund Only)**	$ 6,935,213	5,300,000	$ (342,873)

City of Burlington

INVESTMENT PORTFOLIO

as at June 30, 2026

	PORTFOLIO HOLDINGS ($000's)	YIELD (Weighted Average on cost)
Long Term (at cost)		
Government of Canada	$ 33,468	2.04%
Province of Ontario	51,574	2.67%
Region of Halton	15,972	3.52%
Other provinces	107,652	2.83%
Other municipalities	79,154	3.41%
Total Bonds	**$ 287,819**	**2.91%**
	-	
Short Term		
Money market	$ 95,335	3.49%
Cash in bank	69,775	2.79%
Total Investments	**$ 452,929**	**3.01%**

City of Burlington

PROPERTY TAX COLLECTION

COMPARISION OF THE SECOND QUARTER OF 2026 WITH 2025

	Jun 30, 2026		Jun 30, 2025		
	Amount	**Percent of Current Levy**	**Amount**	**Percent of Current Levy**	**Variance**
Total Levy	**$581,828,775**	**100.0%**	**$558,222,118**	**100.0%**	$23,606,656
Current Year Collections	**$387,459,906**	**66.6%**	**$372,676,909**	**66.8%**	$14,782,996
Current Year Arrears	**$194,368,869**	**33.4%**	**$185,545,209**	**33.2%**	$8,823,660

	Amount	**Percent of Total Arrears**	**Amount**	**Percent of Total Arrears**	**Variance**
Total Arrears*	**$206,830,352**	**100.0%**	**$196,816,648**	**100.0%**	$10,013,703
Prior Years Arrears	**$12,461,483**	**6.0%**	**$11,271,439**	**5.7%**	$1,190,043
Current Year Arrears	**$194,368,869**	**94.0%**	**$185,545,209**	**94.3%**	$8,823,660

	Amount	**Annual Budget**	**Amount**	**Annual Budget**	**Variance**
Penalties and interest earned on taxes	**$2,193,838**	**$2,350,000**	**$2,073,790**	**$2,300,000**	$120,048

* Arrears amounts include outstanding taxes not yet due

City of Burlington
DEBT AND FINANCIAL OBLIGATION
as at JUNE 2026

Calculation of Net Debt Charges (2024 FIR)				
Gross Debt Charges			$	20,613,175
Long Term Commitments				4,311,743
Lease & Liabilities (2024)	$	4,311,743		
NET DEBT CHARGES			**$**	**24,924,918**
Calculation of Annual Repayment Limit (2024 FIR)				
Total Revenue Fund Revenues	$	384,756,325		
Conrtibuted Capital Assets	$	-		
Total Revenue Fund Revenues			**$**	**384,756,325**
EXCLUDED REVENUE AMOUNTS:				
Government Grants				10,949,080
Ontario Grants	$	2,809,229		
Canada Grants	$	8,139,851		
Deferred Revenue Earned				3,276,869
Provincial Gas Tax	$	3,276,869		
Canada Gas Tax	$	-		
Other Municipalities				25,956,943
Sale of Land & Capital Assets				48,000
Deferred Revenues Earned				7,220,022
Development Charges	$	3,824,602		
Recreation Land	$	3,349,016		
Community Benefits	$	46,404		
Other	$	-		
Donated Tangible capital assets				1,096,754
Government Business Enterprise Equity				4,256,500
Other				2,310,485
Total Exclusions			**$**	**55,114,653**
NET REVENUE FUND REVENUES			**$**	**329,641,672**
25% of Net Revenue Fund Revenues				82,410,418
Less Net Debt Charges				(24,924,918)
ANNUAL REPAYMENT LIMIT AT JAN 01/26			**$**	**57,485,500**
2026 UPDATED ANNUAL REPAYMENT LIMIT				
2024 Annual Repayment Limit			$	57,485,500
Net Adjustments				
Change in Debt Charges				(4,116,545)
Gross Debt Charges 2026	$	19,604,047		
Debt Charges (debt issued in 2026)	$	-		
Debt Charges Approved Not Issued	$	(5,125,673)		
Change Long Term Commitments				1,384,197
Lease & Liabilities	$	2,927,546		
Total NET ADJUSTMENT			**$**	**(2,732,348)**
2026 Adjusted Annual Repayment Limit			**$**	**54,753,152**
City's Debt Charges as a Percentage of Net Revenues Fund Revenues				**8.39%**

City of Burlington

Reserve Funds and Reserves

As at June 30, 2026 with Comparatives from December 31, 2025

1. CAPITAL RELATED RESERVE FUNDS AND RESERVES

A) Development Related Reserve and Reserve Funds	Uncommitted Balance As at Dec 31, 2025	BALANCE June 30, 2026	COMMITMENTS	UNCOMMITTED BALANCE
Growth Studies	(182,012)	59,289	283,503	(224,214)
Library	(666,163)	463,940	1,195,846	(731,906)
Transit	1,286,040	1,348,662	79,748	1,268,914
Transportation*	28,904,928	28,518,655	13,159,985	15,358,670
Storm Drainage*	1,434,127	1,429,643	400,000	1,029,643
Fire Protection*	306,925	948,726	656,512	292,214
Parks & Recreation	2,842,579	2,863,430	1,000,000	1,863,430
Park Dedication	(5,286,032)	3,588,266	10,516,975	(6,928,708)
Community Benefits Charges	227,238	3,411,417	3,334,179	77,238
Future Services	6,954,974	17,042,968	10,151,495	6,891,473
Future Services Signs & Barricades	622,916	622,916	-	622,916
Future Services Trees	145,707	145,707	-	145,707
Development Charge Exemption	-	-	-	-
Total Development Related Reserve Funds	**$ 36,591,227**	**$ 60,443,619**	**$ 40,778,242**	**$ 19,665,377**

B) Vehicle and Equipment Reserve Funds				
Vehicle Replacements - Fire	797,730	2,894,686	2,270,000	624,686
Vehicle Replacements - Corporate	351,548	3,839,198	3,682,200	156,998
Vehicle Replacements - Transit	2,477,955	4,447,422	2,643,439	1,803,983
Vehicle Replacements - Tyandaga	(156,131)	(59,526)	-	(59,526)
Total Vehicle and Equipment Reserve Funds	**$ 3,471,102**	**$ 11,121,780**	**$ 8,595,639**	**$ 2,526,141**

***A portion of the committed balance represents borrowing between Development Charge Reserve Funds for capital projects. The current outstanding amount borrowed is included in the commitment however repayment is expected to take place over a number of years.**

City of Burlington

Reserve Funds and Reserves

As at June 30, 2026 with Comparatives from December 31, 2025

C) Transit Related Reserve Funds	Uncommitted Balance As at Dec 31, 2025	BALANCE June 30, 2026	COMMITMENTS	UNCOMMITTED BALANCE
Provincial Gas Tax	4,202,832	6,208,917	1,794,428	4,414,489
Federal Gas Tax - Transit Dedicated	2,702,943	2,702,943	1,530,250	1,172,693
Total Transit Related Reserve Funds	**$ 6,905,775**	**$ 8,911,860**	**$ 3,324,678**	**$ 5,587,182**

D) Other Capital Reserve Funds				
Burlington Hydro Proceeds	947,629	4,595,567	3,028,894	1,566,673
Capital Purposes	10,101,851	13,687,032	3,885,180	9,801,852
Federal Gas Tax	1,140,424	1,140,424	4,591,928	(3,451,504)
Information Technology Renewal	690,401	1,719,713	1,021,745	697,969
Infrastructure Renewal	12,526,791	60,280,928	50,028,436	10,252,492
Joseph Brant Memorial Hospital	-	299,622	299,622	-
Public Art Reserve Fund	818,318	974,318	25,000	949,318
Railway Crossing	-	6,930,847	6,930,847	-
Strategic Land Acquisition	3,249,848	7,668,500	4,218,652	3,449,848
Strategic Plan	268,221	268,221	-	268,221
Total Other Capital Reserve Funds	**$ 29,743,482**	**$ 97,565,173**	**$ 74,030,305**	**$ 23,534,868**

2. OPERATING RELATED RESERVE FUNDS AND RESERVES

A) Stabilization Reserves and Reserve Funds	Uncommitted Balance As at Dec 31, 2025	BALANCE June 30, 2026	COMMITMENTS	UNCOMMITTED BALANCE
Building Permit Stabilization	2,248,198	2,528,198	280,000	2,248,198
Contingency	7,665,427	11,669,448	2,617,603	9,051,846
Engineering Fee Stabilization	406,533	406,533	-	406,533
Planning Fee Stabilization	(2,988,274)	(2,988,274)	-	(2,988,274)
Tax Rate Stabilization	14,032,327	14,688,222	1,110,895	13,577,327
Total Stabilization Reserve Funds	**$ 21,364,211**	**$ 26,304,126**	**$ 4,008,498**	**$ 22,295,629**

B) Corporate Reserve Funds				
Benefits	3,821,722	4,742,421	927,564	3,814,857
Election	-	946,833	946,833	-
Employee Accident	8,232,906	10,978,353	2,182,112	8,796,242
Total Corporate Reserve Funds	**$ 12,054,629**	**$ 16,667,608**	**$ 4,056,509**	**$ 12,611,099**

C) Corporate Reserves				
Insurance	-	4,510,321	4,510,321	-
Ontario Cannabis Legalization Implementation	58,556	58,556	-	58,556
Total Corporate Reserves	**$ 58,556**	**$ 4,568,877**	**$ 4,510,321**	**$ 58,556**

City of Burlington

Reserve Funds and Reserves

As at June 30, 2026 with Comparatives from December 31, 2025

3. LOCAL BOARDS AND PROGRAM SPECIFIC RESERVE FUNDS AND RESERVES

A) Program Specific Reserve Funds	Uncommitted Balance As at Dec 31, 2025	BALANCE June 30, 2026	COMMITMENTS	UNCOMMITTED BALANCE
Parks & Recreation Infrastructure				
Arenas	375,849	497,084	25,000	472,084
Culture	200,239	212,058	25,000	187,058
LaSalle Park Pavilion	12,354	12,354	11,500	854
Paletta Mansion	863,657	863,657	52,900	810,757
Pools	487,111	570,626	150,000	420,626
Recreation Centre	1,405,634	1,475,705	245,000	1,230,705
Sports Fields	190,795	214,502	50,000	164,502
Tyandaga Facility	297,512	297,413	35,000	262,413
Waterfront Centre	530,716	530,716	69,000	461,716
Youth Initiatives	93,194	93,194	-	93,194
Active Transportation Reserve Fund	1,561,855	2,061,855	1,568,105	493,750
Burlington Beach Regional Waterfront Park	93,293	183,293	-	183,293
Community Heritage	188,742	185,196	-	185,196
Community Investment	315,871	314,797	-	314,797
Council Special Initiatives	89,095	89,095	-	89,095
Culture Initiatives	46,896	121,896	-	121,896
Energy Initiatives	114,961	154,251	35,762	118,489
Federal and Provincial Grants	-	16,240,601	16,240,601	-
Fire Dispatch	657,902	657,902	-	657,902
Fire Suppression	114,998	129,998	-	129,998
Forestry	134,983	159,983	35,000	124,983
Green Initiatives	957,954	982,954	25,000	957,954
Innovation & Transformation Reserve Fund	452,015	1,510,015	45,000	1,465,015
Itabashi Garden	14,432	14,432	-	14,432
Multi-Year Community Investment Plan RF	674,901	6,300,772	3,400,000	2,900,772
Mundialization Committee	154,098	154,098	-	154,098
Municipal Accomodation Tax-City	1,690,847	1,690,847	-	1,690,847
Municipal Accomodation Tax-Tourism	1,521,565	1,521,565	-	1,521,565
Municipal Consent Reserve Fund	145,655	145,655	-	145,655
Naval Memorial	35,314	35,314	-	35,314
Parking District	245,514	245,514	-	245,514
Parking Growth	7,881,939	7,881,939	125,000	7,756,939
Parking Renewal	4,458,167	4,458,167	1,252,400	3,205,767
Policy Initiatives	492,873	892,873	275,000	617,873
Sims Square	(59,712)	(59,712)	50,000	(109,712)
Tree Establishment & Enhancement	1,102,121	1,178,353	76,233	1,102,121
Total Program Specific Reserve Funds	**$ 27,543,341**	**$ 52,018,962**	**$ 23,791,501**	**$ 28,227,461**

City of Burlington

Reserve Funds and Reserves

As at June 30, 2026 with Comparatives from December 31, 2025

B) Local Boards Reserve Funds	Uncommitted Balance As at Dec 31, 2025	BALANCE June 30, 2026	COMMITMENTS	UNCOMMITTED BALANCE
BEDC Innovation Centre	267,659	267,659	-	267,659
BEDC Operations	605,083	605,083	-	605,083
BEDC Strategic Initiatives	327,435	327,435	-	327,435
Downtown BIA	297,173	297,173	-	297,173
Library Capital	715,509	715,509	257,640	457,869
Library Operating	353,304	353,304	-	353,304
Museums Board - Ireland House Capital	104,833	104,833	-	104,833
Museums Board - Ireland House Operating	524,760	524,760	-	524,760
Museums Board - Joseph Brant Capital	67,430	67,430	-	67,430
Museums Board - Joseph Brant Operating	445,290	445,290	-	445,290
BPAC - Operating	3,602,450	3,612,729	10,279	3,602,450
BPAC - Capital	1,300,304	1,386,264	115,000	1,271,264
BPAC - Donations	10,837	16,116	5,279	10,837
Tourism Burlington	282,601	302,168	19,567	282,601
Total Local Boards Reserve Funds	**$ 8,904,669**	**$ 9,025,754**	**$ 407,765**	**$ 8,617,989**

C) Program Specific Reserves				
Fire Extrication	7,994	7,994	-	7,994
Total Program Specific Reserves	**$ 7,994**	**$ 7,994**	**$ -**	**$ 7,994**

Total Reserve Funds	**$ 138,913,008**	**$ 270,389,433**	**$ 156,375,534**	**$ 114,013,900**

Total Reserves	**$ 7,731,978**	**$ 16,246,320**	**$ 7,127,924**	**$ 9,118,396**

Total Reserve Funds and Reserves	**$ 146,644,985**	**$ 286,635,753**	**$ 163,503,458**	**$ 123,132,296**

Information Report Summary

SUBJECT: Operating budget performance Report as of June 30, 2026

TO: Committee of the Whole

FROM: Finance
N/A

Report Number: FIN-25-26

Wards Affected: ALL

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

Recommendation:

Receive for information finance department report FIN-25-26 regarding the operating budget performance as at June 30, 2026; and

Direct the Chief Financial Officer to report back on the City's 2026 year-end results upon completion of the 2026 year-end.

Executive Summary

As of June 30, 2026, the City is projecting a year-end operating surplus of $1.90 million, or 0.6% of the gross operating budget. The projected surplus is primarily driven by staffing-related savings from vacancies and recruitment timing, favourable investment income, higher interest and penalties on tax arrears, higher-than-budgeted tenant lease recoveries associated with Bateman Community Centre, and strong ice rental and admissions revenues.

These favourable results are partially offset by higher contracted service and winter maintenance costs resulting from severe winter conditions in early 2026, development-related fee revenue pressures, higher fleet parts and maintenance costs, facility repair and maintenance pressures, lower supplementary tax revenues, and higher diesel fuel costs. Planning and Building revenue shortfalls are being mitigated through the applicable stabilization reserve funds and other departmental mitigation measures.

Purpose of report:

- To provide Council with the projected 2026 year-end operating position based on financial results as of June 30, 2026.

Key findings:

- The City is projecting a 2026 year-end operating surplus of approximately $1.90 million, or 0.6% of the gross operating budget.
- The largest favourable drivers relate to staffing savings, tenant lease recoveries, interest and penalties on taxes, investment income, and higher ice rental and admissions revenues.
- Key pressures include winter-related contracted services and materials, development-related fee revenue shortfalls, fleet and facility maintenance, supplementary tax revenues, and diesel fuel costs. Stabilization reserve draws and other mitigation measures reduce the net impact.

Implications:

- **Financial**: A projected 2026 year-end operating surplus of approximately $1.90 million
- **Human Resources**: Vacancy and recruitment timing are contributing to salary and benefit savings.
- **Climate**: Severe winter conditions have resulted in higher winter maintenance and related operating costs

Background

This report provides an update on the financial variances anticipated at year-end. Appendix A highlights the significant spend and revenue category drivers affecting the projected 2026 year-end financial position. Appendix B provides a summary of projected year-end variances by City department. Additional commentary is provided for projected variances of $100,000 or more to summarize the key drivers.

Status

Budget performance is routinely monitored to identify emerging expenditure pressures and revenue shortfalls and to provide management with an opportunity to consider appropriate mitigating actions.

Formal budget performance reporting occurs through the quarterly Financial Status reports as well as stand-alone reporting reflecting data as of June 30 and December 31 of each year.

Key Dates & Milestones

- This report reflects operating budget performance as of June 30, 2026.
- Full-year results will be reported to Council in the new year once the final year-end close process is completed.
- The year-end report will include a specific retained savings recommendation to address the year-end variance.

Implications

Financial Implications:

The table below summarizes the projected operating budget variances at year-end.

	2026 Budget	2026 Year End Projections	Variance	F/U*
City Services	$192,421,346	$190,924,986	$1,496,360	F
Total Local Boards	$17,773,489	$17,773,489	$0	
Corporate Expenditures	$84,482,462	$84,782,259	$(299,797)	U
Corporate Revenues	$(294,677,296)	$(295,377,296)	$700,000	F
Total			**$1,896,563**	**F**

Numbers may not add due to rounding

F = Favourable, U = Unfavourable

The largest favourable cost-element drivers include approximately $3.13 million in staffing-related savings, primarily from vacancies and recruitment timing; $733,000 in higher tenant lease recoveries associated with Bateman Community Centre, which have been reflected in the 2027 Budget; $550,000 in higher interest and penalties on tax arrears; $450,000 in additional investment income; and approximately $463,000 in combined favourable ice rental and admissions revenue variances.

Development-related fee revenues remain below budget. Planning fee revenue is projected to be $2.29 million below budget and is fully offset by an equivalent draw from the Planning Fee Stabilization Reserve Fund. Building permit revenue is projected to be $1.21 million below budget; a $493,000 draw from the Building Permit Stabilization Reserve Fund partially offsets the shortfall, leaving a net pressure of approximately $713,000 in the major-driver analysis. At the department level, Building is projected at budget after staffing savings from positions held vacant and the reserve fund draw offset the revenue shortfall.

Other major cost pressures include approximately $789,000 in contracted services, driven by increased winter contractor requirements, higher janitorial costs at Bateman Community Centre and increased security coverage; $355,000 in Roads, Parks and Forestry Stores, primarily due to higher road salt consumption during severe winter conditions; $319,000 in equipment parts and supplies due to an aging fleet and rising parts costs; $304,000 in building repairs and maintenance associated with aging infrastructure and reactive maintenance; $300,000 in lower supplementary tax revenue; $216,000 in higher diesel fuel costs; and

$100,000 in higher credit card service charges. The Bateman janitorial cost pressure has been reflected in the 2027 Budget, and some facility maintenance pressures are expected to be partially offset through tenant recoveries and capital cost reallocations.

On a departmental basis, Appendix B shows City Services projecting a $1.50 million favourable variance overall, with the largest departmental pressure in Roads Parks and Forestry at approximately $552,000 unfavourable. Together with Corporate Expenditures and Corporate Revenues, the City is projecting an overall 2026 year-end operating surplus of $1,896,563.

References

N/A

Strategic Alignment

- ☐ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☑ Driving organizational performance

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Appendices:

A. Projected variances by major spend and revenue drivers
B. Projected variances by City department

Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

CITY OF BURLINGTON

OPERATING BUDGET PERFORMANCE FOR THE PERIOD ENDING JUNE 30, 2026
VARIANCE ACCOUNTABILITY REPORT

Outlined in the table below are the explanations of the major June 30 variance drivers

Major drivers	June 30 Variance	F / (U)	Explanation of Variance
Tax Supported Revenues	**$ 1,195,926**	**F**	
Ice Rentals	**$ 357,965**	**F**	The projected favourable variance is primarily attributable to higher-than-anticipated ice rental revenues driven by increased booking volumes and continued strong demand for ice programming and facility rentals.
Admissions	**$ 104,598**	**F**	Higher-than-anticipated demand for drop-in programs and the continued delivery of high-quality recreational offerings have driven increased participation levels across services. Strong participation trends are expected to continue throughout the summer, contributing positively to revenue performance.
Tenant Lease Revenue	**$ 733,363**	**F**	The projected favourable variance is primarily attributable to higher-than-budgeted tenant lease recoveries associated with Bateman Community Centre. As 2026 is the first year operating under the property management company arrangement, this revenue stream was not anticipated during the 2026 budget development process. The 2027 budget has been adjusted to reflect these ongoing revenues.
Non-Tax Supported Revenues /Expenditures	**$ (712,873)**	**U**	
Planning Fee Revenue	**$ (2,288,300)**	**U**	While revenues remain below budget, the projected shortfall is significantly lower than in 2025. The variance is primarily attributable to the timing and mix of development applications. An increase in applications submitted in anticipation of the election and a modified Council schedule occurred despite challenging market conditions across the region. While the City has approved a significant number of units at the Official Plan and Zoning By-law Amendment stage, the corresponding Site Plan applications have largely not yet been received. Site Plan application volumes and associated revenues remain below historical levels, although they have increased compared to 2025. Staff anticipate an increase in Site Plan applications as market conditions improve and given that the HST relief expires at the end of 2027. Pre-consultation activity and minor development applications, including H-Removals and Part Lot Control applications, remain strong, indicating that proponents are preparing future submissions. Staff continue to proactively engage with applicants and monitor development files to facilitate progress and encourage timely submissions, positioning the City to respond efficiently as market conditions recover. However, low site plan activity may translate into low building permit activity and assessment growth in 2027 and 2028. The projected revenue shortfall is expected to be offset through a draw from the Planning Fee Stabilization Reserve Fund.
Draw from the Planning Fee Stabilization Reserve Fund	**$ 2,288,300**	**F**	

CITY OF BURLINGTON

OPERATING BUDGET PERFORMANCE FOR THE PERIOD ENDING JUNE 30, 2026
VARIANCE ACCOUNTABILITY REPORT

Outlined in the table below are the explanations of the major June 30 variance drivers

Major drivers	June 30 Variance	F / (U)	Explanation of Variance
Building Permit Revenue	**$ (1,206,161)**	**U**	The Building Department has experienced a lower-than-anticipated number of high-density residential projects moving from the planning approval stage to the building permit phase. Although overall building permit volumes have remained relatively stable, revenues are projected to be below budget. For larger projects, it may take 24 - 36 months from application for a building permit to the commencement of construction and final inspection granting occupancy. As such, the Building Division continues to be involved in projects where permits were issued in 2025 or earlier, depending on the phasing and pace of construction. The Building Permit Reserve was established for this reason. The projected revenue shortfall is expected to be offset through a draw from the Building Permit Stabilization Reserve Fund, as per Bill 124 funding model.
Draw from the Building Permit Stabilization Reserve Fund	**$ 493,288**	**F**	
Other Operational Impacts	**$ 713,510**	**F**	
Human Resource costs	**$ 3,129,605**	**F**	The projected favourable variance is primarily attributable to salary and benefit savings resulting from vacant positions approved in the 2026 Budget and other temporary staff vacancies. These savings are partially offset by higher-than-budgeted overtime costs in Transit and Fire.
Equipment Parts and Supplies	**$ (319,128)**	**U**	The projected unfavourable year-end variance is primarily driven by higher maintenance and repair costs related to an aging fleet and equipment. Continued inflationary pressures, supply chain constraints, and rising costs for vehicle parts, materials, and equipment have resulted in operating expenditures exceeding budget. These cost pressures continue to impact fleet and equipment-related operations across the organization.
Roads Parks and Forestry Stores	**$ (355,413)**	**U**	The projected unfavourable year-end variance is primarily driven by higher-than-anticipated road salt consumption resulting from severe winter conditions experienced between January and April 2026.
Contracted Services	**$ (788,562)**	**U**	The projected unfavourable variance is primarily driven by higher contracted service costs resulting from severe winter conditions, which required greater-than-anticipated contractor hours to support winter maintenance operations. Additional pressures are attributable to higher janitorial service costs at Bateman Community Centre, driven in part by the facility's large footprint and increased cleaning requirements. These costs were not fully reflected in the 2026 budget and have been incorporated into the 2027 budget. Further pressures relate to increased Security and Emergency Services costs resulting from a higher number of security incidents at City facilities and community centres, requiring enhanced guard coverage.
Repair & Maintenance - Building	**$ (303,605)**	**U**	The projected unfavourable year-end variance is primarily driven by higher building repair and maintenance costs associated with aging infrastructure and increased reactive maintenance requirements across the corporate facilities portfolio. Key drivers include unplanned repairs to mechanical systems, HVAC equipment failures, and increased maintenance expenditures at City facilities. While some costs are expected to be partially offset through tenant recoveries and capital cost reallocations, ongoing maintenance pressures related to aging assets continue to impact operating budgets.
Credit Card Service Charge	**$ (100,000)**	**U**	The projected unfavourable variance is primarily driven by higher-than-budgeted credit card processing fees resulting from increased transaction volumes and higher average transaction values.

CITY OF BURLINGTON

OPERATING BUDGET PERFORMANCE FOR THE PERIOD ENDING JUNE 30, 2026
VARIANCE ACCOUNTABILITY REPORT

Outlined in the table below are the explanations of the major June 30 variance drivers

Major drivers	June 30 Variance	F / (U)	Explanation of Variance
Diesel Fuel	**$ (216,000)**	**U**	The projected unfavourable variance is primarily attributable to higher diesel fuel costs, as fuel prices have remained elevated throughout the year and exceeded budget assumptions
Other - various	**$ (333,387)**	**U**	Miscellaneous variances
Corporate Revenues	**$ 700,000**	**F**	
Interest & Penalty on Taxes	**$ 550,000**	**F**	The projected favourable variance is primarily attributable to higher-than-budgeted penalty and interest revenue resulting from increased tax arrears balances. Revenue from penalty and interest charges is dependent on outstanding tax balances and economic conditions affecting taxpayers' ability to pay. Current arrears levels are trending above historical averages, resulting in revenues exceeding budget expectations.
Supplementary Taxes	**$ (300,000)**	**U**	The projected unfavourable variance is primarily driven by lower-than-budgeted supplementary tax revenue resulting from reduced supplementary and omitted assessment growth. Supplementary tax revenue is generated from new property assessments, largely from completed residential and commercial condominium developments, as well as renovations and improvements to existing properties. Assessment information from MPAC has been received more slowly than anticipated as MPAC continues to transition to a new assessment system, resulting in lower assessment growth than forecasted. While additional assessment growth is expected later in the year, supplementary tax revenue is projected to remain below budget.
Earnings on Investments	**$ 450,000**	**F**	Based on year-to-date results and current market conditions, investment income is forecast to generate a year-end surplus relative to the annual budget. The favourable variance is primarily attributable to realized capital gains, active reinvestment at attractive total rates of return, and higher-than-anticipated average cash balances. Active portfolio management and duration positioning have generated capital gains while maintaining the portfolio's conservative risk profile. Continued market monitoring is expected to support attractive reinvestment opportunities, while stronger cash balances have increased the funds available for investment, further contributing to the projected year-end surplus.
Year End Position	**$ 1,896,563**	**F**	

CITY OF BURLINGTON
OPERATING BUDGET PERFORMANCE FOR THE PERIOD ENDING JUNE 30, 2026

	June 30 Variance	Fav/Unfav	Explanation of Variance
Development and Growth Management			
Development and Growth Management Admin	(485)		
By-law Compliance	(24,904)		
Building	(0)		The Building Department continues to experience lower-than-anticipated progression of high-density residential developments from the planning approval stage to the building permit phase, despite overall permit volumes remaining relatively stable. This trend has resulted in building permit revenues below budget. To mitigate the revenue shortfall, the Chief Building Official has held various positions vacant throughout 2026. The remaining revenue pressure is projected to be offset through a draw from the Building Permit Stabilization Reserve Fund in accordance with the Bill 124 Model.
Community Planning	225,000	F	The Community Planning Department continues to experience an increase in the number of official plan amendment, zoning by-law amendment and/or subdivision applications for larger-scale development compared to 2025 despite ongoing economic and market pressures. Demand for pre-consultation services remains steady, and the department has received an increased volume of development applications in Q1 and Q2, 2026 in advance of the upcoming municipal election resulting in a modified Council meeting schedule. While revenues have increased compared to 2025 due to larger-scale development applications, the number of site plan applications has remained significantly lower compared to historical averages resulting in overall revenues being below budget. To help offset the revenue shortfall, the department has realized salary and benefit savings resulting from staff vacancies and gapping, while the remaining shortfall continues to be supported through draws from the Planning Fee Stabilization Reserve Fund.
Total Development and Growth Management	**$ 199,611**	**F**	
Community Services			
Community Services Admin	(300)		
Transit	(58,600)		
Recreation Community and Culture	204,058	F	The projected favourable variance is primarily attributable to strong participation levels and sustained demand across recreation programs and services, resulting in revenues exceeding budget. These favourable results are partially offset by higher part-time staffing costs and increased expenditures for program supplies and consumable materials required to support service delivery. Operations at new community centres have contributed to both additional revenues and operating costs. As 2026 represents the first full year of operations for these facilities, revenue and expenditure projections continue to be refined based on actual operating experience.
Fire	512,983	F	The projected favourable variance is primarily attributable to salary and benefit savings resulting from staffing transitions, recruitment timing, and vacant positions throughout the year. These savings are partially offset by operating pressures, including overtime expenditures required to maintain minimum staffing levels and service delivery, as well as higher costs for medical supplies, fuel, fleet maintenance, building repairs and maintenance, and software and technology supporting operational and communication systems.
Customer Experience	30,000		
Total Community Services	**$ 688,141**	**F**	

CITY OF BURLINGTON
OPERATING BUDGET PERFORMANCE FOR THE PERIOD ENDING JUNE 30, 2026

	June 30 Variance	Fav/Unfav	Explanation of Variance
Public Works			
Public Works Admin	1,200		
Engineering Services	233,803	F	The projected favourable variance is primarily attributable to salary and benefit savings resulting from recruitment delays and position vacancies.
Transportation Services	160,926	F	The projected favourable variance is primarily attributable to salary and benefit savings resulting from staff vacancies and gapping, favourable part-time salary costs within the School Crossing Guard program, and higher-than-budgeted parking revenues driven by increased demand during peak periods and special events. These favourable results are partially offset by increased materials and maintenance costs associated with roadway signage and traffic signal maintenance.
Roads Parks and Forestry	(552,283)	U	The projected unfavourable variance is primarily driven by increased storm response costs associated with winter maintenance operations and significant wind-related weather events. Higher-than-budgeted expenditures for snow haulage, road sweeping and tree removals were necessary to respond to these severe weather events, resulting in additional operating impact.
Total Public Works	**$ (156,354)**	**U**	
Legal and Legislative Services			
Legal and Legislative Services Admin	(2,200)		
Legal and Halton Court Services	26,750		
Legislative Services	97,488		
Mayor and Council	(7,471)		
Total Legal and Legislative Services	**$ 114,567**	**F**	
Enabling Services			
Corporate Affairs	70,280		
Burlington Digital Services	318,850	F	The projected favourable variance is primarily attributable to salary and benefit savings associated with staff vacancies while the department reassesses resourcing needs. Additional savings are related to lower-than-budgeted vendor-hosted software costs, primarily as a result of the CRM project not proceeding as originally planned. These favourable variances are partially offset by higher-than-budgeted telephone costs resulting from increased service and pricing pressures.
Finance	367,855	F	The projected favourable variance is primarily attributable to salary and benefit savings resulting from staff vacancies. These savings are partially offset by lower-than-budgeted revenue from tax certificates.
Human Resources	(137,228)	U	The projected unfavourable variance is primarily driven by higher personnel costs associated with temporary contract staffing requirements.
Transformation Office	30,638		
Total Enabling Services	**$ 650,395**	**F**	
Total Divisions and Departments	**$ 1,496,360**	**F**	
Local Boards			
Art Gallery of Burlington	-		
Burlington Public Library	-		
Museums of Burlington	-		
Burlington Economic Development and Tourism	-		
Burlington Performing Arts Centre	-		
Total Local Boards	**$ -**		

CITY OF BURLINGTON
OPERATING BUDGET PERFORMANCE FOR THE PERIOD ENDING JUNE 30, 2026

	June 30 Variance	Fav/Unfav	Explanation of Variance
Corporate Expenditures			
Funding for Capital Program	-		
Provisions to Corporate Reserve Funds	-		
Grants and Assistance	11,700		
Corporate Shared Facilities	(211,495)	U	The projected unfavourable variance is primarily driven by higher-than-budgeted building repair and maintenance costs associated with aging infrastructure and increased reactive maintenance requirements across the corporate facilities portfolio. Additional pressures are attributable to higher security service costs resulting from increased security incidents and enhanced coverage requirements at City facilities. These pressures are expected to be partially offset through tenant recoveries and capital cost reallocations.
Financial Expenses	(100,002)	U	The projected unfavourable variance is primarily driven by higher-than-budgeted credit card processing fees resulting from increased transaction volumes and higher average transaction values.
Total Corporate Expenditures	**$ (299,797)**	**U**	
Corporate Revenues			
Earnings on Investments	450,000	F	Based on year-to-date results and current market conditions, investment income is forecast to generate a year-end surplus relative to the annual budget. The favourable variance is primarily attributable to realized capital gains, active reinvestment at attractive total rates of return, and higher-than-anticipated average cash balances. Active portfolio management and duration positioning have generated capital gains while maintaining the portfolio's conservative risk profile. Continued market monitoring is expected to support attractive reinvestment opportunities, while stronger cash balances have increased the funds available for investment, further contributing to the projected year-end surplus.
Penalty and Interest on Taxes	550,000	F	The projected favourable variance is primarily attributable to higher-than-budgeted penalty and interest revenue resulting from increased tax arrears balances. Revenue from penalty and interest charges is dependent on outstanding tax balances and economic conditions affecting taxpayers' ability to pay. Current arrears levels are trending above historical averages, resulting in revenues exceeding budget expectations
Supplementary Taxes	(300,000)	U	The projected unfavourable variance is primarily driven by lower-than-budgeted supplementary tax revenue resulting from reduced supplementary and omitted assessment growth. Supplementary tax revenue is generated from new property assessments, largely from completed residential and commercial condominium developments, as well as renovations and improvements to existing properties. Assessment information from MPAC has been received more slowly than anticipated as MPAC continues to transition to a new assessment system, resulting in lower assessment growth than forecasted. While additional assessment growth is expected later in the year, supplementary tax revenue is projected to remain below budget.
Payment in Lieu of Taxes	-		
Other Revenues	-		
Tax Revenues	-		
Total Corporate Revenues	**$ 700,000**	**F**	
Total Corporate Expenditures & Revenues	**$ 400,203**	**F**	
Net City Tax Levy	**$ 1,896,563**	**F**	

Recommendation Report Summary

SUBJECT: Municipal Consent By-law update

TO: Committee of the Whole

FROM: Public Works

Engineering Services

Report Number: PWS-25-26

Wards Affected: All

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

Recommendation

Enact a by-law substantially in the form attached as Appendix A to public works report PWS-25-26, being a by-law to repeal and replace By-law 65-2021, The City of Burlington Municipal Consent By-law, with a new Municipal Consent By-law.

Executive Summary

Purpose of report:

- This report recommends repealing and replacing The City of Burlington Municipal Consent By-Law 65-2021 with an updated Municipal Consent By-Law that aligns with current City legislative authority, practices, and operational requirements.

Key findings:

- **Modernized Regulatory Framework:** The proposed by-law updates offence and penalty provisions, enhancing the City's authority to refuse permits and impose penalties in cases of non-compliance.
- **Revised Definitions:** The definitions have been refined to support consistent interpretation for staff, applicants and the public.
- **Operational Improvements:** The proposed by-law introduces more detailed operational requirements, resulting in a more transparent and consistent permitting framework.

- **Strengthened Enforcement:** Enforcement provisions have been aligned with other City By-laws and established best practices to support more effective management of permitting.
- **Improved Readability:** The proposed by-law has been re-organized and updated to improve clarity for staff, applicants and the public.
- **Transition to the Proposed By-law:** The proposed by-law includes provisions to transition to the new by-law when the existing by-law is repealed, ensuring this happens in an orderly way.

Implications:

- The updated Municipal Consent By-law establishes a modernized and enhanced permitting framework to support the effective management and regulation of construction and occupancies on City rights-of-way and other City property.

Background

The existing Municipal Consent By-law, enacted in 2021, has served the City well, but requires updating to reflect modern operational practices, improve readability and clarify definitions, and align with current legislative authority. The proposed by-law updates the existing by-law, enhancing usability and strengthening the City's ability to effectively regulate work within its rights-of-way and other City property.

Analysis

A review of the existing Municipal Consent By-law identified several areas requiring updates and enhancements to improve overall effectiveness, including to strengthen its operational and enforcement framework. The by-law underwent a comprehensive review and was updated to align with applicable legislation, current City practices and industry best practices. The resulting revisions refine definitions, enhance permit and operational requirements, strengthen enforcement provisions, and more effectively manage work within the City's rights-of-way and other property.

Benefits:
The proposed updates improve overall structure and readability of the by-law. Definitions have been refined to support consistent interpretation and application by staff, applicants, and the public.

The by-law also introduces more detailed operational requirements, resulting in a more transparent, consistent and rigorous permitting framework.

In addition, the offence and penalty provisions have been updated, and the City's authority to refuse permits and impose penalties in cases of non-compliance has been enhanced.

Enforcement provisions have been strengthened and aligned with other City By-laws and established best practices to support more effective management of permitting.

The proposed by-law includes provisions to transition to the new by-law when the existing by-law is repealed, ensuring this happens in an orderly way.

A Municipal Consent Manual has also been developed as a companion Manual to the revised Municipal Consent By-Law, providing applicants with guidance to help navigate the permitting process and improve understanding of permit requirements and procedures. An

electronic application form has also been created to streamline the applicants experience, improve submission efficiency, and ensure all required information is provided at the time of application.

Collectively, these changes enhance City's ability to effectively regulate and manage work within the right-of-way and other City property.

Considerations:
These enhancements to the by-law will support both staff and the applicants in navigating permitting with greater ease. Strengthened language within the by-law will also enable staff to address non-compliance in a more efficient and effective manner.

Community Engagement and Communications:
The updated by-law will be posted on the City's website, and referenced within the municipal consent permit application.

Recommendation Details

The repeal and replacement of the Municipal Consent By-law 65-2021 with an updated Municipal Consent By-law is recommended to enhance the City's ability to manage and regulate construction and construction-related occupancies within the City's rights-of-way and other City property. The proposed update is an important step in modernizing and strengthening the regulatory framework and enforceability of the by-law, while improving its overall readability and clarity. The updated by-law also introduces more detailed permit and operational requirements, supporting a more consistent, transparent and effective permitting process. Approval of the proposed by-law is recommended to support improved regulatory oversight, risk management, and service delivery.

Key Dates & Milestones

Not applicable

Implications

The proposed repeal and replacement of the Municipal Consent By-law establishes a modernized and enhanced permitting framework to support the effective management and regulation of construction, and right-of-way occupancies on City rights-of-way and other City property.

References

Municipal Consent By-law 065-2021

Strategic Alignment

- ☑ Designing and delivering complete communities
- ☑ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

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Appendices:

A. Draft Municipal Consent By-law

Draft By-laws for Approval at Council:

- A new Municipal Consent By-law, repealing and replacing the existing Municipal Consent By-law, By-law 65-2021, to be brought forward to Council on Sept 29, 2026.

Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

The Corporation of the City of Burlington

City of Burlington By-law XX-2026

A By-law to regulate (including requiring municipal consent permits) construction, road cuts and occupancies on City rights-of-way and other City property and to repeal By-law 65-2021, The City of Burlington Municipal Consent By-law XXX

Whereas sections 8, 9 and 11 of the *Municipal Act, 2001* authorize a municipality to pass by-laws necessary or desirable for municipal purposes, and in particular, paragraphs 4, 5, 6 and 8 of subsection 11(2) and authorize by-laws respecting public assets of the municipality, the economic, social and environmental well-being of the municipality, the safety and well-being of persons and the protection of persons and property;

And whereas paragraph 1 of subsection 11(3) and section 27 of the *Municipal Act, 2001* authorize a municipality to pass by-laws in respect of the rights-of-way under its jurisdiction;

And whereas section 35 of the *Municipal Act*, *2001* authorizes a municipality to pass by-laws removing or restricting the common law right of passage by the public over a highway and the common law right of access to the highway by an owner of land abutting a highway;

And whereas a municipality is responsible for ensuring that when work is done and equipment is installed on, in or under their rights-of-way and other municipal property,

- persons are protected from injury;
- property is protected from damage; and
- disruption is minimized for those using rights-of-way, other municipal property and abutting properties;

And whereas Part XII of the *Municipal Act, 2001* authorizes a municipality to impose fees or charges on persons;

And whereas Part XIV of the *Municipal Act, 2001* authorizes a municipality to: create offences; establish fines; impose administrative penalties; exercise powers of entry; make orders requiring persons who contravene a by-law to discontinue an activity or to do work; and take remedial action;

Now therefore the Council of the City of Burlington enacts:

PART 1 - DEFINITIONS

1.1 For the purposes of this By-law,

“administrative penalty” means a penalty amount set out in Schedule A of the Administrative Penalties By-law for a contravention of this By-law;

“applicable fees” includes fees set out in the Rates and Fees By-law;

“applicant” means Halton Region, if Halton Region is responsible for the work, or the utility company, commission, agency, or private entity that is responsible for the work;

“authorized agent” means a person authorized in writing by an applicant to act on their behalf, including to apply for a municipal consent permit, apply for an extension, notify the Director and receive notice from the Director;

“City” means The Corporation of the City of Burlington or its geographic boundaries as the context requires;

“City property” means any property owned or otherwise controlled by the City not including a right-of-way;

“City Standards” means standards or other requirements established by the Director under this By-law and any other applicable City specifications and other requirements, including by-laws;

“Council” means the City council;

“Director” means the Director of Engineering Services or their designates;

"emergency work" means work required to reduce or eliminate a situation that is resulting in or an impending situation that could result in serious harm to persons or substantial damage to property, including but not limited to the loss of an essential service or damage to plant;

“essential services” include the supply of natural gas, steam, electricity or water, the disposal of water or sewage, traffic control infrastructure and the provision of communication services for 911, financial transactions, business networks and the internet;

“excavation” means breaking, digging up, tearing up, tunneling, boring, coring, attaching to, cutting into or removing of any portion of the surface or subsurface of a right-of-way or City property, including but not limited to any pavement, sidewalks, curbs, gutters, boulevards or medians;

“municipal consent permit” or **“permit”** means a permit issued by the Director under this By-law authorizing work within a right-of-way or City property;

"Municipal Law Enforcement Officer" means any person authorized by the City or the Director to enforce the City’s by-laws;

“non-compliant plant” means plant that is not installed in accordance with this By-law, City Standards, or the conditions of any approval that applies to the installation, maintenance or removal of the plant;

“penalty order” means a penalty order as defined in the Administrative Penalties By-law;

"permit holder" means an applicant who has been issued a municipal consent permit;

“plant” includes any poles, cables, pipes, conduits, ducts, pedestals, regulators, antennas,

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towers, wires, amplifiers, vaults, maintenance holes, hand holes, support structures and/or other appurtenances or ancillary facilities or structures used for the provision of telecommunications, internet, energy, water, wastewater, steam, fuel and/or other materials. Any encasement, steel plating or other non-excavatable material is deemed to be part of the plant;

"right-of-way" means a highway under the jurisdiction of the City in accordance with the *Municipal Act, 2001*, and a right-of-way includes the entire area between the lateral property lines of the highway. The terms "highway", "road", "road allowance" and "street" or any similar term, if used, have the same meaning as "right-of-way";

"travelled portion of the right-of-way" means the part of the right-of-way that is improved for the use of vehicles;

"within" means on, in, over, above, under, across or along, as applicable in the circumstances; and

"work" means activities involving equipment that affect a right-of-way or City property and includes any excavation, construction, or installation, repair, replacement or extension of plant within a City property, unless the context requires otherwise.

PART 2 – GENERAL MATTERS

Short Title

2.1 This By-law may be referred to as the Municipal Consent By-Law.

Application

2.2 This By-law applies to all rights-of-way and City property in the City.

2.3 This By-law does not apply to work done by the City's employees, agents or contractors.

2.4 The Director may waive the application of all or part of this By-law if they are satisfied that the work is adequately regulated by an agreement with the City or another form of approval given by the City.

Access to Information

2.5 Information submitted under this By-law, including all information submitted for any permit, may be made available to any member of the public on request, subject to the *Municipal Freedom of Information and Protection of Privacy Act*.

Administration

2.6(1) The Director is authorized to negotiate and enter into agreements with respect to work as required to ensure compliance with this By-law, City Standards, and to generally protect the City's interests.

(2)(a) The Director is authorized to administer this By-law and establish and administer any practices, policies or procedures necessary to implement this By-law and may amend such practices, policies or procedures from time to time, as the Director deems necessary, without amendment to this By-law.

(b)1. The Director's authority under paragraph 2.6(2)(a) includes but is not limited to establishing and administering a suspension procedure. If the Director determines that a person has failed to comply with this By-law or a municipal consent permit the Director may, in accordance with the suspension procedure, suspend that person from doing work within the right-of-way or other City property for a specified period of time.

2. Under subparagraph 4.5(2)(c)1, an application that is submitted by a person who is suspended or includes a contractor who is suspended may be refused by the Director.

(3) The Director is authorized to prescribe all forms necessary to implement this By-law and may amend such forms from time to time, as the Director deems necessary, without amendment to this By-law.

(4) The Director is authorized to enforce this By-law, including but not limited to arranging for,

(a) the assistance or work of City staff, City agents or the assistance of police officers;

(b) the making of orders or other requirements and the imposition of conditions as authorized under this By-law;

(c) the obtaining of court orders or warrants as may be required; and

(d) the commencement of such actions on behalf of the City to recover costs or restrain contravention of this By-law as they deem necessary.

2.7 The Director may assign Municipal Law Enforcement Officers to enforce this By-law and Municipal Law Enforcement Officers so assigned or appointed by Council to enforce this By-law shall have the authority to,

(1) carry out inspections;

(2) make orders or other requirements as authorized under this By-law and City Standards; and

(3) give immediate effect to any orders or other requirements made under this By-law or City Standards.

2.8 The Director may assign duties or delegate tasks under this By-law to be carried out in the Director's absence or otherwise.

Conflicts

2.9 This By-law does not mitigate any applicable restrictions or regulations imposed by the City or by any governmental authority having jurisdiction to make such restrictions or regulations.

2.10 If there is a conflict between any provision of this By-law and a provision of another City by-law, the provision that applies is the one that establishes the higher standard,

(1) to protect the health and safety of the public; and/or

(2) to maintain the right-of-way or City property in accordance with all applicable legislation, by-laws or other legal requirements and/or in a clean and tidy condition.

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Transition

2.11 By-law 65-2021, The City of Burlington Municipal Consent By-law, is repealed.

2.12 Despite its repeal, By-law 65-2021 continues to apply to, and this By-law does not apply to,

(1) any permit issued under By-law 65-2021 before its repeal;

(2) any contravention of By-law 65-2021 that occurred before its repeal;

(3) any order or other requirement made under By-law 65-2021 before its repeal

(4) any proceeding, including a prosecution, commenced under By-law 65-2021 before its repeal; or

(5) any fee or other cost incurred under By-law 65-2021 before its repeal.

2.13 If a municipal consent permit application has been submitted and the permit has not been issued before By-law 65-2021 is repealed, the permit application shall be processed in accordance with this By-law.

Severability

2.14 If a court of competent jurisdiction declares any provision or part of a provision of this By-law invalid, the provision or part of a provision is deemed severable from this By-law, and it is the intention of Council that the remainder of this By-law shall continue in effect.

Coming into Force

2.15 This By-law comes into force on the date it is passed.

PART 3 – GENERAL RESPONSIBILITIES

3.1(1) No person, including Halton Region, a utility company, commission, agency or private entity or their employee, agent or contractor, shall do or permit any work to be done within a right-of-way or City property without first obtaining a municipal consent permit in accordance with this By-law and City Standards.

(2) Despite subsection 3.1(1), emergency work may be done without first obtaining a municipal consent permit if the person doing the emergency work,

(a) notifies the Director no later than 48 hours after the emergency work has started;

(b) applies for a permit as soon as possible after the Director is notified that the emergency work has started; and

(c) does only the emergency work that is necessary to deal with the emergency.

3.2 No person, including a permit holder or their employee, agent or contractor shall do or permit work to be done that is not in compliance with this By-law, including an order or other requirement made under this By-law, City Standards, and all conditions of a municipal consent permit.

3.3 While the work authorized by a municipal consent permit is being done, the permit holder shall ensure that the permit is readily available at the work site and is produced at the

request of the Director or a Municipal Law Enforcement Officer.

3.4 Every person, including Halton Region, a utility company, commission, agency or private entity or their employee, agent or contractor, doing work shall comply and ensure compliance with all applicable statutes, regulations, standards, codes, by-laws and similar requirements.

3.5 Every person, including Halton Region, a utility company, commission, agency or private entity or their employee, agent or contractor, doing work shall, at all times, maintain and ensure the maintenance of a right-of-way affected by the work in a condition that allows the safe passage of vehicular, pedestrian and cycling traffic.

3.6 Every person, including Halton Region, a utility company, commission, agency or private entity or their employee, agent or contractor, doing work within a right-of-way or City property which requires an excavation shall submit or ensure the submission of a request to Ontario One Call to locate and mark underground infrastructure prior to the start of any work, in accordance with the *Ontario Underground Infrastructure Notification System Act, 2012*.

PART 4 – MUNICIPAL CONSENT PERMIT APPLICATIONS

4.1 An applicant shall submit a completed application for a municipal consent permit to the Director that meets all the requirements of City Standards and includes,

(1) the name, municipal address, telephone number and email address of the Halton Region office or the utility company, commission, agency or private entity that is responsible for the work;

(2) if an authorized agent is applying on behalf of the applicant,

(a) the authorized agent's name, municipal address, telephone number and email address; and

(b) written authority from the applicant authorizing them to make the application;

(3) the name, position, telephone number and email address of an individual contact, available at all times while the municipal consent permit is in effect;

(4) if the individual contact is not the same person as the most senior field personnel assigned to oversee the work, the name(s), telephone number(s) and email address(es) of these personnel;

(5) the name(s), telephone number(s) and email address(es) of the contractors doing the work;

(6) a description of the type, purpose and location of the work including the name(s) of the right(s)-of-way affected, the municipal address(es) of the City property affected and the municipal addresses of any other property(ies) affected;

(7) the scheduled start date of the work and length of time estimated to complete the work;

(8) any proposed partial or full closure of a lane of the travelled portion of a right-of-way, bicycle lane, multi-use path or sidewalk;

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(9) the need for any removal or bagging of a parking pay station, prohibition of curb parking, relocation of a bus stop, change to pavement markings or change to a traffic control device, including a temporary adjustment to traffic control signal timing or interference with a traffic signal loop;

(10) whether the work is emergency work and, if it is, the nature of the emergency;

(11) an indemnity and waiver with respect to the work that is satisfactory to the Director;

(12) evidence of insurance coverage and WSIB clearance certificate(s) satisfactory to the Director;

(13) an agreement with the City with respect to the work if required by the Director;

(14) revised or additional information, as required by the Director, to determine if the municipal consent permit should be issued; and

(15) payment of the applicable fees in a manner as required by the Director.

4.2(1) In addition to the items that may be required by the Director under section 4.1, the Director may require the applicant to pay a financial security to secure the satisfactory completion of the work authorized by the municipal consent permit and compliance with the conditions of the permit.

(2) The financial security shall be in an amount determined by the Director, who will consider the costs that may be incurred by the City if the work authorized by the municipal consent permit is not completed as authorized by the permit or the conditions of the permit are not complied with.

(3)(a) If the amount of the financial security exceeds any costs incurred by the City, then, on satisfactory completion of the work authorized by the municipal consent permit and following a warranty period of two years or as determined by the Director, the difference between the financial security and those costs, if any, will be refunded to the permit holder, provided that the permit holder, no earlier than one month before the expiry of the warranty period, submits a request, using the prescribed form, to the Director for the refund.

(b) When the request for a refund is from an authorized agent, it shall include the authorization of the permit holder and the authorization shall indicate whether the permit holder or the authorized agent is to receive the refund.

(4) If the amount of the financial security is less than costs incurred by the City, if any, the permit holder shall pay the difference within 30 days of receipt of an invoice from the City.

(5)(a) A financial security will forfeit to the City if a request for a refund is not submitted to the Director by the permit holder in accordance with subsection 4.2(3).

(b) A financial security that is forfeited to the City will be placed into an account related to right-of-way construction and/or maintenance.

(6) The City will not pay interest on any financial security it holds under this section.

(7) In this section, “costs incurred by the City” may include any costs resulting from the work done or permitted to be done by the permit holder that have not been paid as

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determined by the Director.

4.3 The Director may issue a municipal consent permit after receipt of a completed application, including any revised or additional information required by them, and the applicable fees.

4.4 In making their decision to issue or refuse a permit, the Director shall have regard to City Standards.

4.5 The Director may refuse a municipal consent permit including if any one or more of the following circumstances apply,

(1) the application for a permit,

(a) is incomplete or inaccurate;

(b) is not in compliance with this By-law or City Standards; or

(2) one or more of the following circumstances applies,

(a) there is no available space to accommodate the proposed work;

(b) the proposed work conflicts materially with other existing or planned work that has already been approved for another applicant or the City; or

(c) the person who will be responsible for the proposed work or a person who will be doing the proposed work:

1. is suspended in accordance with a suspension procedure established under paragraph 2.6(2)(b); or

2. has not paid any amount owing, including a fine, penalty or court awarded costs resulting from a legal proceeding, related to this By-law or City Standards.

4.6 A municipal consent permit expires,

(1) on the date the work is completed or as set out in the permit, whichever comes first; or

(2) on notice of revocation by the Director.

4.7(1) If the work authorized by a municipal consent permit will not be completed before the permit expires under subsection 4.6(1), the permit holder or their authorized agent may apply for an extension not less than seven days prior to the expiry date.

(2) The Director may approve an application for an extension having regard to,

(a) the work to be completed during the extension;

(b) the progress of the work up until the date of the application;

(c) the performance of the permit holder up to the date of the application;

(d) any potential conflict that may result from the extension with other planned or ongoing work;

(e) the safety and convenience of the public; and

(f) anything else the Director deems to be applicable and appropriate.

(3) A permit holder or their authorized agent cannot apply for more than one extension and shall make a new application under sections 4.1 and 4.2 for any other continuation or resumption of work started under an expired permit.

PART 5 – MUNICIPAL CONSENT PERMIT CONDITIONS

5.1 All municipal consent permits are subject to the following conditions.

Validity, Suspension and Revocation of a Permit

(1) A municipal consent permit is valid only during the dates and times specified in the permit, which shall be determined by the Director.

(2) The Director may immediately suspend or revoke the municipal consent permit when, in their opinion,

(a) the suspension or revocation is necessary in an emergency situation of immediate threat or danger to a right-of-way, a City property, any property abutting a right-of-way or City property, or to any person;

(b) the permit holder or their employee, agent or contractor,

1. has failed to comply with the conditions of a permit, this By-law, including an order or other requirement made under this By-law, or City Standards;

2. has failed to notify the Director immediately of any of the changes referred to in subsection 5.1(8);

3. has failed, within 30 days after the issuance of the permit, to start the work;

4. has substantially discontinued the work for a period of more than 30 days;

5. has provided false or inaccurate information in the application for the permit; or

6. has failed to comply with any applicable statutes, regulations, standards, codes, by-laws, or similar requirements.

(3) The Director may notify a permit holder of the suspension or revocation of a municipal consent permit under subsection 5.1(2) in-person, by telephone or by email in accordance with the contact information provided in the permit application.

General Conditions

(4) A municipal consent permit is the property of the City and is not transferable.

(5) The permit holder shall,

(a) give the Director notice of the date the work will start at least five days in advance and confirm who will be doing the work;

(b) give the Director notice of the date the work has been completed no more than five days after completion;

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(c) produce a copy of the permit at the work location on demand and, if required by the Director, by posting one or more copies of the permit at a conspicuous place or places at the work location;

(d) permit the City to inspect the right of way or City property affected by the work at any time;

(e) do the work diligently and in a manner consistent with industry best practices including without limiting,

1. taking proper precautions to protect persons from injury and property from damage including ensuring at all times they have appropriate insurance coverage;

2. damaging the right-of-way or City property and all existing plant as little as possible;

3. restoring the right-of-way and City property at least to the condition it was in before the work started or any emergency occurred; and

4. paying all applicable fees and costs.

(6) All costs associated with the work, including all applicable fees, shall be paid by the permit holder.

(7) The Director may, as they consider advisable,

(a) impose any additional conditions when issuing a municipal consent permit; or

(b) alter, revoke or impose new conditions on a municipal consent permit after it has been issued.

Notices to the Director

(8) A permit holder or their authorized agent shall immediately notify the Director of,

(a) any change to the information contained in an application for a permit, including any change to the start or finish dates of the work;

(b) any change to the characteristics of the work for which the permit has been issued; or

(c) the cancellation of all or part of the work.

(9) The Director may require revised or additional information, additional applicable fees, or a new application with respect to a change or cancellation under subsection 5.1(8).

Temporary Repairs, Permanent Restoration and other Work

(10) All temporary repairs, permanent restoration and other work authorized by a municipal consent permit shall be,

(a) completed to the standards prescribed in this By-law, City Standards and as required by the Director no later than the finish date; and

(b) maintained and warranted for a period of two years following completion to

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the satisfaction of the Director.

(11) All costs associated with the maintenance and warranty of a temporary repair, permanent restoration or other work referred to in subsection 5.1(10) shall be paid by the permit holder.

(12) If a permit holder fails or refuses to do work as required under subsection 5.1(10),

(a) the Director may require the permit holder to do the work;

(b) the City may, itself or using a contractor, do the work;

(c) the permit holder shall be solely responsible for the cost of the work, including but not limited to any repair, restoration, maintenance or clean-up of the right-of-way or City property incurred by the City or by the City's contractor;

(d) the Director may deduct any cost for the work that it incurs from a financial security held by the City; and

(e) when the cost of the work incurred by the City exceeds the amount of a financial security held by the City, or no financial security is available, the permit holder shall pay all costs owing to the City within 30 days after receipt of an invoice from the City.

Non-Compliant Plant

(13) When a permit holder, their employee, agent or contractor installs non-compliant plant within a right-of-way or City property,

(a) the Director may require the permit holder to do work to correct or relocate the non-compliant plant;

(b) the City may, itself or using a contractor, do any necessary work to correct or relocate the non-compliant plant;

(c) the permit holder shall be solely responsible for the cost incurred by the City or by the City's contractor doing work to correct or relocate the non-compliant plant;

(d) the Director may deduct any cost it incurs for work required to correct or relocate the non-compliant plant from a financial security held by the City; and

(e) when the cost for the work incurred by the City to correct or relocate the non-compliant plant exceeds the amount of a financial security held by the City, or no financial security is available, the permit holder shall pay all costs owing to the City within 30 days after receipt of an invoice from the City.

PART 6 - OBSTRUCTION OFFENCES, ENFORCEMENT, REMEDIAL ACTION AND COSTS

Obstruction Offences

6.1 Every person is guilty of an offence who,

(1) makes or participates in an assertion of fact in a statement, document or form under this By-law knowing that the assertion is false or misleading;

(2) hinders or obstructs or attempts to hinder or obstruct any person exercising a power or performing a duty under this By-law;

(3) is a director or officer of a corporation and knowingly concurs with actions taken by or on behalf of the corporation in relation to an offence described in subsection 6.1(1) or 6.1(2); or

(4) fails to comply with a requirement made under section 6.3, including but not limited to failing to identify themselves by providing their name and contact information when that information is required for the purposes of an inspection under section 6.2.

Entry and Inspections

6.2 A person authorized to enforce this By-law may enter on land, including private property, at any reasonable time in accordance with the conditions set out in the *Municipal* Act*, 2001*, for the purpose of carrying out an inspection to determine whether or not the following are being complied with,

(1) an order or other requirement under this By-law, including any City Standard;

(2) a municipal consent permit or condition of a municipal consent permit; or

(3) an order made under section 431 of the *Municipal Act, 2001*.

6.3 For the purposes of the inspection under section 6.2, and in accordance with the conditions set out in section 436 of the *Municipal Act, 2001*, a person authorized to enforce this By-law may,

(1) require the production for inspection of documents or things relevant to the inspection;

(2) inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;

(3) require information from any person concerning a matter related to the inspection; and

(4) alone or in conjunction with a person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purpose of the inspection.

6.4 Any person authorized to enforce this By-law may conduct an inspection pursuant to an order issued by a provincial judge or justice of the peace under section 438 of the *Municipal Act, 2001* in accordance with the conditions set out in that section, when they have been prevented or are likely to be prevented from carrying out an inspection.

Orders

6.5 If a Municipal Law Enforcement Officer is satisfied that a contravention of this By-law or a municipal consent permit condition has occurred, they may make an order requiring

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the person who contravened the By-law or municipal consent permit condition, or who has caused or permitted the contravention, to discontinue the contravening activity.

6.6 An order under section 6.5 shall set out,

(1) reasonable particulars of the contravention adequate to identify it and the location of the premises on which the contravention occurred; and

(2) the date or dates by which there shall be compliance with the order, which may be of immediate effect should the Municipal Law Enforcement Officer determine that the circumstances warrant this.

6.7 If a Municipal Law Enforcement Officer is satisfied that a contravention of this By-law or a municipal consent permit condition has occurred, they may make an order requiring the person who has contravened this By-law or the municipal consent permit condition, or who has caused or permitted the contravention, to do work to correct or rectify the contravention.

6.8 An order under section 6.7 shall set out,

(1) reasonable particulars of the contravention adequate to identify the contravention and the location of the premises on which the contravention occurred;

(2) the work to be completed by the person who caused or permitted the contravention to rectify it, which may include but is not limited to requiring that before starting any work, all necessary permits or other approvals be applied for and obtained;

(3) the date or dates by which the work required by the order shall be completed;

(4) notice that if the work is not completed in compliance with the order, then the work may be done at the expense of the person ordered to do the work; and

(5) contact information for the City's representative.

6.9 An order under this By-law may require the permit holder, their employee, agent or contractor, or any other person who caused or permitted the contravention, to pay a compliance inspection fee, or any other applicable fees by a date and time specified by in the order.

6.10 Without limiting sections 6.5 and 6.7, an order under those sections may include a requirement that work be stopped until such time as measures are taken to correct or rectify the contravention.

6.11 When a time frame is set out in an order or other requirement for carrying out any action, a Municipal Law Enforcement Officer may extend the time for compliance beyond the established time frame provided such extension is required and is acceptable to the Municipal Law Enforcement Officer.

6.12 If a Municipal Law Enforcement Officer is satisfied that a contravention of this By-law or a municipal consent permit has occurred, the permit holder, if any, shall be presumed to have caused or permitted the contravention, which presumption may be rebutted by the permit holder by means of evidence to the contrary on a balance of probabilities.

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Remedial Action and Costs

6.13 Every person who contravenes a provision of this By-law or fails to comply with an order or other requirement made under this By-law, including a condition of a municipal consent permit, is responsible for all costs incurred by the City related to the contravention.

6.14 When a person does not comply with an order or other requirement, including a condition of a municipal consent permit, to do a matter or thing, the Director, with such assistance of others as may be required, may carry out the order or other requirement at the person's expense.

6.15 When the costs of doing a matter or thing under section 6.14 are estimated to be:

(1) up to but not including $100,000, the Director may proceed without further approval and in accordance with the Procurement Policy By-law; or

(2) $100,000 or greater, the Director may proceed with approval of an authorized person or of Council and in accordance with the Procurement Policy By-law.

6.16 The City may recover the costs of doing a matter or thing under section 6.14 by means of any one or more of:

(1) bringing an action;

(2) adding the costs to the tax roll and collecting them in the same manner as property taxes and such costs shall include an annual interest rate of 15% starting on the day the City incurs the costs and ending on the day the costs, including the interest, are paid in full;

(3) realizing on a financial security provided for this purpose; or

(4) charging a fee.

6.17 The amount of the City's costs, including interest to the date payment is made in full, constitutes a lien on the land of the person who is responsible for the costs, on the registration of a notice of lien on the land.

PART 7 - *PROVINCIAL OFFENCES ACT* OFFENCES

7.1 All contraventions of any provision of this By-law or an order or other requirement made under this By-law, including a condition of a municipal consent permit, are designated as multiple offences and continuing offences.

7.2 Every person who contravenes any provision of this By-law or an order or other requirement made under this By-law, including a condition of a municipal consent permit, is guilty of an offence and on conviction under Part I of the *Provincial Offences Act* is liable to a fine as set under section 91.1 of that Act or such other fine as the court considers appropriate, in accordance with the *Provincial Offences Act*.

7.3 Every person who contravenes any provision of this By-law or an order or other requirement made under this By-law, including a condition of a municipal consent

permit, is guilty of an offence and on conviction under Part III of the *Provincial Offences Act* is liable to a fine as follows,

(1) a person, other than a corporation, is liable to a fine of not less than $250 and not more than $100,000 for a first conviction and to a fine of not less than $500 and not more than $100,000 for a subsequent conviction;

(2) a person that is a corporation is liable to a fine of not less than $350 and not more than $100,000 for a first conviction and to a fine of not less than $500 and not more than $100,000 for a subsequent conviction;

(3) for a continuing offence, a person, including a person that is a corporation, is liable to a fine, for each day or each part of a day that the offence continues, of not less than $500 and not more than $10,000 and the total of all the daily fines is not limited to $100,000;

(4) for a multiple offence, a person, including a corporation, is liable to a fine, for each offence included in the multiple offence, of not less than $500 and no more than $10,000 and the total of all fines for each included offence is not limited to $100,000.

7.4 An officer or director of a corporation who knowingly concurs in a contravention by the corporation of any provision of this By-law or an order or other requirement made under this By-law, including a condition of a municipal consent permit, is guilty of an offence and is liable to a fine set out in subsections 7.3(1), (3) or (4).

7.5 Every person, including a person that is a corporation, who contravenes any provision of this By-law or an order or other requirement made under this By-law, including a condition of a municipal consent permit, is liable to a special fine, which may exceed $100,000, in an amount that eliminates or reduces any economic advantage or gain from the contravention and the special fine may be in addition to a fine set out in sections 7.3 and 7.4.

7.6 When a person has been convicted of an offence, the court in which the conviction has been entered and, subsequently, any court of competent jurisdiction, may, in addition to any other remedy and to any penalty imposed by this By-law, make an order prohibiting the continuation or repetition of the offence by the person convicted.

PART 8 - ADMINISTRATIVE PENALTIES

8.1 Every person who contravenes a provision of this By-law or an order or other requirement made under this By-law, including a condition of a municipal consent permit, who is not charged with a *Provincial Offences Act* offence, may be issued and served with a penalty order.

8.2 Every person who is issued and served with a penalty order for a contravention of a provision of this By-law or an order or other requirement made under this By-law, including a condition of a municipal consent permit, is liable to pay an administrative penalty, and any associated administrative fees, as provided for by the Administrative Penalties By-law.

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PART 9 - NOTICE

9.1 Any notice of any type given by the Director or the City under this By-law, including an order, may be given as set out in this By-law or,

(1) personally;

(2) by posting it on the recipient's private property;

(3) by email to the recipient's last known email address; or

(4) by registered or regular mail, courier or hand delivery addressed to the recipient's last known address.

9.2 Notice given by the means listed in section 9.1 shall be deemed to be effective:

(1) on the date it is personally given, posted on the recipient's property, delivered by courier, or hand delivered;

(2) on the date the email is sent; or

(3) on the fifth day after the date of mailing by registered or regular mail.

9.3 Any notice of any type given by a permit holder or their authorized agent to the City, the Director or a Municipal Law Enforcement Officer shall be given in-person, by telephone or by email using the contact information that has been provided to the permit holder or their authorized agent.

Passed this 29th day of September, 2026.

Mayor Marianne Meed Ward _____

City Clerk Michael de Rond _____

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Recommendation Report Summary

SUBJECT: Spruce Avenue area renewal – road closure extension

TO: Committee of the Whole

FROM: Public Works

Engineering Services

Report Number: PWS-33-26

Wards Affected: 4

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

Recommendation

Authorize the extension of the approved road closure on Spruce Avenue between Shoreacres Road and Goodram Drive (ES-26-05) until completion of the trenchless watermain construction, anticipated to be December 2026, as outlined in public works report PWS-33-26.

Executive Summary

Purpose of report:

- To seek authorization to extend the road closure on Spruce Avenue between Shoreacres Road and Goodram Drive until completion of the trenchless watermain construction, anticipated to be December 2026.

Key findings:

- Supply chain challenges have delayed the delivery of the concrete pressure pipe required for the trenchless watermain installation at Shoreacres Creek on Spruce Avenue.

Implications:

- Council approved the closure of Spruce Avenue from June to September 2026, through Report **PWS-14-26**. Due to the delay in delivery of concrete pressure pipe, the road closure will be extended until completion of the trenchless watermain installation, anticipated to be December 2026.
- There are no financial implications for the City of Burlington. Any additional costs associated with the extended road closure will be borne by Halton Region.

Background

The Spruce Avenue Area Renewal Project includes renewal of City of Burlington right-of-way assets including asphalt, curb, sidewalks, street lighting and storm infrastructure. The project is being delivered jointly with Halton Region and includes replacement of the watermain along Spruce Avenue between Walkers Line and Goodram Drive.

During the design phase, several construction methods were evaluated for installing the new watermain across Shoreacres Creek, including both open-cut and trenchless techniques. Following a detailed assessment of risks, environmental impacts, and constructability, trenchless methods were identified as the preferred solution. Trenchless pipe installation requires the excavation of tunnelling shafts on either side of the creek to facilitate the operation. Due to the location of existing underground utilities and mature trees within the boulevard, the tunnelling shafts had to be located within the travelled lanes, necessitating a closure of Spruce Avenue between Shoreacres Road and Goodram Drive. Based on the nature of the operation, a 10-week road closure was anticipated to be required between June and September 2026.

On April 21, 2026, Council approved Report **PWS-14-26**, authorizing the construction tender award and closure of Spruce Avenue.

The watermain pipe utilized for the trenchless operation is concrete pressure pipe and is distinct from that used elsewhere on the project. Following best practices, the contractor ordered the required pipe materials immediately following contract award in April 2026. Spruce Avenue was closed and excavation of the tunnelling shafts commenced in late June 2026, anticipating delivery of the pipe materials in August, 2026.

Analysis

In late July 2026, the contractor was informed that delivery of the concrete pressure pipe would be delayed until October 2026 due to material shortages. There is only one Canadian manufacturer for the specified concrete pressure pipe, as such an alternate supplier is not an option. As a result, the trenchless watermain installation has been delayed, and an extension of the road closure is required until the operation can be completed and Spruce Avenue can be restored to a condition that is safe for road users. It is anticipated that the road will be re-opened in December 2026.

The City project team continues to coordinate with the contractor and Halton Region to expedite the trenchless operation and open Spruce Avenue as soon as practical.

The existing detour route will be maintained for the duration of the closure.

Recommendation Details

Extend the approved road closure on Spruce Avenue between Shoreaces Road and Goodram Drive until completion of the trenchless watermain construction, anticipated to be December 2026.

Key Dates & Milestones

- Construction of ES-26-05, Spruce Avenue Area Renewal, commenced in May 2026
- Spruce Avenue between Shoreacres Road and Goodram Drive was closed on June 29, 2026
- The public was notified of the extension to the road closure in late August 2026.
- Spruce Avenue is anticipated to re-open in December 2026.
- Completion of ES-26-05, Spruce Avenue Renewal, is anticipated in Summer 2027.

Implications

There are no financial implications for the City of Burlington. Any additional costs to be covered by Halton Region.

References

PWS-14-26 – Tender Award – ES-26-05 – Spruce Avenue Area Renewal

Strategic Alignment

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

Author:

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Appendices:

n/a

Draft By-laws for Approval at Council:

n/a

Notifications:

n/a

Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

Information Report Summary

SUBJECT: Aldershot GO Transit Oriented Community (TOC) update

TO: Committee of the Whole

FROM: Development and Growth Management
Community Planning

Report Number: DGM-50-26

Wards Affected: 1

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

Recommendation:

Receive for information development and growth management report DGM-50-26 regarding Aldershot GO Transit Oriented Community (TOC) update.

Executive Summary

Purpose of report:

- The purpose of this report is to provide an overview of the Aldershot GO MTSA Transit Oriented Community (TOC) Step 1 submission by Infrastructure Ontario (IO) located at 121 Masonry Court and transmit comments from internal departments, other levels of government and external agencies compiled by staff and submitted to IO, to ensure Council and the public are aware of progress on the TOC concept.

Key findings:

- Staff have reviewed the Aldershot GO TOC Step 1 submission by IO including a detailed overview and analysis of the City's planning policy, regulation and development standards, as well as technical review from internal departments and external agencies. See Appendix A of this report for the comment package provided to IO on August 10, 2026.
- Staff have compiled comments into 10 key themes of feedback, in addition to detailed comments from internal departments, other levels of government and external agencies.
- In staff's opinion, the proposed TOC development currently does not align with Council's vision for the Aldershot GO MTSA, and the Aldershot GO Central and Mid-Rise Residential precincts, as outlined in Official Plan Amendment 2.

Background

Infrastructure Ontario's Transit-Oriented Community (TOC) Program

As noted on Infrastructure Ontario's Transit-Oriented Communities webpage, the objective of Transit-Oriented Communities is to create more complete communities around major transit stations. They often combine housing, jobs, retail, public space and community amenities together in a neighbourhood and encourage walking and biking. The goal of TOCs is:

- more transit ridership and less traffic congestion
- more housing supply (including affordable housing) and jobs
- to bring retail and community amenities close to transit stations for easier access
- offset the cost of station construction, saving taxpayers money

IO is leading the Aldershot GO TOC proposal on behalf of the Province, through the Ministry of Infrastructure's Transit-Oriented Communities program. The Province, as the land owner, is responsible for determining how the proposal moves through the planning approval process.

The City of Burlington's role is to review and make recommendations and how City interests can best be addressed. City staff will assess the proposal from a municipal planning, transportation, infrastructure, urban design, community services and public area standpoint. Staff's role is also to identify issues, opportunities, required studies and any technical matters that need to be addressed.

The Engagement and Feedback Timeline slide from IO's presentation deck, included as Appendix B to this staff report, describes the public facing steps presented at IO's virtual open house on July 7, 2026, including:

- Step 1: First Submission to the City received June 9, 2026
- Step 4: Revised TOC submission to the City estimated for December 2026
- Step 8: Final Submission to City to establish appropriate zoning to facilitate the Aldershot GO TOC proposal in 2027.

The intervening additional steps are not listed and are internal to IO's TOC project process.

Aldershot Transit-Oriented Community (TOC) Step 1 Submission

Since early 2026, City staff have been engaged with IO as part of a technical working group to discuss the Aldershot GO TOC concept and provide preliminary feedback reflecting local planning work and feedback from the community gathered through many years of engagement

with the public through the City's Major Transit Station Areas (MTSA) Area-Specific Planning Project. Preliminary feedback included related policies, provisions and development standards for the site, as set out in Official Plan Amendment (OPA) 2 and the 2024 approved in-principle Community Planning Permit By-law, as well as other topics such as land use compatibility and transportation.

The City of Burlington received the Aldershot Transit-Oriented Community (TOC) Step 1 Submission from the Province, through IO on June 9, 2026. IO's Step 1 is the first TOC submission to the City for review and provide feedback on the proposal. The file was promptly circulated to various internal and external staff/agency members in order to meet the Province's 60 day timeline for comments.

Proposal Details

The TOC proposal is located at 121 Masonry Court owned by Metrolinx within the Aldershot GO Protected Major Transit Station Area (PMTSA). The site is currently vacant and bound to the east by parking associated with the GO Station and to the south and west by existing and proposed residential development. The Step 1 Submission proposes the following:

- The proposed transit-oriented development is comprised of four development blocks, accommodating six towers ranging from 30 to 48 storeys with 2,713 new residential units and approximately 2,100 square meters of at-grade commercial space, generating approximately 80 new jobs in flexible retail and office space
- A 0.5 hectare public park is proposed as well as new plazas and open space
- A total of 1,287 residential parking spaces proposed
- A total of 1,629 bicycle parking spaces at-grade
- A total of approximately 7,978 square meters of interior amenity space and 3,063 square metres of exterior amenity space
- Two new public rights-of-ways and three private roads

The City coordinated the circulation and review of this Step 1 submission among City departments and public agencies. Appendix A of staff report DGM-50-26 provides the comment letter and attachments as a result of staff's review of the proposal, including consolidated technical comments from those circulated for review.

The comment letter sent to IO on August 10, 2026 included the following attachments to provide a detailed overview and analysis of the City's planning policy, regulation and development standards, as well as technical review from internal departments and external agencies:

Component of Appendix A to DGM-50-26	Page Number
Comment Letter	1
Attachment 1: Backgrounder on Burlington Official Plan Policies	20
Attachment 2: Overview of Relevant OPA 2 Policies	25

Attachment 3: Analysis of Proposal Against Approved In-Principle CPP By-law	48
Attachment 4: List of Required Studies and Information	68
Attachment 5: Technical Comments from City and Agencies on Step 1 Submission	79

While the Step 1 Submission was under review by the City, IO hosted the following engagement events in the community:

- July 7, 2026 – Local Advisory Committee Meeting
- July 7, 2026 – A virtual public open house
- July 14, 2026 – A in-person public open house at Central Arena

A copy of the virtual public open house presentation deck is available on IO's Aldershot GO TOC webpage.

Status

Planning staff have reviewed the submitted materials in consideration of the City's Official Plans, urban design guidelines and technical comments provided by other City staff and external agencies, and compiled 10 key themes of feedback. In staff's opinion, the proposed TOC does not align with the Council's vision for the Aldershot GO MTSA, and the Aldershot GO Central and Mid-Rise Residential precincts.

The current concept as submitted exceeds the residential units planned for this MTSA through the City's MTSA Area-Specific Planning Project. At the same time, the concept underdelivers in the creation of space for non-residential uses such as employment, retail, service commercial and public service facilities that are critical elements of Council's vision for the Aldershot GO MTSA to redevelop into a walkable, complete community, particularly for a site within very close proximity to the station. For context, the subject site's existing area represents approximately 6% of the total MTSA land area, but the proposed development represents 22% of the total planned number of residential units and 3% of the total planned jobs for the MTSA. The submission also lacks sufficient information demonstrating how the proposed growth will be supported by infrastructure, relate to its surroundings, and be compatible with the adjacent rail corridor and rail yard.

While additional growth beyond the City's planning targets could be appropriate in some instances, staff are currently not able to conclude that the proposed amount and proportion of residential and non-residential growth are appropriate based on the current submission. The

City's comments highlight the opportunity to adjust the balance of uses to introduce new residents, while also creating more non-residential space to ensure jobs, day-to-day conveniences and public services are available within walking distance. More information and revisions to the concept, including adjustments to the balance of uses provided on site and to the proposed transportation network, have been requested by staff to better align the concept with Council's complete community vision for the Aldershot GO MTSA and ensure that the appropriate infrastructure will be available to support the development.

Staff's key themes of feedback outlined in the comment letter (Appendix A of DGM-50-26) include, but are not limited to, the following:

1. The proposal represents a significant increase in planned people to 2051

2. Proportion of non-residential uses should be increased and opportunities to integrate public service facilities and grocery store uses should be explored

3. A comprehensive plan for the entirety of Metrolinx's lands south of rail line should be provided

4. Consider alternative parkland locations

5. Transportation Impacts, such as:
    a. More non-residential floor area, improvements to surrounding active transportation infrastructure, and a comprehensive TDM and Implementation Strategy are required to achieve planned walking, cycling and transit mode shares
    b. Revisions are recommended and more information is required to ensure that the transportation and active transportation network is functional, safe and accessible
    c. Additional pedestrian connections are recommended, including connections to Grove Park

6. Urban Design: Public Realm, Activated Streets, Built Form Transitions

7. Utilities, Infrastructure, Public Service Facilities and the need for more information on phasing

8. Insufficient information to confirm that the proposed development is compatible with adjacent CN Aldershot Rail Yard and rail corridor

9. A broader mix of unit sizes, tenure and affordability that contributes to the City's housing targets should be provided

10. Analysis of proposal against the Approved In-Principle Community Planning Permit By-law (2024)

See the Comment Letter in Appendix A of DGM-50-26 for a detailed overview of the 10 key themes of feedback. Detailed technical comments provided by city departments and external agencies are contained within Attachment 5 of the comment letter (See page 79 of Appendix A to DGM-50-26).

The comments represent analysis and review based on what was submitted to date through IO's Step 1 submission. In doing so, the City is not endorsing or deciding on the matter, as it is a Provincial project. Staff anticipate a revised (Step 4) submission from IO in December 2026. This submission and revised documents will be circulated and reviewed by City staff and agencies and may result in additional comments and questions.

Staff have advised IO that the City's preference is that this TOC proposal proceed through a local zoning by-law amendment process rather than through a Minister's Zoning Order. The zoning by-law amendment process is a formal public planning process that allows for community input, public reporting and Council consideration.

Conclusion

The City looks forward to continuing to work collaboratively with IO and the project team to advance a high-quality development on this site that will contribute positively to the emerging complete community within the Aldershot GO MTSA and takes advantage of its strategic location adjacent to the Aldershot GO station.

Key Dates & Milestones

- **March 2026** – IO began their ongoing engagement with the City of Burlington
- **June 9, 2026** - Aldershot Transit-Oriented Community (TOC) Step 1 Submission received by the City from the Province, through Infrastructure Ontario (IO)
- **July 7, 2026** – IO held a virtual public open house and Local Advisory Committee Meeting
- **July 14, 2026** – IO held an in-person public open house at Central Arena
- **August 10, 2026** – City of Burlington comments on the Step 1 Submission provided to IO

Implications

- Financial
    - While this report has no immediate financial impact, future costs could depend on the final concept and any impact on surrounding city facilities and infrastructure.

- Legal
  - Staff have reviewed the concept and provided staff with legal advice subject to solicitor client privilege where necessary.

- Human Resources
  - Staff time has been allocated to the review, analysis and compilation of comments on the Aldershot GO TOC Step 1 submission.

- Communications
  - Staff will continue to communicate with IO staff and post updates, when necessary, to the Aldershot GO TOC webpage on the City's Current Development Projects website, as well as report back to Council with future updates.

- Engagement
  - Infrastructure Ontario is leading the proposal on behalf of the Province, through the Ministry of Infrastructure's Transit-Oriented Communities program. The Province, as the land owner, is responsible for engagement and determining how the proposal moves through the planning approval process. To date, IO has hosted one virtual and one in-person public open house regarding the project, held a Local Advisory Committee Meeting and is also leading engagement with Indigenous Communities. City staff will continue to follow IO's engagement program and post updates, when necessary, to the Aldershot GO TOC webpage on the City's Current Development Projects website.

- Climate
  - While the proposed development reflects a compact, mixed use building form and encourages the use of walking, cycling and transit use, city staff have provided comments that the proposal should include more non-residential uses on site to support sustainable modes of travel and a complete community. Further, the City's Urban Design staff have provided comments on the proposal that the submission did not clearly demonstrate how the proposed development meets the requirements of the City's Sustainable Building Guidelines. Additional details in a subsequent submission should confirm alignment with the Guidelines and consider additional sustainable elements and strategies to reduce environmental impacts across the site.

References

Infrastructure Ontario Aldershot GO Transit Oriented Community webpage

- Infrastructure Ontario's Virtual Open House 1: July 7, 2026 - Presentation Deck

Strategic Alignment

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

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Appendices:

A. Comment Letter on Aldershot GO TOC Step 1 Submission dated August 10, 2026
B. Infrastructure Ontario Engagement and Feedback Timeline

Notifications:

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Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

August 10, 2026

Infrastructure Ontario (IO)
Attn: John Taglieri
john.taglieri@infrastructureontario.ca

Aldershot GO Transit-Oriented Community (TOC)
Step 1 Circulation Comments

Site Address: 119 Masonry Court

Property Owner: Metrolinx

Site Area: ~4.2 ha

The City of Burlington received the Aldershot Transit-Oriented Community (TOC) Step 1 Submission from the Province, through Infrastructure Ontario (IO) on June 9, 2026. The file was promptly circulated to various internal and external staff/agency members in order to meet the Province's 60 day timeline for comments.

The TOC proposal is located at 119 Masonry Court owned by Metrolinx within the Aldershot GO Protected Major Transit Station Area (PMTSA). The site is currently vacant and bound to the east by parking associated with the GO Station and to the south and west by existing and proposed residential development. The Step 1 Submission proposes the following:

- The proposed transit-oriented development is comprised of four development blocks, accommodating six towers ranging from 30 to 48 storeys with 2,713 new residential units and approximately 2,100 square meters of at-grade commercial space, generating approximately 80 new jobs in flexible retail and office space
- A 0.5 hectare public park is proposed as well as new plazas and open space
- A total of 1,287 residential parking spaces proposed.
- A total of 1,629 bicycle parking spaces at-grade.
- A total of approximately 7,978 square meters of interior amenity space and 3,063 square metres of exterior amenity space.
- Two new public rights-of-ways and three private roads.

Since early 2026, City staff have been engaged with IO in technical working groups to discuss the TOC concept and provide preliminary feedback reflecting local planning work and feedback from the community gathered through many years of engagement with the public. Preliminary feedback

included comments in related to policies, provisions and development stands for the lands, as set out in Official Plan Amendment (OPA) 2 and the 2024 approved in-principle Community Planning Permit By-law, as well as other topics such as land use compatibility and transportation.

The City has coordinated the review of this Step 1 submission among City departments and public agencies. The following provides a technical review of the proposal, consolidated comments from those circulated for review. In doing so, the City is not endorsing or deciding on the matter, as it is a Provincial project. These comments represent analysis and review based on materials submitted to date through IO's Step 1 submission. Future submissions and revised documents will be circulated and reviewed by City staff and agencies and may result in additional comments and questions.

Staff reiterate that the City's preference is that the proposal go through an local zoning bylaw amendment process which would allow public input, staff review, technical analysis, public reporting and Council consideration.

This letter includes the following attachments to provide a detailed overview and analysis of the City's planning policy, regulation and development standards, as well as technical review from internal departments and external agencies:

- Attachment 1: Backgrounder on Burlington Official Plan Policies
- Attachment 2: Overview of Relevant OPA 2 Policies
- Attachment 3: Analysis of Proposal Against Approved In-Principle CPP By-law
- Attachment 4: List of Required Studies and Information
- Attachment 5: Technical Comments from City and Agencies on Step 1 Submission

Key Themes of Feedback

The Transit-Oriented Community (TOC) proposed by Infrastructure Ontario (IO) is located within the Aldershot GO Protected Major Transit Station Area (PMTSA). Both City and Provincial land use policies plan for the Aldershot GO PMTSA to be a key focus area for intensification in the city. IO's stated goal of their TOC Program is to "build vibrant, mixed use communities that put housing, jobs, retail, public amenities, and entertainment within a short distance of new and existing transit stations." Based on years of public engagement, planning and technical analyses through the MTSA Area-Specific Planning Project (2019-2024) and its predecessor, the Mobility Hubs Study (2017-2018), the City's newly in effect and emerging planning policies also seek to achieve this goal and provide a more detailed vision statement and guidance for future development in the Aldershot GO MTSA along with the City's other protected MTSAs.

Through Official Plan Amendment No. 2 (OPA 2) to the Burlington Official Plan, 2020, the City's emerging planning policies specify that the Aldershot GO MTSA is envisioned to evolve into an urban, complete community that is mixed use, walkable, transit-supportive, highly integrated with the existing surrounding community, and connected to surrounding leisure and recreation opportunities. A general target proportion of 80% residents to 20% jobs is to be achieved across the Aldershot GO MTSA to ensure that the MTSA develops into a walkable, complete community. The subject lands closest the GO station are in the Aldershot GO Central Precinct, an area that is envisioned to be the preeminent destination for major office, retail, and service commercial uses and be a pedestrian-focused area for travelers to arrive in, find amenities and enjoy outdoor spaces. The southern half of the site is within the Mid-Rise Residential Precinct,

where a mix of low to mid-rise building forms are envisioned, as well as a mix of retail, service commercial and employment opportunities and possible opportunities for intervening land uses to support land use compatibility in relation to the CN Aldershot Rail Yard to the north.

The subject site, together with the rest of Metrolinx's lands south of the rail corridor, represent a unique and significant opportunity to contribute to achieving Provincial and City community building objectives, as they include the Aldershot GO Station itself and is the last undeveloped piece of land in the MTSA east of Waterdown Road between Masonry Court and the rail corridor. These lands are also uniquely owned by a public authority rather than a private landowner. Through OPA 2, the City has identified that a comprehensive and detailed planning of the subject site along with the rest of Metrolinx lands to the east, through Tertiary Planning, is necessary to ensure that key complete community elements are planned and provided in a coordinated manner across all of Metrolinx's lands.

There are three Official Plans which apply to the subject lands:

- Parts of the *Burlington Regional Official Plan, 1995 (BROP, 1995)* that apply to Burlington;
- Parts of the *Burlington Official Plan, 1997 (BOP, 1997)*; and
- Parts of the *Burlington Official Plan, 2020 (BOP*, 2020*)*, including as amended by parts of Official Plan Amendment No. 2 (OPA 2) (Note: OPA 2 is currently only partially in effect)

Background information on the status of the Burlington Official Plans and summary of applicable Official Plan policies is provided in Attachments 1 and 2 of this document.

Additionally, the following urban design guidelines also apply to the subject site and proposed development:

- Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (March 2019);
- Tall Building Guidelines (May 2017);
- Shadow Study Guidelines and Terms of Reference (June 2020); and
- Pedestrian Level Wind Study Guidelines and Terms of Reference (June 2020).

Planning staff have reviewed the submitted materials in consideration of the City's Official Plans, urban design guidelines and technical comments provided by other City staff and external agencies, and provide the following key concerns. In staff's opinion, the proposed TOC does not align with the City's vision for the Aldershot GO MTSA, and the Aldershot GO Central and Mid-Rise Residential precincts.

Staff's key concerns include, but are not limited to, the following:

1. A significant increase in planned people and jobs to 2051 is proposed

The proposed development significantly exceeds the planned people for the subject site and would likely require investments in supporting infrastructure that was not contemplated by the City, Region and public agencies during the MTSA Area-Specific Planning Project. More information is required to demonstrate how the proposed growth will be supported by transportation, water, wastewater, hydro and other infrastructure. The submission also does not sufficiently demonstrate that the proposed growth can be accommodated in a manner that contributes to achieving the vision set out in OPA 2 for the MTSA to evolve into a connected, mixed use, complete community that is safe and serves the needs of residents.

Comparison of Proposed Growth with Planned Growth

MTSA-Wide
Based on the 2023 Growth Estimates Memo completed by Dillon Consulting as part of the MTSA Area Specific Planning Project, the estimated growth for the Aldershot GO MTSA by 2051 and beyond is 12,020 residential units and 2,456 jobs across 86.1 ha. The subject site's existing area represents approximately 6% of the total MTSA land area, but the proposed development represents 22% of the total planned number of residential units and 3% of the total planned jobs for the MTSA.

Block-by-Block
In the block-by-block analysis of the 2023 Growth Estimates Memo, the subject site is located within two blocks (Blocks 4 & 5) that also include the adjacent lands east of Waterdown Road between the rail corridor and Masonry Court (101 Masonry Court and 1120 Cooke Boulevard). The total number of planned residential units for Blocks 4 & 5 is 2,495 units. The proposed development proposes 2,713 new residential units, which exceeds the City's total estimated units for these blocks. Staff also note that of the 2,495 units estimated in the 2023 memo, 1,586 residential units have already been approved or built on the adjacent lands (see Table 1 below). Should the proposed TOC development proceed, the total number of residential units represents a significant increase from what was estimated through the MTSA Growth Estimates work.

Table 1 – Overview of Built, Approved and Proposed Residential Units

Block Section	Number of Units
Block 4: 1120 Cooke Blvd. (Tall Buildings)	1,165 (approved)
Block 4: 101 Masonry Court (Towns and Mid-Rise)	421 (built)
Block 4: TOC Lands (Aldershot GO Central Precinct) Block 5: TOC Lands (Mid-Rise Precinct)	2,713 (proposed)
TOTAL	**4,299**

As part of the MTSA Area-Specific Planning Project, the City's planning consultants completed technical studies informed by the growth estimates work, including a Transportation Assessment (Dillon Consulting, 2023) and Functional Servicing Study (WSP, 2023). These studies identify the water, wastewater and transportation infrastructure needs to accommodate planned growth in the MTSAs, based on the best available information at the time, and ultimately informed the development of the policies and schedules of OPA 2.

More Information Required to Demonstrate How Proposed Growth Will be Accommodated

Although the proposed TOC development represents an increase in the planned people and jobs estimated through the MTSA work, OPA 2 and the Community Planning Permit By-law establish a flexible planning approvals process and evaluation criteria that allows the consideration for more development provided that it is demonstrated the development conforms to the City's official plan and will not result in negative impacts or that such impacts can be mitigated or minimized, among other criteria.

The proposed number of units may be acceptable if sufficient information is provided to demonstrate that that the development achieves the City's planning objectives for the MTSA and that the infrastructure required to support the development (including appropriate upgrades to the existing transportation network, stormwater management and others) are or will be available and coordinated across the tertiary planning area. In addition, information is needed to

confirm that impacts of the development are mitigated, funding for necessary infrastructure upgrades is secured, and development will be phased and coordinated with infrastructure improvements. As noted in comments from multiple City departments, Halton Region and Burlington Hydro, among others, and discussed further in this letter, the submission does not adequately address these matters.

2. ***Proportion of non-residential uses should be increased and opportunities to integrate public service facilities and grocery store uses should be explored***

The proposal demonstrates a significant shortfall in non-residential uses and represents a consistent area of non-conformity with the Aldershot GO MTSA policy framework. While the proposal exceeds minimum density and floor area ratio requirements, the non-residential component remains limited, resulting in an estimated 80 jobs to support approximately 3,256 future residents. This results in a resident-to-job split of approximately 97.6% residential and 2.4% employment. Policy 8.1.2, 3.1(e) establishes a proportional target of approximately 80% residents and 20% jobs to be achieved across the entire Aldershot GO MTSA with progress to be monitored over time. As a large-scale development expected to accommodate a significant share of the MTSA's growth, the proposal does not advance this objective. Given the scale of residential intensification proposed relative to the limited non-residential component, the proposal is not providing a proportionate contribution toward this target.

The limited amount of non-residential gross floor area also affects conformity with several interconnected policy objectives throughout OPA 2. While approximately 2,055 m^2 retail gross floor area is proposed, the fragmented nature and limited scale of these commercial units constrains their ability to accommodate a broad range of day-to-day and weekly needs uses identified in Appendix E of the approved in-principle Community Planning Permit By-law (CPP By-law), such as a food store, public service facility, daycare centre, office, bank, or hardware store, many of which also serve as significant employment generators. As a result, a common theme emerges across the intent of OPA 2 policies related to the General Objectives, Activated Streets, and employment objectives of the MTSA: the proposal does not provide sufficient quantity or diversity of non-residential floor area to support the development of a complete, mixed-use, transit-supportive community.

The Activated Streets policies of OPA 2 (Policy 8.1.2, 8.2) require development proposals to demonstrate how the amount and distribution of ground floor non-residential uses contribute to achieving the MTSA's proportional job targets and advancing the City's broader objectives for vibrant, pedestrian-oriented streets. This includes demonstrating how designated Activated Streets will support leisure, shopping, dining, and working and other community-serving activities through an engaging and active public realm. As shown on Schedule G-2 of OPA 2, Masonry Court along the southern property line is designated an MTSA Major Mixed Use Street, while the new proposed public road along the eastern property line is designated an MTSA General Mixed Use Street. Although the proposal provides continuous retail frontage along Masonry Court, as required for a Major Mixed Use Street, the proposed retail units are limited in size and do not adequately support the level of employment-generating activity or the broad mix of retail, service commercial, institutional, day care, public service facility, and office uses envisioned by the policy framework. Along the General Mixed Use Street, active at-grade uses are encouraged rather than required, yet the proposal only incorporates such uses within Tower 3. Towers 1 and 2, which are located closest to the GO station, do not extend this activation northward, representing a missed opportunity to strengthen the pedestrian experience and introduce a wider range of retail, service commercial, office, institutional, daycare and public service facility uses along this prominent street frontage. The proposed at-grade non-residential

uses do not fully realize the intent of the Activated Streets policies to create a vibrant, mixed-use, transit-oriented community.

The vision established for the Aldershot GO Central Precinct in OPA 2 (Policy 8.1.2, 3.2) supports this direction by encouraging developments, especially proposals seeking additional building height, to incorporate affordable housing and a meaningful mix of major office, retail, and service commercial uses that contribute to a complete, transit-supportive community. Under the approved in-principle CPP By-law, buildings exceeding the Class 2 maximum of 30 storeys require a Class 3 Permit, which permits additional height only where facilities, services, and matters are provided in proportion to the requested increase. As all proposed towers within the Aldershot GO Central Precinct exceed the Class 2 height limits, the Class 3 Permit process provides a mechanism to secure community benefits that advance the broader objectives of the MTSA. Therefore, opportunities to provide affordable housing and establish the precinct as the premier destination for major office, retail and service commercial uses, while concentrating the tallest buildings close to the GO station, should be explored and integrated into the rationale for the proposed building heights.

Several opportunities would strengthen the proposal regarding the above-noted issues. The proposed retail units are generally limited in size and are unlikely to accommodate commercial uses beyond neighbourhood-scale retail and personal service establishments. Increasing the amount of non-residential gross floor area and creating opportunities for larger-format commercial, institutional, or office uses would better support the range of uses identified in Appendix E of the approved in-principle CPP By-law. Accommodating uses such as a grocery store, public service facility, daycare, office, bank, or hardware store would provide essential services for future residents, transit users, and the surrounding community and also enhance the employment generating capacity of the site, directly supporting the employment and mixed-use objectives of OPA 2.

Similarly, the complete community policies of OPA 2 (Policy 8.1.2, 8.4) encourage the integration of public service facilities and institutional uses in proximity to linear parks, greenways, and active transportation corridors. The proposed development presents a significant opportunity to incorporate such uses within the planned public realm network envisioned by OPA 2. Through the circulation process, the City's Recreation, Community, and Culture Department expressed interest in exploring a partnership opportunity to address an identified need for dedicated community access space, while the Halton District School Board and Halton Catholic District School Board identified the potential for an integrated urban format school. Incorporating these uses would increase the amount of non-residential floor area, support employment-generating activity, and contribute to the creation of a complete, transit-supportive community consistent with the objectives of the Aldershot GO MTSA. City staff would be pleased to enter into discussions with IO to secure a city community space on the subject site.

Overall, the proposal would benefit from a comprehensive non-residential land use strategy rather than incremental adjustments to the size or arrangement of individual retail units. The revised proposal should demonstrate how opportunities for affordable housing, expanded major office and commercial uses, retail, institutional, and public service facilities have been thoroughly evaluated as part of the justification for the proposed building heights. By this means, the proposal should advance the employment, complete community, and transit-supportive development objectives of the Aldershot GO MTSA while demonstrating conformity with OPA 2. The Step 4 Submission should increase the proportion of non-residential uses and explore opportunities to integrate major office, retail and service commercial uses, institutional uses,

public service facilities, and that support daily and weekly needs of the community. Collectively, these elements would help establish a complete and walkable community immediately adjacent to the GO transit station, providing residents with convenient access to recreation, education, shopping, services, and public gathering spaces.

3. A comprehensive plan for the entirety of Metrolinx's lands south of rail line should be provided

As noted in Attachment 2 to this comment letter, the subject site, along with the remainder of Metrolinx's lands south of the rail line in the Aldershot GO MTSA, are identified as being within a Tertiary Planning Area, in accordance with Schedule G-3 of OPA 2.

The purpose of the tertiary planning policies of OPA 2 is to address the policies of 8.1.2 (10.1) Tertiary Plans, ensure that the area is comprehensively developed in a coordinated manner and addresses the following:

a) the size, location and configuration of new parks within the precinct, including a linear park along Masonry Court extending to Grove Park.
b) transportation connections through the precinct and the completion of a transportation impact assessment.
c) an assessment of the need for, and recommended location of pedestrian connections throughout the precincts; and
d) demonstration of land use compatibility, including the consideration of intervening land uses such as mid-rise office or light industrial.

As explained in Key Concern #4 of this letter, City Parks staff do not support the proposed park location on the subject site, and comments from City Transportation, City Engineering Services, City Urban Design, and Metrolinx include concerns and questions about how the subject site will function and interface with the adjacent GO parking lot lands today, as well as in the future when the balance of the lands also redevelop.

Planning comprehensively provides the opportunity to lay out transportation connections, pedestrian connections, and retail and service commercial floor area in a manner that establishes a cohesive, lively, pedestrian-focused and comfortable public realm and contributes to a unique sense of place and arrival in this important area of the MTSA and the City. In particular, the proposed eastern new public right-of-way should be developed as a 'high street' or 'main street' in accordance with OPA 2, knitting together the subject site with the adjacent easterly lands, but the submitted package does not demonstrate or explore this opportunity.

Comprehensive planning also maximizes opportunities to provide parks and trails of a meaningful size, location and configuration with connections to Grove Park that future residents, employees and visitors of the subject site and beyond can safely enjoy. It is also important to comprehensively plan to ensure that any necessary transportation network and infrastructure improvements to support development are provided and parking impacts are managed in an orderly and efficient manner.

The next submission should include a tertiary plan and supporting technical studies or other information that address the above noted elements as part of the response to City and Metrolinx comments. IO should discuss the scope of tertiary planning and potential solutions with City staff to ensure that the development of the subject site provides for the complete community elements identified by the City and protects opportunities to also achieve the City and Province's complete community planning objectives on the adjacent lands.

4. Consider alternative parkland locations

The proposed park location remains a major outstanding issue that should be resolved before a comprehensive assessment of the parks, open space, and public realm framework can be completed. The proposed park block is partly located within the 30 meter CN rail setback, adjacent to a crash wall, and appears to accommodate a significant overland stormwater flow route as delineated in the Master Servicing Plan. As a result, the City's Parks Design and Construction team has advised that the proposed location is not appropriate for parkland dedication under the City's current Park Dedication By-laws. This raises conformity issues with OPA 2 (Policy 8.1.2, 8.5) which requires park planning and development to be consistent with the City's By-laws.

Further, Urban Design has identified that the Planning Rationale Report indicates the proposed parkland is expected to receive 50% sun-coverage year round, which does not satisfy the required Shadow Study components.

The proposed location also does not align with the broader parks and open space network envisioned by Schedule G of OPA 2. Additionally, more information is needed regarding the linear park and greenway connection along Masonry Court and its linkage to future parkland and the City's wider active transportation network. Given that the park location and function will be key considerations through the future Tertiary Planning process, as noted above, confirmation of an appropriate park site is necessary to assess conformity with the broader MTSA framework.

The identification of an alternative park location presents an opportunity to advance multiple policy objectives of OPA 2 simultaneously. In addition to satisfying the City's parkland dedication requirements, avoiding servicing constraints, and achieving appropriate levels of sunlight, a relocated park could achieve many other benefits such as:

- strengthen connections to the planned linear park and greenway network supporting connections to Plains Road, Hidden Valley Park, and Grove Park;
- improve pedestrian and cycling permeability throughout the site;
- support a pedestrian-focused transit plaza that links surrounding areas to the GO station in alignment with the envisioned public realm network along Activated Streets; and
- contribute to a more intentional and integrated relationship between the proposed built form, open spaces, and surrounding public realm.

As part of the Tertiary Planning process, the proponent is encouraged to work collaboratively with the City to identify a suitable park location that supports the objectives of OPA 2 in a comprehensive manner and provides greater certainty for evaluating the overall development concept.

5. Transportation Impacts

a) More non-residential floor area, improvements to surrounding active transportation infrastructure, and a comprehensive TDM and Implementation Strategy are required to achieve planned walking, cycling and transit mode shares

The proposed development does not support the objectives of the OPA 2 and the City's Integrated Mobility Plan (IMP) related to ensuring that the MTSA provides multi-modal transportation opportunities and supports an increase in walking, cycling and transit mode shares.

As noted by City Transportation Planning staff, the Transportation Impact Study (planned) relies on a 2051 mode share target that assumes a 23% decrease in automobile mode share from current conditions. Staff support the use of this target as it reflects the target mode share identified in the IMP. However, Transportation Planning staff note that achieving this target depends on a significant presence of non-residential uses including retail and commercial uses in and around the MTSA as well as investments in active transportation infrastructure and a suite of effective transportation demand management measures.

In the absence of major retail and commercial provided nearby or on the site, it will be difficult for future residents to rely on active and sustainable modes of travel. Planning staff continue to emphasize that the Aldershot GO Central Precinct is planned in OPA 2 to be the preeminent destination for major office, retail, service commercial uses, and recommend that the development concept be adjusted to incorporate more of these uses as they would make walking and cycling feasible options for residents of the MTSA to access destinations that meet their daily needs.

Improvements to pedestrian and cycling infrastructure connections to the subject site are also necessary to achieve the mode share targets. They include the construction of sidewalks on both sides and a signed or shared cycling route on both Clearview Avenue and St. Matthew's Avenue, and a catwalk between Clearview Avenue and Masonry Court. As noted by Transportation Services staff in Attachment 5, these improvements are to be fully financed by the proponent.

These measures, along with other measures, must be included in a comprehensive Transportation Demand Management (TDM) and Implementation Strategy that is required to be submitted in the next submission. Please refer to Attachment 5 for a list of other preliminary TDM measures recommended by City Transportation staff.

b) *Revisions are recommended and more information is required to ensure that the transportation and active transportation network is functional, safe and accessible*

OPA 2 objectives include to encourage the redevelopment of the MTSA into complete communities that are safe, provide multimodal transportation opportunities and seamless connections between different modes of travel, and contribute to a comfortable public realm featuring a connection of publicly accessible spaces. The City recommends revising the proposal and providing more information to satisfy these objectives, as follows:

General Site Circulation Comments

City Fire, Halton District School Board, and Halton Region request more information to demonstrate how fire trucks, school buses and waste management vehicles can safely enter, exit, and traverse the site. City Fire comment that based on the conceptual site plan provided, it appears that the fire access route does not comply with the Ontario Building Code.

City staff support the proposed new GO platform access point as it helps increase pedestrian and transit connections across site and in the MTSA, and concur with Metrolinx that the new platform access point should ensure accessible connections that are step-free. City Accessibility staff also recommend undertaking an accessible path of travel assessment – see City Accessibility comments in Attachment 5 for more details.

Connection to St. Matthews: Limit to Emergency Vehicles, Pedestrians and Cyclists
An extension of St. Matthew's Avenue to accommodate general vehicular traffic is not desirable. Instead, the connection between St. Matthew's and proposed new Public Right-of-Way 2 should be designed to prohibit general vehicular access while allowing emergency vehicle, pedestrian and cycling access.

Private Road A
The City recommends 'Private Road A' be made a public road. The City's in-effect and emerging official plan policies require development to be located on public streets or roads unless it can be demonstrated that a private street or road is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighbourhood connectivity, among others. Based on City Urban Design, City Transportation Planning, City Engineering Services, City Fire and Halton Region comments, it is more desirable for Private Road A to be a public road to address concerns regarding functional pedestrian and vehicular circulation and access rights; future road maintenance, snow removal and public stormwater management of proposed Public Roads 1 and 2; fire access route design; and watermain design. Please refer to Attachment 5 for more information.

Eastern Public Right-of-Way (Public ROW 2)
As noted by City Transportation Planning staff, the City typically requires a 20 m right-of-way width for local roads. Also, while the transportation schedules and most transportation-related policies of OPA 2 remain under appeal, Planning staff note that according to OPA 2, this proposed right-of-way should be 30 m wide, and reductions to the width will only be considered if the City's objectives to achieve complete street standards have been addressed. More information is required in the next submission to demonstrate that the proposed 18 m width addresses these objectives.

The submitted materials also show a portion of the proposed ROW extending beyond the subject site boundaries and into the existing GO parking lot area. As noted above and by other City departments and Metrolinx, more information is needed to understand how this proposed road will interface with the adjacent GO station parking lot that is to remain as a parking lot in the near term and the intended purpose of the road in the future when the parking lot is redeveloped. City Transportation Planning staff advise that this proposed road should provide combined access to the subject lands and GO Station and that the terminus of Masonry Court should be redesigned to accommodate this new road. This information should be provided as part of a tertiary plan.

c) *Additional pedestrian connections are recommended, including connections to Grove Park*

While the City does not support the location of the proposed park on the subject site, the City recommends exploring opportunities to provide an active transportation connection across the north side of the site and adjacent Metrolinx lands to connect 1150 Cooke Boulevard to the potential new GO access platform, existing GO station access point, and beyond to Grove Park. Such a connection would align with OPA 2 which identifies an off-street trail along the south side of the rail corridor across the MTSA. However, more information is required to understand the proposed plans for all the lands located in the northwestern leg of the site – please see City Engineering Services and Parks comments for details.

OPA 2 also identifies a need for safe connections across the MTSA along Masonry Court to the broader park network both inside and adjacent to the MTSA, including Hidden Valley Park and Grove Park. As noted in staff's comments above regarding tertiary planning and in

Attachment 2, a tertiary plan should be provided in the next submission showing how the proposed development accommodates this connection.

6. Urban Design: Public Realm, Activated Streets, Built Form Transitions

As highlighted in Key Concern #1, the proposal substantially exceeds the planned number of people and jobs contemplated in the block-by-block analysis per the 2023 Growth Estimates Memo for the Aldershot GO MTSA. While this level of intensification supports directing growth to MTSAs, further refinement is required to demonstrate how the proposed street network, public realm, built form, and ground floor non-residential uses function together as an integrated, transit-supportive community aligned with the vision of OPA 2.

Policy 8.1.2, 8.1 requires the coordinated design of public and private realms, infrastructure, street network, and open space system to establish an attractive, connected, and functional public realm. The proposal currently relies on an internal private road network to provide circulation, access, and connectivity throughout the site. Through the circulation process, Urban Design, Transportation Services, and Development Engineering have each recommended that Private Road A be converted to a public road to establish a continuous east-west connection. A publicly connected street network would provide greater certainty for long-term connectivity, municipal servicing and maintenance, active transportation infrastructure, and coordinated public realm improvements while supporting the orderly development of surrounding lands within the MTSA. Additional attention is required along the eastern edge of the site, where increased setbacks, improved landscaping, an expanded pedestrian walkway, and additional street trees could strengthen the interface the adjacent GO Transit lands and improve the quality of the public realm. Beyond the subject lands, policies in section 8.1.2(e) require that development support the broader planning vision of the MTSA and not proceed in isolation. Opportunities remain to strengthen pedestrian and cycling connections between the proposed development, the adjacent townhouse development to the west, the future GO platform station access, and the broader Aldershot community as noted in Key Concern #5 of this letter. The proposed street and block network should therefore be refined to demonstrate how it will accommodate future connections and contribute to the long-term public street network and active transportation network envisioned for the MTSA.

The proposal also presents opportunities to more effectively achieve the intent of the Activated Street policies. As noted in Key Concern #2 of this letter, while approximately 2055 m^2 of retail floor area is proposed, the scale and distribution are not commensurate with overall intensity of development proposed and unlikely to support a diverse range of employment-generating and community-serving uses. Active frontages are primarily concentrated along Masonry Court, whereas the proposed peripheral street network, especially the streets closest to the GO station, would benefit from a more strategic distribution of office, retail, service commercial, institutional, and public service facility uses at the podium level. The revised proposal should incorporate a broader range of non-residential uses, strategically distributed throughout the site, to demonstrate how they contribute to a vibrant public realm, improve street animation, and support the employment and complete community objectives of OPA 2.

Further refinement of the built form is recommended to improve the relationship between the proposed development and the adjacent townhouse development to the west, and to bring the proposal into closer alignment with the City's Tall Building Design Guidelines (TBDG) which applies to buildings over 11 storeys.

Section 2.2(b) and (c) of the TBDG recommends a minimum podium height of 10.5 meters (3.5 storeys) and a maximum podium height of 20 meters (approximately 5 storeys) to maintain a human scale. The proposal includes podiums ranging from 6-12 storeys, which exceeds this guidance. Staff recommend reducing podium heights throughout the site in alignment with the TBDG to frame the streetscape and reinforce a human-scaled public realm. Specifically, it is recommended at the southwest interface with the existing townhouse development, to incorporate additional podium stepbacks, including a minimum three-storey stepback from the street level would create a more gradual transition in height and massing, and would be consistent with TBDG's intent to mitigate shadow, wind, privacy, and visual impacts on adjacent low-rise residential areas.

The proposed tower heights also require refinement. Towers 3 and 4, located on the southern portion of the lands fall within the Mid Rise Residential Precinct. OPA 2 envisions this precinct to accommodate a variety of low-rise and mid-rise building forms which allow for transitions to existing neighbourhoods beyond the Major Transit Station Area boundary, and a Class 2 maximum building height permitted of 11 storeys under the approved in-principle CPP By-law. The proposed 30 storey towers exceed the planned height framework for this precinct. There is concern with the proposed height, massing, and built form transitions to the adjacent townhouse development to the southwest within the MTSA boundary and the single-detached dwellings to the south outside the MTSA boundary. Towers 1, 2, 5, and 6 are located within the Aldershot GO Central Precinct, where the CPP By-law permits a maximum Class 2 building height of 30 storeys. The proposed tower heights, ranging between 48-40 storeys, exceed the planned height framework for this precinct. While the concentration of taller buildings close to the GO station and along the rail corridor is generally consistent with the OPA 2 precinct vision, the proposed height and massing require further refinement to ensure appropriate transitions to surrounding neighbourhoods and to minimize shadow, wind, and overlook impacts on established low-rise areas. The revised submission shall provide an Angular Plane Study or alternative demonstrating the proposal's alignment with the City of Burlington's Tall Building Design Guidelines and demonstrate appropriate transitions to the adjacent existing townhouses located west of the subject site. The study should demonstrate how the proposal responds comprehensively to elements within the City's TBDG, including podium and tower height and massing, shadows/sky views, built form transitions, pedestrian comfort, and high-quality architectural design and articulation.

In the Step 4 Submission, the revised proposal should demonstrate how the proposed height, massing, and transition achieve the built form objectives of OPA 2 and whether there is an opportunity through the CPP By-law under Section 5.30.3, to require the provision of services, facilities and matters proportionate with permissions for height to ensure that development delivers a variety of community amenities and transitions appropriately to existing low rise areas outside of the MTSAs.

Urban Design has recommended further refinement of the architectural expression through the use of high-quality durable materials that reinforce the pedestrian experience. Incorporating heavier materials, such as brick or stone, at the podium level with lighter materials above should be explored to reduce the perceived mass of the towers, strengthen the street wall, and create a more comfortable, human-scaled streetscape.

Rather than addressing these matters independently, the revised submission should demonstrate how these unified elements collectively establish an attractive, connected, and vibrant transit-supportive community that conforms with the urban design objectives in OPA 2.

For additional information, see Attachment 5 for detailed comments from the City's Urban Design staff.

7. Utilities, Infrastructure, Public Service Facilities and the need for more information on phasing

City Stormwater Engineering staff have identified concerns with the drainage pattern presented in the Stormwater Management Report. In staff's opinion, the development should drain primarily towards Grindstone Creek - Tributary 3 through the Flood Storage Area at the corner of Waterdown Road and CNR. The Masonry Court storm sewers are not designed to receive flow from the entire site. However, if grading concerns are encountered, a small section of the site fronting Masonry Court may be permitted to drain into the Masonry Court storm pipe, subject to available capacity. City staff have provided feedback that the Stormwater Management Report needs to be revisited.

The City's Recreation, Community and Culture (RCC) staff have identified need for publicly accessible indoor gathering and community space within the development. As the Aldershot area continues to intensify, demand for community programming and access to spaces that support broader community use will increase and should be considered in the design and planning of the development. RCC staff are open to exploring partnership opportunities that provide dedicated community access, rental, or programming hours, consistent with the community space needs identified in the City's Live & Play Plan.

With regards to phasing, staff note that a high-level preliminary phasing strategy was presented at the July 7, 2026 Virtual Open House. The strategy identified four phases of development with locational details, the total gross floor area and number of homes to developed in each phase. The City notes that a more detailed phasing strategy or plan will need to be provided to ensure that the comprehensive planning, phasing and financing of infrastructure will be phased and coordinated in an integrated manner. Collaboration with the Region of Halton, City and other partner agencies is necessary to ensure that there are services in place to support new population and employment uses as growth occurs.

OPA 2 includes Phasing and Monitoring policies in section 8.1.2 (10.2) including that "Development shall be phased and coordinated with the provision of infrastructure, and transportation network and intersection improvements in accordance with Section 8.1.2(5) of this Plan."

As noted in key theme #3 above, the subject site, along with the remainder of Metrolinx's lands south of the rail line in the Aldershot GO MTSA, are identified as being within a Tertiary Planning Area, in accordance with Schedule G-3 of OPA 2. Policy 8.1.2 (10.1.1) j) x. identified a Development Phasing Plan as an item that may be requested where a tertiary plan is required, prior to the approval of a Community Planning permit application. Further, section 8.1.2 (10.4) of OPA 2, Complete Application Requirements includes Phasing Strategy and Plans as an item that can be required through an application.

In addition to the policies of OPA 2, various technical comments as outlined in Attachment 5, have requested more detailed phasing information including but not limited to the following:

- The school boards have requested additional information to understand the cumulative impact of development in the MTSA and surrounding area may require the building of a new school in the future.

- Burlington Hydro had provided comments to highlight that the electrical distribution system within the area may have capacity constrains and system expansion may be required to bring new distribution feeder(s) to the area. They require additional infromation to understand and plan for future capacity.
- Region of Halton has noted that more information is required to evaluate the phasing plan in relation to availability of infrastructure. Further discussion is required about how phasing and capacity relate to the broader Aldershot GO MTSA and approved developments in the area, including 1200 King Road.
- The proposal should also demonstrate how the public realm and supporting infrastructure can be delivered through appropriate phasing. While a high-level preliminary phasing strategy was submitted, the location and timing of public streets and associated infrastructure should be coordinated with the City to ensure streetscape improvements are scheduled and phased appropriately alongside road and infrastructure projects.
- Demonstrate how parking impacts on the site, more broadly in the neighbourhood and adjacent GO Station parking lot will be managed and through appropriate phasing. Demonstration of parking management has also been requested by Metrolinx comments – see Attachment 5.

8. Insufficient information to confirm that the proposed development is compatible with adjacent CN Aldershot Rail Yard and rail corridor

In accordance with Section 3.5 of the Provincial Policy Statement (PPS) and the City's in-effect and emerging official plan policies, a land use compatibility study, noise and vibration study, and an air quality assessment are required in order to demonstrate that the proposed sensitive land uses are compatible with the adjacent rail corridor and rail yard. The submission package did not include these studies.

Without them, City staff are unable to confirm whether the proposed development is compatible with surrounding land uses and is consistent with and conforms to Provincial and City policies and guidelines regarding land use compatibility. The next submission should include these studies, including information about recommended mitigation measures and how they will be secured. Please refer to Attachment 5 for additional comments from City Engineering Services, CN Rail and Metrolinx on this matter.

From a rail safety perspective, the City notes that while the submitted Planning Rationale and Urban Design Brief by Sajecki Planning (June 2026) refers to a Rail Safety Report, this study was not included in the submission package and should also be included in the next submission.

9. A broader mix of unit sizes, tenure and affordability that contributes to the City's housing targets should be provided

Staff observe that the current submission did not include information about the proposed tenure of the units, and the proposed unit mix is 89% one and two-bedroom units and 11% three bedrooms. For reference, the City's city-wide annual housing target is for 25% of new apartment dwellings to be three or more bedrooms, city-wide.

Planning staff strongly encourage IO to increase the proportion of three-bedroom units and provide all or a portion of the units as affordable and/or rental dwellings, particularly in the north half of the site closest to the GO Station, to better align the proposal with the housing and unit

mix targets set out in the City's Housing Strategy and with the City's vision for the Aldershot GO Central Precinct and objectives for the Community Planning Permit System as set out in OPA 2. City staff note that one of the key drivers behind the City's pursuit of a Community Planning Permit System is the need for affordable and rental housing.

The in-effect policies of OPA 2 also requires a detailed discussion in a Planning Justification Report or a separate housing impact statement where a development proposal includes more than 100 dwelling units, identifying how the proposal contributes to the achievement of the City's housing targets. This information was not included in the Step 1 package and is required to be provided in the next submission.

10. Approved In-Principle Community Planning Permit By-law (2024)

Staff note that the enabling Community Planning Permit policies required to implement a CPP By-law for the Protected Major Transit Station Area (PMTSA) are under appeal in OPA 2 and are therefore not yet in effect. As a result, Council cannot approve the Community Planning Permit By-law until these enabling policies come into force and effect.

Staff have identified the following major discrepancies between the proposal and approved in-principle Community Planning Permit By-law (CPPBL). See Attachment 3 for a detailed overview of the CPPBL and analysis of CPPBL provisions in relation to the Step 1 submission.

<u>Sensitive Uses:</u>

As, the proposal contemplates sensitive land uses and adjacent to a CN rail corridor and the Aldershot Rail Yard. As sensitive land uses are proposed, the land use compatibility provisions of Section 5.26 of the CPPBL apply.

Notwithstanding the use permissions set out in Table 7.1 of the CPPBL for the Aldershot GO MTSA, any development proposing a sensitive land uses shall be required to submit a Land Use Compatibility Study demonstrating that appropriate measures have been incorporated to avoid, or where avoidance is not possible, minimize and mitigate potential impacts, while ensuring long term operational and economic viability of adjacent major facilities in accordance with provincial guidelines, standards, and procedures. At this time, there is insufficient information to determine whether the proposed residential uses are compatible with adjacent major facilities as the necessary studies including but not limited to, a Land Use Compatibility Study, Noise and Vibration Study, Air Quality Impact Study, and Rail Safety Report. Until such studies are submitted and demonstrate compatibility to the satisfaction of the City, sensitive uses within this development would not be permitted.

<u>Height:</u>

As shown in schedules C-2 and C-3 of the approved in principle Community Planning Permit By-law (2024), the maximum building height envisioned on this site is as follows:

- Mid-Rise residential precinct: 6 storeys (Class 1) and 11 storeys (Class 2).
- Aldershot GO Central precinct: 15 storeys (Class 1) and 30 storeys (Class 2)

Building heights greater than the Class 2 maximum would require a Class 3 permit approved by Council.

In addition, though not currently anticipated to be implemented immediately upon approval, the CPPBL requires the provision of services, facilities and matters proportionate with permissions for height, and sets out development standards to ensure that development delivers a variety of community amenities. See Section 5.29 for the Provisions of Services, Facilities and Matters of the CPPBL.

Given the significant increase in planned intensity as noted in Key Concern #1 above and the limited amount of jobs and non-residential space proposed, as noted in Key Concern #2 above, the City strongly encourages the site to consider opportunities, particularly where the heights exceed Class 2 heights, in order to deliver affordable housing or major office and retail and *service commercial* uses, all of which are key elements in alignment with the vision of the Aldershot GO Central precinct.

Permitted Uses:

Permitted uses within the Aldershot GO MTSA are listed in 8.1.2 (3.2) b) of OPA 2. Table 7.1 of the CPPBL provides more specific directions on permitted and discretionary uses for the Aldershot GO Central and Mid-Rise Residential precinct. Per Section 7.4.2 of the CPPBL, development within the Aldershot GO Central precinct shall contain a minimum of two (2) permitted or discretionary uses and should contain three (3) where feasible. Per Section 7.4.5, development within the Mid-Rise Residential Precinct should contain a minimum of two (2) permitted or discretionary uses as identified in Table 7.1.

Summary of Aldershot GO Central Precinct and Mid-Rise Residential precinct permitted or discretionary uses. See Approved in Principle May 2024 CPP By-law for full details.

Permitted or Discretionary Use	Aldershot GO Central (A)	Mid-Rise Residential (M)
Rowhouse	Not permitted	East of Waterdown Road: Discretionary Use subject to demonstration of Land Use Compatibility
Dwelling units above the first two (2) storeys of a mixed use building	Discretionary Use	East of Waterdown Road: Discretionary Use subject to demonstration of Land Use Compatibility
Dwelling units in the second storey in a mixed use building	Not permitted	East of Waterdown Road: Discretionary Use subject to demonstration of Land Use Compatibility
Mixed use building with first floor non-residential use and residential use above	Permitted subject to footnote i) which states that “Mixed use buildings with first floor non-residential uses and residential uses above may be permitted if one (1) or more of the following uses identified in Appendix E is included within the first storey and the use will serve the day-to-day and weekly needs of current and future residents and employees in the area in accordance with the Official Plan	Not permitted
Apartment building, single use	Not permitted	East of Waterdown Road: D(d)(e) (h) East of Waterdown Road:

		Discretionary Use subject to demonstration of Land Use Compatibility and when located along a Major Mixed use street demonstration of an enhanced public realm.
Office, single use building	Permitted	Permitted (may be considered as an intervening land use in proximity to an existing rail facility).
Office, mixed use building	Permitted	Permitted
Retail, mixed use building	Permitted in this precinct and is limited to bottom two (2) floors only.	Permitted in this precinct and is limited to bottom two (2) floors only.
Service commercial, mixed use building	Permitted in this precinct and is limited to bottom two (2) floors only.	Permitted in this precinct and is limited to bottom two (2) floors only.
Hotel, single use building	Discretionary Use if developed as part of a single application that also contains at least 1 non-residential use and demonstrated land use compatibility.	Not permitted
Hotel, mixed use building	P subject to demonstration of land use compatibility	
Entertainment, mixed use building	Permitted in this precinct and is limited to bottom two (2) floors only.	
Recreation Use, mixed use building	Permitted in this precinct and is limited to bottom two (2) floors only.	
Light Industrial	Discretional Use provided demonstration of land use compatibility, and the use does not preclude the development of adjacent sensitive land uses.	Discretional Use provided demonstration of land use compatibility, and the use does not preclude the development of adjacent sensitive land uses.

Appendix E to the CPPBL identifies a list of uses to be considered as a use incorporated into a mixed-use building with first floor non-residential and residential above. They may change depending on market conditions and/or identified through a retail and service commercial needs report.

- Food store;
- Convenience./Specialty Food Store;
- Public Service Facility;
- Day Care Centre;
- Office;
- Bank;
- Hardware store; and,
- Other use subject to demonstrated market need and/or through a retail and service commercial report and subject to approval of the Approval Authority.

Per the approved in principle version of the CPPBL, in the Aldershot GO Precinct, dwelling units are not permitted in the first 2 floors of the building. However, a mixed-use building with first floor non-residential uses and residential uses above may be permitted if one or more of the uses identified in Appendix E is provided within the first storey.

Private Residential Amenity Area:

Table 7.2 requires 4.0 m^2 of private residential amenity area and 4.0 m^2 of common residential amenity area per dwelling unit. This may be reduced to 3.2 m^2 through a Class 2 variation.

No statistics were provided in the submission package regarding proposed private amenity space, although the floor plans suggest that some units are proposed to have access to private terraces. More information about the proposed amount of private amenity area will need to be provided.

Public Realm and Activated Streets:

As identified in OPA 2, Activated Streets in MTSAs will be designed to cater to pedestrians and complete a vibrant streetscape for leisure, shopping, dining and working. The Public realm and built form design will establish the safety and comfort of pedestrians. Where activated streets have been identified, uses such as stores, restaurants, patios, public service facilities, institutional uses, offices and residential lobbies will help to create vibrancy and activation on these important streets.

Where a new public street is not yet shown on the Transportation schedule of OPA 2, the City will determine the appropriate category of activated street and will consider the objections and vision of the precinct or precincts in which the new street will cross, as well as the location of the new street in relation to other existing or proposed activated street.

Masonry Court is identified as a Major Mixed-Use Street. The approved in principle CPPBL states that along major mixed-use streets, retail, service commercial, institution uses, day care, public service facility or office uses shall be required continuously at grade in buildings facing the Major Mixed-Use street. Section 5.28.2 does provide relief from this requirement for Mix-Rise Residential precincts subject to the proposal providing an enhanced public realm and will not compromise the objectives of Activated Streets.

A new North-South General Mixed Street off of Masonry Court has been identified on Schedule G-2 of OPA 2. Along General Mixed-use streets, retail, service commercial and other permitted non-residential uses are encouraged at grade in buildings fronting onto public streets.

Conclusion

City staff appreciate the opportunity to provide these comments, which reflect a detailed review and analysis of the City's planning policy framework, regulations and development standards, as well as technical input from internal departments and external agencies.

These comments represent analysis and review based on what was submitted to date through IO's Step 1 submission. Future submissions and revised documents will be circulated and reviewed by City staff and agencies and may result in additional comments and questions.

As discussed at the July 29, 2026 technical meeting with City staff and the IO team, staff look forward to continuing discussions and would be pleased to facilitate follow-up technical meetings with IO and its consultant team, as required.

As previously expressed, City staff's preference remains that this TOC proposal proceed through a local zoning by-law amendment process rather than through a Minister's Zoning Order. The zoning by-law amendment process is a formal public planning process that allows for community input, comprehensive staff and technical review, public reporting and Council consideration.

The City looks forward to continuing to work collaboratively with IO and the project team to advance a high-quality development on this site that will contribute positively to the emerging compete community within the Aldershot GO MTSA and takes advantage of its strategic location adjacent to the GO station.

Sincerely,

Jamie Tellier, MCIP, RPP
Director of Community Planning
Community Planning Department
City of Burlington

List of Attachments:

- Attachment 1: Backgrounder on Burlington Official Plan Policies
- Attachment 2: Overview of Relevant OPA 2 Policies
- Attachment 3: Analysis of Proposal Against Approved In-Principle Community Planning Permit By-law
- Attachment 4: List of Required Studies and Information
- Attachment 5: Technical Comments from City and Agencies

Attachment 1: Backgrounder on Burlington Official Plan Policies

Prepared in response to the Step 1 Submission for the proposed Aldershot GO Transit-Oriented Community (TOC) - Infrastructure Ontario

August 10, 2026

1. Introduction

This attachment provides an overview of the status of the official plan policy framework in the City and as it relates to the subject lands at 119 Masonry Court. Please note that the policies outlined in this attachment do not form an exhaustive list of all policies relevant to the subject lands.

2. Status of Official Plans

General

On Nov. 30, 2020, the City's new Official Plan (Burlington Official Plan, 2020) was approved by Halton Region. However, parts of the plan have been appealed and will not come into effect until they are approved by the Ontario Land Tribunal. While these appeals are being resolved, parts of the Burlington Official Plan, 1997 will stay in effect.

On July 1, 2024, through changes to the Planning Act, the Province identified Region of Halton as an "upper-tier municipality without planning responsibilities". As a result, the Regional Official Plan is no longer an official plan for the Regional Municipality of Halton. Instead, it has been deemed an official plan of each of the lower-tier municipalities in Halton (City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville), until it is revoked or amended by the respective municipality.

This means that there are now three Official Plans which apply to the City of Burlington- parts of the Halton Regional Official Plan, 1995, parts of the Burlington Official Plan, 1997, and parts of the Burlington Official Plan, 2020. To streamline its suite of land use planning policies, and to ensure alignment with the updated Provincial policy framework, the City is initiating an official plan review of the Burlington Official Plan, 2020. For more information, visit the project page on **Get Involved Burlington**.

Status of Official Plan Amendment No. 2 (OPA 2)

On June 18, 2024, City Council adopted Official Plan Amendment No. 2 (OPA 2) to Burlington Official Plan, 2020 (BOP 2020). On October 10, 2025, the Minister of Municipal Affairs and Housing approved OPA 2 with modifications. Three appeals of OPA 2 were filed and assigned case number OLT 25-000891.

On June 3, 2026, the Ontario Land Tribunal issued an Order confirming which policies and schedules of OPA 2 are under appeal. In accordance with the *Planning Act*, the policies and schedules not subject to appeal came into effect after the last date for filing a notice of appeal - October 31, 2025.

In accordance with subsection 17(36.1.4) of the *Planning Act*, certain parts of the Minister's decision of OPA 2 are final and cannot be appealed. The parts of OPA 2 that cannot be appealed are:

(a) the number of residents and jobs, collectively, per hectare planned to be accommodated within the Protected Major Transit Station Area (PMTSA);
(b) minimum and maximum heights and densities that are authorized with respect to the buildings and structures within the PMTSA;
(c) the authorized uses of the land and buildings/structures within the PMTSA; and,
(d) the PMTSA boundaries.

An Interim Working Consolidation of OPA 2 is now available on the City's Official Plan Amendments webpage. This consolidation reflects the Minister's decision and is annotated to indicate which policies and schedules are in effect and which are under appeal, whether on a broad or a site-specific basis, per the June OLT Order.

Staff note that the enabling Community Planning Permit policies required to implement a CPP By-law for the PMTSA are under appeal and are therefore not yet in effect. As a result, Council cannot approve the Community Planning Permit By-law until these enabling policies come into force and effect.

At this time, all schedules of OPA 2 related to Aldershot GO MTSA have been appealed and are not in effect, except for the MTSA boundaries.

3. Relevant Policies

The policies of the Burlington Official Plan (1997), Burlington Official Plan (2020) Burlington Regional Official Plan (1995) include, but are not limited to, the following:

Burlington Official Plan (1997, as amended; “BOP, 1997”)

- The subject lands are within the ‘Employment Lands’ according to Schedule ‘A’ – Settlement Pattern and are designated ‘General Employment’ according to Schedule ‘B’ – Comprehensive Land Use Plan – Urban Planning Area.

- In accordance with Part III, Section 3.3.2 a), land uses permitted in the ‘General Employment’ designation are limited to industrial uses, a limited range of retail uses, and a residence for a watchman or caretaker. These policies are superseded by the authorized land uses set out in Sections 8.1.2(3.2) b), c) and d) of OPA 2 which are in effect.

- Part II, Section 3.3.2 x) states that intensification proposals shall be required to take place on public roads, unless it can be demonstrated by the proponent that a private road is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighbourhood connectivity, ease of land assembly for future development, environmental impacts, adequacy of parking and financial impacts to the City.

- Part II, Section 3.7.2 d) states that new residential development and other uses sensitive to noise and vibration shall not be permitted within 300 m of a railway yard.

The proponent of land uses sensitive to noise and vibration adjacent or in proximity to railway lines or railway yards shall be required to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region of Halton, the City, and the Ministry of the Environment, in consultation with the appropriate railway agency, and to implement the study recommendations as approved, including the restriction of new residential and other sensitive uses:

(i) noise studies, if the development is within 300 m of the railway right-of-way or 1000 m of a railway yard; and

(ii) vibration studies, if the development is within 75 m of the railway right-of-way or a railway yard.

- Part II, Section 3.7.2 e) states that the proponent of any development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the City in consultation with the appropriate railways to mitigate the effects of their development on the railways.

<u>Burlington Official Plan (2020, subject to appeal; “BOP, 2020”)</u>

- The subject lands are within the ‘MTSA Special Planning Area’ of the Mixed Use Intensification Areas under Schedule B – Urban Structure of BOP, 2020.

- The subject lands are also shown as ‘Lands Designated for Employment Uses’ under Schedule B, and are designated ‘General Employment’ on Schedule C – Land Use – Urban Area.

- Schedules B and C conform to the regional policy framework that was in effect at the time BOP, 2020 was approved by the Halton Region in 2020. At that time, the Halton Regional Official Plan, 1995 identified a Regional Employment Area Overlay over the subject lands and did not include delineated boundaries of the protected major transit station areas. Due to the ongoing appeals to BOP 2020, BOP 2020 has not updated to reflect changes made to the regional land use policy framework after 2020. Please see the below section on Burlington Regional Official Plan, 1995 for more information.

<u>Official Plan Amendment No. 2 to Burlington Official Plan, 2020</u>

- Please see Attachment 2 for an overview and analysis of the proposed development in accordance with OPA 2.

<u>Burlington Regional Official Plan (1995, as amended; “BROP”)</u>

- In 2021, after BOP, 2020 was approved, the Province approved Regional Official Plan Amendment 48 (ROPA 48) to Halton Regional Official Plan, 1995. ROPA 48 delineated the PMTSA boundaries (which differ from the MTSA boundary shown in

BOP 2020) and removed the Regional Employment Area overlay from the subject lands. ROPA 48 is in effect as the Halton Regional Official Plan, 1995 is now a plan of the City.

- The subject lands are designated 'Urban Area' and are located within the Built Boundary in accordance with Map 1 – Regional Structure and Map 1H – Regional Urban Structure of the BROP. The subject lands are also considered a Strategic Growth Area as they are located within the Aldershot GO Protected Major Transit Station Area (PMTSA) in accordance with Maps 1H and 6D – Aldershot GO MTSA.

- In accordance with Sections 79 and 81 of the BROP, the objectives of the Strategic Growth Areas and PMTSAs include:

    - to provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities;

    - to provide a range of employment opportunities, facilities and services in locations accessible by transit;

    - to provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;

    - to support transit and active transportation for everyday activities; and,

    - to provide a range and mix of transit-supportive uses, including residential, retail, office and public uses, as well as public service facilities, parks and open spaces that support the major transit station area as a pedestrian-oriented urban environment.

- Section 79.3(12) and 143(12) of the BROP require that land use compatibility between sensitive land uses and major facilities be achieved.

- Similar to Part II, Section 3.7.2 d) of BOP 1997, according to Section 143(9) of the BROP, the submission of a noise study, vibration study, and air quality assessment is required to be undertaken to the satisfaction of the City, Ministry of Environment and in consultation with CN Rail as the subject site is adjacent to and in proximity to a CN railway corridor and railway yard.

Attachment 2: Overview of Relevant OPA 2 Policies

Basis of review: OPA No. 2 Interim Working Consolidation, June 2026 (reflecting the OLT Order of June 3, 2026, Case No. OLT-25-000891)

Prepared in response to the Step 1 Submission for the proposed Aldershot GO Transit-Oriented Community (TOC) - Infrastructure Ontario

August 10, 2026

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Introduction

This review assesses the proposed Transit-Oriented Community (TOC) of six residential towers (30 to 48 storeys) located at 119 Masonry Court within the Aldershot GO Major Transit Station Area (MTSA), against Section 8.1.2 of the Burlington Official Plan, 2020, as amended by Official Plan Amendment (OPA) 2. As OPA 2 is subject to ongoing appeals before the Ontario Land Tribunal (OLT-25-000891), each policy area below identifies whether the relevant OPA 2 policy is currently in effect, not yet in force, or in partial effect, based on the June 2026 Interim Working Consolidation. Please refer to Attachment 1: Backgrounder on Burlington Official Plan Policies in the comment package for an overview of the status of the official plan policy framework in the City.

Summary of Policy Conformity

While the key findings identified below provide a useful summary of the main issues identified, they do not capture the full context of the issues. For a complete understanding of the issues raised, they should be reviewed alongside the Main Comment Letter and individual technical comments received on the proposal.

Note: “Does Not Conform” indicates that a negative finding was reached based on information/documents reviewed to date, whereas “Outstanding” indicates that conformity cannot yet be assessed because the required study, plan, information or materials have not been provided or completed.

OPA 2 Section	Status (Interim Working Consolidation)	Key Findings	Conformity
8.1.2(1) General Objectives	In effect	Retail GFA low relative to population; pedestrian connectivity to Schedule G-1 network not demonstrated; podium/tower transitions and public realm framework insufficient.	Does not conform
8.1.2(3.1) Density & Job Targets	In effect	Density (~788.6 res.+jobs/ha) and FAR (~5.26) far exceed minimums but proposed 80 jobs are only ~2.4% of the combined total against an 80% residents / 20% jobs target.	Partially conforms
8.1.2(3.2) Precinct Vision & Uses	Partially in effect; Aldershot GO Central vision not in effect; Mid-Rise	Permitted uses (residential/retail) conform. Towers 3 & 4 (30+ storeys) in the Mid-Rise Residential precinct	Partially conforms

	Residential vision in effect; permitted uses in effect	conflict with the in-effect low/mid-rise built form direction.	
8.1.2(5.1) Water & Wastewater	Partially in effect	Functional Servicing Report is to be updated per Halton Region's comments.	Outstanding
8.1.2(5.2) Transportation Network	Not yet in force	18 m proposed ROW below the 30 m MTSA Connector guidance, a reduced width may be appropriate where objectives can be met; TIS has multiple unresolved deficiencies	Does not conform to informative direction
8.1.2(5.4) Active Transportation	Policy in effect; Schedule G-1 not yet in force	On-street cycling infrastructure unclear; sidewalk along Private Road 1 too narrow; no off-street trail connection shown.	Outstanding
8.1.2(6) Land Use Compatibility	Not yet in force; BROP 1995 / PPS 2024 apply	Sensitive uses adjacent to CN rail and industrial context; avoidance not feasible; Land Use Compatibility Study required under BROP 143(12)(b).	Outstanding
8.1.2(7.1) Natural & Flood Hazards	In effect	Site confirmed by Conservation Halton to be outside the regulated area and hazardous lands.	Not applicable
8.1.2(8.1) Public Realm	In effect	Public/private realm coordination gaps; Private Road A & C configuration and edge conditions unresolved.	Does not conform
8.1.2(8.2) Activated Streets	Not yet in force	Retail GFA on Major/General Mixed Use Streets insufficient to support job-density targets and street activation intent. Compatible employment-generating uses encouraged.	Does not conform to informative direction
8.1.2(8.3) Built Form Transitions	Not yet in force	Insufficient podium stepbacks at the southwest interface with existing townhouses. Dense massing proposed and no confirmed materials strategy	Does not conform to informative direction
8.1.2(8.4) Complete Communities	In effect	Additional non-residential floor area for community space and a school should be explored with the City and School Boards.	Outstanding

8.1.2(8.5) Parks and Open Space	In effect	Proposed park block is unsuitable for dedication (encumbered by 30 m rail setback/crash wall and major overland flow route). Parks staff have provided suggestions for alternative locations elsewhere on site, such as the central area or along Masonry Court.	Does not conform
8.1.2(8.6) Housing Policies	In effect	No housing impact statement provided; unit mix (89% one/two-bedroom) does not reflect the City's Housing Strategy targets.	Does not conform
8.1.2(9) Employment Uses	In effect	Sequencing of non-residential GFA relative to residential phases not demonstrated.	Outstanding
8.1.2(10.1) Tertiary Plans	In effect	Transportation, infrastructure, parks and land use compatibility elements for the “soft site” not comprehensively addressed.	Outstanding
8.1.2(10.2) Phasing & Monitoring	Partially in force	High-level preliminary phasing strategy does not provide sufficient information to confirm infrastructure availability; Halton Region has requested more information; Burlington Hydro has flagged capacity constraints.	Outstanding

8.1.2(1) General Objectives

Policy 8.1.2(1) sets out the general objectives for the development within the City’s Protected Major Transit Station Areas (PMTSAs) and is in effect. The proposal seeks to redevelop vacant lands into 6 towers ranging from 30 to 48 storeys, with 6-12 storey podiums, approximately 2055 m^2 of retail at grade, 2,713 residential units, 1,287 underground parking spaces, and 6 accessible parking spaces at-grade. The proposal’s conformity with each sub-policy is assessed below.

Policy 8.1.2(1)(a) and (c) – Complete Community, mixed-use, and transit-supportive intensity

These policies direct redevelopment toward complete, mixed-use communities that are intense, transit-supportive, safe, and respectful of the surrounding context. While the proposal introduces retail and service commercial space, the quantum of approximately 2055 m^2 of retail across 2,713 units is low relative to the resident population being proposed and is likely to result in small-format, limited tenant retail rather than the range

of goods and services needed to support residents' daily and weekly needs (see also the proportional job/density discussion under 8.1.2(3.1) below).

Policy 8.1.2(1)(c) directs the highest density closest to the major transit station. The application should demonstrate the proposal's proximity to the station and to frequent transit, to confirm that the height and density distribution across the six towers is responding to that proximity rather than being applied uniformly across the site.

Policy 8.1.2(1)(b) Precinct Vision

The intent of this policy is to ensure that new development within each PMTSA aligns with its overall vision and supports the intended role, character, and function of its unique, individual precincts (see the Aldershot GO MTSA Vision & Precinct Vision discussion under 8.1.2(3.2) for this analysis).

Policy 8.1.2(1)(d) Multi-Modal Transportation

The proposal must provide multi-modal transportation opportunities and seamless transportation connections between different modes of transportation. As currently designed, it does not satisfy this requirement. The proposed layout creates conflicts between vehicular and pedestrian circulation, and adequate pedestrian connectivity through and across the site including connections to the adjacent neighbourhood and nearby parks (Hidden Valley Park and Grove Park), has not been demonstrated. The proposal is also not aligned with the Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network in OPA 2. To improve conformity, consideration should be given to eliminating dead-end conditions, aligning roads and off-street trails with the direction of OPA 2, reducing long pedestrian block lengths, and providing direct pedestrian routes to courtyards or gathering spaces that serve as focal points between development blocks. Additional opportunities along Masonry Court to enhance connectivity for residents, commuters, or visitors to the community.

8.1.2(1)(e) – Transition in scale, intensity, height, massing, and spacing

Given the low-rise townhouse context to the west, the arrangement, orientation, and height of the podiums and towers must provide sensitive transition to that context. As proposed, the towers and podiums appear closely spaced relative to the overall density on the site, and podium massing at the south-western interface does not demonstrate an adequate stepdown. Podium and tower stepbacks should be a minimum of 3 storeys to frame the streetscape, reinforce human scale, and provide gradual transition between built forms of differing scales.

8.1.2(1)(f) and (g) – Design excellence and public realm

Policies 8.1.2(f) and (g) require design excellence and high-quality, sustainable built form that contributes to a unique sense of place. As proposed, the towers appear as standalone built forms surrounded by a surface parking lot, with no clear public realm framework (squares, parks, or connected open spaces) tying the development together or to its surroundings. Additionally, no exterior materials have been identified at this stage. To achieve objective 8.1.2(1)(f), consider higher-quality, durable materials at the podium level to frame commercial ground floor units and provide street-level articulation and visual interest, transitioning to lighter materials at the tower levels to reduce perceived mass.

8.1.2 (3.1) Aldershot GO Major Transit Station Area

Proportional job / density targets

Policy 8.1.2(3.1), which is in effect, establishes MTSA-specific targets for the Aldershot GO station area, including a minimum density of 150 combined residents and jobs per hectare, a general 80%/20% residents to jobs proportional target for the entire Aldershot GO MTSA, and a minimum floor area ratio of 1.5. The effective site area, excluding the public right-of-way conveyance, parkland dedication area, and stormwater management area, is 4.23 hectares per Drawing A006.

Policy 8.1.2(3.1)(b) and (c) establish a minimum density target of 150 residents and jobs combined per hectare across the entire Aldershot GO MTSA. The proposal achieves approximately 788.6 combined residents and jobs per hectare. The minimum floor area ratio established under Policy 8.1.2(3.1)(f), is 1.5, the proposal achieves approximately 5.26. Policy 8.1.2(3.1)(e) establishes a long-term objective of achieving an approximate distribution of 80% residents and 20% jobs across the Aldershot GO MTSA, with progress to be monitored over time. As one of the largest development opportunities in the MTSA, and uniquely positioned very closely to the station access, the proposal is expected to accommodate a significant proportion of the area's future growth and therefore, should contribute meaningfully toward achieving this objective. Based on an estimated population of 3,256 residents (applying the 1.2 Person Per Unit Rate identified in the 2023 Growth Estimates Memo) and 80 jobs identified in the proposal, employment would represent only 2.4% of the combined residents and jobs total, significantly below the 20% proportion contemplated for the entire MTSA. Although the residents to jobs target is intended to be achieved collectively across the MTSA, rather than on a site-by-site basis, the scale of residential intensification proposed, combined with the limited non-residential component, results in a disproportionate contribution toward the area's growth objectives. The proposal would absorb a substantial portion of the MTSA's planned development capacity almost entirely through residential use,

without a corresponding contribution to employment generating uses that are essential to supporting a complete, mixed-use, and transit-supportive community. Given the strategic location, prominence, and scale of the subject lands, consideration should be given to identifying additional office, institutional (i.e. schools), large-format retail (i.e. grocery store), or other compatible employment generating uses. Enhancing the range and intensity of non-residential uses would better align the proposal with the policy intent of the MTSA, improve access to jobs and daily services, reduce the need for off-site trips, and support achievement of the long-term residents to jobs balance established through OPA 2.

As noted in the policy review of Policy 8.1.2(1) above, the proposed retail and service commercial space of approximately 2055 m^2, generating an estimated 80 jobs against a resident population of 3,256, does not satisfy either the General Objectives or contribute to the proportional target. The ground floor commercial gross floor area proposed is small, and is likely to limit the range, scale, and viability of commercial uses that can be accommodated. As proposed, the retail component is more likely to attract small-format, retail and service tenants, rather than the broader mix of uses capable of meeting the daily and weekly needs of residents, workers, or transit users, while also contributing to the area's employment base. Consideration should be given to incorporating a range of unit sizes and formats to support greater opportunities for larger-format retail, office, institutional, public service facilities, and other employment generating uses aligned with Appendix E of the CPP By-law, to better support achievement of the MTSA-specific employment and proportional targets for the Aldershot GO MTSA.

8.1.2 (3.2) Aldershot GO Major Transit Station Area Authorized Uses of Land

Aldershot GO MTSA Vision & Precinct Vision

Policy 8.1.2(3) sets out the permitted uses for the MTSA and, through Schedule G: Land Use - Aldershot GO Major Transit Station Area, identifies the precincts and their boundaries. This policy is partially in effect. The vision for the Aldershot GO Central precinct is not in effect, while the vision for the Mid Rise Residential precinct is in effect. The visions for each precinct, which shall be implemented through the Community Planning Permit System are as follows:

Vision for Aldershot GO Central (not in effect)

- Be the focus area for the Aldershot GO MTSA's highest densities.
- Be the preeminent destination for major office, retail and service commercial uses within Aldershot Corners, encourage affordable housing where permitted and focus tall buildings close to the GO station.

- Ensure that, through built-form transitions, increased density is also met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces.
- Be planned with the tallest buildings in the precinct located along the rail corridor, where shadows will have the least impact, and with the height peak of the precinct located where Waterdown Road intersects the rail line.

Vision for Mid Rise Residential (in effect)

- Include a variety of low-rise and mid-rise building forms at the eastern and western edges of the Aldershot GO Major Transit Station Area.
- Support the Major Transit Station Area objectives of providing housing as well as retail, service commercial, and employment opportunities in close proximity to the Aldershot GO Transit Station and allow for transitions to existing neighbourhoods beyond the Major Transit Station Area boundary.
- Contain opportunities for intervening land uses within the Mid-Rise residential precinct on the east side of Waterdown Road to support achieving land use compatibility objectives and policies in relation to the existing CN Rail major facility in accordance with the Provincial Planning Statement and applicable provincial guidelines, standards and procedures.

The property is L-shaped and spans two precincts. The northwestern portion falls within the Aldershot GO Central precinct. The eastern portion is split, with the north side within Aldershot GO Central and the south side within the Mid-Rise Residential precinct.

Aldershot GO Central Precinct

The northwestern portion of the development reflects some elements of the precinct's intended vision, including high density and placement of tallest buildings along the rail corridor and close to the GO Station. However, the proposal does not appear to advance several other key elements of that vision, including establishing a preeminent destination for major office, retail and service commercial uses; encouraging affordable housing where permitted; or achieving a pedestrian-focused streetscape supported by appropriate built-form transitions. Consideration should be given to these elements to help realize the intended precinct vision.

Mid Rise Residential Precinct

The south side of the eastern portion of the subject lands includes the siting locations of Towers 3 and 4, both proposed at 30 storeys. The high-rise built form proposed does not conform to the in-effect built form direction for this precinct. The Mid Rise Residential precinct is envisioned to include a variety of low-rise and mid-rise building

forms at the eastern edge of the MTSA. The proposal has also not demonstrated how it supports the precinct's objective of providing housing together with retail, service commercial, and employment opportunities in close proximity to the Aldershot GO station, nor how it achieves an appropriate transition to existing neighbourhoods beyond the MTSA boundary, especially the single detached dwellings located south of Towers 3 and 4. As the subject property is located on the east side of Waterdown Road, consideration should also be given to intervening land uses that support land use compatibility with the CN Rail major facility, in accordance with the Provincial Planning Statement and applicable provincial guidelines.

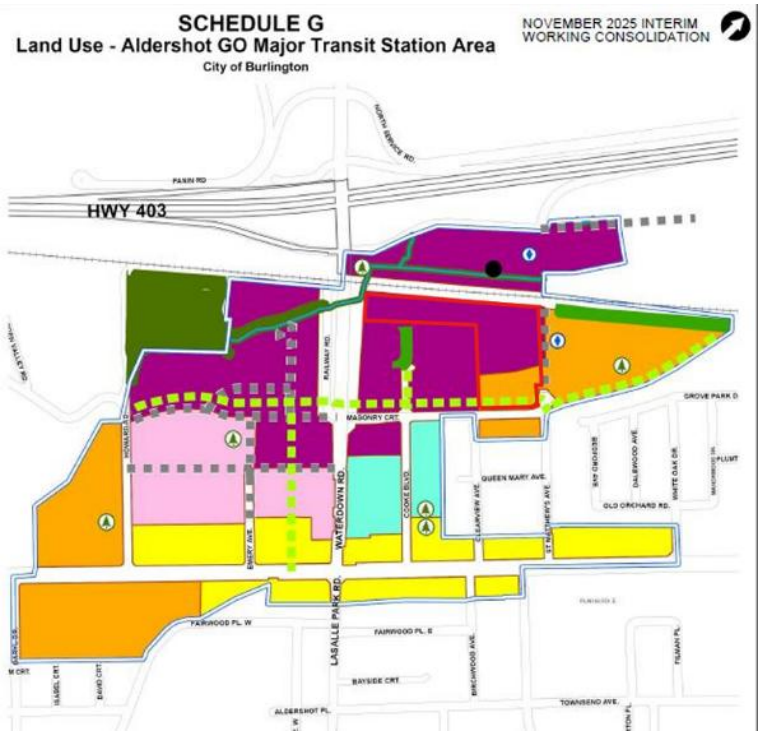

Figure 1: Location of the subject property in Schedule G: Land Use – Aldershot GO Major Transit Station Area

Permitted Uses

Permitted uses within the Aldershot GO MTSA are listed in 8.1.2(3.2)(b), which is in effect. The proposed mix of residential and retail uses is permitted in the MTSA and therefore conforms with this policy.

8.1.2 (5) Water, Wastewater and Transportation Infrastructure

Section 8.1.2 (5) includes policies to support intensification within the MTSA, the comprehensive study of planning, phasing and financing of infrastructure in an integrated manner. This section highlights that the importance of collaboration with the

Region, City and partner agencies to ensure that services are in place to support new population and employment uses as growth occurs.

Section 8.1.2 (5.1) sets out the water and wastewater infrastructure policies for development within the City's PMTSAs. These policies are in effect, except for d) and e). Policies outline that development shall be connected to municipal sewage and water services in accordance with the Region of Halton's Water and Wastewater Master Plan. As noted in the comments provided by the Region of Halton in Attachment 5, the Functional Servicing Report provided as part of the Step 1 submission is to be revised to compute the water and wastewater demands as per the latest Halton Region Linear Design Manual (LDM), and to address concerns with the dead end watermain.

8.1.2(5.2) Transportation Network

Section 8.1.2(5.2) set out the transportation network policies for development within the City's PMTSAs. These policies are not yet in-force. Regarding street classification under Policy 8.1.2(5.2) (a) and (c), Table 1: Classification of Transportation Facilities does not identify any roads within the subject property. Table 3: Classification of Major Transit Station Area Facilities identifies two MTSA Connectors relevant to the site: Masonry Court, along the south property line, and a new proposed road along the eastern property line connecting southwest to Masonry Court. Both are subject to the design parameters of Table 3 and must be reviewed through the development application process.

Policy 8.1.2(5.2)(b) notes that the location of streets and off-street trail active transportation connections shown on Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network are conceptual and shall be provided. Schedule G-1 identifies an east to west off-street trail bisecting the north of the subject property, connecting easterly to a proposed MTSA Connector. The proposal should confirm whether this trail connection has been incorporated into the site design and is intended to be refined through detailed design.

Policy 8.1.2(5.2)(d) establishes policy direction regarding required public street right-of-way (ROW) widths and criteria for permitting reductions. The proposed new street on the eastern property line is shown with an 18 meter ROW, well below the 30 meter ROW guidance for a MTSA Connector under Table 3. Reductions are permitted only where the City's complete streets objectives are demonstrated to be met. As currently designed, the reduced ROW does not appear to meet that test. The site plan does not show a protected cycle track, and it is unclear whether the required 1.8 meter pedestrian clearway and the 1.5 metre planting/furnishing zones are provided. A patio is

shown adjacent to the south side of Tower 3, however Towers 1 and 2, which are closest to the GO station, show no patios or continuation of this “Main Street/High Street” character contemplated for this MTSA connector. This is reinforced by Transportation Services’ comments that the typical ROW width is 20 metres or greater, meaning 18 meters falls short even of the general standard, separate from the 30 meter requirement established for this specific street.

Policy 8.1.2(5.2)(e) requires that a detailed, intersection level Transportation Impact Assessment Study (TIS) be submitted for development proposals, and is also required under 8.1.2(5.2)(g) as the site is within a Tertiary Planning area. Transportation Services has raised a number of concerns with the submitted TIS that need to be resolved before further review can proceed, including, but not limited to:

- Proposed extension of St. Matthew’s Avenue, which is **not** planned through either MTSA policy framework or the Integrated Mobility Plan.
- Roundabouts on site as a traffic control device are not preferred, and an alternative should be explored.
- Issues with using 2031 for future traffic operations analyses
- Queuing results that significantly exceed auxiliary lane storage at key intersections.

For the full set of issues identified by Transportation Services’, please refer to their comments. The TIS should be revised and reviewed with the Transportation Services and Planning staff prior to resubmission.

In addition, the proposed internal road network includes private roads. Transportation Services note that because the public roads do not terminate in cul-de-sacs, the private road will need to accommodate snow and waste removal truck movements. Therefore, they have suggested that consideration be given to converting “Private Road 1” to a public road (recognizing that this would affect the proposed underground parking garage limits). Under the policy test in 8.1.2(5.2)(i), the proposal does not demonstrate that the private road is equally desirable to a public street from the standpoint of functionality, safety, servicing, and connectivity.

8.1.2 (5.4) Active Transportation Network

Policy 8.1.2(5.4) is in effect, although Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, referenced throughout this policy, is not yet in force.

Under Policy 8.1.2(5.4)(a), the proposal must provide active transportation connections on streets serving the site. The proposed 18 meter north-south public ROWs and east-

west private roads do not clearly show on-street cycling infrastructure, and it is unclear whether adequate pedestrian pathways and landscaping/street furnishing zones are provided. The applicant should confirm how the proposed street network confirms to this policy.

Policy 8.1.2(5.4)(b) requires off-street trail connections be planned to facilitate direct connections within and outside the MTSA and to provide recreational opportunities in accordance with applicable Official Plan policies. As noted in the Transportation Network discussion, the applicant should demonstrate how an off-street trail connection, whether consistent with the alignment as shown on Schedule G-1 or an alternative achieving the same connectivity objective, will be incorporated in the site design.

Landscaping, a sidewalk, and platform access is shown on the north side of the site plan, adjacent to the CN rail corridor. However, this does not constitute an off-street trail connection, and concerns remain with this proposed connection. The sidewalk along proposed Private Road 1 is too narrow and should be widened to properly support pedestrian flow to and from the GO Station platform. The City's Accessibility staff have also identified that the proposed access connection to the GO platform extension should demonstrate consideration to providing the most direct practical accessible route, including sufficient width for mobility device users, accessible entrances, elevator access where required, appropriate grades and cross-slopes, tactile wayfinding elements, crossing points, lighting, weather protection, surface materials, rest opportunities, and clear signage to support independent navigation by people of all abilities.

In addition, over 1,600 bike parking spaces are proposed without an identified supporting use, such as a bike rental facility, to support first and last mile connections. Staff also note that bike storage facilities external to the development are proposed, however details are not provided on who will construct, maintain, or assume ownership of these facilities.

Further consideration should be given to providing an off-street trail connection across the north of the site, in alignment with Schedule G-1. That connection should be designed with attention to functionality, treatment, safety, and accessibility, as well as land use compatibility considerations related to noise, vibration, and general pedestrian/cycling discomfort arising from proximity to the CN rail corridor.

8.1.2 (6) Land Use Compatibility

Land Use Compatibility in OPA 2

The proposal contemplates sensitive land uses, is adjacent to the CN rail corridor and is located near commercial and industrial properties. Although the Land Use Compatibility

policies under 8.1.2 (6) are not yet in force, the applicable framework is the in-force policies of the Burlington Regional Official Plan, 1995 (BROP) and the requirements of the Provincial Planning Statement, 2024 (PPS) Policy 3.5.

The site is within a Strategic Growth Area and is subject to BROP Policy 79.3(12), which directs that land use compatibility between sensitive land uses and major facilities be achieved in accordance with Policy 143(12). BROP Policy 143(12)(a) requires that land use compatibility between sensitive land uses and major facilities be achieved by minimizing and mitigating potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, in accordance with the PPS. Where avoidance is not possible, Policy 143 (12)(b) permits proposed sensitive land uses adjacent to major facilities only where the following are demonstrated through appropriate studies: (i) an identified need for the proposed use; (ii) that alternative locations have been evaluated and no reasonable alternatives exists; (iii) that adverse effects to the proposed sensitive land use are minimized and mitigated; and (iv) that potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Given that the proposal contemplates sensitive land uses, is adjacent to the CN rail corridor and Aldershot Rail Yard, as well as its proximity to industrial properties, avoidance is not feasible, and the application is subject to BROP Policy 143 (12)(b). With the future Step 4 submission, the applicant should provide a Land Use Compatibility Study, evaluating air quality, noise, vibration, odour, and other contaminants arising from the adjacent rail corridor and surrounding industrial context, in accordance with the BROP and PPS. That study, together with any other required technical studies, should demonstrate that potential adverse effects have been appropriately assessed and that effective mitigation measures are identified to protect public health and safety, consistent with Provincial guidelines, standards, and procedures.

8.1.2 (7.1) Natural Hazards and Flood Hazards

Conservation Halton has confirmed that the subject property is located outside its regulated area and outside hazardous lands.

8.1.2 (8) Urban Design and Public Realm

In addition to policies reviewed under the General Objectives, Policy 8.1.2 (8.1) is in effect and applies. These policies establish a framework for creating a coordinated, connected, and attractive public realm, and require that development proponents not undermine the broader planning vision for the area by proceeding in isolation.

Policy 8.1.2 (8.1)(a), requires that development coordinate the public and private realms to create an attractive streetscape. The current proposal does not adequately achieve this. Staff recommend relocating resident access from Private Road C to Private Road B, allowing Private Road C to be repurposed as a pedestrian-focused courtyard with active retail frontage along Buildings 3 and 4. In addition, the site's interface with the existing GO parking lot and the planned northerly extension of Masonry Court, which is designated as a MTSA General Mixed Use Street which is intended to support active, continuous retail frontage, is not clearly addressed in the current design. Along the eastern building edge, the proposal currently reads as sitting directly at the parking lot edge, with no buffer between the road and the parking area. This does not achieve the coordinated public and private realm design envisioned under Policy 8.1.2 (8.1)(a).

Policy 8.1.2 (8.1)(b), (c), and (e) require coordination of infrastructure, linear parks and greenways, street design, and public realm improvements through the development process. Urban Design, Transportation Services, and Development Engineering have recommended that Private Road A be converted to a public road to establish a continuous east-west connection. This recommendation has direct implications for infrastructure phasing and should be addressed in coordination with the City in accordance with Policy 8.1.2(b). Under Policy 8.1.2(c), any new public streets should include appropriate linkages to parks and potential linear parks and greenways, incorporating elements such as seating, shade, street trees, and accessibility features to strengthen the functionality of these connections. Conformity with this policy should be confirmed at the Step 4 submission stage.

Under Policy 8.1.2 (8.1)(e), further consideration should be given to the potential for neighboring properties to develop and meet the objectives of OPA 2. Urban Design has identified concerns with the proposed street network, including dead-end conditions and unresolved edge conditions. The design should also accommodate future pedestrian, cycling, and/or private street connections across adjacent properties where such opportunities exist, as determined by the City. There is an opportunity to enhance pedestrian and cycling connections between the adjacent development to the west and the proposed new GO platform access. Along the eastern building edge, adjacent to the parking lot, staff recommend setting the building back further from the eastern parking lot edge, extending the walkway, and adding a double row of trees along the full length of the eastern edge. These measures would create a more attractive streetscape and promote orderly development consistent with the objective of a complete community as defined in the Transit-Oriented-Community program and OPA 2. Without further attention to building siting, the proposal risks undermining the broader planning vision

for the area, contrary to Policy 8.1.2 (8.1)(e). The applicant should demonstrate conformity with this policy at the Step 4 submission stage.

8.1.2 (8.2) Activated Streets

South Property Line – Masonry Court

Masonry Court, along the southern property line is designated as an MTSA Major Mixed Use Street on Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and is subject to the policies in Section 8.1.2(8.2) – Activated Streets (both not yet in effect). Major Mixed Use Streets are intended to be designed to ensure an active, engaging, and pedestrian-oriented street frontage. While the proposal appears to provide continuous retail frontage along this edge, Policy 8.1.2 (8.2)(c) requires that development demonstrate how proposed non-residential uses at-grade support the MTSA proportional job targets and the City's broader objectives for activated streets. With approximately 2055 m^2 of retail space contemplated site-wide, further consideration should be given to how the proposed design and unit configuration can be increased or broadened to support employment targets.

Eastern Property Line – New Proposed Street extending north from the roundabout on Masonry Court

The proposed road along the eastern property line is designated as an MTSA General Mixed Use Street on Schedule G-2 and is subject to the Activated Streets policies (both not yet in effect). These policies are intended to ensure that activated streets function as pedestrian-oriented, vibrant public spaces, with amenities such as retail, dining, services, and offices serving as essential infrastructure for creating a complete and walkable community. For General Mixed Use Streets specifically, the policy encourages a variety of at-grade uses including retail, service commercial, institutional uses, daycare centres, public service facilities, and offices that both support MTSA job density targets and contribute to a well-designed, vibrant streetscape.

As submitted, the proposal falls short of this intent along the frontage. Only approximately 2055 m^2 of retail space is contemplated site-wide, distributed among the towers, generating an estimated 80 jobs. The retail floorplates contemplated at-grade are small enough to only accommodate limited formats, such as small shops or personal service uses (e.g. hair salons), rather than a meaningful range of employment-generating uses. To support a complete community, the site should provide commercial space capable of accommodating a broader variety of employment uses such as grocery stores, offices, or an institutional use such as a community centre or urban-format school. These types of uses would more substantively advance the job density objectives of OPA 2.

Western Property Line – New Public Right of Way

Under policy 8.1.2(5.2) of this Plan, where a new public street is proposed that is not shown on Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, or where a new public street is proposed within a Tertiary Plan area under policy 8.1.2(10.1), the City determines the appropriate category of activated street. In making this determination, the City will consider the objectives and vision of the precinct(s) through which the street passes, as well as its location relative to other existing or proposed activated streets.

At this stage, a preliminary review suggests this street could be a MTSA General Mixed Use Street or a local street, depending on its relationship to the internal circulation network. However, further review is required to confirm the street's function with the broader Schedule G-2 network and through the Tertiary Planning process.

8.1.2 (8.3) Built Form Transitions

Policy 8.1.2(8.3) directs the Community Planning Permit By-law regulations to ensure compatibility with existing built form and to support diversity and flexibility in building form, massing, and design. This sub-policy is not yet in force. Urban Design staff comments in Attachment 5 note that, given the surrounding context, including the townhouse to the west, the arrangement of towers and podium heights should establish a clear, and deliberate height transition, especially at the podium stepdown along the south-western interface. Consideration should be given to lower podium heights to achieve a more gradual built form transition. Urban Design staff also recommend high-quality materials throughout, with heavier materials (brick, stone, metal) at the podium level to anchor street presence, and lighter materials (glass) at the tower level above to reduce perceived mass, supported by strategically applied articulation to enhance visual interest.

Maximum Building Height

While OPA 2 establishes a vision for each precinct and built form vision and direction, the policies of OPA 2 do not prescribe specific height maximums and directs heights to be implemented through the Community Planning Permit By-law. The Maximum Building Heights are reviewed within Attachment 3: Analysis of Aldershot GO Transit-Oriented-Community Proposal Against Approved In-Principle Community Planning Permit By-law.

8.1.2 (8.4) Complete Communities Elements

The policies in this section of OPA 2 are fully in effect and encourage the location of public service facilities near linear parks and greenways and active transportation connections. At the time of development, proponents are to collaborate with the City to address public service facility needs. On-site and off-site facilities are to be provided in accordance with the CPPBL. The City will also establish a prioritized list of public service facility needs as part of an annual MTSA Monitoring Report.

City staff recommend exploring incorporating additional non-residential floor area for the following types of public service facilities:

- Dedicated community access space (see comments in Attachment 5 from City Recreation, Community and Culture)
- Depending on the timing of the proposed development, an integrated urban format public school (see comments in Attachment 5 from Halton District School Board and Halton Catholic District School Board)

City Planning staff would be pleased to facilitate discussions with IO and other relevant City departments to secure a community access space as part of the subject development.

8.1.2 (8.5) Parks and Open Space

Policy 8.1.2(8.5) is in effect and establishes the policy framework governing the planning, design, dedication, and development of parks within the MTSA.

The Parks Design and Construction team advise that the proposed park is not suitable for parkland dedication under the current Parkland Dedication By-law because it is encumbered by the 30 meter rail setback and crash wall. As Policy 8.1.2 (8.5)(a) requires park planning and development to conform to the applicable Parkland Dedication By-law, the proposal does not currently demonstrate conformity with this policy.

Policy 8.1.2 (8.5)(b) requires that new parks be planned within the areas generally identified as “New Park” and “Potential Linear Park & Greenway” on Schedule G: Land Use- Aldershot GO Major Transit Station Area. Schedule G identifies a Potential Linear Park & Greenway along the southern property line adjacent to Masonry Court extending eastward toward a New Park. Together, these park designations are intended to strengthen pedestrian and cycling connections to Grove Park and the broader open space network. More information is needed about this how this connection will function and how it will align with this planned park network or an alternative approach that

would achieve the same network objectives. The proposed park is located partly within the 30 meter rail setback and crash wall zone, adjacent to a rail yard, appears to accommodate a major overland flow route, and has therefore been identified as unsuitable for dedication. The subject lands are also identified as a Tertiary Planning Area on Schedule G-3 Aldershot GO Major Transit Station Area Tertiary Planning Areas, so the specific location, size, and function of the park are to be established through the Community Planning Permit application process or a Tertiary Plan. At this stage, outstanding issues include uncertainty regarding park location, programming, and the absence of a confirmed Park Facility Fit Plan.

Policies 8.1.2 (8.5)(c) and (h) establish a preference for parkland conveyance over cash-in-lieu of land where lands satisfy the City's dedication criteria. As the proposed park block is not eligible for dedication under the current Parkland Dedication By-law, the proposal does not satisfy the intent of these policies. The applicant should relocate the proposed park to a location that can be dedicated in accordance with OPA 2 direction and Parks staff recommendations.

No privately-owned publicly accessible space (POPs) has been identified as part of the current proposal, however the Planning Rationale indicates an intention to develop the outdoor blocks as POPs in the future. Should POPs form part of a future submission, the proposal should demonstrate conformity with Policy 8.1.2 (8.5)(d).

Policy 8.1.2 (8.5)(f) and (g) emphasize the importance of establishing a connected parks and open space network, including a strategic pedestrian and cycling connection to Plains Road, Hidden Valley Park, and other key destinations within the Aldershot GO MTSA. The proposal should demonstrate how its park and open space network contributes to these connections in a safe, continuous, and functional manner. With respect to the Potential Linear Park and Greenway identified in Schedule G across the subject site and adjacent lands to the east, the connectivity policies of this section may be achieved through a publicly accessible east-west active transportation connection within a future road right-of-way, rather than parkland dedication. This approach is consistent with the City's Park Provisioning Master Plan as it would preserve parkland dedication for functional park spaces while still delivering the connected open space network envisioned by OPA 2.

Finally, Policy 8.1.2 (8.5)(i) supports further coordination through the Tertiary Planning process to establish the appropriate location, functionality, design, and development of parkland. Given the issues identified by City staff, including the location, dedication unsuitability, unresolved overland flow conflicts, shadow concerns, proximity to the active CN rail corridor and rail yard, outstanding third-party approvals, and ownership

discrepancies, additional coordination through the Tertiary Planning process is required before the park's location and design can be finalized.

8.1.2 (8.6) Housing Policies

Section 8.1.2(8.6) is fully in effect for the Aldershot GO MTSA. A housing impact statement or a Planning Justification Report is required where 100 dwelling units or more is proposed, identifying how the proposal contributes to achieving City Council's approved housing targets. A housing impact statement was not included in the submission package, and the submitted Planning Rationale & Urban Design Brief does not mention the City's Housing Strategy nor provide a discussion on how the proposed development contributes to the achievement of the targets set out in the strategy.

For reference, Figure 1 of the City's Housing Strategy sets out city-wide, annual housing targets and unit mixes, and include the following targets:

- 30% of all new units to be affordable dwellings;
- 35% of all new units to be rental dwellings;
- 55% of all new apartment dwellings to be one and two-bedrooms; and 25% to be three or more bedrooms.

No information was provided in the submission package about the proposed tenure of the units. The proposed apartment unit mix is 89% one and two-bedroom units and 11% three-bedroom units. In accordance with Section 8.1.2(8.6) of OPA 2, staff recommend increasing the proportion of three-bedroom units and ensuring that some or all of the units are rental and/or affordable units.

For the Step 4 submission, the Planning Rationale & Urban Design Brief should be updated or a separate housing impact statement should be provided with information that identifies how specifically the proposal contributes to achievement of the City's housing targets.

8.1.2 (9) Employment Uses and Employment Removals

Section 8.1.2(9) are fully in effect in the Aldershot GO MTSA. Policy 8.1.2(9) a) and b) of OPA 2 relate to the redevelopment of an employment use or function that results in the loss of non-residential floor space, which does not apply to the proposed development. Policy 8.1.2(9) c) of OPA 2 states that the non-residential growth floor area required on each site identified in the CPPBL should be developed prior to or concurrent with the residential development.

According to the submitted materials, the project may be developed in four phases (Building 3, 4, 5 & 6, and 1 & 2). However, the package did not include information about the proposed sequence of development, and no discussion was provided explaining how the proposed development will conform to this policy.

In accordance with Section 8.1.2(9) c) of OPA 2, should this project be phased, and no change is made to the mix of uses proposed in each building, staff recommend that the buildings or quadrants containing non-residential uses be constructed first. If Buildings 5 & 6 are to be developed first, it should be developed concurrent with another quadrant containing non-residential floor area. For the Step 4 submission, a detailed Phasing Plan should be provided along with an updated Planning Justification Report with information about the anticipated sequence of phases.

8.1.2 (10.1) Tertiary Plans

The subject site, along with the remainder of Metrolinx's lands south of the rail line in the Aldershot GO MTSA, are identified as being within a Tertiary Planning Area, in accordance with Schedule G-3 of OPA 2.

The purpose of the tertiary planning policies of OPA 2 is to ensure that the area is comprehensively developed in a coordinated manner and addresses the following:

a) the size, location and configuration of new parks within the precinct, including a linear park along Masonry Court extending to Grove Park.
b) transportation connections through the precinct and the completion of a transportation impact assessment.
c) an assessment of the need for, and recommended location of pedestrian connections throughout the precincts; and
d) demonstration of land use compatibility, including the consideration of intervening land uses such as mid-rise office or light industrial.

Other matters that are required to be provided for in a Tertiary Plan are listed in 8.1.2(10.1.1) f) and include the provision and location of stormwater management facilities and the distribution of height and density while having regard for transition to any adjacent Residential – Low Density designation.

The requirement for a tertiary plan may be waived by the City if it can be demonstrated that the development is delivering the elements identified above or that they are achieved elsewhere. Where a tertiary plan is required, technical studies may also be required for the entire tertiary plan area to allow the City to undertake a comprehensive review of the proposal, in accordance with 8.1.2(10.1.1) j).

Although Section 5.2 of the Planning Rationale & Urban Design Brief describes a conceptual building massing and height configuration for the “soft site” (existing parking lot to the east of the subject site), no information was provided about the proposed transportation and active transportation networks and parks and open spaces on the soft site, and how the proposed transportation connections and public realm elements of the site would function and interface with the rest of the tertiary plan area to support the objectives of the MTSA and precinct visions. Supporting technical studies to demonstrate land use compatibility are also missing.

Regarding parks, it should be noted that Schedule G of OPA 2 identifies a proposed new park in the tertiary planning area that is located closer to Grove Park and not on the subject site. A Linear Park and Greenway spanning across the southern edge of the tertiary planning area and Masonry Court to support active transportation connections across the MTSA to Hidden Valley and Grove Park is also identified on Schedule G. An off-street trail along the northern edge of the tertiary plan area, next to the rail corridor, is shown on Schedule G-1.

As noted in elsewhere in this overview, staff do not support the location of the proposed parkland on the subject site and recommend that IO explore other options for parkland dedication that contribute to enlarging existing parks, such as Grove Park, or where it supports planned active transportation connections and meet the City’s parkland dedication criteria. Regarding the Linear Park & Greenway shown on Schedule G on the subject site and adjacent lands to the east more information is needed about this will function comprehensively across the tertiary plan area. Finally, while staff do not support the location of the proposed park, staff encourage the proponent to explore opportunities to provide an active transportation connection along the north side of the tertiary planning area, connecting Grove Park to the future parkland at 1150 Cooke Boulevard as part of the tertiary plan.

Regarding built form transitions, the conceptual massing described in the Planning Rationale & Urban Design Brief for the soft site consists of 30-storey tall buildings. Please note that the soft site lands are designated Mid-Rise Residential precinct in OPA 2. This precinct is envisioned to include a variety of low-rise and mid-rise built forms.

City staff would be pleased to discuss with IO the scope of tertiary plan requirements and collaborate on solutions that ensure that development of the subject site does not preclude the balance of Metrolinx’s lands from delivering the complete community elements identified by the City for the tertiary plan area. Regarding technical studies, while the subject site itself does not have any identified archaeological potential

according to the Stage 1: Archaeological Assessment (ASI, 2018) conducted through the MTSA Area-Specific Planning Project, the lands in the rest of the tertiary planning area do have archaeological potential. An archaeological assessment may be required as part of tertiary planning.

8.1.2 (10.2) Phasing and Monitoring

8.1.2 (10.2) is partially in force. It establishes that development must be phased in coordination with infrastructure delivery, that timing is subject to infrastructure availability, that site-specific servicing studies are required, and that the City will collaborate with the Region and service providers on infrastructure investment.

A high-level preliminary proposed phasing strategy was provided, however, additional information is needed to assess the phasing plan in relation to availability of infrastructure. The plan also does not align with the transportation and infrastructure improvements discussed elsewhere in this review, as several matters remain outstanding. These must be resolved to determine phasing feasibility. A detailed phasing plan should be provided in a future submission once issues related to transportation, transit, municipal sewage and water, infrastructure, hydro capacity, and parks have been resolved.

Attachment 3: Analysis of Proposal Against Approved In-Principle Community Planning Permit By-law

Basis of review: Approved In-Principle Community Planning Permit By-law, May 2024

Prepared in response to the Step 1 Submission for the proposed Aldershot GO Transit-Oriented Community (TOC) - Infrastructure Ontario

August 10, 2026

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Background

On June 18, 2024, City Council adopted Official Plan Amendment No. 2 (OPA 2) to the City of Burlington Official Plan, 2020 (BOP 2020) and approved the May 2024 Community Planning Permit (CPP) By-law in principle. On October 10th, 2025, the Minister of Municipal Affairs and Housing approved OPA 2 with modifications, and three appeals of that decision were filed. On June 3, 2026, the Ontario Land Tribunal issued an Order confirming which policies and schedules of OPA 2 remain under appeal. In accordance with the *Planning Act*, the policies and schedules not subject to appeal came into force after the last date for filing a notice of appeal - October 31, 2025.

While portions of OPA 2 are now in force and effect, the enabling Community Planning Permit policies required to implement a CPP By-law for the Protected Major Transit Station Areas (PMTSA) remain under appeal and have not yet come into effect. As a result, the CPP By-law which was approved in-principle by Council alongside OPA 2 in May 2024, cannot be brought forward to Council for approval until the appeals affecting theses enabling policies are resolved or scoped.

The May 2024 approved in-principle CPP By-law is currently being refined by staff in accordance with staff's memo to Council dated June 18, 2024. In this memo, staff outlined a scoped set of remaining issues that staff will continue to work with interested and affected parties to address. These issues are:

- Land use compatibility
- Class 1 & 2 permit structure
- Facilities, Services and Matters
- EV parking requirements
- Implementation considerations
- Site-specific issues

The June 18th memo also outlined the next steps in implementing the OPA and the CPP By-law. **It is anticipated that the final CPP By-law, incorporating revisions to address the above noted core issues conforming to any modifications made by the Minister on OPA 2 (if applicable), and reflecting any changes resulting from the OLT decision will be presented to Council for approval in the future.**

Staff note the land use schedules included in the OPA and May 2024 CPP By-law are to be read in conjunction with the policies and regulations of both documents, as well as the broader Burlington Official Plan, 2020. Together they establish a vision for future growth in the MTSAs to the year 2051 and set the standards for future development over the long term.

The Interim Working Consolidation of OPA 2, can be found at burlington.ca/en/planning-and-development/official-plan-amendments and the May 2024 CPP By-law, as well as staff reports and memos, can be found at getinvolvedburlington.ca/mtsa.

CPP By-law Review

This document summarizes staff's review of the proposed Transit-Oriented Community at 119 Masonry Court against the May 2024 approved in-principle CPP By-law. Staff's review focused on provisions in the following sections of the CPP By-law:

- Permitted Uses;
- Maximum Building Heights;
- Transportation;
- Public Realm & Activated Streets; and,
- Development Standards Review

At the time of this review, the CPP By-law is not yet in force. Should the CPP By-law come into effect while a zoning by-law amendment, site plan, or minor variance is already in progress, Section 4.1 permits the application to be continued to be processed as a Community Planning Permit application at the request of the applicant and at the discretion of the City.

Note: The following comments have been prepared based on the intent of the approved in-principle Community Planning Permit By-law (2024), notwithstanding any errors in the published version, including formatting, cross-referencing and numbering errors. Such errors are anticipated to be addressed in a future revision of the by-law.

Permitted Uses

The subject property is L-shaped and is situated in two precincts. The northwestern portion of the site falls within the Aldershot GO Central precinct. The eastern portion is split, with the north side within Aldershot GO Central and the south side within the Mid-Rise Residential precinct. As a result, the proposal should consider the permitted use framework applicable to both areas.

The proposal contemplates sensitive land uses and adjacent to a CN rail corridor and the Aldershot Rail Yard. As sensitive land uses are proposed, the land use compatibility provisions of Section 5.26 apply.

Section 5.26 requires proponents of development containing sensitive land uses must incorporate measures to avoid, or if avoidance is not possible, minimize and mitigate potential impacts and ensure long term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures. In addition, notwithstanding Tables 6.1, 7.1, and 8.1, any proposed development containing sensitive land uses or a major facility shall require the completion of a Land Use Compatibility Screening Assessment at the pre-consultation process for potential issues of land use compatibility. This screening assessment will determine the need for a detailed land use compatibility study prepared in accordance with a Terms of Reference approved by the City in consultation with affected major facilities as outlined in provision 3.11.3 of this By-law. The screening assessment and the detailed land use compatibility study must be completed accordance with provincial guidelines, standards, and procedures.

Notwithstanding the use permissions set out in Table 7.1 for the Aldershot GO MTSA, any development proposing a sensitive land uses shall be required to submit a Land Use Compatibility Study demonstrating that appropriate measures have been incorporated to avoid, or where avoidance is not possible, minimize and mitigate potential impacts, while ensuring long term operational and economic viability of adjacent major facilities in accordance with provincial guidelines, standards, and procedures. At this time, there is insufficient information to determine whether the proposed residential uses are compatible with adjacent major facilities as the necessary studies including but not limited to, a Land Use Compatibility Study, Noise and Vibration Study, Air Quality Impact Study, and Rail Safety Report. Until such studies are submitted and demonstrate compatibility to the satisfaction of the City, sensitive uses within this development would not be permitted.

The approved in principle CPP By-law contemplates the following permitted uses for each precinct:

Aldershot GO Central - Permitted and Discretionary Use Review

Section 7.4.2 sets out that development within the Aldershot GO Central Precinct shall contain a minimum of two (2) permitted or discretionary uses as identified in Table 7.1/Section 5.0, and where feasible, developments should include **three** different permitted uses in the same building, lot or development.

Permitted and Discretionary uses for the Aldershot GO Central Precinct include (Table 7.1):

Use	Permitted or Discretionary	Applicable Footnotes
Dwelling units above the first two (2) storeys in all use building	Discretionary	(c)(e)
Dwelling units in the second storey in a mixed use building	Not Permitted	--
Mixed use building with first floor non residential use and residential use above	Permitted	(i)
Office, single use building	Permitted	--
Office, mixed use building	Permitted	--
Retail, mixed use building	Permitted	(a)
Service commercial, mixed use building	Permitted	(a)
Hotel, single use building	Discretionary	(b)(d)
Hotel, mixed use building	Permitted	(d)
Entertainment, mixed use building	Permitted	(a)
Recreation Use, mixed use building	Permitted	(a)
Light Industrial	Discretionary	(e)(f)
Other Similar Uses	Discretionary	n/a

The proposed Aldershot Transit-Oriented-Community includes the following uses within the Aldershot GO Precinct:

- Dwelling units above the first two (2) storeys in a mixed use building;
- Dwelling units in the second storey in a mixed use building;
- Mixed use building with first floor non residential use and residential use above; and,
- Retail, mixed use building

Based on a review of the permitted and discretionary uses within this precinct:

The development proposes dwelling units above the first two storeys. *"Dwelling units above the first two (2) storeys in a mixed use building"* is permitted in this precinct, subject to footnotes (c) and (e). Dwelling units above the first two storeys may be permitted as a discretionary use if development contains office or community space and as a result of Tertiary planning outcomes, where the site is in proximity to an existing rail facility that is considered a major facility, office or light industrial may be required as an intervening land use. Should Towers 1, 2, 5, and 6 continue to propose dwelling units above the first two storeys, the applicant must demonstrate that the proposed residential uses are compatible with the adjacent major facilities through appropriate studies. Such studies should include, but are not limited to, a Land Use Compatibility Study, Noise and Vibration Study, Air Quality Impact Study, and Rail Safety Report, to the satisfaction of the City. In the absence of these studies, or where they do not adequately demonstrate compatibility, residential uses should not permitted within these towers.

The proposal also introduces dwelling units on the second storey of mixed-use buildings. This is not aligned with the vision of the Aldershot GO Precinct. *"Dwelling units in the second storey in a mixed use building"* is **not permitted** in this precinct.

While staff acknowledge that the proposal also includes mixed-use buildings with ground floor retail, pursuant to footnote (i) of Table 7.1, residential use on the second storey is only permitted where one or more of the community serving uses in Appendix E are included within the first storey and the use will serve the day-to-day and weekly needs of current and future residents and employees in the area.

The uses identified in Appendix E include:

- Food Store;
- Convenience/Specialty Food Store;
- Public Service Facility;
- Day Care Centre;
- Office;
- Bank;
- Hardware Store; and,
- Other use subject to demonstrated market need and/or through a retail and service commercial report and subject to approval of the Approval Authority.

"Mixed use building with first floor non residential use and residential use above" is a permitted use within this precinct only if the criteria in footnote (i) is met.

The site statistics and Planning Justification Report identify a total retail gross floor area (GFA) of approximately 2055 m^2, whereas Architectural Drawing A102 shows a retail GFA of approximately 1,886.67 m^2. Please clarify this discrepancy and confirm the correct retail GFA figure.

An approximate 1,886.67 m^2 of retail GFA results in an average unit size of 629 m^2. This would likely result in small-format retail with limited tenant diversity and may not achieve the range of uses identified in Appendix E. Consideration should be given to increasing the non-residential GFA to accommodate a broader mix of uses that support the daily and weekly needs of current and future residents and employees in the area, consistent with the objectives of creating a complete, walkable, and amenity-rich community. Dwelling units within the first two-storeys are prohibited. However, a mixed-use building may be permitted where an Appendix E non-residential use is provided on the ground floor.

The proposal also presents an opportunity to include additional employment uses. *"Office, mixed use building"* is a permitted use in this precinct without any attached conditions. Introducing an Office use into the proposal is strongly encouraged and would help achieve the resident to job proportional targets in OPA 2. This aligns with the vision for the Aldershot GO Central precinct as the preeminent destination for major office, retail and service commercial uses within Aldershot Corners. The precinct vision

also encourages affordable housing where permitted and directs tall buildings toward locations close to the GO station.

Similarly, Entertainment, and Recreation uses are permitted within this precinct, provided they are located within a mixed use building, and limited to the bottom two (2) floors. Introducing these uses would further advance the objective as cementing the precinct as a preeminent destination.

Additionally, "*Retail, mixed use building*" is permitted in this precinct, subject to footnote (a). Footnote (a) notes that this use is limited to bottom two (2) floors only. The development proposes retail uses at-grade, and dwelling units starting at the second storey.

Although the proposal contemplates two permitted uses, the approximately 4.23 hectare developable area provides sufficient opportunity to accommodate a diverse mix of uses. Given that Section 7.4.2 encourages development to include up to three different permitted uses where feasible, the proposal should be revised to introduce additional employment and community serving uses, particularly office uses or community spaces, or uses listed in Appendix E, to better support the precinct's mixed-use vision, increase employment opportunities and achieve the resident to job balance envisioned in OPA 2.

Mid Rise Residential Precinct – Permitted and Discretionary Use Review

Per 7.4.6, sensitive uses within the Mid-Rise Residential Precinct, east of Waterdown Road, may not be allowed unless office or light industry uses are present as an intervening land use to the existing rail facility that is considered a major facility, as noted in footnote (e) of Table 7.1 and in accordance with Subsections 5.26 (Land Use Compatibility) and 5.27 (Development in Proximity to Rail) of this By-law. The City may require on-site or off-site mitigation measures as conditions of approval based on the findings of the site-specific detailed Land Use Compatibility Study, or other technical reports.

Per Section 7.4.5, development within the Mid-Rise Residential Precinct should contain a minimum of two (2) permitted or discretionary uses as identified in Table 7.1.

Permitted and Discretionary uses for the Mid-Rise Residential Precinct include (Table 7.1):

Use	Permitted or Discretionary	Applicable Footnotes
Rowhouse	Discretionary	East of Waterdown Road: (d)(e)

Dwelling units above the first two (2) storeys in all use building	Discretionary	East of Waterdown Road: (d)(e)
Dwelling units in the second storey in a mixed use building	Discretionary	East of Waterdown Road: (d)(e)
Apartment building, single use	Discretionary	East of Waterdown Road: (d)(e)(h)
Office, single use building	Permitted	(e)
Office, mixed use building	Permitted	--
Retail, mixed use building	Permitted	(a)
Service commercial, mixed use building	Permitted	(a)
Recreation Use, mixed use building	Permitted	(a)
Light Industrial	Discretionary	(e)(f)
Other Similar Uses	Discretionary	--

Based on a review of the permitted and discretionary uses within this precinct, “Mixed use building with first floor non residential use and residential use above” is a permitted use within this precinct, subject to footnotes (d)(e), if applicable. Footnote (d) requires any proposed development containing sensitive uses to submit a land use compatibility study, demonstrating consideration for applicable MECP guidelines and best practices, and demonstrating compliance with applicable provincial legislative requirements.

“Office, mixed use building” is a permitted use in this precinct without any associated conditions. Incorporating office space into the proposal is therefore supported and would contribute to achieving the resident to job proportional targets established in OPA 2. This is consistent with the vision for the Mid-Rise Residential precinct, which is intended to support the Major Transit Station Area objectives by providing a balanced mix of housing, retail, service commercial, and employment opportunities in close proximity to the Aldershot GO Transit Station, while ensuring an appropriate transition to existing neighbourhoods beyond the Major Transit Station Area boundary.

“Retail, mixed use building” is permitted in this precinct, subject to footnote (a). Footnote (a) notes that this use is limited to bottom two (2) floors only. The development proposes retail uses at-grade, and dwelling units starting at the second storey.

Maximum Building Heights

While OPA 2 establishes an overall vision for each precinct and appropriate built form, it does not prescribe specific building height maximums. Instead, OPA 2 directs height permissions to be implemented through the Community Planning Permit By-law.

Under the approved-in-principle CPP By-law, Schedule C-2: Class 1 Maximum Heights and Schedule C-3: Class 2 Maximum Heights establish the intended maximum building heights for the subject lands as follows:

Maximum Building Heights in the Aldershot GO Central Precinct		
Class 1 Maximum	Class 2 Maximum	TOC Proposal
15 storeys	**30 Storeys**	Towers 1 and 6: 48 storeys Towers 2 and 5: 40 storeys
Maximum Building Heights in the Mid-Rise Residential Precinct		
Class 1 Maximum	Class 2 Maximum	TOC Proposal
6 storeys	**11 storeys**	Towers 3 and 4: 30 storeys

The proposal significantly exceeds the Class 2 maximum heights established for both respective precincts and would require a Class 3 permit approved by Council.

Additional justification is required to demonstrate how the surrounding context is addressed and achieves the built form objectives of OPA 2 and the CPP By-law. There is concern with these heights as the development proposal has not appropriately demonstrated consideration and appropriate transitions to existing low-rise areas located both within and outside of the MTSAs. Specifically, there is concern with the proposed height, massing, and built form transitions to the adjacent townhouse development to the southwest within the MTSA boundary and the single-detached dwellings to the south outside the MTSA boundary. Further consideration is required regarding the arrangement, orientation, and heights of the podiums and towers, as well as setbacks and stepbacks to ensure the proposed intensity can be accommodated while minimizing impacts on established low-rise areas. Further refinement of the built form is recommended to improve the relationship between the proposed development and the adjacent townhouse development to the west, and to bring the proposal into closer alignment with the City's Tall Building Design Guidelines (TBDG) which applies to buildings over 11 storeys.

Section 5.30.3 of the CPP By-law notes:
"A building height above the heights shown on Schedules B-3, C-3 and D-3 may be allowed through a Class 3 Community Planning Permit and is subject to the provision of facilities, services and matters in accordance with Provisions 5.30.4, 5.30.7 and Tables 5.4 to 5.6 below and the criteria outlined in Section 3.8 (Criteria for Discretionary Uses, Variations from Standards and Class 2 or 3 Building Heights) of this By-law."

Though, the CPP By-law requires the provision of services, facilities and matters proportionate with permissions for height, and sets out development standards to ensure that development delivers a variety of community amenities and transitions appropriately to existing low rise areas outside of the MTSAs. While the requirements of Section 5.30 are not currently anticipated to be implemented immediately upon approval of the CPP By-law and are currently under review, the intent of these provisions remains relevant in assessing whether additional height is appropriate and whether the proposal achieves the broader objectives of MTSA policy framework.

At this stage, additional information is required to demonstrate that the proposed heights are appropriate and that any potential adverse impacts can be appropriately minimized or mitigated. Currently the submission has not yet adequately evaluated key built form consideration related to the heights proposed, including transitions surrounding development, shadow and wind impacts, pedestrian comfort, public realm conditions, and the relationship between the proposed towers and existing and planned development. Further analysis is required to inform a comprehensive assessment whether the proposed height and massing is appropriate. An Angular Plane Study or alternative shall be provided demonstrating the proposal's alignment with the City of Burlington's Tall Building Design Guidelines and demonstrate appropriate transitions to the adjacent existing townhouses located west of the subject site.

Public Realm & Activated Streets

Masonry Court, along the southern property line is designated as an MTSA Major Mixed Use Street on Schedule G-2 of OPA 2 and Schedule C-4 Public Realm and Active Transportation Plan. Under CPP By-law Section 5.28.2(a), retail, service commercial, institutional uses, day care centre, public service facility or office uses are required continuously at-grade in buildings facing Major Mixed Use Streets, subject to only Primary Public Entrances exception and the Low to Mid-Rise Residential and Mid-Rise Residential Precincts precinct exemption in Section 5.28.2(a)(i) and (ii). The proposal provides retail continuously at-grade which generally satisfies the active frontage requirements. However, further consideration should be given to expanding the range and scale of uses at the podium level. Section 5.28.2(c) permits a single retail, commercial, or public service facility to occupy more than one individual unit or storey along an Activated Street. This provides an opportunity to accommodate larger-format tenant or community serving uses that may better support the needs of current and future residents, rather than limiting the ground floor program to smaller individual retail units.

As discussed in the Permitted Uses Section, under Section 7.4.5, development within the Mid-Rise Residential Precinct should contain a minimum of two (2) permitted or

discretionary uses as identified in Table 7.1. The proposal presents an opportunity to introduce additional complementary uses, including a larger-format tenant or public service facility. The City's Recreation, Community, and Culture (RCC) staff have identified need for publicly accessible indoor gathering and community space within the development. As the Aldershot area continues to intensify, demand for community programming and access to spaces that support broader community use will increase and should be considered in the design and planning of the development. RCC staff are open to exploring partnership opportunities that provide dedicated community access, rental, or programming hours, consistent with the community space needs identified in the City's Live & Play Plan. City staff would be pleased to enter into discussions with IO to secure a City community space on the subject site.

The proposed road along the eastern property line is designated as an MTSA General Mixed Use Street on Schedule G-2 and is subject to the Activated Streets provisions of Section 5.28.2(b). These provisions encourage retail, service commercial, institutional uses, day care centre, public service facility or office uses at-grade within buildings fronting General Mixed Use Streets. The proposal partially takes up this opportunity. An active use is provided at-grade within Tower 3, but Towers 1 and 2, which are closest to the GO station, do not extend this activation northward along the full length of the street frontage. Given the proximity to the GO station, there is an opportunity to strengthen the pedestrian-oriented environment by incorporating a greater diversity of uses along the entire eastern street frontage. Staff recommend further opportunities are explored to provide continuous active uses along this new road to fully realize the opportunity this provision encourages. In addition, Towers 1 and 2 are located within the Aldershot GO Central precinct, where Table 7.1 permits a mixed-use building with first floor non residential use and residential use above, subject to the criteria identified in footnote (i). Pursuant to footnote (i), this permission is only applicable where one or more of the community serving uses identified in Appendix E are included within the first storey and where those uses serve the day-to-day and weekly needs of current and future residents and employees in the area. Uses identified in Appendix E include, Food Store; Convenience/Specialty Food Store; Public Service Facility; Day Care Centre; Office; Bank; Hardware Store; and, other uses subject to demonstrated market need and/or through a retail and service commercial report and subject to approval of the Approval Authority.

The proposal should also confirm compliance with Section 5.28.2 d) for all proposed buildings which limits indoor common amenity area on the first or second floor (not fronting onto a Major Mixed Use Street) to no more than 10% of the first floor area, or up to 15% through a Class 2 Permit.

Section 5.28.2(e) requires that development along Activated Streets demonstrate consideration of specific streetscape design criteria including, clear glazing on front facades windows and doors; externally articulated storefronts (through stepping and recessing) that break down the apparent width and support a pedestrian-scaled rhythm; incorporate street furniture and elements such as lighting, seating, wayfinding, and appropriately sized entrances; and planned space for trees in the public right-of-way, in conformity with the City's Urban Forest Management Plan and applicable tree by-laws. These design elements have not been clearly demonstrated in the submission and details should be provided as part of the Step 4 submission.

Provisions in Section 5.28.3 are intended to ensure that any development adjacent to Parks, Linear Parks, and Greenways, enhances and support these green spaces. Surrounding development should be scaled and setback appropriately to maximize sun and sky views, so these spaces are not overshadowed or enclosed. Development should also strategically create connections through the broader public realm network, using accessible paths, wayfinding, and activated edges so that Parks, Linear Parks, and Greenways function as a connected system of nodes rather than isolated pockets. The proposal does not meet this intent. The proposed parkland location does not align with the broader parks and open space network envisioned by Schedule G of OPA 2, and the Planning Rationale indicates the parkland is expected to receive only 50% sun-coverage year round. Development surrounding the proposed parkland has not been scaled or setback appropriately and as a result, the transition fails to enhance the interface between the public realm and development. Further, more information is needed about the Linear Park and Greenway connection along Masonry Court including how this connection will function and how it will align with this planned park network and its objectives. Compliance has not been fully demonstrated with these provisions. As part of the Tertiary Planning process, the proponent is encouraged to work collaboratively with the City to identify a suitable park location that supports the objectives of OPA 2 and the CPP By-law.

Development Standards Review

Community Initiatives staff have reviewed the submitted architectural drawings against the approved in-principle CPP By-law and offer the following preliminary comments.

In 2024, Council adopted OPA 2 together with an approved in-principle CPP By-law. As noted above, the CPP By-law cannot be brought forward to Council for approval until the appeals related to the enabling policies of the Community Planning Permit System have been resolved or scoped. On that basis, the approved in principle CPP By-law contemplates the following development standards.

Based on the submitted materials, it appears that the proposed development varies from the following applicable standards of the Draft approved in-principle CPP By-law:

CPP By-law Section	#	Comments
5.20 Driveways and Parking Aisles	5.20.1, 5.20.3 and, Figure 5.2	Dimensions of driveway providing access to a parking area or parking garage have not been provided. Dimensions to confirm the following has not been provided: Structural columns shall be set back a minimum of 0.5 metres on both sides of the driving aisle to provide for a total of 7.0 metres minimum clearance for 90-degree angle parking measure from the face of column to face of column, as depicted in Figure 5.2.
5.21 Parking Spaces	5.21, Table 5.2: Residential and Non-Residential Parking Spaces, 5.21.4	Confirm total number of parking spaces provided in the development comply with all provisions or standards given in Table 5.2. Visitor parking to be clearly delineated. Address compliance with all provisions in 5.21.4, wherever an accessible parking space is provided.
5.22 Parking Space Dimensions	5.22.1 – 5.22.5	Dimensions to be provided for parking spaces.
5.24 Loading Spaces	5.24.1 – 5.24.5	Dimensions and details of loading spaces have not been provided.
5.25 Bicycle Parking	5.25.2 – 5.25.3	Dimensions of bicycle parking spaces have not been provided.
	5.25.4 – 5.25.6.	The project statistics table indicate that no oversized bicycle spaces are provided. The draft by-law requires a minimum of 5% of required bicycle parking spaces be designated spaces for large bicycles.
	5.25.7	Dimensions of aisles not provided.
	5.25.8 - 5.25.9	Details about surface type and illumination of bicycle parking spaces should be provided at the site plan stage.

	Table 5.3: Bicycle Parking Space Requirements	According to Sheet A006 Project Statistics, across the site, the proposed development meets the required number and type of bicycle parking spaces for residential uses. For retail uses, the proposed number of short and long-term bicycle spaces does not comply with the Draft CPP Bylaw. The long-term and short-term required bicycle parking ratios referenced on Sheet A006 appear to have been switched. The short-term bicycle parking rate is 0.2 spaces / 100 sm of retail GFA, according to the Draft CPP By-law. Please revise the plans to comply with the correct bicycle parking space requirements for retail uses. <u>Other Comments:</u> • Please confirm that the proposed number of bicycle parking spaces indicated in the Project Statistics table (i.e. 1,637 spaces) excludes the 32 Enclosed Bike Storage and 32 Covered Bike Storage spaces along the north side of Private Road A. These spaces should not count towards meeting the bicycle parking requirements for the proposed buildings as they are intended for GO commuters according to the Planning Justification Report. • Information about the proposed number and type of bicycle parking spaces for each building and development phase is missing and should be provided in the future Step 4 submission. Please ensure that the number of bicycle parking spaces in each building / phase of development is commensurate with the number of dwelling units and retail GFA of the building / phase, in accordance with the bicycle parking space rates of Table 5.3. • There are no short-term bicycle parking spaces labelled for Building 6 in the Architectural Drawing Set. • The second row of the “Bicycle Parking” table on Sheet A006 of the Architectural Package references the wrong by-law and refers to the Toronto Green Standard v4. Please update this reference to refer to the correct by-law.
5.26 Land Use Compatibility	5.26.1	The development contains sensitive land uses and is located adjacent to major facilities, including the Canadian National rail corridor and the Aldershot Rail Yard.

		Proponents of development containing sensitive land uses must incorporate measures to avoid, or if avoidance is not possible, minimize and mitigate potential impacts and ensure long term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures.
	5.26.2	Notwithstanding Tables 6.1, 7.1, and 8.1, any proposed development containing sensitive land uses or a major facility shall require the completion of a Land Use Compatibility Screening Assessment at the pre-consultation process for potential issues of land use compatibility. This screening assessment will determine the need for a detailed land use compatibility study prepared in accordance with a Terms of Reference approved by the City in consultation with affected major facilities as outlined in provision 3.11.3 of this By-law. The screening assessment and the detailed land use compatibility study must be completed in accordance with provincial guidelines, standards, and procedures.
	5.26.4	The City may impose conditions of approval regarding on-site or off-site mitigation measures that may be secured prior to development through an agreement and security or required prior to construction of development at the expense of the applicant for a sensitive land use.
5.27 Development in Proximity to Rail	5.27 and, Table 6.2	An application for a Community Planning Permit for a residential use or other sensitive land use within 30 metres from a property line abutting a rail right-of-way or 300 metres of a rail yard shall require an impact assessment to determine the compatibility of the proposed land use, to demonstrate the requirements of the Federation of Canadian Municipalities' Proximity to Rail Guidelines have been met and to recommend mitigation measures. The setbacks in Tables 6.2, 7.2, and 8.2 will apply unless the property owner of the railway right-of-way approves a lower setback distance.
5.28.2 Activated Streets	5.28.2 a)	Demonstrate how the proposed design satisfies the continuous active-use frontage requirements of 5.28.2.
5.29. Building Podium Design	5.29.1 a)	The architectural design of the lower building shall demonstrate consideration for achieving a high standard that is contextually appropriate, contributing positively to the streetscape and responding sensitively to the development to the west. The podium is a key transitional element between the existing residential and the

		proposed tower, and its height could be decreased to maintain a human-scale.
	5.29.1 b)	Façade articulation shall demonstrate consideration for design that responds to environmental factors, including sun exposure, wind, and heat along with visual interest. Articulation at the podium level is an opportunity to reflect the scale and rhythm of the surrounding context, especially the consistent three-storey datum along the adjacent residential development to the west, with varied treatments across all elevations to strengthen the building's response to its different surroundings.
	5.29.1 c)	The proposed development shall demonstrate consideration for high quality materials and architectural elements to be incorporated, contributing to a strong engaging streetscape, with residential and non-residential entrances clearly distinguished.
	5.29.1 d)	The proposal should incorporate functional mid-block pedestrian connections through the podium to enhance permeability, break up the podium, and create additional corner conditions.
	5.29.1 e)	The proposal shall demonstrate consideration for buildings which surround, have proximity to, or front onto existing or new parks including linear parks and greenways, and open space should include building stepbacks, increased yard setbacks, and have the highest level of architectural expression, articulation, and use of materials.
7.5 Development Standards	7.5.2 b) i)	The underground parking structure is proposed to be set back 0 m from Masonry Court and the proposed public right-of-way limits. A Class 3 variation is therefore required.
	7.5.2 b) ii)	The proposed development incorporates a 30 m setback above ground from the railway right-of-way. Below ground, underground parking is proposed within 30 m from the rear property line. Confirmation is required from the railway right-of-way owner to confirm whether the setback of the underground parking is acceptable.
Table 7.2: Development Standards	Yard Abutting an Activated Street	Abutting an activated street, a minimum 2 m yard is required and may be required to 1.5 m through a Class 2 variation. Additionally, a maximum 3 m yard abutting an activated street is allowed, and may be increased to 3.5 m through a Class 2 variation. Residential lobbies may have a maximum setback of 6 m.

		Masonry Court:
		• This street is identified as a Major Mixed Use Street per Schedule C-4 of the draft by-law.
		• Buildings 3 and 4 have yards greater than 7 metres, which exceed the maximum permitted under both a Class 1 and Class 2 permit. A Class 3 variation is required.
		
		East Public ROW (ROW 2):
		• This street is identified as a General Mixed Use Street on Schedule C-4 of the draft by-law.
		• Building 1 has a minimum yard of 1.2 m abutting ROW 2, which is less than the minimum that may be allowed through a Class 2 variation. A Class 3 variation is required.
		• Building 3 exceeds the maximum yard permitted under Class 2. A Class 3 variation required.
		• More information is required regarding Building 2. Minimum yard dimensions are not shown in the submitted plans.
		
		West Public ROW (ROW 3):
		• This is a new street not shown on Schedule C-4 of the draft by-law. Should this street be considered a General Mixed Use Street:
		  ○ Buildings 5 and 6 are setback 0 m from street. Class 3 variation required.
		  ○ Building 4 setback exceeds maximum permitted under Class 2. Class 3 variation required.

	All Other Yards	To be determined. Please refer to City comments in Attachment 5 regarding proposed Private Road A. A minimum 3 m yard abutting this road should be provided, which may be reduced to 2.4 m through a Class 2 variation, in accordance with Table 7.2 of the draft by-law. Additionally, should West Public ROW (ROW 3) be considered a non-activated street, Buildings 5 and 6 will require a Class 3 variation.
	Setback of a residential use from a	A 30 m setback from the property line of the railway right-of-way is required, which may be reduced in accordance with Section 5.27 of the by-law.

	railway right-of-way	The proposed buildings are setback 30 m from the property line is provided above grade.
	Landscape Open Space Area	20% of lot area is to be landscaped open space area, which may be reduced to 15% through a Class 2 variation. More information is needed to confirm compliance with this standard.
	Residential amenity area (per dwelling unit)	Table 7.2 requires 4.0 m^2 of private residential amenity area and 4.0 m^2 of common residential amenity area per dwelling unit. This may be reduced to 3.2 m^2 through a Class 2 variation. <u>Private Residential Amenity Area</u> No statistics were provided in the submission package regarding proposed private amenity space, although the floor plans suggest that some units are proposed to have access to private terraces. More information about the proposed amount of private amenity area should be provided. <u>Common Residential Amenity Area</u> Buildings 1-4 appear to comply with the Class 1 standard for common residential amenity area. For Buildings 5 and 6, staff observe that while the statistics table indicate that a 69.2 m^2 exterior amenity area is proposed on Level 09 of both Building 5 and 6, these areas are not shown on the corresponding floor plans. As a result, a Class 2 variation may be required for Buildings 5 and 6.

More information is also required to confirm compliance with the following sections in the By-law:

- Specific Uses - Outdoor Patios (Section 5.10)
- Sustainable Development (Section 5.13)
- Fencing (Section 5.14)
- Mechanical Equipment (Section 5.15)
- Transportation (Section 5.16)
- Visibility Triangles (Section 5.17)
- General Parking Provisions (Section 5.18)
- Parking Areas (5.19)

- Parking Spaces (Section 5.21 and Table 5.2: Residential and Non-Residential Parking Spaces)
- Parking Space Dimensions (Section 5.22)
- Accessible Parking (Section 5.21.4)
- Overhead clearance of parking area entrances and circulation to and from accessible parking spaces, and of accessible parking spaces (Provisions 5.19.4 and 5.21.4 f))
- Loading Spaces (5.24)
- Bicycle Parking (5.25)
- Landscape Open Space Area (Table 7.2)

Attachment 4: List of Required Studies and Information

Prepared in response to the Step 1 Submission for the proposed Aldershot GO Transit-Oriented Community (TOC) - Infrastructure Ontario

August 10, 2026

This document outlines the required information for the Step 4 Submission. Please note that this may not be an exhaustive list and refer to all the technical comments provided in Attachment 5.

If a particular report, study or plan was provided in the Step 1 Submission, please note that revisions may be required based on the comments provided in this package.

See Appendix 1 of this document below for a detailed list and description of the requirements for reports/studies and plans.

This document has been adapted from the City's Development Pre-Consultation Form for the purpose of reviewing the TOC Step 1 Submission.

Required Information for Step 4 Submission

	Supporting Reports, Studies, Plans **In accordance with Policies contained within 11.1.2 of the City's Official Plan, all identified materials must be submitted in accessible PDF format consistent with the City's standards and the standards of <u>The Accessibility for Ontarians with Disabilities Act</u> before an application is deemed complete.**	**Submitted in Step 1 Submission** **(Yes/No)**	**Required in next Submission** **(Yes/No)**
i.	Planning Justification Report, including employment or residential needs analysis, where required	**Yes**	**Yes**
ii.	Land Assembly Documents	No	No
iii.	Survey and Draft Reference Plan, prepared by an Ontario Land Surveyor, including PIN Report and copies of any registered agreements on title.	**Yes**	**Yes**
iv.	Land Use Compatibility Study	No	**Yes**
v.	Retail and Service Commercial Needs Assessment	No	No

vi.	Financial Impact Study	No	No
vii.	Housing Impact Statement	No	**Yes**
viii.	Park Concept Plan	No	**Yes**
ix.	Agricultural Impact Assessment	No	No
x.	Social Impact Assessment	No	No
xi.	Archaeological Report	No	No[1]
xii.	Heritage Impact Study	No	No
xiii.	Cultural Heritage Landscape Impact Assessment	No	No
xiv.	Conceptual Site Plan Layout	**Yes**	**Yes**
xv.	Architectural Plans	**Yes**	**Yes**
xvi.	3-D Model of Proposed Buildings	No	**Yes**
xvii.	Burlington Urban Design Advisory Panel (BUD) Comments	No	**Yes**
xviii.	Height Survey of Adjacent Buildings	No	No
xix.	Angular Plane Study or alternative	No	**Yes**
xx.	Shadow Analysis Plan	**Yes**	**Yes**
xxi.	Wind Impact Study	**Yes**	**Yes**
xxii.	Arborist Report	No	**Yes**
xxiii.	Tree Inventory and Preservation Plan	No	**Yes**
xxiv.	Landscape Concept Plan	No	**Yes**
xxv.	Water & Wastewater Functional Servicing Report (with cross-sections and details municipal right-of-way connections)	**Yes**	**Yes**
xxvi.	Hydrogeology Study / Water Budget & Hydrology Study	No	**Yes**
xxvii.	Source Protection Disclosure Report	No	No
xxviii.	Noise Feasibility Study / Vibration Study	No	**Yes**
xxix.	Transportation Impact Study	**Yes**	**Yes**
xxx.	Transportation Demand Management Plan and Implementation Strategy	No	**Yes**
xxxi.	Parking Justification Report	Yes	**Yes**

xxxii.	Storm Water Management Report / Functional Drainage Report, Storm Services Plan and Flooding Hazard Delineation and/or Grading and Drainage Plans	**Yes**	**Yes**
xxxiii.	Environmental Impact Assessment	No	No
xxxiv.	Top-of-bank Demarcation / Slope Stability Assessment / Creek Erosion Assessment / Geomorphic Study	No	No
xxxv.	Shoreline Hazardous Land Studies	No	No
xxxvi.	Geotechnical Report	No	Yes
xxvii.	Phase One Environmental Assessment	No	**Yes**
xxviii.	Phase Two Environmental Assessment / Record of Site Condition	(TBD if required by Phase One)	TBD
xxix.	Landfill Assessment	No	No
xl.	Sustainable Building and Development Guidelines Checklist	No	**Yes**
xli.	Phasing Strategy for Development of Retail and Service Commercial Uses	No	**Yes**
xlii.	Public Consultation Strategy	No	**Yes**
xliii.	Response to Comments Received at a Community Meeting Held in Advance of a Formal Development Application	No	**Yes**
xliv.	Tertiary Plan	No	**Yes**
xlv.	Urban Design Brief	**Yes**	**Yes**
xlvi.	Tenant Relocation and Assistance Plan	No	No
xlvii.	**Other**		
	Rail Safety and Risk Mitigation Report	No	**Yes**
	Detailed Phasing Plan	No	**Yes**
	Hydraulic Modelling	No	**Yes**
	Waste Management Plan	No	**Yes**
	Environmental Site Screening Checklist	No	**Yes**

	Draft Zoning By-law Amendment	No	**Yes**
	Air Quality Impact Study	No	**Yes**
	Synchro Files	No	**Yes**
	Crane Swing Plan	No	**Yes**

[1] While an archaeological assessment is not required for the subject lands, as part of tertiary planning, an archaeological assessment of the adjacent lands to the east may be required as the Stage 1 Archaeological Assessment (ASI, 2018) indicated archaeological potential on those lands.

NOTES:

1. **The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Pre-consultation does not imply or suggest any decision whatsoever on behalf of City staff or the Corporation of the City of Burlington to either support or refuse the application.**

2. **The applicant acknowledges that submission requirements are subject to change and that additional reports, studies, plans or information may be required beyond what is identified within this document in advance of an application being deemed complete.**

3. **The City may require the peer review of any technical report or study submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.**

4. **Application materials submitted without the information identified in this Document, or without the supporting technical studies prepared in accordance with the direction provided in Appendix 1, the meeting notes, and the Pre-submission checklist attached to this Document, will be returned to the applicant based on insufficient information to properly evaluate the application.**

5. **The applicant acknowledges that the City considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents to the City copying and releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.**

6. **It may be determined during the review of the application that additional studies or information will be required as a result of issues arising during the processing of the application.**

7. **The applicant must grant permission for municipal and agency staff to visit and access the property while the application is being processed.**

8. **There may also be financial requirements arising from the application, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, costs for lifting 0.3-metre reserves, and reimbursement for road widening acquisition or road improvements.**

9. **Personal information contained in this form is collected under the authority of the Planning Act, R.S.O. 1990, cP.13, as amended. The information will be used for the purpose of administering the City of Burlington's pre-consultation process on development applications.**

10. **The applicant requests that the information submitted on this pre-consultation form and associated documents be kept confidential. It is understood; however, that an access request may be filed under the Municipal Freedom of Information and Protection of Privacy Act, and information may be subject to release, notwithstanding the request to keep information confidential.**

APPENDIX ONE: REQUIREMENTS FOR REPORTS/STUDIES AND PLANS

i. **Planning Justification Report**
A qualified planner (Registered Professional Planner) must submit a signed report providing planning justification for the proposed amendment in light of the objectives and policies of the City's Official Plan and the technical studies accompanying the application. The goal of the report is to document how the proposed departure from the local policies and regulations represents good planning and is in the public interest. The report must include items listed in the attached Pre-Submission Checklist.

ii. **Land Assembly Documents**
Required for applications where, in the opinion of the Community Planning Department, the assembly of additional lands is required to facilitate orderly development of the area. Applicants are required to submit documentation demonstrating that a reasonable, bona fide offer has been made to acquire such lands.

iii. **Survey and Severance Sketch, prepared by an Ontario Land Surveyor**
Survey / Reference Plan of site showing PINs, easements, property boundaries etc.

iv. **Land Use Compatibility Study**
Required for applications proposing sensitive land uses in proximity to existing industrial uses, or proposing industrial uses in proximity to existing sensitive uses, in accordance

with Subsection 4.6.2 of the City's Official Plan, Part IV, Sections 143 of the Regional Official Plan, and the Ministry of the Environment D-6 series guidelines or other Provincial land use compatibility guidelines.

v. **Retail and Service Commercial Needs Assessment**
Required in accordance with Chapter 8 of the Official Plan.

vi. **Financial Impact Study**
Required for a major development application which is deemed to have a potential impact on the City's financial sustainability and which meets the criteria listed in Subsection 6.5.2. of the Official Plan.

vii. **Housing Impact Statement**
Required for a development proposal which includes more than 100 dwelling units. Required in accordance with Subsection 3.1.1(2) h) of the Official Plan.

viii. **Park Concept Plan**
Required to illustrate how a parkette, neighbourhood park, community park, city-wide park, special resource area / linkage, and / or privately-owned publicly accessible open space (POPS) could be provided and function on a site in accordance with the applicable policies of Subsection 3.3.2 of the Official Plan.

ix. **Agricultural Impact Assessment**
Required In accordance with Subsection 9.2.2 (d) of the Official Plan, the Regional Official Plan and Halton Region's 'Agricultural Impact Assessment (AIA) Guidelines'.

x. **Social Impact Assessment**
Required to analyze, monitor and manage the intended and unintended social consequences of a development proposal, an infrastructure project, a policy or project, or any social change processes invoked by those interventions in accordance with Subsection 6.1.2 h) of the Official Plan.

xi. **Archaeological Report**
Required for all applications in or near areas of archaeological potential, as determined by the Region of Halton. Reports must be completed in accordance with Provincial requirements, the Regional Archaeological Master Plan and Subsection 3.5.2(5.2) of the City's Official Plan.

xii. **Heritage Impact Study**
Required where the City foresees potential unacceptable impacts on heritage attributes (including important landscapes, vistas and streetscapes) of a property designated pursuant to The Ontario Heritage Act, or of a property that in the opinion of the City has the potential to meet eligibility criteria for designation under The Ontario Heritage Act, in accordance with Subsection 3.5.2(5) of the Official Plan.

xiii. **Cultural Heritage Landscape Impact Assessment**

Required for a major development or infrastructure proposal within a Cultural Heritage Landscape Study Area Boundary or potential Cultural Heritage Landscape Study Area in accordance with Subsection 3.5.2(5.1) of the Official Plan.

xiv. Conceptual Site Plan Layout
General plan required showing proposed building envelopes, setbacks, driveways, parking and landscape areas.

xv. Architectural Plans
Architectural plans to include floor plans and elevation plans.

xvi. 3-D Model of Proposed Buildings
Required for major development proposals within the City's intensification areas, in accordance with the City's 3D Model Specifications, as amended.

xvii. Burlington Urban Design Advisory Panel (BUD) Comments
The Burlington Urban Design Advisory Panel (BUD) is an independent advisory body comprised of design professionals that provides urban design advice to the Community Planning Department. Advice from BUD will be integrated early in the review process to reinforce the City's expectation for a high standard of design excellence resulting in a more efficient and effective municipal development review. A copy of BUD meeting minutes must be submitted with the application along with a Design Brief explaining how their advice has been incorporated into the development proposal, in accordance with Subsection 12.1.2 (1.2) of the Official Plan.

xviii. Height Survey of Adjacent Buildings
Required for all infill and intensification development applications adjacent to residential properties, in accordance with Subsection 8.3.3(1) e) of the Official Plan. A surveyor's report must identify the highest points of the existing adjoining roofs measured from the existing average grade of the shared property line.

xix. Angular Plane Study
Identifies visual (height & overlook) impacts, sun shadow and wind impacts, and demonstrates how any adverse impacts can be mitigated to acceptable levels in accordance with Subsection 12.1.2 (1.2) of the Official Plan.

xx. Shadow Analysis Plan
May be required to demonstrate the potential shadow impacts of a proposed development on its surrounding context, in accordance with Subsections 7.3.2 and 12.1.2 (1.2) of the Official Plan and in compliance with the City's Shadow Study Guidelines and Terms of Reference.

xxi. Wind Impact Study
May be required to predict and assess the wind impacts of proposed buildings and site designs on surrounding public and private spaces in addition to on-site wind conditions, in

accordance with Subsections 7.3.2 and 12.1.2 (1.2) of the Official Plan and in compliance with the City's Pedestrian Level Wind Guidelines and Terms of Reference.

xxii. Arborist's Report
Required in accordance with Subsection 4.3.2 of the Official Plan.

xxiii. Tree Inventory and Preservation Plan
Required when a property under application contains woodlots, tree stands or hedgerows, in accordance with Subsection 4.3.2 of the City's Official Plan and Part IV, Sections 146-147 of the Regional Official Plan. A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation and protection of those trees to be retained.

xxiv. Landscaping Plan
Required in accordance with Subsections 4.3.2 and 7.3.2 of the Official Plan. The Landscaping Plan must be prepared by a qualified professional (certified member of the Ontario Association of Landscape Architects), identifying the location and general design intent of the proposed plantings, identifies minimum required soil volumes for proposed planting areas and location of any structural soil cell installation areas.

xxv. Water and Wastewater Functional Servicing Report
Required for all applications in urban areas in accordance with Part III, Sections 87-89 of the Regional Official Plan. Municipal (Urban) Servicing Guidelines are available from the Halton Region.

xxvi. Hydrogeology Study / Water Budget & Hydrology Study
Required for all applications in areas subject to private water and septic services, in accordance with Subsections 9.1.2 and 9.5.2 of the Official Plan, the Regional Official Plan and Halton Region's 'Hydrogeological Studies & Best Management Practices for Groundwater Protection Guidelines.'

xxvii. Source Protection Disclosure Report
Required where there would be significant drinking water threats from activities associated with a proposed development, in accordance with Subsections 4.4.2(2) o) and p) of the Official Plan.

xxviii. Noise Feasibility / Vibration Study
Required for applications in accordance with Subsections 4.6 and 6.2.5 (2) of the Official Plan, Part IV, Sections 142-143 of the Regional Official Plan, and for all properties abutting arterial roads. In the case of Regional roads, applicants shall refer to Halton Region's 'Noise Abatement Guidelines'.

xxix. Transportation Impact Study
Required to assess the impact of a proposed development on current travel patterns and/or future multi-modal transportation requirements in accordance with Subsection 6.2.1(2) d) of the Official Plan and Sections 171-173 of the Regional Official Plan. Contact City Transportation Services staff (City roads) or Regional Public Works staff (Regional roads) for background information and to discuss TIS requirements. For Regional roads,

applicants shall refer to Halton Region's 'Transportation Impact Study Guidelines.' The Ministry of Transportation must be contacted for development proposals near provincial highways or interchanges.

xxx. Transportation Demand Management and Implementation Strategy
Required for development proposals within Primary, Secondary and Employment Growth Areas and may be required within other areas of the City, excluding Residential Low-Density areas, in accordance with Subsection 6.2.10(2) of the Official Plan.

xxxi. Parking Justification Report
Required for development proposals that are requesting a reduced parking rate in order to assess the potential impacts and appropriateness of reduced parking rates, in accordance with Subsection 12.1.2 (1.2).

xxxii. Stormwater Management Report / Functional Drainage Report, Storm Services Plan and Flooding Hazard Delineation and/or Grading and Drainage Plans
Required for development proposals in accordance with Subsections 4.4.2(2) and 12.1.2 (1.2) of the Official Plan to understand and mitigate the effects of urbanization / development on the hydrologic and hydraulic cycle including increased runoff, and decreased infiltration or rain and snowmelt.

xxxiii. Environmental Impact Assessment
Required in accordance with Subsection 4.2.4 of the Official Plan, the Regional Official Plan and the Region's Environmental Impact Assessment Guidelines to demonstrate that a proposed development or site alteration will result in no negative impacts to the City's Natural Heritage System, its ecological functions, or hydrologic functions, to sensitive surface water features, or groundwater features or their hydrologic functions, or to key natural features.

xxxiv. Top-of-bank Demarcation / Slope Stability Assessment / Creek Erosion Assessment / Geomorphic Study
Required for applications on any property containing, or abutting a creek or valley feature, Lake Ontario or Burlington Bay shoreline, in accordance with Subsection 4.4.2 (3) of the Official Plan.

xxxv. Shoreline Hazardous Land Studies
Required in accordance with Subsection 4.5.1(2) of the Official Plan for applications along Lake Ontario and Burlington Bay/Hamilton Harbour.

xxxvi. Geotechnical Report
Required for proposals with underground parking structures or to determine stable top-of-bank in accordance with Subsection 4.4.2(2) of the Official Plan.

xxxvii. Phase I Environmental Assessment
Required to assess matters related to known or potential site contamination in accordance with Subsection 4.7.2 of the Official Plan, the Regional Official Plan and Halton Region's 'Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites'. All requirements of O. Reg. 153/04 must be met for Phase One and Two studies and required Records of Site Condition (RSCs). A letter of reliance

from the Environmental Consultant/Qualified Person, confirming the City of Burlington and the Region of Halton can rely on the information contained in the report(s) is required. All reports must be signed by a Qualified Person as defined under O. Reg. 153/04.

xxxviii. Phase II Environmental Assessment
Required to assess matters related to known or potential site contamination in accordance with Subsection 4.7.2 of the Official Plan, the Regional Official Plan and Halton Region's 'Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites'. All requirements of O. Reg. 153/04 must be met for Phase One and Two studies and required Records of Site Condition (RSCs). A letter of reliance from the Environmental Consultant/Qualified Person, confirming the City of Burlington and the Region of Halton can rely on the information contained in the report(s) is required. All reports must be signed by a Qualified Person as defined under O. Reg. 153/04.

xxxix. Landfill Assessment
Required for development proposals on or within 500 metres of an area identified as a former Waste Disposal Site, in accordance with Subsection 4.8.2 of the Official Plan.

xl. Sustainable Building and Design Guidelines Checklist
Required for high and medium density residential, mixed use, commercial, industrial, office, institutional and public service facilities in accordance with Subsection 7.4.1 of the Official Plan, the Regional Official Plan and Halton Region's 'Healthy Communities Guidelines.'

xli. Phasing Strategy for Development of Retail and Service Commercial Use
Required for applications proposing a comprehensive development of a site that include the replacement of existing commercial floor area. Required to demonstrate that the proposed development does not adversely impact the long-term provision of goods and services as the site transitions to its complete stage of development in accordance with Chapter 8 of the Official Plan.

xlii. Public Consultation Strategy
Required for individual development applications and outlines a proposed strategy for consulting with the public, in accordance with Subsection 12.1.2 (1.2)

xliii. Response to Comments Received at a Community Meeting Held in Advance of a Formal Development Application
In accordance with Subsection 12.1.2 (1.2).

xliv. Tertiary Plan
Required to provide a framework for the distribution of development and provide design direction on elements such as streets and blocks, land use, parks and open space, building massing, building setbacks, public realm and streetscapes, parking and access, landscape, pedestrian connections and more in accordance with 8.1.2 (10.1) of the Official Plan.

xlv. Urban Design Brief
Required to be prepared by a qualified person, and demonstrates how a proposed development meets the policies of the Official Plan and addresses the relevant design guidelines in accordance with Subsection 7.1.2 of the Official Plan.

xlvi. Tenant Relocation and Assistance Plan
Required for development applications which include the demolition of residential rental properties or the conversion to condominium tenure or owner occupancy, including the right to return and alternative accommodations to lessen hardship in accordance with Subsection 3.1.2 (2) and 12.1.2 (1.2) of the Official Plan.

xlvii. Other
Any other studies as determined to be necessary to facilitate proper consideration of the application.

Attachment 5: Technical Comments from City Staff and Agencies

Prepared in response to the Step 1 Submission for the proposed Aldershot GO Transit-Oriented Community (TOC) - Infrastructure Ontario

August 10, 2026

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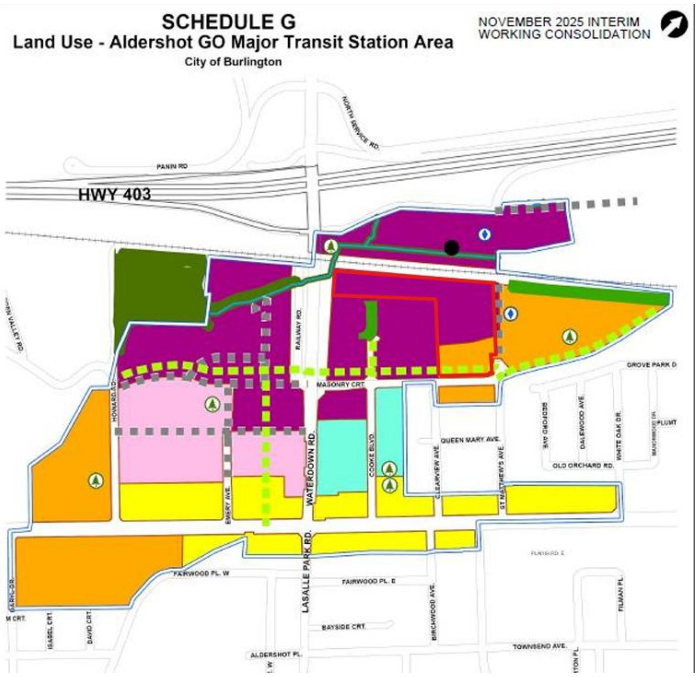
1. City of Burlington - Technical Planning Comments

A. Planning Rationale & Urban Design Brief, Sajecki Planning, dated June 2026

1. Precinct: The property is L-shaped and spans two precincts under Schedule G: Land Use - Aldershot GO Major Transit Station Area. The northwestern portion is within the Aldershot GO Central precinct. The eastern portion is split; the north side is within the Aldershot GO Central precinct, and the south side is within the Mid-Rise Residential Precinct. The subject site is correctly shown in the image below. The submitted Planning Rationale and Urban Design Brief, prepared by Sajecki Planning, dated June 2026, incorrectly shows the subject site location in Figure 18 on page 44.



2. The site statistics and Planning Justification Report identify a total retail gross floor area (GFA) of approximately 2055 m^2, whereas Architectural Drawing A102 shows a retail GFA of approximately 1,887 m^2. Please clarify this discrepancy and confirm the correct retail GFA figure.

B. Architectural Drawing Set, Sheet A006 (Project Statistics), WW+P, dated 04/24/26

1. <u>Bicycle Parking:</u>

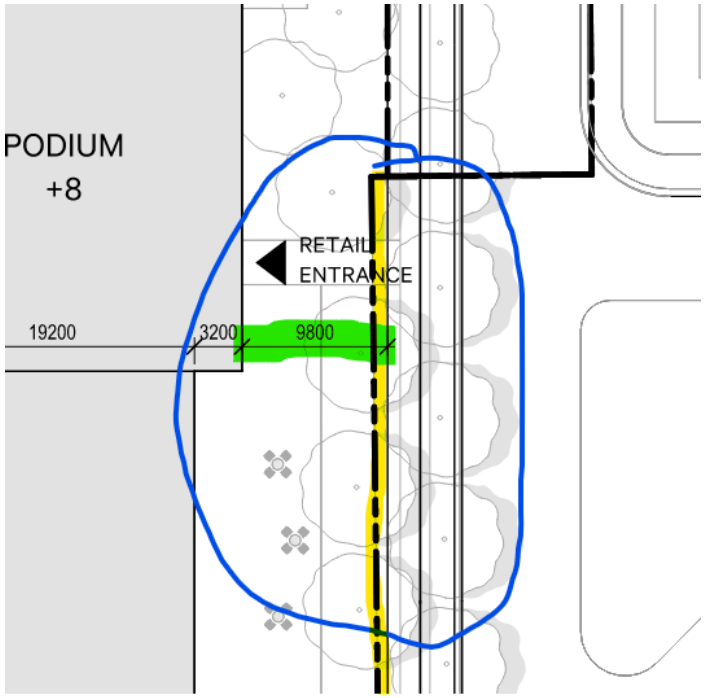
    a. The long-term and short-term required bicycle parking ratios referenced on Sheet A006 appear to have been switched. The short-term bicycle parking rate is 0.2 spaces / 100 sm of retail GFA, according to the Draft CPPBL. Please revise the plans to comply with the correct bicycle parking space requirements for retail uses.

    b. The second row of the "Bicycle Parking" table references the wrong by-law and refers to the Toronto Green Standard v4. Please update this reference to refer to the correct by-law.

B. Architectural Drawing Set, Sheet A011 (Site Plan), WW+P, dated 04/24/26

1. The western limit of the eastern proposed Public ROW (Public ROW 2) does not align with the existing western limit of the subject property where it meets Masonry Court. Consider adjusting ROW limit to align with the existing City ROW limit.

2. Related to the above, the "9800" dimension for Building 3 should be revised to be measured to the lot line.



C. Transportation Impact Study, C.F. Crozier & Associates Inc., May 2026

- Figure 4 on page 12 of the TIS does not reflect the in-effect boundaries of the PMTSA. Please refer to Attachment 2 of OPA 2 for the correct boundaries.
- Page 14 is the Aldershot GO MTSA Precinct Plan (2022), which informed the schedules of OPA 2. The TIS should reference the Ministry-approved Schedules G to G-3 of OPA 2 instead.

2. City of Burlington - Transportation Services

(See next page)

City of Burlington . . . Memo

426 Brant Street • P.O. Box 5013 • Burlington • Ontario • L7R 3Z6 • www.burlington.ca

To: **Karyn Poad and Samantha Romlewski**
Community Planning Department

From: **Kaylan Edgcumbe and Enosh Chen**
Transportation Services Department

Date: **August 6, 2026**

Re: **Transportation Planning Review – 119 Masonry Court**
Stage 1 of Transit Oriented Communities Program

INTRODUCTION

The Province of Ontario selected 119 Masonry Court as part of the Province's Transit Oriented Communities (TOC) Program, a regeneration opportunity towards a complete community with access to a full range of destinations for everyday needs.

The intent of Transportation Services' comments is twofold: revisions and advisory notes. The former offers revisions to achieve a complete community and refine the Transportation Impact Study (TIS). The latter provides context and considerations for subsequent stages. Transportation Services hold the position that this collaboration presents an opportunity to strategize ways to achieve the TOC Program objectives and improve the everyday life of future residents.

REVISIONS

Permitted Uses

An integrated land use and transportation approach to the TOC development brings more homes and community amenities closer to a higher-order transit station, while supporting significant growth. This approach delivers multiple bottom lines, including sustainability, livability, and accessibility, which benefit the community.

1. Transportation Services recommend a grocery store within the subject site to provide a missing major retail and commercial amenity within walking distance of a major transit station. Given that the nearest grocery store and other major commercial uses are at least 3 km from the subject site, such distances may be difficult to walk for everyday needs (refer to Figure 1).
   a. Transportation Services recommend revisions to ensure that the building floor plate is suitable for a grocery store, as well as including a grocery store as a permitted use through zoning.

b. Transportation Services note that a grocery store within the subject site will strategically align with the TOC Program objectives to “generate positive value to support community benefits and amenities” and “creating opportunities to live, work, shop, and enjoy everyday activities.”

2. Transportation Services recommend a bike rental shop within the subject site. Given that over 1600 bicycle parking spaces are proposed, the recommended use would support the usage of the bicycle parking spaces and contribute to the City’s target mode share for cycling while addressing the ‘first and last mile’ challenge.
   a. Transportation Services acknowledge that retail and commercial uses may change over the lifecycle of the proposed development; therefore, Transportation Services advise the Proponent to provide a list of permitted retail and commercial uses that strategically meet TOC Program objectives.

Figure 1: Overview of Major Retail and Commercial Uses

Major retail and commercial uses, including grocery stores, are at least 3 km from the subject site. Future residents, therefore, will need to travel this distance to reach these major amenities for everyday needs.

<u>Transportation Impact Study</u>

This section reviews the methods applied in the TIS and outlines the Proponent’s responsibility in financing improvements to accommodate projected significant growth.

3. Transportation Services note that an extension of St. Matthews Avenue has not been planned through either the MTSA work or the City’s Integrated Mobility Plan (IMP). The City do not have plans to extend this local street to provide a direct vehicular link to Aldershot GO.

4. Transportation Services note that the approach used to estimate two-way peak hour trip generation is only considered conservative prior to applying the 2051 mode share reduction when determining total external automobile trips.

5. Transportation Services recommend using a timeframe of five years post build-out of each phase and of the entire proposal, which would be more appropriate than using 2031 for future traffic operations analyses. Transportation Services acknowledge that the initiation of construction would likely not occur until 2031; therefore, the results for 2031 will not be an accurate representation.

6. Transportation Services require that a comprehensive set of Transportation Demand Management (TDM) measures shall be designed and implemented to justify applying the 2051 mode share targets to external trip generation (refer to Table 1).
   a. Without a suite of effective TDM measures, the use of the 2051 mode share targets will lead to a conclusion that represents a best-case but likely unrealistic scenario, especially given that the proposed development may require multiple decades for full build-out: “729 and 994 two-way auto trips are expected during the weekday a.m. and p.m. peak hours, respectively.”

Table 1: Proposed 2051 Mode Share

	Auto	**Transit**	**Bicycle**	**Walk**
TIS	72%	15%	5%	8%
IMP	72%	17%	5%	6%
Difference	-	-2%	-	+2%

7. Transportation Services do not support calculating vehicular LOS solely based on delays rather than v/c ratios. Tables, including Table 64 of the TIS (2031 Future Total Traffic Operations), should be revised accordingly.

8. The City require a cost estimate and will collect securities from the Proponent for the provision of a traffic signal at the intersection of Masonry Court and Cooke Boulevard. Table 63 of the TIS notes that this signal ‘may be warranted’ under future total traffic conditions.

9. Transportation Consultant shall assess the operation of the proposed roundabout to determine the feasibility of this proposed traffic control, including an assessment of whether the pedestrian and cycling volumes and movements can be appropriately accommodated through a roundabout. The assessment shall evaluate the operational benefits and safety implications of the proposed roundabout, with consideration of the impacts on pedestrians and cyclists.

10. Transportation Services flag that Table 65 (Future Total Traffic Operations for the Proposed Neighbourhood Roundabout) shows optimistically low delays compared to those shown in Table 64 (2031 Future Total Traffic Operations). For example, the delay (in seconds) for the overall approach is reportedly reduced from 261 seconds to 9 seconds in the AM and from 385 seconds to 18 seconds in the PM, which represents a significant and likely optimistic reduction because of the roundabout.

11. The Proponent shall design and fund all required extensions to the auxiliary lane storage lengths identified in the future total queuing assessment in Table 66. The required queue lengths based on the 95th percentile calculation significantly exceed the auxiliary lane storage lengths.
    a. For example, 85 metres and 105 metres are required for the EBL movement at Plains Road and Waterdown Road in the AM and PM, respectively. The auxiliary lane storage length is 45 metres, which is approximately half the required length.
    b. Another example is Waterdown Road and Masonry Court for the SBL movement, for which 180 metres and 260 metres are required in the AM and PM, respectively, while the auxiliary lane storage length is 15 metres. This represents up to 17 times the auxiliary lane storage length.

ADVISORY NOTES

Detailed Design Considerations

Transportation Services recognize that Step 4 is related to detailed design. The following comments are provided with the understanding that further comments will be provided when updated documents and detailed drawings are submitted.

12. The Proponent shall provide a comprehensive Transportation Demand Management (TDM) and Implementation Strategy. Together, the TDM measures shall achieve the applied mode share targets and accommodate significant growth, as the total number of built, approved, and proposed units on the applicable lands exceeds the City's MTSA Growth Estimate by 1804 units.
    a. A monitoring plan shall be included as part of the TDM measures to track progress toward the mode share targets.
    b. The following is a preliminary list of recommended TDM measures, in addition to improvements to Clearview Avenue and St. Matthew's Avenue; some measures may require collaboration among different agencies:
        i. Improve the reliability and frequency of regional transit service,
        ii. Provide e-bike and e-scooter rebates for residents,
        iii. Provide a grocery store (or a refrigerated parcel locker system) and bike rental shop within the subject site,
        iv. Add amenities within the GO Station to form a mobility hub,
        v. Upgrade the GO Station to accommodate a potentially significant increase in ridership by providing increased capacity,[1] spacious passenger waiting

[1] Ontario Breaks Ground on Woodbine GO Station

areas,[2] heated shelters,[3] a platform snow melt system,[4] and accessible features that reinforce a fully accessible GO station,[5]

vi. Operate car-share and carpool parking programs,
vii. Participate in the Smart Commute Halton Municipalities program, and
viii. Unbundle parking.

13. To achieve the applied mode share targets in the TIS, the Proponent shall provide a full financial contribution to pedestrian and cycling infrastructure improvements along St. Matthew's Avenue and Clearview Avenue, including the construction of sidewalks on both sides of each street and associated urbanization works, a signed or shared cycling route on St. Matthew's Avenue and Clearview Avenue, and the construction of a pedestrian catwalk between Clearview Avenue and Masonry Court. These investments contribute towards a complete and connected network for pedestrians and cyclists.
    a. Official Plan Amendment 2 identifies an Off-Street Trail connection between Clearview Avenue and Masonry Court, similar to the existing connection to St. Matthew's Avenue.

14. Transportation Services advise that the Proponent provide car-share and carpool parking options on the planned visitor parking spaces. Through a partnership with Metrolinx to oversee the operator, residents, visitors, and GO transit riders can adopt multimodal trips, while reducing the reliance on car ownership. Metrolinx have previously partnered with operators, including Zipcar and Turo, to have car-share services.[6,7]
    a. The low parking ratio of 0.41 spaces per unit for residents and a shared visitor, retail, and commercial ratio of 0.07 spaces per unit represents a significant shift from the neighbourhood's automobile mode share of 95%, based on Table 4-5 of the IMP. While the proposed target mode shares for automobile and transit are 72% and 17% by 2051, respectively, a suite of TDM measures would be required to facilitate this shift in mode share.

15. The proposed internal road network consists of two north-south public roads with an 18 metre right-of-way. Transportation Services note that the typical right-of-way width is 20 metres or greater. Further comments will be provided when detailed drawings are submitted.
    a. Transportation Services recommend that Private Road 1 be a public road (and therefore require it to be designed in accordance with the City's standards for public roads). Given that the proposed connection to the GO Station will induce pedestrian traffic, City ownership will enable the City to maintain the street to the City's standards and permit pedestrian access. Of note, the limits of the

[2] Major construction is complete at Rutherford GO
[3] Weston GO Station
[4] Construction completed at the new Allandale Waterfront GO Station
[5] Accessible Vehicles & Stations
[6] Zipcar Expands Service at GO Transit Stations
[7] Turo and Metrolinx partnership brings car sharing to GO stations

proposed underground parking structure may need to be modified because it cannot be located under a public right-of-way.

b. Transportation Services require the site plan, along with all relevant materials, to be updated to visually show that Street 2 connects to both Private Road 1 and Masonry Court, if that is the intended design. Moreover, Transportation Services require confirmation that the proposed width of Street 2 will sufficiently accommodate traffic generated by the proposed development and GO Station parking lot (south side). Furthermore, Transportation Services note that Street 2 shall be consolidated with the existing north-south connection to Masonry Court to avoid providing two accesses that are side by side.
c. The Proponent shall redesign the road terminus of Masonry Court to accommodate combined access to the subject site and GO station, while ensuring safe and efficient vehicular and pedestrian circulation. Refer to Figure 2.
d. Although an extension of St. Matthew's Avenue to accommodate general vehicular traffic is not desirable, the street should terminate at its current location with a filtered permeability treatment consisting of removable bollards or a breakaway emergency access treatment that prohibits general vehicular through traffic while maintaining pedestrian, cycling, and emergency vehicle connectivity.

Figure 2: Existing Conditions

16. Based on the existing internal road configuration that does not include cul-de-sacs on the public roads, a cul-de-sac shall be provided. An alternative is to plan Private Road 1 as a public road to accommodate snow clearing and waste removal truck movements. Further discussions with Engineering Services and Transportation Services are required.

17. Transportation Services acknowledge that the proposed private roads appear to meet the typical required width of 6 m of pavement for a private road where no on-street parking is provided. Further comments will be provided when detailed drawings are submitted.
    a. Transportation Services require clarification about the intended function of Private Roads B and C.

18. Transportation Services support cycling facilities on the west side of Street 1 because this is consistent with Figure 6-2 of the IMP. Refer to Figure 3.

19. Transportation Services recommend a sidewalk width greater than 3 metres along the north side of Private Road 1 (refer to Figure 3). The Ontario Traffic Council's MMLOS Guidelines (2022) note that this width would allow "for 2 pairs of walkers to walk by each other," and in this case, there is an added benefit of improving pedestrian flow on and off the GO Station platform.

Figure 3: Internal Road Configuration

20. Transportation Services note that achieving the 2051 mode share targets for walking and cycling will require more than the City's ongoing commitment to deliver kilometres of active transportation infrastructure as outlined in the IMP. The Proponent shall advocate for greater capacity for the City to deliver active transportation infrastructure through a combination of funding sources, amendments to select provisions of Bills 212 and 60, new cycling-friendly legislation, and alignment across all levels of government to accelerate delivery.

21. Transportation Services recommend that the minimum dimensions of each bicycle parking space be 0.60 m × 1.8 m, in accordance with the 2017 Burlington City-Wide Parking Standards Review.

<u>Consultation</u>

22. Transportation Services recommend that the Proponent consult with the City's Fire Department to confirm whether a designated fire access route is required, which may require turnaround facilities for any dead-end portion of the access route exceeding 90 metres.

23. The subject site is within an MTO Controlled Area; therefore, the TIS will require MTO review and approval. The Transportation Consultant will need to meet Ministry requirements for RAQS certification (Registry, Appraisal, and Qualification System).

24. Transportation Services advise the Proponent to consult the City's Accessibility Advisory Committee regarding accessibility matters related to the connection between the subject site and the GO Station platform. The Committee can advise on ways to remove existing barriers and prevent new barriers from being created.

3. City of Burlington - Transit

Road network

- There are only two access points to enter or exit the community when travelling to or from local destinations, and both access points funnel onto a single right of way with GO Station access.
- This may increase the risk of conflict and the resultant congestion is expected to delay transit vehicles.

Pedestrian access to local Transit – St. Matthews Ave

- Current conditions on St. Matthews Ave have no curb or sidewalks. Pedestrian travel along St. Matthews Ave is anticipated to increase as frequent local transit service is found on Plains Rd.
- St. Matthews Ave require improvements in pedestrian infrastructure to support access to local transit for the proposed community.

Transportation Impact Study (TIS)

- TIS Table 5 have the Route 1 peak headway as 15-minute peak headway. The correct peak headway is 10 mins, reflecting the current Route 1 schedule.
- Regarding internal trip capture:
    - To fully realize the internal trip capture envisioned in the community, the proposed retail would further support the target mode share in transportation if it met daily essentials such as a full-size grocery store.
    - Otherwise, there is a risk of higher transportation demand to destinations outside of the community or from origin outside the community, including automobile as a mode.
- Transit Level of Service (LOS) – E
    - TIS Section 9.1.3. Table 24 shows a Transit LOS of “E” at intersection Plains at Waterdown.
    - TIS Section 9.2.3 Table 37 show a future Transit LOS of “E” at the intersection of Plains at Cooke in addition to Plains at Waterdown.
    - TIS section 9.3.1 Table 46 Total Future Transit LOS shows “E” to “F” in area intersections.
- The low Transit LOS is consistent with our own observations of current conditions, where transit vehicles regularly face delays in this area.
- We agree that transit priority measures, such as bus lanes, signal priority, and queue jump lanes, will be beneficial for future growth in the area to be transit supportive.

- It would be helpful for the TIS to model the benefit of transit priority measures in reducing transit delay at the study intersections to demonstrate the potential improvements in Transit LOS.

Regional Transit Service

- Development would also benefit from improvements to Aldershot GO Station amenities, and improved regional GO Transit Service to support the added growth

- **Staff Contact: Tony Zhuang, Supervisor, Transit Planning & Service Development, Tony.Zhuang@burlington.ca**

4. City of Burlington - Engineering Services

(See next page)

Engineering Services
Development Engineering

Date: July 30, 2026

To: **Karyn Poad, Supervisor, Community Initiatives**
&
Samantha Romlewski, Senior Planner, Community Initiatives

Cc: Joshua Medeiros, Project Manager
&
Umar Malik. Senior Stormwater Engineer

From: Annette Simpson
Senior Engineering Technologist

Re: **Aldershot Go Station**
Transit Orientated Communities
Development Engineering Comments (Revised)

File: **TBD**

Please find below the Development Engineering comments for the Aldershot Go Station Transit Orientated Communities (TOC) submission from the Ministry of Infrastructure Ontario. 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.

The following items are not intended to be an exhaustive list but rather to help identify areas of possible concern. City staff are not responsible for any errors or omissions. The detailed design review will occur during the subsequent Site Plan application review and additional supporting materials may be required at that time.

GENERAL COMMENTS

1. All plans to use the same base layer.

2. Identify existing and/or proposed property lines on all plans.

3. Identify existing and/or proposed municipal easements on all plans. For existing municipal easements, provide copies of registered instruments/agreements.

4. Identify limits of existing and/or proposed underground parking on all plans.

5. Identify any existing reserves across property frontage.

6. Identify all applicable external agency setbacks on all plans.

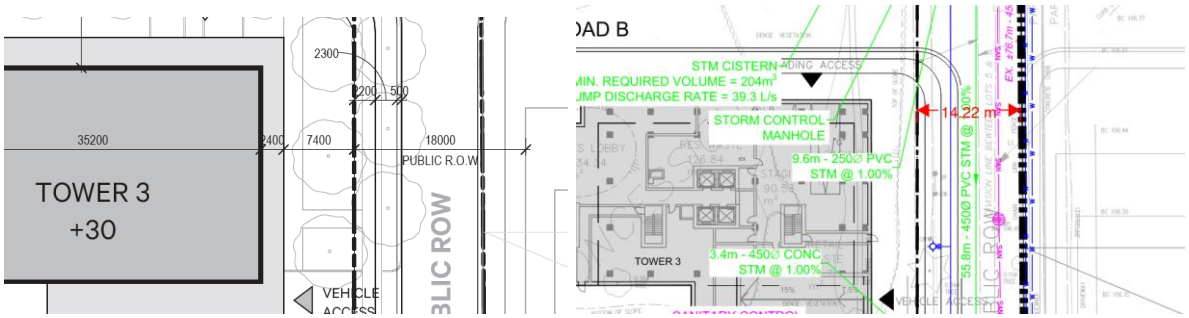
7. All private utilities must be constructed within the subject property limits.

8. As per the City's Hydro Services Policy for development sites within a designated MTSA and/or the downtown, any new 27.6 kV hydro service or other utility which is required for the multi-story development shall be buried. Additionally, any existing overhead 4 kV hydro service along the frontage of the subject property shall be buried. The costs associated with the hydro service works shall be borne by the Developer.

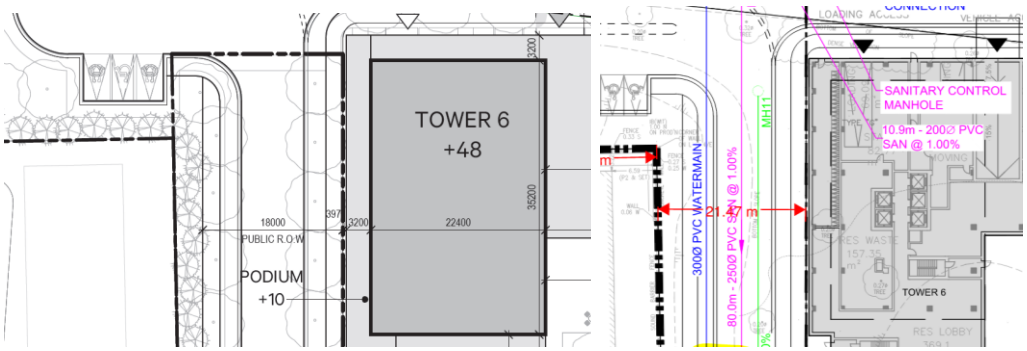
9. City Plan and Profile drawings may be downloaded from the Open Data Portal.

10. Figure 11 in the Planning Rationale & Urban Design Brief indicates the two proposed public ROW widths as 18m, but when the engineering drawing is scaled, the east ROW scales (approximately) between 13.5 and 14.8m width, and the west ROW scales as 19.0m and 21.5m width. The property line on the drawing on the east proposed ROW would need to be extended into the existing parking lot to achieve the 18m width, and the ROW line on the west side should be extended to the property line rather than leaving a sliver of green space. Please confirm public ROW widths with Transportation Planning Staff, and ensure drawings and reports correspond.

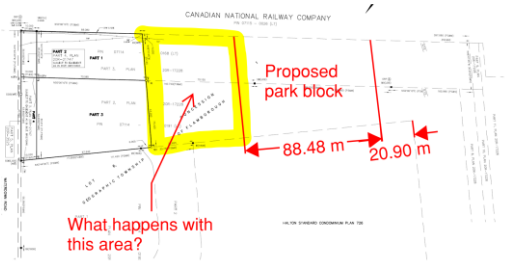
    East Proposed ROW:



West Proposed ROW:



11. Development Engineering staff understand that the existing flood storage area at 121 Masonry Court, currently owned by Metrolinx, is in process of being conveyed to the City. Staff have roughly marked up the reference plan with the proposed park dedication area, and see that there is a potential orphan parcel without municipal road frontage, screenshot below. What is proposed for the orphan parcel? Will it be dedicated to the City as open space?



12. Further to above, the proposed park block looks to be encumbered with an easement and existing and proposed (once the SWM is revised to drain to the flood storage area) stormwater infrastructure (drainage ditch, overland flow route, future pipes, etc.), which may make the lands unsuitable for park space, please confirm with Parks staff, the park dedication requirements.

PROPERTY INFORMATION / RIGHT OF WAY

13. Please be advised that any future land conveyances are to be free and clear of contamination and will not be accepted with a Certificate of Property Use. As such, for sites with contamination concerns environmental investigations should clearly delineate between lands to be conveyed and those to be retained.

14. Please be advised that a Municipal Consent By-law permit is required for any works on public lands, including but not limited to daylighting, temporary staging, grading, servicing, construction, or disturbance of vegetation. Fees for a Municipal Consent By-law permit shall be in accordance with the City's Rates and Fees By-law, as amended. Please contact engpermitrequests@burlington.ca for any Municipal Consent By-law permit questions.

15. Staff obtained the Property Information reports for the development property (as the Architectural drawing A010 indicated several easements), as there are several easements and/or obligations, noted on the PINs, please provide copies of the associated survey's (and associated registered documents) identifying all the easements, and any other restrictions, and identify what may be needed to either dismiss the easements or what may be needed to modify the infrastructure within the easements to allow the proposed development to proceed as proposed.

ENVIRONMENTAL SITE ASSESSMENTS

16. Provide a Phase One Environmental Site Assessment (ESA), signed by a Qualified Person, and completed in accordance with Ontario Regulation 153/04, as amended.
17. The City requires that the Qualified Person indicates in the Phase One ESA either that the environmental condition of the site is suitable for its intended land use or that a Phase Two ESA is warranted to address actual or potential contamination on the property.

18. If the Phase One ESA indicates that a Phase Two ESA is warranted, the City requires that a Phase Two ESA, signed by a Qualified Person, and completed in accordance with Ontario Regulation, 153/04, as amended, be provided.

19. The City requires that the Qualified Person indicates in the Phase Two ESA either that the environmental condition of the site is suitable for its indented land use or that one or more criteria exceed the applicable Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act or property specific standards determined via risk assessment conducted in accordance with Schedule C or Ontario Regulation 153/04, as amended. If the Qualified Person indicates that samples contain contaminants at concentrations that exceed the applicable standards, remediation and/or risk assessment works will be required prior to change in land use.

20. If during the Phase Two ESA the concentrations of one of more contaminants measure in the natural environment exceeds the applicable standard or is likely to cause an adverse effect, the site owner or person responsible for the source of contaminant must notify the Ministry of Environment, Conservation & Parks.

21. Include a Letter of Reliance that allows the City to rely upon the ESAs.

22. Include confirmation from Halton Region of the applicable potable/non-potable groundwater site condition standard.

23. Please be advised that ESAs shall not be older than 18 months, unless they are accompanied by a letter, signed by the Qualified Person, confirming the ESA information is still valid.

24. Please be advised that intended land use is a change of property use to a more sensitive use and a Record of Site Condition is required, in accordance with Ontario Regulation 153/04, as amended, the Record of Site Condition is to be secured prior to issuance of building permits.

FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

25. General Comments for stormwater management:
    a. All documents to be prepared in accordance with the Council approved Stormwater Management Design Guidelines (COB SWM), as amended.
    b. To be stamped and certified by a Professional Engineer.
    c. Should an external agency have differing requirements then the most stringent criteria shall apply.
    d. The City's Stormwater Engineer has provided the following criteria:

i. **Quality Control (COB SWM 6.1.4.1 and 6.1.4.2):**
   - Enhanced 80.0% TSS removal achieved with a treatment train approach. An OGS will only be credited with 50.0% TSS removal.
   - OGS CA-ETV certified units only.
   - OGS to be sized to capture and treat a min. 90.0% of the runoff volume.
   - Rooftop areas may be considered clean if the flows are separated from non-roof areas as per COB SWM 3.6 and 6.1.4.1.

ii. **Quantity Control (COB SWM 6.1.1.1):**
   - Control post development flows to predevelopment levels for all storm events from 2 to 100 year event for the majority of the property that outlets to the flood storage area adjacent to Waterdown Road (Grindstone Creek Tributary 3). The narrow section of lands that currently overland flows to Masonry Court would need to be overcontrolled, min. 100 year post to 5 year pre, in the proposed condition, including demonstrating there is capacity in the Masonry Court storm sewer system.
   - A max. pre-development imperviousness of 25% (i.e. runoff coefficient C = 0.43) is to be used for the pre-development calculations.

iii. **Erosion Control (COB SWM 3.4 and 6.1.2)**:
   - 25mm retained for 24hr min. with 48 hours preferred, which can be reused (strongly recommended as dead storage) or must be controlled to 25mm existing flow from the site.

iv. **Water Budget (COB SWM 3.5 and 6.1.3):**
   - Strongly recommend the first 5mm of rainfall be retained and infiltrated or reused onsite.

v. **Groundwater:**
   - If there is a foundation drainage collection system, flows must be accommodated in the quantity control for the site, and discharge must meet the Storm Sewer Discharge Bylaw 59-2022 Table 1 criteria, as amended.

vi. **External Flows**:
   - Identify all external flows and safely accommodate them under the developed conditions to avoid upstream flooding or ponding.

vii. **Overland Flow Route (COB SWM 5.3.2 and 6.1.1.3):**

- Provide the emergency overland flow route on the plans and direct it towards the existing flood storage area adjacent to Waterdown Road (Grindstone Creek Tributary 3). Include the neighbouring properties to ensure existing drainage patterns are being maintained.

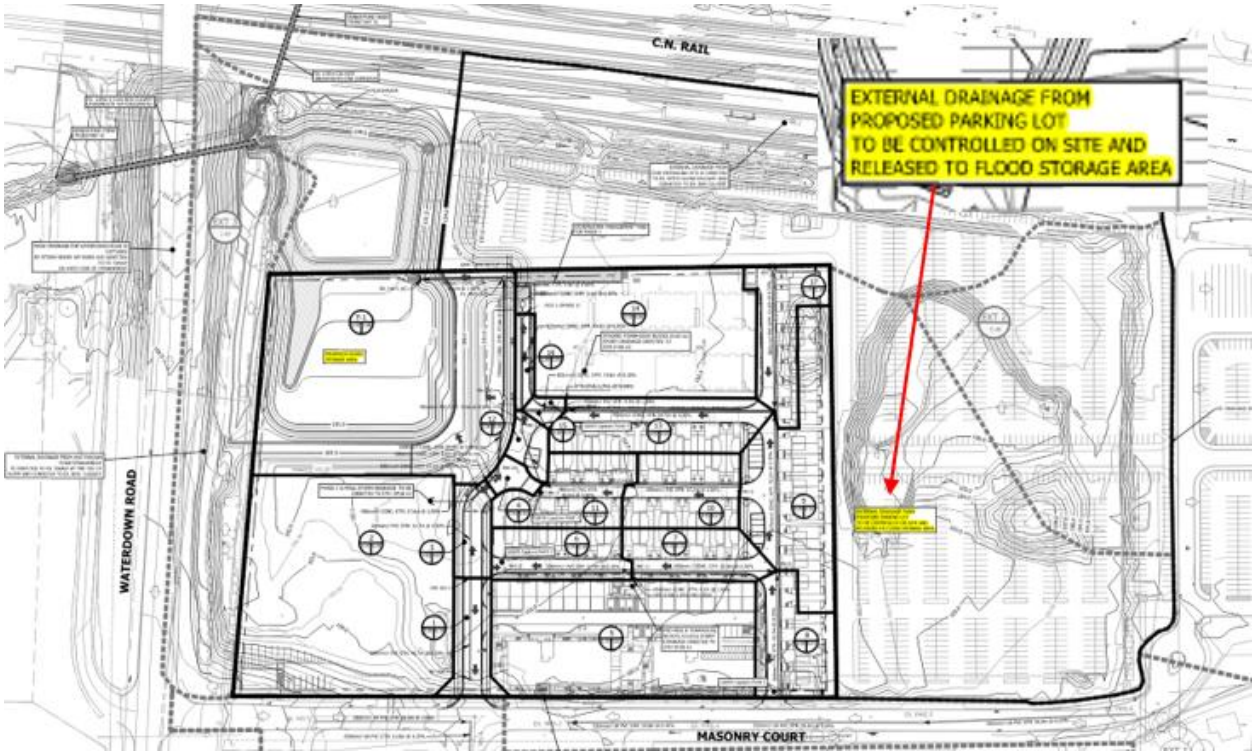
e. Provide full sized scalable, signed, and stamped plans for the following:
   a. pre-development storm drainage area
   b. post-development storm drainage area
   c. grading
   d. servicing
   e. any additional applicable plans

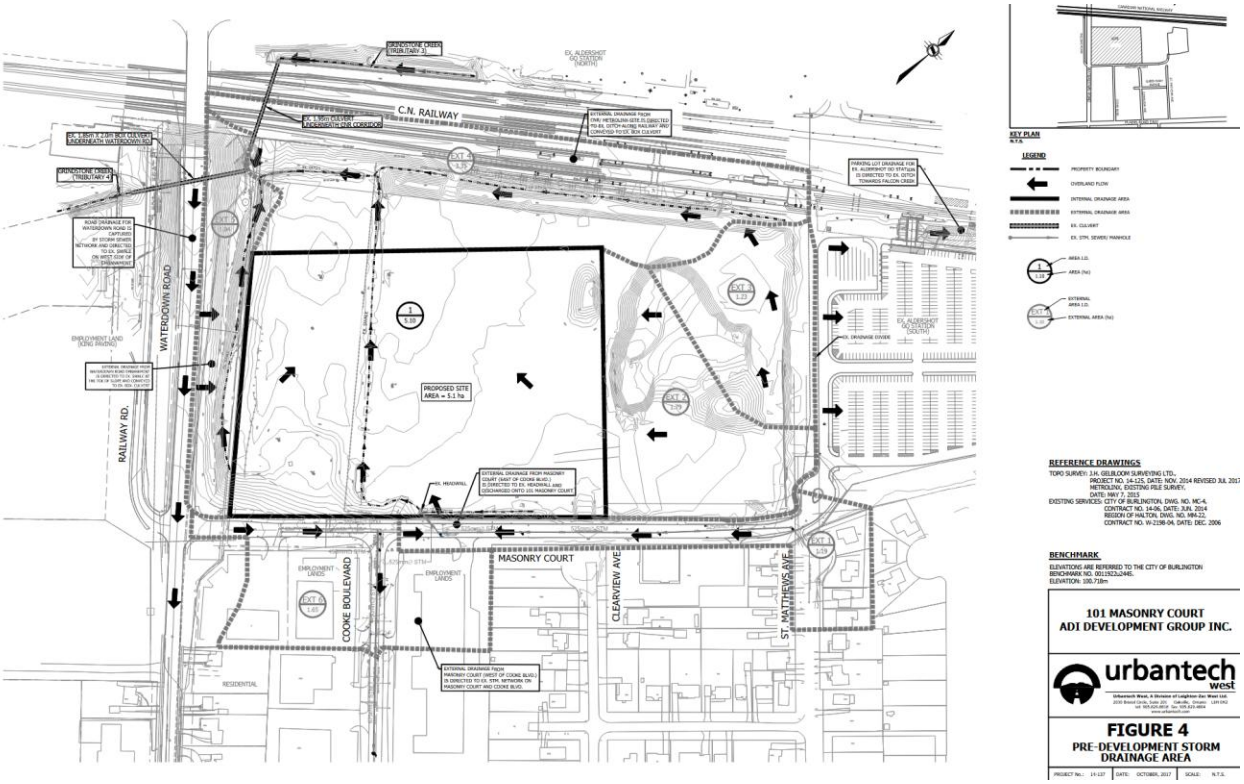
f. Include a Letter of Reliance that allows the City to rely upon the documents if third party reliance is excluded in the report.

Envision Consultants Ltd., Aldershot Go, Stormater Management Report (Project #26-1105), dated April 30, 2026, Report Version 01

26. The City's records indicate that the subject property currently includes the flood storage area at 121 Masonry court adjacent to Waterdown Road, but is in process of being conveyed to the City. Further, development records from the 101 Masonry Court project indicate that the drainage from the subject property is designed to outlet to the flood storage area, and there is an existing swale/ditch along the north property line directing drainage there currently:

> Upon completion of the proposed Metrolinx parking lot to the north and east of the subject site, all on-site drainage will be self-contained and will direct drainage to the proposed Flood Storage Area. Therefore, the proposed storm servicing design for the subject site will not accommodate any external drainage under post-development conditions. Please refer to drawing **C-STM1 - Post Development Storm Drainage Area Plan** and **Appendix B** for the Storm Sewer Design Sheet. Sections 5 and 6 provide details of the storm water management criteria and proposed design.


C.N. RAIL
EXTERNAL DRAINAGE FROM
PROPOSED PARKING LOT
TO BE CONTROLLED ON SITE AND
RELEASED TO FLOOD STORAGE AREA
WATERDOWN ROAD
MASONRY COURT


C.N. RAILWAY
WATERDOWN ROAD
RAILWAY RD.
PROPOSED SITE
AREA = 5.1 ha
MASONRY COURT
COOKE BOULEVARD
CLEARVIEW AVE
ST. MATTHEWS AVE
RESIDENTIAL
KEY PLAN
LEGEND
REFERENCE DRAWINGS
BENCHMARK
101 MASONRY COURT
ADI DEVELOPMENT GROUP INC.
urbantech west
FIGURE 4
PRE-DEVELOPMENT STORM
DRAINAGE AREA

27. Further to above – the report Section 1.3.1 indicates that the subject property is proposed to drain to Masonry Court, which in the existing condition does not take drainage from the property, and has a different ultimate outlet than the originally planned outlet to the existing flood storage area. Please revise to outlet the site to the existing flood storage area adjacent to Waterdown Road as originally intended with the flood storage area was constructed. Only a small portion of the Masonry Court frontage currently drains to Masonry Court, and may be allowed in the proposed condition to discharge into the 450mm Masonry Court storm sewer, provided it is controlled to meet the available/dedicated pipe capacity.

28. Figure 2, pre-development conditions, a runoff coefficient of 0.25 is stated, whereas Section 2.3 and Table 2.2 indicates a 0.5 runoff coefficient. The City's guidelines (6.1.1.1) state a maximum imperviousness of 25% (i.e. runoff coefficient C =0.43) may be applied, please ensure tables, figures and calculations correspond.

29. Section 2.3 indicates the City's guidelines indicates quantity control is not required, Section 1.3.1 indicates post to pre at minimum, and then Table 3.3 looks to show 100 year post to 5 year pre is provided. Please refer to item 25.d.ii above for quantity criteria. Please ensure all report sections, tables, and calculations are clear and correspond, and demonstrate that criteria is met.

30. Table 3.1 and Figure 3 Post Development Conditions indicate a runoff coefficient of 0.72 and 0.75 for the development blocks and private roads, respectively, however this whole area has underground parking under it, so it is considered as impervious and should have a runoff coefficient of 0.9 used. Additionally, Table 3.3 indicates 0.75 runoff coefficient for all the areas, but Figure 3 has the building blocks as 0.72 and the private roads as 0.75, the figure and table should correspond.

31. Figure 3 – please clearly indicate the major overland flow route on the post-development stormwater plan, as indicated above, previous reports indicate that the subject property is to drain to the existing flood storage area adjacent to Waterdown Road (Grindstone Creek Tributary 3). A narrow corridor adjacent to Masonry Court due to landscaping/grading requirements may be permitted to flow towards the Masonry Court ROW, provided it is clearly demonstrated there is capacity.

32. With regard to the proposed superpipe for quantity control in the proposed West ROW, the superpipe storage within the municipal ROW should only be for the ROW lands, and only if it can be free of any control infrastructure that may require monitoring and maintenance. A 375mm orifice pipe is proposed, this diameter orifice pipe would be acceptable, as it is a greater than the minimum storm sewer diameter in the City's guidelines Section 5.2.2. Section 3.2 indicated the super pipe systems *"will control and release flows from the west portion of the site,"* if the superpipe can be designed free of control infrastructure for ROW stormwater storage only, please exclude the west portion of private lands from the storage calculation for the superpipe, as all stormwater storage required for private lands must be located on private lands. Table 3.2 indicates the super pipe system as having a drainage area of 22895 m2, whereas Figure 3 indicates an area of 0.37 hectares for the public ROW, and that number looks to include a portion of Private Road A.

33. Further to above, there is also an East public ROW proposed, but it is not clear where the storage for that ROW would be, or if it is uncontrolled. Figure 3 notes the area as "0.00". Please provide clarification.

34. Section 3.3 indicates that quality control for the development will be provided by OGS please investigate treatment train quality control to ensure 80% TSS removal is achieved as an OGS unit will only be credited with 50.0% TSS removal. Additionally, please ensure that the OGS units proposed in the proposed municipal ROW(s) are only for the ROW(s). Quality controls for private property must be located on private property.

35. Section 3.4 indicates the City of Burlington requires a water budget of 27mm to be retained and reused on site, this is a pending provincial requirement, further, Section 3.5 of the City's guidelines indicates "*At a minimum, the City of Burlington recommends that the proponent ensures that the first 5mm of rainfall which lands on the site is retained and infiltrated on site (i.e. zero runoff for the first 5 mm of rainfall)"*. At the detailed design stage, please also demonstrate how the first 5mm is infiltrated.

36. The use of LIDs is strongly encouraged. However, they will be credited only for water balance and quality, not for quantity controls.

37. Please provide discussion on groundwater, there are three levels of underground parking proposed according to the Planning study, as mentioned under general comments, item 25.d.v., above

38. Emergency overland flow route should be directed to the north then westerly to the existing flood storage area along the Waterdown Road frontage, as originally designed, and as per the current conditions of the vacant lands.

39. Section 4.3 excludes third party reliance. Please provide a letter of reliance for the City of Burlington for the report.

40. Appendix B – Calculations, was not reviewed in detail as there are significant changes required to the report.

41. Please provide an updated report with the stormwater outlet to the existing floodplain storage area adjacent to Waterdown Road, and including updating calculations, ensuring the figures and tables correspond, to address items outlined above.

Envision Consultants Ltd., Aldershot Go, Functional Servicing Report (Project #25-1105), dated April 30, 2026, Report Version 01

42. The Region of Halton will review and provide comment on the water and wastewater section of the FSR. All water and wastewater designs are as per Halton Region standards (Section 3.2.1 mentions water to Burlington standards).

43. Section 5 – please refer to the stormwater management report comments and revise, as necessary.

44. Section 5.3.7 - indicates that no storm service is proposed for the proposed public park – staff want to caution that a storm service may be required at the detailed design stage, therefore please ensure it is feasible to do so.

45. Section 5.4 – major overland flows are to be directed to the existing flood storage area adjacent to Waterdown Road as the property currently does, and as per the storm drainage design of the area.

46. The preliminary servicing plan, drawing PS1, indicates a super pipe in the proposed municipal ROW, please see comments under the stormwater report above.

47. Section 7.3 excludes third party reliance. Please provide a letter of reliance for the City of Burlington for the report.

48. General comments on Preliminary Servicing Drawing PS1, Revision 1, dated April 27, 2026, unsigned/unstamped:

    a. There is an East public ROW and a West public ROW proposed, with a private street at the north end connecting them. Development Engineering (DE) staff want to flag that the public stormwater management infrastructure will need to be kept separate from the private infrastructure, including incorporation of high points at either property line to ensure the 100 year storm for the private road is controlled on site, and that the overland flow route for the new public ROWs is directed to the existing flood storage area adjacent to Waterdown Road as originally intended. Additionally, there could also be potential issues with future maintenance of the road, i.e., public snow plowing equipment turning around without a public cul-de-sac at the ends of the public ROWs, public pedestrian and vehicle access rights would need an easement in gross, etc. If ultimately the northern private road connection between the two public ROW's is changed to a proposed public ROW, there could not be underground parking underneath the ROW, and the ROW width may need to be increased, DE staff defer to Transportation staff to determine public ROW requirements. Additionally, staff understand that the Region has commented on looping the watermain on site, if the north road was public, public infrastructure including watermain could be incorporated, which may satisfy the Region's request regarding looping; also, a continuous public road system (if the north section was public) may also benefit the Regions waste collection; however please confirm both with the Region.
    b. As mentioned under General Comments, the architectural plans note 18m proposed municipal ROWs, on the east side this means that the existing

parking lot would need modification, please show required works on the plan, i.e. will the private laneway and a row of parking spaces be removed, will there be larger sidewalks to accommodate pedestrian traffic, etc.? Will there be parallel N-S roads, one public, one private for the parking lot? Or one public road that the parking lot will also utilize? If the latter, please confirm number and location of entrances from parking lot to public road with Transportation staff.

c. Additionally for the west proposed ROW, there is a sliver of land on the west side of the proposed ROW that should be incorporated into the ROW rather than having a narrow open space adjacent to a municipal ROW if Transportation Planning staff agrees.
d. Please clearly identify the full 18m (or whatever is ultimately decided) proposed ROWs on the drawing.
e. Transportation Planning Staff will provide comment on the acceptable ROW widths; they may need to be larger than 18m to accommodate all that is required.
f. The architectural drawings look to have the underground parking limits at the property line, staff want to caution that only tieback encroachments would be permitted within the ROW, with a formal agreement on title, no piles, shoring, etc., only tiebacks.
g. The storm connections to the buildings should be increased to 300mm for connections to the municipal storm sewers in the proposed municipal ROWs
h. Municipal sidewalks are to extend across cross private driveways (laneways) as per City standard S-112. City Engineering standards are available online: https://www.burlington.ca/en/building-and-renovating/engineering-services-standards-and-drawings.aspx
i. Please label the 30m Metrolinx/CNR setback on the drawing.
j. Note for future detailed design, the preliminary landscape design indicates street trees, typically to meet minimum soil requirements, soil cells or continuous soil trenches are required, if the latter, then structural sidewalk over the soil may be required, as well as a water- in-water-out component (for) which needs to be considered in the servicing drawings. No action at this time, staff just wanted to flag this for future detailed design.
k. A noise and vibration feasibility study was not provided with the submission materials, staff has requested one be provided, if the future report indicates a noise wall is needed, please ensure it is clearly identified on the drawings.

49. General comments on Drawing Preliminary Grading Drawing PG1, Revision 1, dated April 27, 2026, unsigned/unstamped:
    a. Please revise drawing to show the overland flow route for the new public ROWs as directed to the existing flood storage area adjacent to Waterdown Road as originally intended. Please clearly show major overland flow route arrows on the drawing.
    b. Please review comments on the servicing plan and incorporate any changes on the grading plan that may be necessary.

NOISE AND VIBRATION FEASIBILITY STUDY

50. Please provide a Noise and Vibration Feasibility Study., comments below are general guidance for the (future) study.

51. All documents to be prepared in accordance with the MECP's Environmental Noise Guideline Publication NPC-300, as amended.

52. To be stamped and certified by a Professional Engineer.

53. Should an external agency have differing requirements then the most stringent criteria shall apply.

54. The study shall include but is not limited to the following:
    a. Development Engineering Staff have no objection to use of a NPC-300 Class 4 classification for the subject property, which would align with the west neighboring property that has a previously developed residential use.
    b. Identify offsite stationary noise sources that may require mitigation for existing and/or proposed development and provide the mitigation requirements. If offsite mitigation is required, then confirmation of a legal agreement between the development and offsite sources is required. Please be advised that adjacent property owners are not obligated to mitigate their onsite stationary noise sources, as it relates to stationary noise impacts on the subject development. The applicant is responsible for mitigating the exceedances within the limits of the subject development, which may require mitigation or a site redesign.
    c. Provide all model calculations for both onsite and offsite.

d. Provide any onsite noise measurements.
e. Use reflective surfaces for model calculations where applicable.
f. Provide capacity volumes received from the City's Transportation Services Department for roads using model calculations. Include the correspondence within the appendix.
g. Provide any correspondence from external agencies to confirm traffic and/or train counts within the appendix.
h. Provide all mitigating measure calculations including but not limited to window glazing, façade requirements, noise walls, etc.
i. Provide a key plan identifying points of reception.
j. Provide a key plan identifying sources of noise for both stationary and linear noise sources and include distances from subject property.
k. NPC-300 exceedances for every floor and side of building for high-rise development sites.
l. Predictable worst case noise impact(s) to be identified for all development sites.
m. Points of reception required for every neighbouring property.
n. Provide a table for the points of reception and include the allowable noise level under NPC-300, estimated noise level, and the mitigated noise level.
o. Provide warning clause recommendations where applicable.
p. Provide a summary and drawing of any required mitigation measures.

55. Include a Letter of Reliance that allows the City to rely upon the documents.

Kind Regards,

Annette Simpson
Senior Engineering Technologist
Development Engineering
Engineering Services
905-335-7600 ext. 7634
annette.simpson@burlington.ca

ACRONYMS

CA-ETV	Canadian Environmental Technology Verification
City	City of Burlington
COB SWM	City of Burlington Stormwater Management Design Guidelines
ESA	Environmental Site Assessment
Max.	Maximum
MECP	Ministry of the Environment, Conservation and Parks
Min.	Minimum
MTSA	Major Transit Station Area
OGS	Oil Grit Separator
TSS	Total Suspend Solids

5. City of Burlington - Parks Planning

1. Provided the proposed City park is encumbered by the 30m rail setback, crash wall, and overland flow route, Parks Design & Construction do not consider the parcel eligible for parkland dedication under the current Parkland Dedication By-laws. A more appropriately located park, fronting Masonry Court or interior to the site is preferred in correlation with the parkland policies of Official Plan Amendment #2 (OPA2) and the Parks Provisioning Master Plan (PPMP). Opportunities to provide an appropriately located on-site parkland dedication should be fully explored before cash-in-lieu of parkland is contemplated.

2. The subject site, together with the remainder of Metrolinx's lands south of the rail corridor within the Aldershot GO MTSA, are identified as a Tertiary Planning Area on Schedule G-3 of OPA 2. Policy 8.1.2 (8.5)(i) contemplates further coordination through the Tertiary Planning process to determine the appropriate details of parkland dedication such as location, size, and design as part of a comprehensive planning framework for the broader area. The intent of the tertiary planning process is to ensure that these lands are planned comprehensively, including a coordinated planning approach to parks and trails. Comments respecting parkland location and parkland dedication should recognize the comprehensive importance of the Tertiary Planning process, rather than planning on a site-by-site basis.

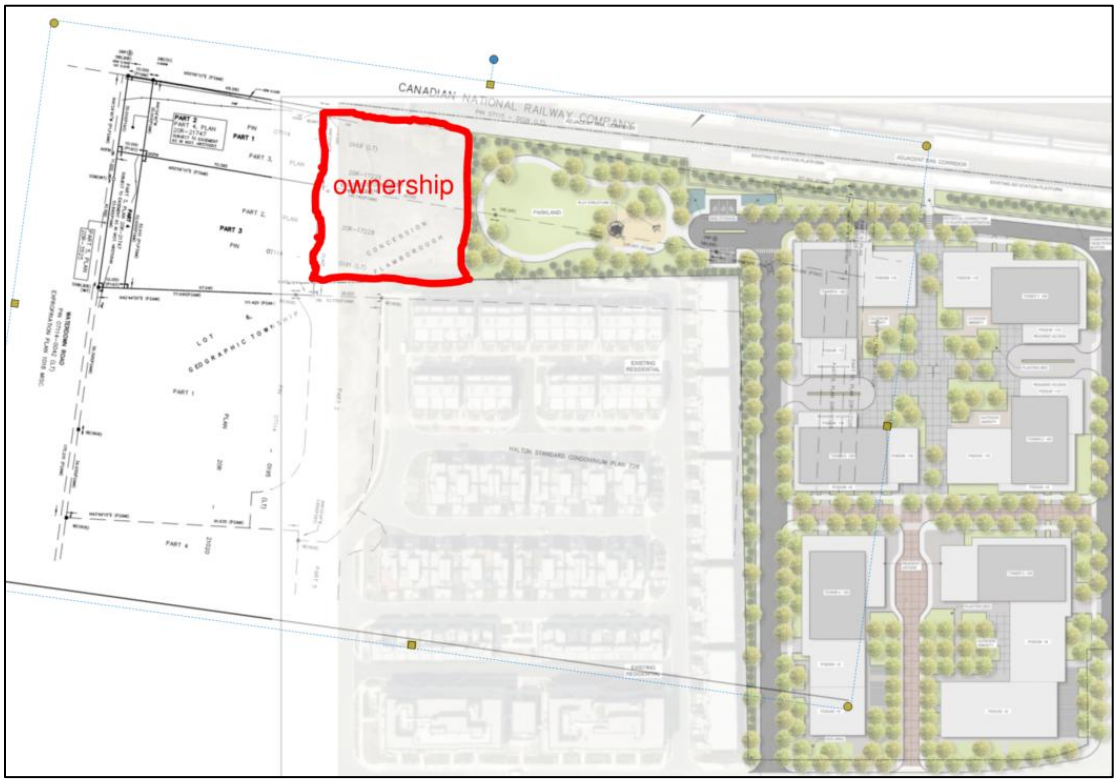
3. With respect to the current proposed park location, Infrastructure Ontario to clarify and confirm how overland stormwater flow shall be accommodated. Parks Design & Construction Staff understand that the master servicing plan for the area delineates an East-West overland flow to the existing stormwater management pond in the location of the future City park.

4. Parks Design & Construction Staff are not in favour of a future City park within the 30m rail setback and adjacent to an active railway corridor. Infrastructure Ontario to confirm the health and safety considerations studied in proposing a park here. Parkland dedication criteria are outlined within OPA2 and Appendix B of the PPMP. Appendix B explicitly notes with respect to site location that parkland should not be dedicated abutting provincial highways and rail lines.

5. Infrastructure Ontario to confirm the impact of proposing a City park within the 30m rail setback and adjacent to an active railway corridor with respect to park design, permitting and construction. Parks Design & Construction Staff do not support the current proposed park location given the proximity to the rail corridor.

6. Infrastructure Ontario to confirm what permits, approvals and regulatory requirements shall be required on behalf of the City from Metrolinx, Canadian National and Canadian Pacific Kansas City in coordination with future park design, permitting and construction should parkland dedication occur in the current proposed location.

7. Infrastructure Ontario to confirm who will retain ownership of the lands illustrated conceptually below, located between the proposed future City park and the newly transferred stormwater management pond. Parks Staff note Drawing A004 conceptually illustrates the newly dedicated lands for stormwater management directly abutting the proposed future city park, however Plan 20R-23203 illustrates the dedicated lands ending further west.



8. If applicable, future lands to be dedicated to the City of Burlington (City) shall accommodate the following City of Burlington park base conditions, at minimum. These park base conditions shall be designed, constructed and installed at the sole cost of the Applicant, to the satisfaction of City Staff.

a) Coordination and implementation of the recommendations of the approved Arborist Report(s), Tree Preservation Plans and any other associated submission materials, as applicable.

b) Coordination will all associated engineering drawings to ensure all proposed private infrastructure (e.g. utilities, utility cabinets, mailboxes, servicing, fire access or turn-around lanes) remain outside of the future park block.

c) Grading within the park block shall result in a minimum 2% slope to ensure adequate drainage. The Applicant agrees that any grading or drainage requirements for the surrounding lands infringing on the park block requires the written approval of the Commissioner of Engineering Services, prior to commencement of the works.

d) Coordination and provision of all proposed park catch basins with a minimum 3 levels of 2” (50mm) concrete rings. Proposed catch basins and storm sewers must be located on future City-owned lands, free of easements and encumbrances.

e) Supply and installation of all servicing to park blocks in accordance with City and Region standards including:

    i. Appropriately sized hydro/electrical connection(s) to the property line;

    ii. Appropriately sized water connection(s) (min 50mm) to the property line, with curb stop and valve box;

    iii. Appropriately sized storm sewer connection(s) with one or more catch basin(s);

    iv. Appropriately size above grade service cabinet complete with Regional water meter and backflow preventor;

    v. Appropriately size culvert(s)

f) Supply and installation of all engineered fill and all backfill material used to grade the park block. All engineered fill and backfill material shall be compacted to the City’s standards and shall be selected material from excavation or other sources for the use intended, unfrozen and free of rocks larger than 75mm, cinders, ashes, sods, refuse or other deleterious materials.

g) Supply and installation of approved finished elevations of the park block. Approved elevations are to include a minimum 20 cm topsoil depth and match

the proposed finished grade at all property lines for all abutting land uses. Depth of topsoil shall be confirmed in writing between the City and Owner prior to commencement of works on-site.

h) Where parkland, natural heritage features, stormwater management facilities and pedestrian walkway blocks abut non-municipal lands, supply and installation of permanent chain link fencing, noise walls, privacy fencing or alternative fencing types approved by the City and/or consistent with City standards.

i) Supply and installation of temporary post, page wire fencing and erosion sediment control (ESC) measures, with gate access points along the perimeter of the park block where it abuts road allowances or other potential access points, to prohibit access to such lands until such time as parkland improvements proceed. Page wire fencing, ESC measures and all components are to be kept in good order until final assumption by the City. If the construction of the park (by the City) is planned beyond the date of final approval, the City will accept maintenance responsibilities of the fence and/or erosion control measures.

j) Following completion of the grading and servicing works and prior to application of the topsoil, the Applicant agrees to provide the City with post-grading geotechnical soil tests, and a topographic survey that meets City requirements, confirming that the grading and servicing of park block is consistent with the approved plans. The Owner shall consult with the City regarding the parameters and quantity of geotechnical soil tests, prior to commencement of the grading and servicing works.

k) The Applicant agrees to provide topsoil on the park block to City standards and only in locations of future softscape. Prior to application of the topsoil, the Applicant agrees to provide the City with the results of a topsoil fertility analysis and topsoil depth verification confirming that the topsoil to be applied meets minimum City standards.

l) The Applicant agrees to consult with the City regarding the quantity of samples required for topsoil analysis and depths. If amendments are required of the topsoil, a pre-and-post testing analysis report shall be provided to the satisfaction of the City. Following application of the topsoil to the park block, the Applicant agrees to provide the City with a finished grade topographical survey meeting minimum City requirements.

m) The Applicant agrees to sod and/or seed the park block as directed by the City. The Applicant shall consult with the City prior to site alteration on the requirements and details of seeding and/or sodding.

n) The Applicant agrees to install signage on the park block notifying residents of the future park planned for the site and include language that no dumping is permitted on the future park lands.

o) Complete all works associated with the park base conditions in accordance with the approved park base conditions drawings.

p) Prior to parkland dedication and conveyance of land to the City by the Owner, the Owner shall submit to the City a stamped and signed certification letter from the consulting Engineer verifying that the park base conditions have been implemented as per the approved park base condition requirements in conjunction with the Park Concept Plan. The certification letter is to note as-built top of grate and pipe invert elevations for all catch basins and manholes. In addition, an Auto-CAD drawing is to be submitted showing the as-constructed survey of all finished (compacted) sub-grades, finished (topsoil) grades and servicing information overlayed on top of the proposed grading information. The drawing is to include 0.5m contour intervals and spot elevations at key points on site (e.g., catch basin rim elevations, high point swales and ridges).

q) The Owner shall be responsible for maintaining the park block including grass cutting and debris removal until park construction commences or until assumption by the City, whichever occurs first.

9. If applicable, prior to parkland dedication and conveyance of the lands to the City, a Record of Site Condition (RSC) shall be required to be submitted to the City to ensure the proposed parkland is free and clean of contaminants.

10. If applicable, land that is to be dedicated to the City as parkland should not be used for construction staging or stockpiling of material unless otherwise permitted by the City. Additional conversations are required with Parks Design & Construction Staff to confirm where contract language, conditions and/or requirements securing this can be incorporated.

11. The Infrastructure Ontario Cover Letter indicates ‘the TOC zoning process will establish permissions for height and density, among other high-level design parameters, however final detailed design is subject to change and will be finalized at the Site Plan Approval stage”. Knowing this, Infrastructure Ontario to confirm that dedication of parkland, cash-in-lieu of parkland or any combination thereof will take

place at the Site Plan Approval stage by the future Developer and not by Infrastructure Ontario.

12. A Park Facility Fit Plan shall be required from the Applicant. The Park Facility Fit Plan shall be developed in coordination with City Staff to meet parkland needs, facility needs and user group requirements. Infrastructure Ontario to confirm if the Park Facility Fit Plan will be provided by the future Developer or Infrastructure Ontario.

13. The Infrastructure Ontario Cover Letter indicates 'the site also contains a 0.55ha (1.36ac) park'. Infrastructure Ontario to delineate the extents of area considered parkland in this calculation on their architectural drawing set and submission materials.

14. Architectural Drawing A011 indicates parkland of 5,287 sq. m. Converting to acres this is 1.306 acres of parkland, not the 1.36 acres indicated within the Cover Letter. Infrastructure Ontario to confirm area of proposed parkland dedication.

15. Table 1 of the Planning Rational and Urban Design Brief lists the parkland at 1150 Cooke Boulevard as a 'future leash free park'. Park programming and design has not confirmed this use, and this is not reflective of this park space. Infrastructure Ontario to update Table 1 to reflect the undeveloped park at 1150 Cooke Boulevard.

16. Infrastructure Ontario to clarify and confirm if any vehicular parking on-site shall be dedicated to park users. Parks Design & Construction Staff note a small parking lot at the north end of the future public road (18m right of way).

- **Staff Contact: Kyle Poole, Planner, Parks, Kyle.Poole@burlington.ca**

6. City of Burlington - Urban Design

1. Site Circulation and Access

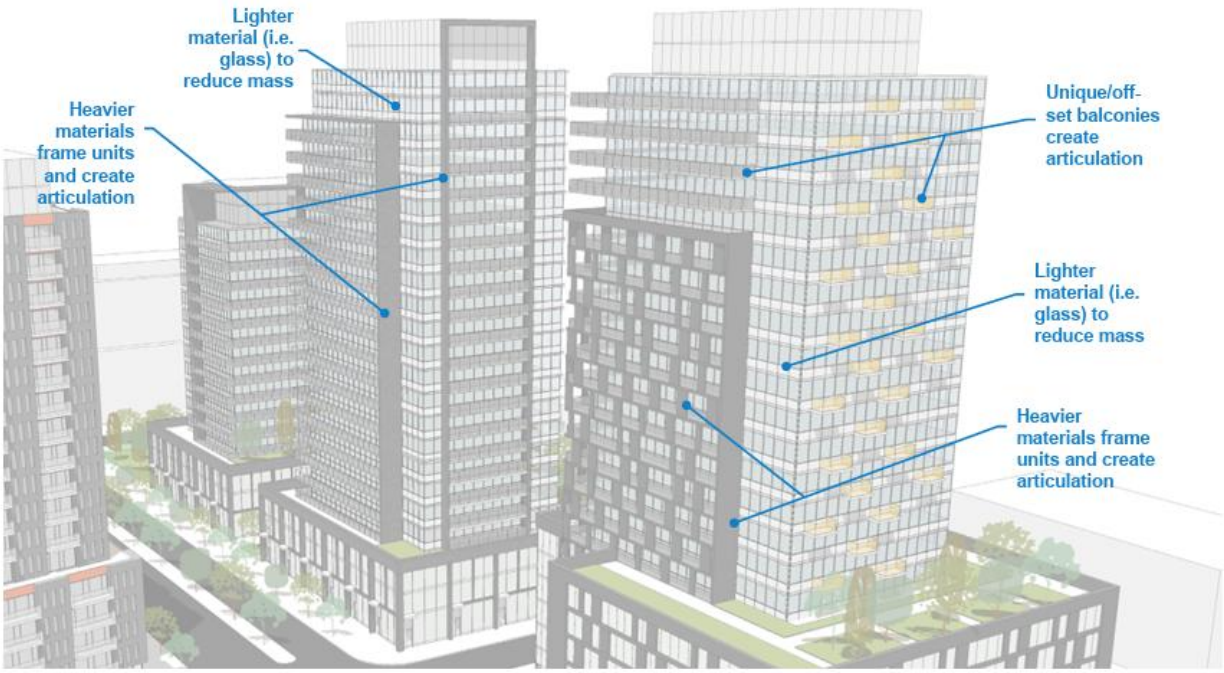
- The current site layout shows Private Road C serving only resident access for Towers 3 and 4. Given this limited function, consider whether this access could be shifted to Private Road B, allowing Private Road C to be closed and transformed into a pedestrian-focused area that incorporates a shared courtyard, creating a more inviting, functional, and community supportive space. Providing ground-level, outdoor amenity space on section of the site is essential given the level of density proposed
- If Private Road C is closed and redesigned as a pedestrian-focused space/ courtyard, consider adding the retail entrances from the east and west façades of Buildings 3 and 4 to front directly onto the courtyard. This would improve visibility and access, and create a more active, engaging interface along this central space.
- Consider reconfiguring the street network by converting Private Road A into a Public Road, establishing a continuous east–west public street connection from Masonry Court. This adjustment would create a clearer and more functional circulation structure, eliminate dead-end conditions, support phasing flexibility, and reinforce internal connectivity across the site.
- To the east, the site interfaces with the Aldershot GO parking lot and the Masonry Road Extension, a proposed MTSA connector designated as an MTSA General Mixed-Use street intended to support active, retail-oriented frontage. The current proposal does not illustrate a clear approach that celebrates this frontage. Additional consideration of how the development addresses, activates, and connects to this MTSA edge would strengthen the overall site design and reinforce its role within the station area.

2. Transition

- Given the surrounding context, including the townhouse development to the west, consider the arrangement of the towers and the height of the proposed podiums to establish a clear and deliberate transition in height taking into account the existing context. Particular attention should be given to how the podium massing stepdown toward the south-western interface to maintain an appropriate relationship in scale.
- Rooftop mechanical equipment shall be sized and located and screened from view, in order to protect or enhance views from other buildings and the public realm. Where possible, rooftop mechanical equipment should be wrapped by residential units, or other occupiable space (i.e. amenity areas).

- Rooftop mechanical equipment should be stepped back, on all sides, no less than 3 metres from the edge of the floor below and equipment should be screened from view.

3. **Materials**
   - While materials have not been identified at this stage, we encourage the design team to explore the use of 'heavy' materials (i.e. brick, stone, or metal) within the podium to anchor the building and reinforce its street presence. Within the tower, heavier materials can be strategically applied to define unique components and/or to create vertical and horizontal articulation. Lighter materials, such as glass, are encouraged in the design of the tower to minimize the perceived mass.



4. **Articulation and Lighting**
   - Architectural drawings do not clearly indicate the location or expression of the main building entrances. Main building entrances shall be clearly demarcated and should be a focal point of the building design. Also consider proposed location of the building entrances, particularly in relation to the nearby transit routs and stops at Masonry Court and Waterdown Road, to ensure the overall approach supports good active transportation and reinforce intuitive access through the site.
   - The provided renderings show balconies and podium articulations that are not reflected on the floor plans. Projecting balconies are not appropriate within the podium; inset or Juliette balconies are recommended as the more suitable form

at the podium level. Balconies however may be provided within the tower portion within the tower separation distance provided they do not excessively contribute to a building's massing.

- Consider the inclusion of decorative lighting within the tower design but over lighting or up lighting should be avoided.

5. Open Space

- Consider the inclusion of Publicly accessible privately owned open spaces to provide mid-block pedestrian connections through the site and create short block lengths (80-120 metres).

6. Public Art

- Public art is encouraged within tall building sites where appropriate through applicable planning tools (i.e. Services, Facilities and Matter through a Community Planning Permit). The selection and location of public art should reinforce the objectives of the City's Public Art Master Plan.

7. Wind Study

- A Wind Tunnel Test is required for development proposals with two or more buildings 5-storeys in height or more in accordance with the Pedestrian Level Wind Study Guidelines and Terms of Reference. Qualitative assessment is not sufficient for Wind assessment for this proposal. Refer to Appendix A: Graphical Standards within the Pedestrian Level Wind Study Guidelines and Terms of Reference for an example of Wind Tunnel Test Sensor Location Plan.
- The massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level. Current wind conditions at the entrances between Buildings 1 and 2, between Buildings 5 and 6, and at the southeast retail entrances to Building 4 are shown as uncomfortable and therefore require mitigation to ensure compliance with this requirement.
- The Wind Study report identifies that the Outdoor Amenity Spaces for Building 1, 2, and 6, and the northeast Outdoor Amenity Space for Building 4, require mitigation; however, it does not address all proposed amenity areas, including green roofs and terraces. Additional clarification is needed to confirm whether these spaces were assessed and whether any mitigation is required.
- Where wind conditions are considered unacceptable for the intended pedestrian use or unsafe, wind control mitigation strategies must be developed and tested. Test results must demonstrate that the resultant conditions meet the wind comfort category intended for the proposed function of an area, and/or the safety criterion.

- The most effective wind control measures involve adjustments to the building and site design early in the design process. This may include: building massing adjustments or alternative designs that are more responsive to the local wind climate; incorporating podiums, tower setbacks, notches and/or colonnades; strategic implementation of canopies, wind screens, façade elements, landscaping, planters, public art and/or other features that prove to be effective for mitigating problematic wind conditions; and modifications to the proposed function of an area.

8. Shadow Study

- The design, height, and placement of the tower shall be compatible with adjacent established residential neighbourhoods, parks, open spaces, or natural areas; or those stated in the Shadow and Pedestrian Level Wind Study Guidelines and Terms of References.
- A Shadow Study shall be provided for all tall building applications in compliance with the Shadow Study Guidelines and Terms of Reference. The Shadow Study submitted does not meet these requirements, as no written analysis, Sunlight Access Factor (SAF) calculations, Impact Criteria analysis, or colour-coded shadow diagrams are provided. The only reference to shadow performance is a note in the Planning Rationale indicating that the parkland is expected to receive 50% sun coverage year-round, which does not satisfy the required Shadow Study components.

9. Angular Plane Study or alternative

- An Angular Plane Study or alternative shall be provided demonstrating the proposal's alignment with the City of Burlington's Tall Building Design Guidelines and demonstrate appropriate transitions to the adjacent existing townhouses located west of the subject site.

10. Sustainability

- The City’s Sustainable Building Guidelines outline performance expectations for energy efficiency, building envelope design, green infrastructure, and overall sustainability measures for tall buildings. The submission does not clearly demonstrate how the proposed development meets these requirements, nor does it provide a consolidated sustainability strategy. Further detail is required to confirm alignment with the Guidelines, including green roof integration, and strategies to reduce environmental impacts across the site.

11. Burlington Urban Design Panel

- The mandate of Burlington Urban Design Panel is to provide independent, objective and professional urban design advice to the Community Planning Department on all tall and mid-rise buildings, five storeys or greater. As such, this proposal is **eligible** for a BUD Panel review.

- **Staff Contact: Silvia Laban, Planner, Urban Design, Silvia.Laban@burlington.ca**

7. City of Burlington - Urban Forestry

In recognition of the unique approval process applicable to this provincially led project, Urban Forestry has limited its review to identifying known opportunities, constraints, and considerations related to the City's urban forest objectives and tree protection requirements.

The comments below are intended to assist Infrastructure Ontario and the project team in understanding matters that may require further consideration, refinement, or supporting information through future submissions, when more detailed technical review may be possible.

1. An Arborist Report, Tree Inventory and Protection Plan is required to document **all existing trees greater than 10cm DBH on site and on adjacent properties within 6m of the property lines** as well **all trees of any size on city property**.

- Tree protection hoarding should be shown as per the City of Burlington's Tree protection hoarding should be shown as per the Tree Protection and Preservation Specification SS12A. Include a copy of the specification on the Tree Inventory and Protection Plan that includes all notes (1-8) from the specification. Visit the Forest Protection and Tree Permits page for more information.

- Consider alternative design concepts that will result in fewer trees being proposed for removal. In the case that alternatives to the design are not possible, please provide detailed justification for the removal of every individual tree. Similarly, work shall be modified to avoid working inside the minimum tree protection zone of all trees.

- Removal and/or minimum tree protection zone (MPTZ) injury of trees on neighbouring properties, or that are located on a shared property line (boundary trees) will require consent from the adjoining and/or adjacent owner(s).

- Where impacts are proposed (i.e., encroachment / injury) to neighboring and/or boundary trees the adjoining and/or adjacent owner(s) shall be consulted and made aware of the proposed development and potential impacts to their trees and/or boundary trees and the applicant shall submit a document in writing from adjoining and/or adjacent owner(s) that there are no concerns with the proposal for those trees, or the applicant's qualified tree professional shall address the potential impacts to the neighbor's trees and/or boundary trees and provide an attestation in the Arborist Report that the

Advisory/General Comments:

2. The City's **Public Tree By-law 098-2025** may be applicable to the proposed development. A tree permit is required for all work around city trees, including the payment of the Tree Permit fee and securities for trees to be retained. Removal of public trees will require replacement plantings that are to be proposed shown on City property. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. Specific compensation and replacement quantities will be identified through the permit process.

3. The **Private Tree By-Law 40-2022** is not applicable to planning applications. Refrain from referencing this by-law in your submission material.

4. Private trees that are to be removed will require a plan for replacement. Private trees that are 15cm in DBH will be counted toward replacement requirements using the City's aggregate caliper method. Tree replacements will be based on the following sizes: a minimum of 50mm caliper for deciduous species and a minimum of 1.2m in height for coniferous species. Proposals for private tree replacements shall be shown on the subject property. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. Specific compensation and replacement quantities will be identified prior to final site plan approval.

5. All trees proposed to be retained and their corresponding tree protection hoarding (vertical and/or horizontal) shall be illustrated on all Civil drawings and on the Construction Management and Mobility Plans.

6. For all submission requirements (Arborist Report, Tree Preservation Plan and Tree Inventory Table) refer to Parks Design and Construction webpage.

7. Please provide a comment matrix that identifies the above comments and how they were addressed with the site plan submission.

- **Staff Contact: Greg Bunker, Project Manager, Urban Forest Planning, tppreview@burlington.ca**

8. City of Burlington - Accessibility

It is recommended to have some accessible seating in the tower courtyards.

Ensure that all public access doors have automatic door openers on them. (e.g. outdoor amenities on level 13)

Question: how is someone accessing the outdoor amenities on Level 13 on towers 6 and 1?

If outdoor amenities include built-in picnic tables and BBQs, please ensure that accessible seating is provided.

BF, accessible ready/adaptable units throughout the residential suites are recommended. (e.g. BF unit per floor)

Ensure type A accessible parking space (3.4 M wide) and access aisle with curb ramps and TWSIs are provided in the visitor parking by the parkland.

General Parking comments

Ensure a 2.0 m wide access aisle is provided adjacent to Type A accessible parking spaces. Access aisles may be shared between adjacent accessible parking spaces, provided the required aisle width is maintained, and the aisle is clearly delineated in accordance with applicable accessibility standards.

From an accessibility perspective, accessible parking should be distributed within each parking area serving the development, with spaces located nearest to accessible building entrances/elevators. Calculating the requirement by individual parking areas rather than by the total combined supply better ensures equitable access for all users.

P1 Specific Parking comments

Tower 6

Visitor parking:

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) and one Type B accessible parking space (2.75 m wide) are provided closest to the elevator. (Only one barrier-free visitor parking space is indicated.)

Resident parking:

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) and one Type B accessible parking space (2.75 m wide) are provided nearest to the elevator entrance. (No barrier-free resident parking spaces are indicated.)

Tower 1

Visitor parking:

Ensure that one Type A visitor accessible parking space (3.4 m wide with an adjacent access aisle) is provided closest to the elevator entrance.

Resident parking:

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) and one Type B accessible parking space (2.75 m wide) are provided nearest to the elevator entrance.

Tower 5

Visitor parking:

Ensure that one Type A visitor accessible parking space (3.4 m wide with an adjacent access aisle) is provided closest to the elevator entrance.

Resident parking:

Ensure one Type A accessible parking space (3.4 m wide with an adjacent access aisle) is provided closest to the elevator entrance

Tower 2

Visitor Parking:

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) and one Type B accessible parking space (2.75 m wide) are provided nearest to the elevator entrance. (there are no BF parking spaces indicated)

Resident parking:

Ensure that one Type A accessible parking space (3.4 m wide) with an adjacent access aisle is provided nearest to the elevator entrance. (There are no BF parking spaces indicated.)

Tower 4

Visitor parking:

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) is provided nearest to the elevator entrance.

Resident parking:

Ensure that two Type A accessible parking spaces (3.4 m wide with an adjacent access aisle) and two Type B accessible parking spaces (2.75 m wide) are provided nearest to the elevator entrance.

Tower 3

Visitor parking:

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) is provided nearest to the elevator entrance.

Resident parking:

Ensure that two Type A accessible parking spaces (3.4 m wide with an adjacent access aisle) and two Type B accessible parking spaces (2.75 m wide) are provided nearest to the elevator entrance**.**

P2 & 3 Specific Parking comments

Tower 6

Ensure that two Type A accessible parking spaces (3.4 m wide with an adjacent access aisle) and two Type B accessible parking spaces (2.75 m wide) are provided nearest to the elevator entrance.

Tower 1

Ensure that two Type A accessible parking spaces (3.4 m wide with an adjacent access aisle) and one Type B accessible parking space (2.75 m wide) are provided nearest to the elevator entrance.

Tower 5

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) is provided nearest to the elevator entrance.

Tower 2

Ensure that one Type A accessible parking space (3.4 m wide with an adjacent access aisle) and one Type B accessible parking space (2.75 m wide) are provided nearest to the elevator entrance.

Tower 4

Ensure that three Type A accessible parking spaces (3.4 m wide with an adjacent access aisle) and two Type B accessible parking spaces (2.75 m wide) are provided nearest to the elevator entrance.

Tower 3

Ensure that three Type A accessible parking spaces (3.4 m wide with an adjacent access aisle) and two Type B accessible parking spaces (2.75 m wide) are provided nearest to the elevator entrance.

Interior Circulation

Ensure that the green running man exit signage includes the international accessibility symbol when the egress location is accessible.

Access to GO Platform Extension

The proposed access connection to the GO platform extension is supported. The design should ensure continuous accessible connections between the development, public realm, station entrance(s), and platform areas, without reliance on stairs or indirect routes. Consideration should be given to providing the most direct practical accessible

route, including sufficient width for mobility device users, accessible entrances, elevator access where required, appropriate grades and cross-slopes, tactile wayfinding elements, crossing points, lighting, weather protection, surface materials, rest opportunities, and clear signage to support independent navigation by people of all abilities.

An accessible path of travel assessment is recommended to evaluate the end-to-end accessibility of the pedestrian connection between the development and the GO Station and ensure that the connection to transit is intuitive, safe, and accessible for people of all abilities throughout the year.

- **Staff Contact: Dzenana Zildzic, Specialist, Accessibility,** Dzenana.Zildzic@burlington.ca

9. City of Burlington - Fire

Although items such as fire access are reviewed both at site plan approval stage and in final at the Building Department stage, I can advise that on further review of the conceptual site plan, that the fire access route does not appear to comply with the Ontario Building Code (OBC) or namely that additional information would be required in review of same. Based on it being conceptual, we are limited in comment as the plan is limited in detail (turning radious, grade, width, length etc.), but it would appear that the access route servicing Tower 1 through 6 extends greater than 90 m. and dead ends at Tower 3.

The following comment is provided on behalf of the fire department:

The fire department access route shall conform to OBC, Division B, Article 3.2.5.6., including for turnaround facilities required where a dead-end portion of the fire access route exceeds 90 m. in length.

- **Staff contact: Mat Williamson, Chief Fire Prevention Officer,** mathew.williamson@burlington.ca

10. City of Burlington - Recreation, Community and Culture

RCC sees a need for publicly accessible indoor gathering and community space within the development. As the Aldershot area continues to intensify, demand for community programming and access to spaces that support broader community use will increase and should be considered in the design and planning of the development.

RCC would be open to exploring partnership opportunities that provide dedicated community access, rental, or programming hours, consistent with the community space needs identified in the Live & Play Plan.

- **Staff contact: Mamie Sealey-Baker, Senior Advisor, Community Development** mamie.sealey-baker@burlington.ca

11. City of Burlington - Heritage Planning

I am confirming that I do not have any Heritage or Archaeology comments to provide.

- **Staff Contact: Chloe Richer, Senior Planner, Heritage,** Chloe.Richer@burlington.ca

12. City of Burlington - Zoning

121 Masonry Court is zoned GE2-27, General Employment, under Zoning Bylaw 2020, as amended. Property is also regulated by the Ministry of Transportation. The subject property is owned by Metrolinx, which is considered a Public Authority. Public Authority is regulated by Part 1, Section 2.20:

> **2.20 PUBLIC AUTHORITY**
>
> Except with respect to Part 1, Subsection 2.25 “Off Street Parking and Loading Requirements” and Subsection 2.26 “General Parking Provisions”, the provisions of this By-law shall not apply to a Public Authority in any zone, excepting O2 and O3 zones and except for public schools in GE1, GE2, BC1, BC2, MXE and UE zones, and excepting the uses and provisions of Subsection 2.21 “Uses Permitted In All Zones” excluding subsection (v) “Outdoor Patios”

At the time of any application, zoning staff will require details in order to confirm parking quantity and quality as per Part 1, Section 2.25 and Section 2.26 where applicable.

Note: 119 Masonry Court is not a valid address, the property is addressed (as indicated in GIS and AMANDA) as 121 Masonry Court

- **Staff Contact: Mark Dalrymple, Zoning Examiner,** Mark.Dalrymple@burlington.ca

13. City of Burlington - Finance

Taxes must be paid on parcels associated with this file. This includes all outstanding balances plus current year taxes that have been billed but not yet due."

Please note the property in our tax system is known as 121 Masonry Court.

- **Staff Contact: Sandra Chau, Specialist, Property Tax Assessment,** Sandra.Chau@burlington.ca

14. City of Burlington - Economic Development

- The stated employment density (80 jobs) is far below what is designated for this area, and as such we would encourage the province to incorporate additional office or flex office space at podium level to encourage additional employment opportunities.

- The Route 1 bus route is one of the most important economic drivers for the city. Although this cannot be addressed directly through our comments within this application, the additional ridership on Route 1 may make it more difficult for commuters from Hamilton travelling to their places of work in Burlington during peak ridership hours.

- The additional redevelopment opportunities nearby may occur at the same time. This would place additional pressure on Plains Rd and the nearby arterial roads. In particular, there is a possibility that the redevelopment opportunity on Howard Rd. may occur within the next 18 months and due to the scale of this project transportation and servicing in the area may be impacted.

  - **Staff Contact: Andrew Elliston, Manager Business Development & Competition, Burlington Economic Development,** Andrew.Elliston@burlington.ca

15. Halton Regional Police Services

We have no concerns with this proposal as it doesn't interfere with our line-of-sight radio system.

- **Staff Contact: Keith Moore, Coordinator, Planning and Research, Halton Regional Police Service**

16. Halton Region

(See next page)

Public Works
Development Services
1151 Bronte Road,
Oakville, ON, L6M 3L1

July 27, 2026

Samantha Romlewski, MCIP, RPP
Senior Planner, Community Initiatives
Community Planning, Development & Growth Management
City of Burlington
426 Brant St.,
Burlington ON L7R3Z6

Dear Ms. Samantha Romlewski:

RE: Region of Halton Comments – 1st Submission
Transit Oriented Communities (TOC) Burlington
Files: Aldershot GO Transit Oriented Community (TOC)
Infrastructure Ontario, Ministry of Ontario, and District Developments
119 Masonry Court

Bill 185 – Cutting Red Tape to Build More Homes Act, 2024:

Due to recent Provincial legislation, as of July 1, 2024, the Halton Region's role in land use planning and development matters is changing. The Region is no longer responsible for the Regional Official Plan – as it is now the responsibility of Halton's four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities has been prepared which identifies the local municipality as the primary authority on matters of land use planning and development. The MOU also defines a much narrower scope of interests for the Region and the Conservation Authorities in these matters.

As outlined in the MOU, the Region has an interest in supporting our local municipal partners by providing review and comments on interests that include:

- Water and Wastewater Infrastructure;
- Regional Transportation Systems including stormwater management infrastructure and acoustic mitigation on Regional right-of-ways;
- Waste Collection;
- Affordable and Assisted Housing;
- Responsibilities associated with a specific mandate prescribed by legislation (e.g. sourcewater protection, public heath); and
- Other Regional services that have a land component

Given the above, the Region will no longer be providing comments related to the Regional Official Plan or Provincial Policy matters.

Background:

Regional staff are forwarding preliminary comments in response to Infrastructure Ontario's Step 1 Submission for the proposed Aldershot Go Transit-Oriented Community (TOC) project at 119 Masonry Court.

The proposed development consists of four blocks, accommodating six towers ranging in height from 30 to 48 storeys and podiums ranging in height from 6 to 12 storeys. A total of 2,713 new residential units and approximately 2,100 square metres of at-grade commercial space is proposed, as well as a 0.55ha public park, underground parking with approximately 1,280 spaces, new plazas, and open spaces. A comprehensive road network consisting of public and private rights-of-way has also been contemplated as part of the development.

Joint Best Planning Estimates – TOC Population:

Staff have reviewed the FSR submitted in support of the Aldershot GO TOC, specifically as it relates to water and wastewater servicing. The proposed population is significantly higher than the Joint Best Planning Estimates (JBPEs), which are provided in the table below.

JBPE	**Population**	**Employment**		
2026	1494	67		
2051	4543	297		
Existing Development		**Units**	**Population**	
101 Masonry Court Condo		172	293	
101 Masonry Court TH		233	886	
1085 Clearview Ave		160	272	
1120 Cooke Blvd		1165	1981	
		Total	3432	
Proposed Development		**Units**	**Population**	**Employment**
Aldershot GO TOC		2681	4558	79
Total Approved Population + Proposed TOC Population =			**7990**	

To summarize, the proposed TOC population of 4558 persons, in addition to approved development within the catchment (3432 persons), results in a total population of 7990 persons. This exceeds the JBPE 2051 planning horizon population of 4543 by 3447 persons.

Given that the proposed development exceeds planned growth for the area, the Proponent is required to complete hydraulic modelling to demonstrate that there is sufficient capacity within the Regional water distribution and wastewater collection systems to support the proposed increase in population. The hydraulic modelling is required to include all ongoing and approved development within the catchment.

In addition to hydraulic modelling, the Proponent is required to provide a detailed phasing plan for the development that includes timing and identification of any infrastructure upgrades required to support the proposed development.

Water and Wastewater Servicing:

In accordance with the MOU, and to ensure water and wastewater services are provided in accordance with Regional requirements, Halton Region provides the following review of the existing services adjacent to the subject lands, and Regional Servicing comments as they relate to the proposed development:

Servicing Comments/ Requirements:

The Region offers the following comments on the revised Functional Servicing Report (FSR), prepared by Envision Consultants Ltd., dated April 30, 2026.

Water Servicing:

- The FSR proposes connecting the development to the existing 300mm diameter watermain on Masonry Court and extending two 300mm municipal watermains northward on both proposed municipal roadways to service the towers.

- The FSR notes that both of the proposed 300mm watermains will be dead ended. This is a concern for the Region due to potential water quality issues and maintenance issues related to the flushing requirements of dead end watermains. Consideration should be given into providing a looped system for this development in order to avoid dead ends on such large watermains.

- The FSR provided an analysis that determined the water demand for the proposed development. Fire flow tests were completed for the existing water system in the area and analysis was included in the report that determined that the existing water system in the area can accommodate the proposed development.

- The FSR notes that the water demands for this development were calculated using City of Burlington standards. This analysis should be revised to reflect the use of the current Halton Region Linear Design Manual (LDM).

- The servicing plan included in the FSR shows two existing watermains on the eastern limit of the site, but it was unclear what the ownership and purpose of these watermains are. The watermains cross into the prosed municipal roadway at the southern end. Regional records have no record of these watermains. The FSR should be revised to clarify what these existing watermains are for.

Wastewater Servicing:

- The FSR recommends that the site be serviced by connecting the existing 450mm diameter sanitary sewer that is located within an existing easement along the eastern limit of the property. Municipal sanitary sewers will be extended along the western public roadway, and easterly along Masonry Court, and connect to the existing sanitary sewer within the existing easement. Part of the existing 450mm sanitary sewer that is within the existing easement will be located in the future municipal roadway on the eastern limit of the site. The existing 450mm sewer flows southward along St. Mathews Avenue, Glenwood Avenue to the 900mm trunk sewer on Townsend Avenue and eventually flows to the Skyway Wastewater Treatment Plant.

- The prosed towers located on the northeastern quadrant of the site will connect directly into the existing 450mm sanitary sewer. Please note that the existing 450mm sanitary sewer is considered a trunk sewer.

- The FSR provided analysis demonstrating the proposed flows from this development. The FSR also provided downstream analysis to the existing 900mm trunk sewer on Townsend Avenue. The FSR noted that flows from this development can be accommodated in the downstream sewer to this location.

<u>Integrated Master Plan:</u>

Please note that the Region's recently approved Integrated Master Plan (IMP) included the development of the Aldershot GO MTSA. As such, the proposed development should be reviewed in relation to the IMP to confirm whether it is included in the Aldershot MTSA, and whether the proposed population densities for this development correspond to the densities in the IMP. If there are significant differences with these densities and the proposed population is greater than the IMP then there will have to be further analysis undertaken to determine the overall impact of this development to the Region's water system, downstream trunk sewer system and wastewater treatment plant capacity.

<u>Conclusion:</u>

The FSR is to be revised to compute the water and wastewater demands as per the latest Halton Region Linear Design Manual (LDM), and to address concerns with the dead end watermain.

Should the population densities for this development be greater than what was used in the IMP, further analysis will be required to determine the impacts to the Region's infrastructure and to confirm whether any upgrades or improvements will be required.

Transportation Development Review:

In accordance with the MOU and to support an effective Regional transportation network, Halton Regional Staff have reviewed the proposed development and offer the following comments:

- Based on the information provided, the subject property is not located on or within proximity to a Regional Road and as such, Regional Staff have no comment on the proposed application from a transportation perspective.

Waste Management:

To ensure that Regional waste collection services can be provided in a safe and cost-effective manner, this proposal has been reviewed against the Region's *Development Design Guidelines for Source Separation of Solid Waste*. Based on this review, Regional Staff offer the following comments:

- In order to be eligible for Regional Waste collection, site design must be undertaken in accordance with the Region's Development Design Guidelines for Source Separation of Solid Waste, which can be found online using the following link: https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separatio.

- A Waste Management Plan must be submitted with the formal application and demonstrate how waste will be managed, stored and collected in a manner that is safe, functional and accessible, to the satisfaction of Halton Region.

- Typical key considerations to accommodate Regional Waste collection include:
    - A 13m centreline turning radius entering and exiting the loading area as well as any turns on site.
    - A minimum head-on approach of 18m from the entrance of the loading area is required.
    - A 6m width within the loading area is to be maintained. This provides a buffer area for collection vehicles and staff in collection vehicles to complete circle checks if necessary. There should be additional space for side loaders and front-end loaders taking into account staging area in front or beside collection vehicles. Staging areas should be noted on all loading areas to accommodate all bins being collected and to ensure enough space has been allotted for bins.

  - The design of the loading/collection area is to ensure/provide for: adequate space to achieve all turns within the site and buffer room for operations; egress from collection vehicles; and, no reversing on a turn and no reversing into two way or oncoming traffic.
  - The design of the loading collection area is to ensure that collection vehicles are not backing up across any doors where pedestrians or staff are entering/exiting or accessing the building. These areas must be kept free and clear from collection vehicles for safety purposes.
  - Loading areas must be designed so as to not create blind spots for collection vehicles when accessing them.
  - Loading areas must provide a height clearance of 7.5 m within the loading area for waste collection vehicles during waste operations. A 5.0 minimum height clearance is required for the approach to the loading area.

- Recycling, under O. Reg 391/21 is the responsibility of the producers effective January 1, 2026; however, full inclusion has been deferred until 2031 for new multi-residential developments. Halton Region will collect recycling material until 2031 (subject to annual Council budget approval).

- Should Regional waste management vehicles need to traverse the property to facilitate collection, a completed Drive Through Agreement will be required to be submitted and approved by the Region prior to the commencement of collection.

- Should the waste management vehicle be required to drive over top any underground structures (e.g., parking garage), a professional engineer must provide a letter certifying the underground parking structure can withstand the weight of a fully loaded truck (capacity 35 tonnes).

- If the design does not meet Regional Waste collection standards, the developer will be responsible for securing private waste collection services (waste, organics, and recycling) for the subject lands.

Capital & Development Financing:

The Owner shall be responsible for payment of all applicable Regional Development Charges in accordance with the Development Charge Act and the Region of Halton Development Charges By-law(s), as amended. In addition, a Front-ending Recovery Payment will be required and shall become payable at the earlier of the Owner entering into a Subdivision Agreement or obtaining a Building Permit, including for High Density Apartment developments.

The Front-ending Recovery Payment shall not apply to any development parcel that obtained residential servicing capacity through a 2012 or earlier Allocation Program, or that is subject to an executed Subdivision, Site Plan, or Consent Agreement with the Region or the local municipality entered into prior to January 1, 2017.

All residential development applicants and every owner of land located in Halton Region assume all of the responsibilities and risks related to the use of the information provided herein.

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 information which is subject to change.

Phasing Plan

Regional staff have reviewed the proposed phasing plan that was submitted on July 25, 2026. More information is required to evaluate the phasing plan in relation to availability of infrastructure. Once the Phasing Plan has been finalized that reflects the modelling and the revised FSR, Regional staff will provide more detailed comments.

Conclusion:

This application has been reviewed in accordance with the MOU and, to ensure water and wastewater services are provided in accordance with Regional requirements, transportation is provided per Regional requirements, to ensure the safe and cost-effective collection of waste and to ensure an effective Regional infrastructure.

In conclusion, Regional staff are of the opinion that the TOC for the proposal lands are premature at this time. More information is required regarding the following:

1) A detailed Phasing Plan is required to determine which phases can proceed.
2) Hydraulic modelling is required to demonstrate that there is sufficient capacity within the Regional water distribution and wastewater collection systems to support the proposed increase in population.
3) A revised FSR (based on the current Linear Design Manual) that addresses the issue of the dead-end mains.
4) A Waste Management Plan is to be submitted with the next formal application in order to determine whether the proposal will be eligible for Regional Waste collection.

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

Regards,

Nicole Pettenuzzo, RPP, MCIP
Senior Planner, Development Services, Public Works

c: Engineering and Construction, Public Works, Halton Region
Infrastructure Planning and Policy, Public Works, Halton Region
Development Services, Public Works, Halton Region

17. Conservation Halton

(See next page)

July 14, 2026

Karyn Poad, MPlan, MCIP, RPP and Samantha Romlewski, MCIP, RPP
Community Planning
City of Burlington
426 Brant Street
Burlington, ON L7R 3Z6

BY E-MAIL ONLY (Karyn.Poad@burlington.ca, Samantha.Romlewski@burlington.ca)

To Karyn Poad and Samantha Romlewski:

Re: Aldershot GO Transit Oriented Community – Step 1 Submission
CH File Number: APPR-226
119 Masonry Court, City of Burlington
Applicant: Infrastructure Ontario on behalf of the Province of Ontario

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Conservation Halton (CH) staff has reviewed the above-noted submission and provides the following comments based on our responsibilities under Ontario Regulation 686/21. This includes managing risks related to natural hazards through our permitting and regulatory responsibilities under the *Conservation Authorities Act (CA Act)* and Ontario Regulation 41/24, ensuring decisions under the *Planning Act* are consistent with the natural hazards policies of the Provincial Planning Statement (PPS, Sections 5.1.1-5.2.8), and providing advice and technical support to the Province and municipality, as requested.

Documents reviewed as part of this submission, received on June 16, 2026, are listed in **Appendix A**.

Proposal

Infrastructure Ontario has prepared a Step 1 Submission for the redevelopment of a Metrolinx-owned property located at 119 Masonry Court under its Transit Oriented Community (TOC) program. The proposal includes 6 mixed-use buildings, ranging from 30-48 storeys, approximately 2,700 dwelling units, at-grade commercial space, 3 levels of underground parking, a park and road network with public and private rights-of-way. Amendments to Burlington's Zoning By-law are required to facilitate the development and detailed designs will be finalized during Site Plan approval stages.

Regulatory (*Conservation Authorities Act* and Ontario Regulation 41/24) & Provincial Planning Statement Natural Hazards Comments (PPS, Sections 5.1.1-5.2.8)

CH regulates all watercourses, valleylands, wetlands, Lake Ontario Shoreline, hazardous lands (e.g., flooding and erosion hazards, dynamic beaches, unstable soil and bedrock), as well as lands adjacent to these features. The westernmost portion of the subject property adjacent to Waterdown Road contains the flood plain associated with Grindstone Creek. CH regulates 15 metres from the flood plain. Permits are required from CH prior to undertaking any works in regulated areas.

Based on a review of CH's Approximate Regulation Limit mapping and the Step 1 Submission information, the proposed development appears to be located outside of CH's regulated area and located outside of hazardous lands.

Stormwater Management

Stormwater management for the proposed development will require municipal storm sewer infrastructure connections, on-site control measures (e.g. underground storage, oil-grit separators) and a downstream superpipe system. Given the size of the proposed development site and increase in impervious area, CH staff offers detailed comments in Appendix B. These comments are provided as technical advice for City staff's consideration.

Recommendation

Based on review of the Step 1 Submission, CH staff has no outstanding concerns with the proposal from a regulatory perspective and it is consistent with the natural hazards policies of the PPS. We recommend that technical advisory comments in Appendix B regarding stormwater management be addressed in a future TOC Step submission. CH staff requests that we be circulated on future submissions and related planning applications for review.

We trust the above is of assistance. Please contact the undersigned with any questions.

Sincerely,

Ashley Gallaugher
Environmental Planner
agallaugher@hrca.on.ca

Encl: **Appendix A: Materials/Technical Reports Reviewed**
Appendix B: Detailed Comments

Appendix A: Materials/Technical Reports Reviewed

CH received the following Step 1 submission materials on June 16, 2026:

- Cover Letter, prepared by Infrastructure Ontario, dated June 9, 2026
- Architectural Drawing Set, prepared by WW+P, dated April 24, 2026
- Planning Rationale and Urban Design Brief, prepared by Sajecki Planning Incorporated, dated June 2026
- Functional Servicing Report, prepared by Envision Consultants Ltd., dated April 30, 2026
- Stormwater Management Report, prepared by Envision Consultants Ltd., dated April 30, 2026
- Transportation Impact Study, prepared by Crozier, dated April 2026
- Conceptual Site and Landscape Plan, prepared by Crozier, dated April 29, 2026
- Pedestrian-level wind assessment, prepared by Theakston Environmental and Sajecki Planning Incorporated, dated May 4, 2026

Appendix B: Detailed Comments

CH provides the following detailed comments regarding the Step 1 Submission for 119 Masonry Court, Burlington, which are recommended to be addressed in a future Step submission.

#	Topic/Section	CH Comments - TOC Step 1 Submission (July 15, 2026)	Recommended Stage To Be Addressed
Stormwater Management Report (Envision Consultants Ltd., April 2026)			
1.	General Comment	Staff recommends use of a hydrologic model for the subject property considering its size and the complexity of drainage systems on site and in the surrounding area. Existing PCSWM models for this area may be available from the City of Burlington which could be of use.	Future TOC Step submission
2.	Section 1.3 Design Criteria	Findings and recommendations related to stormwater management quantity control from the City of Burlington's, 'Flood Hazard and Scoped Stormwater Management Assessment - Aldershot Go Major Transit Station Area (MTSA)' and related reports/analyses, should be considered as part of the current application and the reporting and analyses updated as appropriate.	Future TOC Step submission
3.	Section 1.3.1 Quantity Control	Capacity of the existing municipal storm system should be assessed to understand whether drainage from the proposed development(s) can be accommodated by the existing storm systems in establishing quantity control targets for the site. Further, proposed conditions should be controlled to existing levels for the 2-year event (not the 5-year) as appropriate.	Future TOC Step submission
4.	Section 2.3 Allowable Release Rate	CH staff understands that the subject property is generally pervious under existing conditions, as Figure 2 identifies a runoff coefficient of 0.25. If this is correct, the existing runoff coefficient should not be increased to 0.50, as this value represents a maximum and applies only where existing conditions are in excess of this maximum. The report and analysis should be updated accordingly.	Future TOC Step submission

5.	Figure 2	Existing outlets and overland flow routes should be shown on Figure 2 to support an understanding of existing drainage patterns for the Subject property. Based on CH staff's understanding, there may be two distinct drainage areas on the subject property which should be considered by the analysis. Further, a portion of the subject property appears to drain toward Grindstone Creek where-as the existing storm sewers on Cooke Boulevard appear to drain toward Aldershot Creek.	Future TOC Step submission

18. Ministry of Transportation (MTO)

(See next page)

Ministry of Transportation
Highway Corridor Management Section - Downsview
159 Sir William Hearst Ave, 7th Floor
Downsview, ON M3M 0B7

August 4, 2026

Carmela Marchesan
426 Brant Street
BURLINGTON, Ontario
L7R 3Z6
Canada

Dear Carmela:

MTO-LD-2026-20T-000561 - Land Development Review - Aldershot GO TOC

Please refer to the materials submitted by the City of Burlington through HCMS on July 7, 2026, for the Aldershot GO TOC.

A. Following a review of the above-noted submission and pursuant to the requirements of the Public Transportation and Highway Improvement Act (PTHIA), the Ministry of Transportation of Ontario (MTO) provides the following comments:

I. MTO Corridor Management Office Comments:

1. The proposal does not introduce direct access to the provincial highway network, and no impacts to MTO lands have been identified. It is understood that development within the Aldershot GO TOC will be implemented in phases and coordinated with planned transit service and capacity enhancements to ensure that the transit-supportive assumptions underpinning the proposal are realized prior to full build-out.
2. Notwithstanding the above, future submissions should continue to demonstrate that cumulative growth within the Aldershot GO MTSA can be accommodated without adversely affecting the operation, safety, or capacity of the Highway 403/Waterdown Road interchange and other provincial transportation infrastructure. Any future transportation assessments should confirm that the proposed development, together with anticipated area growth, can be supported by the surrounding transportation network.
3. This review is intended as a preliminary, high-level screening assessment only and should not be construed as a detailed technical review or endorsement of the supporting studies, design assumptions, or future development approvals. Additional review and comments may be provided as further information becomes available through subsequent stages of the planning and approvals process.

II. MTO Traffic Office Comments:

1. Terms of Reference (TOR) for the Transportation Impact Study (TIS) was not submitted to MTO for review.
2. The Synchro files used to support the traffic operations analysis must be submitted to MTO for verification and assessment.
3. Review of a compliant TIS by MTO requires a minimum of six weeks.

III. MTO Project Development Office Comments:

1. If the proposed development necessitates improvements to the Highway 403/Waterdown Road interchange, the proponent shall be responsible for the design, funding, and implementation of such improvements. Any proposed modifications to provincial transportation infrastructure will be subject to MTO review and approval.

IV. MTO 407 Transit Comments:

1. The proposed development is located south of the existing rail corridor and is not anticipated to impact the planned 407 Transitway alignment or its future connection to Aldershot GO Station.

V. MTO Drainage Office Comments:

1. A separate Stormwater Management Report is referenced in the Functional Servicing Report; however, it was not included with the submission materials. The Stormwater Management Report must be submitted for MTO review.
2. MTO will only consider the use of an underground chamber storage system where the stormwater assessment assumes a 100% blockage/failure of the chamber system (i.e., no storage credit is assigned within the hydrologic model) and demonstrates that there will be no adverse impacts to MTO's drainage infrastructure under such conditions.
3. All submitted documentation must be prepared, stamped, and signed by a Professional Engineer licensed to practice in the Province of Ontario.

B. The City is required to address all the comments outlined above.

C. The above comments are based on the documentation circulated by the City of Burlington on July 7, 2026, and are provided without prejudice to MTO. Should the materials be revised in a manner that may have implications for the provincial highway network, the updated documentation must be resubmitted to the Ministry for review.

D. All comments provided herein are subject to applicable legislation, regulations, and policies. This correspondence does not constitute approval, consent, or a waiver or limitation of MTO's statutory authority in any respect.

If you have any questions or require further clarification, please don't hesitate to reach out through HCMS. We thank you for collaborating in using our HCMS.

Sincerely,

Ibrahim Adia
Senior Project Manager Ministry of Transportation
Ministry of Transportation
Downsview
159 Sir William Hearst Ave, 7th Floor
Downsview, ON M3M 0B7

cc. Rebecca Lau, Samantha Romlewski

19. Metrolinx

(See next page)

METROLINX

To: **Karyn Poad, Supervisor, City of Burlington**

From: Patrycja Jankowski, Project Manager
Adjacent Development
Adjacent Construction Review – GO (Heavy Rail)
Metrolinx

Date: July 29, 2026

Re: **City of Burlington – 119 Masonry Court (Aldershot Transit Oriented Community)– Metrolinx Step 1 Submission 1 Response**

Metrolinx has reviewed the first submission of the Step 1 Submission for 119 Masonry Court (Aldershot Transit Oriented Community. It is our understanding that the proposed project involves a proposed mixed use transit-oriented community

Please note the property is adjacent to CN's Oakville Subdivision which carries Lakeshore West GO Rail Service.

Please refer to Appendix A for detailed Metrolinx comments that will need to be addressed as part of the application review. Responses to each comment should be provided in the next submission to demonstrate how they have been addressed.

Should you have any questions or concerns, please do not hesitate to contact me.

Best regards,

Patrycja Jankowski, Project Manager
Adjacent Development
Adjacent Construction Review – GO (Heavy Rail)
Metrolinx
20 Bay Street Suite 600, Toronto

METROLINX

Appendix A: Metrolinx Comments and Proponent Responses

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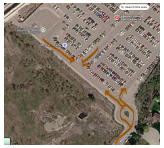
Mx / IO	
Title:	Aldershot TOC Step 1 Comments
Date Received:	2026-06-16
Review Cycle Due Date:	2026-07-03

Actions:
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

Line Item Status:
O = Open, not resolved
P = Pending incorporation in design
C = Closed, implementation complete

Item No.	Team / Discipline	Drawing No. / Document No. / Specification Section / Page No.	Review Comment	Response and Details	Action 1 / 2 / 3	Review Comment Response	Line Item Status O / P / C
1	Real Estate & Development	Planning Rationale, pdf pages 27 and 40	The Planning Rationale notes that existing station parking provisions will be maintained but the submission does not identify or demonstrate how additional GO parking for the station will be accommodated or integrated with the proposed development. Clarification is required on the proposed location, access, and operational integration of additional station parking.				
2	Universal Design	Parking Impact Study page 32	Accessible parking levels exceed AODA requirements, are any of these spaces intended to be for GO customers? If so, where will they be located? They should be as close as possible to the station entrance and ideally at ground level to minimize walking distances.				
3	Universal Design	Design brief page 23	Concern about the potential of residence owners using GO accessible parking spaces if there is not enough provided by the individual towers, given the total number of units is almost double the number of parking spaces being provided by these developments.				
4	Universal Design	Design brief page 28	Please ensure that the potential pedestrian connection to the platform is accessible and has barrier-free, step-free access.				
5	Site Servicing	Functional Servicing and SWM Reports	Please confirm the proposed work will not impact Metrolinx existing ditches and wet utilities negatively.				
6	Facilities Architecture and Engineering	2026.06.09 - Aldershot GO TOC Traffic Impact Study - Copy (page 15 SitePlan A011)	Current conditions on the Metrolinx owned lands may continue for many years, until a future proposal is approved. However, the site plan appears to be based on a potential future development and does not reflect the GO Parking and PUDO areas present in the current and interim conditions. As a result, it is unclear how MX and transit customers will be affected by the proposal or how the proposed road and sidewalk changes will impact vehicles, pedestrians, and cyclists arriving and departing from the station. Please clarify the interface with the existing site conditions including Metrolinx infrastructure to remain. Identify how the proposal and changes to Masonry Court, St. Matthews Ave., crossings, sidewalks, and the entry condition to the parking areas etc. will affect pedestrian and other traffic flows in and out of the MX lands. 				
7	Facilities Architecture and Engineering	2026.06.09 - Aldershot GO TOC Traffic Impact Study - Copy (page 35)	Please clarify if the access road owned by MX and the circulation in and out of the parking and PUDO areas will remain in its current state, it appears there is a duplicate street (STREET 2) proposed as part of the TOC that is terminating near or into the MX access point (roundabout) to the site. It is not clear if the proposal for the street will include sidewalks, crossings, or other safety measures to reduce safety risks introduced by TOC traffic in these areas. It is not clear if there will be combined traffic at the MX access point (roundabout). Please provide more detail about the interface between Street 2 and MX areas including PUDO access which appear to be directly connected or adjacent to Street 2. 				
8	Third Party Railways Commercial Management	20260609 - Aldershot GO TOC Planning Rationale and Urban Design Brief.pdf (page 74)	While this addresses safety concerns regarding a <300m setback from a rail yard, CN has shared its concerns that effective noise mitigation is challenging even in the event of a >300m setbacks from a rail yard (as per CN's email dated May 1).				
9	Adjacent Contruction Review (ACR) - Patrycja Jankowski	SWM	Metrolinx would like to note that additional drainage from the proposed development is not permitted onto Metrolinx-owned lands, without prior approval from Metrolinx and our Technical Advisor (AECOM).				
10	Adjacent Contruction Review (ACR) - Patrycja Jankowski	Noise and Vibration	The property is subject to a Noise & Vibration Study, prepared by a qualified consultant. The proponent shall submit the study for review and satisfaction of Metrolinx. The proponent may obtain Metrolinx's most up to date rail forecast data by submitting a request to raildatarequests@metrolinx.com.				
11	Adjacent Contruction Review (ACR) - Patrycja Jankowski	Construction Methodology	Depending on the construction method, additional agreements and/or technical reviews will be required (e.g., shoring, tiebacks, and crane swing).				
12	Adjacent Contruction Review (ACR) - Patrycja Jankowski	Construction Methodology	Please confirm the proposed shoring method and whether tiebacks into Metrolinx owned property may be required. The shoring plan shall be submitted for review. If tiebacks are proposed, please provide a tieback plan detailing the tieback locations and the number of tiebacks proposed.				
13	Adjacent Contruction Review (ACR) - Patrycja Jankowski	Crane Swing Plan	Please provide a crane swing plan identifying the location of the proposed crane(s) that may be utilized and the associated crane swing radius. This information is required to ensure no swing over Metrolinx land which must be demonstrated through the requested drawings and related geotechnical details.				
14	Adjacent Contruction Review (ACR) - Patrycja Jankowski	Rail Safety	As CN is the owner of the rail corridor in this territory, Metrolinx defers to CN for matters related to rail safety.				
15	Adjacent Contruction Review (ACR) - Patrycja Jankowski	Agreements	The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. Included is a copy of the form of easement for the Proponent's information. The Proponent may contact Patrycja.jankowski@metrolinx.com with questions and to initiate the registration process. Registration of the easement will be required prior to clearance of Site Plan Approval (It should be noted that the registration process can take up to 6 weeks).				

16	Adjacent Contruction Review (ACR) - Patrycja Jankowski	Warning Clause - Noise Study	The Proponent shall provide confirmation to Metrolinx, that the following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor: **Warning**: Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.				
17	Adjacent Contruction Review (ACR) - Patrycja Jankowski	General	Please note as more information is made available there may be additional requirements and agreements identified.				
18	Sponsor	General	Please try to align location of the pedestrian platform access with the western pedestrian tunnel access to minimize walking distances for customers crossing the rail corridor.				
19	Sponsor	General	Please allow for access from the existing low-rise development on Cooke Boulevard directly north/east to access the new and existing station entrances. This will reduce walking time for residents of that development to access the station by avoiding going south to Masonry Court.				

METROLINX

Form of Easement

WHEREAS the Transferor is the owner of those lands legally described in the Properties section of the Transfer Easement to which this Schedule is attached (the "**Easement Lands**").

IN CONSIDERATION OF the sum of TWO DOLLARS ($2.00) and such other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Transferor, the Transferor transfers to the Transferee, and its successors and assigns, a permanent and perpetual non-exclusive easement or right and interest in the nature of a permanent and perpetual non-exclusive easement over, under, along and upon the whole of the Easement Lands and every part thereof for the purposes of discharging, emitting, releasing or venting thereon or otherwise affecting the Easement Lands at any time during the day or night (provided that doing so is not contrary to law applicable to Metrolinx) with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, gaseous and particulate matter, electromagnetic interference and stray current but excluding spills, arising from or out of, or in connection with, any and all present and future railway or other transit facilities and operations upon the lands of the Transferee and including, without limitation, all such facilities and operations presently existing and all future renovations, additions, expansions and other changes to such facilities and all future expansions, extensions, increases, enlargement and other changes to such operations.

THIS Easement and all rights and obligations arising from the above easement shall extend to, be binding upon and enure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, tenants, sub-tenants, customers, licensees and other operators, occupants and invitees and each of its or their respective heirs, executors, legal personal representatives, successors and assigns. The covenants and obligations of a party hereto, if such party comprises more than one person, shall be joint and several.

Easement in gross.

20. CN Rail

Thank you for circulating Canadian National Railway (CN) on the Step 1) Submission package for the property at 119 Masonry Court. The subject site is adjacent to CN's Aldershot Yard. Given this location, the proposed development introduces sensitive land uses in an area where land use compatibility concerns are significant. CN rail yards operate on a continuous 24-hour basis and involve a range of industrial activities, including but not limited to:

- The operation and idling of diesel locomotives and trucks;
- Continuous 24-hour artificial lighting;
- The loading, unloading, and switching of rail cars;
- The bulk transfer of cargo, including dangerous goods; and
- Ongoing maintenance and repair of rail and related equipment.

These activities generate noise, vibration, lighting, and safety impacts that are inherently incompatible with sensitive land uses located in close proximity.

The Federation of Canadian Municipalities–Railway Association of Canada (FCM–RAC) Guidelines for New Development in Proximity to Railway Operations recommend a minimum setback of 300 metres between rail yards and sensitive land uses, a standard fully endorsed by CN. In addition, the Aldershot Yard qualifies as a Class III Industrial Facility under the Ministry of the Environment, Conservation and Parks D-6 Guidelines. The D-6 Guidelines similarly require a minimum 300-metre separation between a Class III industrial facility and sensitive land uses. The proposed development does not meet these recommended separation distances and therefore represents an incompatible land use relationship.

It is also important to note that railway facilities are subject to change over time, including potential alterations or expansions to railway infrastructure or operations. Such changes could further increase impacts on nearby sensitive uses, reinforcing the importance of adhering to the setback and mitigation recommendations set out in the FCM–RAC and D-6 Guidelines.

CN's primary objective when reviewing proposed development in proximity to railway infrastructure is to minimize potential conflicts related to noise, vibration, and safety, thereby protecting the long-term livability of future residents and the efficient operation of the railway. To support informed land use planning near rail corridors and yards, CN, together with the Railway Association of Canada and the Federation of Canadian Municipalities, developed the Guidelines for New Development in Proximity to Railway Operations.

Should the City consider approval of the proposed development despite these concerns, CN requests that, at a minimum, the following condition be imposed:

1- All proposed buildings accommodating sensitive land uses shall be set back a minimum of 30 metres from a principal main line, with an appropriate safety berm adjacent to the railway right-of-way.

2- The safety berm shall be continuous, parallel to the right-of-way, with returns at both ends, a minimum height of 2.5 metres above grade at the property line, and side slopes not exceeding 2.5:1.

3- Where reduced setbacks are proposed, a site-specific crash wall study and design must be completed to the satisfaction of the municipality, in consultation with CN.

4- A minimum 1.83-metre-high chain link fence (or equivalent) shall be installed and maintained along the shared property line.

5- The Owner shall engage a consultant to undertake an analysis of noise and vibration. Subject to the review of the noise report, CN may consider other measures recommended by an approved Noise Consultant.

6- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit:

> "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 1000 meters from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

7- The Owner shall through restrictive covenants to be registered on title, and all agreements of purchase and sale or lease provide notice to the public that the noise mitigation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

8- The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.

9- The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favor of CN.

Please note that the inclusion of these conditions should not be interpreted as CN's agreement with, or support for, the proposed sensitive land use and development. These conditions are being provided solely to ensure that, should the application be approved despite CN's objection, appropriate safeguards and requirements are in place.

CN will review the Stormwater Management Report submitted as part of this application. However, we also request that a Noise and Vibration Study be prepared and submitted for CN's review and comment.

Thank you, and please do not hesitate to contact us should you have any questions.

- **Contact information: CN Proximity, Communty Planning & Development, Legislative Affairs, proximity@cn.ca**

21. Halton District School Board

(See next page)

Halton District School Board

July 16, 2026

Planning and Development
City of Burlington
426 Brant St.,
PO Box 5013
Burlington, ON
L7R 3Z6

Dear Ms Poad

Subject: 119 Masonry Court
Aldershot Transit Oriented Community Comments
Date Circulated: June 16, 2026
Burlington No: N/A

Thank you for the opportunity to review the submission package. It is understood that the application proposes 2713 high-density residential units adjacent to the Aldershot GO Station.

General Comments - Student Accommodation

Comprehensive conditions for this application, addressing developer responsibilities and required warning clauses, are provided in **Appendix 1**. The Halton District School Board has provided an overview of the potential impact of this development application on student accommodation needs:

Elementary Review Area (ERA 101)

- **English School: Glenview** (K-6). Enrolments are expected to remain near building capacity. There is potential for portables.
- **FI School: Maplehurst** (2-6). As a result of development, enrolment is projected to exceed building capacity by 2033.

Secondary Review Area (SRA 101)

- **English School: Aldershot** (7-12). Enrolments are projected to remain stable for the next 10 years. ISTEM program is available at this school.

Street Address: J.W. Singleton Education Centre • 2050 Guelph Line, Burlington, Ontario L7P 5A8
Mailing Address: J.W. Singleton Education Centre • P.O. Box 5005, Stn. LCD 1, Burlington, Ontario L7R 3Z2
Phone: 905-335-3663 | 1-877-618-3456 Fax: 905-335-9802
www.hdsb.ca

- **FI School: Burlington Central** (7-12). Students from this development are directed to this school for FI. Enrolments are projected to remain stable for the next 10 years. The International Baccalaureate program is available at this school.

The Board's Long Term Accommodation Plan (LTAP), available on its website, offers detailed projections and strategies to address the changing accommodation needs within these review areas.

Based on the yields, this development is expected to be between 125 and 300 students between grades K-12.

Please be advised that the Halton District School Board (HDSB) has no objection to the proposed subdivision application as submitted, subject to the conditions provided in **Appendix 1** being completed prior to final approval.

1. Board Position & Enrollment Capacity Concerns

This area has a high number of development applications and will see a notable, concentrated wave of new enrolments once occupation begins. This application, as with others, has the potential to add a considerable number of students to impacted schools.

Currently, the three elementary schools in Aldershot operate on a K–6 model, while the secondary school serves grades 7–12. To accommodate growth and align with current facility standards, the HDSB is actively transitioning from a K–6 model to a K–8 model. This shift, combined with new development, will require significant investments to increase K–6 capacity to a K-8 model and upgrade the 9–12 facilities. If local K–6 facilities are already near or over capacity, the Board will flag immediate accommodation concerns. Addressing these pressures may require short-term measures such as the placement of portable classrooms, permanent facility expansions, school boundary reviews, or the implementation of a "Holding Zone" where students are bused to further-away schools with surplus space. Should student demand increase, the Board will explore long-term opportunities to increase pupil places, including the potential to redevelop school sites such as Glenview PS and/or Maplehurst PS, or to integrate new school facilities into podium schools within the development.

2. Hazardous Walking Barriers & Student Safety

The site's geography presents severe pedestrian safety challenges for elementary students, as it is situated within a high-traffic area adjacent to a GO station with peak traffic occurring in the morning and afternoons. Glenview PS and Aldershot HS are located approximately 1.4 km from the site, while all other local schools sit entirely outside the Board's expected walking distance. Navigating this intensifying, high-traffic transit hub poses a significant hazard for young K–6 students. To mitigate these risks, future planning must prioritize seamless connectivity to adjacent communities and establish clearly designated, safe walking routes to school.

3. Transportation & Site Design Requirements

The developer must explicitly demonstrate how school buses can safely enter, turn around, and operate within the proposed internal street network (including the Public ROW and Private Roads A, B, and C). The site design must prove capable of accommodating student transportation without causing gridlock or creating safety hazards for waiting children.

Should you have any questions regarding our comments, please contact the undersigned.

Sincerely,

Michelle D'Aguiar

Michelle D'Aguiar
Senior Planner,
905-335-3663 ext 3395,
daguiarm@hdsb.ca

Halton District School Board

Updated: July 7, 2026
Version 4

Appendix 1: Aldershot Transit-Oriented Community Conditions

The following provides the general draft plan comments related to 119 Masonry Court. These comments will guide applications and form the basis for draft plan conditions to be incorporated into future planning approval submissions.

Variations to these comments should be anticipated, as they may be required based on the context of individual development applications and any additional information received through the development review process. Please note that any site plan, plan of condominium or other planning application may receive the same comments.

Future Draft Plan Conditions

The following draft plan conditions will be requested in future planning approval submissions. Note that variations to the below comments should be anticipated, subject to the context of the development application, locations of school sites, and based on any further information received as part of the development review process.

General Development Conditions

1. The Owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in the Town's subdivision agreement, to be registered on the title:

    a. Prospective purchasers are advised that schools on sites designated for the Halton District School Board in the community are not guaranteed. Attendance at schools in the area yet to be constructed is also not guaranteed. Pupils may be accommodated in temporary facilities and/or be directed to schools outside of the area. School attendance areas are subject to change and/or redirections can be put into place to address immediate school accommodation pressures.

    b. Prospective purchasers are advised that the surrounding neighbourhood may not be fully constructed, and will be under construction once the school is in operation. As such, not all sidewalks, roadways, and/or other infrastructure may not be immediately available.

c. Prospective purchasers are advised that school buses will not enter cul-de-sacs and pick-up points will be generally located on through streets convenient to the Halton Student Transportation Services. Prospective purchasers are advised that School buses shall not enter new subdivisions (construction areas) until all major construction activity has been completed. School bus stops will be placed at or near the entrance to the new subdivision. Bus stop locations within new subdivisions will be determined by Halton Student Transportation Services upon completed site reviews. It is therefore the responsibility of future purchasers that have students attending an HDSB school to identify a suitable means for home-to-school transportation requirements (whether walking or bused).

d. Purchasers and/or tenants are advised that due to the proximity of the adjacent school, sound levels from these facilities may at times be audible.

e. Purchasers and/or tenants are advised that roads adjacent to the Halton District School Board school sites will be subject to higher-than-normal traffic volumes as a result of the school facilities and activities.

2. That in cases where offers of purchase and sale have already been executed, the Owner will send a letter to all purchasers, which includes the above statements.

3. The Owner agrees that, should the development be phased, a copy of the phasing plan must be submitted prior to final approval to the Halton District School Board. The phasing plan will indicate the sequence of development, the land area, the number of lots and blocks, and units for each phase. The Owner will provide information on the anticipated start of construction and tentative occupancy dates of residential units.

4. That the Owner shall supply, erect, and maintain signs at all major entrances into the new development advising prospective purchasers that pupils may be directed to schools outside of the area. The Owner will make these signs to the specifications of the Halton District School Board and erect them prior to final approval.

5. That a copy of the approved sidewalk plan, prepared to the satisfaction of the Municipality, be submitted to the Halton District School Board.

6. The Owner shall provide Halton District School Board a PDF copy and a geo-referenced AutoCAD file of the Draft Plan of Subdivision, as well as a 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.

In addition, the following notes should be included in the conditions:

1. Education Development Charges (EDC) are payable in accordance with the applicable EDC By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum unit yield which is specified by the Subdivision Agreement are also subject to EDCs prior to the issuance of a building permit, at the rate in effect on the date of issuance.

2. Additional Dwelling Units (ADU) constructed as part of a primary dwelling unit prior to occupancy are subject to EDCs. For ADUs to be eligible for an exemption, the building permit must be issued after occupancy of the primary unit, and must meet other requirements such as size and number of units relative to the existing unit. For more information on EDCs and ADUs, please reach out to the School Boards.

3. The Board's 2023 EDC by-law provides a limited number of statutory and non-statutory exemptions. School Boards may not exempt a development from the payment of EDCs unless such a development falls squarely within the terms of an exemption provided under an EDC by-law. To qualify for an exemption, an applicant must submit appropriate documentation confirming the intended purpose of the development. Approval of the exemption will be subject to verification and compliance with all relevant legislative and regulatory requirements. For more information on EDCs, please reach out to the School Boards.

4. EDCs are applicable to 50% of the chargeable Gross Floor Areas (GFA) which are defined as common areas shared between non-residential and residential portions of a mixed-use building. The Board requests that the proponent confirm the areas of the spaces that may be common to both residential and non-residential uses and whether they are shared in order to calculate the total charge. For more information on EDCs and chargeable GFAs, please reach out to the School Boards.

22. Halton Catholic District School Board

(See next page)

HALTON CATHOLIC DISTRICT SCHOOL BOARD

802 Drury Lane
Burlington, ON L7R 2Y2

905-632-6300

July 14, 2026

Karyn Poad
Samantha Romlewski
City of Burlington
426 Brant Street, PO Box 5013
Burlington, ON L7R 3Z6

Dear Karyn and Samantha:

RE: Infrastructure Ontario - Aldershot GO Transit Oriented Community (TOC)
City of Burlington

Thank you for providing the Halton Catholic District School Board ("Board") with an opportunity to review the Aldershot GO Transit Oriented Community (TOC) Proposal and provide the following comments:

Project Overview

The Aldershot TOC comprises of a mixed-use development containing 6 mixed-use buildings with residential towers ranging in height from 30 to 48 storeys and podiums ranging in height from 6 to 12 storeys and approximately 2,713 residential apartment units.

HCDSB Overview

Presently, the Board has a total of fourteen (14) elementary and three (3) secondary schools established in the City of Burlington, and the Thomas Merton Adult Learning Centre Burlington campus. Based on enrolment counts for the 2025-2026 school year, the Board serves over 9,300 students within the City of Burlington.

Current School Accommodation

In terms of school accommodation, if the residential development were to proceed today, elementary students generated from the development would be accommodated at Holy Rosary (B) CES located at 261 Plains Road East.

Based on the 2025 Long-Term Capital Plan (LTCP), Holy Rosary (B) CES is projected to exceed Site Capacity in the long-term due to new developments in the Aldershot area. Due to site limitations, portable classrooms and/or additions cannot be accommodated. As such, an additional elementary school will be required to accommodate students from this and future developments in Aldershot.

Secondary school students would be directed to Assumption CSS located at 3230 Woodward Avenue.

Comments

The Board has been given the opportunity to provide preliminary comments on the Aldershot TOC Submission. The Board has reviewed the following TOC Core Studies and Technical Reports:

- Architectural Drawing Set
- Planning Justification Report
- Functional Servicing Report
- Stormwater Management Report
- Transportation Impact Study

HALTON CATHOLIC DISTRICT SCHOOL BOARD HCDSB
802 Drury Lane
Burlington, ON L7R 2Y2
905-632-6300

Based on the information provided, the Board requests to be notified of any decisions regarding this application and to remain on the circulation list for all future applications associated with this development.

The HCDSB will provide comments and conditions on each proposed development application received. For your convenience, below are the conditions that development applications may be subject to. The Board will review and revise its comments as this application moves forward.

1. The owner agrees to place the following notification in all offers of purchase and sale for all lots/units and in any subsequent agreements, to be registered on title:
    a. Prospective purchasers are advised that Catholic school accommodation may not be available for students residing in this area, and that you are notified that students may be accommodated in temporary facilities and/or bused to existing facilities outside the area.
    b. Prospective purchasers are advised that the HCDSB will designate pick up points for the children to meet the bus on roads presently in existence or other pick up areas convenient to the Board, and that you are notified that school busses will not enter cul-de-sacs and private roads.
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.
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.
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.
5. That a copy of the approved sidewalk plan, prepared to the satisfaction of the City of Burlington be submitted to the HCDSB.
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.

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. Any building permits that are additional to the maximum approved unit count will be subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.

HALTON CATHOLIC DISTRICT SCHOOL BOARD CDSB

802 Drury Lane
Burlington, ON L7R 2Y2

905-632-6300

We look forward to collaborating on this project and making ourselves available to discuss the above comments at your convenience.

If you have any questions regarding the aforementioned, please contact the undersigned.

Yours truly,

Kathie Panzer
Planning Officer

cc: A. Lofts, Chief Financial Officer and Treasurer of the Board
B. Vidovic, Senior Manager of Planning Services, Planning Services
K. Koops, Manager of Planning Services, Planning Services
F. Thibeault, Halton District School Board
L. Choi, Halton District School Board

23. Burlington Hydro

We have reviewed the applicable documents provided, specifically the Architectural and Conceptual Site drawings. Based on the information available, we could not identify any hydro servicing related proposals.

As this is a large residential and commercial development, we will be able to notify BHI planning. However, for a more detailed review, we would request the applicant to provide these in the official application:

1. Proposed location of hydro assets on private property
    a. Transformers
    b. Duct routing
2. Loading schedule of the development.
3. Phasing & timeline of the development, if applicable.
4. Please take note that the electrical distribution system within the area may have capacity constraints. System Expansion may be required to bring new distribution feeder(s) to the area. To ensure a proper assessment of the necessary requirements to connect the projected new load by this development, it is highly recommended that a meeting be arranged with a Burlington Hydro representative (well in advance of finalizing the architectural and structural designs) to go over the loading requirements, supply points, transformer, and other required equipment locations. To help avoid any delays in BHI approval to this proposed development, please, contact BHI Engineering Service Technician via e-mail at: engineering@burlingtonhydro.com to arrange for the meeting.
5. Please take note that BHI records indicate that there is existing energized hydro equipment within the proposed development site. Before any demolition, the applicant or representative must contact BHI well in advance to get approved hydro service layout/consent and avoid any possible service delays or safety issues.
6. BHI will require easements to any assets located on private property.

- **Staff Contact: Rosso Parra, rparra@burlingtonhydro.com**

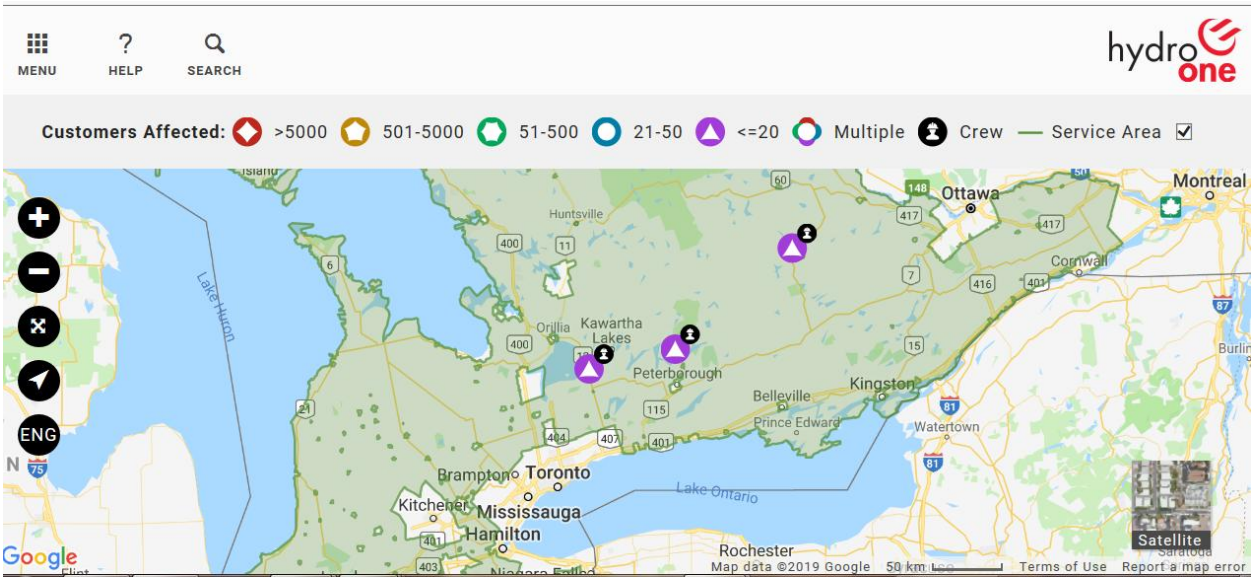
24. Hydro One

We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link: Stormcentre (hydroone.com)

Please select "Search" and locate the address in question by entering the address or by zooming in and out of the map.



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact Land Use Planning.

- **Staff Contact: Land Use Planning Department, Hydro One Networks Inc., LandUsePlanning@HydroOne.com**

25. 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

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.

Site Plan

All Ontario except the City of Hamilton:

Thank you for your correspondence regarding the proposed Site Plan Application. Enbridge Gas Inc. (Enbridge Gas), does have service lines running within the area which may or may not be affected by the proposed Site Plan.

Should the proposed site plan impact these services, it may be necessary to terminate the gas service and relocate the line according to the new property boundaries. Any service relocation required would be at the cost of the property owner.

If there is any work (i.e. underground infrastructure rebuild or grading changes…) at our easement and on/near any of our existing facilities, please contact us as early as possible (minimum 1 month in advance) so we can exercise engineering assessment of your work to ensure the integrity of our main is maintained and protected.

Confirmation of our natural gas pipeline location should be made through Ontario One Call 1-800-400-2255 prior to any activity.

We trust the foregoing is satisfactory.

City of Hamilton:

Please contact gdssoutheastnewbusinesshamilton@enbridge.com to receive formal comment.

Severance Applications:

It is the responsibility of the applicant to verify the existing gas servicing does not encroach on more than one property when subdividing or severing an existing land parcel. Any service relocation required due to a severance would be at the cost of the property owner. For any encroachments, please contact ONTLands@enbridge.com

26. Bell Canada

(See next page)

6/19/26
Planning Department
City of Burlington

Attention: Rebecca Lau

Re: 119 Masonry Court
Your File No. NA
Our File No. 42031

To whom this may concern:

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.
Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to circulations@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

The Owner acknowledges and agrees that it is the responsibility of the Owner to provide entrance/service duct(s) at their own cost from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner shall be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.
If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact circulations@bell.ca directly.

Should you have any questions, please contact the undersigned.

Yours Truly,

Laura Beckett
laura.beckett@bell.ca

27. Rogers Communications

(See next page)

Date: July 14, 2026

Karyn Poad, Samantha Romlewski

Planning Department,
City of Burlington
Ontario

Re: Aldershot Transit Oriented Community - 119 Masonry Court

Rogers Reference #: M264076A01

Dear Karyn,

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of Burlington.

We have reviewed the proposed area and do not have any comments or concerns at this time.
Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Lisa Kuznecov
OPE Specialist

GTAW New Area
Outside Plant Engineering
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

28. City of Hamilton

City of Hamilton staff have reviewed the submission materials for this application and I can provide the following comments:

Development Planning and Development Engineering staff have no comments on the submission. Hamilton Street Railway staff provided the following comments however:

HSR

- The Documents relevant to the HSR include the Cover Letter, Architectural Drawing Set (Site Plan), Planning Rational and Urban Design Brief, the Transportation Management Report, and the Conceptual Site and Landscape Plan.
    - Please note that the Appendices of the TIS were not included and would be of interest to the HSR.
        - We would be particularly interested in the number of individuals anticipated to be traveling to Waterdown via transit so that we can plan accordingly.
- Based on the information provided, the proposed development will impact and potentially overwhelm our Route 18 Waterdown Mountaineer.
    - We agree that covered bus shelters should be provided to encourage transit use, particularly at “Waterdown at Masonry”, where our service connects
    - Please keep us updated as to the progression of this development as well as anticipated timelines.

- **Staff Contact: David Bonaventura, Planning Technician I – West Team, David.Bonaventura@hamilton.ca**

29. Aldershot Village Business Improvement Area

The Aldershot Village BIA appreciates the opportunity to provide comments on the proposed Aldershot GO Transit-Oriented Community.

As an organization committed to creating a vibrant place to live, work, shop, dine, and do business, we recognize that growth is an important part of Aldershot's future. The proposed development represents an opportunity to welcome new residents while supporting sustainable transit and creating a complete community adjacent to the GO Station.

Appropriate Intensification is welcomed at the Aldershot GO Station. As Burlington continues to grow, development focused around higher-order transit is both logical and necessary. This proposal has the potential to attract transit-oriented residents who choose Aldershot because of its direct access to GO Transit while also supporting our local businesses and services. Bringing more people within walking distance of our business community creates opportunities for a more vibrant local economy and strengthens Aldershot as a destination to live, work, and visit.

The Aldershot Village BIA also supports the inclusion of **Flexible Retail and Office Space** and would welcome the opportunity to be part of future conversations regarding the commercial mix within the development. As Aldershot evolves, it will be important to consider not only what amenities we already have, but what our growing community needs. A neighbourhood grocery store or fresh food option would be a valuable addition, helping to reduce unnecessary vehicle trips along Plains Road while providing residents with convenient access to everyday essentials.

We are equally supportive of the proposed **Parkland and Pedestrian-Focused Spaces**, which are essential to creating successful "third spaces" where people can gather, connect, and spend time outside of home and work. These welcoming public spaces help create healthier, more vibrant communities while encouraging residents to remain in the neighbourhood to shop, dine, and support local businesses. Investing in quality public spaces is an investment in both community well-being and the long-term success of Aldershot's business district.

The Aldershot Village BIA recognizes that **Growth and Intensification** around the GO Station has been anticipated through the City's long-term planning. We welcome this investment and appreciate the collaborative efforts of Infrastructure Ontario, the Province, the City of Burlington, and the development team to ensure that this growth occurs thoughtfully and in a manner that complements the existing community. With careful planning, this project has the opportunity to become an important addition to Aldershot.

Our primary concern remains **Transportation and Transit Capacity**. While we support the overall vision, construction associated with this development, combined with other

planned projects in the area, will place additional pressure on the transportation network. Careful coordination of construction staging and traffic management will be essential to minimize impacts on residents, businesses, and commuters. We also encourage continued investment in Burlington Transit's **Route 1 Plains**, which will play an increasingly important role as the area's population grows. Reliable transit service during both construction and occupancy will be critical to achieving the project's transit-oriented objectives.

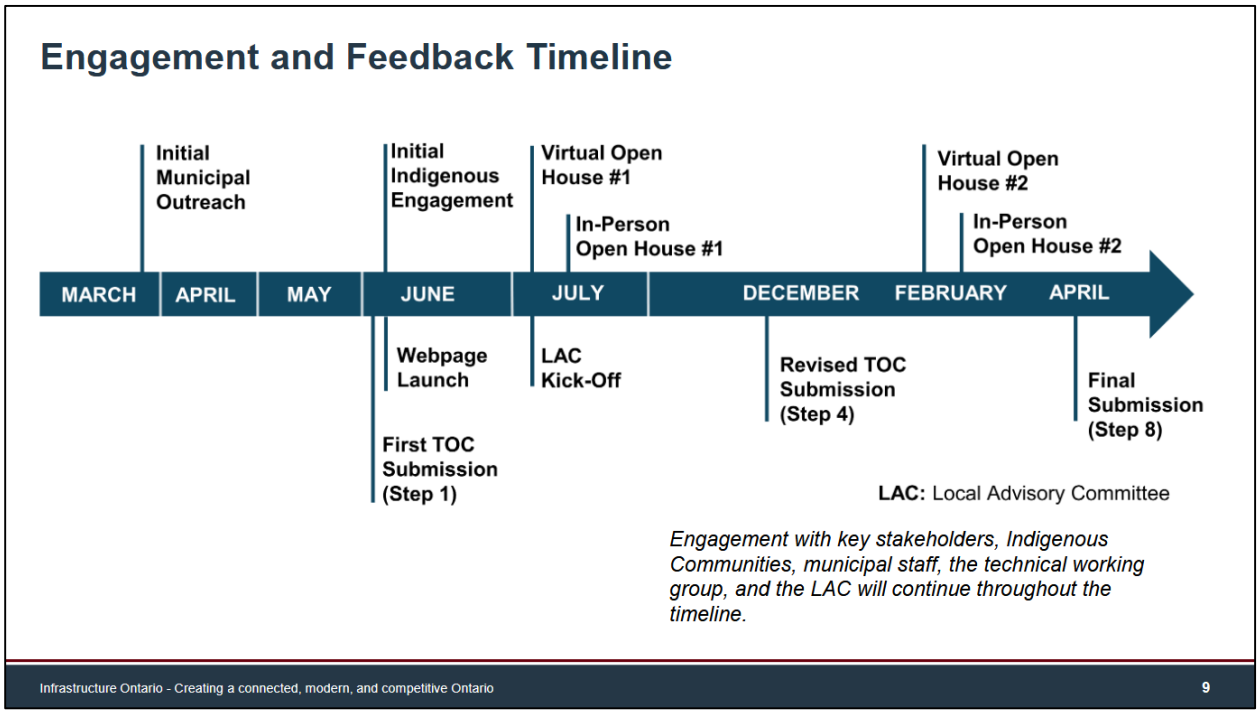
The Aldershot Village BIA believes this proposal presents an exciting opportunity to create a complete, walkable, transit-oriented community that supports both new residents and existing businesses. We look forward to continuing to work with all project partners and would welcome opportunities to contribute to future discussions regarding commercial uses, placemaking, and the integration of this new neighbourhood with the existing Aldershot business community.

Thank you for considering our comments.

Sincerely,

Andrea Dodd
Executive Director
Aldershot Village BIA
andrea@aldershotbia.com

Infrastructure Ontario's Engagement and Feedback Timeline



Information Report Summary

SUBJECT: Housing Community Improvement Plan update

TO: Committee of the Whole

FROM: Development and Growth Management
Community Planning

Report Number: DGM-53-26

Wards Affected: All

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

Recommendation:

Receive for information development and growth management report DGM-53-26, regarding an update on the uptake of the Burlington Housing Community Improvement Plan (CIP) Temporary Programs and the subsequent program funding allocation status of the Housing Accelerator Fund (HAF).

Executive Summary

Purpose of report:

- To provide an update on the uptake of the Temporary Programs in the Burlington Housing CIP, including applications received to date, the number and types of units, and funding allocation and availability.

Key findings:

- Since June 22, 2026 (the launch date of the Housing CIP Temporary Programs), applications to the programs have shown high interest and staff continue to receive program enquiries.
- As of the time of writing this report, five (5) applications have been submitted for the Housing CIP Temporary Program funding, consisting of exclusively purpose-built rental units.
- To date, four (4) applications meet the criteria for a complete application as set out in the Housing CIP Temporary Program criteria as well as the criteria for Early Program Admission.

- The applications received demonstrate that the Development Charge (DC) Reduction Grant – Purpose-Built Rental, is particularly well aligned with current market needs and development conditions.
- The four (4) complete applications represent a total of 641 rental units across a variety of purpose-built rental housing forms, including townhouses, mid-rise, high-rise, and mixed-use residential buildings, with approximately 40 per cent of the units being two-bedroom or larger.
- Currently, based on the original budget and additional available HAF funding, the CIP Temporary programs are fully subscribed.
- The total value of the municipal incentives sought through the 4 complete applications is approximately $5.35 million funded entirely by HAF and would support 641 new purpose-built rental units within missing middle, midrise and tall buildings.
- The complete Housing CIP Temporary Program applications received to date are on track to meet key dates and milestones, supporting the HAF budget allocation and contributing to the HAF targets by the HAF deadline of December 31, 2027.
- The 4 applicants that submitted complete applications to date are anticipating the securement of full DC reductions upon meeting the Early Program Admission deadline and construction timing eligibility deadlines.
- Staff will continue to assess the Housing CIP Temporary Programs that have experienced lower uptake, including through applicant and development industry feedback, to determine whether refinements, additional communication and education and/or other adjustments could improve their effectiveness.

Implications:

- The Housing CIP Temporary Program budget, including all programs is $5 million. To fully support all four applications, adjustments to the program caps and the total funding envelope presented to Council will be required.
- At the discretion of the Commissioner of Development and Growth Management, funding will be re-distributed across the Temporary Programs and Council approval is not requested. Funding will be redistributed away from programs with little or no uptake to the DC Reduction Grant - Purpose-Built Rental, to support purpose-built rental housing in Burlington.
- In addition, a subsequent review of Housing Accelerator Fund (HAF) project budgets and forecasted expenditures identified approximately $355,000 in available additional funding that can be reallocated to the DC Reduction Grant - Purpose-Built Rental program.
- Together, this redistribution across the Temporary Programs and the overall increased HAF funding to $5.35 million is sufficient to provide 100% Development Charge relief and one missing middle fee waiver for the 4 complete applications, provided all program requirements are met.

- The implication of this approach is that the available 2026 HAF funding would be fully committed to the current applications.
- Future funding for the Housing CIP Temporary Programs is subject to HAF availability for 2027 once known.
- In support of advancing housing supply, affordability and housing-enabling infrastructure, the City will continue to monitor and apply for provincial funding opportunities for additional funds to further serve the objectives of the Housing CIP and the City's Housing Strategy. Future successful funding requests will increase the number of units that can be supported through the grant programs.
- Should the City receive additional federal and/or provincial funding to support municipal DCs, the Housing CIP Temporary Programs will be recalibrated for DC reduction grants for all new and eligible residential unit types and will appropriately extend the time frame of the temporary programs, subject to amendment of the Housing CIP Temporary Programs, public consultation and Council approval

Background

To support the City's goals of expanding housing choice and increasing the supply of diverse housing types, as outlined in Burlington's Housing Strategy and the Housing Accelerator Fund Action Plan, Council adopted the Affordable Rental Housing Community Improvement Plan (ARHCIP) on April 15, 2025. For additional background information, please refer to Report DGM-24-25.

Directed by the City's Housing Strategy to further the big picture objectives of creating a greater mix and range of housing types in Burlington, the City adopted the Affordable Rental Housing Community Improvement Plan (ARHCIP) on April 15th, 2025. For all relevant background information please refer to.

In response to challenging residential development market conditions and the need to meet the City's Housing Strategy objectives and housing and growth targets, an amendment to the ARHCIP was proposed. For all relevant background information please refer to report DGM-27-26.

The amendment to the ARHCIP as set out in report DGM-35-26 was approved by Council on May 26, 2026. The amendment included a name change to the Burlington Housing Community Improvement Plan (Housing CIP), to broaden the scope of the City's CIP to Housing in general, inclusive of affordable rental housing, to allow for flexibility to refine and adapt programs in the future.

The amendment also introduced targeted, time-limited housing incentive programs through the Housing CIP, to help accelerate the construction of missing middle, purpose-built rental, affordable rental, accessible and larger-sized housing options, in Burlington.

These newly established Housing CIP Temporary Programs – including DC reduction grants, fee waivers, tax increment equivalent grants, and other housing-related incentives – support the private and not-for-profit housing sector with a 'made-in-Burlington' approach to increase housing supply and support a broader mix of housing options for residents at all ages, stages of life, and income levels during a challenging time for all industries.

Council also approved funding related to 2026 and direction for 2027 with quarterly reports to Council. This information report is the first update on the status of the Housing CIP Temporary Programs.

In support of advancing housing supply, affordability and housing-enabling infrastructure, the City will continue to monitor and apply for provincial funding opportunities for additional funds

to further serve the objectives of the Housing CIP and the City's Housing Strategy. Future successful funding requests may be directed towards funding Housing CIP programs.

Status

On June 22, 2026, the City started accepting applications for the following Housing CIP Temporary Programs:

- Development Charge Reduction Grant – Purpose-Built Rental
- Development Charge Reduction Grant – Ownership
- Missing Middle Municipal Fee Waiver Program
- Tax Increment Equivalent Grant (TIEG) Purpose-Built Rental Residential Program
- Accessible Design Grant Program

Advance direct outreach to landowners and applicants in the project application pipeline and a successful targeted social media campaign, generated interest in the Housing CIP Temporary Programs.

To date, four (4) complete applications have been received exclusively for purpose-built rental buildings, representing a total of 641 rental units across a variety of rental housing forms, including townhouses, mid-rise, high-rise, and mixed-use residential buildings. Two of the applications include both mid-rise buildings and townhouse developments on the same property. Of the total 641 rental units:

- Ninety (90%) per cent are in mid- and high-rise buildings with ten (10%) per cent in a missing middle format (i.e. townhouses).
- Approximately 40 (40%) per cent are two-bedrooms or larger in size.

As shown below in Table 1, all four (4) complete applications request the DC Reduction Grant – Purpose-Built Rental funding, with no applications for ownership unit funding. One application also requested to participate in the Missing Middle Municipal Fee Waiver and TIEG – Purpose-Built Rental programs.

While to date, no applications have been submitted to the Accessible Design Grant Program, the Indwell project, supported by HAF funds, as well as other levels of government funding will create 16 barrier-free units accounting for 21% of the units in the building, providing barrier-free units above and beyond the requirements of the Ontario Building Code (OBC) which requires that 15% of units within an apartment building be barrier-free[1]. The Indwell project in

[1] Ontario Building Code 3.8.2.1.(5) of Division B, Ontario Building Code 2012 – Volume 1, O.Reg. 332/12

Burlington is a 74-unit supportive and affordable rental housing project located in the Aldershot neighbourhood. For all relevant background information please refer to report DGM-11-26.

Incentives Value

The total value of the Temporary Program incentives is approximately $5.35 million and would support 641 new purpose-built rental units including missing middle supply. The table below outlines the four (4) complete applications and the related DC reduction grant values eligible for 2026 HAF funding.

Table 1 – Complete Application Profiles to Date and Eligible Grants and Waivers

Development Site	Development Type	Total Rental Units	Housing CIP Program Request	DC eligible for grant (based on current rates)
1) 3544 Commerce Court	Mid-rise apartment	35	DC Reduction Grant – Purpose-Built Rental	**$269,386** - 35 one-bedroom units
2) 484 Plains Road East	Mid-rise/Mixed use apartment (MR) Townhouse (TH)	166 (MR) 45 (TH)	DC Reduction Grant – Purpose-Built Rental	**$1,378,800** (MR) Unit types: - 3 bachelor - 108 one-bedroom - 51 two-bedroom - 4 three-bedroom **$555,232** (TH) - 15 two-bedroom - 30 three-bedroom
3) 2010 James Street	High-rise/Mixed use apartment	195	DC Reduction Grant – Purpose-Built Rental	**$1,610,135** Unit types: - 1 bachelor - 135 one-bedroom - 56 two-bedroom - 3 three-bedroom
4) 4853 Thomas Alton Boulevard	Mid-rise apartments (2 buildings) (MR)	179 (MR) 21 (TH)	DC Reduction Grant – Purpose-Built Rental Missing Middle Fee Waiver * TIEG (requirement met for 30% or more units two-bedroom or greater in size, and minimum floor area sizes) **	**$1,502,000** (MR) Unit types: - 113 one-bedroom - 66 two-bedroom

	TOTAL:	**641**		**$5.35million** ***

* **$40,000** from Missing Middle Municipal Fee Waiver Program (Fee Waiver) towards Townhouse development.

** TIEG is a non-HAF program and therefore not included in HAF funding calculations.

*** **The total eligible grant value, including the $40,000 Fee Waiver grant, is approximately $5.35 million.**

For corresponding development locations, please see Appendix A.

2026 HAF Funding Proposed Reallocation – Temporary Programs

Staff report DGM-35-26 identified available HAF funding of $5 million, allocated across four (4) of the Housing CIP Temporary Programs, shown in Table 2 below. To date, the applications submitted are exclusively for purpose-built rental units. Should these applications be successful in meeting the Housing CIP Temporary Programs' key dates and milestones, the total eligible grant value is approximately $5.35 million, which exceeds the current budget allocation.

A review of HAF project budgets and forecasted expenditures identified efficiencies and refinements to the HAF budget that identifies that an additional $355,000 is available to be reallocated to the Housing CIP Temporary Programs.

Additionally, proposed is the reallocation of HAF funds from the Housing CIP Temporary Programs with little to no uptake, to the DC Reduction Grant – Purpose-Built Rental, to help unlock new purpose-built rental housing in Burlington. This allocation maximizes the impact of the HAF funds by supporting the delivery of approximately 641 purpose-built rental units while continuing to support missing middle housing through the temporary fee waiver program.

At the discretion of the Commissioner of Development and Growth Management, funding may be redistributed across the Housing CIP Temporary Programs and Council approval is not requested.

The combined funding of approximately $5.35 million is sufficient to provide 100% Development Charge relief for all complete applications presently in the queue, provided all applications meet the temporary program eligibility requirements.

The implication of this approach is that the available 2026 HAF funding would be fully committed to the current applications. Future funding for the Housing CIP Temporary Programs is subject to HAF availability for 2027

Table 2 – 2026 HAF Recommended Funding Allocation: Housing CIP Temporary Programs

Program	2026 Funding Cap: Current Allocation (DGM-35-26)	2026 Funding: Proposed Allocation

DC Reduction Grant – Purpose-Built Rental	$2,000,000	$5,315,513
DC Reduction Grant - Ownership	$2,300,000	-
Missing Middle Municipal Fee Waiver	$400,000	$40,000
TIEG	n/a	n/a
Accessible Design Grant	$300,000	-
Total Funding	**$5,000,000**	**$5,355,513 ***

* Includes HAF funding of approximately $355,000, reallocated to the Housing CIP Temporary Programs.

Tax Increment Equivalent Grant Program Uptake

The TIEG Purpose-Built Rental Program requires that 30 per cent or more of the rental units be two-bedrooms or greater in size, and that minimum unit sizes are met for two-bedroom (750 sq.ft.) and three-bedroom (950 sq.ft.) units. To date, only one application meets these requirements and is eligible for the TIEG program. Staff spoke with other applicants about the potential to access the TIEG, but development timelines did not allow for the revisiting of floor plans to adjust unit types to meet minimum requirements.

The TIEG would be administered following the post-development property assessment. City Planning and Finance staff have met with staff in municipalities with TIEG experience to confirm the TIEG administration process and are working to set up a process for a Burlington TIEG.

As the TIEG program is not tied to the HAF funding, this program remains open for applications subject to the criteria of this program, including construction timing requirements. Staff will continue to promote this temporary program and monitor for applications.

Additional funding status

At this time, no additional funding towards the Housing CIP Temporary Programs has been provided. With the adjustments discussed above, if the four (4) complete applications submitted to date are successful in meeting the required building permit and occupancy permit milestones as applicable, the available HAF funding allocated to temporary programs will be fully subscribed.

Key Dates & Milestones

The Housing CIP Temporary Programs are open for applications that can demonstrate that the required approvals and building permits, in accordance with the Housing CIP temporary program requirements, can be achieved within the timelines established by the Housing CIP. Applications will continue to be accepted while funding is available.

The Housing CIP Temporary Programs funding of $5.35 million from the HAF budget must be allocated by the December 31, 2027 HAF deadline. To accomplish this, the Commissioner of

Development and Growth Management has, at their discretion, redistributed the funding allocated to the Housing CIP Temporary Programs, as outlined in this report.

At the time of writing this report, the Housing CIP Temporary Program applicants are on track to meet key dates and milestones. The four (4) complete applications submitted to date meet the minimum eligibility requirements for a complete site plan approval and building permit submission. These applications are tracked in the order received and remain prioritized for grant funding. However, the applicants need to complete all program requirements to qualify for the grants.

Early Program Admission

The next milestone for applications to conditionally secure funding is the Early Program Admission date of September 1, 2026. Four (4) of the five (5) current applicants are working to satisfy any outstanding site plan and/or building permit conditions. An interdisciplinary staff team is working collaboratively with the applicants to support application success.

All current applicants are anticipating the securement of full DC reductions upon meeting the Early Program Admission deadline and construction timing eligibility deadlines, outlined below.

Construction Timing Eligibility

The Construction Timing Eligibility deadlines below are being closely tracked to ensure program success.

- Mid- and High-rise Buildings
    - Foundation Permit issued by December 31, 2026
    - Above grade building permit issued by December 31, 2027
- Missing Middle Projects (buildings up to 4 storeys)
    - Complete building permit application
    - Occupancy Permit issued by December 31, 2027

Final Program Approval / Payment or Fee Waiver Confirmation

Final program approval is issued once all applicable program requirements have been satisfied, and the applicable payment milestone has been achieved. For the Development Charge Reduction Grant – Purpose-Built Rental Program, the grant payment will be issued upon the successful issuance of an occupancy permit or at the discretion of the City. At this stage, the final approved incentive amount will be confirmed as well as any continuing program obligations, including affordability, reporting or documentation requirements, where applicable.

Implications

The implementation of the Housing CIP Temporary Programs requires ongoing application administration by the interdisciplinary staff team, to ensure that program milestones are being met to allow for successful HAF budget allocation by December 31, 2027.

Should application milestones not be met, subject to limited extensions at the discretion of the Director of Community Planning, any reserved funding will be released and made available for other applications.

No further social media campaigns are proposed for the HAF-funded Housing CIP Temporary Programs since the funding is presently fully subscribed. Should more funding for the programs become available, staff will consider an updated social media approach. The TIEG for Purpose-Built Rental Residential Program continues to be available to receive applications, and focus will be placed on driving interest to this program.

References

Burlington Housing Pledge
Burlington Housing Strategy
DGM-53-25: Housing Needs Assessment report - Burlington
Housing Needs Assessment
Burlington Housing Community Improvement Plan
DGM-24-25: Draft Affordable Rental Housing Community Improvement Plan
DGM-27-26: Draft Housing Community Improvement Plan Amendment
DGM-35-26: Recommended amendment to the Burlington Housing Community Improvement Plan

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Strategic Alignment

- ☑ Designing and delivering complete communities
- ☑ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

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Appendices:

A. Complete Applications to the Temporary CIP Programs

Notifications:

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Planning Branch/Municipal and Housing Operations Division
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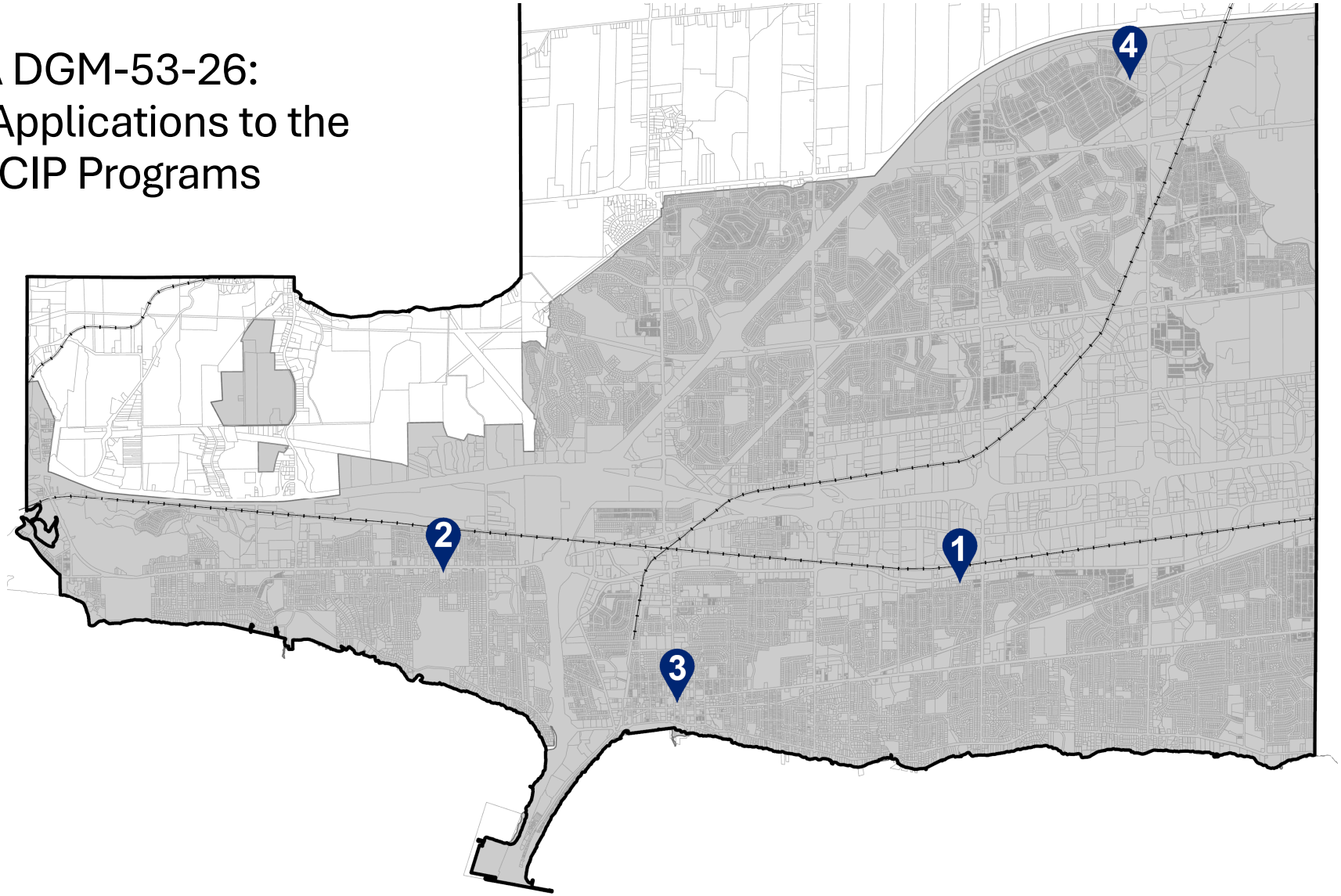
Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

Appendix A DGM-53-26: Complete Applications to the Temporary CIP Programs



Motion Memorandum

SUBJECT: Proposed Roseland Heritage Conservation District Study under section 40 of the *Ontario Heritage Act*

TO: Committee of the Whole

FROM: Councillor Shawna Stolte

Seconded by (for Council only): N/A

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

Motion for Council to Consider:

Direct the Director of Community Planning to research the budget required for a heritage conservation district study of over 300 properties and report back to Council in Q1 2027.

Reason:

Burlington's heritage is a link to the legacy of our municipality's past and that of the province and this country. Our built, cultural and natural heritage is what we continue to cherish today and must ensure we are able to protect for future generations. An important part of good planning, heritage conservation contributes to a complete community, economic prosperity, and a sense of place. These are sources of enjoyment, education, history, homes and values to be commemorated and celebrated. A Provincial interest, the conservation of heritage resources, is identified in the *Planning Act* and in the *Provincial Planning Statement, 2024*. Cultural heritage resources are considered irreplaceable and valuable assets that must be protected and managed as part of planning for future growth.

Recent amendments to the Official Plan support ground-oriented intensification that considers the context and character of all of Burlington's Residential Neighbourhoods while providing opportunities for more diverse housing options to meet the needs of all residents at all stages of life and at all income levels. The changes, though resulting in the removal of the Character Area policies, carry-forward the lessons learned from Character Areas to all of Burlington's Neighbourhood Areas. New and modified policies focus on compatibility of infill development with the physical character of the

surrounding neighbourhood and place an added emphasis on the importance of healthy mature trees and physical character.

Heritage conservation districts are a recognized planning tool that supports heritage conservation and can contribute to urban design, planning, and development objectives. Designation of a heritage conservation district under Part V of the *Ontario Heritage Act* enables a municipality to identify and protect the heritage character of an area through the designation of heritage attributes and consideration of public realm features. Future alterations and development within the district are guided through a Heritage Conservation District Plan and Guidelines, which establish a framework for managing change. The preparation of these documents would also require municipal resources to prepare, implement, and administer.

Subsection 40 (1) of the *Ontario Heritage Act* stipulates that the council of a municipality may undertake a study of any area of the municipality for the purpose of designating one or more heritage conservation districts. The above-noted work involving over 300 properties in the Roseland area of the City of Burlington is extremely time-consuming and municipal resources available are limited.

Outcome Sought:

Seeking Council support for the resolution to direct Heritage Planning staff to research the budget required for a heritage conservation district study of over 300 properties under section 40 of the *Ontario Heritage Act* and report back to Council in Q1 2027. This information will enable Council to better understand the financial and resource implications associated with a heritage conservation district study and inform consideration of the Roseland neighbourhood as a potential area for study.

Implications:

- **Total Financial Impact**
  - There are no financial considerations associated with this memo.
- **Source of Funding**
  - If the motion is carried, staff will report back with a cost estimate for retaining a consultant to assess the Roseland neighbourhood's eligibility for potential heritage designation under Part V of the *Ontario Heritage Act,* and potential funding sources.
- **Legal**
  - There are no legal considerations associated with this memo.

- **Engagement**
  - A Roseland community meeting was held on June 9, 2026, with the majority of attendees expressed interest in continuing the process of exploring a heritage conservation district.

References:

City of Burlington. (2024). *Burlington Official Plan, 2020*.

Province of Ontario. (2026). *Ontario Heritage Act, R.S.O. 1990, c. O.18*.

Strategic Alignment:

☑Designing and delivering complete communities
☐Providing the best services and experiences
☐Protecting and improving the natural environment and taking action on climate change
☐Driving organizational performance

Approved as per form by the City Clerk

Motion Memorandum

SUBJECT: Upholding Council Decision Re: Food Truck Event in BIA

TO: Committee of the Whole

From: Councillor Lisa Kearns

Seconded by (for Council only): N/A

Date to Committee: September 14, 2026

Date to Council: September 29, 2026

WHEREAS Burlington City Council previously provided direction that the Burlington Food Truck Festival be relocated from Spencer Smith Park to another appropriate location within Burlington, recognizing the proximity of Spencer Smith Park to the downtown Business Improvement Area and the importance of considering impacts on existing bricks-and-mortar restaurants and downtown businesses;

WHEREAS the Burlington Waterfront Festival held at Spencer Smith Park from July 17 to 19, 2026 was approved through the City's Festivals and Events process as a community event with a stated focus on live music, local and emerging artists, artisan vendors, family activities, accessibility initiatives, and community partnership;

WHEREAS the event programming changed materially from the original proposal, including the removal or reduction of key family, midway, local music, and community programming elements, while retaining a substantial number of food trucks as a dominant feature of the event;

WHEREAS the Lakeshore Arts & Music Festival was a Signature Event had 18 food trucks / trailers the Burlington Waterfront Festival had between 22 to 27 food truck vendors representing a disproportionate component of the proposal to other features;

WHEREAS downtown restaurants and business stakeholders have raised concerns that the event operated in practice as a food truck-focused festival at Spencer Smith Park, creating negative impacts on local restaurants during a limited and economically important summer season;

WHEREAS the Burlington Downtown Business Association has issued an executive motion Compliance with the 2023 Direction Regarding Food Truck Festivals to clearly state its members position;

WHEREAS the City's Festivals and Events Policy and approval processes should ensure that approved event applications remain consistent with their stated purpose, programming, scale, commercial composition, and anticipated community and business impacts;

WHEREAS the local Council representative was provided with no information about the event including operator (same as the Burlington Food Truck Festival), scope and scale (midway), programming mix, capacity, etc. notwithstanding the name of the event;

Motion for Council to Consider:

THAT Council direct the Commissioner of Community Services or designate to conduct a review of the July 17 to 19, 2026 Burlington Waterfront Festival, including its approval, final programming, number and proportion of food vendors, consistency with the approved event application, and alignment with previous Council direction regarding food truck festivals at Spencer Smith Park;

THAT the review include formal and meaningful engagement with the Burlington Downtown Business Association, downtown restaurants, local business stakeholders, event organizers, and relevant City staff to document impacts, identify lessons learned, and recommend improvements to the Festivals and Events approval and post-event evaluation processes;

THAT staff report back to Council by Q4 2026 with findings and recommendations, including whether the Burlington Waterfront Festival should be renewed at Spencer Smith Park in its current format, whether a maximum number or proportion of food trucks should be established for events in or adjacent to the downtown or defined business area, and whether material changes to an approved event's programming, commercial composition, scale, or character should trigger further staff review or Council approval;

THAT The Burlington Waterfront Festival be declared a food truck event and therefore subject to the 2023 decision of Council; and

THAT no approval or renewal of the Burlington Waterfront Festival at Spencer Smith Park for 2027 be finalized until the review is complete and Council has considered the staff report.

Reason:

Spencer Smith Park is one of Burlington's most prominent public spaces and is located immediately adjacent to the downtown business area. Events in this location can bring significant community benefit when they complement, rather than compete with local businesses. Previous Council direction regarding the Burlington Food Truck Festival recognized the need to balance public events with the economic health of the downtown restaurant and business community.

Concerns raised following the July 2026 Burlington Waterfront Festival suggest that the final event may have differed materially from the event as presented through the approval process. A transparent review will help determine whether the event remained

consistent with its approved purpose, whether additional safeguards are needed when event programming changes after approval, and how the City can better incorporate downtown business feedback into future event planning.

Outcome Sought:

- A clear staff review of the Burlington Waterfront Festival's approval, final programming, and operational delivery.
- Documented feedback from downtown restaurants, the Burlington Downtown Business Association, local businesses, event organizers, and staff.
- Recommendations to strengthen the Festivals and Events approval process, including triggers for additional review when an event changes materially after approval.
- Consideration of appropriate limits or criteria for food truck numbers and proportions at events located in or adjacent to the downtown.
- A Council decision before any 2027 renewal of the Burlington Waterfront Festival at Spencer Smith Park is finalized.

Implications:

The review may require staff time from the Community Services, Festivals and Events, Culture, Business Support, and Clerks teams. Financial implications are expected to be limited unless additional consultation, external support, or policy amendments are identified through the review. The motion does not cancel existing events but pauses final renewal approval for the Burlington Waterfront Festival at Spencer Smith Park until Council has considered the review.

References:

- EICS RCC-16-23 Food Truck Festival 2024 Council direction regarding Burlington Food Truck Festival relocation from Spencer Smith Park.
- City of Burlington Festivals and Events Policy RCC-13-24 – Signature Events.
- July 17 to 19, 2026 Burlington Waterfront Festival event promotional materials.
- RCC Chain of Events modifications to proposal.
- Feedback from the Burlington Downtown Business Association and downtown business stakeholders.

Strategic Alignment:

☑ Designing and delivering complete communities

☑ Providing the best services and experiences

☐ Protecting and improving the natural environment and taking action on climate change

☑ Driving organizational performance

Approved as per form by the City Clerk

Recommendation Report Summary

SUBJECT: Official Plan and Zoning By-law Amendments for 235 Plains Road East and 1022 Gallagher Road

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-57-26

Wards Affected: 1

Date to Committee: September 15, 2026

Date to Council: September 29, 2026

Recommendation

Approve the applications for Official Plan and Zoning By-law Amendments, as modified by staff, submitted by Weston Consulting on behalf of the property owner for an 8-storey residential building (plus mechanical penthouse); and

Approve Official Plan Amendment No.167 to the City of Burlington Official Plan 1997, as outlined in Appendix D of development and growth management report DGM-57-26, to amend the designation of the lands located at 235 Plains Road East and 1022 Gallagher Road to “Mixed Use Corridor – General” with site-specific policies; and

Deem that Official Plan Amendment No.167 is consistent with The Planning Act; and

Approve Zoning By-law 2020.527, as modified by staff and attached as Appendix E to development and growth management report DGM-56-26, to rezone the lands at 235 Plains Road East and 1022 Gallagher Road from the existing “H-MXG” zone to a site-specific “H-MXG-580“ zone; and

Deem that Zoning By-law 2020.527, as modified by staff, will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.167 is adopted; and

State that the amending Zoning By-law will not come into effect until Official Plan Amendment No.167 is adopted.

Executive Summary

Purpose of report:

- The purpose of this report is to provide Council with information concerning the applications for an Official Plan Amendment and a Zoning By-law Amendment at 235 Plains Road East and 1022 Gallagher Road, proposing an 8-storey residential building (plus mechanical penthouse), and recommend modified approval of the Official Plan and Zoning By-law Amendment applications.

Key findings:

- The applicants have applied for an Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed 8-storey residential building (plus mechanical penthouse).
- The proposed amendments to the Official Plan designation would permit increased height from existing permissions of 2 to 6 storeys to 8-storeys as well as increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 2.33:1. Additionally, amendments to Zoning By-law 2020 are required for building height, floor area ratio (FAR), yards, amenity space, landscape buffers and landscape areas, non-residential floor area, balconies and terraces, driveways, loading spaces, below grade parking structures, and bicycle parking.
- Staff are recommending a modified approval of the proposed Official Plan Amendment and Zoning By-law Amendment based on the following:
    - The proposed amendments, as modified by staff, are consistent with the Provincial Planning Statement (2024);
    - The proposed amendments, as modified by staff, conform with the Regional Official Plan (2009, as amended), the Burlington Official Plan (1997) and the general intent of Burlington Official Plan (2020);
    - The proposed development, as modified by staff, would maintain the general intent of the Zoning By-law 2020;
- Staff is of the opinion that the proposed development, as modified by staff and outlined below, represents good planning.
    - Staff are recommending that the following be modified:
        - Minimum floor area of 119 m^2 be required for non-residential uses.
        - Amenity space be increased from 12.3 m^2 per unit to 15 m^2 per unit with provisions for rooftop amenity space.
        - Balconies not permitted to project or encroach into a side yard.
        - Landscape buffers of 3 m are required abutting all residential zones.
        - Landscape area abutting Plains Road East adjusted from 0 m to 1.5 m.

    - Ventilations shafts not permitted within landscape buffers.
    - Ventilation shafts and walkways not permitted within landscape areas.
    - Driveway and loading space setbacks have been revised to align with landscape buffers.
    - Below grade parking structure are required to be setback 3 m from the north (abutting LN5 Zone), east and west property lines.
    - Bicycle parking supply increased from 64 spaces to 84 spaces.
- Staff are recommending several Holding Provisions that are required to implement the proposal, including the submission of the following items:
    - A revised Functional Servicing Report;
    - A Land Use Compatibility Study;
    - A Phase Two Environmental Site Assessment (ESA) and any subsequent environmental documents;
    - A revised Transportation Impact Study;
    - A revised Sun Shadow Study;
    - A revised Pedestrian Level Wind Study; and,
    - Written consent letter(s) from the neighbouring property owner(s) confirming any required injury and/or removal of trees has been submitted to the satisfaction of the Manager of Parks, Design and Construction.

RECOMMENDATION:	Approval with modifications	***Ward:***	1
Application Details	***APPLICANT:***	Weston Consulting	
	OWNERS:	BryDec Developments Inc.	
	FILE NUMBERS:	505-09/26 and 520-10/26	
	TYPE OF APPLICATION:	Official Plan Amendment and Zoning By-law Amendment	
	APPLICANT'S PROPOSAL:	8-storey residential building (plus mechanical penthouse) with a total of 140 units.	
Property Details	***PROPERTY LOCATION:***	Northwest corner of Plains Road East and Gallagher Road	
	MUNICIPAL ADDRESS:	235 Plains Road East and 1022 Gallagher Road	
	PROPERTY AREA:	0.28 ha	

	EXISTING USE:	Two adjoining lots each containing a single detached dwelling
Documents	***1997 OFFICIAL PLAN Existing:***	'Mixed Use Corridor – General'
	1997 OFFICIAL PLAN Proposed:	'Mixed Use Corridor – General' with site specific polices as amended
	2020 OFFICIAL PLAN Existing:	'Urban Corridor'
	2020 OFFICIAL PLAN Proposed	'Urban Corridor'
	ZONING Existing:	'Mixed Use Corridor – General' with a 'H' Holding symbol (H-MXG)
	ZONING Proposed:	'Mixed Use Corridor – General' (H-MXG-580) with site specific exceptions as amended
Processing Details	***APPLICATION SUBMITTED:***	June 1, 2026
	APPLICATION DEEMED COMPLETE:	June 1, 2026
	STATUTORY DEADLINE:	September 29, 2026
	PRE-APPLICATION COMMUNITY MEETING:	October 6, 2025
	STATUTORY PUBLIC MEETING:	September 14, 2026
	PUBLIC COMMENTS:	At the time of writing this report, 2 written public letters were received out of 129 notices.

Background

On June 1, 2026, the City acknowledged that complete applications had been received for an Official Plan Amendment and Zoning By-law Amendment for 235 Plains Road East and 1022 Gallagher Road (the “subject lands”).

The purpose of these applications is to re-designate the subject lands from ‘Mixed Use Corridor - General’ to ‘Mixed Use Corridor - General’ with site specific polices under the in-effect Official Plan (1997, as amended), and to rezone the subject lands from ‘Mixed Use Corridor - General’ with a ‘H’ Holding symbol (H-MXG) to ‘Mixed Use Corridor - General’ with site specific regulations. The proposed development also includes site specific amendments to the ‘Mixed Use Corridor - General’ designation and zone under the in effect Official Plan and Zoning By-law to facilitate:

- Increased Height - increase from the existing permissions of 2- to 6-storeys to 8-storeys (plus a mechanical penthouse);
- Floor Area Ratio – increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 2.33:1.

Additionally, amendments to Zoning By-law 2020 are required for yards, amenity space, landscape buffers and landscape areas, non-residential floor area, balconies and terraces, driveways, loading spaces, below grade parking structures, and bicycle parking.

Description of Subject Property and Surrounding Land Uses

The subject lands are located northwest of the Plains Road East and Gallagher Road intersection, consisting of two adjoining parcels that are municipally known as 235 Plains Road East and 1022 Gallagher Road. The properties are currently developed with two single detached dwellings. Surrounding uses are as follows:

- North: The subject site abuts low density residential consisting of single detached dwellings.
- East: The subject site abuts an institutional use being Holy Rosary Catholic Elementary School. It is noted that a designated heritage building is located at 241 Plains Road East.
- South: The subject site abuts Plains Road East directly south and mainly contains residential and commercial type uses.
- West: The subject site abuts residential uses containing two storey townhouse condominium development.

The Official Plan establishes the vision for a mid-rise built form along the Plains Road corridor up to 6 storeys, including consideration for compatibility and appropriate transition to existing uses.

The mid-rise design guidelines contemplate mid-rise built form up to 11 storeys, providing guidance on appropriate built form considerations required to address impacts of increased intensity of development.

It is noted the Plains Road East corridor is changing towards a mid-rise built form context as a result of previous OLT decisions for properties located at 484 - 490 Plains Road East (National Homes) and 1010 Downsview Drive & 235 Plains Road East (Coletara). Through OLT proceedings developments were approved for mid-rise buildings ranging from 8 and 9 storeys to 11 storeys.

The subject lands are located in proximity to four Burlington Transit bus stops with access to Routes 1 (Plains – Fairview East) and 4 (Central). The property is also located within 2.1 km of the Aldershot GO Station, which has frequent weekday and weekend train and bus services.

Description of Applications

Weston Consulting has made applications on behalf of the private land-owner to amend the Official Plan and Zoning By-law for the properties located at 235 Plains Road and 1022 Gallagher Road. These applications propose amendments to the Official Plan 1997, as amended, and Zoning By-law 2020 to facilitate the development of an eight (8) storey (plus a mechanical penthouse) residential building consisting of 140 residential units with access to Plains Road East. The proposed development contains a total floor area ratio ("FAR") of 2.33:1 and a total gross floor area ("GFA") of approximately 6,702 m^2. The 140 residential units are comprised of all one-bedroom units (100%), geared towards providing a development focused on seniors. The proposed development also includes approximately 1,716 m^2 of amenity space (approximately 12.3 m^2 per unit), consisting of outdoor amenity space at grade, indoor amenity space located on the ground floor as well as amenity space in the form of private unit balconies. In total, 48 vehicle parking spaces and 64 bicycle parking spaces are proposed.

Planning staff are recommending modifications to the proposed development as outlined below and in Appendix F – Detailed Planning Analysis.

Analysis

Discussion: Policy Analysis

The proposed Official Plan Amendment and Zoning By-law Amendments are subject to the following policy framework: *Planning Act*; Provincial Planning Statement (2024); Halton Region Official Plan (ROP, 2006, as amended); City of Burlington Official Plan (1997, as amended); and City of Burlington Official Plan (2020). Staff are of the opinion that the proposed applications, as

modified by staff, are consistent with and conform to the applicable policy framework and represent good planning, as discussed below and under Appendix F – Detailed Planning Analysis.

Housing

In accordance with Section 2.2, 1. of the Provincial Planning Statement (PPS, 2024), planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, for instance, permitting and facilitating all types of residential intensification, including the development and redevelopment of underutilized lands for residential use, development and introduction of new housing options within previously developed areas, and redevelopment as well as prioritizing intensification, in proximity to transit, including corridors and stations. Similarly, Section 84 and 85 of the Regional Official Plan (ROP) indicates that the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs and some of the objectives include: to make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.

Section 75 of the ROP projects for the City of Burlington, a population target of 240,050 people as well as a density target of 20,500 new Housing Units in the Built-Up Area between 2022 and 2041. Furthermore, in accordance with Section 86, (6) of the ROP, the percent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings is to be at least 65 per cent to 2031 and at least 75 per cent each year thereafter.

The proposed development consists of housing intensification within underutilized parcels as it proposes a redevelopment of two adjoining lots each containing a single detached dwelling to an 8-storey residential building (plus mechanical penthouse) with a total of 140 units.

Section 3.1.1(2)(g) of the City of Burlington Official Plan (2020) ("OP 2020") and the City's Strategic Plan, directed the City to develop a city-wide housing strategy to, among other things, support the Region of Halton's Housing Strategy; describe the current range and mix of housing in the City; establish city-wide housing objectives; examine opportunities for partnerships to increase the supply of affordable housing; and, to develop minimum targets in support of achieving the region of Halton's housing mix. The Burlington Housing Strategy and the Annual Housing Targets (Appendix B to the Housing Strategy) were approved by City Council on June 21, 2022. The City's Housing Strategy provides a roadmap for addressing local housing needs and increasing housing options that meet the needs of current and future residents at all stages of life and at all income levels. The Housing Strategy identifies 12 Actions to move toward the vision for housing in Burlington. It provides a set of action-oriented housing objectives (Themes) and an associated implementation plan.

One of the housing objectives (Theme 2) of the Housing Strategy is to Support a Broad Variety of Housing Types and Forms to increase housing options that meet the needs of all current and

future residents at all stages of life. This theme describes that there is an important need to diversify the existing housing stock to include additional semi-detached, townhouse, mid-rise, high rise, and alternative housing forms as the City's current housing stock is primarily composed of single-detached dwellings. Furthermore, Action 4 of the Housing Strategy established minimum targets around housing that builds upon the policies of OP 2020 and uses the findings of the Housing Strategy Project. These targets are appended to the Housing Strategy and establish that out of all new dwellings annually in the City, new apartments in the City should make up 80 per cent split between 55 per cent allocated for 1- and 2-bedroom dwellings and 25 per cent allocated for 3-bedroom and more. The proposed development is comprised of all one-bedroom units (100%). It is noted that the applicant is proposing a residential apartment building geared to seniors, however, if the envisioned programming were to change through detailed design nothing would preclude from providing an increased mix of units.

Staff is of the opinion that the proposed development housing type and size contributes to an increased number of housing options to meet the needs of current and future residents in the City of Burlington.

Development Built Form, Use and Intensification Criteria

In accordance with Section 2.4.1(3) of the PPS, 2024, planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas as well as permit development and intensification within these to support the achievement of complete communities and a compact built form.

In accordance with Official Plan, 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. Capability exists to provide adequate buffering and other measures to minimize any identified impacts. The OP further describes that, the development shall achieve built form compatibility, achieve high quality urban design and provide buffering, setbacks and amenity area so that an appropriate transition between existing and proposed buildings are provided. The applications intend to amend the existing 'Mixed Use Corridor - General' designation to permit an increased maximum building height of 8-storeys (plus mechanical penthouse) and an increased maximum floor area ratio (FAR) of 2.33:1. Additionally, they propose to rezone the current "H-MXG" zone to a "MXG" zone with site-specific amendments as later discussed in the Zoning By-law 2020 section of this analysis and under Appendix F – Detailed Planning Analysis.

The applications proposed a single use residential building. Through preconsultation staff acknowledged the need to consider a mix of uses that support the activation of Plains Road. Staff is of the opinion that given the level of proposed intensification for the site there is an opportunity to provide for non-residential uses at grade, as such, staff have recommended a modification to include a minimum of 119 m^2 of non-residential gross floor area.

The subject lands abut properties along the rear lot lines that are an existing low-rise residential neighbourhood. As part of the application submission the applicant provided a 45-degree Angular Plane analysis. Planning staff are satisfied that the proposed building is generally in keeping with the 45-degree Angular Plane requirement, with minor encroachments of the balconies into this space.

Staff is of the opinion that the proposed building, along with the recommended modifications, will be compatible with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage as outlined under the analysis of the Zoning By-law and applicable Urban Design Guidelines including the Mid-Rise Building Guidelines, Pedestrian Level Wind Study Guidelines and Shadow Study Guidelines.

Urban Forestry

In accordance with Section 142. (7) of the ROP, one of the objectives is to promote tree planting in urban areas for the purposes of improving air quality, sequestering carbon dioxide and reducing energy use through shading and sheltering. Section 147. (5) of the ROP further describes that, it is policy of the Region to recognize and protect trees as a renewable natural resource essential to the health and welfare of Halton residents, wildlife and rural environment, and to this end support municipalities in requiring that all development proposals, to the maximum degree possible, preserve existing trees and plant additional trees in accordance with good forestry management practice as well as require as part of all development proposals to submit, an inventory of trees on site and a tree saving and planting plan. Similarly, OP 2020 describes that proponents of a development application may be required to submit and implement an Arborist Report, and/or a Tree Inventory and Preservation Plan (TIPP). As part of the development application, the applicant provided an Arborist Report, a Conceptual Landscape Plan as well as TIPP which depicts the proposed tree removals, preserved trees and newly proposed trees.

A total of fifty-four (54) trees were inventoried and assessed within the Arborist Report received, of which eight (8) are located on neighbouring properties, three (3) are shared ownership (City and Private) and five (5) are located on the public right-of-way.

Based on the results of the tree impact analysis, it was determined that forty-two (42) trees are recommended for removal due to proposed construction impacts, nine (9) trees are recommended for injury and three (3) trees are recommended for preservation to facilitate the proposed development. City Urban Forestry has significant concerns regarding the proposed tree preservation and landscape strategy. The development proposes the removal of all inventoried trees on the subject property, including impacts to City and neighbouring trees. Furthermore, the proposed underground parking structure occupies nearly the entire site. Forestry is concerned that the reliance on tree planting above the underground parking structure does not represent a sustainable long-term canopy strategy. In addition to limited soil volumes, future maintenance and replacement of waterproofing and structural components may

necessitate disturbance or removal of trees established above the structure, reducing confidence in the long-term retention of canopy cover on the site. Additionally, the proposed design is contingent upon impacting the minimum tree protection zone (MTPZ) of neighbouring trees P1, P22, P54, 12 and 53, including significant encroachment (25%) within the MTPZ of trees P1, P22, 53 and P54. Although it is recognized that the parking level has been designed to help mitigate impacts to trees 25, 37, & 39, there will be additional encroachment as a result of the shoring wall needed and they will also require permission to injure.

Forestry staff are recommending the underground parking structure be setback a minimum 3.0 m from north (adjacent to a residential zones), east, and west property lines to support the long-term viability of the proposed buffer planting and provide adequate soil volumes for healthy plant growth. This setback would also help minimize potential impacts on landscape areas during future underground parking maintenance activities and reduce impacts to existing MPTZ's of existing neighbouring trees. Planning staff have taken the comments into consideration and are of the opinion that the underground parking structure should be moved back to provide 3.0 m setback from north (adjacent to a residential zones), east, and west property lines to provide sufficient space to adequately screen to proposed development from the neighbouring properties. Additionally, staff are recommending a holding provision be included on the lands to address the requirement of a letter of consent for trees being removed and/or injured that are located on, or impacting, neighbouring properties as outlined under Appendix E - Draft Zoning By-law Amendment.

Holding Provisions

Through the review of the applications, staff have identified several Holding Provisions that are required to implement the proposal, including the submission of the following items:

- A revised Functional Servicing Report;
- A Land Use Compatibility Study;
- A Phase Two Environmental Site Assessment (ESA) and any subsequent environmental documents;
- A revised Transportation Impact Study;
- A revised Sun Shadow Study;
- A revised Pedestrian Level Wind Study; and,
- Written consent letter(s) from the neighbouring property owner(s) confirming any required injury and/or removal of trees has been submitted to the satisfaction of the Manager of Parks, Design and Construction.

These Holding Provisions have been included as part of the Draft Zoning By-law attached as Appendix E.

Zoning By-law

The subject lands are currently zoned 'MXG' (Mixed Use Corridor – General) under Zoning By-law 2020 as amended (as shown on Appendix A – Existing Zoning). The MXG zone permits a broad range of service commercial uses, office, community, automotive, entertainment and recreation uses, as well as limited range of retail commercial uses and residential uses, including apartment buildings and retirement homes with a maximum building height of 6 storeys and a Floor Area Ratio of 1.5:1.

The application requests a Zoning By-law Amendment to rezone the subject lands from 'H-MXG' to 'MXG' ('Mixed Use General' with site-specific regulations) to facilitate the development of an eight (8) storey (plus mechanical penthouse) with a total of 140 units.

As per the analysis provided of the Zoning By-law 2020 under Appendix F – Detailed Planning Analysis, staff is of the opinion that the proposed amendments, as modified by staff, are consistent with Provincial directions, conform to the Regional Plan and maintain the general intent of the Local Official Plans and are appropriate for the subject lands.

Technical Review

The applications were circulated to internal staff and external agencies on July 3, 2026, for review. The following are summaries of the comments received:

City of Burlington – Finance – Staff requests that taxes must be paid on parcels associated with this file. This includes all outstanding balances plus current year taxes that have been billed but not yet due.

City of Burlington – Development Engineering – Staff have no objection to the Official Plan and Zoning By-law Amendment applications provided a holding zone designation is applied to the subject lands. The holding provision would require a Phase Two Environmental Site Assessment to be submitted and will allow the applicant and staff to accept and review the required materials during the subsequent stages of review.

Planning Staff Comment: Planning staff have included a holding provision under the amending by-law attached as Appendix E – Draft Zoning By-law Amendment, to address the requirement of Phase Two Environmental Site Assessment.

City of Burlington – Urban Forestry and Landscaping – Urban Forestry and Landscape has significant concerns regarding the proposed tree preservation and landscape strategy. The development proposes the removal of all inventoried trees on the subject property, including several large healthy trees that provide substantial canopy benefits. Furthermore, the proposed underground parking structure occupies nearly the entire site. Forestry is concerned that the reliance on tree planting above the underground parking structure does not represent a sustainable long-term canopy strategy. In addition to limited soil volumes, future maintenance and replacement of waterproofing and structural components may necessitate disturbance or removal of trees established above the structure, reducing confidence in the long-term retention

of canopy cover on the site. Forestry staff are recommending the underground parking structure be setback a minimum 3.0 m from the property line to support the long-term viability of the proposed buffer planting and provide adequate soil volumes for healthy plant growth. This setback would also help minimize potential impacts on landscape areas during future underground parking maintenance activities and reduce impacts to existing MPTZ's of existing neighbouring trees. Additionally, Urban Forestry staff have indicated concerns regarding adjoining and/or adjacent owner(s) and potential impacts to their trees from the proposed development. A pre-construction tree root investigation report will be a requirement to confirm the proposed intent of injury to the neighbouring trees vs. destruction. The City's Public Tree By-law 098-2025 is applicable to the proposed development and based on the current proposal a tree permit would be required for tree #7 (City Tree) and shared trees 6, 46 & 48 (City/Neighbour) will require a public permit in accordance with the City's Public Tree By-law (098-2025).

Planning Staff Comment: The above comments have been taken into consideration. Planning staff is of the opinion that the underground parking structure should be moved back to provide 3.0 m setback from north (adjacent to a residential zone), east, and west property lines to provide sufficient space to adequately screen to proposed development from the neighbouring properties. City staff are recommending a holding provision be included on the lands to address the requirement of a letter of consent for trees being removed and/or injured that are located on, or impacting, neighbouring properties as outlined under Appendix E - Draft Zoning By-law Amendment.

City of Burlington – Parks and Open Space – Parks wishes to collect cash in lieu of parkland (CILP), with CILP charged at the rate in effect at the time of building permit issuance. Realty Services will be able to provide further details with respect to the amount and calculations.

City of Burlington – Transportation Planning – Staff support the applications with the proposed land use and density. The transportation network can accommodate the increased multi-modal volumes without significant negative impact. Staff are supportive of one driveway access to Gallagher Road, even with the modification by Planning staff to include non-residential residential uses. Staff have indicated that a revised Transportation Impact Study (TIS) is required to provide a comprehensive analysis of the potential impacts resulting from the inclusion of the ground floor non-residential uses. Staff recommend that a holding symbol be placed on the subject lands to allow the Applicant to submit a revised TIS for Staff review and acceptance.

City of Burlington – Fire – no comments.

City of Burlington – Heritage Planning – Staff have reviewed the application materials, particularly the scoped Heritage Impact Assessment (HIA). The scoped HIA is generally complete, though staff would note that no Indigenous history has been included in Section 6.0 General Area History. The HIA finds that the proposed development will have minimal impacts on the heritage attributes of 241 Plains Road East and no impacts on the heritage attributes of 242 Plains Road East. Advisory comments were provided for the site plan process, including a monitoring program be established in the Construction & Mobility Management Plan to ensure

vibration and other construction activities do not negatively impact the Designated properties located at 241 and 242 Plains Road East.

City of Burlington – Zoning – Amendments required to the Zoning By-law have been identified and included as part of the amending by-law under Appendix E – Draft Zoning By-law Amendment to reflect the proposed development.

Halton Region – Staff have outlined that updates to the Functional Servicing and Stormwater Management Report (FSR) to address outstanding servicing capacity matters. Regional waste requirements concerning private waste collection may be addressed through the Site Plan approval process. Staff outlined that if the FSR is not revised, then it is recommended that this zoning amendment only be approved with a holding provision applied to it in relation to a revised FSR.

Planning Staff Comment: Planning staff have included a holding provision under the amending by-law attached as Appendix E – Draft Zoning By-law Amendment, to address the requirement of the outstanding Regional servicing concerns.

Halton Police – no comments.

Conservation Halton - The subject property is not regulated by CH. Given the size, they defer stormwater management review to the City.

Halton Catholic District School Board – No objections to the application. In terms of school accommodation, if the residential development were to proceed today, elementary students generated from the development would be accommodated at Holy Rosary (B) CES. Secondary school students would be directed to Assumption CSS. Staff require conditions to be placed in subsequent agreements (e.g. Subdivision, Condominium, and Site Plan) and are to be fulfilled prior to final approval.

Halton District School Board – No objections to the application. The Halton District School Board has provided an overview of the potential impact of this development application on student accommodation needs. Education Development Charges (EDC) are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum unit yield, which is specified by the Subdivision Agreement, are subject to EDCs prior to the issuance of a building permit, at the rate in effect at the date of issuance.

Burlington Hydro – staff have reviewed the applicable documents provided, specifically the architectural drawings and site servicing plan. From these, we cannot identify any hydro servicing related issues.

Enbridge Gas – No comments.

CN – The subject site is within 1,000 metres of a CN rail yard operations. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use

incompatibility issues are exacerbated. To address the proximity of the rail yard operations to the proposed development, CN has requested conditions that can be implemented at the Site Plan stage. Additionally, CN has been circulated the noise and vibration study and no comments have been provided.

Imperial Infrastructure – No comments. There is no Imperial infrastructure in the vicinity of the subject lands.

Rogers Communications – No comments.

Sun-Canadian Pipeline – No objections. Sun-Canadian Pipe Line does not operate any facilities in the described Plan area.

Metrolinx – No comments. The subject lands fall outside of the designated Metrolinx review zones.

Recommendation Details

- The proposed amendments, as modified by staff, are consistent with the Provincial Planning Statement (2024);
- The proposed amendments, as modified by staff, conform with the Regional Official Plan (2009, as amended);
- The proposed amendments, as modified by staff, maintain the general intent of the Burlington Official Plan (1997) and have appropriate regard for Burlington Official Plan (2020);
- The proposed development, as modified by staff, maintains the general intent of Zoning By-law 2020.

Key Dates & Milestones

- Pre-Application Community Meeting: October 6, 2025
- Application submitted: June 1, 2026
- Application deemed complete: June 1, 2026
- Statutory public meeting: September 15, 2026
- Statutory deadline: September 29, 2026

Implications

Financial

All application fees have been received in accordance with the Development Application Fee Schedule.

Climate

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The Plan identifies seven implementation programs, including, programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; encourage the adoption of electric mobility and equipment through personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion.

As part of the Official Plan and Zoning By-law Amendment application, the applicant was required to provide consideration to the Sustainable Building and Development Guidelines (2018) which provide an overview of the required and encouraged sustainable design measures for new development across the City. The applicant submitted a Sustainable Building and Development Guidelines Checklist which includes consideration to the guidelines. A detailed review of the Sustainable Building guidelines has been included under Appendix F – Detailed Planning Analysis. Staff is of the opinion the proposed development proposal complies with the required Sustainable Building and Development Guidelines and therefore the development considers the City of Burlington Climate Action Plan to support the City's climate considerations.

Engagement Matters

The applicant held a virtual Pre-Application Community Consultation Meeting on October 6, 2025, prior to the submission of the application. The applicant, Mayor Meed Ward, Councillor Galbraith, and Planning Staff also attended the meeting.

A notice sign was posted on the subject lands on July 10, 2026. A public notice of the Official Plan and Zoning By-law Amendment application was mailed to 129 addresses, which includes all property owners within 120 metres of the subject lands.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/1022gallagher. This webpage provides information about the subject application including dates of public meetings, links to supporting studies, and contact information for the applicant's representative and Community Planning Department.

As of the writing of this report, 2 written public comments have been received by staff with respect to the subject application in objection to the proposal. The public comments received to date has been included under Appendix C – Public Comments. Below is a summary of the comment themes, including responses by staff:

Comment Theme	Staff Response
Traffic/Parking Supply/Vehicular Access from Gallagher Road	Transportation Planning Staff have reviewed the proposed development and have confirmed the transportation network can accommodate the increased multi-modal volumes without significant negative impact. Staff are supportive of one driveway access to Gallagher Road, even with the modification by Planning staff to include non-residential residential uses. Staff have indicated that a revised Transportation Impact Study (TIS) is required to provide a comprehensive analysis of the potential impacts resulting from the inclusion of the ground floor non-residential uses. Staff recommend that a holding symbol be placed on the subject lands to allow the applicant to submit a revised TIS for Staff review and acceptance. It is noted that the subject lands are within the 'Plains Road Corridor Residential Parking Exemption Area' in accordance with Diagram 1B under Zoning By-law 2020. As such, the minimum residential and visitor parking requirements of Zoning By-law No. 2020 would not apply. With respect to non-residential parking requirements, staff are recommending the proposed development be modified to include non-residential uses at ground level to support the activation of the street. Planning staff is of the opinion that the base provisions for non-residential vehicle parking requirements in Zoning By-law 2020 should be applied.
Loss of Trees	The removal of City tree #7 and shared trees 6, 46 & 48 will require a public permit in accordance with the City's Public Tree By-law (098-2025). Planning staff has reviewed the proposed removal of these trees in light of the City's tree canopy objectives as well as its housing supply objectives and is of the opinion that replacement and compensation for the removal of existing trees is appropriate. Additionally, staff are recommending the underground parking structure should be moved back to provide

	3.0 m setback from the north (adjacent to a residential zone), east and west property lines to reduce impacts to existing MPTZ's of existing neighbouring trees, and also help minimize potential impacts on landscape areas during future underground parking maintenance activities. Additionally, the provision of a 3 m setback will support the long-term viability of the proposed buffer planting and provide adequate soil volumes for healthy plant growth. City staff are also recommending a holding provision be included on the lands to address the requirement of a letter of consent for trees being removed and/or injured that are located on, or impacting, neighbouring properties as outlined under Appendix E - Draft Zoning By-law Amendment.
Proposed Unit Mix/Size of Residential Units	The application proposes to redevelop underutilized land for the purpose of providing both housing opportunities and mix of uses intended to provide neighbourhood amenities. It is noted that the proposed residential apartment building is geared to seniors.

References

The applicant has submitted the following materials in support of the subject applications:

- **Cover Letter** prepared by Weston Consulting dated April 6, 2026.
- **Complete Application Form** signed February 23, 2026.
- **Planning Justification Report** prepared by Weston Consulting dated April 2026.
- **Site Survey** prepared by A.T. McLaren Ltd. dated February 4, 2025.
- **Conceptual Site Plan and Architectural Plans** prepared by Lima Architects Inc. dated March 5, 2026.
- **Shadow Study** prepared by Lima Architects Inc. dated March 5, 2025.
- **Housing Impact Statement** prepared by Parcel Economics dated February 27, 2026.
- **Pedestrian Wind Comfort Study** prepared by RWDI dated February 17, 2026.

- **Functional Servicing Report and Stormwater Management Report** prepared by S. Llewellyn & Associates Limited dated March 2026.
- **Geotechnical Report** prepared by EXP dated March 26, 2026.
- **Servicing and Grading Plans** prepared by S. Llewellyn & Associates Limited dated March 6, 2026.
- **Noise and Vibration Study** prepared by dBA Acoustical Consultants dated March 5, 2026.
- **Transportation Impact Study** prepared by UrbanTrans Engineering dated March 3, 2026.
- **Arborist Report, Tree Inventory and Preservation Plan** prepared by Kuntz Forestry Consulting Inc. dated February 12, 2026.
- **Conceptual Landscape Plan** prepared by Weston Consulting dated March 6, 2026.
- **Phase One Environmental Site Assessment** prepared by EXP dated January 22, 2026.
- **Construction and Mobility Management Plan** prepared by Zel Consulting dated March 3, 2026.
- **Environmental Site Screening Questionnaire** signed April 2, 2026.
- **Waste Management Brief** prepared by Weston Consulting dated March 4, 2026.
- **Urban Design Brief** prepared by Weston Consulting dated March 11, 2026.
- **BUD Meeting Minutes** prepared by City of Burlington dated July 24, 2025.
- **Height Survey** prepared by Weston Consulting dated March 4, 2026.
- **Pre-consultation Meeting Package** prepared by City of Burlington dated June 18, 2025.
- **Sustainable Building and Development Design Guidelines Checklist** prepared by Weston Consulting dated March 6, 2026
- **PIN Report for 235 Plains Road East** dated March 2, 2026.
- **PIN Report for 1022 Gallagher Road** dated March 2, 2026.

The supporting documents have been uploaded on the City's website for the subject application which can be found on the following link www.burlington.ca/1022gallgher.

Conclusion

Staff have evaluated the applications for Official Plan Amendment and Zoning By-law Amendment for 235 Plains Road East and 1022 Gallagher Road in accordance with all applicable policies, regulations, and guidelines, and have given consideration to the comments received from technical reviewers and the public. Staff is of the opinion that the proposed development, as modified by staff, is consistent with the Provincial Planning Statement (2024); conforms with the Region of Halton Official Plan; and maintains the general intent of the policies of the City of Burlington Official Plan (1997, as amended) and City of Burlington Official Plan (2020). Staff are therefore recommending approval, with modification, of the subject applications.

Strategic Alignment

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☑ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

Author:

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Senior Planner, Community Planning Department
905-335-7600 Ext. 7954
mark.johnson@burlington.ca

Appendices:

A. Existing Zoning
B. Concept Plan
C. Public Comments
D. Draft Official Plan Amendment
E. Draft Zoning By-law Amendment
F. Detailed Planning Analysis

Draft By-laws for Approval at Council:

- Draft By-laws to Council on September 29, 2026 (subject to subsequent appeal period prior to coming into force and effect.

Notifications:

Weston Consulting (c/o Martin Quarcoopome)

BryDec Developments Inc.

Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

Sketch No. 3

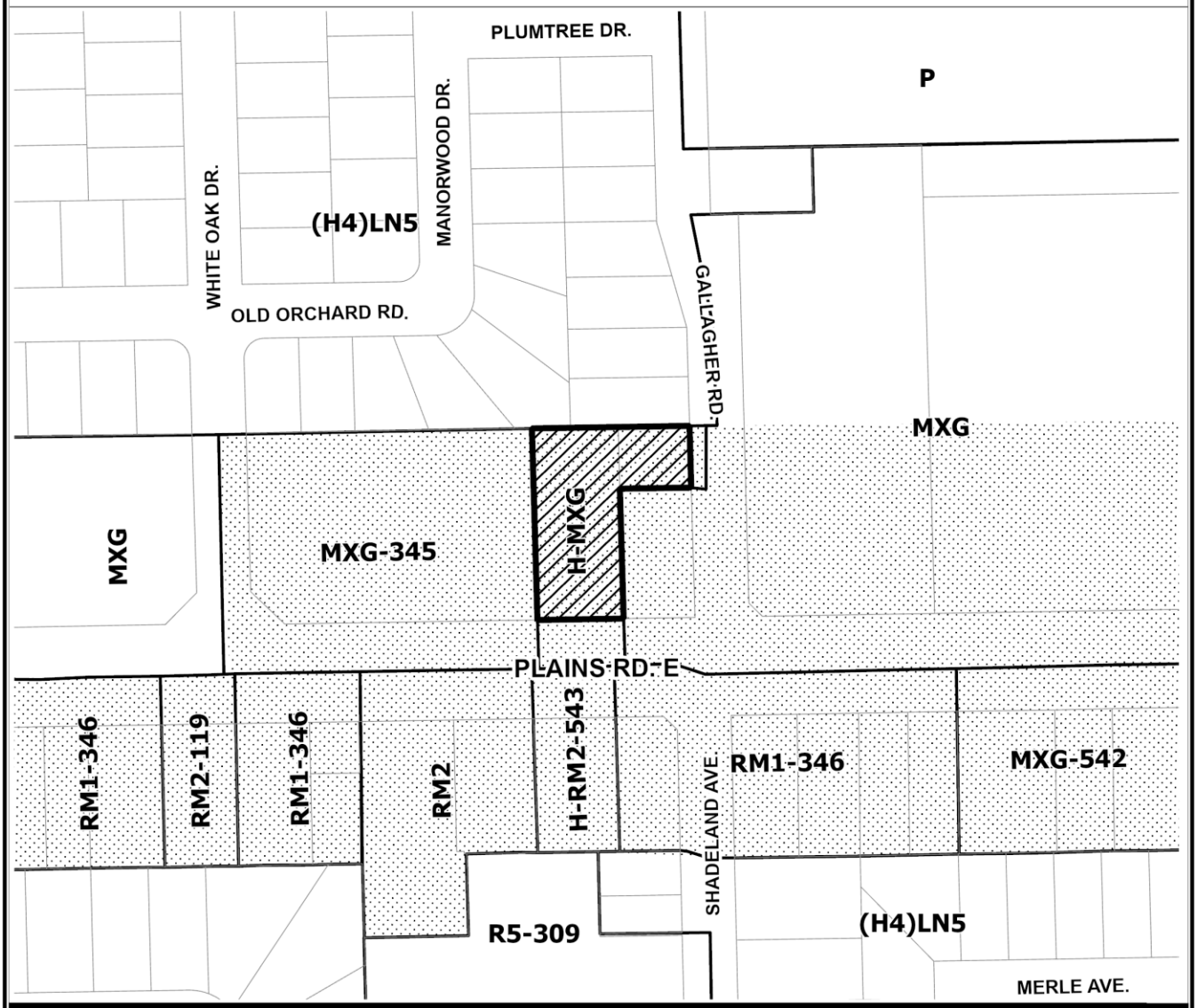
EXISTING ZONING

Applications to amend the Official Plan and Zoning By-law to permit the development an 8-storey residential building with 140 units. The proposal contemplates one-level of underground parking with 48 parking spaces, 64 bicycle parking spaces, and vehicular access is proposed from Gallagher Road.

SUBJECT PROPERTY

PARKING EXEMPTION

File Nos. 505-09/26 & 520-10/26



GENERAL ZONING LEGEND

Low Density	Medium Density	High Density	Mixed Use	Commercial	Employment	Other
R5 (H4)LN5	RM1 RM2		MXG			P

Date: August 07, 2026

Community Planning Department

TERANET CITY OF Burlington

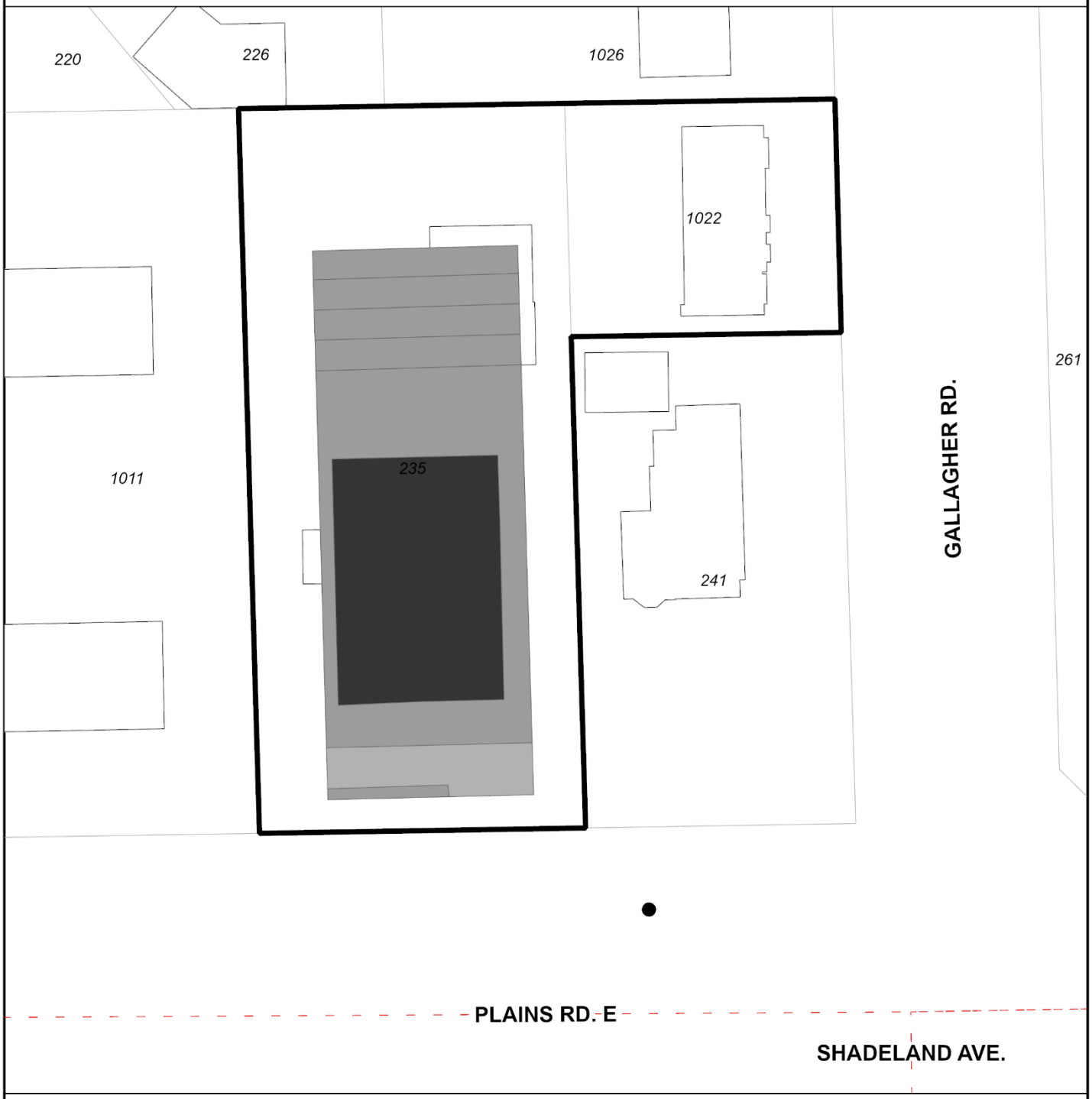
Sketch No. 1

CONCEPT PLAN

Applications to amend the Official Plan and Zoning By-law to permit the development an 8-storey residential building with 140 units. The proposal contemplates one-level of underground parking with 48 parking spaces, 64 bicycle parking spaces, and vehicular access is proposed from Gallagher Road.

SUBJECT PROPERTY — Bus Route — Bus Stop

File Nos. 505-09/26 & 520-10/26



Date: 2026-06-03

Community Planning Department

0 10 20 30

Meters

TERANET

CITY OF Burlington

From: [redacted]
To: Johnson, Mark
Subject: File: 505-09/26 and 520-10/26 https://url.ca.m.mimecastprotect.com/s/etSJCjZr3QclYNVJIWfGcmch3A?domain=burlington.ca
Date: Thursday, June 11, 2026 9:52:41 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mark,

I am writing to provide my feedback on the above project.

48 parking spaces for 140 units is woefully inadequate. There are more spaces for bikes than for cars and how many seniors do you see zipping about town on bicycles?

And they can't be serious about the size of these units. There is no living/dining space and they are all one bedroom so you're never having guests and the grand kids are never sleeping over.

I'm also not so sure that having the vehicle access point on Gallagher is all that wise with there being a school right across the street.

I think they really need to rethink this entire proposed project.

Cheers,
Bonnie DeWitt

From: [redacted]
To: Johnson, Mark
Subject: Proposal for 235 plains rd East
Date: Monday, June 29, 2026 1:44:27 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

I recieved the documents for the proposed for an 8-storey seniors apartment building and wanted to express my concerns.
I live on Gallagher rd and there is an excessive amount of traffic here as there is. With the school on the street, the parents park on Gallagher all through the day and the busses come in on the Gallagher side also. There is also atleast 25-30 transport trucks per day that come down this street. They also come through in the late evening hours and weekends.

There is also no sidewalk on that side of Gallagher or streets around the area for seniors to go for walks.
Not only is this a dangerous situation for seniors to be in(walking on the rd) but it is also dangerous for children when there will be more traffic with this new building.

Its also a very loud area with children screaming, school bells ringing and non stop trucks.

You will also be destroying sooooo many trees and wildlife who live here. There are many many trees on that property which house many Eagles, including a bald Eagle family, among many others.

We already have many seniors residences in Aldershot and there really is not a need for another.

I have told many people in the area about this proposal and none of them want it.

Thank you,
Karen Gale

AMENDMENT NO.167 TO THE OFFICIAL PLAN OF THE CITY OF BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

The details of the Amendment, as contained in Part “B” of this text, constitute Amendment No.167 to the Official Plan of the City of Burlington Planning Area, as amended.

PART A – PREAMBLE

1. PURPOSE OF THE AMENDMENT

The purpose of this amendment is to permit an eight (8) storey mixed use building consisting of ground floor non-residential uses and 140 residential units in the storeys above.

2. SITE AND LOCATION

The subject lands are located northwest of the Plains Road East and Gallagher Road intersection, consisting of two adjoining parcels that are municipally known as 235 Plains Road East and 1022 Gallagher Road. The subject lands are approximately 0.28 hectares in size and are currently occupied by two single detached dwellings.

Surrounding land uses consist mainly of a mix of residential, commercial and institutional uses.

3. BASIS FOR THE AMENDMENT

a) The subject application proposes intensification that is consistent with the Provincial Planning Statement (PPS), 2024. The PPS promotes a range and mix of uses and housing that efficiently uses land, resources, infrastructure, and public service facilities and is supportive of public transit.

b) Intensification of land within built-up, serviced areas of the City makes more efficient use of existing developed lands which meets the intent of the Halton Region Official Plan, 1995 (an Official Plan of the City of Burlington).

c) The proposed development supports the City's objective to broaden the range of housing forms and supply to meet City needs in a manner that is compatible with surrounding properties and uses.

d) The proposed development is located on lands with adequate infrastructure and is in close proximity to transit routes, commercial uses and community amenities

so satisfies Official Plan policies to provide housing opportunities in locations that can reduce travel times and decrease dependence on the car.

e) The applicant submitted technical studies that provide adequate and appropriate information to support the development.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

Map Change:

None is proposed

Text Change:

The text of the Official Plan of the City of Burlington, 1997, as amended, is hereby amended as follows:

Insert the following site-specific policy at the end of Part III, Land Use Policies – Urban Planning Area, Section 5.3 Mixed Use Corridors – General, Subsection 5.3.2 General Policies:

235 Plains Road East and 1022 Gallagher Road	am) Notwithstanding policies of Part III, Subsection 5.3.2 d) (i), (ii) and (f) of this Plan, for the property identified as 235 Plains Road East and 1022 Gallagher Road, the following policies *shall* apply: (i) a mixed use building consisting of residential and at-grade non-residential uses *shall* be permitted; (ii) the maximum building height *shall* be eight storeys; (iii) the maximum *floor area ratio shall* be 2.33:1.

2. INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the “Interpretation” policies of Part VI, Implementation, Section 3.0, Interpretation, of the Official Plan of the City of Burlington, 1997.

3. IMPLEMENTATION

This Official Plan Amendment will be implemented in accordance with the appropriate “Implementation” policies of Part VI, of the Official Plan of the City of Burlington, 1997.

BY-LAW NUMBER 2020.527, SCHEDULE 'A' AND EXPLANATORY NOTE

The Corporation of the City of Burlington

City of Burlington By-law 2020.527

A by-law to amend Zoning By-law 2020, as amended, for 235 Plains Rd. E and 1022 Gallagher Rd.
(File No. 505-09/26 and 520-10/26)

Whereas Section 34 (1) of the *Planning Act, R.S.O. 1990, c. P. 13*, as amended, states that zoning by-laws may be passed by the councils of local municipalities; and

Whereas the Council of the Corporation of the City of Burlington approved Recommendation Report DGM-57-26 on September 29, 2026, to amend the City's Zoning By-law 2020, as amended, to permit the development of a nine (9) storey mixed use building (inclusive of mechanical penthouse and rooftop amenity) consisting of ground floor non-residential uses and a maximum of 140 residential units.

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. Map No. 3-E, 5-W, 6-W of Part 15 to Zoning By-law 2020, as amended, is further amended as shown on Schedule "A" to this By-law.

2. Part 11, Holding Zone Provisions, of Zoning By-law 2020, as amended is further amended by adding to Appendix 'A', Site-Specific Requirement 117, as follows:

#117	H-MXG-580	Map	3-E, 5-W, 6-W	Resolution:

The Holding symbol shall be removed from the zone designation by way of an amending zoning by-law when the following has been completed:

a) A written consent letter from the neighbouring property owner confirming any required injury and/or removal of trees has been submitted to the satisfaction of the Manager of Parks, Design and Construction.

b) Complete the following to the satisfaction of the Director of Engineering Services or their designate:
   1. Provide a Phase Two Environmental Site Assessment (ESA), signed by a Qualified Person, and completed in accordance with Ontario Regulation, 153/04, as amended.
   2. The City requires that the Qualified Person indicates in the Phase Two ESA either that the environmental condition of the site is suitable for its intended land use or that one or more criteria exceed the applicable Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act or property specific standards determined via risk assessment conducted in accordance with Schedule C or Ontario Regulation 153/04, as amended. If the Qualified Person indicates that samples contain contaminants at concentrations that exceed the applicable standards, remediation and/or risk assessment works will be required prior to change in land use. In addition, any subsequent environmental documents shall be provided and accepted by staff.
   3. Include a Letter of Reliance that allows the City to rely upon the ESA.

c) The owner submits a revised Transportation Impact Study to provide a comprehensive analysis of the potential impacts resulting from the inclusion of the ground floor non-residential uses to the satisfaction of the Director of Transportation Services.

d) The owner submits a revised Sun Shadow Study and Sun Access Factor calculations in accordance with the City's Shadow Guidelines and Terms of Reference, dated June 2020 and all mitigation measures incorporated in the site plan process, to the satisfaction of the Director of Community Planning.

e) The owner submits a revised Pedestrian Level Wind Study in accordance with the City's Pedestrian Level Wind Study Guidelines and Terms of Reference, dated March 2020 and all mitigation measures incorporated in the site plan process, to the satisfaction of the Director of Community Planning.

f) The owner submits a revised Functional Servicing Report and Stormwater Management Report (FSR). The FSR shall confirm available water and wastewater sewer capacity, system pressures and comply with Regional standards and demonstrate that sufficient water and wastewater services are available to the satisfaction of the Director of Community Planning in consultation with Regional Municipality of Halton (Region).

g) The owner submits a Land Use Compatibility Study that includes an Air Quality Study, subject to peer review and all mitigation measures shall be incorporated into the site plan process to satisfaction of Director of Community Planning.

3. Part 14, Exceptions to Zone Designations, of Zoning By-law 2020, as amended, is further amended by adding a new Exception #580 as follows:

Exception 580	Zone H-MXG	Map 3-E, 5-W, 6-W	Amendment 2020.527	Enacted September 29, 2026

1. Permitted Uses:

a) Only the following uses shall be permitted:

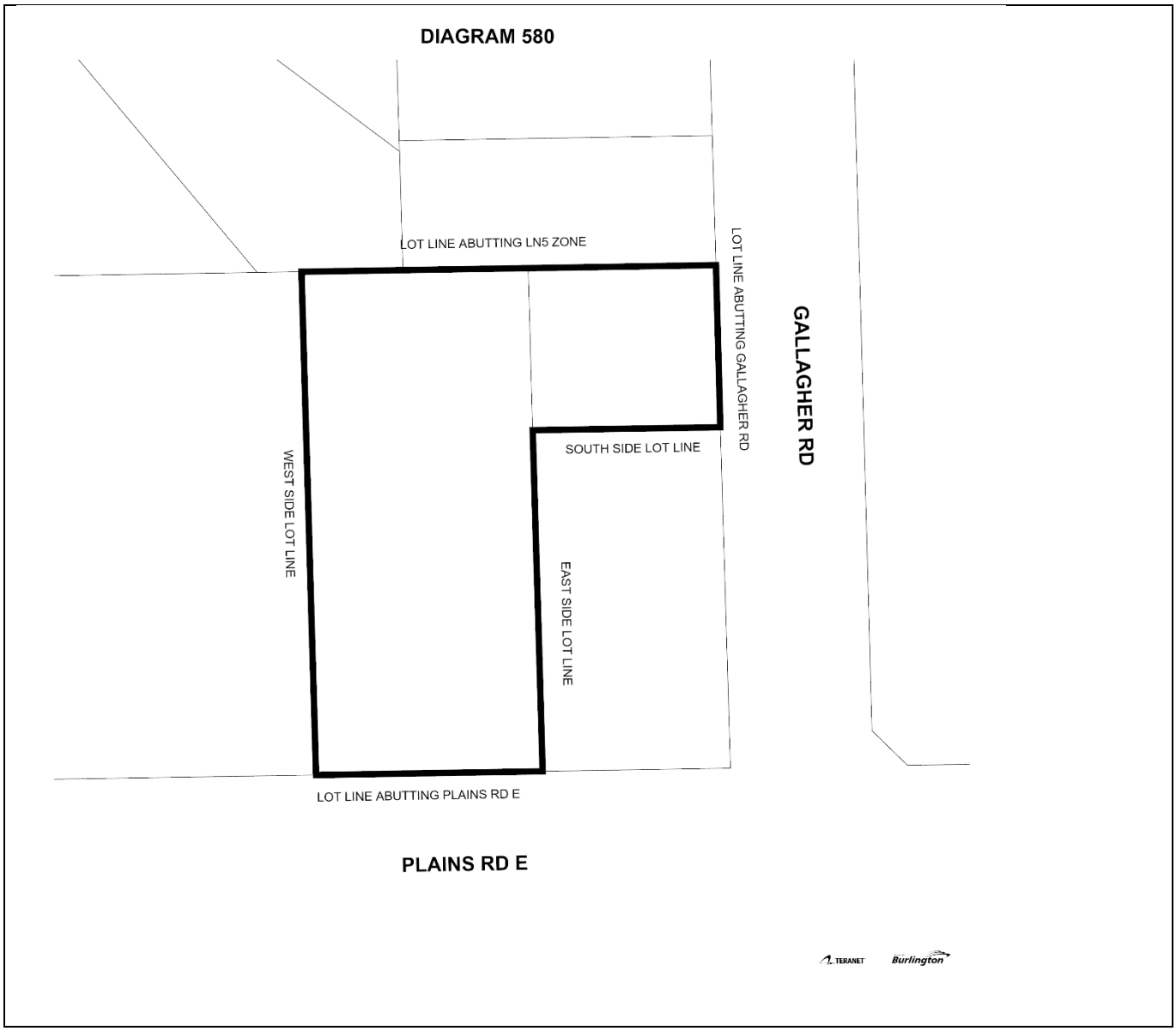
i) Apartment Building with retail, service commercial, community institution and all office uses on the ground floor only

2. Regulations:

a) Maximum Height:	9 storeys and up to 31 m (inclusive of mechanical penthouse and rooftop amenity)
b) Maximum Number of Dwelling Units:	140
c) Dwelling Units:	Not permitted on the 9th storey
d) Maximum Floor Area Ratio:	2.33:1
e) Non-residential Floor Area:	119 m^2
f) Notwithstanding Part 5, Section 4.1, Table 5.4.1 the maximum yard abutting any street shall not apply.	
g) Yard abutting Plains Road East: i) Floors 1 to 2: ii) Floors 3 to 8: iii) Floor 9: iv) Floor 9 rooftop amenity terrace:	 3 m 8 m 13 m 8.6 m
h) Yard abutting Gallagher Road: i) Floors 1 to 8:	 31.5 m

i) Yard abutting a LN5 zone: i) Floors 1 to 4: ii) Floor 5: iii) Floor 6: iv) Floor 7: v) Floor 8: vi) Floor 9: vii) Floor 9 rooftop amenity terrace:	 13.9 m 16.4 m 19.4 m 22.4 m 25.4 m 40.4 m 35.4 m
j) South Side Yard to stairs associated with below-grade parking structure:	1.1 m
k) West Side Yard: i) Floors 1 to 8: ii) Floor 9: iii) Floor 9 rooftop amenity terrace:	 6.7 m 11.7 m 7.3 m
l) East Side Yard: i) Floors 1 to 8: ii) Floor 9: iii) Floor 9 rooftop amenity terrace:	 5 m 10 m 5.6 m
m) Driveway and parking space setback from LN5 Zone:	3 m
n) Loading Spaces setback from LN5 Zone:	3 m
o) Below Grade Parking Structure: i) Abutting Plains Road East: ii) Abutting Gallagher Road: iii) Abutting an LN5 zone: iv) Abutting East Side Yard: v) Abutting West Side Yard: vi) Abutting South Side Yard:	 0.6 m 0.6 m 3 m 3 m 3 m 1.1 m
p) Amenity Area:	15 m^2 per unit
q) Terraces and Balconies: i) Maximum balcony projection into a yard from the wall of a building: a) Yard Abutting LN5 Zone: b) Yard Abutting Plains Road East: ii) Balcony projections are not permitted on a building wall facing a side yard. iii) A rooftop terrace shall maintain the principal building yards of the storey below it.	 1.2 m 1.2 m

r) Landscape Area and Buffer: i) Landscape Area Abutting Plains Road East: ii) Landscape Area Abutting Gallagher Road: iii) Landscape Buffer Abutting an LN5 Zone:	 1.5 m 3 m 3 m
vi) Notwithstanding the definition of Landscape Area: i. Snow storage, Hydro Transformer and pad, and a below grade parking structure may encroach into a required Landscape Area.	
s) Notwithstanding Part 1, Subsections 2.26(9): Where parking facilities are provided for a residential use, designated accessible parking spaces for the exclusive use of persons with disabilities shall be identified with a provincially regulated vertical sign displaying the international symbol for accessible parking spaces. Designated parking spaces shall be included in the calculation of provided parking and shall be provided in accordance with Part 1, Section 2.26(9) Table 1.2.7, 9(a) and 9(b).	
t) Bicycle Parking: i) Retail a. Short-term: b. Long-term: ii) Residential a. Short-term: b. Long-term:	 3 spaces plus 1 space/1000 m^2 GFA 2 spaces plus 1 space/1000 m^2 GFA 0.05 spaces per unit 0.5 spaces per unit
u) For the purpose of Bicycle parking regulations: i) Long-term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit or on a balcony. ii) Short-term bicycle parking spaces are bicycle parking spaces for use by visitors to a building. Short-term bicycle parking spaces are to be located close to a building entrance and sheltered from the elements. iii) Each bicycle parking space shall be 60 cm x 1.8 m in size.	
Except as amended herein, all other provisions of this By-law, as amended, shall apply	



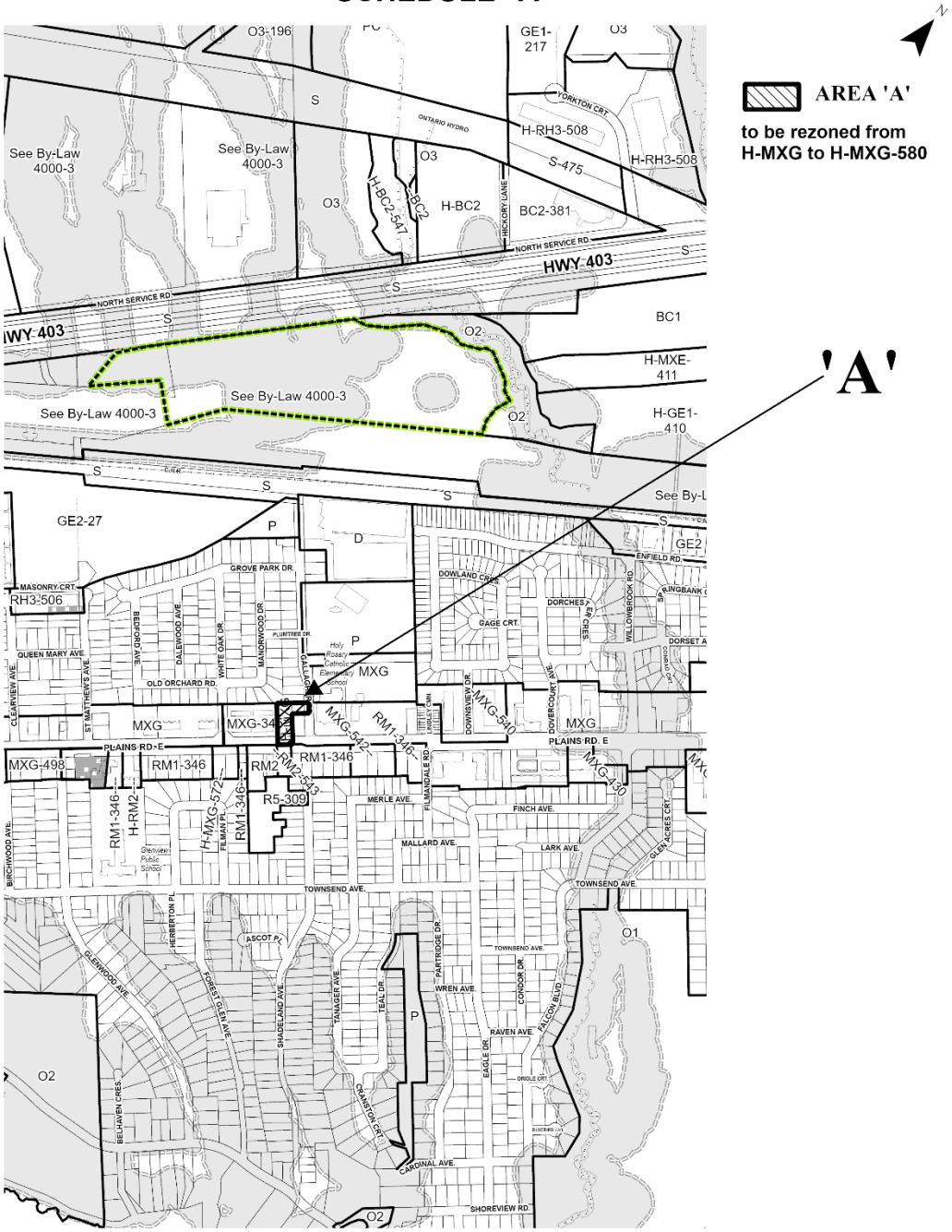
4. This By-law comes into force in accordance with Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended.

Enacted and passed this 29th day of September, 2026

Mayor Marianne Meed Ward

City Clerk Michael de Rond

SCHEDULE "A"



SCHEDULE 'A' TO BY-LAW 2020.527 AMENDING MAP NOs. 3-E, 5-W & 6-W PART 15, BY-LAW 2020 AS AMENDED. PASSED THE 29th DAY OF SEPTEMBER, 2026

---------- MAYOR

---------- CITY CLERK

TERANET Burlington
Community Planning Department

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.527

By-law 2020.527 amends Zoning By-law 2020, as amended, to rezone lands municipally known as 235 Plains Rd. E. and 1022 Gallagher Rd., to permit a nine (9) storey mixed use building (inclusive of mechanical penthouse and rooftop amenity) consisting of ground floor non-residential uses and a maximum of 140 residential units.

For further information regarding By-law 2020.527, please contact Mark Johnson of the Burlington Community Planning Department at (905) 335-7600, extension 7954.

Appendix F – Detailed Planning Analysis

1.0 The Provincial Planning Statement, 2024 (PPS)

The Provincial Planning Statement (the "PPS") came into force and effect on October 20, 2024, and applies to decisions concerning planning matters occurring after this date. This replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan) (2019). The PPS provides broad policy direction on matters of provincial interest related to land use planning and development and supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

In accordance with Section 2.1. 6., Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

In accordance with Section 2.2.1, planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating
    1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment;
c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
d) requiring transit-supportive development and prioritizing intensification, in proximity to transit, including corridors and stations.

The PPS directs that growth and development be focused in 'Settlement Areas'. Settlement Areas include built-up urban areas where development is concentrated, and

which have a mix of land uses and lands which have been designated in an Official Plan for development over the long term. Settlement Areas also include Strategic Growth Areas which are defined under the plan as nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form.

In accordance with Section 2.3.1 1. and 2., Settlement Areas shall be the focus of growth as well as development and should be based on densities and a mix of land uses which:

a) efficiently use land and resources;
b) optimize existing and planned infrastructure and public service facilities;
c) support active transportation;
d) are transit-supportive, as appropriate; and
e) are freight-supportive.

Similarly, in accordance with Section 2.4.1(2)., to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development Strategic Growth Areas should be planned to:

a) to accommodate significant population and employment growth;
b) as focal areas for education, commercial, recreational, and cultural uses;
c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
d) to support affordable, accessible, and equitable housing.

The subject lands are found along Plains Road East which is designated as ‘Regional Intensification Corridor’ under the Regional Official Plan and envisioned as an ‘MTSA Primary Connector’ and ‘Frequent Transit Corridor’ under the Local Official Plan (2020, as amended) as later discussed in this analysis. Therefore, staff are of the opinion that the subject lands are within a Strategic Growth Area. The proposed development includes an 8-storey residential building with 140 units that would serve as additional housing options in the city, and which will be municipally serviced by nearby existing public transit routes. The subject lands are located in proximity to four Burlington Transit bus stops with access to Routes 1 (Plains – Fairview East) and 4 (Central). The property is also located within 2.1 km of the Aldershot GO Station, which has frequent weekday and weekend train and bus services. As a result, staff are of the opinion that the proposed development is an efficient use of the land, resources, infrastructure and public service facilities which are planned and available.

In accordance with Section 2.4.1 3., planning authorities should identify the appropriate type and scale of development in Strategic Growth Areas and the transition of built form to adjacent areas as well as permit development and intensification within these to support the achievement of complete communities and a compact built form. The proposed development has considered transition to adjacent areas based on the applicable Official Plan design policies and associated design guidelines while providing for residential intensification as later discussed in this analysis, noting that modifications

are recommended by staff to address transition between the site and neighbouring properties.

In accordance with the energy conservation, air quality and climate change policies, Section 2.9 describes that Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;
b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
c) support energy conservation and efficiency;
d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development contemplates the redevelopment of the subject lands from two single detached dwellings to an 8-storey residential building with 140 units. The proposed development will be supported by existing and planned municipal servicing infrastructure, as well as public service facilities that currently serve the surrounding neighbourhood. Additionally, as later discussed in this analysis, the applicant provided a checklist of the Sustainable Building Design Guidelines and demonstrated how these have been included as part of the development proposal through building design strategies. The guidelines ensure that negative impacts to air quality and climate change are minimized, that energy efficiency is promoted and prepare for the impacts of a changing climate.

In accordance with the Land Use Compatibility policies under Section 3.5 1., major facilities and sensitive land uses, such as residential uses, shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. The subject property is located within 1,000 metres of a CN rail yard, and as such, the applicant will be required to provide a Land Use Compatibility Study. This will also include the completion of an air quality study to assess impacts from the nearby industrial and commercial operations, in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. It is noted that a Noise and Vibration Study was submitted by the applicant and reviewed by Development Engineering staff who have identified they have no concerns. A holding zone is recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study.

In accordance with the public spaces, recreation, parks, trails and open space policies under Section 3.9 1., healthy and active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages. The proposed development provides access to landscaped public boulevards along Plains Road East which connect to the public realm.

As per the analysis provided, planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment, as modified by staff, are consistent with the PPS, noting that a holding provision is recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study.

2.0 Halton Region Official Plan (ROP)

The Halton Region Official Plan (the "ROP") describes that it provides for "broad policy directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services". The Planning Act requires that Burlington's Official Plan and Zoning By-law be amended to conform with the ROP.

In accordance with Map 1H – Regional Urban Structure of the ROP, as amended, the subject lands are designated as 'Urban Area', and considered to be within a 'Strategic Growth Area' as they are located along Plains Road East which is a right-of-way that is designated as 'Regional Intensification Corridor' also referred to as the 'Plains-Fairview Corridor'. In accordance with Section 72, the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability, and economic prosperity. Furthermore, in accordance with Section 74, the Urban Area consists of areas designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.

In accordance with Section 82.3, some of the objectives of Regional Intensification Corridors are to recognize Strategic Growth Areas in the Region and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context as well as to achieve increased residential and employment densities to ensure the viability of existing and planned transit. The proposed development is intended to provide intensification and a mix of uses that support a pedestrian-oriented urban environment and existing as well as planned transit while ensuring the neighbourhood character is preserved.

Section 86 outlines it is the policy of the Region to permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained as well as to promote residential intensification through the development or redevelopment of greyfield sites which would include vacant lands. The proposed development consists of housing intensification within underutilized parcels as it proposes a conversion from two single detached dwellings to an 8-storey residential building with 140 units while aligning with the planned character of the area as later discussed in this analysis.

In accordance with Section 89(3), all new development within the Urban Area is to be connected to the Region of Halton's municipal water and wastewater system. As part of the required materials for the application submission, the applicant provided a Functional Servicing and Stormwater Management Design Report which was reviewed by Halton Region staff as well as Development Engineering staff. Regional staff have requested revisions to be provided by way of a holding provision required to be lifted ahead of the subsequent Site Plan application stage.

Section 79.3(12) of the ROP requires the protection of existing major facilities within or adjacent to Strategic Growth Areas through the achievement of land use compatibility between major facilities and new sensitive uses in accordance with Section 143(12). Section 143(12) outlines that land use compatibility is to be achieved by requiring these uses to be planned and developed to avoid, or if avoidance is not possible, to mitigate any adverse effects to minimize risk to public health and safety and to ensure the long term operational and economic viability of major facilities. Where avoidance is not possible, appropriate studies are required to demonstrate land use compatibility between sensitive land uses and major facilities in accordance with Provincial guidelines, standards and procedures. Further, Section 143(9) requires that proposed development adjacent or in proximity to railway yards to undertake, prior to development approval, the completion of a noise study and air quality study if the development is within 1,000 metres of a railway yard. As noted above, the subject property is located within 1,000 metres of a CN rail yard. The applicant will be required to provide a Land Use Compatibility Study, including the completion of an air quality study to assess impacts from the nearby industrial and commercial operations on the subject lands, in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. It is noted that a Noise and Vibration Study was submitted by the applicant and reviewed by Development Engineering staff who have identified they have no concerns. A holding zone is recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study.

Section 147. (6) of the ROP describes that it is policy of the Region to promote the planting of new trees, and retain treescapes along major transportation corridors, replace trees cut down for public works and, wherever possible, develop new treescapes consistent

with safe and aesthetically pleasing road or corridor design. Similarly, in accordance with the Sustainable design and compatibility policies under Part II, Section 2.7.3 of OP 1997, at the site planning stage, site plans will be reviewed for Sustainable Development considerations such as, but not limited to, the preservation of existing trees and other vegetation. In accordance with Section 4.3.2 d) of the OP 2020, in order of priority, all development proposals and infrastructure projects, including City projects, should:

(i) preserve existing healthy trees. The location of existing healthy trees shall be considered when establishing the location and building envelope of a proposed development;

(ii) relocate healthy trees where feasible;

(iii) plant replacement trees where trees are removed. Replacement planting requirements shall be established using an aggregate-caliper formula, to the satisfaction of the City. If replacement trees cannot be accommodated on-site, off-site compensation may be considered to maintain and enhance the neighbourhood canopy; and

(iv) incorporate the planting of additional trees where appropriate.

As described under report DGM-57-26, the proposed development includes impacts to City and shared trees. Foresty staff have indicated that the removal of City tree #7 and shared trees 6, 46 & 48 will require a public permit in accordance with the City's Public Tree By-law (098-2025). Planning staff has reviewed the proposed removal of these trees in light of the City's tree canopy objectives as well as its housing supply objectives and is of the opinion that replacement and compensation for the removal of existing trees is appropriate.

Section 147(17) of the ROP requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. The applicant was required to submit an Environmental Site Screening Questionnaire (ESSQ) and a Phase One Environmental Site Assessment (ESA). The submitted materials have been reviewed by Development Engineering staff and staff have requested that a Phase Two Environmental Site Assessment be provided, by way of a holding provision required to be lifted as part of the subsequent Site Plan application stage.

As per the analysis provided, planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law amendment, as modified by staff, conforms to the ROP, noting that holding provisions are recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study, an updated Functional Servicing and Stormwater Management Design Report, and provision of a Phase 2 ESA.

3.0 City of Burlington Official Plan (1997, as amended)

The City of Burlington Official Plan (the "OP 1997") provides specific guidance on land use planning and development within the city. The Official Plan includes local principles, objectives and policies for the orderly growth and compatibility of different land uses.

The subject lands are designated as 'Mixed Use Activity Areas' under Schedule 'A' – Settlement Pattern of the OP 1997. Part III, Section 5.1 provides that 'Mixed-Use Activity Areas' are to offer alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services, and to address the demand for higher intensity employment, shopping and residential areas within the City. In accordance with Part III, Section 5.2.1 'Mixed-Use Activity Areas' are intended as comprehensively planned mixed-use employment, shopping and residential areas that provide for the integration of a variety of compatible land uses in a compact urban form, with the aim of promoting the use of public transit and pedestrian connectivity.

As shown on Schedule 'B' – Comprehensive Land Use Plan – Urban Planning Area in OP 1997, the subject lands are located within the 'Mixed Use – General' designation.

Part III Section 5.3.1 states that lands within this designation are intended to support developments on individual sites which include combinations of residential, retail, office and other uses. Section 5.3.2 expands on this broad vision, by identifying potential land uses that are intended to be located on lands within this designation: a wide range of retail, service commercial, personal service, financial institutions, and services, broad range of office uses, entertainment, recreation, and other community facilities. These uses can be located on site in conjunction with high density residential uses when the site abuts a multi-purpose or major arterial road. The non-residential component of development in these areas within the city are intended to support the day to day and weekly shopping needs of residents within and near the subject lands. The non-residential uses listed above are to be located on the ground level of the development, and these uses are encouraged to be included in development proposed on lands within this designation. Development of lands within this designation is restricted to a floor area ratio of 1.5:1, and a maximum height of 6 storeys.

The proposed development represents a redevelopment of underutilized lands within a Mixed-Use Activity Area contemplated for mixed use intensification. An Official Plan Amendment is required to permit a building height of 8-storeys (plus mechanical penthouse) and a Floor Area Ratio (FAR) of 2:33:1.

The criteria listed under Part III, Section 2.5.2 a) shall be considered when evaluating proposals for intensification, including the re-development of underutilized lands at the periphery of existing residential neighbourhoods, as follows:

Part III, Section 2.5.2 a) (i): adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland.

Staff comment: The City's Development Engineering staff, City's Parks staff, Halton Region staff, Halton District School Board staff and Halton Catholic District School Board staff have been circulated as part of the technical review process. Staff have indicated no concerns with the proposed development, subject to the request from Halton Region staff for the inclusion of a holding provision for a revised Functional Servicing Report and matters that can be addressed through the Site Plan approval process.

Part III, Section 2.5.2 a) (ii): adequate off-street parking.

Staff comment: The subject lands are within the 'Plains Road Corridor Residential Parking Exemption Area' in accordance with Diagram 1B under Zoning By-law 2020. As such, the minimum residential and visitor parking requirements of Zoning By-law No. 2020 would not apply. With respect to non-residential parking requirements, the City is recommending sufficient parking on site and relief is not provided from the parking regulations set out in Zoning By-law 2020.

Part III, Section 2.5.2 a) (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.

Staff comment: Transportation Planning staff have reviewed the application as well as the associated materials submitted and have indicated support of the application and the proposed land-use and density as the transportation network can accommodate the increase without significant negative impact. Staff are supportive of one driveway access to Gallagher Road, even with the modification by Planning staff to include non-residential residential uses. Staff have indicated that a revised Transportation Impact Study (TIS) is required to provide a comprehensive analysis of the potential impacts resulting from the inclusion of the ground floor non-residential uses. Staff recommend that a holding symbol be placed on the subject lands to allow the Applicant to submit a revised TIS for Staff review and acceptance.

Part III, Section 2.5.2 a) (iv): the proposal is in close proximity to existing or future transit facilities.

Staff comment: The proposed development fronts onto Plains Road East which is designated as a 'Multi-Purpose Arterial' under Schedule J – Classification of Transportation Facilities and contains pedestrian access to Plains Road East. The subject lands are located in proximity to four Burlington Transit bus stops with access to Routes 1 (Plains – Fairview East) and 4 (Central). The property is also located within 2.1 km of

the Aldershot GO Station, which has frequent weekday and weekend train and bus services.

Part III, Section 2.5.2 a) (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.

Staff comment: The proposed development achieves compatibility with the urban character of the Plains Road East corridor. However, Staff have concerns with compatibility in terms of the relationship between the proposed development and the adjacent properties, including low-rise residential properties at the rear of the site. Modifications are recommended to move the underground parking structure back from the north (adjacent to a residential zone), east and west property lines to provide adequate landscape space to screen the proposed building from the existing residential neighborhood and allow for appropriate transition to be implemented between the proposed and existing built forms. Additionally, it is recommended by staff that balconies not be permitted to project into east and west side yards. Staff are of the opinion that the proposal does not include an appropriate amount of amenity area and recommend it be increased to 15 m^2/unit to achieve the minimum amount as set out in Zoning By-law 2020. To assist in achieving 15m^2 per unit a modification is recommended to provide for rooftop amenity space, noting that holding provisions are recommended to be applied to the lands to ensure the completion of a revised Shadow Study and Wind Impact Study as result of changes to the built form.

Part III, Section 2.5.2 a) (vi): effects on existing vegetation from development proposals are to be minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character.

Staff comment: As described under report DGM-57-26, the development proposes the removal of all inventoried trees on the subject property, including impacts to City and neighbouring trees. Foresty staff have indicated that the removal of City tree #7 and shared trees 6, 46 & 48 will require a public permit in accordance with the City's Public Tree By-law (098-2025). Planning staff has reviewed the proposed removal of these trees removal in light of the City's tree canopy objectives as well as its housing supply objectives and is of the opinion that replacement and compensation for the removal of the trees is appropriate. Additionally, Planning staff are in agreement with Forestry staff that the underground parking structure should be moved back to provide 3.0 m setback from the north (adjacent to a residential zones), east and west property lines to reduce impacts to existing MPTZ's of existing neighbouring trees and also help minimize potential impacts on landscape areas during future underground parking maintenance activities. Additionally, the provision of a 3 m setback will support the long-term viability of the proposed buffer planting and provide adequate soil volumes for healthy plant growth.

Part III, Section 2.5.2 a) (vii): significant sun-shadowing for extended periods on adjacent properties from the proposed development, particularly outdoor amenity areas, is to be at an acceptable level.

Staff comment: The proposed development has been reviewed against the Shadow Study Guidelines and Terms of Reference (2020) and a Shadow Study has been submitted with the subject applications as later discussed in this analysis. Planning staff have no concerns with the proposed development and its potential sun-shadowing impacts as these would remain at an acceptable level, noting that a holding provision is recommended to be applied to the lands to ensure the completion of a revised Shadow Study as result of changes to the built form from the inclusion of rooftop amenity space.

Part III, Section 2.5.2 a) (viii): accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care.

Staff comment: The subject lands are located within 'Mixed Use Activity Areas' under Schedule 'A' – Settlement Pattern. As previously mentioned, these areas are planned for mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, and highly accessible by public transit. Additionally, a variety of retail, service commercial, and office uses are within walking distance of the subject property. A large shopping centre that includes a grocery store and other retail amenities is adjacent to the QEW and Plains Road East. It is located 2 km from the subject lands and is accessible by Burlington Transit Route 1. Aldershot Arena, Grove Park and Aldershot Park also located in proximity to subject lands. Staff are therefore of the opinion that the proposed development is near community services and other neighbourhood conveniences.

Part III, Section 2.5.2 a) (ix): capability exists to provide adequate buffering and other measures to minimize any identified impacts.

Staff comment: The applicant submitted a Wind Impact Study and Noise and Vibration Study in support of the applications. City staff have no concerns with the studies, noting additional review and refinements can be made as part of the Site Plan process. As noted above, staff have modified the development proposal to include rooftop amenity space and have recommended a holding provision be applied to the lands to ensure the completion of a revised Wind Impact Study as result of changes to the built form. The proposed development is within 1,000 metres of a CN rail yard operations. CN has been circulated the noise and vibration study and no comments have been provided. To address the proximity of the rail yard operations to the proposed development, CN has requested conditions that can be implemented at the Site Plan stage. As noted above,

the applicant will be required to provide a Land Use Compatibility Study based on the proximity of the proposed development to the CN rail yard. The Study will include the completion of an air quality study to assess impacts from the nearby industrial and commercial operations on the subject lands, in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. Staff is of the opinion that the criterion is met, subject to the provision of a Land Use Compatibility Study.

To ensure visual and physical separation between proposed development and adjacent residential zones, staff are recommending a 3 m landscape buffer be included for the yard abutting a residential zone. This approach for a landscape buffer in combination with the 3 m setback for the underground parking structure along all lot lines, except Plains Road and Gallagher Road frontages, will provide sufficient space and soil depth to accommodate dense evergreen and/or deciduous plantings and maintain its future long-term viability while maintaining the intended screening function. Additionally, it is recommended that ventilation shafts should be located outside of the proposed landscape buffer to avoid conflicts with planting and preserve the effectiveness of the landscaped edge.

Part III, Section 2.5.2 a) (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.

Staff comment: Staff are of the opinion that proposed redevelopment, as modified by staff, will not compromise the future redevelopment potential of adjacent properties.

Part III, Section 2.5.2 a) (xi): natural and cultural heritage features and areas of natural hazard are protected.

Staff comment: The proposed development envelope is not impacted by a regulatory floodplain or valleylands and there are no known watercourses located within the limits of the subject lands. The regulatory limits of Conservation Halton do not impact the property. The site is adjacent to a designated heritage building at 241 Plains Road East. Heritage staff have reviewed the application materials, particularly the scoped Heritage Impact Assessment (HIA). The scoped HIA is generally complete, though staff would note that no Indigenous history has been included in Section 6.0 General Area History. The HIA finds that the proposed development will have minimal impacts on the heritage attributes of 241 Plains Road East and no impacts on the heritage attributes of 242 Plains Road East. Advisory comments were provided for the site plan process, including a monitoring program be established in the Construction & Mobility Management Plan to ensure vibration and other construction activities do not negatively impact the Designated properties located at 241 and 242 Plains Road East.

Part III, Section 2.5.2 a) (xii) where applicable, there is consideration of the policies of Part II, subsection 2.11.3(g) and (m);

Subsection 2.11.3 (g) describes that as a condition of development approval, the City will normally require the dedication of the greater of the regulatory floodplain, or the valley through which the watercourse flows including a conservation setback from top of bank, regulatory floodplain, or meander belt width. Dedication of these lands shall not be considered part of parkland dedication requirements of The Planning Act, unless the dedicated lands provide needed public recreational opportunities as identified by the City. If any such land remains in private ownership, it will be protected by zoning, agreement or easement to protect the ecologic and floodplain function of such land.

Subsection 2.11.3 (m) describes that, future re-development and intensification in the South Aldershot area may be restricted by limited storm sewer capacity and the potential for increased downstream flooding and/or erosion as a result of greater levels of storm water runoff due to development. The City may undertake one or more of the following measures to address this concern:

(i) discouraging the reconstruction of existing streets with no curbs or gutters to an urban standard (curbs, gutters and storm sewers);
(ii) where appropriate and feasible, requiring on-site storm water infiltration facilities and other storm water management techniques as part of the design of new development proposals;
(iii) limiting the density or intensity of proposals for re-development and intensification in this area if required.

Staff comment: Part II, subsection 2.11.3 (g) is not applicable. The proposed development constitutes intensification within the Aldershot area. Region of Halton staff as well as the City's Development Engineering staff have indicated no concerns with the proposed development. However, Halton Region have requested that a revised Functional Servicing Report be submitted by way of a holding provision as set out under Appendix E- Draft Zoning By-law Amendment, as well as design details are addressed at the subsequent Site Plan application process.

Part III, Section 2.5.2 a) (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 between existing and proposed residential buildings is provided.

Staff comment: The subject applications propose non-ground oriented housing intensification. The proposed development is located at the periphery of an existing residential neighbourhood and has direct access to a collector roadway (Gallagher Road).

Staff have concerns with the proposed transition between the site and neighbouring properties and are recommending modifications to move the underground parking structure back from the north (abutting an LN5 Zone), east and west property lines to provide a 3 m setback, and changes to the landscape buffer and driveway and loading space setback to align it with the underground parking structure setback of 3 m. This coordinated approach will provide adequate means to screen the proposed building from the existing residential neighborhood, including sufficient space and soil depth to accommodate dense evergreen and/or deciduous plantings and maintain its future long-term viability while maintaining the intended screening function.

Part II, Section 6 of the OP contains policies that require development to provide a high quality of design in both the public realm and private realm. These policies promote compact and sustainable developments that support active transportation and transit use through the provision of safe, comfortable, and accessible streetscapes. This is achieved through the implementation of Council-approved policies and design guidelines. As discussed in greater detail in subsequent sections of this analysis, staff have reviewed the subject applications in accordance with the applicable design guidelines.

As per the analysis provided, planning staff is of the opinion the proposed Official Plan Amendment (as outlined under Appendix D – Draft Official Plan Amendment) and the proposed Zoning By-law Amendment (as outlined under Appendix E – Draft Zoning By-law Amendment), as modified by staff, are consistent with the intent of the OP 1997.

4.0 City of Burlington Official Plan (2020)

On November 30, 2020, Halton Region issued a Notice of Decision approving a new City of Burlington Official Plan (2020) (the “OP 2020”). The OP 2020 is subject to appeals which are currently before the Ontario Land Tribunal (OLT). For up-to-date information on the status of the OP 2020 and relevant appeals, visit www.burlington.ca/officialplan.

The subject lands are designated as ‘Mixed Use Nodes and Intensification Corridors’ under Schedule B – Urban Structure. These lands will be developed at overall greater intensities, supporting frequent transit corridors, and providing focal points of activity where active transportation is facilitated through careful attention to urban design.

The subject property is located within an area identified as a Secondary Growth Area as shown on Schedule B-1 – Growth Framework of the new OP. Secondary Growth Areas form part of the growth framework and are recognized as distinct areas accommodating growth in accordance with the permissions and densities of the current land use designation of the Official Plan. Buildings in this area will be limited to mid-rise built form, and will support frequent transit corridors and accommodate development that is compact, mixed use and pedestrian oriented in nature.

The subject lands are designated as ‘Urban Corridor’ under Schedule C – Land Use – Urban Area. In accordance with Section 8.1.3 (7.2) c), the following uses may be permitted on lands designated Urban Corridor:

(i) retail and service commercial uses;
(ii) automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;
(iii) residential uses with the exception of single-detached and semidetached dwellings;
(iv) office uses;
(v) entertainment uses; and
(vi) recreation uses.

In accordance with Section 8.1.3 (7.2) f), a maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained. Similarly, in accordance with Section 8.1.3 (7.2) g), the minimum building height shall be 2-storeys and the maximum building height shall not exceed 6-storeys. Where required to ensure compatibility, 4- to 6-storey buildings may be required to be terraced back from adjacent residential areas and/or the street. In accordance with Section 8.1.3 (7.2) h), to ensure compatibility with adjacent residential areas the maximum 6-storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets.

The applications propose intensification, including the re-development of underutilized lands. Planning staff are of the opinion that the requested Official Plan and Zoning By-law amendments for height and Floor Area Ration are appropriate, as the proposed development satisfies the applicable policies, and conforms to the policy intent of the Official Plan, subject to the modifications recommended by staff to address transition between the site and neighbouring properties. The proposed development maintains the general intent and purpose of the OP, as the lands are located within a Secondary Growth area, which are areas within the City’s growth framework that are intended to accommodate growth and intensification up to mid-rise built form. The subject lands front onto Plains Road East which is identified as a ‘Frequent Transit Corridor’ and ‘MTSA Primary Connector’, which is intended to accommodate higher intensity forms of development that is compact, mixed use and pedestrian oriented in nature. As per the analysis provided above, it is noted that lands are located within a Strategic Growth Area in line with the PPS and ROP.

In accordance with Section 8.1.3 (7.2) j), Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential

buildings and should be permitted above or below the first storey of buildings. A limited amount of office uses may also be permitted on the ground floor. In accordance with Section 8.1.3 (7.2) m), any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of Sections 8.1.3 (7.1) b) and f). Similarly, Section 8.1.3 (7.2) n), describes that the Zoning By-law shall establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Corridor lands.

The proposed development does not provide non-residential uses at grade along Plains Road East. Therefore, staff is of the opinion that the proposed development needs to be modified to include non-residential on the ground floor facing Plains Road East to achieve the planned commercial function of the site.

The Design policies in Chapter 7 include requirements for design of development within Secondary Growth Areas. Further discussion of the design of the proposed development is contained in the Mixed-Use and Residential Mid-Rise Buildings Guidelines section below.

Planning staff have reviewed the Official Plan Amendment and Zoning By-law Amendment application as well as the materials submitted and are of the opinion that the proposed development conforms to the overall policy intent of BOP, 2020, subject to the modifications recommended by staff.

5.0 Zoning By-law 2020

The following table outlines a comparative analysis of the requirements of the 'Mixed-Use Corridor General Zone' (MXG), as proposed by the applicant and modifications by City staff:

Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Building Height	2 storeys minimum 6 storeys maximum	8 storeys and 26 m maximum (plus mechanical penthouse)	9 storeys and 31 m maximum (inclusive of mechanical penthouse and rooftop amenity)
Staff comment: The proposed development includes an increased height from the base MXG zone from a maximum height of 6 storeys to 8 storeys (plus mechanical penthouse). The intent of regulating height is to prevent overdevelopment of a property as well as mitigate any negative impact that may arise from this. To assist in achieving 15m^2 per unit a modification is recommended to provide for rooftop amenity space at the 9th storey. Staff is of the opinion that all potential impacts of increased height have been considered through the analysis of the			

applicable Official Plan policies and Urban Design Guidelines review, more specifically under the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Floor Area Ratio (FAR)	1.5:1 maximum	2.33:1 maximum	None
Staff comment: The proposed development includes an increased Floor Area Ratio (FAR) from the underlying MXG regulations of 1.5:1 to 2.33:1 to reflect the increased number of storeys. The intent of regulating FAR is to regulate building size and massing and prevent the overdevelopment of a property as well as mitigate any negative impact that may arise from this. Staff is of the opinion that all potential impacts of overdevelopment have been considered as discussed throughout this report. As a result, staff is of the opinion that the proposed FAR increase and associated development concept is appropriate for the subject lands.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Maximum Floor Area for non-residential uses	Maximum of 1800 m^2	None	Minimum floor area of 119 m^2 for all non-residential uses
Staff comment: The proposed development does not include non-residential uses at ground level. As noted previously, staff are recommending a minimum floor area of 119 m^2 for non-residential use at grade to activate the street and achieve the planned commercial function as envisioned by the Official Plan.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Yards	**Yard Abutting Plains Road East:** 3 m minimum 23 m maximum **Yard Abutting any other street:** 3 m minimum 4.5 m maximum	**Yard Abutting Plains Road East:** Floors 1 to 2: 3 m Floors 3 to 8: 8.3 m **Yard Abutting any other street:** Not applicable **Rear Yard abutting a residential zone:** Floors 1 to 4: 13.9 m	**Yard Abutting Plains Road East:** Floor 9: 13 m Floor 9 rooftop amenity terrace: 8.6 m **Yard Abutting Gallagher Road:** Floors 1 to 8: 31.5 m **Yard abutting a residential zone:** Floor 9: 40.4 m

	Yard abutting a residential zone: Floors 1 to 3: 12 m Floors 4 and 5: 15 m Floor 6: 18 m **West Side**: no minimum **East Side**: no minimum **Rear Yard**: 3 m	Floor 5: 16.4 m Floor 6: 19.4 m Floor 7: 22.4 m Floor 8: 25.4 m **South Side Yard:** 1.3 m **East Side Yard**: Floors 1 to 8: 5 m **West Side Yard**: Floors 1 to 8: 6.7 m	Floor 9 rooftop amenity terrace: 35.4 m **East Side Yard**: Floor 9: 10 m Floor 9 rooftop amenity terrace: 5.6 m **West Side Yard**: Floor 9: 11.7 m Floor 9 rooftop amenity terrace: 7.3 m
Staff comment: The proposed development includes an east side yard setback of 5 m and a west side setback of 6.7 m, which provides for an appropriate building separation between the proposed building and existing development and potential future development of the adjacent properties. Additionally, the proposed development includes inset balconies of the east and west side of the building to facilitate an appropriate separation distance and assist with transition areas of the with neighbouring properties. It is noted that a balcony on the 2nd storey running along the west side of building is proposed to project into the side yard. Staff are recommending a modification to remove this encroachment, which will be addressed in the balcony regulations discussed later in the zoning analysis. As noted above, to assist in achieving 15m^2 per unit of amenity space the proposed development has been modified to provide rooftop amenity space and accompanying provisions to ensure appropriate siting of the space, including an increased setback for the rear of the building to acknowledge the proximity to the adjacent residentially zoned properties.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Amenity Area	15 m^2 per efficiency dwelling unit 20 m^2 per one-bedroom dwelling unit 35 m^2 per two or more bedroom dwelling unit	12.3 m^2 per unit	15m^2 per unit

Staff comment: The proposed development includes approximately 1,716 m^2 of amenity space (approximately 12.3 m^2 per unit). Staff do not consider the proposed rate to be an appropriate amount of amenity space and recommend increasing it to 15 m^2 per unit. As noted above, to assist in achieving 15m^2 per unit a modification is recommended to provide for rooftop amenity space.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Balconies and terraces setbacks	Must meet principal building setback with encroachment allowance as follows: **balcony projection into a required side yard:** 0.50 m maximum **balcony projection into any other required yard:** 1.6 m maximum the sum of the length of these projections does not exceed one third of the permitted length of a building wall the length of any one projection does not exceed 3 m.	**Maximum Balcony Projection:** Yard Abutting a Residential Zone and Side Yard: 1.2 m **Maximum Balcony Projection:** Front yard: 1.2 m for balconies only A rooftop terrace and/or a rooftop amenity terrace shall maintain the principal building yards of the storey below it.	Balcony projections are not permitted on a building wall facing a side yard.
Staff comment: The proposed development includes windows and balconies on all elevations. Additionally, the proposed building includes inset balconies on the east and west side of the			

building to facilitate an appropriate separation distance and assist with transition to neighbouring properties, noting that a balcony on the 2nd storey running along the west side of building is proposed to project into the side yard. It is noted that the Mid-Rise Guidelines recommend a minimum building separation distance of 15 m, with each development sharing a proportional amount of this space. As staff have not requested to modify the separation distance to a full 7.5 m, it is necessary that balconies are not permitted to project into the side yards to ensure an appropriate separation distance is maintained to assist with transition areas with neighbouring properties. It is noted that the proposed rear of the building includes stepbacks and that are generally in keeping with the 45 angular plane, with minor encroachments of the balconies into this space. Planning staff is of the opinion that proposed balcony projections or encroachments into the front yard and yard abutting a residential zone (i.e rear yard of the site) are appropriate. However, staff are recommending a modification to the proposal to ensure balconies cannot project into the west and east side yards.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Landscape Area and Landscape Buffer	**Landscape Area Abutting Plains Road East:** 3 m **Landscape Area Abutting Gallagher Road:** 3 m **Landscape Buffer abutting the East Side Yard Residential Zone:** 6 m **Landscape Buffer abutting the North Side Yard Residential Zone:** 6 m **Landscape Buffer abutting the West Side Yard Residential Zone:** 6 m	**Landscape Area Abutting Plains Road East:** 3 m. Walkways may encroach 1.5 m. Air intake shafts, Snow storage, Hydro Transformer and pad, and a below grade parking structure may encroach into a required Landscape Area. **Landscape Area Abutting Gallagher Road:** 3 m. Air intake shafts, Snow storage, Hydro Transformer and pad, and a below grade parking structure may encroach into a required Landscape Area. **Landscape Buffer abutting an LN5 Zone:** 6 m	**Landscape Area Abutting Plains Road East:** 1.5 m **Landscape Area Abutting Gallagher Road:** 3 m **Landscape Buffer abutting an LN5 Zone:** 3 m **Notwithstanding the definition of Landscape Area:** Snow storage, Hydro Transformer and pad, and a below grade parking structure may encroach into a required Landscape Area. **Definition of Landscape Buffer remains defined per Zoning Bylaw 2020**

		Below-grade parking structure may encroach into a landscape buffer. A driveway, parking lot, intake vent and seasonal snow storage may encroach into the required landscape buffer to a maximum cumulative length of 28 m.	
Staff comment: To ensure visual and physical separation between proposed development and adjacent residential zones, it is recommended a 3 m landscape buffer be included for the yard abutting a residential zone. This approach for a landscape buffer in combination with the 3 m setback for the underground parking structure along all lot lines, except Plains Road and Gallagher Road frontages, will provide sufficient space and soil depth to accommodate dense evergreen and/or deciduous plantings and maintain its future long-term viability while maintaining the intended screening function. It is recommended that ventilation shafts should be located outside of the proposed landscape buffer to avoid conflicts with planting and preserve the effectiveness of the landscaped edge. Additionally, it is recommended that the landscape area fronting Plains Road be adjusted from 0 m to 1.5 m to preserve the functionality of the area, noting that walkways and ventilation shafts are not permitted.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Driveways, Parking Spaces and Loading Spaces	**Driveways setback from an LN5 Zone**: 6 m **Loading Space setback from an LN5 Zone:** 7.5 m	**Driveways setback from an LN5 Zone**: 2.3 m **Loading Space setback from an LN5 Zone:** 2.3 m	**Driveways and Parking Spaces setback from an LN5 Zone**: 3 m **Loading Spaces setback from an LN5 Zone:** 3 m
Staff comment: The intent of regulating the separation between driveways, parking spaces and loading spaces is to provide transition between the proposed development and the existing adjacent neighbouring properties, including adjacent residential areas. Staff is of the opinion that the proposed driveway, parking space and loading space setbacks from a residential zone are not appropriate and should be increased. Additionally, they should be aligned with the proposed 3 m landscape buffer and 3 m underground parking garage structure setback. As noted previously, it is the opinion of staff that a 3 m landscape buffer will provide appropriate space and soil depth to accommodate dense evergreen and/or deciduous plantings to screen the adjacent properties.			

Zoning Regulation	MXG	Proposed MXG	Modifications Recommended
Below Grade Parking Structure	Below-grade parking structures shall not extend into a required landscape buffer and shall be set back 3 m from all other property lines and street lines.	**Abutting Plains Road East**: 0.6 m **Abutting a Gallagher Road**: 0.6 m **Abutting an LN5 zone**: 0.8 m **South Side Yard**: 1.1 m **East Side Yard**: 0.5 m **West Side Yard**: 0.6 m	**Abutting an LN5 zone**: 3 m **East Side Yard**: 3 m **West Side Yard**: 3 m
Staff comment: To ensure appropriate space and soil depth for landscape buffers that accommodate dense evergreen and/or deciduous plantings to screen the adjacent properties, it is recommended by City staff that the below grade parking garage include a 3 m setback from Abutting an LN5 Zone, East and West property lines to allow dense screening within this area.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Bicycle Parking	2 spaces plus 1 space/1000m^2 Gross Floor Area of retail and service commercial = 3 spaces	2 spaces plus 1 space/1000m^2 Gross Floor Area of retail and service commercial = 3 spaces for non-residential 64 spaces for residential	**<u>Retail</u>** **Short-term:** 3 spaces plus 1 space/1000 m^2 GFA **Long-term:** 2 spaces plus 1 space/1000 m^2 GFA **<u>= 7 spaces</u>** **<u>Residential:</u>** **Short-term spaces per unit:** 0.05 **Long-term spaces per unit:** 0.5 **<u>= 77 spaces</u>**
Staff comment: The proposed development provides for a total of 64 bicycle parking spaces at-grade. As discussed previously, staff are recommending the proposed development be modified to include non-residential uses at ground level to activate the street and achieve the planned commercial function as envisioned by the Official Plan. Transportation staff have indicated concerns with the proposed bicycle parking rates and have recommended the proposed by-law include the minimum recommended rates as established under the 2017 Burlington City-Wide Parking Standards Review. Planning staff is therefore of the opinion that			

the proposed bicycle parking rates need to be modified to implement the rates as established under the 2017 Burlington City-Wide Parking Standards Review. Per the City standards 84 bicycle parking spaces would be required.

As per the analysis above, staff is of the opinion that the proposed amendment to Zoning By-law 2020, as modified, complies with the general intent of the Zoning By-law and is appropriate for the subject lands.

6.0 Sustainable Building and Development Guidelines

The purpose of the Sustainable Building and Development Guidelines is to encourage sustainable design approaches through Planning Act applications, in keeping with the City's declaration as a sustainable community, and in alignment with Burlington's Strategic Plan 2015-2040. Burlington's Strategic Plan encourages energy efficient buildings and other on-site sustainable features and sets a net carbon neutral goal for the community. Sustainable design is an integrated design process that helps to reduce infrastructure demands and costs, environmental impacts, greenhouse gas emissions, long-term building operating costs, and contributes to the City's goal of being a prosperous, livable and healthy community. The guidelines address sustainability approaches related to site design, transportation, the natural environment, water, energy and emissions, waste and building materials, and maintenance, monitoring, and communication. As part of the application, the applicant submitted a review of the proposed development in relation to the Sustainable Building and Development Guidelines.

Staff is of the opinion the proposed development as modified meets the intent of the required Sustainable Building and Development Guidelines, therefore, the development considers the City of Burlington Climate Action Plan to support the City's climate implications.

7.0 Shadow Study Guidelines and Terms of Reference (2020)

The purpose of the Shadow Study Guidelines is to provide a best practices approach to Shadow Studies to promote high-quality development proposals that ensure adequate access to sunlight is maintained for the enjoyment of public and private spaces alike throughout the city. The Shadow Study Guidelines indicate that a Shadow Study is required for development proposals with building heights of 5-storeys or more and in some cases when additional building height is requested and when a proposal is in close proximity to shadow sensitive uses, a Shadow study was therefore submitted with the subject applications.

In accordance with Section 4.2, 4.4 and 4.5, shadows cast by all existing buildings and proposed developments onto Key Civic and Cultural Spaces, lands designated or used for Parks and Open Spaces and places where children play including but not limited to

school yards, playgrounds, and park features such as wading pools or other outdoor shadow-sensitive activity areas as identified by the City, must be analyzed in the study. Given none of these spaces are located within the test area, or area within the shadow catchment of the proposal, these spaces are not shown to be affected.

In accordance with Section 4.3, to maximize the usability of private outdoor amenity areas such as rear yards, decks, and (rooftop) patios, including common outdoor amenity areas, shadows from proposed developments should not exceed 2 hours in duration, between 9:00am and 6:00pm on March 21st. Additionally, the criterion is met if the Sun Access Factor (SAF) is at least 0.22 on the test dates. The study submitted by the applicant has indicated that proposed development will have an overall sun access factor for the day (9:00 am to 6:00 pm) of approximately 0.67, exceeding the minimum requirement of 0.22.

In accordance with Section 4.6, shadows cast by all existing buildings and proposed developments onto the full extents of the boulevard and sidewalk on the opposite side of the adjacent right-of-way, must allow for either full sunlight 50 per cent of the time or 50 per cent sun coverage at all times between 9:00am and 6:00pm on March 21st, the criterion is met if the SAF is at least 0.50 on the test date. The study submitted by the applicant has indicated the proposed development will have a combined sun access factor for all surrounding sidewalks of 0.94, surpassing the minimum requirement 0.50.

Staff is of the opinion the proposed development as modified meets the purpose and intent of the Shadow Study Guidelines, noting that to assist in achieving 15m^2 per unit a modification is recommended to include provisions for rooftop amenity space. A holding provision is recommended to be applied to the lands to ensure the completion of a revised Shadow Study as result of changes to the built form.

8.0 Pedestrian Level Wind Study Guidelines and Terms of Reference (2020)

Pedestrian Level Wind Studies ('Wind Study') are conducted to predict and assess the wind impacts of proposed buildings and site designs on surrounding public and private spaces in addition to on-site wind conditions to ensure pedestrian comfort and safety is maintained. In accordance with Section 2.1 of the guidelines, development proposals with building heights of 5- to 11-storeys are required to submit a Qualitative Wind Assessment. Given the proposed development consists of an eight (8) residential building, the applicant was required to submit a 'Qualitative Wind Assessment'.

In accordance with Section 4.2 of the guidelines, the study defines five comfort categories with a Gust Equivalent Mean (GEM) wind speed for each as follows:

1. Sitting – wind speed below 10 km/h (i.e. 0 – 10 km/h) would be considered acceptable for sedentary activities, including sitting.
2. Standing – wind speed below 14 km/h (i.e. 10 km/h – 14 km/h) is acceptable for activities such as standing.

3. Leisurely Walking – wind speed below 17 km/h (i.e. 14 km/h – 17 km/h) is acceptable for activities such as strolling.
4. Fast Walking – wind speed below 20 km/h (i.e. 17 km/h – 20 km/h) is acceptable for walking or more vigorous activities.
5. Uncomfortable – wind speed over 20 km/h is classified as uncomfortable from a pedestrian comfort standpoint. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.

The GEM should be evaluated as a comparison between the existing wind condition and the wind condition resulting from the proposed development. A criterion is met if the predicted wind speeds and frequencies occur at least four out of five days below the respective threshold.

The applicant submitted a Wind Impact Study in support of the applications. City staff have no concerns with the studies as the study has demonstrated the proposed development will have wind conditions at ground level and on the balconies that are expected to meet wind safety criterion. It is noted that wind conditions in most areas at ground level are expected to be appropriate for the intended usage, with potentially uncomfortable wind conditions are expected in a localized area near the exposed southeastern building corner, as well as in a small section of the sidewalk along Plains Road East in the winter. Wind conditions assessed where step-backs in the building façade are located and are expected to be suitable for general passive use during the summer, noting that higher than desired wind conditions are expected during the winter. The study acknowledges this may not be concern given the limited use of these spaces in colder months. Additionally, the provided recommendations to improve uncomfortable wind conditions, including the incorporation of evergreen landscaping, tall fences or wind screens around the building corners. Consideration was also given to providing an overhead canopy along the south side of the building wrapping around the southeast

Staff is of the opinion the proposed development as modified meets the purpose and intent of the Pedestrian Level Wind Study Guidelines and Terms of Reference and encourage implementation of the recommendations to improve uncomfortable wind conditions at the detailed design stage. As noted above, to assist in achieving 15m^2 per unit a modification is recommended to include provisions for rooftop amenity space. A holding provision is recommended to be applied to the lands to ensure the completion of a revised Pedestrian Level Wind Study as result of changes to the built form.

9.0 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019)

The City of Burlington Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings are applicable across the City, wherever mid-rise building forms are permitted by the Official Plan and Zoning By-law (with the exception of Employment Lands), and for the purposes of the guidelines, include any buildings between 5 to 11-storeys in height.

The guidelines are grouped by the main components of a mid-rise building, including the Lower and Upper building. The Lower building represents the first few storeys, including the ground floor and any additional floors with direct relationship to the street and public realm. Generally, this would include those storeys forming the streetwall and not those stepped back from the streetwall. The Upper building is that portion of a mid-rise building above the Lower building, designed to fit with and achieve an appropriate relationship with the Lower building, the public realm, and neighbouring properties. Additionally, all street facing building façades should be divided into three horizontal parts: a bottom, middle, and top to organize a complete façade expression and be arranged in a way that ensures harmonious proportion.

Staff has completed a review of the proposed development based on the context identified in the Mid-Rise Guidelines and provided a summary below.

2.1 Building Placement

Although a continuous streetwall has not yet been established along Plains Road, its implementation is desirable to support the long-term vision for the corridor, including a consistent streetscape and active at-grade retail and service commercial uses. The proposed development includes a building orientation that is placed parallel to the street and provides a 3 m front yard setback from the Plains Road East property line for storeys 1 to 2. Storeys 3 to 8 are stepped back 5.3 metres from the lower podium. The development contributes to an approximately 9.5 m wide streetscape between the curb and property line, resulting in a combined boulevard width of approximately 12.5 m along Plains Road.

2.2 Building Separation & Spacing

As noted previously, the proposed development includes windows and balconies on all elevations. Additionally, the proposed building includes inset balconies on the east and west side of the building to facilitate an appropriate separation distance and assist with transition with the neighbouring properties, noting that a balcony on the 2nd storey running along the west side of building is proposed to project into the side yard. It is noted that the Mid-Rise Guidelines recommend a minimum building separation distance of 15 m, with each development sharing a proportional amount of this space. As staff have not requested to modify the separation distance to a full 7.5 m, it is necessary that balconies are not permitted to project into the side yards to ensure an appropriate separation distance is maintained to assist with transition areas with neighbouring properties.

2.3 Built Form: Height & Massing

As previously mentioned, the proposed development includes amendments to both the existing zoning and Official Plan designations for increased height. The current Official

Plan (1997, as amended) policies for 'Mixed Use – General' permits a maximum building height of six storeys. The proposed development proposes a building of eight storeys.

Plains Road East does not currently have an established streetwall and has a deemed width right-of-way of 36m, as such, the maximum building height of the lower portion or podium should be limited to approximately 28.8m. Plains Road East is intended to host mix use buildings with mid-rise built forms with gradually taller buildings towards the Aldershot GO station. The proposed podium height is 7.5 m.

As previously discussed, the proposed development is in accordance with the Shadow Study Guidelines and Terms of Reference as well as the Pedestrian Level Wind Study Guidelines and Terms of References which consider the size of shadows and wind impact onsite and onto the surrounding streetscape, noting that staff have modified the development proposal to include rooftop amenity space, as such, a holding provision is recommended to be applied to the lands to ensure the completion of a revised Shadow Study and a revised Wind Study as result of changes to the built form.

The proposed building is approximately 54 m in length from east to west given the lot configuration. The façade design includes incorporates articulation and material variation to break down the perceived building mass and define the podium condition. As previously mentioned, the proposed building includes a 5.3 m step-back at storeys 3 to 8 from the lower podium. As previously noted, staff are not modifying the separation distance to a full 7.5 m, so it is necessary that balconies are not permitted to project into the side yards to ensure an appropriate separation distance and assist with transition areas of the neighbouring properties. Staff are recommending a modification to the proposal to ensure that balconies are not permitted to project into both side yards. It is noted that the proposed rear of the building includes stepbacks and that are generally in keeping with the 45 angular plane, with minor encroachments of the balconies into this space. It is noted that the proposed rear of the building includes stepbacks and that are generally in keeping with the 45 degree angular plane, with minor encroachments of the balconies into this space. Planning staff is of the opinion that proposed balcony projections into the front yard and rear yard (i.e. yard abutting a residential zone) are appropriate.

2.4 Street Level Design, Façade Articulation & Materials

The first storey features a minimum height of 4.5 m and incorporates generous glazing to enhance visual interest, passive surveillance, and the pedestrian experience. The proposed development provides multiple grade-related entrances, including one (1) primary residential entrance along the middle of the building onto Plains Road East. In addition, three (3) additional grade-related entrances are provided along the sides of the building, enhancing accessibility and pedestrian connectivity to the public realm.

2.5 Site Design, Open Space & Streetscaping

The proposed development has been designed to incorporate access points that respond to the street and existing transit services within walking distance. Pedestrian access has been prioritized within the site and proposed mid-rise form will result in a more pedestrian-oriented street along Plains Road East by way of a well-connected and enhance the public realm.

The underground parking access ramp, servicing and loading dock at the rear of the site are proposed to be screened from the adjacent uses by way of proposed landscape buffers. Loading spaces are proposed to be located at the rear of the proposed building. Staff is of the opinion that the proposed driveway and loading space setbacks from a residential zone are not appropriate and should be increased from 2.3 m to 3 m and have modified the proposal accordingly.

All the residential parking is proposed to be underground. The proposed underground parking access ramp, servicing and loading dock at the rear of the site are proposed to be screened from neighbouring residential uses through the use of required fencing and landscaped buffers and areas. Staff have modified the proposal to move back the below grade underground parking structure from the adjacent property line (LN5 zone) structure to ensure that appropriate space and soil depth is provided for landscape buffers to accommodate dense evergreen and/or deciduous plantings to screen the adjacent properties. Additionally, staff have modified the proposal to locate the ventilation shafts outside of the proposed landscape buffer to avoid conflicts with planting and preserve the effectiveness of the landscaped edge.

As previously mentioned, the proposed development does not include an appropriate amount amenity space, noting that the proposal provides outdoor amenity space at grade, indoor amenity space located on the ground floor as well as amenity space in the form of private unit balconies. Staff are recommending a modification to increase it to a minimum of 15 m^2 per unit. To assist in achieving 15m^2 per unit a modification is recommended to include provisions for rooftop amenity space.

As noted previously, the site is adjacent to a designated heritage building at 241 Plains Road East. Heritage staff suggest the exterior finishes associated with the podium of the proposed seniors' apartment complex utilize exterior finishes that provide a contrast between the Gallagher Farmhouse and the proposed new build. To achieve this, it is suggested that red brick be integrated into the exterior cladding of the podium.

3.1 Built Form: Transitions

Similarly to the previously analysis of the proposed building height and massing, staff is of the opinion that the proposed upper building portion meets the intent of the Zoning By-law and Official Plan. The proposed building includes step-backs along the front property line including a 5.3 m step-backs at storeys 3 to 8 from the lower podium to differentiate

the upper and lower portions of the proposed building. As noted previously, staff have concerns with compatibility in terms of the relationship between the proposed development and the adjacent properties, including low-rise residential properties at the rear of the site. Modifications are recommended to move the underground parking structure back from the northern property line to provide adequate landscape space to screen the proposed building from the existing residential neighborhood and allow for appropriate transition to be implemented between the proposed and existing built forms. Additionally, as previously mentioned, the proposed building meets the general intent of the submitted Pedestrian Level Wind and Shadow Study Guidelines.

The subject lands abut properties along the rear lot lines that are existing low-rise residential neighbourhood. Accordingly, as part of the application submission, the applicant provided a 45-degree Angular Plane analysis measured from the fixed grade at the rear lot line. Planning staff are satisfied that the proposed building is generally in keeping with the 45-degree Angular Plane requirement, with minor encroachments of the balconies into this space. In addition, the proposed building envelope has been secured through the implementing Zoning By-law by establishing appropriate minimum yards.

3.2 Upper Façade / Roof Design, Articulation & Materials

The proposed development includes windows and balconies on all elevations, including inset balconies of the east and west side of the building. Rooftop mechanical equipment and the mechanical penthouse will be integrated into the building form and screened as part of the overall architectural composition. The penthouse is proposed to be set back from roof edges and complies with the 45-degree Angular Plane requirement. As noted above, staff have modified the development proposal to include rooftop amenity space, and regulations have been added to ensure appropriate siting of rooftop amenity space.

Staff are of the opinion that the proposed development, as modified by staff, is in keeping with the overall objectives and intent of the applicable guidelines, noting that staff are recommending a number of modifications that are discussed in the above analysis and also described under report DGM-57-26.

10.0 Plains Road Corridor Urban Design Guidelines (2006)

The purpose of the Plains Road Corridor Urban Design Study is to refine the vision that the Plains Road Village Vision had been advocating and to create design guidelines to assist the City to direct future redevelopment of the roadway and adjacent lands. Plains Road has evolved from its original function as a toll road, to a Provincial Highway, to its present role as a municipal major arterial road.

The subject property is located within the Shadeland District which is defined as the segment of the Plains Road corridor between Cooke Boulevard and Filmandale Road. This District is characterized by an eclectic mix of land uses on the north side of the

corridor and primarily residential and home office uses on the south side. Urban design objective should concentrate on consolidating and infilling commercial/industrial uses and preserving and enhancing the residential and home commercial uses. Mature boulevard shade trees and existing landscaping along the corridor should be protected. Furthermore, the design guidelines under Section 5.2.5.2, indicate that existing street trees should be retained and interplanted with new trees spaced at 8 metres to “green” the corridor and to assist in traffic calming. The landscape treatment on private property should be harmonious with the existing character of the streetscape and should reflect and complement the existing residential properties.

Staff has completed a review of the proposed development based on the context identified in the Plains Road Design Guidelines (2006). Staff are of the opinion that the proposed development, as modified by staff, is in keeping with the overall objectives and intent of the applicable guidelines.

Recommendation Report Summary

SUBJECT: Official Plan and Zoning By-law Amendments for 517 Plains Road East

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-56-26

Wards Affected: 1

Date to Committee: September 15, 2026

Date to Council: September 29, 2026

Recommendation

Approve the applications for Official Plan and Zoning By-law Amendments, as modified by staff, submitted by Weston Consulting on behalf of the property owner, for an 11-storey mixed use building (plus mechanical penthouse); and

Approve Official Plan Amendment No.166 to the City of Burlington Official Plan 1997, as outlined in Appendix D of development and growth management report DGM-56-26, to amend the designation of the lands located at 517 Plains Road East to “Mixed Use Corridor – General” with site-specific policies; and

Deem that Official Plan Amendment No.166 is consistent with The Planning Act; and

Approve Zoning By-law 2020.526, as modified by staff and attached as Appendix E to development and growth management report DGM-56-26, to rezone the lands at 517 Plains Road East from the existing “MXG” zone to a site-specific “H-MXG-579“ zone; and

Deem that Zoning By-law 2020.526, as modified by staff, will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.166 is adopted; and

State that the amending Zoning By-law will not come into effect until Official Plan Amendment No.166 is adopted.

Executive Summary

Purpose of report:

- The purpose of this report is to provide Council with information concerning the applications for an Official Plan Amendment and a Zoning By-law Amendment at 517 Plains Road East, proposing an 11-storey mixed use building (plus mechanical penthouse), and recommend approval of the Official Plan and Zoning By-law Amendment applications, as modified.

Key findings:

- The applicants have applied for an Official Plan Amendment and Zoning By-law Amendment to facilitate the redevelopment of the subject lands for the proposed 11-storey mixed-use building (plus mechanical penthouse).
- The proposed amendments to the Official Plan designation would permit increased height from existing permissions of 2 to 6 storeys to 11-storeys as well as increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 4:41:1.
- Amendments to Zoning By-law 2020 are required for building height, floor area ratio (FAR), yards, amenity space, landscape buffers and landscape areas, vehicle access, non-residential floor area, balconies and terraces, privacy screening, driveways and parking setbacks, below grade parking structures, and bicycle parking.
- Staff are recommending approval of the proposed Official Plan Amendment and Zoning By-law Amendment, as modified by staff, based on the following:
    - The proposed amendments, as modified by staff, are consistent with the Provincial Planning Statement (2024);
    - The proposed amendments, as modified by staff, conform with the Regional Official Plan (2009, as amended), the Burlington Official Plan (1997) and the general intent of Burlington Official Plan (2020);
    - The proposed development, as modified by staff, would maintain the general intent of Zoning By-law 2020;
    - Staff is of the opinion that the proposed development, as modified by staff and outlined below, represents good planning,
    - Staff are recommending that the zoning by-law amendment application be modified as follows:
        - Vehicular access to Mary Street not be permitted.
        - Minimum floor area of 211 m^2 be required for non-residential uses.
        - The setback abutting Plains Road East for storeys 1-2 be decreased from 3.7 m to 3 m.
        - The setback abutting Plains Road East Road for storeys 3-8 be decreased from 6.7 m to 6 m.
        - The setback abutting Plains Road East for storeys 9-11 be decreased from 9.7 m to 9 m.

    - The rear yard abutting Mary Street be increased to 38.5 m and the west side yard abutting a residential zone be 5 m to provide for the location of the northwest corner of the building.
    - The west side yard be increased from 4.5 m to 5 m.
    - The east side yard be increased from 2.9 m to 5 m.
    - Minimum amenity space be increased from 8.8 m^2 per unit to 15 m^2 per unit with provisions for rooftop amenity space.
    - Balconies not permitted to project or encroach into a side yard and west side yard abutting a residential zone.
    - Privacy screens required on northwest side of balconies along northwest corner of the building.
    - Landscape buffers of 3 m are required abutting all residential zones, including abutting Mary Street.
    - Landscape area abutting Plains Road East adjusted from 0 m to 1.5 m.
    - Ventilation shafts and underground parking structures shall not permitted within landscape buffers.
    - Walkways shall not be permitted within required landscape areas.
    - Driveways and parking space setbacks have been revised to align with landscape buffers.
    - Below grade parking structures are required to be setback 3 m from Mary Street and north, east and west property lines.
    - Bicycle parking supply increased from 42 spaces to 106 spaces:
- Staff are recommending several Holding Provisions that are required to implement the proposal, including the submission of the following items:
  - A revised Functional Servicing Report;
  - A Land Use Compatibility Study; A Phase Two Environmental Site Assessment (ESA) and any subsequent environmental documents;
  - Written consent letter(s) from the neighbouring property owner(s) confirming any required injury and/or removal of trees has been submitted to the satisfaction of the Manager of Parks, Design and Construction;
  - A revised Shadow Study that contemplates rooftop amenity;
  - A revised Pedestrian Level Wind Study that contemplates rooftop amenity; and,
  - A revised Transportation Impact Study.

RECOMMENDATION:	Approval with modifications	***Ward:***	1

Application Details	***APPLICANT:***	Weston Consulting
	OWNERS:	BryDec Developments Inc.
	FILE NUMBERS:	505-06/26 and 520-06/26
	TYPE OF APPLICATION:	Official Plan Amendment and Zoning By-law Amendment
	APPLICANT'S PROPOSAL:	11-storey mixed use building (plus mechanical penthouse) consisting of 422 m^2 of commercial uses at-grade. A total of 179 residential units, including 5 residential units at grade and the remaining residential units in the storeys above.
Property Details	***PROPERTY LOCATION:***	North side of Plains Road East, west of Joan Street and south of Mary Street
	MUNICIPAL ADDRESS:	517 Plains Road East
	PROPERTY AREA:	0.31 ha
	EXISTING USE:	One-storey motel
Documents	***1997 OFFICIAL PLAN Existing:***	'Mixed Use Corridor – General'
	1997 OFFICIAL PLAN Proposed:	'Mixed Use Corridor – General' with site specific polices as amended
	2020 OFFICIAL PLAN Existing:	'Urban Corridor'
	2020 OFFICIAL PLAN Proposed	'Urban Corridor'
	ZONING Existing:	'Mixed Use Corridor – General' (MXG)
	ZONING Proposed:	'Mixed Use Corridor – General' (H-MXG-579) with site specific exceptions as amended
Processing Details	***APPLICATION SUBMITTED:***	June 1, 2026
	APPLICATION DEEMED COMPLETE:	June 1, 2026
	STATUTORY DEADLINE:	September 29, 2026

	PRE-APPLICATION COMMUNITY MEETING:	October 14, 2025
	STATUTORY PUBLIC MEETING:	September 14, 2026
	PUBLIC COMMENTS:	At the time of writing this report, 28 written public letters were received out of 153 notices.

Recommendation Report

Background

On June 1, 2026, the City acknowledged that complete applications had been received for an Official Plan Amendment and Zoning By-law Amendment for 517 Plains Road East (the "subject lands").

The purpose of these applications is to re-designate the subject lands from 'Mixed Use Corridor - General' to 'Mixed Use Corridor - General' with site specific polices under the in-effect Official Plan (1997, as amended), and to rezone the subject lands from 'Mixed Use Corridor - General' to 'Mixed Use Corridor - General' with site specific regulations. The proposed development also includes site specific amendments to the 'Mixed Use Corridor - General' designation and zone under the in effect Official Plan and Zoning By-law to facilitate:

- Increased Height - increase from the existing permissions of 2 to 6-storeys to 11-storeys (plus a mechanical penthouse);
- Floor Area Ratio – increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 4.41:1.

Amendments to Zoning By-law 2020 are required for reduced yards, amenity space, landscape buffers and landscape areas, vehicle access, non-residential floor area, balconies and terraces, privacy screening, driveways and parking setbacks, below grade parking structures, and bicycle parking.

Description of Subject Property and Surrounding Land Uses

The subject lands are located on the north side of Plains Road East, west of Joan Street and south of Mary Street. The property is currently developed with a one-storey motel (Knight's Inn).

Surrounding uses are as follows:

- North: The subject site abuts Mary Street and low-density residential development including single detached dwellings.
- East: The subject site abuts a commercial use and beyond is Joan Drive. Additional commercial uses are located further east of Joan Drive.
- South: The subject site abuts Plains Road East and directly across is a commercial plaza and Aldershot Village (a 6 storey seniors' residence and Burlington Public Library Branch at grade).
- West: The subject site abuts commercial uses to the west and Maplehurst Public School is located west of the site.

The Official Plan establishes the vision for a mid-rise built form along the Plains Road corridor up to 6 storeys in height, including consideration for compatibility and appropriate transition to existing uses. The mid-rise design guidelines contemplate mid-rise built form up to 11 storeys, and provide guidance on appropriate built form considerations required to address potential impacts of increased intensity of development. The Plains Road East corridor is changing towards a mid-rise built form context as a result of previous OLT decisions for properties located at 484 - 490 Plains Road East (National Homes) and 1010 Downsview Drive & 235 Plains Road East (Coletara). Through OLT proceedings developments were approved for mid-rise buildings ranging from 8 and 9 storeys to 11 storeys.

The subject lands are located in proximity to three Burlington Transit bus stops with access to Routes 1 (Plains – Fairview East) and 4 (Central). The property is also located within 3.2 km of the Aldershot GO Station, which has frequent weekday and weekend train and bus services.

Description of Applications

Weston Consulting has made applications on behalf of the landowner to amend the Official Plan and Zoning By-law for the properties located at 517 Plains Road East.

These applications propose amendments to the Official Plan (1997, as amended) and Zoning By-law (2020) to facilitate the development of an eleven (11) storey (plus a mechanical penthouse) mixed use building consisting of ground floor commercial uses and 179 residential units with access to Plains Road East.

The proposed development contains a total floor area ratio ("FAR") of 4.41:1 and a total gross floor area ("GFA") of approximately 13,574 m^2, consisting of approximately 442 m^2 of commercial uses at grade and approximately 13,132 m^2 of residential uses. The residential component includes a total of 179 dwelling units, comprising 138 (77%) one-bedroom and 40 (22%) two-bedroom unit sizes and 1 (1%) three-bedroom unit sizes. The proposed development also includes approximately 1,575 m^2 of amenity space (approximately 8.8 m^2 per unit), consisting of 50 m^2 of outdoor amenity space at grade as well as 1,525 m^2 of amenity

space in the form of private unit balconies. In total, 105 vehicle parking spaces are proposed, of which 15 spaces are proposed for non-residential uses. Additionally, a total of 42 bicycle parking spaces are proposed.

Planning staff are recommending modifications to the proposed development as outlined below and in Appendix F – Detailed Planning Analysis.

Analysis

Discussion: Policy Analysis

The proposed Official Plan Amendment and Zoning By-law Amendments are subject to the following policy framework: *Planning Act*; Provincial Planning Statement (2024); Halton Region Official Plan (ROP, 2006, as amended); City of Burlington Official Plan (1997, as amended); and City of Burlington Official Plan (2020).

Staff are of the opinion that the proposed applications, as modified by staff, are consistent with and conform to the applicable policy framework and represent good planning, as discussed below and under Appendix F – Detailed Planning Analysis.

Housing

In accordance with Section 2.2, 1. of the Provincial Planning Statement (PPS, 2024), planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, for instance, permitting and facilitating all types of residential intensification, including the development and redevelopment of underutilized lands for residential use, development and introduction of new housing options within previously developed areas, and redevelopment as well as prioritizing intensification, in proximity to transit, including corridors and stations. Similarly, Section 84 and 85 of the Regional Official Plan (ROP) indicates that the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs and some of the objectives include: to make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods. Section 75 of the ROP projects for the City of Burlington, a population target of 240,050 people as well as a density target of 20,500 new Housing Units in the Built-Up Area between 2022 and 2041. Furthermore, in accordance with Section 86, (6) of the ROP, the percent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings is to be at least 65 per cent to 2031 and at least 75 per cent each year thereafter.

The proposed development consists of housing intensification proposes the redevelopment of the subject lands from a one-storey motel to an 11-storey mixed-use building with 179 residential units and ground floor non-residential uses that are envisioned to serve the site and surrounding community.

Section 3.1.1(2)(g) of the City of Burlington Official Plan (2020) ("OP 2020") and the City's Strategic Plan, directed the City to develop a city-wide housing strategy to, among other things, support the Region of Halton's Housing Strategy; describe the current range and mix of housing in the City; establish city-wide housing objectives; examine opportunities for partnerships to increase the supply of affordable housing; and, to develop minimum targets in support of achieving the region of Halton's housing mix. The Burlington Housing Strategy and the Annual Housing Targets (Appendix B to the Housing Strategy) were approved by City Council on June 21, 2022. The City's Housing Strategy provides a roadmap for addressing local housing needs and increasing housing options that meet the needs of current and future residents at all stages of life and at all income levels. The Housing Strategy identifies 12 Actions to move toward the vision for housing in Burlington. It provides a set of action-oriented housing objectives (Themes) and an associated implementation plan.

One of the housing objectives (Theme 2) of the Housing Strategy is to Support a Broad Variety of Housing Types and Forms to increase housing options that meet the needs of all current and future residents at all stages of life. This theme describes that there is an important need to diversify the existing housing stock to include additional semi-detached, townhouse, mid-rise, high rise, and alternative housing forms as the City's current housing stock is primarily composed of single-detached dwellings. Furthermore, Action 4 of the Housing Strategy established minimum targets around housing that builds upon the policies of OP 2020 and uses the findings of the Housing Strategy Project. These targets are appended to the Housing Strategy and establish that out of all new dwellings annually in the City, new apartments in the City should make up 80 per cent split between 55 per cent allocated for 1- and 2-bedroom dwellings and 25 per cent allocated for 3-bedroom and more. The proposed development includes a breakdown of 77 per cent of 1-bedroom units, 22 per cent of 2-bedroom units and 1% 3-bedroom unit sizes.

Staff is of the opinion that the proposed development housing type and size contributes to an increased number of housing options to meet the needs of current and future residents in the City of Burlington.

Development Built Form and Intensification Criteria

In accordance with Section 2.4.1(3) of the Provincial Planning Statement (PPS), planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas as well as permit development and

intensification within these to support the achievement of complete communities and a compact built form.

In accordance with the Official Plan, 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. Capability exists to provide adequate buffering and other measures to minimize any potential impacts. The OP 2020 further describes that, the development shall achieve built form compatibility, achieve high quality urban design and provide buffering, setbacks and amenity area so that an appropriate transition between existing and proposed buildings is provided. The applications intend to amend the existing 'Mixed Use Corridor - General' designation to permit an increased maximum building height of 11-storeys (plus mechanical penthouse) and an increased maximum floor area ratio (FAR) of 4.41:1. Additionally, they propose to rezone the current "MXG" zone to a "MXG" zone with site-specific amendments as later discussed in the Zoning By-law 2020 section of this analysis and under Appendix F – Detailed Planning Analysis.

The subject lands abut an existing low-rise residential neighbourhood. As part of the application submission the applicant provided a 45-degree Angular Plane analysis. Planning staff are satisfied that the proposed building complies with the 45-degree Angular Plane requirement, with the building form including balconies fitting into this space.

Staff is of the opinion that the proposed building, with the recommended modifications, will be compatible with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage as outlined further under the below analysis of the Zoning By-law and applicable Urban Design Guidelines including the Mid-Rise Building Guidelines, Pedestrian Level Wind Study Guidelines and Shadow Study Guidelines.

Urban Forestry

In accordance with Section 142. (7) of the ROP, one of the objectives is to promote tree planting in urban areas for the purposes of improving air quality, sequestering carbon dioxide and reducing energy use through shading and sheltering. Section 147. (5) of the ROP further describes that, it is policy of the Region to recognize and protect trees as a renewable natural resource essential to the health and welfare of Halton residents, wildlife and rural environment, and to this end support municipalities in requiring that all development proposals, to the maximum degree possible, preserve existing trees and plant additional trees in accordance with good forestry management practice as well as require as part of all development proposals to submit, an inventory of trees on site and a tree saving and planting plan. Similarly, OP 2020 describes that proponents of a development application may be required to submit and implement an Arborist Report, and/or a Tree Inventory and Preservation Plan (TIPP). As part of the development application, the applicant provided an Arborist Report, a Conceptual

Landscape Plan as well as TIPP which depicts the proposed tree removals, preserved trees and newly proposed trees.

A total of six (6) trees were inventoried and assessed within the Arborist Report received, of which four (4) are located on neighbouring properties, and the remaining two (2) are located on the public right-of-way along Plains Road. Based on the results of the tree impact analysis, it was determined that one (1) tree is recommended for removal due to proposed construction impacts, three (3) trees are recommended for injury and two (2) trees are recommended for preservation to facilitate the proposed development. City Urban Forestry staff have indicated concerns with the removal of municipal tree (Tree #2), that being the Norway Maple tree located on the front south-east corner of property.

Planning staff is of the opinion that the design and configuration of the underground parking structure can be recessed/bumped-in in the vicinity of the municipal tree to keep it outside of its minimum tree protection zone (mTPZ) and preserve the majority of its root zone. Additionally, Urban Forestry staff have indicated concerns regarding adjoining and/or adjacent owner(s) and potential impacts to their trees from the proposed development. City staff are recommending a holding provision be included on the lands to address the requirement of a letter of consent for trees being removed and/or injured that are located on, or impacting, neighbouring properties as outlined under Appendix E - Draft Zoning By-law Amendment.

Holding Provisions

Through the review of the applications, staff have identified several Holding Provisions that are required to implement the proposal, including the submission of the following items:

- A revised Functional Servicing Report;
- A Land Use Compatibility Study;
- A Phase Two Environmental Site Assessment (ESA) and any subsequent environmental documents;
- Written consent letter(s) from the neighbouring property owner(s) confirming any required injury and/or removal of trees has been submitted to the satisfaction of the Manager of Parks, Design and Construction;
- A revised Shadow Study that contemplates rooftop amenity;
- A revised Pedestrian Level Wind Study that contemplates rooftop amenity; and,
- A revised Transportation Impact Study.

These Holding Provisions have been included as part of the recommended Draft Zoning By-law attached as Appendix E.

Zoning By-law

The subject lands are currently zoned ‘MXG’ (Mixed Use Corridor – General) under Zoning By-law 2020 as amended (as shown on Appendix A – Existing Zoning). The MXG zone permits a broad range of service commercial uses, office, community, automotive, entertainment and recreation uses, as well as limited range of retail commercial uses and residential uses, including apartment buildings and retirement homes with a maximum building height of 6 storeys and a Floor Area Ratio of 1.5:1.

The application requests a Zoning By-law Amendment to rezone the subject lands from ‘MXG’ to ‘MXG’ (‘Mixed Use General’ with site-specific regulations) to facilitate the development of an eleven (11) storey (plus a mechanical penthouse) mixed-use building consisting of ground floor commercial uses and 179 residential units in the storeys above.

As per the analysis provided of the Zoning By-law 2020 under Appendix F – Detailed Planning Analysis, staff is of the opinion that the proposed amendments, as modified by staff, are consistent with Provincial directions, conform to the Regional Plan and conform with the Local Official Plans and are appropriate for the subject lands.

Technical Review

The applications were circulated to internal staff and external agencies on July 3, 2026, for review. The following are summaries of the comments received:

City of Burlington – Finance – Staff requests that taxes must be paid on parcels associated with this file. This includes all outstanding balances plus current year taxes that have been billed but not yet due.

City of Burlington – Development Engineering – Staff have no objection to the Official Plan and Zoning By-law Amendment applications provided that the applicant agrees to a holding zone designation for the subject lands. The holding would require a Phase Two Environmental Site Assessment to be submitted and will allow the applicant and staff to accept and review the required materials during the subsequent stages of review.

Planning Staff Comment: Planning staff have included a holding provision under the amending by-law attached as Appendix E – Draft Zoning By-law Amendment, to address the requirement of Phase Two Environmental Site Assessment.

City of Burlington – Urban Forestry and Landscaping – Urban Forestry and Landscaping staff have indicated concerns with the overdig required for the installation of the shoring wall for the parking structure foundation and the proposed limits of the underground parking garage structure. Removal and/or injury (work within tree mTPZs) of trees on neighbouring properties and on a shared property line (boundary trees) will require consent from the adjoining and/or adjacent owner(s). Staff note the following addresses of concern: 511 Plains Rd. E. (Tree #6), 527 Plains Rd. E. (Tree #3), and possibly 524/532 Mary St. (Tree #4), depending on potential overdig impacts. Forestry staff have requested the applicant submit a document in writing from adjoining and/or adjacent owner(s) that there are no concerns with the proposal for those

trees. The City's Public Tree By-law 098-2025 is applicable to the proposed development and based on the current proposal a tree permit would be required for Trees #1 and #2. Consider a recess/bump-in of the parking garage in the vicinity of the Tree #2 to preserve the majority of its root zone. Staff have recommended locating the underground parking structure with a minimum 3.0 m setback from the property line to support the long-term viability of the proposed buffer planting and provide adequate soil volumes for healthy plant growth. This setback would also help minimize potential impacts on landscape areas during future underground parking maintenance activities and reduce impacts to existing mPTZ's of existing neighbouring trees. In addition, air intake shafts should be located outside of the proposed landscape buffer to avoid conflicts with planting and preserve the effectiveness of the landscaped edge.

Planning Staff Comment: The above comments have been taken into consideration. Planning staff is of the opinion that the underground parking structure can be recessed/bumped-in in the vicinity of the municipal tree to keep it outside of its minimum tree protection zone (mTPZ) and preserve the majority of its root zone. Further, the proposed development has been modified to move back the underground parking structure back from the property line to provide adequate landscape space to screen the proposed building from the existing residential neighborhood. City staff are recommending a holding provision be included on the lands to address the requirement of a letter of consent for trees being removed and/or injured that are located on, or impacting, neighbouring properties as outlined under Appendix E - Draft Zoning By-law Amendment.

City of Burlington – **Parks and Open Space** – Parks wishes to collect cash in lieu of parkland (CILP), with CILP charged at the rate in effect at the time of building permit issuance. Realty Services will be able to provide further details with respect to the amount and calculations**.**

City of Burlington – **Transportation Planning** – Staff support the applications with the proposed land use and density. The transportation network can accommodate the increased multi-modal volumes without significant negative impact. However, Transportation planning staff have indicated concerns with the proposed vehicle access on Mary Street and the infiltration of commercial traffic into the neighbourhood. Staff recommend the site be reconfigured to remove the access from Mary Street and have a single access from Plains Road to support the proposed residential and commercial uses. Staff have indicated that a revised Transportation Impact Study is required to provide a robust analysis of the impact to the transportation network and identify areas for improvement of the surrounding network with both residential and non-residential traffic ingress and egress from Plains Road East. Staff are recommending that a holding symbol be placed on the subject lands to allow the Applicant to provide for Staff review and acceptance of the required materials.

City of Burlington – Engineering Services – Accessibility – no comments.

City of Burlington – Fire – no comments.

City of Burlington – Heritage Planning – no comments.

City of Burlington – Zoning – Amendments required to the Zoning By-law have been identified and included as part of the amending by-law under Appendix E – Draft Zoning By-law Amendment to reflect the proposed development.

Halton Region – Staff have outlined that updates to the Functional Servicing and Stormwater Management Report (FSR) to address outstanding servicing capacity matters. Regional waste requirements concerning private waste collection may be addressed through the Site Plan approval process. Staff outlined that if the FSR is not revised, then it is recommended that this zoning amendment only be approved with a holding provision applied to it in relation to a revised FSR.

Planning Staff Comment: Planning staff have included a holding provision under the amending by-law attached as Appendix E – Draft Zoning By-law Amendment, to address the requirement of the outstanding Regional servicing concerns.

Halton Police – no comments.

Conservation Halton - The subject property is not regulated by CH. Given the size, we defer stormwater management review to the City.

Halton Catholic District School Board – No objections to the application. In terms of school accommodation, if the residential development were to proceed today, elementary students generated from the development would be accommodated at Holy Rosary (B) CES. Secondary school students would be directed to Assumption CSS. Staff require conditions to be placed in subsequent agreements (e.g. Subdivision, Condominium, and Site Plan) and are to be fulfilled prior to final approval.

Halton District School Board – No objections to the application. The Halton District School Board has provided an overview of the potential impact of this development application on student accommodation needs. Education Development Charges (EDC) are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits that are additional to the maximum unit yield, which is specified by the Subdivision Agreement, are subject to EDCs prior to the issuance of a building permit, at the rate in effect at the date of issuance.

Burlington Hydro – staff have reviewed the applicable documents provided, specifically the architectural drawings and site servicing plan. From these, we cannot identify any hydro servicing related issues. As this is a residential development, we will be able to notify BHI planning. However, for a more detailed review, we would request the applicant to provide these in the official application:

- Electrical distribution system within the area may have capacity constraints. System Expansion may be required to bring new distribution feeder(s) to the area. We recommend the developers to set up a meeting with BHI.
- BHI will require easements to any assets located on private property.

Planning Staff Comment: Planning staff is of the opinion the above comments may be addressed by way of the subsequent Site Plan application.

Enbridge Gas – No comments.

CN – The subject site is within 1,000 metres of a CN rail yard operations. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. To address the proximity of the rail yard operations to the proposed development, CN has requested conditions that can be implemented at the Site Plan stage. Additionally, CN has been circulated the noise and vibration study and no comments have been provided.

Imperial Infrastructure – No comments. There is no Imperial infrastructure in the vicinity of the subject lands.

Rogers Communications – No comments.

Sun-Canadian Pipeline – No objections. Sun-Canadian Pipe Line does not operate any facilities in the described Plan area.

Metrolinx – No comments. The subject lands fall outside of the designated Metrolinx review zones.

Recommendation Details

- The proposed amendments, as modified by staff, are consistent with the Provincial Planning Statement (2024);
- The proposed amendments, as modified by staff, conform with the Regional Official Plan (2009, as amended);
- The proposed amendments, as modified by staff, maintain the general intent of the Burlington Official Plan (1997) and have appropriate regard for Burlington Official Plan (2020);
- The proposed development, as modified by staff, maintains the general intent of Zoning By-law 2020.

Key Dates & Milestones

- Pre-Application Community Meeting: October 14, 2025
- Application submitted: June 1, 2026
- Application deemed complete: June 1, 2026
- Statutory public meeting: September 15, 2026

- Statutory deadline: September 29, 2026

Implications

Financial

All application fees have been received in accordance with the Development Application Fee Schedule.

Climate

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The Plan identifies seven implementation programs, including, programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; encourage the adoption of electric mobility and equipment through personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion.

As part of the Official Plan and Zoning By-law Amendment application, the applicant was required to provide consideration to the Sustainable Building and Development Guidelines (2018) which provide an overview of the required and encouraged sustainable design measures for new development across the City. The applicant submitted a Sustainable Building and Development Guidelines Checklist which includes consideration to the guidelines. A detailed review of the Sustainable Building guidelines has been included under Appendix F – Detailed Planning Analysis. Staff is of the opinion the proposed development proposal complies with the required Sustainable Building and Development Guidelines and therefore the development considers the City of Burlington Climate Action Plan to support the City's climate considerations.

Engagement Matters

The applicant held a virtual Pre-Application Community Consultation Meeting on October 14, 2025, prior to the submission of the application. The applicant, Mayor Meed Ward, Councillor Galbraith, and Planning Staff also attended the meeting.

A notice sign was posted on the subject lands on July 10, 2026. A public notice of the Official Plan and Zoning By-law Amendment application was mailed to 153 addresses, which includes all property owners within 120 metres of the subject lands.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/517plains. This webpage provides information about the subject application including dates of public meetings, links to supporting studies, and contact information for the applicant's representative and Community Planning Department.

As of the writing of this report, 28 written public comments have been received by staff with respect to the subject application in objection to the proposal. The public comment received to date has been included under Appendix C – Public Comments. Below is a summary of the comment themes, including responses by staff:

Comment Theme	**Staff Response**
Traffic / Parking Supply /Vehicular Access from Mary Street / Pedestrian Safety	Transportation Planning Staff have reviewed the proposed development and have confirmed the transportation network can accommodate the increased multi-modal volumes without significant negative impact. However, staff have concerns with the proposed vehicle access on Mary Street and the infiltration of commercial traffic into the neighbourhood. Staff are recommending the site be reconfigured to remove the access from Mary Street and have a single access from Plains Road to support the proposed residential and commercial uses. Additionally, staff have indicated that a holding zone be placed on the subject lands. The holding zone would require an updated Transportation Impact Study to be submitted to reflect changes required to the site to facilitate residential and non-residential traffic from Plains Road East. It is noted that the subject lands are within the 'Plains Road Corridor Residential Parking Exemption Area' in accordance with Diagram 1B under Zoning By-law 2020. As such, the minimum residential and visitor parking

	requirements of Zoning By-law No. 2020 would not apply. With respect to non-residential parking requirements, the applicant is proposing sufficient parking on site and has not requested relief from the parking regulations set out in Zoning By-law 2020. Pedestrian and school safety has been raised an issue with regards to proposed access to the site. Staff are recommending a modification to restrict access to Plains Road. This should also address concerns raised around the interaction between pedestrians / students and vehicles in the neighborhood.
Height / Intensity / Neighbourhood Compatibility / Transition / Scale / Massing / Setbacks / Buffers / Privacy / Overlook / Wind Impact	The proposed development achieves compatibility with the urban character of the Plains Road East corridor. Staff have concerns with compatibility in terms of the relationship between the proposed development and the adjacent properties, including low-rise residential properties at the rear of the site. Modifications to the application, as submitted, are recommended to increase building separation between the east and west properties, as well as moving the underground parking structure back from Mary Street and north, east and west property lines to provide adequate landscape space to screen the proposed building from the existing residential neighborhood and allow for appropriate transition to be implemented between the proposed and existing built forms. Privacy screening is also recommended for the balconies that are located on the southwest corner of the building to mitigate potential overlook concerns with neighbouring residential properties. Additionally, it is recommended by staff that balconies not be permitted to project or encroach into a side yard. The applicant submitted a Wind Impact Study in support of the applications. City staff have no concerns with the studies as the

	study has demonstrated the proposed development will have wind conditions at ground level and on the balconies that are expected to meet wind safety criterion.
Construction Impacts	The applicant submitted a Construction & Mobility Management Plan and Geotechnical Report in support of the applications. Development Engineering staff have reviewed the materials and have not identified any concerns. It is noted that the applicant and staff will review and refine the materials during the future Site Plan process.
Requested Zoning Amendments and Conformity with City's Zoning By-law	Staff have reviewed the application within the context of appealable policy and regulations and have recommended modifications to ensure the amendments are appropriate and conform to zoning regulations.
Land use Compatibility	The applicant submitted a Noise and Vibration Study in support of the applications. Development Engineering staff have reviewed the materials and have not identified any concerns with the study, noting additional review and refinements can be made as part of the Site Plan process. I t is noted that the proposed development is within 1,000 metres of a CN rail yard operations. Based on the proximity to the CN rail yard, the applicant will be required to provide a Land Use Compatibility Study, including the completion of an air quality study in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. Additionally, to address the proximity of the rail yard operations to the proposed development, CN has requested conditions that can be implemented at the Site Plan stage.
Proposed Unit Mix / Affordable Housing / Size of Residential Units	The application proposes to redevelop underutilized land for the purpose of providing both housing opportunities and mix of uses intended to provide neighbourhood amenities.
Amount of proposed commercial space	The proposed development includes non-residential space on the ground floor. The

	proposed space is intended to accommodate small-scale retail, service commercial, and personal service uses that will serve the day-to-day needs of area residents and contribute to an active and pedestrian.
Impacts on water table	Staff have reviewed the materials submitted with the application and have not identified any concerns related to the water table or the appropriateness of providing underground parking. As part of the future site plan process the applicant and staff will address any considerations around detailed design.

References

The applicant has submitted the following materials in support of the subject applications:

- **Cover Letter** prepared by Weston Consulting Landwise dated April 2, 2026.
- **Complete Application Form** signed February 23, 2026.
- **Planning Justification Report** prepared by Weston Consulting dated April 2026.
- **Site Survey** prepared by A.T. McLaren Ltd. dated November 7, 2025.
- **Conceptual Site Plan and Architectural Plans** prepared by Lima Architects Inc. dated March 5, 2026.
- **Shadow Study** prepared by Lima Architects Inc. dated November 2024.
- **Housing Impact Statement** prepared by Parcel Economics dated February 27, 2026.
- **Pedestrian Wind Comfort Study** prepared by RWDI dated March 12, 2026.
- **Functional Servicing Report and Stormwater Management Report** prepared by S. Llewellyn & Associates Limited dated March 2026.
- **Geotechnical Report** prepared by EXP dated March 23, 2026.
- **Servicing and Grading Plans** prepared by S. Llewellyn & Associates Limited dated March 5, 2026.
- **Noise and Vibration Study** prepared by dBA Acoustical Consultants dated January 2026.
- **Transportation Impact Study and Transportation Demand Management Plan** prepared by UrbanTrans Engineering dated March 3, 2026.
- **Arborist Report, Tree Inventory and Preservation Plan** prepared by Kuntz Forestry Consulting Inc. dated January 27, 2026.
- **Conceptual Landscape Plan** prepared by Weston Consulting dated March 6, 2026.
- **Phase One Environmental Site Assessment** prepared by EXP dated January 22, 2026.

- **Construction and Mobility Management Plan** prepared by Zel Consulting dated February 2, 2026.
- **Environmental Site Screening Questionnaire** signed April 2, 2026.
- **Waste Management Brief** prepared by Weston Consulting dated February 2026.
- **Urban Design Brief** prepared by Weston Consulting dated March 2026.
- **BUD Meeting Minutes** prepared by City of Burlington dated September 9, 2025.
- **Height Survey** prepared by Weston Consulting dated March 4, 2026.
- **Pre-consultation Meeting Package** prepared by City of Burlington dated June 18, 2025.
- **Sustainable Building and Development Design Guidelines Checklist** prepared by Weston Consulting dated March 9, 2026
- **PIN Report for 517 Plains Road East** dated March 3, 2026.

The supporting documents have been uploaded on the City's website for the subject application which can be found on the following link www.burlington.ca/517plains.

Conclusion

Staff have evaluated the applications for Official Plan Amendment and Zoning By-law Amendment for 517 Plains Road East in accordance with all applicable policies, regulations, and guidelines, and have given consideration to the comments received from technical reviewers and the public. Staff is of the opinion that the proposed development, as modified by staff, is consistent with the Provincial Planning Statement (2024); conforms with the Region of Halton Official Plan; and maintains the general intent of the policies of the City of Burlington Official Plan (1997, as amended) and City of Burlington Official Plan (2020). Staff are therefore recommending approval, with modification, of the subject applications.

Strategic Alignment

☑ Designing and delivering complete communities
☐ Providing the best services and experiences
☑ Protecting and improving the natural environment and taking action on climate change
☐ Driving organizational performance

Author:

Mark Johnson, RPP, MCIP
Senior Planner, Community Planning Department
905-335-7600 Ext. 7954
mark.johnson@burlington.ca

Appendices:

A. Existing Zoning
B. Concept Plan
C. Public Comments
D. Draft Official Plan Amendment
E. Draft Zoning By-law Amendment
F. Detailed Planning Analysis

Draft By-laws for Approval at Council:

- Draft By-laws to Council on September 29, 2026 (subject to subsequent appeal period prior to coming into force and effect).

Notifications:

Weston Consulting (c/o Martin Quarcoopome)

BryDec Developments Inc.

Report Approval:

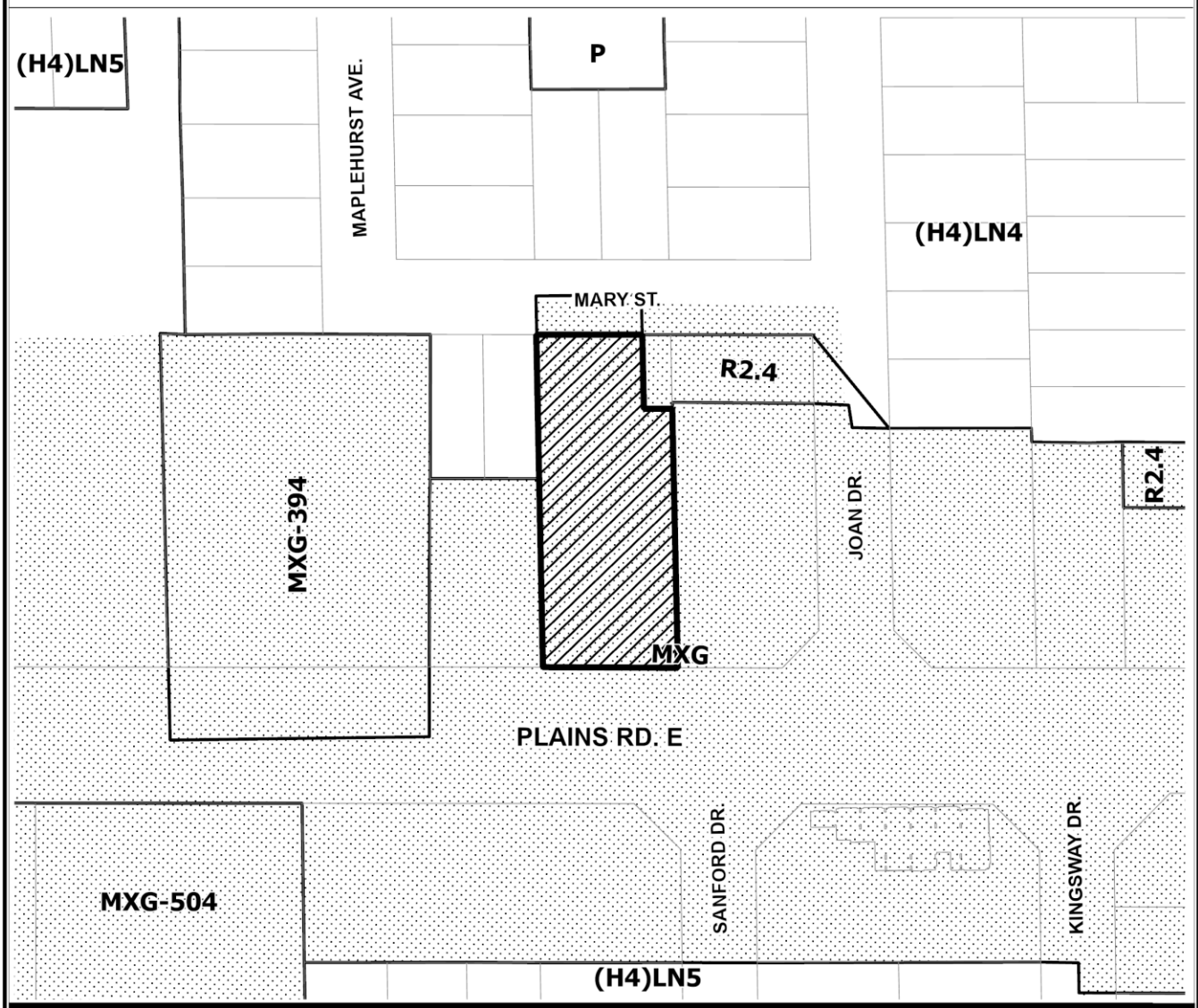
All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer

Sketch No. 3

EXISTING ZONING

Applications have been submitted to amend the Official Plan and Zoning By-law to permit the development of an 11-storey building with 179 residential units and eight commercial units. The proposal includes two levels of underground parking, including 105 vehicle parking spaces and 42 bicycle parking spaces, and vehicular access is proposed from Mary Street.

SUBJECT PROPERTY PARKING EXEMPTION File Nos. 505-06/26 and 520-06/26



GENERAL ZONING LEGEND

Low Density	Medium Density	High Density	Mixed Use	Commercial	Employment	Other
H4(LN4) H4(LN5) R2.4			MXG			P

Date: June 02, 2026
Community Planning Department

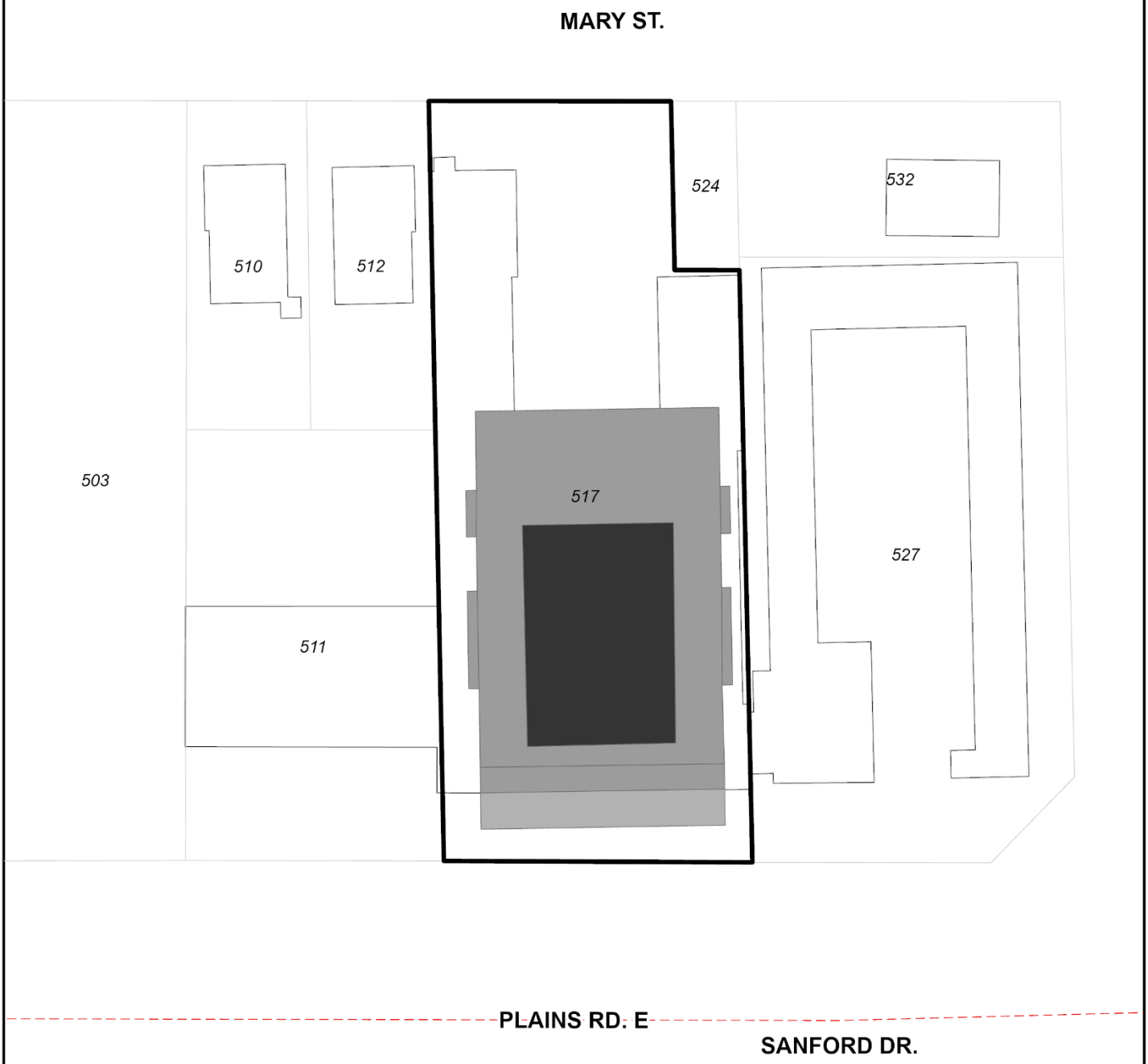
TERANET CITY OF Burlington

Sketch No. 1

CONCEPT PLAN

Applications have been submitted to amend the Official Plan and Zoning By-law to permit the development of an 11-storey building with 179 residential units and eight commercial units. The proposal includes two levels of underground parking, including 105 vehicle parking spaces and 42 bicycle parking spaces, and vehicular access is proposed from Mary Street.

SUBJECT PROPERTY — Bus Routes — Bus Stops — File Nos. 505-06/26 and 520-06/26



Date: 2026-06-02

Community Planning Department

0 10 20 30 40
Meters

From: [redacted]
To: Johnson, Mark
Subject: 505-06/26 & 520-06/26
Date: Thursday, June 11, 2026 4:19:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I am writing to formally and vehemently oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident at [redacted] Ave which is located directly up the street to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school situated behind my home. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers, of which my family is one. Many others are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children, and by neighborhood children who love riding their bikes and playing ball on a quiet street (my children included). This is such an important part of their childhood.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied. The same is true for children playing out front their homes.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Thank you for considering my comments and concerns,

Ginnie Lang

Darshan Kakadiya

[redacted]

Burlington, ON, L7T 2V3

[redacted]

[redacted]

To: City Building Department / Planning & Development Committee

City of Burlington

PO Box 5013, 426 Brant St.

Burlington, ON L7R 3Z6

Date: 23 June 2026

Dear Mark/Planning and Development Committee,

Subject: Comments Regarding Development Application – 517 Plains Road East (File: 505-06/26 and 520-06/26)

I am writing on behalf of me and my wife, Khushbu Kakadiya, as the owners of [redacted], Burlington, which is directly adjacent to the proposed redevelopment at **517 Plains Road East**.

While I recognize the City's objective of providing additional housing opportunities, I have significant concerns regarding the scale of the proposal and its impact on the surrounding residential neighbourhood. I respectfully request that the following comments be considered as part of the review process.

<u>Vehicular Access from Mary Street:</u>

My strongest concern is the proposal to direct vehicular access to the development through Mary Street.

Mary Street is a local residential street intended to serve existing residents and families. It is not designed to function as the primary access route for a high-density development consisting of approximately 179 residential units and 8 commercial units. Introducing the primary access point for a development of this scale onto Mary Street would fundamentally alter the character of the street and result in increased traffic volumes, congestion, noise, and safety concerns for existing residents.

The existing motel property has historically been accessed from Plains Road East, and neighbouring commercial properties along this corridor are similarly accessed from Plains Road East. We would appreciate clarification regarding why access from Plains Road East is no longer being pursued and what alternatives were evaluated before selecting Mary Street as the preferred access route.

I strongly oppose the proposed vehicular entrance from Mary Street and respectfully request that the City require the applicant to pursue access from Plains Road East or demonstrate through detailed technical studies why such access is not feasible.
In addition, a vehicular entrance on Mary Street will create ongoing impacts for nearby residents, including vehicle headlights shining directly toward neighbouring homes during evening and nighttime hours, increased noise from vehicle movements, and reduced enjoyment of adjacent residential properties.

A comprehensive Traffic Impact Study should be required that specifically evaluates impacts on Mary Street, including:

- Projected traffic volumes and turning movements;
- Peak-hour congestion;
- School-related traffic conditions;
- Pedestrian and cyclist safety;
- Emergency vehicle access; and
- Long-term operational impacts on the surrounding residential neighbourhood.

Parking Supply and Spillover Parking:

I am concerned that the proposed parking supply may not adequately accommodate residents, visitors, service vehicles, deliveries, and commercial uses associated with a development of this size.

Where parking demand exceeds available supply, the result is often spillover parking onto nearby residential streets. Mary Street already has limited on-street parking availability, and additional pressure from residents and visitors would negatively impact existing homeowners.

In addition, Mary Street does not have dedicated pedestrian sidewalks along portions of the street. Residents, children, and visitors frequently walk along the roadway itself. If spillover parking occurs as a result of insufficient on-site parking, parked vehicles will further reduce the available roadway width and may force pedestrians to walk farther into the travel lane to navigate around parked vehicles. This creates an increased safety risk for children, seniors, families, and other pedestrians using the street.

For this reason, the potential impacts of spillover parking should be evaluated not only from a parking capacity perspective but also from a pedestrian safety perspective.
I request that the City carefully review the parking demand assumptions and assess whether the proposed parking supply is sufficient for the long-term needs of the development.

Height, Density and Neighbourhood Compatibility:

The application seeks significant amendments to both the Official Plan and Zoning By-law.
The site is currently subject to a planning framework that permits a **maximum building height of 6 storeys and a maximum Floor Area Ratio (FAR) of 2.0**. The current application seeks to increase the permitted **building height to 11 storeys** and more than double the permitted density by increasing the **FAR from 2.0 to 4.41**.

These requested increases represent a substantial departure from the planning framework currently applicable to the site. While I understand the site is located within an Urban Corridor designation intended to accommodate growth, the proposal substantially exceeds both the currently permitted height and density contemplated under the City's planning policies.

The requested increase in FAR from 2.0 to 4.41 represents a significant intensification on a relatively small site. I respectfully request that the City carefully evaluate whether the scale of development can be accommodated without adverse impacts on traffic, parking, pedestrian safety, infrastructure, privacy, servicing capacity, and neighbourhood compatibility.

Pedestrian and School Safety:

There is a nearby school within walking distance of the site, and the area is regularly used by children, families, pedestrians, and cyclists.

The introduction of significantly increased traffic volumes on Mary Street raises concerns regarding pedestrian safety, particularly during **school drop-off and pick-up periods**. Any traffic review should include a detailed assessment of impacts on school-related pedestrian activity and identify measures necessary to maintain a safe environment for children and families.

We would also appreciate confirmation that the **appropriate school boards and public agencies have been consulted regarding the potential impacts** of a development of this scale on local community infrastructure.

Setbacks, Buffers and Privacy:

The application seeks not only increases in height and density but also reductions to setbacks, landscape buffers, and amenity areas.

These standards exist to ensure compatibility between larger developments and adjacent residential properties. Reducing these protections while simultaneously increasing height and density compounds the impact on neighbouring homes.

As an immediately adjacent property owner, I am concerned about overlook, privacy loss, visual impacts, and the overall compatibility of an 11-storey building adjacent to established residential properties.

I request that the City require:

- Increased setbacks where possible;
- Meaningful landscape buffers;
- Privacy fencing and screening;
- Building step-backs adjacent to residential properties; and
- Design measures that minimize overlook into neighbouring homes and yards.

Given the proposed increase in height, I would appreciate **confirmation that shadow studies** have been completed and that the findings will be made available to neighbouring residents as part of the public consultation process. We understand that shadow studies are typically prepared for March 21, June 21, September 21 and December 21, and we would appreciate the opportunity to review those findings as part of the public consultation process. I would also appreciate access to any Traffic Impact Study, Parking Study, Shadow Study, Urban Design Report, and Planning Justification Report submitted in support of this application.

Construction Impacts:

Given the close proximity of the proposed development to existing homes, any approval should include requirements for:

- Pre-construction condition surveys of adjacent properties;
- Vibration monitoring during excavation and construction;
- Dust-control measures and regular street cleaning;

• Construction traffic management plans; and

• Ongoing communication with nearby residents throughout the construction period.

I also request that I **be included in all future notices, meetings, reports, and correspondence** related to this application.

In summary, **I strongly oppose the proposed vehicular access from Mary Street** and have **significant concerns regarding the requested amendments to both the Official Plan and Zoning By-law**. The proposal seeks to increase the permitted height from 6 storeys to 11 storeys, more than double the permitted density from FAR 2.0 to FAR 4.41, and reduce setbacks, landscape buffers, and amenity areas. Taken together, these changes represent a **substantial departure from the planning framework currently applicable to the site** and warrant careful scrutiny before any approval is considered.

Thank you for your consideration of these comments.

Sincerely,

Darshan kakadiya

[redacted]

Burlington, ON,[redacted]

[redacted]

From: [redacted]
To: Johnson, Mark
Subject: 517 Plains rd East
Date: Wednesday, July 8, 2026 1:19:16 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good day,

I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident at [redacted] is located directly adjacent to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school situated near my home. This street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Sincerely
Paul Cooke
[redacted]

From: [redacted]
To: Johnson, Mark
Cc: LIST - Office of Ward 1
Subject: 517 Plains Road East (File: 505-06/26 and 520-06/26)
Date: Friday, July 3, 2026 12:22:49 AM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mark/Planning and Development Committee,

I am re-sending my email comments regarding 517 Plains Rd. because I am not sure that you received it. I did not receive any sort of receipt confirmation. I am concerned that going forward if my letter was not received that I may be excluded from future opportunity to comment.

David and Beverley Terceira

[redacted]

To: City Building Department / Planning & Development Committee
City of Burlington
PO Box 5013, 426 Brant St.
Burlington, ON L7R 3Z6

Date: June 24, 2026

Dear Mark/Planning and Development Committee,

Subject: Comments Regarding Development Application – 517 Plains Road East (File: 505-06/26 and 520-06/26)

We are writing as the owners of [redacted], Burlington, which is directly adjacent to the proposed redevelopment at **517 Plains Road East**.

While we recognize the City's objective of providing additional housing opportunities, we have significant concerns regarding the scale of the proposal and its impact on the surrounding residential neighbourhood. We respectfully request that the following comments be considered as part of the review process.

Vehicular Access from Mary Street:

Our strongest concern is the proposal to direct vehicular access to the development through Mary Street.

Mary Street is a local residential street intended to serve existing residents and families. It is not designed to function as the primary access route for a high-density development consisting of approximately 179 residential units and 8 commercial units. Introducing the primary access point for a development of this scale onto Mary Street would fundamentally alter the character of the street and result in increased traffic volumes, congestion, noise, and safety concerns for existing residents.

The existing motel property has historically been accessed from Plains Road East, and neighbouring commercial properties along this corridor are similarly accessed from Plains Road East. We would appreciate clarification regarding why access from Plains Road East is no longer being pursued and what alternatives were evaluated before selecting Mary Street as the preferred access route.

We strongly oppose the proposed vehicular entrance from Mary Street and respectfully request that the City require the applicant to pursue access from Plains Road East or demonstrate through detailed technical studies why such access is not feasible.

In addition, a vehicular entrance on Mary Street will create ongoing impacts for nearby residents, including vehicle headlights shining directly toward neighbouring homes during evening and nighttime hours, increased noise from vehicle movements, and reduced enjoyment of adjacent residential properties.

A comprehensive Traffic Impact Study should be required that specifically evaluates impacts on Mary Street, including:

• Projected traffic volumes and turning movements;
• Peak-hour congestion;
• School-related traffic conditions;
• Pedestrian and cyclist safety;
• Emergency vehicle access; and
• Long-term operational impacts on the surrounding residential neighbourhood.

Parking Supply and Spillover Parking:

We are concerned that the proposed parking supply may not adequately accommodate residents, visitors, service vehicles, deliveries, and commercial uses associated with a development of this size.

Where parking demand exceeds available supply, the result is often spillover parking onto nearby residential streets. Mary Street already has limited on-street parking availability, and additional pressure from residents and visitors would negatively impact existing homeowners.

In addition, Mary Street does not have dedicated pedestrian sidewalks along portions of the street. Residents, children, and visitors frequently walk along the roadway itself. If spillover parking occurs as a result of insufficient on-site parking, parked vehicles will further reduce the available roadway width and may force pedestrians to walk farther into the travel lane to navigate around parked vehicles. This creates an increased safety risk for children, seniors, families, and other pedestrians using the street.

For this reason, the potential impacts of spillover parking should be evaluated not only from a parking capacity perspective but also from a pedestrian safety perspective.

We request that the City carefully review the parking demand assumptions and assess whether the proposed parking supply is sufficient for the long-term needs of the development.

Height, Density and Neighbourhood Compatibility:

The application seeks significant amendments to both the Official Plan and Zoning By-law.

The site is currently subject to a planning framework that permits a **maximum building height of 6 storeys and a maximum Floor Area Ratio (FAR) of 2.0**. The current application seeks to increase the permitted **building height to 11 storeys** and more than double the permitted density by increasing the **FAR from 2.0 to 4.41**.

These requested increases represent a substantial departure from the planning framework currently applicable to the site. While we understand the site is located within an Urban Corridor designation intended to accommodate growth, the proposal substantially exceeds both the currently permitted height and density contemplated under the City's planning policies.

The requested increase in FAR from 2.0 to 4.41 represents a significant intensification on a relatively small site. We respectfully request that the City carefully evaluate whether the scale of development can be accommodated without adverse impacts on traffic, parking, pedestrian safety, infrastructure, privacy, servicing capacity, and neighbourhood compatibility.

Pedestrian and School Safety:

There is a nearby school within walking distance of the site, and the area is regularly used by children, families, pedestrians, and cyclists.

The introduction of significantly increased traffic volumes on Mary Street raises concerns

regarding pedestrian safety, particularly during **school drop-off and pick-up periods**. Any traffic review should include a detailed assessment of impacts on school-related pedestrian activity and identify measures necessary to maintain a safe environment for children and families.

We would also appreciate confirmation that the **appropriate school boards and public agencies have been consulted regarding the potential impacts** of a development of this scale on local community infrastructure.

Setbacks, Buffers and Privacy:

The application seeks not only increases in height and density but also reductions to setbacks, landscape buffers, and amenity areas.

These standards exist to ensure compatibility between larger developments and adjacent residential properties. Reducing these protections while simultaneously increasing height and density compounds the impact on neighbouring homes.

As an immediately adjacent property owner, we are concerned about overlook, privacy loss, visual impacts, and the overall compatibility of an 11-storey building adjacent to established residential properties.

We request that the City require:

• Increased setbacks where possible;
• Meaningful landscape buffers;
• Privacy fencing and screening;
• Building step-backs adjacent to residential properties; and
• Design measures that minimize overlook into neighbouring homes and yards.

Given the proposed increase in height, we would appreciate **confirmation that shadow studies** have been completed and that the findings will be made available to neighbouring residents as part of the public consultation process. We understand that shadow studies are typically prepared for March 21, June 21, September 21 and December 21, and we would appreciate the opportunity to review those findings as part of the public consultation process. We would also appreciate access to any Traffic Impact Study, Parking Study, Shadow Study, Urban Design Report, and Planning Justification Report submitted in support of this application.

Construction Impacts:

Given the close proximity of the proposed development to existing homes, any approval should include requirements for:

• Pre-construction condition surveys of adjacent properties;
• Vibration monitoring during excavation and construction;
• Dust-control measures and regular street cleaning;
• Construction traffic management plans; and
• Ongoing communication with nearby residents throughout the construction period.

We also request that we **be included in all future notices, meetings, reports, and correspondence** related to this application.

In summary, we **strongly oppose the proposed vehicular access from Mary Street** and have **significant concerns regarding the requested amendments to both the Official Plan and Zoning By-law**. The proposal seeks to increase the permitted height from 6 storeys to 11 storeys, more than double the permitted density from FAR 2.0 to FAR 4.41, and reduce setbacks, landscape buffers, and amenity areas. Taken together, these changes represent a **substantial departure from the planning framework currently applicable to the site** and warrant careful scrutiny before any approval is considered.

Thank you for your consideration of these comments. (PDF of this letter attached)

Sincerely,

David and Beverley Terceira

[redacted]

From: [redacted]
To: Johnson, Mark
Subject: 517 Plains Road East (Files 505-06/26 and 520-06/26)
Date: Saturday, June 13, 2026 8:50:45 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mark,

Re: 517 Plains Road East (Files 505-06/26 and 520-06/26)

I am a resident at [redacted] which is located adjacent to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school situated behind my home. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Thank you for considering my comments.

Andrea Hammill

From: [redacted]
To: Johnson, Mark; Mailbox, Planning - Customer Service
Cc: Galbraith, Kelvin
Subject: Comments Regarding Development Application – 517 Plains Road East (File: 505-06/26 and 520-06/26)
Date: Tuesday, June 23, 2026 6:48:04 PM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mark/Planning and Development Committee ,

I am writing on behalf of me and my husband, Harbhajan Uppal, as the owners of [redacted], Burlington, which is directly [redacted] to the proposed redevelopment at **517 Plains Road East**.

While I recognize the City's objective of providing additional housing opportunities, I have significant concerns regarding the scale of the proposal and its impact on the surrounding residential neighbourhood. I respectfully request that the following comments be considered as part of the review process.

Vehicular Access from Mary Street:

My strongest concern is the proposal to direct vehicular access to the development through Mary Street.

Mary Street is a local residential street intended to serve existing residents and families. It is not designed to function as the primary access route for a high-density development consisting of approximately 179 residential units and 8 commercial units. Introducing the primary access point for a development of this scale onto Mary Street would fundamentally alter the character of the street and result in increased traffic volumes, congestion, noise, and safety concerns for existing residents.

The existing motel property has historically been accessed from Plains Road East, and neighbouring commercial properties along this corridor are similarly accessed from Plains Road East. We would appreciate clarification regarding why access from Plains Road East is no longer being pursued and what alternatives were evaluated before selecting Mary Street as the preferred access route.

I strongly oppose the proposed vehicular entrance from Mary Street and respectfully request that the City require the applicant to pursue access from Plains Road East or demonstrate through detailed technical studies why such access is not feasible.

In addition, a vehicular entrance on Mary Street will create ongoing impacts for nearby residents, including vehicle headlights shining directly toward neighbouring homes during evening and nighttime hours, increased noise from vehicle movements, and reduced enjoyment of adjacent residential properties.

A comprehensive Traffic Impact Study should be required that specifically evaluates impacts on Mary Street, including:

• Projected traffic volumes and turning movements;
• Peak-hour congestion;
• School-related traffic conditions;
• Pedestrian and cyclist safety;
• Emergency vehicle access; and
• Long-term operational impacts on the surrounding residential neighbourhood.

Parking Supply and Spillover Parking:

I am concerned that the proposed parking supply may not adequately accommodate residents, visitors, service vehicles, deliveries, and commercial uses associated with a development of this size.

Where parking demand exceeds available supply, the result is often spillover parking onto nearby residential streets. Mary Street already has limited on-street parking availability, and additional pressure from residents and visitors would negatively impact existing homeowners.

In addition, Mary Street does not have dedicated pedestrian sidewalks along portions of the street. Residents, children, and visitors frequently walk along the roadway itself. If spillover parking occurs as a result of insufficient on-site parking, parked vehicles will further reduce the available roadway width and may force pedestrians to walk farther into the travel lane to navigate around parked vehicles. This creates an increased safety risk for children, seniors, families, and other pedestrians using the street.

For this reason, the potential impacts of spillover parking should be evaluated not only from a parking capacity perspective but also from a pedestrian safety perspective.

I request that the City carefully review the parking demand assumptions and assess whether the proposed parking supply is sufficient for the long-term needs of the development.

Height, Density and Neighbourhood Compatibility:

The application seeks significant amendments to both the Official Plan and Zoning By-law.

The site is currently subject to a planning framework that permits a **maximum building height of 6 storeys and a maximum Floor Area Ratio (FAR) of 2.0**. The current application seeks to increase the permitted **building height to 11 storeys** and more than double the permitted density by increasing the **FAR from 2.0 to 4.41**.

These requested increases represent a substantial departure from the planning framework currently applicable to the site. While I understand the site is located within an Urban Corridor designation intended to accommodate growth, the proposal substantially exceeds both the currently permitted height and density contemplated under the City's planning policies.

The requested increase in FAR from 2.0 to 4.41 represents a significant intensification on a relatively small site. I respectfully request that the City carefully evaluate whether the scale of development can be accommodated without adverse impacts on traffic, parking, pedestrian safety, infrastructure, privacy, servicing capacity, and neighbourhood compatibility.

Pedestrian and School Safety:

There is a nearby school within walking distance of the site, and the area is regularly used by

children, families, pedestrians, and cyclists.

The introduction of significantly increased traffic volumes on Mary Street raises concerns regarding pedestrian safety, particularly during **school drop-off and pick-up periods**. Any traffic review should include a detailed assessment of impacts on school-related pedestrian activity and identify measures necessary to maintain a safe environment for children and families.

We would also appreciate confirmation that the**appropriate school boards and public agencies have been consulted regarding the potential impacts** of a development of this scale on local community infrastructure.

Setbacks, Buffers and Privacy:

The application seeks not only increases in height and density but also reductions to setbacks, landscape buffers, and amenity areas.

These standards exist to ensure compatibility between larger developments and adjacent residential properties. Reducing these protections while simultaneously increasing height and density compounds the impact on neighbouring homes.

As an immediately adjacent property owner, I am concerned about overlook, privacy loss, visual impacts, and the overall compatibility of an 11-storey building adjacent to established residential properties.

I request that the City require:

• Increased setbacks where possible;
• Meaningful landscape buffers;
• Privacy fencing and screening;
• Building step-backs adjacent to residential properties; and
• Design measures that minimize overlook into neighbouring homes and yards.

Given the proposed increase in height, I would appreciate **confirmation that shadow studies** have been completed and that the findings will be made available to neighbouring residents as part of the public consultation process. We understand that shadow studies are typically prepared for March 21, June 21, September 21 and December 21, and we would appreciate the opportunity to review those findings as part of the public consultation process. I would also appreciate access to any Traffic Impact Study, Parking Study, Shadow Study, Urban Design Report, and Planning Justification Report submitted in support of this application.

Construction Impacts:

Given the close proximity of the proposed development to existing homes, any approval should include requirements for:

• Pre-construction condition surveys of adjacent properties;
• Vibration monitoring during excavation and construction;
• Dust-control measures and regular street cleaning;
• Construction traffic management plans; and
• Ongoing communication with nearby residents throughout the construction period.

I also request that I **be included in all future notices, meetings, reports, and correspondence**related to this application.

In summary, **I strongly oppose the proposed vehicular access from Mary Street** and have **significant concerns regarding the requested amendments to both the Official Plan and Zoning By-law**. The proposal seeks to increase the permitted height from 6 storeys to 11 storeys, more than double the permitted density from FAR 2.0 to FAR 4.41, and reduce setbacks, landscape buffers, and amenity areas. Taken together, these changes represent a **substantial departure from the planning framework currently applicable to the site** and warrant careful scrutiny before any approval is considered.

Thank you for your consideration of these comments.

I have also included this same comments in a letter attached with this email to add it as a public record.

Sincerely,

Sarla Uppal

[redacted]

Burlington

Ontario, [redacted]

From: [redacted]
To: Johnson, Mark
Cc: Mailbox, Planning - Customer Service; Mailbox, Clerks; Galbraith, Kelvin; LIST - Office of Ward 1; [redacted]
Subject: Comments Regarding Development Application – 517 Plains Road East (File: 505-06/26 and 520-06/26)
Date: Tuesday, June 30, 2026 7:01:57 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mark / Planning and Development Committee,

I am writing on behalf of my spouse, Samy Emira, and myself as the owners of [redacted], Burlington, [redacted]. Our property is located across Mary Street from and directly faces the proposed redevelopment at 517 Plains Road East.

While we recognize the City's objective of providing additional housing opportunities, we have significant concerns regarding the scale of the proposal and its impact on the surrounding residential neighbourhood. We respectfully request that the following comments be considered as part of the review process.

Vehicular Access from Mary Street

Our strongest concern is the proposal to direct vehicular access to the development through Mary Street.

Mary Street is a local residential street intended to serve existing residents and families. It is not designed to function as the primary access route for a high-density mixed-use development consisting of approximately 179 residential units and 8 commercial units. Directing resident, visitor, delivery, servicing, loading, and waste collection traffic to Mary Street would fundamentally alter the character of the street and introduce increased traffic, congestion, noise, and safety concerns for the surrounding neighbourhood.

The Transportation Impact Study identifies Mary Street as a local road and confirms that it generally does not have sidewalks. Despite this, the proposed development would rely exclusively on Mary Street for vehicular access, including access to the underground parking garage, loading area, and waste collection facilities. While the study concludes that nearby intersections have sufficient capacity, it primarily evaluates traffic operations and intersection performance. It does not adequately address the broader neighbourhood impacts associated with directing vehicular activity to a local residential street, including pedestrian and cyclist safety, neighbourhood character, noise, vehicle headlights affecting nearby homes, and the cumulative impacts of servicing and delivery vehicles.

The motel on the subject property has historically been accessed from Plains Road East. In addition, the adjacent motel and neighbouring commercial properties along the Plains Road corridor also obtain vehicular access from Plains Road East rather than Mary Street. Maintaining this established access pattern would better preserve the residential character of Mary Street while directing development-related traffic to the roadway designed to accommodate it.

The Transportation Impact Study justifies the reduced parking provision and transit-orientated development based on the site's location within the Plains Road Corridor Residential Parking Exemption Area and its accessibility from Plains Road East. Given that the planning rationale for this development is based on the Plains Road Corridor, the primary vehicular access, parking entrance, loading operations, and servicing should likewise be provided from Plains Road East rather than Mary Street in order to remain consistent with the planning objectives of the corridor and better protect the safety and residential character of Mary Street.

In addition to increased traffic, locating the parking garage entrance on Mary Street would create ongoing impacts for neighbouring residents, including vehicle headlights directed toward nearby homes during evening and nighttime hours, increased noise from accelerating and braking vehicles, and a reduction in the quiet enjoyment of adjacent residential properties.

For these reasons, we strongly oppose the proposed vehicular entrance from Mary Street and respectfully request that the City require the applicant to relocate the primary vehicular access, parking entrance, loading, and servicing operations to Plains Road East.

At a minimum, the City should require a more comprehensive assessment of the impacts on Mary Street, including:

• projected daily and peak-hour traffic volumes;

• turning movements and queueing;

• school-related traffic conditions;

• pedestrian and cyclist safety;

• emergency vehicle access;

• loading, servicing, delivery, and waste collection operations; and

• the long-term effects on the safety, liveability, and residential character of the surrounding neighbourhood.

Parking Supply and Spillover Parking

We are concerned that the proposed parking supply may not adequately accommodate residents, visitors, service vehicles, deliveries, and commercial uses associated with a development of this size.

Where parking demand exceeds available supply, the result is often spillover parking onto nearby residential streets. Mary Street already has limited on-street parking availability, and additional pressure from residents and visitors would negatively impact existing homeowners.

In addition, Mary Street does not have dedicated pedestrian sidewalks along portions of the street. Residents, children, and visitors frequently walk along the roadway itself. If spillover parking occurs as a result of insufficient on-site parking, parked vehicles will further reduce the available roadway width and may force pedestrians to walk farther into the travel lane to

pass parked vehicles, increasing their exposure to moving traffic. This creates an increased safety risk for children, seniors, families, and other pedestrians using the street.

For this reason, the potential impacts of spillover parking should be evaluated not only from a parking capacity perspective but also from a pedestrian safety perspective.

We request that the City carefully review the parking demand assumptions and assess whether the proposed parking supply is sufficient to meet the long-term needs of the development without resulting in spillover parking onto Mary Street.

Height, Density and Neighbourhood Compatibility

The application seeks significant amendments to both the Official Plan and Zoning By-law.

The site is currently subject to a planning framework that permits a maximum building height of 6 storeys and a maximum Floor Area Ratio (FAR) of 2.0. The current application seeks to increase the permitted building height to 11 storeys and more than double the permitted density by increasing the FAR from 2.0 to 4.41.

These requested increases represent a substantial departure from the planning framework currently applicable to the site. While we understand the site is located within an Urban Corridor designation intended to accommodate growth, the proposal substantially exceeds both the currently permitted height and density contemplated under the City's planning policies.

The requested increase in FAR from 2.0 to 4.41 represents a significant intensification on a relatively small site. We respectfully request that the City carefully evaluate whether the scale of development can be accommodated without adverse impacts on traffic, parking, pedestrian safety, infrastructure, privacy, servicing capacity, and neighbourhood compatibility**,** and whether the proposed height and density are appropriate for this location.

Pedestrian and School Safety

There is a nearby school within walking distance of the site, and the area is regularly used by children, families, pedestrians, and cyclists.

The introduction of significantly increased traffic volumes on Mary Street raises concerns regarding pedestrian safety, particularly during school drop-off and pick-up periods. Any traffic review should include a detailed assessment of impacts on school-related pedestrian activity and identify measures necessary to maintain a safe environment for children and families.

We would also appreciate confirmation that the appropriate school boards and public agencies have been consulted regarding the potential impacts of a development of this scale on local schools and community infrastructure.

Setbacks, Buffers and Privacy

The application seeks not only increases in height and density but also reductions to setbacks, landscape buffers, and amenity areas.

These standards exist to ensure compatibility between larger developments and surrounding residential properties. Reducing these protections while simultaneously increasing height and density compounds the impact on neighbouring homes.

As homeowners whose property is located across Mary Street from the proposed development, we are concerned about overlook, privacy loss, visual impacts, and the overall compatibility of an 11-storey building adjacent to established residential properties.

We request that the City requires:

• Increased setbacks where possible;

• Meaningful landscape buffers;

• Privacy fencing and screening;

• Building step-backs adjacent to residential properties; and

• Design measures that minimize overlook into neighbouring homes and yards.

Shadow Studies and Supporting Documentation

Given the proposed increase in height, we understand that shadow studies have been completed. We would appreciate the opportunity to review those studies and request that they clearly identify the extent and timing of shadow impacts on surrounding residential properties throughout the year, including the March 21, June 21, September 21, and December 21 study dates.

We would also appreciate access to the Traffic Impact Study, Parking Study, Shadow Study, Urban Design Report, Planning Justification Report, and any revised or supplementary studies or reports submitted in support of this application. Where revisions are made, we respectfully request that they clearly identify and address the impacts of the proposed development on Mary Street and the surrounding residential neighbourhood.

Construction Impacts

Given the close proximity of the proposed development to existing homes, any approval should include requirements for:

• Pre-construction condition surveys of adjacent properties;

• Vibration monitoring during excavation and construction;

• Dust-control measures and regular street cleaning;

• Construction traffic management plans; and

• Ongoing communication with nearby residents throughout the construction period.

Future Notices

We also request that we be included in all future notices, meetings, reports, correspondence, and any revised or supplementary documentation relating to this application.

Summary

In summary, we strongly oppose the proposed vehicular access from Mary Street and have significant concerns regarding the requested amendments to both the Official Plan and Zoning By-law. The proposal seeks to increase the permitted building height from 6 storeys to 11 storeys, more than double the permitted density from FAR 2.0 to FAR 4.41, and reduce setbacks, landscape buffers, and amenity areas. Taken together, these requested amendments represent a substantial departure from the planning framework currently applicable to the site and warrant careful scrutiny before any approval is considered.

Thank you for your consideration of our submission. We appreciate your time.

Sincerely,

--

Sherine Farid Said
Samy Emira

[redacted]

- CONFIDENTIALITY NOTICE - *The information in this message, including any attachments, is confidential and may be legally privileged. Any distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify the sender immediately by reply e-mail and permanently delete the original transmission, including any attachments, without making a copy.*

From: [redacted]
To: Johnson, Mark; Mailbox, Planning - Customer Service
Cc: LIST - Office of Ward 1
Subject: Comments Regarding Development Application – 517 Plains Road East (File: 505-06/26 and 520-06/26)
Date: Wednesday, June 24, 2026 10:04:38 PM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mark/Planning and Development Committee ,

I am writing as the owner of [redacted], Burlington, which is [redacted]t to the proposed redevelopment at **517 Plains Road East**.

While I recognize the City's objective of providing additional housing opportunities, I have significant concerns regarding the scale of the proposal and its impact on the surrounding residential neighbourhood. I respectfully request that the following comments be considered as part of the review process.

Vehicular Access from Mary Street:

My strongest concern is the proposal to direct vehicular access to the development through Mary Street.

Mary Street is a local residential street intended to serve existing residents and families. It is not designed to function as the primary access route for a high-density development consisting of approximately 179 residential units and 8 commercial units. Introducing the primary access point for a development of this scale onto Mary Street would fundamentally alter the character of the street and result in increased traffic volumes, congestion, noise, and safety concerns for existing residents.

The existing motel property has historically been accessed from Plains Road East, and neighbouring commercial properties along this corridor are similarly accessed from Plains Road East. We would appreciate clarification regarding why access from Plains Road East is no longer being pursued and what alternatives were evaluated before selecting Mary Street as the preferred access route.

I strongly oppose the proposed vehicular entrance from Mary Street and respectfully request that the City require the applicant to pursue access from Plains Road East or demonstrate through detailed technical studies why such access is not feasible.

In addition, a vehicular entrance on Mary Street will create ongoing impacts for nearby residents, including vehicle headlights shining directly toward neighbouring homes during

evening and nighttime hours, increased noise from vehicle movements, and reduced enjoyment of adjacent residential properties.

A comprehensive Traffic Impact Study should be required that specifically evaluates impacts on Mary Street, including:

• Projected traffic volumes and turning movements;
• Peak-hour congestion;
• School-related traffic conditions;
• Pedestrian and cyclist safety;
• Emergency vehicle access; and
• Long-term operational impacts on the surrounding residential neighbourhood.

Parking Supply and Spillover Parking:

I am concerned that the proposed parking supply may not adequately accommodate residents, visitors, service vehicles, deliveries, and commercial uses associated with a development of this size.

Where parking demand exceeds available supply, the result is often spillover parking onto nearby residential streets. Mary Street already has limited on-street parking availability, and additional pressure from residents and visitors would negatively impact existing homeowners.

In addition, Mary Street does not have dedicated pedestrian sidewalks along portions of the street. Residents, children, and visitors frequently walk along the roadway itself. If spillover parking occurs as a result of insufficient on-site parking, parked vehicles will further reduce the available roadway width and may force pedestrians to walk farther into the travel lane to navigate around parked vehicles. This creates an increased safety risk for children, seniors, families, and other pedestrians using the street.

For this reason, the potential impacts of spillover parking should be evaluated not only from a parking capacity perspective but also from a pedestrian safety perspective.

I request that the City carefully review the parking demand assumptions and assess whether the proposed parking supply is sufficient for the long-term needs of the development.

Height, Density and Neighbourhood Compatibility:

The application seeks significant amendments to both the Official Plan and Zoning By-law.

The site is currently subject to a planning framework that permits a **maximum building height of 6 storeys and a maximum Floor Area Ratio (FAR) of 2.0**. The current

application seeks to increase the permitted **building height to 11 storeys** and more than double the permitted density by increasing the **FAR from 2.0 to 4.41**.

These requested increases represent a substantial departure from the planning framework currently applicable to the site. While I understand the site is located within an Urban Corridor designation intended to accommodate growth, the proposal substantially exceeds both the currently permitted height and density contemplated under the City's planning policies.

The requested increase in FAR from 2.0 to 4.41 represents a significant intensification on a relatively small site. I respectfully request that the City carefully evaluate whether the scale of development can be accommodated without adverse impacts on traffic, parking, pedestrian safety, infrastructure, privacy, servicing capacity, and neighbourhood compatibility.

Pedestrian and School Safety:

There is a nearby school within walking distance of the site, and the area is regularly used by children, families, pedestrians, and cyclists.

The introduction of significantly increased traffic volumes on Mary Street raises concerns regarding pedestrian safety, particularly during **school drop-off and pick-up periods**. Any traffic review should include a detailed assessment of impacts on school-related pedestrian activity and identify measures necessary to maintain a safe environment for children and families.

We would also appreciate confirmation that the **appropriate school boards and public agencies have been consulted regarding the potential impacts** of a development of this scale on local community infrastructure.

Setbacks, Buffers and Privacy:

The application seeks not only increases in height and density but also reductions to setbacks, landscape buffers, and amenity areas.

These standards exist to ensure compatibility between larger developments and adjacent residential properties. Reducing these protections while simultaneously increasing height and density compounds the impact on neighbouring homes.

As an immediately adjacent property owner, I am concerned about overlook, privacy loss, visual impacts, and the overall compatibility of an 11-storey building adjacent to established residential properties.

I request that the City require:

• Increased setbacks where possible;
• Meaningful landscape buffers;
• Privacy fencing and screening;
• Building step-backs adjacent to residential properties; and
• Design measures that minimize overlook into neighbouring homes and yards.

Given the proposed increase in height, I would appreciate **confirmation that shadow studies** have been completed and that the findings will be made available to neighbouring residents as part of the public consultation process. We understand that shadow studies are typically prepared for March 21, June 21, September 21 and December 21, and we would appreciate the opportunity to review those findings as part of the public consultation process. I would also appreciate access to any Traffic Impact Study, Parking Study, Shadow Study, Urban Design Report, and Planning Justification Report submitted in support of this application.

Construction Impacts:

Given the close proximity of the proposed development to existing homes, any approval should include requirements for:

• Pre-construction condition surveys of adjacent properties;
• Vibration monitoring during excavation and construction;
• Dust-control measures and regular street cleaning;
• Construction traffic management plans; and
• Ongoing communication with nearby residents throughout the construction period.

I also request that I **be included in all future notices, meetings, reports, and correspondence** related to this application.

In summary, **I strongly oppose the proposed vehicular access from Mary Street** and have **significant concerns regarding the requested amendments to both the Official Plan and Zoning By-law**. The proposal seeks to increase the permitted height from 6 storeys to 11 storeys, more than double the permitted density from FAR 2.0 to FAR 4.41, and reduce setbacks, landscape buffers, and amenity areas. Taken together, these changes represent a **substantial departure from the planning framework currently applicable to the site** and warrant careful scrutiny before any approval is considered.

Thank you for your consideration of these comments.

Sincerely,

A Cameron Terceira
[redacted]

[redacted]

I have also attached my comments in a signed letter.

From: [redacted]
To: Johnson, Mark
Subject: Concerned Resident
Date: Wednesday, July 1, 2026 10:08:51 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Mark Johnson,

I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident at [redacted] which is located directly [redacted] to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school situated near my home. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Thank you for considering my comments.

Christine Zalac and Matt Conway

From: [redacted]
To: Johnson, Mark
Cc: [redacted]
Subject: Concerns: 517 Plains Rd E. Development Project
Date: Thursday, June 25, 2026 7:58:28 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Johnson,

Thank you for your notice regarding the application for the proposed development project of the 11-storey mixed-use building at 517 Plains Rd E.
I wanted to share some of my concerns regarding its current plans.

I'm a resident on [redacted] My primary concern regarding this project is the limited number of parking spaces available compared to the number of residential units planned for the building.
I'm also concerned about the primary entrance to the underground parking garage being planned through the residential street (Mary St.) behind the building.
The building will also be significantly higher than any other building nearby; in fact, it would be the tallest building in the entire neighbourhood, as seen in the Height Map published in the project's supporting documents.

The amount of daily traffic flowing through our residential streets will increase exponentially if the garage to enter and exit the building (over 90 parking spaces) is located on the residential street behind the building. Also, since there is only a single parking space on-site per 2 residential units (90:179), I'm concerned there will be a lot of cars parking day and night all over Mary Street and Joan Drive.

I read the Transportation Impact Study in the supporting documents and though it does go into the accessibility of bus routes nearby to get to major GO stations, I don't believe they are enough of a deterrent to car ownership for the residents of the building.
Page 21 of the study under subsection 8.1.4, "Parking," states that the proposal includes limited parking space in order to promote alternative transportation modes, but I believe it is simply proposed this way for the developer to maximize the number of residential units while putting the strain of vehicle storage on the surrounding neighbourhood's residential streets.

I also noticed there was no mention of Kingswood Place in the Transportation Impact Study. If there was an 179 residential unit building with its main parking garage facing Mary St., the residents of the building would surely utilize Kingswood Place through Joan Drive in order to gain access to King Road. The transportation study made sure to emphasize King Road as "arterial" for the city of Burlington. Access to that "arterial" road by the residents of the proposed building would absolutely cut through Joan Drive and Kingswood Place.

I believe it would be much more prudent to limit the number of storeys in the building in order to have a healthier ratio of parking spaces and residential units. The previous business, the Knights Inn, has its entrance facing Plains Rd E. The proposed development project would have its main entrance facing Mary St. instead, putting even more pressure on our local residential roads. Limiting the number of residential units would put significantly less strain on the local residential streets and, with the proposed commercial units, could actually be a boon to the existing neighbourhood.
As it stands now in the project proposal, there will be significant impact to the daily traffic and street parking in the surrounding neighbourhood, specifically Mary Street and Joan Drive. It will have a negative effect on the neighbourhood's quality of life and property values.

Thank you for your time, I really appreciate you reading my concerns.

Thank you,
Paulo

From: [redacted]
To: Johnson, Mark; Galbraith, Kelvin
Subject: Development Proposal File 505-06/26 and 520-06/26 (517 Plains Road East)
Date: Tuesday, July 14, 2026 2:30:15 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon

I am writing in regard to the above noted development proposal. As a long-term residence of both Aldershot and the Maplehurst community our area has seen several new condo developments over the years with many more pending either for approval or to break ground.

While I understand and in a majority of cases support the need for development and growth - things must move forward. I am also continuously struck by the repeat of past mistakes that have proven to create discontent and frustration within the community. This is why I felt it important to voice my concerns on this particular project.

In order to be concise and for easier reference I've noted my thoughts in point form

- Building height is noted at 11 stories (Too High). This would make it the tallest building in our community. Previous development topped out at 7 & 9 stories which in itself have disrupted the wind patterns and shadow casting to their surrounding neighbours. Our neighbour consists of mainly one or two floor dwellings.
    - The proximity to the railway tracks - CN and Metrolinx have time and time again thrown roadblocks on any height developments to our community due to noise concerns. How will this be addressed.

- Total Residence capacity 179 private unit's vs 105 available parking spots. Resulting in 74 units without parking. Past developments have proven time and time again this is not acceptable and will *inevitability* create problems in the community, for law enforcement and the tenants themselves. Even with the inclusion of 42 bicycle spots - a ridiculous amount! There are still 32 units with no parking options.
    - No mention of visitor parking
    - No mention of commercial unit parking for owner, customer or staff
    - The parking issues related to the Maplehurst Public school for drop off, pick up and school events has already created concerns within the community and we regularly see bylaw enforcement taking action.

- No mention of geared to income units.

- 8 Commercial Units on ground floor — have we not learned from past developments that these small commercial units are not sustainable long term for business to grow or attract and retain customers . In part due to size, lack of parking and congestion.

- Direct access to condo off Mary Street. While in theory this sounds helpful, I have *very* serious concerns as Mary Street is heavily travelled as part of the Maplehurst Public School route (including bus traffic). Also, the streets in our community do not have pedestrian sidewalks adding another lay of complexity especially during the school year.
    - Maplehurst is a Jr. Kindergarten to Grade 6 Public School with before & after school programs and summer camps.

I hope I have expressed my concerns fairly and if I were to highlight those of most importance it would be the *building height* and *lack of planned parking*.

Thank you
Lori Fitzpatrick
[redacted]

From: [redacted]
To: Johnson, Mark
Subject: feedback: file 505-06/26 and 520-06/26 (517 Plains Road)
Date: Tuesday, July 14, 2026 12:53:32 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I see that the City of Burlington is seeking to approve an 11 story building at 517 Plains Road.

Starting with the proposal itself, it is dishonest to list the development at 517 Plains Road (a major road) when the vehicular access will be on Mary Street (a quiet residential road). Mary Street is already very busy most days with cars and buses, there is a large grade school one block away. Traffic from an additional 179 residential units on this road is unrealistic.

Adding to the problem ... you have proposed only 105 parking spaces on site, for 179 units. It is long established that you can expect at a minimum one car per unit. Where do you plan to let the other 74 cars park? The streets in the area do not allow overnight parking. Additional parked cars during the day will be create a significant safety hazard. Mary Street and Joan Street are very busy with school buses, and (if you have bothered to look) Mary Street and Joan Street do not have sidewalks.

I am not against development, but this is wreckless. Where can I file an appeal?

Mike James
[redacted]

From: [redacted]
To: Johnson, Mark
Subject: File Numbers: 505-06/26 and 520-06/26
Date: Thursday, June 11, 2026 2:19:06 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mark,

I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident in the neighbourhood close to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school situated behind my home. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers—many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Thank you for considering my comments.

Ryan Crawford

[redacted]

From: [redacted]
To: Johnson, Mark
Subject: File Numbers: 505-06/26 and 520-06/26
Date: Sunday, June 14, 2026 2:56:21 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident at from [redacted] which is located in proximity to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, surrounding subdivision will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and

reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Thank you for considering my comments.

Shayne Lemieux
[redacted]

From: [redacted]
To: Johnson, Mark
Subject: File Numbers: 505-06/26 and 520-06/26
Date: Wednesday, June 17, 2026 8:06:17 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mark Johnson,

I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident on [redacted] which is located too close to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application.

Thank you for considering my comments.

Shawna Anderson

From: [redacted]
To: Johnson, Mark
Subject: Files 505-06/26 and 520-06/26
Date: Wednesday, June 17, 2026 7:49:09 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Johnson,

I am writing to express my opposition to the proposed development at 517 Plains Road East (Files 505-06/26 and 520-06/26).

My primary concern is the impact this project will have on the safety of children attending the nearby elementary school and the families who use the surrounding streets every day.

The proposed 11-storey, 179-unit apartment building would bring a significant increase in vehicle traffic, delivery vehicles, service vehicles, and construction activity to an area that is already heavily used by students walking and cycling to school. For many families, these streets are not simply roads—they are daily routes travelled by young children, often during the busiest traffic periods of the day.

As a parent and community member, I am concerned that the increase in traffic generated by a development of this size will create additional risks for children crossing streets, riding bikes, and walking to and from school. Even a small increase in traffic can have serious consequences in an area where young children are present every day.

I am also concerned about the construction phase of this project. Large construction vehicles, road disruptions, and increased activity over an extended period would create additional hazards around a school environment. Children's safety should be a priority when evaluating developments proposed so close to an elementary school.

While I understand the need for growth and housing, I do not believe that a development of this scale is appropriate in a location immediately adjacent to a school community. I urge the City to carefully consider the long-term impacts on student safety, pedestrian safety, and neighbourhood livability before making a decision.

I respectfully request that this application be denied. If the application proceeds to a public meeting, I would appreciate being notified and given the opportunity to provide further comments.

Thank you for your time and consideration.

Sincerely,

Kate Bernales
Burlington resident and Maplehurst public school family

From: [redacted]
To: Johnson, Mark
Subject: Fw: 505-06
Date: Friday, June 12, 2026 11:22:23 AM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michelle

Michelle Tomson

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Thursday, June 11, 2026 4:22 PM
To: [redacted]
Subject: 505-06

Hi Mark,
I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident at 31 north shore blvd west which is located near the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school situated behind my home. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog

walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Thank you for considering my comments.

Michelle

Michelle Tomson, PhD, BCBA, RBA

From: [redacted]
To: Johnson, Mark
Cc: Galbraith, Kelvin; Mailbox, Office of the Mayor; LIST - Office of Ward 1
Subject: OBJECTION: File Nos. 505-06/26 & 520-06/26 (517 Plains Road East) - 1053 Maplehurst Ave
Date: Thursday, July 2, 2026 11:39:30 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Johnson,

I am writing to formally submit my strong objection to the proposed Official Plan and Zoning Bylaw Amendments for 517 Plains Road East (File Nos. 505-06/26 and 520-06/26). As a nearby property owner at [redacted] Avenue, located just 3 doors down from the intersection of Mary Street and Maplehurst Avenue, my home lies directly within the immediate environmental and traffic impact zone of this proposed mid-rise development.

While I support responsible, transit-oriented densification along the Plains Road Urban Corridor, the scale, massing, and logistical layout of the current 11-story proposal constitute a severe overdevelopment of the site. It fails to respect the established low-density residential transition zone and poses significant safety risks to our neighborhood.

I request that the Planning Department and City Council reject the application in its current form based on the following critical planning failures:
1. Deficient Transitional Massing and Violation of the 45-Degree Angular Plane
The applicant is requesting a massive increase from the permitted 6 stories/2.0 FAR to an unprecedented 11 stories/4.41 FAR. A vertical wall of this magnitude immediately adjacent to low-density single-family homes completely violates the City's guidelines for stable neighborhood transitions.
Impact: An 11-story structure will severely obstruct natural daylight and cast massive, prolonged shadows over the backyards of Maplehurst Avenue, rendering existing outdoor living spaces and potential low-impact secondary suites unusable.
Remedy Required: The city must enforce a strict, stepped architectural design. Any height beyond 6 stories must be significantly stepped back toward the south (Plains Road frontage) to preserve an acceptable angular plane and sky-view for the existing low-density houses to the north and west.
2. Unacceptable Traffic Bottleneck and Safety Risk on Mary Street & surrounding neighborhood
The proposal indicates that all vehicular access to the 105 underground parking spaces, as well as all heavy servicing, moving trucks, and daily delivery logistics, will be directed through a single 6.0-meter driveway opening exclusively onto Mary Street.
Impact: Mary Street is a quiet, narrow residential road entirely unequipped to handle the high-volume vehicle trips generated by 179 high-density units and ground-floor commercial spaces. This layout creates an immediate bottleneck and severe traffic hazard for local families and children utilizing the adjacent neighborhood roadways and parks.
Remedy Required: All primary vehicular entry, exit, and heavy service loading zones must be structurally re-routed to interface directly with Plains Road East, keeping high-velocity traffic completely off minor residential side streets.
3. Destruction of Mature Neighborhood Character and Scale
The applicant’s request for a massive variance to 11 stories and a 4.41 FAR fundamentally destabilizes the low-density character of the surrounding homes on Maplehurst Avenue and Mary Street. Even situated a few doors down, an 11-story vertical structure drastically alters the visual sky-view, reduces the neighborhood's mature tree-canopy feel, and sets a dangerous precedent for extreme height variances encroaching into established interior residential pockets rather than remaining appropriately scaled along the immediate Plains Road frontage.
Remedy Required: The City must deny this specific exception. The developer must be mandated to maintain or exceed the maximum required structural setback, fully fitted with high-density, mature privacy landscaping and substantial fencing to act as a barrier between their concrete infrastructure and our residential backyards.
4. Demand for a Comprehensive Hydrogeological and Shadow Study
The execution of a multi-level underground parking garage right next to low-lying park land raises severe concerns regarding local water table disruption. I formally request that a comprehensive Hydrogeological Study and a micro-

level Shadow Impact Assessment be made publicly available to the residents of Maplehurst Avenue before this file proceeds to any committee vote, ensuring that the excavation will not cause localized flooding or foundation shifting to our homes.

Thank you for your attention to these critical matters. I ask to be formally added to the registry of interested parties to receive all future notifications, staff reports, and public meeting invitations regarding this application.

Sincerely,
Raag Sethi/ Sita Sethi
Owner, [redacted]
Burlington, ON
[redacted]

Sent from my iPhone

From: [redacted]
To: Johnson, Mark
Subject: Opposition to File # 505-06/26 and 520-06/26
Date: Thursday, July 2, 2026 10:42:25 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Johnson,

I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident on [redacted] and a concerned parent of a child that goes to school at Holy Rosary elementary school on Plains. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application.

Thank you for considering my comments.

Joy Plaza, concerned resident of Aldershot

Joy Plaza

From: [redacted]
To: Johnson, Mark
Cc: [redacted]
Subject: Opposition to New Development at 517 Plains Road East
Date: Friday, June 12, 2026 11:01:32 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re: File Numbers: 505-06/26 and 520-06/26

I am writing in connection to the proposed 11-storey development for the above site.

The area immediately 'behind' the site of the proposed development at Mary Street and Joan Drive is a quiet, low-volume residential street that also serves as a primary access route to the elementary school located a stone's throw away next to the Shoppers Drug Mart on Plains Rd. East. Access to the school is via Dorset venue, and I drive along Mary Street daily to pick up and drop off my son to Maplehurst. On any given day, I regularly see this street used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. **An affront to the Official Plan and existing Zoning By-Laws**. If you have to amend *both* the Official Plan *and* the Zoning By-law to allow a developer to construct this 11-storey, 179-unit mixed-use building in a neighbourhood with *absolutely nothing like it* anywhere nearby, that should tell you something. The City Planners responsible for maintaining the Official Plan did not have anything like this in mind when it was last approved by the Halton Region. The argument that 'things change' over time is weakas that approval was granted a mere 6 years ago. The proposed building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. **Severe traffic impact on a vulnerable street**. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, Maplehurst Avenue will inevitably absorb significant overflow traffic. Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. **Pedestrian and child safety**. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. **Inadequate transition from high-density to residential**. The proposed reduced setbacks and reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. **Requested amendments signal the proposal does not conform**. As I pointed out in 1. above, the sheer volume of amendments required to make this square fit into a round hole is staggering. Reductions in setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application.

Thank you for considering my comments.

From: [redacted]
To: Johnson, Mark
Subject: Re: Development Application for 517 Plains Road East (Files 505-06/26 and 520-06/26)
Date: Thursday, June 11, 2026 1:55:02 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Johnson,

I am writing as a resident of this area to express my concerns regarding the proposed development at 517 Plains Road East and to request that these concerns be considered as part of the review process.

My home is located in close proximity to the proposed site and near the elementary school that serves many families in our neighbourhood, including my own. Maplehurst Avenue is a well-used route for children walking and cycling to school, as well as for parents with strollers, residents walking dogs, and other pedestrians throughout the day. Some of our roads (Enfield, Willowbrook etc) do not have sidewalks making this area a concern for increased traffic.

While I recognize the need for additional housing, I do not believe that the scale of this proposal is appropriate for this location. An 11-storey building containing 179 residential units and multiple commercial spaces represents a significant intensification that is not reflective of the surrounding residential character. The height, density, and overall massing appear disproportionate to the existing neighbourhood context.

I am also concerned about the traffic implications of introducing a development of this size adjacent to an area that experiences substantial pedestrian activity, particularly during school drop-off and pick-up periods. Regardless of where parking access is proposed, a project accommodating this many residents and commercial uses will inevitably generate additional vehicle movements, deliveries, service traffic, and visitor parking demands in the surrounding area. Thus directly increasing risk to our children walking on the roads where there is no sidewalk.

This makes it of particular concern regarding the potential impact on the safety of children travelling to and from school. The streets surrounding the site are used daily by young pedestrians and cyclists, and any increase in traffic volumes warrants very careful consideration to existing infrastructure such as lack of pedestrian safety currently.

In addition, I question whether the numerous zoning amendments being requested—including changes related to setbacks, landscaping, and other site requirements—indicate that the property may not be suitable for a development of this magnitude. These standards exist for important planning reasons, including ensuring compatibility with neighbouring properties and maintaining a reasonable transition between different forms of development.

I respectfully ask that the City carefully evaluate whether this proposal is compatible with the surrounding community and whether its scale is appropriate for the site. I remain opposed to the application in its current form.

Please keep me informed of any future public meetings, reports, or decisions related to this application, as I would appreciate the opportunity to remain involved in the process.

Thank you for your time and consideration.

Sincerely,

Kathryn Dunmore

[redacted]

From: [redacted]
To: Johnson, Mark; [redacted]
Subject: Written Comments - Ward 1 - 517 Plains Road East: File: 505-06/26 and 520-06/26
Date: Monday, June 22, 2026 4:31:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, Mark -

It was a pleasure speaking with you regarding the above planning application. I offer the following comments:

- very happy that the motel will be replaced with a **rental** facility
- would be very happy if there is a way to replace the other motel at the same time, not a good neighbour
- 11-storey building does not complement the neighbourhood and height should be more in line with the National condo project. Will there be balconies? Where is visitor parking? 105 parking spaces is not enough for 179 units. The 42 bicycle parking spaces should be underground and out of sight.
- I have suggested age-in-place units (instead of commercial units) on the ground floor several times. I would like to see the first floor dedicated to age-in-place units with above grade parking for these units. This is a walkable neighbourhood and it makes sense to do it on this project. I would like to live here. My doctor, pharmacy, hair salon, barber, bank, grocery stores are all in this area.
- Make the units a respectable size and quality construction - 1, 2, and 3 bedrooms with 1 or 2 bathrooms - with storage units on the same floor. All units must have in-suite laundry. (I would like a 2 bedroom, with 2 baths, one with a shower, one with a bathtub. A nook for a desk would be perfect.) Ensure that the building is very energy efficient with excellent ventilation (for those who cook with oils/spices and for those who don't).
- Mary Street residents will object to having underground parking/service area access here. With Shoppers, only pedestrian traffic is allowed on Mary Street. Mary Street residents will expect the same. At the same time, it would be too dangerous to have access via Plains Road.
- Regarding two levels of underground parking and underground water, due diligence will be required. This particular area is noted for underground water. With the building currently housing the Library, the contractor hit underground water before reaching the depth for the underground parking which is only one level.
- Knowing that there may be an issue with underground water, what steps will be taken to ensure underground parking/building structure will be safe?
- If this is a rental facility, to ensure it remains in respectable condition through the years, can it be made pet free? Animals urinating/defecating in elevators/hallways is unacceptable.

Thank you and please call if you have questions.

From: [redacted]
To: Johnson, Mark
Subject: Written Comments in Opposition – File 505-06/26 & 520-06/26 | 517 Plains Road East
Date: Thursday, June 11, 2026 1:24:37 PM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Planning and Development Committee of Council,

I am writing to formally oppose the development application submitted by Weston Consulting on behalf of BryDec Developments Inc. for 517 Plains Road East (Files 505-06/26 and 520-06/26).

I am a resident at [redacted] which is located directly adjacent to the proposed development site. Maplehurst Avenue is a quiet, low-volume residential street that also serves as a primary access route to the elementary school situated behind my home. On any given day, this street is actively used by young children on bikes, families with strollers, pedestrians, and dog walkers — many of whom are students and parents going to and from school.

I am strongly opposed to this application for the following reasons:

1. Incompatible land use. An 11-storey, 179-unit mixed-use building is entirely out of character with the surrounding established residential neighbourhood. The proposed FAR of 4.41:1 and maximum building height represent a dramatic departure from the existing zoning permissions and the scale of every adjacent property.

2. Severe traffic impact on a vulnerable street. The application proposes 105 underground parking spaces with vehicular access from Mary Street — however, **Maplehurst Avenue will inevitably absorb significant overflow traffic.** Introducing hundreds of additional residents and 8 commercial units into this location will generate a volume of vehicle traffic that is unsafe and incompatible with a street used daily by school-aged children.

3. Pedestrian and child safety. The proximity of this site to an elementary school makes traffic and safety impacts uniquely serious. Increased construction traffic, delivery vehicles, resident vehicles, and commercial traffic will create dangerous conditions for children walking and cycling to school — many of whom are young and unaccompanied.

4. Inadequate transition from high-density to residential. The proposed reduced setbacks and

reduced landscape buffer (as noted in the zoning amendment request) mean there will be little to no meaningful transition between an 11-storey tower and single-family homes. This is unacceptable from both a livability and urban planning standpoint.

5. Requested amendments signal the proposal does not conform. The fact that the applicant must seek reductions to setbacks, landscape buffers, and amenity areas to make this project viable suggests the site cannot appropriately accommodate a development of this scale.

I urge the Committee to refuse this application. If the application proceeds to a public meeting, I request that I be notified and given the opportunity to speak.

Thank you for considering my comments.

Erin Anemaet

[redacted]

Erin Anemaet

Director, Operations Transformation

[redacted]

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From: [redacted]
To: Johnson, Mark
Cc: Mailbox, Planning - Customer Service; Galbraith, Kelvin; [redacted]
Subject: Re: REVISED & COMPREHENSIVE COMMENTS: Strong Opposition to 517 Plains Road East (Files: 505-06/26 & 520-06/26)
Date: Tuesday, July 7, 2026 2:58:47 PM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mark,

I hope this email finds you well.

I am the homeowner of [redacted]t, located immediately adjacent to the proposed development at 517 Plains Road East. I previously submitted a preliminary letter of comment regarding this application. However, after thoroughly reviewing the developer's submitted technical documents—specifically the Transportation Impact Study, the RWDI Wind Assessment, the Planning Justification Report, and the highly critical comments from the Burlington Urban Design (BUD) Advisory Panel—I drafted a much more detailed and revised response.

Please find my **revised and comprehensive letter of opposition attached to this email**. I request that this updated document be added to the official public record for this file, supplementing my previous submission.

As outlined in the attached letter, my opposition is firmly rooted in the developer's own reports, which expose severe safety hazards and unacceptable impacts to both my specific property and the broader Mary Street neighbourhood. The proposal to force hundreds of daily vehicle trips onto a sidewalk-less local street near Maplehurst Public School, slash the required 6-meter residential landscape buffer, and subject my property to unmitigated wind tunnels, overlook, and ground excavation is unacceptable.

Should the City entertain any version of this application against our objections, the attached letter also outlines strict, legally mandated mitigation measures that must be implemented to protect my home—including a 12-foot engineered acoustic masonry sound wall and the relocation of all garage exhaust vents to the roof.

Could you please reply to confirm receipt of this revised letter and ensure it is included in the staff report? Furthermore, please ensure I remain on the notification list for all future meetings, reports, and decisions regarding this application.

Thank you so much for your time, diligence, and dedication to protecting our neighbourhood.

Sincerely,
Darshan Kakadiya
Owner, [redacted]

Darshan Kakadiya

[redacted]

Burlington, ON, [redacted]

[redacted]

[redacted]

Date: 7th July 2026

To: City Building Department / Planning & Development Committee

City of Burlington

PO Box 5013, 426 Brant St.

Burlington, ON L7R 3Z6

Attention: Mark Johnson, Planner

Subject: STRONG OPPOSITION to Development Application – 517 Plains Road East (File: 505-06/26 and 520-06/26)

Dear Mark Johnson and the Planning & Development Committee,

I am writing to you on behalf of me and my wife as residents and owners of [redacted] to express our **strong opposition** to the scale, massing, and functional design of the proposed redevelopment at 517 Plains Road East.

While I recognize the City's objective of providing additional housing, the applicant's request to aggressively amend the Official Plan and Zoning By-law to permit an 11-storey building (where only 6 storeys are allowed), while simultaneously forcing all vehicular traffic onto our quiet local street, represents a severe overdevelopment of this site.

I have significant concerns regarding the scale of the proposal and its impact on the surrounding residential neighbourhood. My opposition is firmly rooted in the following community and safety concerns:

1. Vehicular Access from Mary Street (Loss of Street Character & School Safety Hazard)

My strongest objection is the proposal to direct all vehicular access—including residential vehicles for 179 units, commercial traffic, and heavy waste collection trucks—onto Mary Street. **Mary Street is a local residential street** intended to serve existing families. Forcing the primary traffic of a high-density development onto it will **fundamentally alter the established residential**

character of the street and will result in increased traffic volumes, congestion, noise, and safety concerns for existing residents**.**

Historically, the **existing motel property** and neighbouring commercial properties have always been safely **accessed directly from Plains Road East**. We demand formal clarification regarding why access from Plains Road East was not perused or is no longer being pursued and what alternatives were evaluated before selecting Mary Street as the preferred access route.

Moreover, this creates an unacceptable safety hazard. **Maplehurst Public School** is located nearby, meaning Mary Street is heavily utilized by children, parents, and cyclists. The developer's own **Transportation Impact Study (TIS)** explicitly admits (on page 16) that *"Mary Street generally operate[s] without sidewalks… where pedestrians walk along the roadway edge or shoulders."* Funneling hundreds of daily vehicle trips onto a street with no sidewalks, right near a school, is a gross negligence of public safety.

Given that the planning rationale for this development is based on the Plains Road Corridor, I respectfully submit that the primary vehicular access, loading operations, and parking entrance should likewise be provided from Plains Road East, rather than Mary Street, in order to remain consistent with the planning objectives of the corridor and better protect the safety and residential character of Mary Street.

Furthermore, the City's own **Burlington Urban Design (BUD) Advisory Panel** explicitly criticized this design choice in their August 2025 review. The Panel stated:

- *"BUD panel members expressed concerns with the impacts of the proposal on Mary Street, noting significant traffic impacts along with a need to be respectful of the neighbourhood character."*
- *"BUD panel members noted an access ramp to the underground parking garage could be discretely provided off the Plains Road East frontage. This would assist in removing vehicular access off the smaller residential street (Mary Street)."*

Demand: I **strongly oppose the vehicular entrance on Mary Street**. As recommended by the City's own Urban Design Panel, the city must force the applicant to **move the primary vehicular access and underground ramp to the Plains Road East frontage**.

2. Extreme Height, Density, and Precedent (11 Storeys & 4.41 FAR)

The current planning framework permits a maximum building height of 6 storeys and an FAR of 2.0. The applicant is attempting to **nearly double the height** to 11 storeys and **more than double the**

density to an FAR of 4.41. Approving this massive departure from the Official Plan sets a dangerous precedent for our neighbourhood.

Once again, the **BUD Advisory Panel** agreed with this assessment, stating on the record:

- *"The scale of the proposed building was noted as being out of context... The scale and massing of the building as currently proposed was not thought to be justified."*
- *"The lack of step backs on the back and two sides of the building were noted as giving the building a very dominating, looming, undefined and blocky appearance."*

Demand: The proposed 11-storey height and 4.41 FAR are unjustified and vastly out of scale for a property abutting low-rise homes. The height must be reduced to align with the current 6-storey zoning to ensure an appropriate transition to the Mary Street neighbourhood.

3. Insufficient Parking Supply and Spillover Risk and Safety Hazards

While the applicant cites the **Plains Road Corridor Residential Parking Exemption Area** (under City By-law 2020.478) to justify providing only 105 parking spaces for 179 residential units and 8 commercial units, this theoretical zoning allowance ignores the functional reality of suburban vehicle ownership in Aldershot.

When on-site parking demand inevitably exceeds this severely constrained supply, the overflow will displace directly onto adjacent local roads—specifically **Mary Street, Joan Drive, and Maplehurst Avenue**.

Crucially, because these immediate residential side **streets lack sidewalks**, pedestrian movement is already confined to the road shoulders. Allowing overflow parking to line these uncurbed edges will **force vulnerable road users - including children, seniors, and families - directly into the center of the active vehicle travel lane**. This creates an unacceptable pedestrian safety hazard that dramatically compounds the dangers already introduced by locating the development's primary vehicular driveway on Mary Street.

Therefore, we formally request that City Planning staff and Council:

- Evaluate the potential impacts of spillover parking through the lens of **pedestrian safety and active transportation**, rather than treating it solely as a parking capacity or traffic flow issue.
- Reject the applicant's optimistic parking demand assumptions and mandate an independent **Parking Utilization and Pedestrian Safety Assessment** to ensure the on-site

parking supply is genuinely sufficient for the long-term residential and commercial operational needs of this development.

4. Shadow and Wind Impacts on the Neighbourhood

The proposed 11-storey building height represents an abrupt and destabilizing massing transition directly adjacent to the established, low-rise R2.4 residential zone on Mary Street. While the applicant's written analysis relies on an aggregated, day-wide "average" Sun Access Factor of 0.85 to claim compliance, the actual spatial mapping in drawings AD-1.1 and AD-1.4 reveals a starkly different microclimate reality.

The building's extreme vertical profile will **cast dense, uninterrupted morning shadows across Mary Street properties** during the critical spring, autumn, and winter intervals. We demand that City Planning staff rigorously audit the underlying geometric assumptions of this shadow study. The city must enforce a design that protects our neighborhood from severe loss of continuous sunlight, sky exposure, and ambient daylighting.

Furthermore, the developer's own **RWDI Pedestrian Wind Comfort Assessment (Pages 15-16)** explicitly admits that the 11-storey building will cause "uncomfortable" wind conditions on the sidewalks during winter and notes a specific wind speed increase to the "northwest of the site on Mary Street." Dropping an 11-storey tower next to low-rise homes creates a **severe wind-tunnel effect** that will negatively impact the pedestrian experience on our street.

6. Direct Impacts on 512 Mary Street (Adjacent Property Owner Demands)

I fundamentally oppose the aggressive variances requested by the developer, which push the negative impacts of this massive development to the edges of their site and directly onto my property. However, should the City choose to approve any version of this application against my strong objections, I formally demand that the following conditions be legally mandated to protect my home and property rights:

- **Upgrade the Boundary Barrier and Landscaping**: I strongly oppose the developer's request to slash the required 6-meter residential landscape buffer down to a mere 2.78 meters. The city must enforce the full 6-meter buffer to protect existing residents. Also, a standard 6-foot residential fence is completely inadequate to mitigate the impacts of an 11-storey building and commercial loading zone. I demand the City mandate the construction of a minimum **3.6-meter (12-foot) engineered acoustic masonry sound wall** along the entire shared property line, designed and paid for entirely by the developer.

This acoustic barrier must be supplemented by **mature, high-caliper evergreen trees (not saplings)** to provide immediate screening and noise mitigation.

- **Enclose the Garbage/Loading Area:** I oppose the placement of the garbage staging and heavy truck loading area at the rear of the building, mere meters from my residential property line. This infrastructure should be relocated away from single-family homes. **If it is permitted to remain at the rear**, I demand that the loading space and garbage staging area be fully enclosed within the building envelope with rapid-close doors to prevent severe odour, pest, and noise issues from destroying the enjoyment of my property.
- **Privacy & Overlook (Balconies):** I oppose any side-facing balconies that project over the already-reduced side setbacks, as they will create a severe loss of privacy. I demand that no balconies be permitted on the side of the building facing my home. **If the City permits side-facing windows or balconies**, it must legally mandate opaque, frosted glass privacy screens of at least 1.8 meters in height to prevent downward overlook into my yard.
- **Relocate Exhaust Vents to the Roof:** I strongly oppose the placement of air intake and exhaust shafts for a 105-car underground garage at "ground level" adjacent to my property, as outlined in the developer's Noise Study (Page 7). **If this garage is approved**, I demand that all HVAC, commercial kitchen, and underground parking exhaust vents be routed to the roof of the 11-storey building to prevent toxic car exhaust and mechanical fan noise from blowing directly into my backyard.
- **Protect My Basement (Groundwater & Drainage):** I strongly oppose the developer's request to push the underground parking structure to within an extreme 0.90 meters of our shared property line. Excavating a two-storey concrete bunker this close acts as an underground dam. **If the City permits this dangerous setback reduction**, I demand a peer-reviewed Hydrogeological Study to guarantee this will not alter the water table and flood my basement, along with a strict Grading Plan ensuring absolutely zero surface runoff drains onto my property.

Summary

Both the applicant’s own technical submissions and early municipal design reviews point to a clear conclusion: **this building is simply too large for this lot**; current proposal represents a severe over-intensification of the site that is fundamentally incompatible with the surrounding residential fabric. Furthermore, directing the primary vehicular and service access for 179 residential units and 8 commercial spaces onto Mary Street—a local road lacking continuous sidewalks and situated within an active public school walking zone—creates an unacceptable life-safety hazard for children and vulnerable road users.

Therefore, **I strongly oppose the proposed redevelopment plan for 517 Plains Road East** and respectfully request that City Planning staff and Council **reject the requested Official Plan and Zoning By-law amendments** in their current form. To achieve basic compatibility with the neighborhood, the applicant must be required to:

- **Reduce building height** to the permitted mid-rise maximum of 6 storeys;
- **Reduce the Floor Area Ratio (FAR)** from the proposed 4.41:1 down to a maximum of 2.0:1;
- **Relocate all vehicular, commercial loading, and service access** directly to Plains Road East; and
- **Increase rear yard setbacks, landscaped privacy buffers, and on-site amenity areas** to protect adjacent single-family homes.

Please formally register me as an interested party on the public record and ensure that I am included in all future written notices, statutory meeting invitations, staff reports, and correspondence related to this application.

Sincerely,

Darshan & Khushbu Kakadiya

[redacted]

From: [redacted]
To: Johnson, Mark; Mailbox, Planning - Customer Service
Cc: LIST - Office of Ward 1
Subject: Comments Regarding Development Application – 517 Plains Road East (File: 505-06/26 and 520-06/26)
Date: Wednesday, June 24, 2026 10:04:38 PM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mark/Planning and Development Committee ,

I am writing as the owner of [redacted], Burlington, which is [redacted]t to the proposed redevelopment at **517 Plains Road East**.

While I recognize the City's objective of providing additional housing opportunities, I have significant concerns regarding the scale of the proposal and its impact on the surrounding residential neighbourhood. I respectfully request that the following comments be considered as part of the review process.

Vehicular Access from Mary Street:

My strongest concern is the proposal to direct vehicular access to the development through Mary Street.

Mary Street is a local residential street intended to serve existing residents and families. It is not designed to function as the primary access route for a high-density development consisting of approximately 179 residential units and 8 commercial units. Introducing the primary access point for a development of this scale onto Mary Street would fundamentally alter the character of the street and result in increased traffic volumes, congestion, noise, and safety concerns for existing residents.

The existing motel property has historically been accessed from Plains Road East, and neighbouring commercial properties along this corridor are similarly accessed from Plains Road East. We would appreciate clarification regarding why access from Plains Road East is no longer being pursued and what alternatives were evaluated before selecting Mary Street as the preferred access route.

I strongly oppose the proposed vehicular entrance from Mary Street and respectfully request that the City require the applicant to pursue access from Plains Road East or demonstrate through detailed technical studies why such access is not feasible.

In addition, a vehicular entrance on Mary Street will create ongoing impacts for nearby residents, including vehicle headlights shining directly toward neighbouring homes

during evening and nighttime hours, increased noise from vehicle movements, and reduced enjoyment of adjacent residential properties.

A comprehensive Traffic Impact Study should be required that specifically evaluates impacts on Mary Street, including:

• Projected traffic volumes and turning movements;
• Peak-hour congestion;
• School-related traffic conditions;
• Pedestrian and cyclist safety;
• Emergency vehicle access; and
• Long-term operational impacts on the surrounding residential neighbourhood.

Parking Supply and Spillover Parking:

I am concerned that the proposed parking supply may not adequately accommodate residents, visitors, service vehicles, deliveries, and commercial uses associated with a development of this size.

Where parking demand exceeds available supply, the result is often spillover parking onto nearby residential streets. Mary Street already has limited on-street parking availability, and additional pressure from residents and visitors would negatively impact existing homeowners.

In addition, Mary Street does not have dedicated pedestrian sidewalks along portions of the street. Residents, children, and visitors frequently walk along the roadway itself. If spillover parking occurs as a result of insufficient on-site parking, parked vehicles will further reduce the available roadway width and may force pedestrians to walk farther into the travel lane to navigate around parked vehicles. This creates an increased safety risk for children, seniors, families, and other pedestrians using the street.

For this reason, the potential impacts of spillover parking should be evaluated not only from a parking capacity perspective but also from a pedestrian safety perspective.

I request that the City carefully review the parking demand assumptions and assess whether the proposed parking supply is sufficient for the long-term needs of the development.

Height, Density and Neighbourhood Compatibility:

The application seeks significant amendments to both the Official Plan and Zoning By-law.

The site is currently subject to a planning framework that permits a **maximum building height of 6 storeys and a maximum Floor Area Ratio (FAR) of 2.0**. The current application seeks to increase the permitted **building height to 11 storeys** and more than double the permitted density by increasing the **FAR from 2.0 to 4.41**.

These requested increases represent a substantial departure from the planning framework currently applicable to the site. While I understand the site is located within an Urban Corridor designation intended to accommodate growth, the proposal substantially exceeds both the currently permitted height and density contemplated under the City's planning policies.

The requested increase in FAR from 2.0 to 4.41 represents a significant intensification on a relatively small site. I respectfully request that the City carefully evaluate whether the scale of development can be accommodated without adverse impacts on traffic, parking, pedestrian safety, infrastructure, privacy, servicing capacity, and neighbourhood compatibility.

Pedestrian and School Safety:

There is a nearby school within walking distance of the site, and the area is regularly used by children, families, pedestrians, and cyclists.

The introduction of significantly increased traffic volumes on Mary Street raises concerns regarding pedestrian safety, particularly during **school drop-off and pick-up periods**. Any traffic review should include a detailed assessment of impacts on school-related pedestrian activity and identify measures necessary to maintain a safe environment for children and families.

We would also appreciate confirmation that the **appropriate school boards and public agencies have been consulted regarding the potential impacts** of a development of this scale on local community infrastructure.

Setbacks, Buffers and Privacy:

The application seeks not only increases in height and density but also reductions to setbacks, landscape buffers, and amenity areas.

These standards exist to ensure compatibility between larger developments and adjacent residential properties. Reducing these protections while simultaneously increasing height and density compounds the impact on neighbouring homes.

As an immediately adjacent property owner, I am concerned about overlook, privacy

loss, visual impacts, and the overall compatibility of an 11-storey building adjacent to established residential properties.

I request that the City require:

• Increased setbacks where possible;
• Meaningful landscape buffers;
• Privacy fencing and screening;
• Building step-backs adjacent to residential properties; and
• Design measures that minimize overlook into neighbouring homes and yards.

Given the proposed increase in height, I would appreciate **confirmation that shadow studies** have been completed and that the findings will be made available to neighbouring residents as part of the public consultation process. We understand that shadow studies are typically prepared for March 21, June 21, September 21 and December 21, and we would appreciate the opportunity to review those findings as part of the public consultation process. I would also appreciate access to any Traffic Impact Study, Parking Study, Shadow Study, Urban Design Report, and Planning Justification Report submitted in support of this application.

Construction Impacts:

Given the close proximity of the proposed development to existing homes, any approval should include requirements for:

• Pre-construction condition surveys of adjacent properties;
• Vibration monitoring during excavation and construction;
• Dust-control measures and regular street cleaning;
• Construction traffic management plans; and
• Ongoing communication with nearby residents throughout the construction period.

I also request that I **be included in all future notices, meetings, reports, and correspondence** related to this application.

In summary, **I strongly oppose the proposed vehicular access from Mary Street** and have **significant concerns regarding the requested amendments to both the Official Plan and Zoning By-law**. The proposal seeks to increase the permitted height from 6 storeys to 11 storeys, more than double the permitted density from FAR 2.0 to FAR 4.41, and reduce setbacks, landscape buffers, and amenity areas. Taken together, these changes represent a **substantial departure from the planning framework currently applicable to the site** and warrant careful scrutiny before any approval is considered.

Thank you for your consideration of these comments.

Sincerely,

A Cameron Terceira
[redacted], Burlington
[redacted]

I have also attached my comments in a signed letter.

From: [redacted]
To: Johnson, Mark
Subject: Re: Written Comments in Opposition – File 505-06/26 & 520-06/26 | 517 Plains Road East
Date: Tuesday, August 18, 2026 7:34:46 PM
Attachments: [redacted]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mark,

I have to ask — is this a joke?

I just received the notice that the statutory public meeting for the proposed development at 517 Plains Road East is scheduled for Tuesday, September 15 at 9:30 a.m.

A weekday morning meeting.

For a development of 11 storeys, 179 residential units and 8 commercial units, directly beside an established residential neighbourhood and in an area used every single day by families and children walking and biking to school.

How exactly is the City expecting the residents who are most directly affected by this proposal to meaningfully participate when the meeting is scheduled at 9:30 on a Tuesday morning?

Parents are working. Children are in school. Many residents cannot simply take time off work and rearrange their lives to attend a City meeting.

This is incredibly frustrating, particularly after being told that public input matters and that residents have an opportunity to be heard.

If the City genuinely wants meaningful public participation, why is a meeting of this significance being held during the middle of a weekday morning?

I am asking you directly: Is there any possibility of this meeting being moved to an evening or otherwise scheduled at a time that actually allows the affected community to participate?

I would also like to understand how the City determined that 9:30 a.m. on a Tuesday was an appropriate time for this particular public meeting.

I am already deeply concerned about this development and its impact on our

neighbourhood, traffic and, most importantly, the safety of the children who use these streets every day.

Now I am extremely frustrated that the public meeting itself appears to be scheduled in a way that makes participation unnecessarily difficult.

I look forward to your explanation.

Erin Anemaet

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From: [redacted]
To: Johnson, Mark
Subject: 517 Plains Road East Proposal
Date: Thursday, August 20, 2026 2:38:17 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mark,

I saw there was a proposal for a new development at 517 plain road east and that you were the planner on file. I just had a couple of comments on the proposal just as a concerned neighbour. First, it does seem quite large for the space (11 stories) and compared to the other buildings in the immediate area (the library and the newest building just across plains road which both seem to be about 6 ish stories, although I could be wrong about that). I just think it would be better to be more in line with what's already around the area, but in the end it's not really that big of a deal that point.

More importantly though, with a new build and all these new tenants with vehicles I saw that the plan is to have vehicles access be through Mary street. I'm concerned about this added amount of traffic and what it will do for pedestrian safety in the area. This is an area with no sidewalks already, and there's a school almost next door and so what will be done to ensure it's still going to be a safe area to walk for people, and especially children during the school year in mornings and afternoons when traffic is already a little busy, but could be even more so with this new build.

Thanks for looking at this,

Jonathan Baker

AMENDMENT NO.166 TO THE OFFICIAL PLAN OF THE CITY OF BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

The details of the Amendment, as contained in Part "B" of this text, constitute Amendment No.166 to the Official Plan of the City of Burlington Planning Area, as amended.

PART A – PREAMBLE

1. PURPOSE OF THE AMENDMENT

The purpose of this amendment is to permit an eleven (11) storey mixed use building consisting of ground floor non-residential uses and 179 residential units in the storeys above.

2. SITE AND LOCATION

The subject lands are located along Plains Road East, on the north side of Plains Road East, west of Joan Street and south of Mary Street, consisting of one parcel that is municipally known as 517 Plains Road East. The subject lands are approximately 0.31 hectares in size and are currently occupied by a one-storey motel.

Surrounding land uses consist mainly of a mix of residential, commercial and institutional uses.

3. BASIS FOR THE AMENDMENT

a) The subject application proposes intensification that is consistent with the Provincial Planning Statement (PPS), 2024. The PPS promotes a range and mix of uses and housing that efficiently uses land, resources, infrastructure, and public service facilities and is supportive of public transit.

b) Intensification of land within built-up, serviced areas of the City makes more efficient use of existing developed lands which meets the intent of the Halton Region Official Plan, 1995 (an Official Plan of the City of Burlington).

c) The proposed development supports the City's objective to broaden the range of housing forms and supply to meet City needs in a manner that is compatible with surrounding properties and uses.

d) The proposed development is located on lands with adequate infrastructure and is in close proximity to transit routes, commercial uses and community

amenities so satisfies Official Plan policies to provide housing opportunities in locations that can reduce travel times and decrease dependence on the car.

e) The applicant submitted technical studies that provide adequate and appropriate information to support the development.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

Map Change:

None is proposed

Text Change:

The text of the Official Plan of the City of Burlington, 1997, as amended, is hereby amended as follows:

Insert the following site-specific policy at the end of Part III, Land Use Policies – Urban Planning Area, Section 5.3 Mixed Use Corridors – General, Subsection 5.3.2 General Policies:

517 Plains Road East	al) Notwithstanding policies of Part III, Subsection 5.3.2 d) (i), (ii) and (f) of this Plan, for the property identified as 517 Plains Road East, the following policies *shall* apply: (i) a mixed use building consisting of residential and at-grade non-residential uses *shall* be permitted; (ii) the maximum building height *shall* be eleven storeys; (iii) the maximum *floor area ratio shall* be 4.41:1.

2. INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the "Interpretation" policies of Part VI, Implementation, Section 3.0, Interpretation, of the Official Plan of the City of Burlington, 1997.

3. IMPLEMENTATION

This Official Plan Amendment will be implemented in accordance with the appropriate "Implementation" policies of Part VI, of the Official Plan of the City of Burlington, 1997.

BY-LAW NUMBER 2020.526, SCHEDULE 'A' AND EXPLANATORY NOTE

The Corporation of the City of Burlington

City of Burlington By-law 2020.526

A by-law to amend Zoning By-law 2020, as amended, for 517 Plains Rd. E.
(File No. 505-06/26 and 520-06/26)

Whereas Section 34 (1) of the *Planning Act, R.S.O. 1990, c. P. 13*, as amended, states that zoning by-laws may be passed by the councils of local municipalities; and

Whereas the Council of the Corporation of the City of Burlington approved Recommendation Report DGM-56-26 on September 29, 2026, to amend the City's Zoning By-law 2020, as amended, to permit the development of a twelve (12) storey mixed use building (inclusive of mechanical penthouse and rooftop amenity) consisting of ground floor non-residential uses and a maximum of 179 residential units.

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. Map No. 5-E, 5-W, 6-E, 6-W of Part 15 to Zoning By-law 2020, as amended, is further amended as shown on Schedule "A" to this By-law.

2. Part 11, Holding Zone Provisions, of Zoning By-law 2020, as amended is further amended by adding to Appendix 'A', Site-Specific Requirement 116, as follows:

#116	H-MXG-579	Map	5-E, 5-W, 6-E, 6-W	Resolution:

The Holding symbol shall be removed from the zone designation by way of an amending zoning by-law when the following has been completed:

a) A written consent letter from the neighbouring property owner confirming any required injury and/or removal of trees has been submitted to the satisfaction of the Manager of Parks, Design and Construction.
b) Complete the following to the satisfaction of the Director of Engineering Services or their designate:

1. Provide a Phase Two Environmental Site Assessment (ESA), signed by a Qualified Person, and completed in accordance with Ontario Regulation, 153/04, as amended.
2. The City requires that the Qualified Person indicates in the Phase Two ESA either that the environmental condition of the site is suitable for its intended land use or that one or more criteria exceed the applicable Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act or property specific standards determined via risk assessment conducted in accordance with Schedule C or Ontario Regulation 153/04, as amended. If the Qualified Person indicates that samples contain contaminants at concentrations that exceed the applicable standards, remediation and/or risk assessment works will be required prior to change in land use. In addition, any subsequent environmental documents shall be provided and accepted by staff.
3. Include a Letter of Reliance that allows the City to rely upon the ESA.

c) The owner submits a revised Transportation Impact Study to provide a robust analysis of the impact to the transportation network and identify areas for improvement of the surrounding network with both residential and non-residential traffic ingress and egress from Plains Road East to the satisfaction of the Director of Transportation Services.

d) The owner submits a revised Sun Shadow Study and Sun Access Factor calculations in accordance with the City's Shadow Guidelines and Terms of Reference, dated June 2020 and all mitigation measures incorporated in the site plan process, to the satisfaction of the Director of Community Planning.

e) The owner submits a revised Pedestrian Level Wind Study in accordance with the City's Pedestrian Level Wind Study Guidelines and Terms of Reference, dated March 2020 and all mitigation measures incorporated in the site plan process, to the satisfaction of the Director of Community Planning.

f) The owner submits a revised Functional Servicing Report and Stormwater Management Report (FSR). The FSR shall confirm available water and wastewater sewer capacity, system pressures and comply with Regional standards and demonstrate that sufficient water and wastewater services are available to the satisfaction of the Director of Community Planning in consultation with Regional Municipality of Halton (Region).

g) The owner submits a Land Use Compatibility Study that includes an Air Quality Study, subject to peer review and all mitigation measures shall

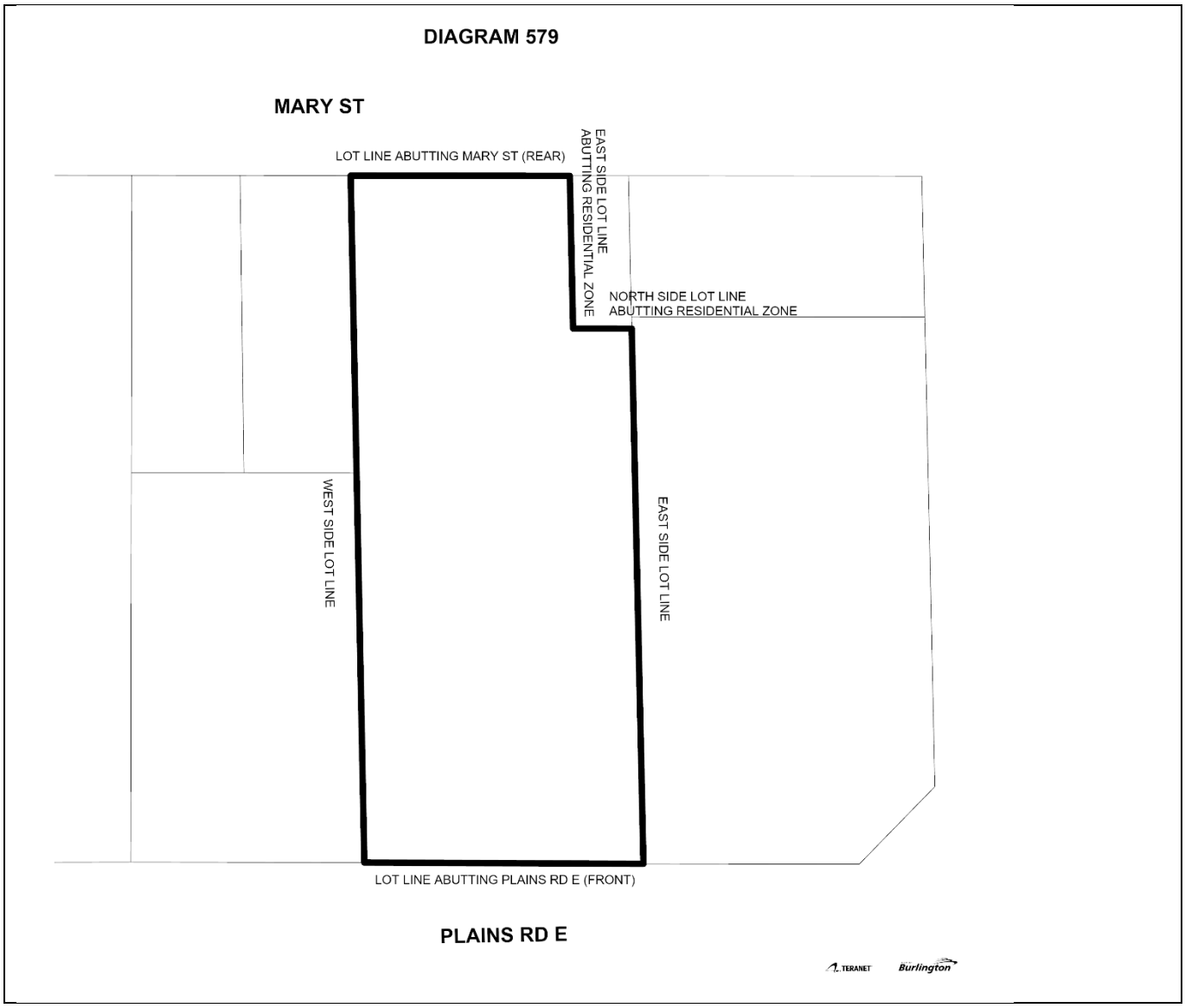
be incorporated into the site plan process to satisfaction of Director of Community Planning.

3. Part 14, Exceptions to Zone Designations, of Zoning By-law 2020, as amended, is further amended by adding a new Exception #579 as follows:

Exception 579	Zone H-MXG	Map 5-E, 5-W, 6-E, 6-W	Amendment 2020.526	Enacted September 29, 2026
1. Permitted Uses: a) Only the following uses shall be permitted: i) Apartment Building with retail, service commercial, community institution and all office uses on the ground floor only **2. Regulations:**				
a) Vehicle access to Mary Street is not permitted				
b) Maximum Height:			12 storeys and up to 40 m (inclusive of mechanical penthouse and rooftop amenity)	
c) Maximum Number of Dwelling Units:			179	
d) Dwelling Units:			Not permitted on the 12th storey	
e) Maximum Floor Area Ratio:			4.41:1	
f) Non-residential Floor Area:			211 m^2	
g) Notwithstanding Part 5, Section 4.1, Table 5.4.1 the maximum yard abutting any street shall not apply.				
h) Yard abutting Plains Road East: i) Floors 1 to 2: ii) Floors 3 to 8: iii) Floors 9 to 11: iv) Floor 12: v) Floor 12 rooftop amenity terrace:			 3 m 6 m 9 m 14 m 9.6 m	
i) Yard abutting Mary Street: i) Floors 1 to 11: ii) Floor 12:			 38.5 m 53.5 m	

iii) Floor 12 rooftop amenity terrace:	48.5 m
j) West Side Yard: i) Floors 1 to 11: ii) Floor 12: iii) Floor 12 rooftop amenity terrace:	 5 m 10 m 5.6 m
k) East Side Yard: i) Floors 1 to 11: ii) Floor 12: iii) Floor 12 rooftop amenity terrace:	 5 m 10 m 5.6 m
l) North, and East Side Yard abutting a residential zone: i) Floors 1 to 11: ii) Floor 12: iii) Floor 12 rooftop amenity space:	 18 m 33 m 28 m
m) West Side Yard abutting a residential zone:	5 m
n) Driveways and Parking Space setback: i) From the North Side Residential Zone: ii) From the East Side Residential Zone: iii) From the West Side Residential Zone:	 3 m 5.9 m 4.5 m
o) Below Grade Parking Structure: i) Abutting Plains Road East: ii) Abutting Mary Street: iii) Abutting all other lot lines:	 0.9 m 3 m 3 m
p) Amenity Area:	15 m^2 per unit
q) Maximum Balcony and Terrace Projections: i) Rear Yard and a Yard Abutting the North Side Residential Zone: ii) Front Yard:	 1.2 m 1.2 m for balconies only
iii) A rooftop terrace shall maintain the principal building yards of the storey below it. iv) Balconies are not permitted to project into East Side Yard, West Side Yard and West Side Yard Abutting a Residential Zone.	
r) A privacy screen is required for balconies adjacent to the west side yard abutting a residential zone and balconies along the rear elevation:	2 m privacy screen height measured from the platform
s) Landscape Area and Buffer i) Landscape Area Abutting Plains Road East: ii) Landscape Buffer Abutting Mary Street:	 1.5 m 3 m

iii) Landscape Buffer Abutting the North Side Yard Residential Zone:	3 m
iv) Landscape Buffer abutting the East Side Yard Residential Zone:	3 m
v) Landscape Buffer abutting the West Side Yard Residential Zone:	3 m
vi) Notwithstanding the definition of Landscape Area: i. Snow storage, Hydro Transformer and pad, and a below grade parking structure may encroach into a required Landscape Area.	
t) Notwithstanding Part 1, Subsections 2.26(9): Where parking facilities are provided for a residential use, designated accessible parking spaces for the exclusive use of persons with disabilities shall be identified with a provincially regulated vertical sign displaying the international symbol for accessible parking spaces. Designated parking spaces shall be included in the calculation of provided parking and shall be provided in accordance with Part 1, Section 2.26(9) Table 1.2.7, 9(a) and 9(b).	
u) Bicycle Parking: i) Retail a. Short-term: b. Long-term: ii) Residential a. Short-term: b. Long-term:	 3 spaces plus 1 space/1000 m^2 GFA 2 spaces plus 1 space/1000 m^2 GFA 0.05 spaces per unit 0.5 spaces per unit
v) For the purpose of Bicycle parking regulations: i) Long-term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit or on a balcony. ii) Short-term bicycle parking spaces are bicycle parking spaces for use by visitors to a building. Short-term bicycle parking spaces are to be located close to a building entrance and sheltered from the elements. iii) Each bicycle parking space shall be 60 cm x 1.8 m in size.	
Except as amended herein, all other provisions of this By-law, as amended, shall apply	



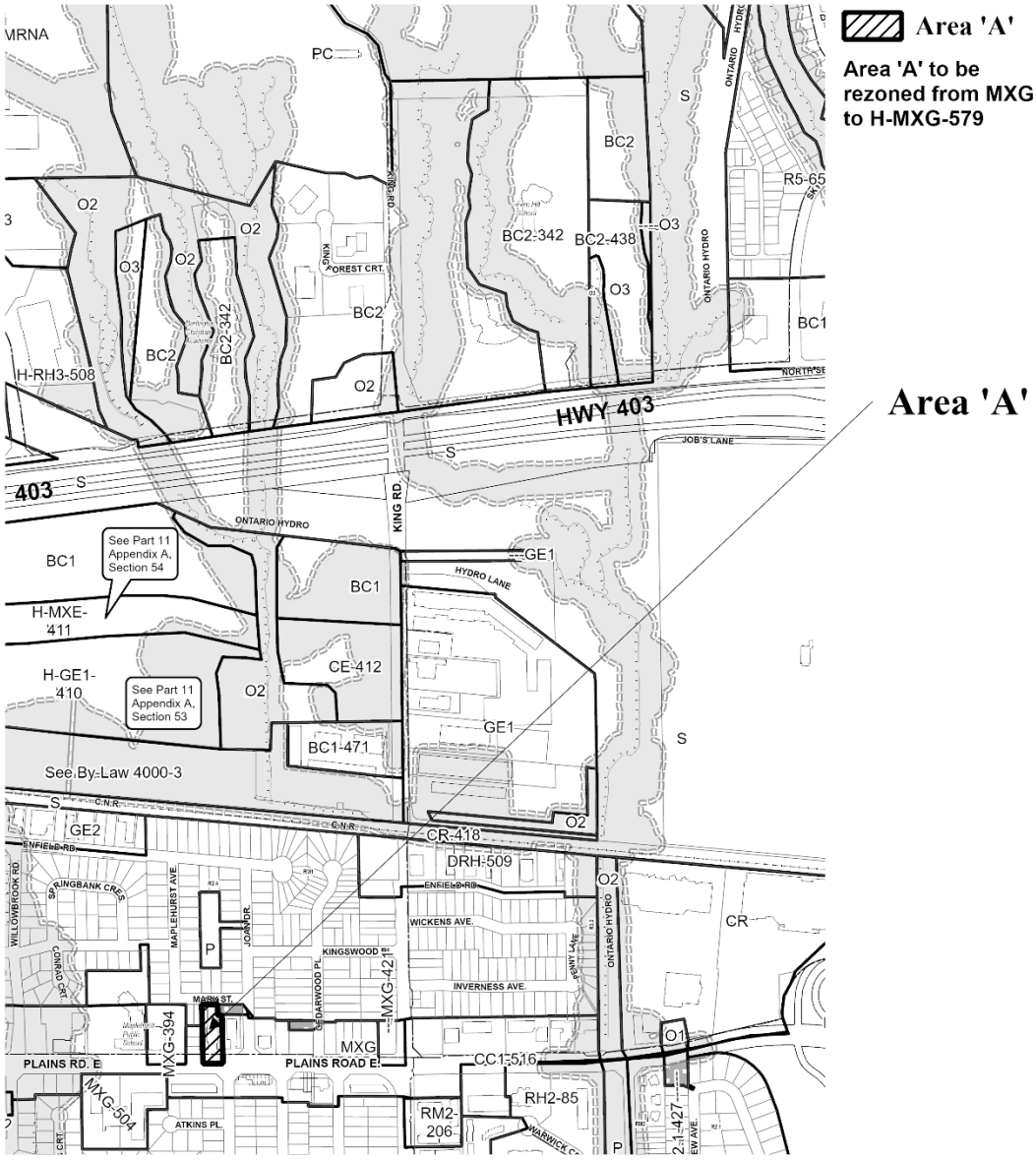
4. This By-law comes into force in accordance with Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended.

Enacted and passed this 29th day of September, 2026

Mayor Marianne Meed Ward

City Clerk Michael de Rond

SCHEDULE "A"



SCHEDULE 'A' TO BY-LAW 2020.526 AMENDING MAP NOs. 5-E, 5-W, 6-E & 6-W PART 15, BY-LAW 2020 AS AMENDED. PASSED THE 29th DAY OF SEPTEMBER, 2026

---------- MAYOR

---------- CITY CLERK

TERANET City of Burlington Community Planning Department

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.526

By-law 2020.526 amends Zoning By-law 2020, as amended, to rezone the lands municipally known as 517 Plains Rd. E., to permit a twelve (12) storey mixed use building (inclusive of mechanical penthouse and rooftop amenity) consisting of ground floor non-residential uses and a maximum of 179 residential units.

For further information regarding By-law 2020.526, please contact Mark Johnson of the Burlington Community Planning Department at (905) 335-7600, extension 7954.

Appendix F – Detailed Planning Analysis

1.0 The Provincial Planning Statement, 2024 (PPS)

The Provincial Planning Statement (the "PPS") came into force and effect on October 20, 2024, and applies to decisions concerning planning matters occurring after this date. This replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan) (2019). The PPS provides broad policy direction on matters of provincial interest related to land use planning and development and supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

In accordance with Section 2.1.6., Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

In accordance with Section 2.2.1, planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating
    1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment;
c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
d) requiring transit-supportive development and prioritizing intensification, in proximity to transit, including corridors and stations.

The PPS directs that growth and development be focused in 'Settlement Areas'. Settlement Areas include built-up urban areas where development is concentrated, and

which have a mix of land uses and lands which have been designated in an Official Plan for development over the long term. Settlement Areas also include Strategic Growth Areas which are defined under the plan as nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form.

In accordance with Section 2.3.1 1. and 2., Settlement Areas shall be the focus of growth as well as development and should be based on densities and a mix of land uses which:

a) efficiently use land and resources;
b) optimize existing and planned infrastructure and public service facilities;
c) support active transportation;
d) are transit-supportive, as appropriate; and
e) are freight-supportive.

Similarly, in accordance with Section 2.4.1(2)., to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development Strategic Growth Areas should be planned:

a) to accommodate significant population and employment growth;
b) as focal areas for education, commercial, recreational, and cultural uses;
c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
d) to support affordable, accessible, and equitable housing.

The subject lands are found along Plains Road East which is designated as ‘Regional Intensification Corridor’ under the Regional Official Plan and envisioned as an ‘MTSA Primary Connector’ and ‘Frequent Transit Corridor’ under the Local Official Plan (2020, as amended) as later discussed in this analysis. Therefore, staff are of the opinion that the subject lands are within a Strategic Growth Area. The proposed development includes an 11-storey mixed-use building with 179 residential units that would serve as additional housing options in the city, and which will be municipally serviced by nearby existing public transit routes. The subject lands are located in proximity to three Burlington Transit bus stops with access to Routes 1 (Plains – Fairview East) and 4 (Central). The property is also located within 3.2 km of the Aldershot GO Station, which has frequent weekday and weekend train and bus services. As a result, staff are of the opinion that the proposed development is an efficient use of the land, resources, infrastructure and public service facilities which are planned and available.

In accordance with Section 2.4.1 3., planning authorities should identify the appropriate type and scale of development in Strategic Growth Areas and the transition of built form to adjacent areas as well as permit development and intensification within these to support the achievement of complete communities and a compact built form. The proposed development has considered transition to adjacent areas based on the applicable Official Plan design policies and associated design guidelines while providing for residential intensification as later discussed in this analysis, noting that modifications

are recommended by staff to address transition between the site and neighbouring properties.

In accordance with the energy conservation, air quality and climate change policies, Section 2.9 describes that Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;
b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
c) support energy conservation and efficiency;
d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development contemplates the redevelopment of the subject lands from a one-storey motel to an 11-storey mixed-use building with 179 residential units and ground floor non-residential uses. The proposed development will be supported by existing and planned municipal servicing infrastructure, as well as public service facilities that currently serve the surrounding neighbourhood. Additionally, as later discussed in this analysis, the applicant provided a checklist of the Sustainable Building Design Guidelines and demonstrated how these have been included as part of the development proposal through building design strategies. The guidelines ensure that negative impacts to air quality and climate change are minimized, that energy efficiency is promoted and prepare for the impacts of a changing climate.

In accordance with the Land Use Compatibility policies under Section 3.5 1., major facilities and sensitive land uses, such as residential uses, shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. The subject property is located within 1,000 metres of a CN rail yard; and as such, the applicant will be required to provide a Land Use Compatibility Study. This will also include the completion of an air quality study to assess impacts from the nearby industrial and commercial operations, in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. It is noted that a Noise and Vibration Study was submitted by the applicant and reviewed by Development Engineering staff who have identified they have no concerns. A holding zone is recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study.

In accordance with the public spaces, recreation, parks, trails and open space policies under Section 3.9 1., healthy and active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages. The proposed development provides access to landscaped public boulevards along Plains Road East which connect to the public realm.

As per the analysis provided, planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment, as modified by staff, are consistent with the PPS, noting that a holding provision is recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study.

2.0 Halton Region Official Plan (ROP)

The Halton Region Official Plan (the "ROP") describes that it provides for "broad policy directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services". The Planning Act requires that Burlington's Official Plan and Zoning By-law be amended to conform with the ROP.

In accordance with Map 1H – Regional Urban Structure of the ROP, as amended, the subject lands are designated as 'Urban Area', and considered to be within a 'Strategic Growth Area' as they are located along Plains Road East which is a right-of-way that is designated as 'Regional Intensification Corridor' also referred to as the 'Plains-Fairview Corridor'. In accordance with Section 72, the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability, and economic prosperity. Furthermore, in accordance with Section 74, the Urban Area consists of areas designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.

In accordance with Section 82.3, some of the objectives of Regional Intensification Corridors are to recognize Strategic Growth Areas in the Region and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context as well as to achieve increased residential and employment densities to ensure the viability of existing and planned transit. The proposed development is intended to provide intensification and a mix of uses that support a pedestrian-oriented urban environment and existing as well as planned transit while ensuring the neighbourhood character is preserved.

Section 86 outlines it is the policy of the Region to permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained as well as to promote residential intensification through the development or redevelopment of greyfield sites which would include vacant lands. The proposed development consists of housing intensification within an underutilized parcel as it proposes a conversion from a one-storey motel to an 11-storey mixed-use building with 179 residential units and ground floor non-residential uses while aligning with the planned character of the area as later discussed in this analysis.

In accordance with Section 89(3), all new development within the Urban Area is to be connected to the Region of Halton's municipal water and wastewater system. As part of the required materials for the application submission, the applicant provided a Functional Servicing and Stormwater Management Design Report which was reviewed by Halton Region staff as well as Development Engineering staff. Regional staff have requested revisions to be provided by way of a holding provision required to be lifted ahead of the subsequent Site Plan application stage.

Section 79.3(12) of the ROP requires the protection of existing major facilities within or adjacent to Strategic Growth Areas through the achievement of land use compatibility between major facilities and new sensitive uses in accordance with Section 143(12). Section 143(12) outlines that land use compatibility is to be achieved by requiring these uses to be planned and developed to avoid, or if avoidance is not possible, to mitigate any adverse effects to minimize risk to public health and safety and to ensure the long term operational and economic viability of major facilities. Where avoidance is not possible, appropriate studies are required to demonstrate land use compatibility between sensitive land uses and major facilities in accordance with Provincial guidelines, standards and procedures. Further, Section 143(9) requires that proposed development adjacent or in proximity to railway yards to undertake, prior to development approval, the completion of a noise study and air quality study if the development is within 1,000 metres of a railway yard. As noted above, the subject property is located within 1,000 metres of a CN rail yard. The applicant will be required to provide a Land Use Compatibility Study, including the completion of an air quality study to assess impacts from the nearby industrial and commercial operations on the subject lands, in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. It is noted that a Noise and Vibration Study was submitted by the applicant and reviewed by Development Engineering staff who have identified they have no concerns. A holding zone is recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study.

Section 147. (6) of the ROP describes that it is policy of the Region to promote the planting of new trees, and retain treescapes along major transportation corridors, replace trees cut down for public works and, wherever possible, develop new treescapes consistent

with safe and aesthetically pleasing road or corridor design. Similarly, in accordance with the Sustainable design and compatibility policies under Part II, Section 2.7.3 of OP 1997, at the site planning stage, site plans will be reviewed for Sustainable Development considerations such as, but not limited to, the preservation of existing trees and other vegetation. In accordance with Section 4.3.2 d) of the OP 2020, in order of priority, all development proposals and infrastructure projects, including City projects, should:

(i) preserve existing healthy trees. The location of existing healthy trees shall be considered when establishing the location and building envelope of a proposed development;

(ii) relocate healthy trees where feasible;

(iii) plant replacement trees where trees are removed. Replacement planting requirements shall be established using an aggregate-caliper formula, to the satisfaction of the City. If replacement trees cannot be accommodated on-site, off-site compensation may be considered to maintain and enhance the neighbourhood canopy; and

(iv) incorporate the planting of additional trees where appropriate.

As described under report DGM-56-26, the proposed development consists of the removal of a municipal tree (Tree #2) to facilitate the proposed development. Planning staff have reviewed the proposed tree removal in light of the City's tree canopy objectives as well as its housing supply objectives and is of the opinion that the underground parking structure can be recessed/bumped-in in the vicinity of the municipal tree to keep it outside of its minimum tree protection zone (mTPZ) and preserve the majority of its root zone.

Section 147(17) of the ROP requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. The applicant was required to submit an Environmental Site Screening Questionnaire (ESSQ) and a Phase One Environmental Site Assessment. The submitted materials have been reviewed by Development Engineering staff and staff have requested that a Phase Two Environmental Site Assessment be provided, by way of a holding provision, required to be lifted as part of the subsequent Site Plan application stage.

As per the analysis provided, planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law amendment, as modified by staff, conforms to the ROP, noting that holding provisions are recommended to be applied to the lands to ensure the completion of the Land Use Compatibility Study and an updated Functional Servicing and Stormwater Management Design Report.

3.0 City of Burlington Official Plan (1997, as amended)

The City of Burlington Official Plan (the "OP 1997") provides specific guidance on land use planning and development within the city. The Official Plan includes local principles, objectives and policies for the orderly growth and compatibility of different land uses.

The subject lands are designated as 'Mixed Use Activity Areas' under Schedule 'A' – Settlement Pattern of the OP 1997. Part III, Section 5.1 provides that 'Mixed-Use Activity Areas' are to offer alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services, and to address the demand for higher intensity employment, shopping and residential areas within the City. In accordance with Part III, Section 5.2.1 'Mixed-Use Activity Areas' are intended as comprehensively planned mixed-use employment, shopping and residential areas that provide for the integration of a variety of compatible land uses in a compact urban form, with the aim of promoting the use of public transit and pedestrian connectivity.

As shown on Schedule 'B' – Comprehensive Land Use Plan – Urban Planning Area in OP 1997, the subject lands are located within the 'Mixed Use – General' designation.

Part III Section 5.3.1 states that lands within this designation are intended to support developments on individual sites which include combinations of residential, retail, office and other uses. Section 5.3.2 expands on this broad vision, by identifying potential land uses that are intended to be located on lands within this designation: a wide range of retail, service commercial, personal service, financial institutions, and services, broad range of office uses, entertainment, recreation, and other community facilities. These uses can be located on site in conjunction with high density residential uses when the site abuts a multi-purpose or major arterial road. The non-residential component of development in these areas within the city are intended to support the day to day and weekly shopping needs of residents within and near the subject lands. The non-residential uses listed above are to be located on the ground level of the development, and these uses are encouraged to be included in development proposed on lands within this designation. Development of lands within this designation is restricted to a floor area ratio of 1.5:1, and a maximum height of 6 storeys.

The proposed development represents a redevelopment of underutilized lands within a Mixed-Use Activity Area contemplated for mixed use intensification. An Official Plan Amendment is required to permit a building height of 11-storeys (plus mechanical penthouse) and a Floor Area Ratio (FAR) of 4:41:1.

The criteria listed under Part III, Section 2.5.2 a) shall be considered when evaluating proposals for intensification, including the re-development of underutilized lands at the periphery of existing residential neighbourhoods, as follows:

Part III, Section 2.5.2 a) (i): adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland.

Staff comment: The City's Development Engineering staff, City's Parks staff, Halton Region staff, Halton District School Board staff and Halton Catholic District School Board staff have been circulated as part of the technical review process. Staff have indicated no concerns with the proposed development, subject to the request from Halton Region staff for the inclusion of a holding provision for a revised Functional Servicing Report and matters that can be addressed through the Site Plan approval process.

Part III, Section 2.5.2 a) (ii): adequate off-street parking.

Staff comment: The subject lands are within the 'Plains Road Corridor Residential Parking Exemption Area' in accordance with Diagram 1B under Zoning By-law 2020. As such, the minimum residential and visitor parking requirements of Zoning By-law No. 2020 would not apply. With respect to non-residential parking requirements, the applicant is proposing sufficient parking on site and has not requested relief from the parking regulations set out in Zoning By-law 2020.

Part III, Section 2.5.2 a) (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.

Staff comment: Transportation Planning staff have reviewed the application as well as the associated materials submitted and have indicated support of the application and the proposed land-use and density, as the transportation network can accommodate the increase without significant negative impact. However, Transportation planning staff have indicated concerns with proposed vehicle access on Mary Street and the infiltration of commercial traffic into the neighbourhood. Staff recommend the site be reconfigured to remove the access from Mary Street and have a single access from Plains Road to support the proposed residential and commercial uses. Additionally, staff indicated that a holding zone be placed on the subject lands. The holding zone would require an updated Transportation Impact Study to be submitted to reflect changes required to the site to facilitate residential and non-residential traffic from Plains Road East.

Part III, Section 2.5.2 a) (iv): the proposal is in close proximity to existing or future transit facilities.

Staff comment: The proposed development fronts onto Plains Road East which is designated as a 'Multi-Purpose Arterial' under Schedule J – Classification of Transportation Facilities and contains pedestrian access to Plains Road East. The subject lands are located in proximity to three Burlington Transit bus stops with access to Routes

1 (Plains – Fairview East) and 4 (Central). The property is also located 3.2 km of the Aldershot GO Station, which has frequent weekday and weekend train and bus services.

Part III, Section 2.5.2 a) (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.

Staff comment: The proposed development achieves compatibility with the urban character of the Plains Road East corridor. However, Staff have concerns with compatibility in terms of the relationship between the proposed development and the adjacent properties, including low-rise residential properties at the rear of the site. Modifications are recommended to increase building separation between the east and west properties, as well as moving the underground parking structure back from Mary Street and north, east and west property lines to provide adequate landscape space to screen the proposed building from the existing residential neighborhood and allow for appropriate transition to be implemented between the proposed and existing built forms. Privacy screening is also recommended for the balconies that are located at the northwest corner of the building to mitigate potential overlook concerns with the neighbouring residential property. Additionally, it is recommended by staff that balconies not be permitted to project into both side yards and the west side yard abutting a residential zone. Staff are of the opinion that the proposal does not include an appropriate amount of amenity area and recommend it be increased to 15 m^2 per unit to achieve the minimum amount as set out in Zoning By-law 2020. To assist in achieving 15m^2 per unit a modification is recommended to provide for rooftop amenity space, noting that holding provisions are recommended to be applied to the lands to ensure the completion of a revised Shadow Study and Wind Impact Study as result of changes to the built form.

Part III, Section 2.5.2 a) (vi): effects on existing vegetation from development proposals are to be minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character.

Staff comment: As previously discussed under report DGM-56-26, Urban Forestry staff have indicated concerns with the removal of municipal tree (Tree #2) to facilitate the proposed development. Planning staff is of the opinion that the underground parking structure can be recessed/bumped-in in the vicinity of the municipal tree to keep it outside of its minimum tree protection zone (mTPZ) and preserve the majority of its root zone. Additionally, Urban Forestry staff have indicated concerns regarding adjoining and/or adjacent owner(s) and potential impacts to their trees from the proposed development. City staff are recommending a holding provision be included on the lands to address the requirement of a letter of consent for trees being removed and/or injured that are located on, or impacting, neighbouring properties. As noted above, staff have recommended locating the underground parking structure with a minimum 3.0 m setback from Mary

Street and north, east and west property lines to support the long-term viability of the proposed buffer planting and provide adequate soil volumes for healthy plant growth. This setback would also help minimize potential impacts on landscape areas during future underground parking maintenance activities and reduce impacts to existing MPTZ's of existing neighbouring trees.

Part III, Section 2.5.2 a) (vii): significant sun-shadowing for extended periods on adjacent properties from the proposed development, particularly outdoor amenity areas, is to be at an acceptable level.

Staff comment: The proposed development has been reviewed against the Shadow Study Guidelines and Terms of Reference (2020) and a Shadow Study has been submitted with the subject applications as later discussed in this analysis. Planning staff have no concerns with the proposed development and its potential sun-shadowing impacts as these would remain at an acceptable level, noting that a holding provision is recommended to be applied to the lands to ensure the completion of a revised Shadow Study as result of changes to the built form from the inclusion of rooftop amenity space.

Part III, Section 2.5.2 a) (viii): accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care.

Staff comment: The subject lands are located within 'Mixed Use Activity Areas' under Schedule 'A' – Settlement Pattern. As previously mentioned, these areas are planned for mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, and highly accessible by public transit. Additionally, a variety of retail, service commercial, and medical office uses are within walking distance of the subject property. A large shopping centre that includes a grocery store and other retail amenities is adjacent to the QEW and Plains Road East. It is located is located 1 km from the subject lands, accessible by Burlington Transit Route 1. Aldershot Library, Maplehurst Park and Aldershot Park are also located in proximity to subject lands. Staff are therefore of the opinion that the proposed development is near community services and other neighbourhood conveniences.

Part III, Section 2.5.2 a) (ix): capability exists to provide adequate buffering and other measures to minimize any identified impacts.

Staff comment: The applicant submitted a Wind Impact Study and Noise and Vibration Study in support of the applications. City staff have no concerns with the studies, noting additional review and refinements can be made as part of the Site Plan process. As noted above, staff have modified the development proposal to include rooftop amenity space and have recommended a holding provision be applied to the lands to ensure the

completion of a revised Wind Impact Study as result of changes to the built form. The proposed development is within 1,000 metres of a CN rail yard operations. CN has been circulated the noise and vibration study and no comments have been provided. To address the proximity of the rail yard operations to the proposed development, CN has requested conditions that can be implemented at the Site Plan stage. As noted above, the applicant will be required to provide a Land Use Compatibility Study based on the proximity of the proposed development to the CN rail yard. The Study will include the completion of an air quality study to assess impacts from the nearby industrial and commercial operations on the subject lands, in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. Staff is of the opinion that the criterion is met, subject to the provision of a Land Use Compatibility Study.

To ensure visual and physical separation between proposed development and adjacent residential zones, staff are recommending a 3 m landscape buffer be included for all the yards abutting as residential zone, including the area abutting Mary Street. This approach for a landscape buffer in combination with the 3 m setback for the underground parking structure along all lot lines, except Plains Road frontage, will provide sufficient space and soil depth to accommodate dense evergreen and/or deciduous plantings and maintain its future long-term viability while maintaining the intended screening function. Additionally, it is recommended that ventilation shafts should be located outside of the proposed landscape buffer to avoid conflicts with planting and preserve the effectiveness of the landscaped edge.

Part III, Section 2.5.2 a) (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.

Staff comment: Staff are of the opinion that redevelopment potential exists on the adjacent properties that are located to the east and west of the subject lands, as both properties are designated ‘Mixed Use – General’ in the BOP, 1997 and ‘Urban Corridor’ in BOP, 2020. Modifications are recommended to increase yard setbacks on the east and west side of the proposed building to allow for appropriate building separation that will not compromise the future redevelopment of adjacent properties.

Part III, Section 2.5.2 a) (xi): natural and cultural heritage features and areas of natural hazard are protected.

Staff comment: Not applicable. The proposed development envelope is not impacted by a regulatory floodplain or valleylands and there are no known watercourses located within the limits of the subject lands. The regulatory limits of Conservation Halton do not impact the property. The proposed development is not in proximity to a designated heritage building.

Part III, Section 2.5.2 a) (xii) where applicable, there is consideration of the policies of Part II, subsection 2.11.3(g) and (m).

Subsection 2.11.3 (g) describes that as a condition of development approval, the City will normally require the dedication of the greater of the regulatory floodplain, or the valley through which the watercourse flows including a conservation setback from top of bank, regulatory floodplain, or meander belt width. Dedication of these lands shall not be considered part of parkland dedication requirements of The Planning Act, unless the dedicated lands provide needed public recreational opportunities as identified by the City. If any such land remains in private ownership, it will be protected by zoning, agreement or easement to protect the ecologic and floodplain function of such land.

Subsection 2.11.3 (m) describes that, future re-development and intensification in the South Aldershot area may be restricted by limited storm sewer capacity and the potential for increased downstream flooding and/or erosion as a result of greater levels of storm water runoff due to development. The City may undertake one or more of the following measures to address this concern:

(i) discouraging the reconstruction of existing streets with no curbs or gutters to an urban standard (curbs, gutters and storm sewers);
(ii) where appropriate and feasible, requiring on-site storm water infiltration facilities and other storm water management techniques as part of the design of new development proposals;
(iii) limiting the density or intensity of proposals for re-development and intensification in this area if required.

Staff comment: Part II, subsection 2.11.3 (g) is not applicable. The proposed development constitutes intensification within the Aldershot area. Region of Halton staff as well as the City's Development Engineering staff have indicated no concerns with the proposed development. However, Halton Region staff have requested that a revised Functional Servicing Report be submitted by way of a holding provision as set out under Appendix E- Draft Zoning By-law Amendment, as well as design details are addressed at the subsequent Site Plan application process.

Part III, Section 2.5.2 a) (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 between existing and proposed residential buildings is provided.

Staff comment: The subject applications propose non-ground oriented housing intensification. The proposed development is located at the periphery of an existing residential neighbourhood and has direct access to a multi-purpose arterial road (Plains

Road East). Staff have concerns with the proposed transition between the site and neighbouring properties and are recommending modifications to increase building separation between east and west properties as well as moving the underground parking structure back from all lot lines, except Plains Road frontage, to provide adequate means to screen the proposed building from the existing residential neighborhood and allow for appropriate transition to be implemented between the proposed and existing built forms

Part II, Section 6 of the OP contains policies that require development to provide a high quality of design in both the public realm and private realm. These policies promote compact and sustainable developments that support active transportation and transit use through the provision of safe, comfortable, and accessible streetscapes. This is achieved through the implementation of Council-approved policies and design guidelines. As discussed in greater detail in subsequent sections of this analysis, staff have reviewed the subject applications in accordance with the applicable design guidelines.

As per the analysis provided, planning staff is of the opinion the proposed Official Plan Amendment (as outlined under Appendix D – Draft Official Plan Amendment) and the proposed Zoning By-law Amendment (as outlined under Appendix E – Draft Zoning By-law Amendment), as modified by staff, are consistent with the intent of the OP 1997.

4.0 City of Burlington Official Plan (2020)

On November 30, 2020, Halton Region issued a Notice of Decision approving a new City of Burlington Official Plan (2020) (the "OP 2020"). The OP 2020 is subject to appeals which are currently before the Ontario Land Tribunal (OLT). For up-to-date information on the status of the OP 2020 and relevant appeals, visit www.burlington.ca/officialplan.

The subject lands are designated as 'Mixed Use Nodes and Intensification Corridors' under Schedule B – Urban Structure. These lands will be developed at overall greater intensities, supporting frequent transit corridors, and providing focal points of activity where active transportation is facilitated through careful attention to urban design.

The subject property is located within an area identified as a Secondary Growth Area as shown on Schedule B-1 – Growth Framework of the new OP. Secondary Growth Areas form part of the growth framework and are recognized as distinct areas accommodating growth in accordance with the permissions and densities of the current land use designation of the Official Plan. Buildings in this area will be limited to mid-rise built form, and will support frequent transit corridors and accommodate development that is compact, mixed use and pedestrian oriented in nature.

The subject lands are designated as 'Urban Corridor' under Schedule C – Land Use – Urban Area. In accordance with Section 8.1.3 (7.2) c), the following uses may be permitted on lands designated Urban Corridor:

(i) retail and service commercial uses;

(ii) automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;
(iii) residential uses with the exception of single-detached and semidetached dwellings;
(iv) office uses;
(v) entertainment uses; and
(vi) recreation uses.

In accordance with Section 8.1.3 (7.2) f), a maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained. Similarly, in accordance with Section 8.1.3 (7.2) g), the minimum building height shall be 2-storeys and the maximum building height shall not exceed 6-storeys. Where required to ensure compatibility, 4- to 6-storey buildings may be required to be terraced back from adjacent residential areas and/or the street. In accordance with Section 8.1.3 (7.2) h), to ensure compatibility with adjacent residential areas the maximum 6-storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets.

The applications propose intensification, including the re-development of underutilized lands. Planning staff are of the opinion that the requested Official Plan and Zoning By-law amendments for height and Floor Area Ration are appropriate, as the proposed development satisfies the applicable policies, and conforms to the policy intent of the Official Plan, subject to the modifications recommended by staff to address transition between the site and neighbouring properties. The proposed development maintains the general intent and purpose of the OP, as the lands are located within a Secondary Growth area, which are areas within the City's growth framework that are intended to accommodate growth and intensification up to mid-rise built form. The subject lands front onto Plains Road East which is identified as a 'Frequent Transit Corridor' and 'MTSA Primary Connector', which is intended to accommodate higher intensity forms of development that is compact, mixed use and pedestrian oriented in nature. As per the analysis provided above, it is noted that lands are located within a Strategic Growth Area in line with the PPS and ROP.

In accordance with Section 8.1.3 (7.2) j), Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings. A limited amount of office uses may also be permitted on the ground floor. In accordance with Section 8.1.3 (7.2) m), any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives

of Sections 8.1.3 (7.1) b) and f). Similarly, Section 8.1.3 (7.2) n), describes that the Zoning By-law shall establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Corridor lands.

The proposed development provides non-residential uses at grade along Plains Road East. Therefore, staff is of the opinion that the proposed development meets the planned commercial function of the site.

The Design policies in Chapter 7 include requirements for design of development within Secondary Growth Areas. Further discussion of the design of the proposed development is contained in the Mixed-Use and Residential Mid-Rise Buildings Guidelines section below.

Planning staff have reviewed the Official Plan Amendment and Zoning By-law Amendment application as well as the materials submitted and are of the opinion that the proposed development conforms to the overall policy intent of BOP, 2020, subject to the modifications recommended by staff.

5.0 Zoning By-law 2020

The following table outlines a comparative analysis of the requirements of the 'Mixed-Use Corridor General Zone' (MXG), as proposed by the applicant and modifications by City staff:

Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Building Height	2 storeys minimum 6 storeys maximum	11 storeys and 36 m maximum (plus mechanical penthouse)	12 storeys and 40 m maximum (inclusive of mechanical penthouse and rooftop amenity)
Staff comment: The proposed development includes an increased height from the base MXG zone from a maximum height of 6 storeys to 11 storeys (plus mechanical penthouse). The intent of regulating height is to prevent overdevelopment of a property as well as mitigate any negative impact that may arise from this. To assist in achieving 15m^2 per unit a modification is recommended to provide for rooftop amenity space at the 12th storey. Staff is of the opinion that all potential impacts of increased height have been considered through the analysis of the applicable Official Plan policies and Urban Design Guidelines review, more specifically under the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings.			

Zoning Regulation	MXG	Proposed MXG	Modifications Recommended
Floor Area Ratio (FAR)	1.5:1 maximum	4.41:1 maximum	None
Staff comment: The proposed development includes an increased Floor Area Ratio (FAR) from the underlying MXG regulations of 1.5:1 to 4.41:1 to reflect the increased number of storeys. The intent of regulating FAR is to regulate building size and massing and prevent the overdevelopment of a property as well as mitigate any negative impact that may arise from this. Staff is of the opinion that all potential impacts of overdevelopment have been considered as discussed throughout this report. As a result, staff is of the opinion that the proposed FAR increase and associated development concept, as modified by staff, is appropriate for the subject lands.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Vehicle Access	No requirement	None	Vehicle access to Mary Street is not permitted
Staff comment: As noted previously, Transportation planning staff have indicated concerns with the proposed vehicle access on Mary Street and the infiltration of commercial traffic into the neighbourhood. Staff recommend the site be reconfigured to remove the access from Mary Street and have a single access from Plains Road to support the proposed residential and commercial uses. Staff indicated that a holding zone be placed on the subject lands. The holding zone would require an updated Transportation Impact Study to be submitted to reflect changes required to the site to facilitate residential and non-residential traffic from Plains Road East. Staff have included a zoning regulation to ensure access from Mary Street is not permitted.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Floor Area for non-residential uses	Maximum of 1800 m^2	Minimum floor area of 420 m^2 for all non-residential uses	Minimum floor area of 211 m^2 for all non-residential uses
Staff comment: The proposed development includes 420 m^2 of non-residential floor area. As noted previously, staff recommend the site be reconfigured to remove access from Mary Street and have a single access from Plains Road to support the proposed residential and commercial uses. Reconfiguring the site to provide access from Plains Road will necessitate the reduction of at grade frontage, and as such, reduce the amount of non-residential floor area available. Staff have recommended a minimum floor area of 211 m^2 be required for non-residential uses.			

Zoning Regulation	MXG	Proposed MXG	Modifications Recommended
Yards	**Yard Abutting Plains Road East:** 3 m minimum 23 m maximum **Yard Abutting any other street:** 3 m minimum 4.5 m maximum **Yard abutting a residential zone:** Floors 1 to 3: 12 m Floors 4 and 5: 15 m Floor 6: 18 m **West Side**: no minimum **East Side**: no minimum **Rear Yard**: 3 m	**Yard Abutting Plains Road East:** Floors 1 to 2: 3.7 m Floors 3 to 8: 6.7 m Floor 9 to 11: 9.7 m **Yard Abutting Mary Street:** 37.5 m **North and East Side Yard abutting a residential zone:** 17 m **West Side Yard Abutting a Residential Zone**: 4.5 m **West Side Yard**: 4.5 m **East Side Yard**: 2.9m	**Yard Abutting Plains Road East:** Floors 1 to 2: 3 m Floors 3 to 8: 6 m Floor 9 to 11: 9 m Floor 12: 14 m Floor 12 rooftop amenity terrace: 9.6 m **Yard Abutting Mary Street:** Floors 1 to 11: 38.5 m Floor 12: 53.5 m Floor 12 rooftop amenity terrace: 48.5 m **North, and East Side Yard abutting a residential zone:** Floors 1 to 11: 18 m Floor 12: 33 m Floor 12 rooftop amenity terrace: 28 m **West Side Yard abutting a residential zone:** 5 m **West Side Yard**: Floors 1 to 11: 5 m Floor 12: 10 m Floor 12 rooftop amenity terrace: 5.6 m **East Side Yard**: Floors 1 to 11: 5 m Floor 12: 10 m Floor 12 rooftop amenity terrace: 5.6 m

Staff comment: City Planning staff are recommending that the west side yard setback and east side yard setback be increased to 5 m to provide for an appropriate building separation between the proposed building and existing development and potential future development on the adjacent properties. Staff recommend decreasing the yard abutting Plains Road East by 0.7 m to facilitate the increase of the rear yard abutting Mary Street to 38.5 m. The west side yard abutting a residential zone has been modified to 5 m to provide for the location of the northwest corner of the building. As noted above, to assist in achieving 15m^2 per unit of amenity space the proposed development has been modified to provide rooftop amenity space and accompanying provisions to ensure appropriate siting of the space, including an increased setback for the rear of the building to acknowledge the proximity to the adjacent residentially zoned properties.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Amenity Area	15 m^2 per efficiency dwelling unit 20 m^2 per one-bedroom dwelling unit 35 m^2 per two or more bedroom dwelling unit	8.8 m^2 per unit	15m^2 per unit
Staff comment: The proposed development includes approximately 1,575 m^2 of amenity space (approximately 8.8 m^2 per unit). Staff do not consider the proposed rate to be an appropriate amount of amenity space and recommend a modification to increase to a minimum of 15 m^2 per unit. As noted above, to assist in achieving 15m^2 per unit a modification is recommended to provide for rooftop amenity space.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Balconies and terraces setbacks	Must meet principal building setback with encroachment allowance as follows: **balcony projection into a required side**	**Maximum Balcony Projection:** Side Yard, Rear Yard and a Yard Abutting a Residential Zone: 1.2 m **Maximum Balcony Projection:** Front yard: 1.2 m for balconies only	**Maximum and Terrace Balcony Projections:** Rear Yard and a Yard Abutting the North Side Residential Zone: 1.2 m Balconies are not permitted to project into East Side Yard, West Side Yard and West Side Yard Abutting a Residential Zone.

	yard: 0.50 m maximum **balcony projection into any other required yard:** 1.6 m maximum the sum of the length of these projections does not exceed one third of the permitted length of a building wall the length of any one projection does not exceed 3 m.	A rooftop terrace and/or a rooftop amenity terrace shall maintain the principal building yards of the storey below it.	A privacy screen is required for balconies adjacent to the west side yard abutting a residential zone and balconies along the rear elevation: 2 m privacy screen height measured from the platform
Staff comment: The proposed development includes windows and balconies on all elevations. Additionally, the balconies are proposed to project into the required yards for each side of the building. As previously described above, staff are recommending that the side yard setbacks be increased to 5 m to provide for an appropriate building separation between the proposed building and existing development and potential future development on the adjacent properties. It is noted that the Mid-Rise Guidelines recommend a minimum building separation distance of 15 m, with each development sharing a proportional amount of this space. As staff are not modifying the separation distance to a full 7.5 m, it is necessary that balconies are not permitted to project into both side yards to ensure an appropriate separation distance and assist with transition to neighbouring properties. Staff are recommending a modification to the proposal to ensure balconies are not permitted to project into both side yards. To mitigate potential overlook concerns the adjacent residential property located at 512 Mary Street, staff are recommending that privacy screening is provided for the balconies located at northwest corner of the building and balconies are not permitted to project into the west side yard abutting a residential zone. It is noted that the proposed building complies with the 45-degree angular plane requirement, with the building form including the balconies fitting into this space. Planning staff is of the opinion that the balcony projections into the rear yard and into the front yard are appropriate and modifications are not required.			

Zoning Regulation	MXG	Proposed MXG	Modifications Recommended
Landscape Areas and Landscape Buffers	**Landscape Area Abutting Plains Road East:** 3 m **Landscape Area Abutting Mary Street:** 3 m **Landscape Buffer abutting the East Side Yard Residential Zone:** 6 m **Landscape Buffer abutting the North Side Yard Residential Zone:** 6 m **Landscape Buffer abutting the West Side Yard Residential Zone:** 6 m	**Landscape Area Abutting Plains Road East:** 0 m **Landscape Area Abutting Mary Street:** 1.2 m **Landscape Buffer abutting the East Side Yard Residential Zone:** 4 m **Landscape Buffer abutting the North Side Yard Residential Zone:** 2 m **Landscape Buffer abutting the West Side Yard Residential Zone:** 2.7 m **Notwithstanding the definition of Landscape Area:** Snow storage, Hydro Transformer and pad, walkways and a below grade parking structure may encroach into a required Landscape Area. **Notwithstanding the definition of Landscape Buffer:** Ventilation shafts and a below grade parking structure may encroach into the required Landscape Buffer	**Landscape Area Abutting Plains Road East:** 1.5 m **Landscape Buffer Abutting Mary Street:** 3 m **Landscape Buffer abutting the East Side Yard Residential Zone:** 3 m **Landscape Buffer abutting the North Side Yard Residential Zone:** 3 m **Landscape Buffer abutting the West Side Yard Residential Zone:** 3 m **Notwithstanding the definition of Landscape Area:** Snow storage, Hydro Transformer and pad, and a below grade parking structure may encroach into a required Landscape Area. **Definition of Landscape Buffer remains defined per Zoning Bylaw 2020**
Staff comment: To ensure visual and physical separation between proposed development and adjacent residential zones, it is recommended a 3 m landscape buffer be included for all the			

yards abutting a residential zone, including the area abutting Mary Street. This approach for a landscape buffer in combination with the 3 m setback for the underground parking structure along all lot lines, except Plains Road frontage, will provide sufficient space and soil depth to accommodate dense evergreen and/or deciduous plantings and maintain its future long-term viability while maintaining the intended screening function. It is recommended that ventilation shafts and below grade parking structures should be located outside of the proposed landscape buffer to avoid conflicts with planting and preserve the effectiveness of the landscaped edge. It is recommended that walkways should be located outside the proposed landscape area.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Driveways and Parking Space setback	From the North Side Residential Zone: 6 m From the East Side Residential Zone: 6 m From the West Side Residential Zone: 6 m	**From the North Side Residential Zone**: 2 m **From the East Side Residential Zone:** 5.9 m **From the West Side Residential Zone:** 4.5 m	**From the North Side Residential Zone**: 3 m
Staff comment: The intent of regulating the separation between driveways and parking space setback is to provide transition between the proposed development and the existing adjacent neighbouring properties, including adjacent residential areas. Staff is of the opinion that the residential setback from the north side should be increased to align with the proposed 3 m landscape buffer and 3 m underground parking garage structure setback. As noted previously, it is the opinion of staff that a 3 m landscape buffer will provide appropriate space and soil depth to accommodate dense evergreen and/or deciduous plantings to screen the adjacent properties.			
Zoning Regulation	**MXG**	**Proposed MXG**	**MXG Recommended**
Below Grade Parking Structure	Below-grade parking structures shall not extend into a required landscape	**Abutting Plains Road East**: 0.8 m **Abutting a Mary Street:** 1 m	**Abutting Mary Street:** 3 m **Abutting North, East and West property lines:** 3 m

	buffer and shall be set back 3 m from all other property lines and street lines.	**Abutting all other lot lines:** 0.9 m	
Staff comment: To appropriate space and soil depth for landscape buffers that accommodate dense evergreen and/or deciduous plantings to screen the adjacent properties, it is recommended by staff that the below grade parking garage include a 3 m setback from Mary Street and north, east and west property lines. Dense screening is not required for the Plains Road East frontage, as such, staff are of the opinion that this is appropriate.			
Zoning Regulation	**MXG**	**Proposed MXG**	**Modifications Recommended**
Bicycle Parking	2 spaces plus 1 space/1000m^2 Gross Floor Area of retail and service commercial = 3 spaces	2 spaces plus 1 space/1000m^2 Gross Floor Area of retail and service commercial = 3 spaces for non-residential 42 spaces provided	**Retail** **Short-term:** 3 spaces plus 1 space/1000 m^2 GFA **Long-term:** 2 spaces plus 1 space/1000 m^2 GFA = **7 spaces** **Residential:** **Short-term spaces per unit:** 0.05 **Long-term spaces per unit:** 0.5 = **99 spaces**
Staff comment: The proposed development provides for a total of 42 bicycle parking spaces including 26 long-term spaces and 16 short-term spaces at-grade. Transportation staff have indicated concerns with the proposed bicycle parking rates and have recommended the proposed zoning by-law include the minimum recommended rates as established under the 2017 Burlington City-Wide Parking Standards Review. Planning staff is therefore of the opinion that the proposed bicycle parking rates need to be modified to implement the rates as established under the 2017 Burlington City-Wide Parking Standards Review. Per the City standards 106 bicycle parking spaces would be required.			

As per the analysis above, staff is of the opinion that the proposed amendment to Zoning By-law 2020, as modified, complies with the general intent of the Zoning By-law and is appropriate for the subject lands.

6.0 Sustainable Building and Development Guidelines

The purpose of the Sustainable Building and Development Guidelines is to encourage sustainable design approaches through Planning Act applications, in keeping with the City's declaration as a sustainable community, and in alignment with Burlington's Strategic Plan 2015-2040. Burlington's Strategic Plan encourages energy efficient buildings and other on-site sustainable features and sets a net carbon neutral goal for the

community. Sustainable design is an integrated design process that helps to reduce infrastructure demands and costs, environmental impacts, greenhouse gas emissions, long-term building operating costs, and contributes to the City's goal of being a prosperous, livable and healthy community. The guidelines address sustainability approaches related to site design, transportation, the natural environment, water, energy and emissions, waste and building materials, and maintenance, monitoring, and communication. As part of the application, the applicant submitted a review of the proposed development in relation to the Sustainable Building and Development Guidelines.

Staff is of the opinion the proposed development as modified meets the intent of the required Sustainable Building and Development Guidelines, therefore, the development considers the City of Burlington Climate Action Plan to support the City's climate implications.

7.0 Shadow Study Guidelines and Terms of Reference (2020)

The purpose of the Shadow Study Guidelines is to provide a best practices approach to Shadow Studies to promote high-quality development proposals that ensure adequate access to sunlight is maintained for the enjoyment of public and private spaces alike throughout the city. The Shadow Study Guidelines indicate that a Shadow Study is required for development proposals with building heights of 5-storeys or more and in some cases when additional building height is requested and when a proposal is in close proximity to shadow sensitive uses, a Shadow study was therefore submitted with the subject applications.

In accordance with Section 4.2, 4.4 and 4.5, shadows cast by all existing buildings and proposed developments onto Key Civic and Cultural Spaces, lands designated or used for Parks and Open Spaces and places where children play including but not limited to school yards, playgrounds, and park features such as wading pools or other outdoor shadow-sensitive activity areas as identified by the City, must be analyzed in the study. Given none of these spaces are located within the test area, or area within the shadow catchment of the proposal, these spaces are not shown to be affected.

In accordance with Section 4.3, to maximize the usability of private outdoor amenity areas such as rear yards, decks, and (rooftop) patios, including common outdoor amenity areas, shadows from proposed developments should not exceed 2 hours in duration, between 9:00am and 6:00pm on March 21st. Additionally, the criterion is met if the Sun Access Factor (SAF) is at least 0.22 on the test dates. The study submitted by the applicant has indicated that proposed development will have an overall sun access factor for the day (9:00 am to 6:00 pm) of approximately 0.85, exceeding the minimum requirement of 0.22.

In accordance with Section 4.6, shadows cast by all existing buildings and proposed developments onto the full extents of the boulevard and sidewalk on the opposite side of

the adjacent right-of-way, must allow for either full sunlight 50 per cent of the time or 50 per cent sun coverage at all times between 9:00am and 6:00pm on March 21st, the criterion is met if the SAF is at least 0.50 on the test date. The study submitted by the applicant has indicated the proposed development will have a combined sun access factor for all surrounding sidewalks of 0.96, surpassing the minimum requirement of

0.50.

Staff is of the opinion the proposed development, as modified, meets the purpose and intent of the Shadow Study Guidelines, noting that to assist in achieving 15m^2 per unit a modification is recommended to include provisions for rooftop amenity space. A holding provision is recommended to be applied to the lands to ensure the completion of a revised Shadow Study as result of changes to the built form.

8.0 Pedestrian Level Wind Study Guidelines and Terms of Reference (2020)

Pedestrian Level Wind Studies ('Wind Study') are conducted to predict and assess the wind impacts of proposed buildings and site designs on surrounding public and private spaces in addition to on-site wind conditions to ensure pedestrian comfort and safety is maintained. In accordance with Section 2.1 of the guidelines, development proposals with building heights of 5- to 11-storeys are required to submit a Qualitative Wind Assessment. Given the proposed development consists of a eleven (11) storey mixed use building, the applicant was required to submit a 'Qualitative Wind Assessment'.

In accordance with Section 4.2 of the guidelines, the study defines five comfort categories with a Gust Equivalent Mean (GEM) wind speed for each as follows:

1. Sitting – wind speed below 10 km/h (i.e. 0 – 10 km/h) would be considered acceptable for sedentary activities, including sitting.
2. Standing – wind speed below 14 km/h (i.e. 10 km/h – 14 km/h) is acceptable for activities such as standing.
3. Leisurely Walking – wind speed below 17 km/h (i.e. 14 km/h – 17 km/h) is acceptable for activities such as strolling.
4. Fast Walking – wind speed below 20 km/h (i.e. 17 km/h – 20 km/h) is acceptable for walking or more vigorous activities.
5. Uncomfortable – wind speed over 20 km/h is classified as uncomfortable from a pedestrian comfort standpoint. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.

The GEM should be evaluated as a comparison between the existing wind condition and the wind condition resulting from the proposed development. A criterion is met if the predicted wind speeds and frequencies occur at least four out of five days below the respective threshold.

The applicant submitted a Wind Impact Study in support of the applications. City staff have no concerns with the studies as the study has demonstrated the proposed development will have wind conditions at ground level and on the balconies that are expected to meet wind safety criterion. It is noted that wind conditions at ground level are expected to be appropriate for the intended usage, with potentially uncomfortable wind speeds are expected in localized areas near the exposed western corners, as well as in a small section of the sidewalk at the southeast corner of the proposed development in the winter. Wind conditions assessed where step-backs in the building façade are located and are expected to be suitable for general passive use during the summer, noting that higher than desired wind conditions are expected during the winter. The study acknowledges this may not be of concern given the limited use of these spaces in colder months. Additionally, the study provided recommendations to improve uncomfortable wind conditions, including the incorporation of evergreen landscaping, tall fences or wind screens around the building corners. Consideration was also given to providing an overhead trellis along the south side of the building extending into the site from the southeast corner of the building to counteract the downwashing flows.

Staff is of the opinion the proposed development, as modified, meets the purpose and intent of the Pedestrian Level Wind Study Guidelines and Terms of Reference and encourage implementation of the recommendations to improve uncomfortable wind conditions at the detailed design stage. As noted above, to assist in achieving 15m^2 per unit a modification is recommended to include provisions for rooftop amenity space. A holding provision is recommended to be applied to the lands to ensure the completion of a revised Pedestrian Level Wind Study as result of changes to the built form.

9.0 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019)

The City of Burlington Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings are applicable across the City, wherever mid-rise building forms are permitted by the Official Plan and Zoning By-law (with the exception of Employment Lands), and for the purposes of the guidelines, include any buildings between 5 to 11-storeys in height.

The guidelines are grouped by the main components of a mid-rise building, including the Lower and Upper building. The Lower building represents the first few storeys, including the ground floor and any additional floors with direct relationship to the street and public realm. Generally, this would include those storeys forming the streetwall and not those stepped back from the streetwall. The Upper building is that portion of a mid-rise building above the Lower building, designed to fit with and achieve an appropriate relationship with the Lower building, the public realm, and neighbouring properties. Additionally, all street facing building façades should be divided into three horizontal parts: a bottom, middle, and top to organize a complete façade expression and be arranged in a way that ensures harmonious proportion.

Staff has completed a review of the proposed development based on the context identified in the Mid-Rise Guidelines and provided a summary below.

2.1 Building Placement

Although a continuous streetwall has not yet been established along Plains Road, its implementation is desirable to support the long-term vision for the corridor, including a consistent streetscape and active at-grade retail and service commercial uses. The proposed development includes a building orientation that is placed parallel to the street and provides a 3.7 m front yard setback from the Plains Road East property line for storeys 1 to 2 . Storeys 3 to 8 are stepped back 3.0 metres from the lower podium, while storeys 9 to 11 are set back an additional 3.0 metres. The development contributes to an approximately 9 m wide streetscape between the curb and property line, resulting in a combined boulevard width of approximately 12.7 m along Plains Road.

2.2 Building Separation & Spacing

As noted previously, the proposed development includes windows and balconies on all elevations. Balconies are also proposed to project into the required yards for each side of the building. Staff are recommending that the side yard setbacks be increased to 5 m to provide for an appropriate building separation between the proposed building and existing development on the adjacent properties. It is noted that the Mid-Rise Guidelines recommend a minimum building separation distance of 15 m, with each development sharing a proportional amount of this space. As staff are not modifying the separation distance to a full 7.5 m, it is necessary that balconies are not permitted to project into the side yards to ensure an appropriate separation distance and assist with transition to neighbouring properties.

2.3 Built Form: Height & Massing

As previously mentioned, the proposed development includes amendments to both the existing zoning and Official Plan designations for increased heights. The current Official Plan (1997, as amended) policies for ‘Mixed Use – General’ permits a maximum building height of six storeys. The proposed development proposes a building of eleven storeys.

Plains Road East does not currently have an established streetwall and has a deemed width right-of-way of 36m, as such, the maximum building height of the lower portion or podium should be limited to approximately 28.8m. Plains Road East is intended to host mix use buildings with mid-rise built forms with gradually taller buildings towards the Aldershot GO station. The proposed podium height is 8.6 m.

As previously discussed, the proposed development is in accordance with the Shadow Study Guidelines and Terms of Reference as well as the Pedestrian Level Wind Study Guidelines and Terms of References which consider the size of shadows and wind impact onsite and onto the surrounding streetscape, noting that staff have modified the

development proposal to include rooftop amenity space, as such, a holding provision is recommended to be applied to the lands to ensure the completion of a revised Shadow Study and a revised Wind Study as result of changes to the built form.

The proposed building is approximately 48 m in length from east to west given the lot configuration. The façade design includes incorporates articulation and material variation to break down the perceived building mass and define the podium condition. As previously mentioned, the proposed building includes 3 m step-backs at storeys 3 to 8 from the lower podium, and storeys 9 to 11 are set back an additional 3 m. As previously noted, staff are not modifying the separation distance to a full 7.5 m so it is necessary that balconies are not permitted to project into the side yards to ensure an appropriate separation distance and assist with transition areas of the neighbouring properties. It is noted that the proposed rear of the building is within 45 degree angular plane, with no encroachments of the balconies into this space. Planning staff is of the opinion that proposed rear of the building and balcony projections into the front yard are appropriate and modifications are not required.

2.4 Street Level Design, Façade Articulation & Materials

The first storey features a minimum height of 5.6 m and incorporates generous glazing to enhance visual interest, passive surveillance, and the pedestrian experience. The proposed development provides multiple grade-related entrances, including one (1) primary residential entrance along the middle of the building and six (6) commercial entrances fronting onto Plains Road East. In addition, three (3) additional grade-related entrances are provided along the sides of the building, enhancing accessibility and pedestrian connectivity to the public realm.

2.5 Site Design, Open Space & Streetscaping

The proposed development has been designed to incorporate access points that respond to the street and existing transit services within walking distance. Pedestrian access has been prioritized within the site and proposed mid-rise form will result in a more pedestrian-oriented street along Plains Road East by way of a well-connected and enhance the public realm.

The proposed at grade parking, underground parking access ramp, servicing and loading dock at the rear of the site are proposed to be screened from the adjacent uses by way of proposed landscape buffers. Loading spaces are proposed to be located at the rear of the proposed building as well as away from adjacent uses, noting that staff have modified the proposal to increase the driveways and parking setback from 2 m to 3 m along the north side property line to align with the proposed landscape buffer and underground parking garage structure setback.

All the residential parking is proposed underground with some non-residential parking at grade. The proposed at grade parking, underground parking access ramp, servicing and loading dock at the rear of the site are proposed to be screened from neighbouring uses through the use of required fencing and landscaped buffers and areas. Staff have modified the below grade underground parking structure to ensure that appropriate space and soil depth is provided for landscape buffers to accommodate dense evergreen and/or deciduous plantings to screen the adjacent properties. Additionally, staff have modified the proposal to locate the ventilation shafts outside of the proposed landscape buffer to avoid conflicts with planting and preserve the effectiveness of the landscaped edge.

As previously mentioned, the proposed development does not include an appropriate amount of amenity space, noting that the proposal provides some outdoor amenity space located at grade within the rear of the site as well as amenity space in the form of private unit balconies. Staff are recommending a modification to increase it to a minimum of 15 m^2 per unit. To assist in achieving 15m^2 per unit a modification is recommended to include provisions for rooftop amenity space.

As previously mentioned, Heritage Planning staff have reviewed the proposed development have raised no comments.

3.1 Built Form: Transitions

Similarly to the previously analysis of the proposed building height and massing, staff is of the opinion that the proposed upper building portion meets the intent of the Zoning By-law and Official Plan. The proposed building includes step-backs along the front property line including a 3 m step-backs at storeys 3 to 8 from the lower podium, and storeys 9 to 11 are set back an additional 3 m, to differentiate the upper and lower portions of the proposed building. As noted previously, staff have concerns with compatibility in terms of the relationship between the proposed development and the adjacent properties, including low-rise residential properties at the rear of the site. Modifications are recommended to increase building separation between the east and west properties, as well as moving the underground parking structure back from the northern property line to provide adequate landscape space to screen the proposed building from the existing residential neighborhood and allow for appropriate transition to be implemented between the proposed and existing built forms. Privacy screening is also recommended for the balconies that are located northwest corner of the building to mitigate potential overlook concerns with the neighbouring residential property. Additionally, as previously mentioned, the proposed building meets the general intent of the submitted Pedestrian Level Wind and Shadow Study Guidelines.

The subject lands abut properties along the rear lot lines that are existing low-rise residential neighbourhood. Accordingly, as part of the application submission, the applicant provided a 45-degree Angular Plane analysis measured from the fixed grade at

the rear lot line. Planning staff are satisfied that the proposed building complies with the 45-degree Angular Plane requirement, noting that staff are recommending modifications to protect for and mitigating potential overlook impacts on the abutting rear properties. In addition, the proposed building envelope has been secured through the implementing Zoning By-law by establishing appropriate minimum yards.

3.2 Upper Façade / Roof Design, Articulation & Materials

The proposed development includes windows and balconies on all elevations. As previously noted, staff are modifying the proposal to not permit balconies to project into the side yards to facilitate an appropriate separation distance and assist with transition to neighbouring properties. Rooftop mechanical equipment and the mechanical penthouse will be integrated into the building form and screened as part of the overall architectural composition. The penthouse is proposed to be set back from roof edges and complies with the 45-degree Angular Plane requirement. As noted above, staff have modified the development proposal to include rooftop amenity space, and regulations have been added to ensure appropriate siting of rooftop amenity space.

> Staff are of the opinion that the proposed development, as modified by staff, is generally in keeping with the overall objectives and intent of the applicable guidelines, noting that staff are recommending a number of modifications that are discussed in the above analysis and also described under report DGM-56-26.

10.0 Plains Road Corridor Urban Design Guidelines (2006)

The purpose of the Plains Road Corridor Urban Design Study is to refine the vision that the Plains Road Village Vision had been advocating and to create design guidelines to assist the City to direct future redevelopment of the roadway and adjacent lands. Plains Road has evolved from its original function as a toll road, to a Provincial Highway, to its present role as a municipal major arterial road.

The subject property is located within the Maplehurst District which is defined as the segment of the Plains Road corridor between Filmandale Road and King Road. This District is comprised of a mix of institutional, commercial and retail uses that abut the corridor, often without adequate setback or landscaping. The design guidelines under Section 5.2.6.1, indicate that a continuous row of street trees should be planted in sodded boulevards whenever conditions permit. Where this is not possible due to paving requirements, trees should be planted in irrigated and drained tree pits containing structural soil. Trees planted in front of retail storefronts should be high branching with a light canopy in order to allow for safe pedestrian movement underneath and maintain visibility to the storefront and signage. Existing at-grade parking should be screened with a continuous bed of low shrubs, perennials and grasses. A spacing of 8-10 metres apart for trees is recommended in this district.

Staff has completed a review of the proposed development based on the context identified in the Plains Road Design Guidelines (2006). Staff are of the opinion that the proposed development, as modified by staff, is in keeping with the overall objectives and intent of the applicable guidelines.

Recommendation Report Summary

SUBJECT: Official Plan and Zoning By-law Amendments for 1376 and 1382 Plains Road East

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-52-26

Wards Affected: 2

Date to Committee: September 15, 2026

Date to Council: September 29, 2026

Recommendation

Refuse the applications for Official Plan and Zoning By-law Amendments submitted by Bousfields Inc. on behalf of 2731115 Ontario Inc., F. K Deals on Wheels Inc., 2731119 Ontario Inc., and Manor Care Homes Inc proposing a 25-storey (plus mechanical penthouse) mixed-use building at 1376 and 1382 Plains Road East as well as on three additional parcels of land being conveyed from the abutting lands owned by Canadian National Railway which are without municipal address.

Executive Summary

Purpose of report:

- The purpose of this report is to provide Council with information concerning the applications for an Official Plan Amendment and a Zoning By-law Amendment at 1376 and 1382 Plains Road East as well as on three additional parcels of land being conveyed from the abutting lands owned by Canadian National Railway which are without municipal address, proposing a 25-storey mixed use building, and recommend refusal of the Official Plan and Zoning By-law Amendment applications.

Key findings:

- The applicants have applied for an Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed 25-storey mixed use building.

- The proposed amendments to the Official Plan designation are to permit increased height from the maximum permitted 6-storeys to 25-storeys (plus mechanical penthouse) as well as increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 8.1:1. A total of 283 dwelling units are proposed with 45 resident parking spaces, 11 visitor parking spaces and 159 bicycle parking spaces.
- Through Official Plan Amendment 2 (”OPA 2“), the planning permissions for the subject lands contemplate heights of up to 11 storeys which acknowledges the most recent visioning for the Burlington GO MTSA.
- An amendment to Zoning By-law 2020 is proposed to rezone the lands to a site-specific MXC zone (MXC-XXX) with amendments to the following regulations are requested:
    - Increased building height;
    - Increased Floor Area Ratio (FAR);
    - Reduced amenity area;
    - Increased and reduced yards;
    - To permit amenity terraces to maintain the yard of the storeys below;
    - Reduced setback to the adjacent railway right-of-way;
    - Reduced landscape areas along Plains Road, the northeast and southwest laneways;
    - Reduced parking rates;
    - Reduced accessible walkway for the accessible parking spaces underground; and
    - Reduced underground parking garage setbacks.
- The applications, as submitted, were missing information required to confirm all required zoning amendments as outlined under Zoning staff comments summarized later in this report.
- Staff are recommending refusal of the proposed Official Plan Amendment and Zoning By-law Amendment based on the following:
    - The proposed amendments are not consistent with the Provincial Planning Statement (2024);
    - The proposed amendments do not conform with the Regional Official Plan (2006, as amended) and do not maintain the general intent of the Burlington Official Plan (1997) and Burlington Official Plan (2020); and
    - The proposed development does not maintain the general intent of Zoning By-law 2020.

RECOMMENDATION:	Refusal	***Ward:***	2
Application Details	***APPLICANT:***	Bousfields Inc.	
	OWNERS:	2731115 Ontario Inc. F. K Deals on Wheels Inc. 2731119 Ontario Inc.	

		Manor Care Homes Inc Canadian National Railways (CN)
	FILE NUMBERS:	505-10/26 and 520-11/26
	TYPE OF APPLICATION:	Official Plan & Zoning By-law Amendment
	APPLICANT'S PROPOSAL:	25-storey (plus mechanical penthouse) mixed-use building with 283 residential units and 400 m^2 of ground floor retail space.
Property Details	***PROPERTY LOCATION:***	South of Plains Road East, west of Brant Street and east of Helena Street
	MUNICIPAL ADDRESS:	1376 and 1382 Plains Road East as well as on three additional parcels of land being conveyed from the abutting lands owned by Canadian National Railway which are without municipal address.
	PROPERTY AREA:	approximately 0.27 ha
	EXISTING USE:	Two (2) commercial buildings of 2 storeys in height operating as automotive dealership and retail uses.
Documents	***1997 OFFICIAL PLAN Existing:***	'Mixed Use Corridor – Commercial Corridor'
	1997 OFFICIAL PLAN Proposed:	Mixed Use Corridor – Commercial Corridor' with site specific policies
	2020 OFFICIAL PLAN Existing:	'Urban Corridor' and 'Infrastructure and Transportation Corridors'
	ZONING Existing:	'Mixed Use Corridor – Commercial Corridor' (MXC) and 'Utility Services' (S)
	ZONING Proposed:	'Mixed Use Corridor – Commercial Corridor' (MXC-XXX) with site specific exceptions
Processing Details	***APPLICATION SUBMITTED:***	May 20, 2026
	APPLICATION DEEMED COMPLETE:	June 3, 2026
	STATUTORY DEADLINE:	October 1, 2026
	PRE-APPLICATION COMMUNITY MEETING:	January 14, 2026
	STATUTORY PUBLIC MEETING:	September 15, 2026

	PUBLIC COMMENTS:	At the time of writing this report, 4 written public letters were received out of 218 notices.

Background

In 2024, the proponents submitted a consent application (B-007/24) to the City's Committee of Adjustment to sever off a portion of the CN rail corridor south of the subject lands and consolidate it with the subject lands in order to create a consolidated development parcel intended to facilitate the subject development applications. The Committee of Adjustment conditionally approved the consent application; however, to-date, the conditions of the consent application have not yet been satisfied, and as such, the proposed boundary adjustment has not yet occurred to facilitate the proposed development. As such, the southwest portion of the lands subject to these applications remains under CN ownership.

On October 10, 2025, Official Plan Amendment 2 (OPA 2) was approved by the Province with modifications, updating the Official Plan to guide future development within the City's three Protected Major Transition Station Areas, including Burlington GO, within which the subject lands are located. Under the *Planning Act*, the Minister's decisions on policies identified in subsection 17(36.1.4), including those related to subsection 16(15) regarding the use of land and density of buildings within the PMTSAs, are not appealable to the Ontario Land Tribunal (OLT). However, the Minister's decisions on other official plan policies in Official Plan Amendment 2 (e.g., general direction related to planning for employment areas, transportation networks, and infrastructure, etc.) would be appealable to the OLT by the municipality, landowners, public bodies and certain third parties. Staff note that OPA 2 envisioned a low to mid-rise built form for the subject lands, with heights up to 11 storeys. The owners of the subject lands appealed the OPA 2 decision to the Ontario Land Tribunal in October 2025. In a decision dated June 3, 2026, the OLT set out that the OPA 2 appeal by the proponents was adjourned, pending the City processing the subject development applications (i.e. Official Plan and Zoning By-law Amendment applications for the subject lands). The decision further sets out that the City and appellants are to provide a joint status report to the OLT by June 3, 2027, following the decision by the City on the subject applications.

On June 3, 2026, the City acknowledged that complete applications had been received for an Official Plan Amendment and Zoning By-law Amendment for 1376 and 1382 Plains Road East (the "subject lands") and 3 additional parcels of land being conveyed from the abutting lands.

The purpose of these applications is to re-designate the subject lands from 'Mixed Use Corridor – Commercial Corridor' to 'Mixed Use Corridor – Commercial Corridor' with site-specific policies under the in-effect Official Plan (1997, as amended), and to rezone the subject lands from 'Mixed Use Corridor – Commercial Corridor' (MXC) and 'Utility Services' (S) to 'Mixed Use Corridor - Commercial' (MXC-XXX) with site specific regulations.

The applicant is proposing to redevelop the subject lands for a 25-storey (plus mechanical penthouse) mixed-use building with 283 residential units and 400 m^2 of ground floor retail space. 45 resident parking spaces, 11 visitor parking spaces and 159 bicycle parking spaces are proposed. Access to Plains Road East is proposed via the existing laneway abutting the north-east (northerly side) lot line.

The applicants have applied for an Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed 25-storey mixed use building. The proposed amendments to the Official Plan designation are to permit increased height from the maximum permitted 6-storeys to 25-storeys (plus mechanical penthouse) as well as increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 8.1:1. An amendment to Zoning By-law 2020 is required to rezone the lands to a site-specific MXC zone (MXC-XXX) with amendments to the following regulations:

- Increased building height;
- Increased Floor Area Ratio (FAR);
- Reduced amenity area;
- Increased and reduced yards;
- To permit amenity terraces to maintain the yard of the storeys below;
- Reduced setback to the adjacent railway right-of-way;
- Reduced landscape areas along Plains Road, the northeast and southwest laneways;
- Reduced parking rates;
- Reduced accessible walkway for the accessible parking spaces underground; and
- Reduced underground parking garage setbacks.

The applications did not contain sufficient information to allow for a thorough review. As such, additional amendments may be required as outlined under summarized Zoning staff comments in the following sections of this report.

Beyond staff's opinions as provided throughout this report on the merits of the applications, staff is also of the opinion that the Official Plan Amendment and Zoning By-law Amendment applications are premature as there are outstanding matters relating to ownership, land consolidation, servicing and access.

Description of Subject Property and Surrounding Land Uses

The subject lands are located south of Plains Road East, between Brant Street and Helena Street. The subject lands have a combined area of approximately 0.27 hectares and are irregular in shape with a frontage of approximately 50 metres along Plains Road East and a frontage of approximately 44 metres onto a municipal laneway along the northeast side of the subject lands.

The lands are currently occupied by two commercial buildings of approximately 2-storeys in height. Surrounding uses are as follows:

- Northwest: the subject lands abut Plains Road East and located across this are residential development including townhouses and single detached dwellings of 1 to 3-storeys in height.
- Northeast: the subject lands abut commercial uses and beyond is Brant Street. Additional commercial uses are located further east of Brant Street.
- Southeast: the subject lands abut CN rail yard and line with industrial uses beyond
- Southwest: the subject lands abut commercial uses to the west and beyond is primarily commercial uses with industrial uses further to the southwest.

The subject lands are located approximately 800m southwest and 1.3 kilometres in walking distance from the Burlington GO station and higher-order transit. The subject lands are also located 260 metres west of two separate Burlington Transit bus stops along Brant Street and Plains Road East. One stop is served by Route 12 (Upper Middle), while the other is served by Route 2 (Brant) and Route 87 (North Service-Aldershot). All three routes operate along Brant Street and provide connections to Burlington GO Station. Additionally, Route 2 operates at a frequency of 15 minutes or better and provides connections to the Downtown John Street bus stop, the Dundas/407 Park and Ride bus stop, and Appleby GO Station. Route 87 also provides a connection to Aldershot GO Station.

Description of Applications

Bousfields Inc has made applications on behalf of the private land owners to amend the Official Plan and Zoning By-law for the properties located at 1376 and 1382 Plains Road East.

These applications propose amendments to the Official Plan 1997, as amended, and Zoning By-law 2020 to facilitate the development of a 25-storey (plus mechanical penthouse) mixed-use building with 283 residential units and 400 square metres of ground floor retail space with access to Plains Road East via a laneway.

The proposed development contains a total floor area ratio (FAR) of 8.1:1 and a total Gross Floor Area (GFA) of approximately 19,549 square metres, consisting of approximately 400 square metres of ground floor retail space and approximately 19,149 square metres of residential uses including amenity spaces.

The residential component includes a total of 283 dwelling units, comprising of the following unit sizes: 6 (2%) studios, 220 (78%) one-bedroom, 44 (15%) two-bedroom and 13 (5%) three-bedroom. The proposed development also includes approximately 5,660 square metres of amenity space (approximately 20 square metres per unit), consisting of 508 square metres of indoor amenity space, 414 square metres of outdoor amenity space at grade and 4,738 square metres of private balconies for residents.

In total, 56 vehicle parking spaces are proposed (45 for the residents, 11 for visitors), with no parking spaces identified for retail uses. Additionally, a total of 159 bicycle parking spaces are proposed.

Analysis

Discussion: Policy Analysis

The proposed Official Plan Amendment and Zoning By-law Amendments are subject to the following policy framework: *Planning Act*; Provincial Planning Statement (2024); Halton Region Official Plan (2006, as amended); City of Burlington Official Plan (1997, as amended); and City of Burlington Official Plan (2020).

Staff are of the opinion that the proposed applications are not consistent with and do not conform to the applicable policy framework as discussed below and under Appendix D – Detailed Planning Analysis.

Planning staff are recommending refusal of the applications based on the following rationale:

- Planning staff are of the opinion that the proposed intensity and scale of the 25-storey mixed use building proposal exceeds what is considered appropriate for this site in the context of its location at the periphery of the Burlington GO MTSA and along Plains Road East in this location.
- Planning staff are of the opinion that the proposal does not meet the Tall Building Design Guidelines.
- Planning staff are of the opinion that the 25-storey mixed use building is not consistent with the Provincial Planning Statement in that it does not provide for an appropriate built form transition to an existing low-rise neighbourhood in immediately adjacent areas, full demonstration land use compatibility is achieved, and confirmation of servicing infrastructure required.
- Planning Staff are of the opinion that the submitted Land Use Compatibility Study & Air Quality Study has failed to demonstrate that the proposed development is compatible within the existing surrounding land uses.

1.0 Development Scale, Intensity and Transition of Built Form

The Provincial Planning Statement (the “PPS”) directs that growth and development be focused in ‘Settlement Areas’ which include built-up urban areas where development is concentrated and have a mix of land uses and lands which have been designated in an Official Plan for development over the long term. Settlement Areas also include Strategic Growth Areas such as Major Transit Station Areas (MTSAs). Section 2.4.2 3. of the PPS further describes that Planning authorities are encouraged to promote development and intensification within MTSAs, where appropriate, by:

- planning for land uses and built form that supports the achievement of minimum density targets; and
- supporting the redevelopment of surface parking lots within major transit station areas, to be transit-supportive and promote complete communities.

In accordance with Section 2.4.1 3. of the PPS, planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas as well as permit development and intensification within these to support the achievement of complete communities and a compact built form. Similarly, Section 81 of the ROP describes that some the objectives of the MTSAs, are to provide a range and mix of transit-supportive uses such as residential and retail uses, to support the area in a pedestrian-oriented urban environment and to maximize the number of potential transit users within walking distance of a station while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character.

Under Part III, Section 5.3.3 of Official Plan (1997, as amended) (the 'OP 1997'), the subject lands' in-effect 'Mixed Use Corridor – Commercial Corridor' designation permits medium and high-density residential buildings up to 6-storeys in height and 1.5:1 Floor Area Ratio (FAR). City Council may also consider a higher FAR through site-specific rezoning, subject to factors including servicing and infrastructure capacity, compatibility with adjacent uses, high-quality building and landscape design, streetscaping, and underground parking. Similarly, the subject lands' Official Plan (2020, as amended) (the "OP 2020") 'Urban Corridor' designation, envisions a mix of uses including residential and retail uses up to 6-storeys in height and 2.0:1 FAR.

On June 18, 2024, City Council adopted Official Plan Amendment No. 2 (OPA 2) to OP 2020 and approved, in principle, the May 2024 Community Planning Permit By-law (CPP). On October 10, 2025, the Minister of Municipal Affairs and Housing approved OPA 2 with modifications. Three appeals of the decision were filed, including one by the applicants of this development proposal.

On June 3, 2026, the Ontario Land Tribunal confirmed which parts of OPA 2 remain under appeal. The subject site is part of an active and ongoing site specific appeal of OPA 2 filed by the landowners. While some of the policies of OPA 2 are in effect, the vision for the Mid-Rise residential precinct remain under appeal on a site specific basis.

The purpose of OPA 2 was to replace policies and schedules from the Burlington OP 2020 for the City's MTSAs and identify these as Protected Major Transit Station Areas (PMTSAs) in accordance with the *Planning Act* and in conformity with the Regional Official Plan. The boundaries of the PMTSAs, as delineated and approved through the Region's work on ROPA 48, are in effect, and the land use vision for the Mid-Rise residential precinct as set out by OPA 2 is informative to the review of these applications.

The subject lands are found within the 'Mid-Rise Residential' (M) precinct under Schedule F of OPA 2, which:

- Supports the general housing and height transition objectives of the City's Major Transit Station Areas.
- Includes a variety of low-rise and mid-rise building forms, with the tallest buildings framing main streets such as Plains Road East, Queensway Drive, Brant Street, Fairview Street, and along the rail corridor.

- Incorporates gradual transitions from the mid-rise buildings along Fairview Street, Drury Lane, Plains Road East and Leighland Road to the adjacent low-rise neighbourhoods, offering flexibility for new housing development to support the growing population of the area.

The CPP By-law further prescribes specific heights for the Mid-Rise Residential precinct, however, Council has now directed staff to refine the approved in principle CPP By-law to address Class 1 and 2 permit structure related to heights. Upon resolution of the appeals to OPA No. 2, Planning staff will review the proposed CPP By-law and identify any required revisions for further public engagement prior to presenting a revised CPP By-law to Council for adoption.

In the approved-in-principle CPP By-law, under Schedule B-2: Class 1 Maximum Heights and Schedule B-3: Class 2 Maximum Heights, the maximum building height envisioned on the sections of the subject lands within the PMTSA is 6 storeys (Class 1) and 11 storeys (Class 2). Building heights greater than 11 storeys would require a Class 3 permit approved by Council with the provision of services, facilities and matters proportionate with permissions for height, as well as development standards to ensure that development delivers a variety of community amenities and transitions appropriate to existing low rise areas outside of the MTSAs. Staff note that the CPP By-law is not currently in force; however, this information provides critical insight in connecting in-effect policy to the most current planning vision for the area.

Part III, section 2.5.2 (a) of OP 1997, provides criteria that shall be considered when evaluating development proposals for housing intensification in established neighbourhoods. Specifically, Part III, Section 2.5.2 a) (v) of the OP 1997 describes that development proposals shall consider if 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. Similarly, Section 12.1.2 (2.2) c) (ii) (iv) and (viii) of the OP 2020 further describes that, the development shall achieve built form compatibility, achieve high quality urban design as outlined under the design policies of OP 2020 and provide buffering, setbacks and amenity area so that an appropriate transition between existing and proposed buildings are provided.

The subject lands, together with the property immediately to the northeast, municipally known as 1400 Plains Road East (also known as Westgate Plaza), are located within the Burlington GO MTSA boundary. The subject lands are specifically located at the periphery of the western section of the MTSA boundary. All other properties abutting the subject lands to the west are located outside the MTSA boundary, with a portion of the subject lands to the rear also being located outside of the MTSA boundary. Both the subject lands and 1400 Plains Road East are designated as ‘Mid Rise Precinct’ (M) under Schedule B-3: Class 2 Maximum Heights of the CPPS By-law, which envisions heights of up-to 11-storeys through a Class 2 permit.

The properties to the northwest, located across Plains Road East, currently include low-rise residential buildings of 1 to 3-storeys in height as well as ground floor commercial uses along Plains Road East. These are also located outside of the MTSA boundary and are designated as ‘Mixed Use Corridor – General' under the existing OP 1997 and as well as 'Urban Corridor' under OP 2020, which envisions residential, retail and service commercial, office, automotive commercial, entertainment and recreation uses with building heights of up to 6-storeys and maximum FAR of 2.0:1.

Similarly, the properties directly to the southwest currently include commercial buildings of 1 to 2-storeys in height. These are also located outside of the MTSA boundary and are designated the same as the subject lands, that being ‘Mixed Use Corridor – General', under the existing OP 1997 and as 'Urban Corridor' under OP 2020.

The proposed development includes residential intensification from the existing two commercial buildings of 2-storeys in height to a 25-storey (plus mechanical penthouse) mixed-use building with 283 residential units and 400 square metres of ground floor retail space. Although the proposed development would serve as additional housing options in the city, staff find that the proposal represents overdevelopment and has several outstanding site-specific unresolved matters as discussed throughout this report.

In reviewing the proposed development, consideration has been given to the surrounding neighbourhood context, including the in-effect and envisioned Official Plan policies as well as applicable urban design guidelines, as outlined in Appendix D – Detailed Planning Analysis. In this context, staff are of the opinion that the proposed high-rise development is not consistent with a scale of development that provides an appropriate built-form transition to the existing adjacent low-rise neighbourhood and the mid-rise, mixed-use planned context.

2.0 Outstanding Information and Concurrent Consent Application

In accordance with legislation, municipalities are only permitted to conduct a high-level quantitative assessment of an application submission at the intake stage, without a substantive qualitative review. Through the circulation and review of the submitted materials, commenting staff and agencies perform a substantive review to assess whether the studies address all pertinent matters. Through the review of the subject applications, commenting staff and agencies identified the proposed development and related application submission requires additional information addressing the following matters: Land Use Compatibility Study, Functional Servicing Report, Traffic Impact Study, Waste Management Report, confirmation of authorization from all property owners for the subject applications, as well as the requested Zoning information as further discussed in the Technical Review section of this report.

The applicant submitted a Land Use Compatibility Study, which was reviewed by staff, and revisions were requested. The study evaluated the compatibility of the subject lands with the surrounding industries, roadways, and railways. In general, the classifications of the nearby facilities were appropriate, however, some clarification, or justification is required to support the conclusions of the Study. Further, CN Rail has indicated that all proposed buildings to be

occupied by sensitive land uses shall be setback 30 metres from a principal main line with an appropriate safety berm abutting the railway right of way. While the applicants have submitted a Rail Safety report suggesting that a reduced setback to the rail corridor is appropriate, that conclusion is dependent upon a land transfer from the CN rail corridor to the south and acceptance of the proposed reduced setback by CN Rail, which has not yet occurred.

In 2024, the proponents submitted a consent application (B-007/24) to the City's Committee of Adjustment to sever off a portion of the CN rail corridor south of the subject lands and consolidate it with the subject lands in order to create a consolidated development parcel intended to facilitate the subject development applications. The Committee of Adjustment conditionally approved the consent application; however, to-date, the conditions of the consent application have not yet been satisfied, and as such, the proposed boundary adjustment and land consolidation to facilitate the proposed development has not yet occurred. As such, the southwest portion of the lands subject to these applications remains under CN ownership.

There is a public alleyway located between 1382 Plains Rd E and 1400 Plains Rd E. A storm sewer and catch basin benefitting 1400 Plains Rd E is located in the alleyway. The alley is utilized by 1400 Plains Rd E as part of their fire route and for access purposes. The grading and servicing report submitted with the application has not demonstrated that any changes to the storm sewers and/or alley will not adversely impact the adjacent lands (i.e, 1400 Plains Rd E).

While additional information and further details may be obtained through holding provisions or the subsequent Site Plan application process, Planning staff are of the opinion that the extent of information still to be received, when considered cumulatively, represents a significant number of matters requiring further review before establishing a new principle of land use for the subject lands. As such, staff is further of the opinion that the application as submitted is considered premature for consideration of the proposed Official Plan and Zoning By-law Amendments.

Zoning By-law

The subject lands are currently zoned 'Mixed Use Corridor – Commercial Corridor' (MXC) and 'Utility Services' (S) under Zoning By-law 2020 as amended (as shown on Appendix A – Existing Zoning). The MXC zone permits residential, office, a limited range of retail and service commercial, community, hospitality, automotive, entertainment and recreation uses. Differently, the S zone permits any transportation, communication, or utility use as well as open space and outdoor recreation uses such as play fields, parks, walking trails, bike paths, and parking lots associated with such uses.

The application requests a Zoning By-law Amendment to rezone the subject lands from 'MXC' and 'S' to entirely a MXC zone with site-specific amendments in order to facilitate the development of a 25-storey (plus mechanical penthouse) mixed-use building with 283 residential units and 400 square metres of ground floor retail space.

As per the analysis provided of the Zoning By-law 2020 under Appendix D – Detailed Planning Analysis, staff is of the opinion that the proposed amendments, are not consistent with Provincial

direction, do not conform to the Regional Official Plan and do not maintain the general intent of the Local Official Plans. Therefore, planning staff is of the opinion that the proposed amendments are not appropriate for the subject lands and do not represent good planning.

Technical Review

The applications were circulated to internal staff and external agencies on June 18, 2026, for review. The following are summaries of the comments received:

City of Burlington – Finance – Staff requests that taxes must be paid on parcels associated with this file. This includes all outstanding balances plus current year taxes that have been billed but not yet due.

City of Burlington – Development Engineering – Staff have no objection to the Official Plan and Zoning By-law Amendment applications. Staff have indicated that prior to Site Plan Approval, a Reliance Letter from the Qualified Person extending reliance for the Environmental Site Assessments will be required.

City of Burlington – Urban Forestry – Staff indicated concerns with the proposed development as it is contingent upon receiving consent from the Canadian National Railway for the removal of Trees #3, 4, and 5, and possibly for impacts to Tree #2 following the required review. Staff have requested the applicant to investigate the possible need to injure/remove Tree #2 due to site remediation as well as revise the arborist report, tree inventory, and tree protection plan if applicable. Staff have also indicated that if consent to injure or remove shared/neighbouring trees is not provided with the subject Official Plan and Zoning By-law Amendment applications, these may result in Forestry's non-support and be subject to holding provisions.

City of Burlington – Landscaping – Staff are not supportive of the current Official Plan Amendment and Zoning By-law Amendment Application as alternative streetscape designs along building frontage facing Plains Road East should incorporate plant beds to soften proposed hardscape landscape area. Staff have indicated that Landscaping review of this application is considered preliminary at this time and 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.

City of Burlington – Parks and Open Space – Parks wishes to collect cash in lieu of parkland (CILP), with CILP charged at the rate in effect at the time of building permit issuance. Realty Services will be able to provide further details with respect to the amount and calculations.

City of Burlington – Transportation Planning –

Staff request revisions to the Transportation Impact Study (TIS), including but not limited to the estimated site generated trips, and the proposed parking supply. Should Planning staff support the Zoning By-Law Amendment, Transportation Planning recommend a Holding Provision be placed to address concerns with the TIS and parking supply including the following conditions:

a. Submission of a Revised TIS addressing all Transportation Planning comments including:
    i. Update the estimated site generated trips to include the retail land use.
    ii. Update the intersection capacity analysis tables.
    iii. Provide and analyze recommended mitigation measures at the site access.
    iv. Stronger Transportation Demand Management Measures (TDM).
    v. Discussion on the shortfalls of parking and the potential existence of overflow parking.
    vi. Provide a parking demand analysis using ITE Parking Generation rates.
    vii. Provide sensitivity testing demonstrating parking demand under conservative assumptions, including higher vehicle ownership rates.
    viii. All to the satisfaction of the Director of Transportation Services or designate.

Regarding vehicle parking supply, staff understand the subject property is within a Major Transit Station Area (MTSA), therefore, the parking requirement is zero and that the proposed development includes a parking ratio of approximately 0.20 spaces per residential unit. Nonetheless staff have requested further information as outlined on the above-mentioned holding conditions to address related impacts of the proposed parking supply. Additionally, clarification is required regarding the operational management of the 11 ground floor parking spaces and if they will be shared between retail patrons and residential visitors.

Regarding deemed rights-of-way, staff indicated that Plains Road East has a deemed right-of-way width of 30 metres and to meet this, a right-of-way widening of approximately 2 m is required along the frontage of Plains Road East adjacent to the subject property. A survey will be required to confirm the exact widening requirements.

Staff do not support the proposed bicycle parking supply which includes a total of 159 bicycle parking spaces as it does not meet the requirements in the Burlington City-Wide Parking Standards Review (2017). Additionally, long-term bicycle parking is currently not proposed for the ground floor retail. Bicycle parking shall be shown and labeled on the site plan and shall follow the minimum recommendations in the Burlington City-Wide Parking Standards Review (2017) which includes; three (3) additional long-term parking spaces included for retail employee use, location of the short-term bicycle parking visible and near the pedestrian entrance to the building and the long-term bicycle parking placed in an indoor, weatherproof, secure location, as well as; eight (8) short-term bike racks to be relocated as these are currently shown within the required road widening area along Plains Road East.

City of Burlington – Engineering Services – Accessibility –

Staff indicated that the Type A access aisle at P1 is labeled as 1.5 m although the Zoning By-law requirement is 2 m as well as that an additional Type B (2.75 m wide, with an adjacent 2 m access aisle) barrier-free parking spot close to the elevators is required at the underground parking level P1.

Staff have requested that the applicant ensure that the entrance to the parking lot and circulation to and from the accessible parking spaces include a minimum overhead clearance of 2.75 m.

Staff recommend second barrier-free spot, Type B (2.75 m wide, with an adjacent 2 m access aisle) for visitors to accommodate the needs of visitors to the retail shops as well as building visitors. Additionally, staff have indicated the following general comments:

- Ensure a 1.5 m clear width path of travel around the facility.
- Ensure automatic door openers on all public access doors (e.g., all elevator doors, retail shop doors, lobby area doors, etc.).
- A universal barrier-free washroom is recommended in the main lobby.

City of Burlington – Fire – No comments.

City of Burlington – Heritage Planning – No comments.

City of Burlington – Recreation, Community and Culture – No comments.

City of Burlington – Zoning – Amendments required to the Zoning By-law have been identified as previously mentioned. Zoning staff have requested additional information in relation to, but not limited to:

- Gross Building Floor Area (GBFA) and Floor Area Ratio (FAR) calculations
- Dimensions and projections of proposed balconies and terraces
- Yard measurements including separation distance to railway corridor for storeys 2 and 3
- A 3 m walkway from the street connecting the sidewalk to the principal entrance of the building
- Crash wall over the lot line

Halton Region –

- Staff reviewed the received Functional Servicing Report (FSR) and indicated that it does not demonstrate that the development can be adequately serviced by existing municipal infrastructure, as downstream sanitary capacity has not been confirmed, and fire flow testing has not been completed. Staff recommended that a revised FSR be submitted/approved before the applications are considered for approval. In the absence of a revised/approved FSR, a Holding Symbol on the zoning application should be considered to address outstanding concerns. The revisions would be required to include the following:
    - The existing municipal water system can accommodate the required fire flow and domestic demand.
    - Fire flow testing to confirm available capacity, system pressures, and compliance with Regional standards.
    - Downstream sanitary sewer capacity analysis to the nearest trunk sewer to confirm that adequate capacity exists to support the proposed development.
    - Water demand and sanitary flow calculations are completed using the latest Halton Region Linear Design Manual.
- Staff reviewed the received Transportation Impact Study (TIS) and indicated that it concludes that under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. Regional staff are satisfied and have no objections from a Regional Transportation perspective.
- Staff reviewed the received Waste Management Plan and indicated that a standalone Waste Management Plan, with accompanying text/report, was not submitted and indicated that, although staff have no objection to the proposed applications from a Regional Waste perspective and revisions can be addressed through the Site Plan process, it is strongly recommended that the proposed waste management design be reviewed and carefully considered during the subject Official Plan and Zoning By-law Amendment applications.
- Staff have no objections to the applications from a Source Water Protection perspective.

Halton Police – No comments.

Halton Catholic District School Board – No comments.

Halton District School Board – No objections to the application. Staff provided an overview of the potential impact of this development application on student accommodation needs as well

as conditions to be placed in subsequent agreements (e.g. Condominium, and Site Plan) and are to be fulfilled prior to final approvals.

Burlington Hydro (BHI) – Staff reviewed the received documents and indicated their preliminary comments were not addressed. Staff noted that the capacity along Plains Road East is extremely limited. Based on the current distribution system configuration, feeder availability and loading in the area, the new connection is subject to certain feeder expansion and system modifications/upgrades required for connection of this new development. Therefore, additional charges will apply for the required feeder expansion and system modifications/upgrades, and the capacity cannot be committed until BHI has a signed offer to connect with the customer. The applicant is requested to reach out to BHI system planning for an update on the available capacity once the official service request has been received.

Metrolinx – Staff indicated that the applicant is to provide confirmation to Metrolinx, that a specific warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor in relation to potential alterations or expansions of the rail facilities which may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Additionally, staff provided future Site Plan application comments.

Canadian National Railways –

Staff noted that the subject site is adjacent to CN's Main Line. CN's objective regarding developments in proximity to railway operations is to mitigate railway-oriented impacts such as noise, vibration, and safety hazards, to ensure that the quality of life of the future development's residents and users is not negatively affected. CN, in collaboration with Railway Association of Canada and the Federation of Canadian Municipalities, developed the Guidelines for New Development in Proximity to Railway Operations to promote proper planning around railway operations. The Guidelines can be found at https://www.proximityissues.ca.

CN requested for the implementation of the following criteria as conditions of approval:

1. All proposed buildings to be occupied by sensitive land uses shall be setback 30 meters from a Principal Main line with an appropriate safety berm abutting the railway right of way;
2. The required safety berm shall be adjoining and parallel to a Principal Main line right-of-way with returns at the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1;

3. A chain link fence of minimum 1.83 meter height shall be installed and maintained along the mutual property line shared with the railway right of way;
4. The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, CN may consider other measures recommended by an approved Noise Consultant.
5. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 meters of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ±3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
6. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit:

   > "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 meters from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
7. The storm water management facility must be designed to control storm water runoff to predevelopment conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from CNR and be substantiated by a drainage report to the satisfaction of the Railway.
8. The design of amenity areas should incorporate visual barriers by means of living walls, landscaped berms, dense vegetation or similar landscaping approaches aiming to screen and minimize the negative visual and environmental impacts from railway operations.
9. The Owner shall through restrictive covenants to be registered on title, and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and noise/vibration mitigation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

10. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
11. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favor of CN.

Canada Post – No comments.

Enbridge Gas – No comments, do not object to the proposed applications, however, reserve the right to amend or remove development conditions.

Imperial Infrastructure – No comments. There is no Imperial infrastructure in the vicinity of the subject lands.

Rogers Communications – No comments.

Sun-Canadian Pipeline – No comments.

Trans-Northern Pipelines – No comments.

Strategy/Process/Risk

Option 1: Refusal (recommended)

Benefits: Maintain the envisioned intent of local policy direction, specifically that of Official Plan (2020, as amended) and related OPA 2 amendments. Additionally, City staff are missing critical information required to fully assess the development proposed through the applications.

Considerations/Additional Information: The applicants have the ability to appeal Council's decision to the Ontario Land Tribunal (OLT). The applicant is already an appellant to the site specific appeal of OPA 2.

Community Engagement and Communications: Notice of refusal would be sent to the public within 120 metres of the subject lands. Additionally, if the decision is appealed, subsequent notice would be required and provided.

Option 2: Deferral (not recommended)

Benefits: Deferring the proposed applications to a later Committee date would provide the applicant and staff with additional time to address and resolve the outstanding concerns identified by staff.

Considerations/Additional Information: The applicants may not wish to continue working collaboratively with staff and can appeal Council's decision to the Ontario Land Tribunal (OLT) for non-decision as the applications were deemed complete on June 3, 2026 and the Statutory deadline is on October 1, 2026.

Community Engagement and Communications: Notice for a subsequent Statutory Public Meeting will be required to be sent to the public within 120 metres of the subject lands. Additionally, if the applicant decides to appeal due to non-decision to the Ontario Land Tribunal (OLT), the OLT would determine what type of notice needs to be sent to affected parties.

Option 3: Approval as submitted (not recommended)

Benefits: While approval of the subject applications would permit the development of a mixed-use building containing residential and non-residential uses to serve the community, staff are of the opinion that the proposed built form and associated amendments are not appropriate for the subject lands or compatible with the surrounding area.

Considerations/Additional information: Planning staff are of the opinion that the development applications are not appropriate for the lands as previously discussed and that approval of the applications could give rise to property ownership and legal issues that require further review and resolution.

Community Engagement and Communications: Notice of decision would be provided to the public applications are approved. No further communication would be required, unless the decision is appealed. At this time, the Official Plan Amendment and Zoning By-law Amendment have provided multiple opportunities for engagement to the public. A Pre-Application Community Meeting held on January 14, 2026. Notice of complete applications to the applicant was sent on June 3, 2026, a preliminary public notice requesting comments on the applications was sent to the public on June 17, 2026, a notice sign was placed on the property and a project website was set up at www.burlington.ca/1382plains. Notices for the Statutory Public Meeting taking place at Committee of the Whole were sent August 17, 2026.

Recommendation Details

- The proposed amendments are not consistent with the Provincial Planning Statement (2024);
- The proposed amendments do not conform with the Regional Official Plan (2009, as amended);

- The proposed amendments do not maintain the general intent of the Burlington Official Plan (1997) and do not have appropriate regard for Burlington Official Plan (2020);
- The proposed development does not maintain the general intent of Zoning By-law 2020;

Key Dates & Milestones

- Pre-application Community Meeting: January 14, 2026
- Application submitted: May 20, 2026
- Application deemed complete: June 3, 2026
- Statutory public meeting: September 15, 2026
- Statutory deadline: October 1, 2026

Implications

Financial
All application fees have been received in accordance with the Development Application Fee Schedule.

Climate
In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The Plan identifies seven implementation programs, including, programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; encourage the adoption of electric mobility and equipment through personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion.

As part of the Official Plan and Zoning By-law Amendment application, the applicant was required to provide consideration to the Sustainable Building and Development Guidelines (2018) which provide an overview of the required and encouraged sustainable design measures for new development across the City. The submitted Sustainable Building and Development Guidelines Checklist includes consideration of the guidelines. A detailed review of the Sustainable Building guidelines and has been included under Appendix D – Detailed Planning Analysis.

Engagement Matters

A notice sign was posted on the subject lands on June 19, 2026. A public notice of the Official Plan and Zoning By-law Amendment application was mailed to 218 addresses, which includes all property owners within 120 metres of the subject lands.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/1382plains . This webpage provides information about the subject application including dates of public meetings, links to supporting studies, and contact information for the applicant's representative and Community Planning Department.

As of the writing of this report, 4 written public comment letters in opposition of the development have been received by staff with respect to the subject application. The public comments received to date have been included under Appendix C – Public Comments. The letters received represent a position of opposition regarding the following themes:

Concerns regarding increased vehicle traffic, resulting in congestion and potential traffic safety issues, as well as the inadequate supply of parking proposed to accommodate the number of residents, visitors, and retail customers generated by the scale of the development. There is also concern that insufficient parking may result in vehicle overflow onto adjacent properties and surrounding streets.

Staff comment: As per Ontario's *Planning Act*, developments within Protected Major Transit Station Areas (PMTSAs), which the subject lands are in, are not required to provide minimum vehicle parking spaces. The proposed development includes a parking ratio of 0.20 spaces per residential unit inclusive of visitor parking although the parking requirement is zero. This equates to 45 resident parking spaces and 11 visitor parking spaces, although the architectural package submitted with the application notes that "approximately 10% of parking spaces could be lost with mechanical equipment, civil an barrier free spaces coordination". Planning staff acknowledge that Transportation Planning staff have requested further information to address the related impacts of the proposed parking supply as well as clarification regarding the operational management of the 11 ground floor parking spaces and if they will be shared between retail patrons and residential visitors.

Access to the proposed underground parking is shown from the existing laneway abutting the north-east (northerly side) lot line between. The current laneway is used for access to the parking area for the commercial building at 1400 Palins Rd as well as parking for the existing business at 1382 Plains Rd.

Concerns regarding the proposed underground parking structure being constructed in very close proximity to neighbouring property lines, which may result in construction-related impacts, including potential damage.

Staff comment: All development is to occur within the limits of the development site. Additional information is required from the applicant to confirm that no construction will occur outside of the property boundaries.

Concerns regarding the lack of adequate local infrastructure, including community services, utilities, public amenities, and green spaces, to support the addition of 283 residential units while continuing to adequately serve the needs of the existing neighbourhood.

Staff comment:

As mentioned under the Technical Review, additional information is to be received to address concerns in relation to existing infrastructure capacity through the resubmission of a revised Functional Servicing Report (FSR).

Additionally, the subject lands and directly adjacent properties are found within the 'Mixed Use Activity Areas' under Schedule 'A' – Settlement Pattern of OP 1997, except for the railway corridor at the rear of the subject lands. In accordance with Part III, Section 5.2.1, some of the objectives of this area are to encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses as well as to ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit. Staff are therefore of the opinion that the proposed development will be near community services and other neighbourhood conveniences.

Concerns regarding overdevelopment due to the proposed building's scale relative to the size of the existing lot, particularly given that the subject lands are directly adjacent to active rail tracks. This raises concerns regarding construction feasibility, noise and vibration impacts as well as the long-term safety and livability of future residents.

Staff comment: The applicant submitted a Land Use Compatibility Study, which was reviewed by staff, and revisions were requested as previously mentioned. In terms of the review of Noise feasibility Study under the Land Use Compatibility Study, staff indicated that recommendations, particularly Sound Transmission Class (STC) ratings for the glazing, should be reviewed once detailed plans are available which can be done at a later stage of the development such as the detailed design stage.

Concerns on shadow impacts onto adjacent properties

Staff comment: Following a review of the proposed development in accordance with the Shadow Study Guidelines and Terms of Reference (2020), as outlined in Appendix D – Detailed Planning Analysis, Planning staff are of the opinion that the proposed development will not result in any negative shadow impacts on the surrounding neighbouring properties.

References

The applicant has submitted the following materials in support of the subject applications:

- **Cover Letter** prepared by Bousfields Inc. dated May 1, 2026.
- **Complete Application Form** signed April 9, 2026.
- **Planning Justification Report** prepared by Bousfields Inc. dated April 2026.
- **Site Survey** prepared by J.D. Barned Ltd. dated 2025.
- **Land Use Compatibility Study** prepared by EXP Services Inc. dated March 10, 2026.
- **Rail Safety Report** prepared by Entuitive dated March 17, 2026.
- **Architectural Plans** prepared by WZMH Architects dated February 20, 2026.
- **Shadow Study** prepared by Bousfields Inc. dated May 2026.
- **Pedestrian Level Wind Study** prepared by Gradient Wind Engineering Inc. dated April 6, 2026.
- **Arborist Report** prepared by Kuntz Forestry Consulting Inc. dated January 26, 2026.
- **Tree Inventory and Preservation Plan** prepared by Kuntz Forestry Consulting Inc. dated January 26, 2026.
- **Conceptual Landscape Plan** prepared by PMA Landscape Architects Ltd. dated February 18, 2026.
- **Functional Servicing Report and Stormwater Management Report** prepared by S. Llewellyn & Associates Ltd. dated February 2026.
- **Hydrogeological Investigation Report** prepared by EXP Services Inc. dated January 28, 2026.
- **Noise and Vibration Study** prepared by HGC Noise Vibration Acoustics dated April 10, 2026.
- **Transportation Impact Study (including Transportation Demand Management Plan and Parking Justification Report)** prepared by LEA Consulting Ltd. dated April 15, 2026.
- **Transportation Impact Study Appendix** prepared by LEA Consulting Ltd. dated December 19, 2025.
- **Grading, Drainage and Servicing Plans** prepared by S. Llewellyn & Associates Ltd. dated January 8, 2026.
- **Phase One Environmental Site Assessment** prepared by EXP Services Inc. dated July 25, 2023.
- **Phase Two Environmental Site Assessment** prepared by EXP Services Inc. dated August 17, 2023.
- **Environmental Site Assessment – Qualified Person Letter** prepared by EXP Services Inc. dated January 29, 2026.
- **Sustainable Building Guidelines Checklist** prepared by Bousfields Inc. dated April 30, 2026.

- **Environmental Site Screening Questionnaire** signed March 31, 2026.
- **Draft Zoning By-law Amendment** prepared by Bousfields Inc.
- **Draft Official Plan Amendment** prepared by Bousfields Inc.
- **Pre-consultation Checklist** prepared by the City of Burlington dated March 26, 2026.
- **Burlington Urban Design (BUD) Meeting Minutes** prepared by the City of Burlington dated March 26, 2026.

The supporting documents have been uploaded on the City's website for the subject application which can be found on the following link www.burlington.ca/1382plains.

Conclusion

Staff have evaluated the applications for Official Plan Amendment and Zoning By-law Amendment for 1376 and 1382 Plains Road East in accordance with all applicable policies, regulations, and guidelines, and with consideration for comments received from technical reviewers and the public. Staff is of the opinion that the proposed development is not consistent with the Provincial Planning Statement (2024); does not conform with the Region of Halton Official Plan; and does not maintain the general intent of the policies of the City of Burlington Official Plan (1997, as amended) and City of Burlington Official Plan (2020). Staff are therefore recommending refusal of the subject applications.

Strategic Alignment

☑ Designing and delivering complete communities
☐ Providing the best services and experiences
☑ Protecting and improving the natural environment and taking action on climate change
☐ Driving organizational performance

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Mariana Da Silva, MCIP RPP
Planner, Community Planning Department
905-335-7600 Ext. 7536
mariana.dasilva@burlington.ca

Appendices:

A. Existing Zoning
B. Concept Plan
C. Public Comments
D. Detailed Planning Analysis

Draft By-laws for Approval at Council:

- Not applicable as staff are recommending refusal of the subject applications.

Notifications:

Bousfields Inc. (c/o David Falletta)
2731115 Ontario Inc. – Property owner
F. K Deals on Wheels Inc. – Property owner
2731119 Ontario Inc. – Property owner
Manor Care Homes Inc. – Property owner
Canadian National Railways (CN) – property owner

Report Approval:

All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

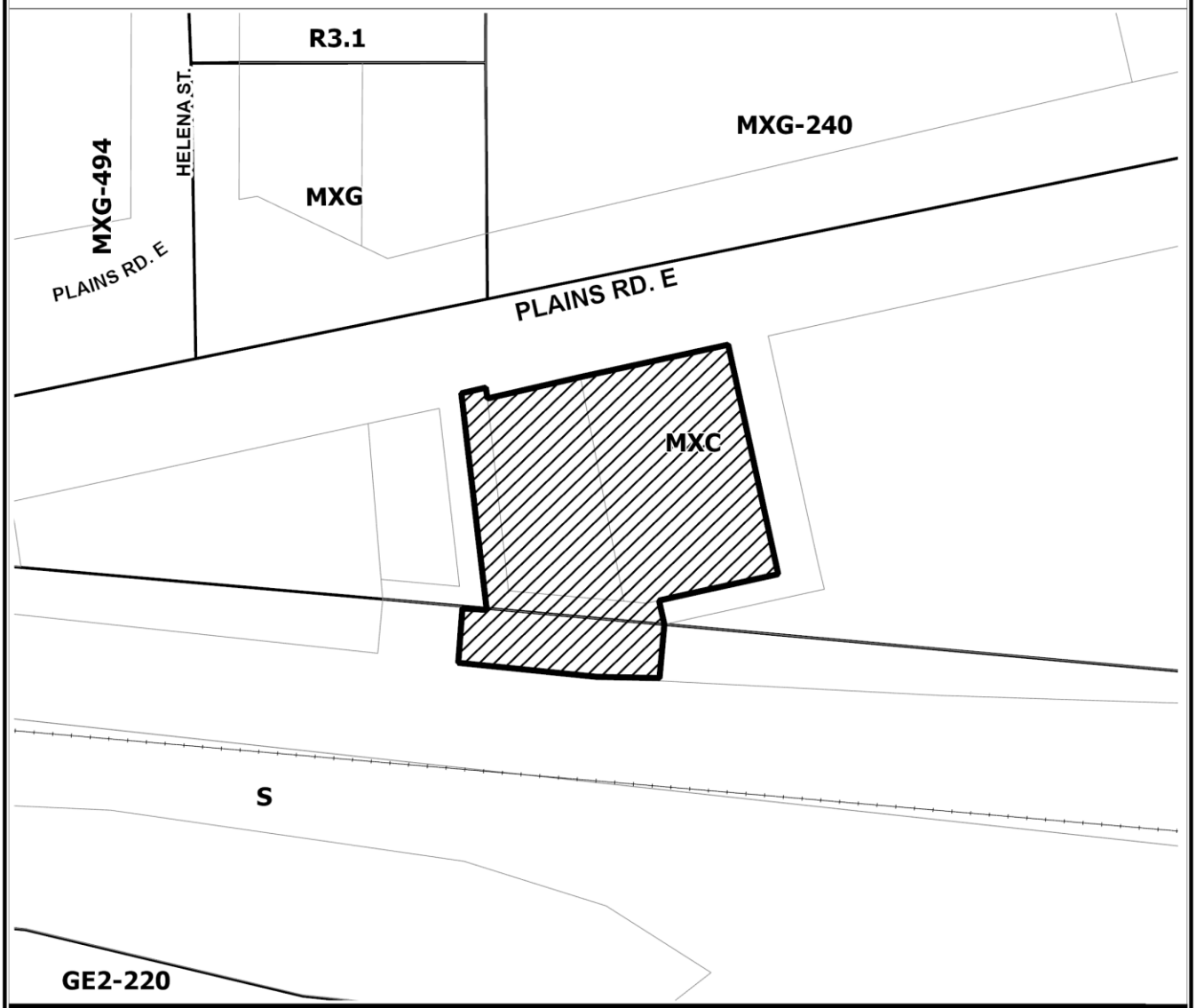
Sketch No. 3

EXISTING ZONING

Applications for an Official Plan and Zoning By-law Amendment to permit the development of a 25-storey (plus mechanical penthouse) mixed use, residential and ground floor commercial, building with 283 residential units and 400 square metres of ground floor retail space. The total Gross Floor Area is approximately 19,549 square metres with a Floor Area Ratio (FAR) of approximately 8.10:1. The proposal includes one level of underground parking that would provide 45 parking spaces, and 11 parking spaces located at grade. Vehicular access is proposed from Plains Road East, using the existing north-south laneway on the east side of the site.

SUBJECT PROPERTY

File Nos. 505-10/26 & 520-11/26



GENERAL ZONING LEGEND

Low Density	Medium Density	High Density	Mixed Use	Commercial	Employment	Other
R3.1			MXC MXG		GE2	S

Date: June 11, 2026
Community Planning Department

TERANET CITY OF Burlington

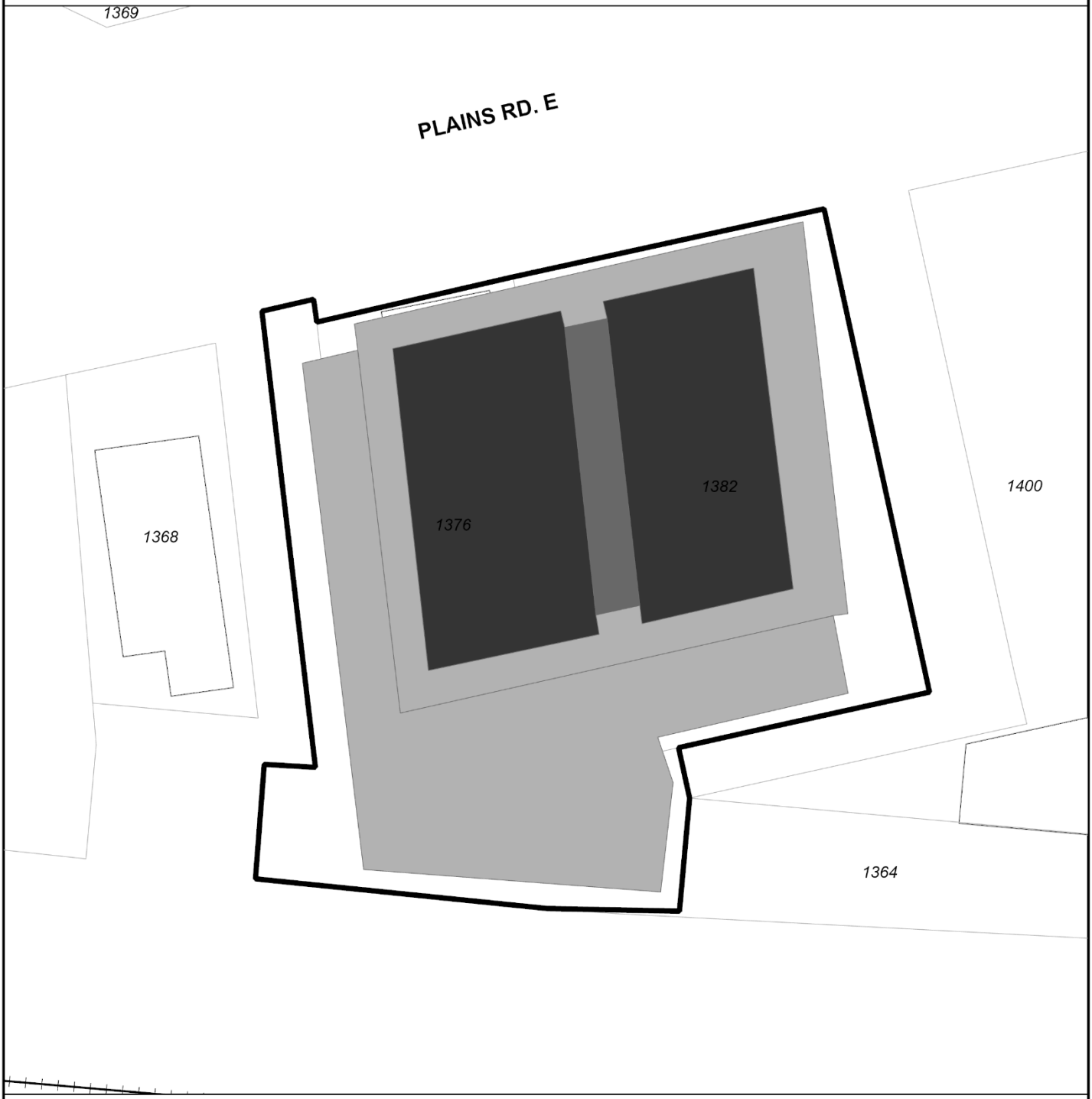
Sketch No. 1

CONCEPT PLAN

Applications for an Official Plan and Zoning By-law Amendment to permit the development of a 25-storey (plus mechanical penthouse) mixed use, residential and ground floor commercial, building with 283 residential units and 400 square metres of ground floor retail space. The total Gross Floor Area is approximately 19,549 square metres with a Floor Area Ratio (FAR) of approximately 8.10:1. The proposal includes one level of underground parking that would provide 45 parking spaces, and 11 parking spaces located at grade. Vehicular access is proposed from Plains Road East, using the existing north-south laneway on the east side of the site.

SUBJECT PROPERTY — Bus Route — Bus Stop

File Nos. 505-10/26 & 520-11/26



Date: 2026-06-11

Community Planning Department

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TERANET

CITY OF Burlington

Da Silva, Mariana

From: Andrew Wilcox [redacted]
Sent: Monday, June 22, 2026 3:16 PM
To: Da Silva, Mariana
Subject: Planning Application Files 505-10/26 and 520-11/26 – 1376–1382 Plains Road East

Follow Up Flag: Follow up
Flag Status: Flagged

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Andrew Wilcox
[redacted]

June 22, 2026

RE: Planning Application Files 505-10/26 and 520-11/26 – 1376–1382 Plains Road East

Dear Ms. Da Silva,

I am writing in response to the planning applications submitted for the redevelopment of 1376–1382 Plains Road East. I would like to formally express my concerns regarding the proposed redesignation of the property to permit mixed-use development, including buildings of up to 25 storeys in height.

My primary concern is the significant increase in vehicular traffic this development is likely to generate in an area already experiencing substantial congestion. As a resident of [redacted] who regularly drives and uses GO Transit, I have observed that entering and exiting the property can be challenging, particularly during peak traffic periods. Accessing Plains Road East in either direction often requires extended wait times due to heavy traffic volumes and, in some instances, poses safety concerns.

In addition, on-street parking along the north side of Plains Road East frequently obstructs sightlines for drivers exiting 1401 Plains Road East. This further limits visibility and creates additional safety risks for residents attempting to enter the flow of traffic, or pedestrians walking along the street.

The proposed development, whether commercial, residential, or mixed-use, would inevitably increase traffic volumes in the surrounding area. Given the existing congestion, limited access opportunities, and safety concerns at the nearby intersection and driveway access points, I am concerned that the proposed rezoning may exacerbate these issues and adversely affect traffic operations and public safety within the neighbourhood.

Given the scale of the proposed redevelopment, I strongly believe that a comprehensive Traffic Impact Study should be completed and carefully reviewed before any rezoning or development approvals are

granted. Such a study should assess the potential effects of the development on traffic flow, access, safety, and overall transportation infrastructure within the area.

Thank you for considering these concerns. I respectfully request that they be considered in the review process for these applications.

Regards

Andrew Wilcox

Andrew Wilcox
[redacted]

RECEIVED
JUN 25 2026
City of Burlington
Community Planning

June 22, 2026

Mariana Da Silva
426 Brant Street
Burlington, ON L7R 3Z6

RE: Planning Application Files 505-10/26 and 520-11/26 – 1376–1382 Plains Road East

Dear Ms. Da Silva,

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My primary concern relates to the significant increase in vehicular traffic that this development is likely to generate in an area that already experiences substantial congestion. As a resident of [redacted] who regularly drives and utilizes GO Transit services, I have observed that entering and exiting the property can be challenging, particularly during peak traffic periods. Accessing Plains Road East in either direction often requires extended waiting times due to heavy traffic volumes, and in some instances can present safety concerns.

In addition, on-street parking along the north side of Plains Road East frequently obstructs sightlines for drivers exiting 1401 Plains Road East. This further limits visibility and creates additional safety risks for residents attempting to enter the flow of traffic, or pedestrians walking along the street.

The proposed development, whether commercial, residential, or mixed-use in nature, would inevitably increase traffic volumes in the surrounding area. Given the existing congestion, the limited access opportunities, and the safety concerns associated with the nearby intersection and driveway access points, I am concerned that the proposed rezoning may exacerbate these issues and negatively impact both traffic operations and public safety within the neighbourhood.

Given the scale of the proposed redevelopment, I strongly believe that a comprehensive Traffic Impact Study should be completed and carefully reviewed before any rezoning or development approvals are granted. Such a study should assess the potential effects of the development on traffic flow, access, safety, and overall transportation infrastructure within the area.

Thank you for your consideration of these concerns. I respectfully request that they be considered as part of the review process for these applications.

Sincerely,

Andrew Wilcox

Da Silva, Mariana

From: Maksim Gavrilov [redacted]
Sent: Saturday, June 27, 2026 12:22 PM
To: Da Silva, Mariana
Cc: Maksim Gavrilov
Subject: Formal Objection to Development Application - File Nos. 505-10/26 & 520-11/26 (1376-1382 Plains Road East)

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To:
Mariana Da Silva, Planner on File
City Building Department
PO Box 5013, 426 Brant St.
Burlington, ON L7R 3Z6
Email: mariana.dasilva@burlington.ca

Regarding:

- File Numbers: 505-10/26 & 520-11/26
- Proposed Property: 1376-1382 Plains Road East (Ward 1)
- Proposal: Official Plan Designation and Zoning amendment to permit a 25-storey mixed-use building (283 residential units and 400 square metres of ground floor retail).

Dear Mariana,

I am writing to you today as a local homeowner on behalf of our household in [redacted] to formally register my strong opposition to the proposed development application at 1376-1382 Plains Road East (File No. 505-10/26 & 520-11/26), as detailed in the planning application shared with me this week.

While I understand the city's need to plan for growth, the sheer scale of this 25-storey high-density proposal is entirely unsuited for this specific stretch of Plains Road East. My primary objections are rooted in critical infrastructure deficits, severe traffic congestion, safety concerns, and an absolute lack of physical space for a project of this size.

1. **Complete Lack of Infrastructure and Space**
There is a fundamental lack of community infrastructure in this immediate area capable of supporting an influx of 283 residential units. Our local services, utilities, public amenities, and green spaces are scaled for a low-to-medium density neighbourhood, not a towering high-rise complex.

Furthermore, looking at the layout provided in the application and knowing the area having lived here for years, there is clearly a lack of physical space on this constrained lot to comfortably or safely

accommodate a building of this size. Compounding this issue is the site's immediate proximity to the active rail tracks just south of the property line. Squeezing a massive 25-storey residential tower into such a tight footprint, directly adjacent to a major rail corridor, raises serious concerns regarding construction feasibility, noise vibration, and long-term resident safety.

I am also highly dissatisfied with the inclusion of the 400 square metres of ground-floor retail space. Given the severe lack of parking proposed, there is absolutely no viable way for retail customers or delivery vehicles to access these businesses without causing complete chaos on Plains Road East and spilling over into the surrounding residential streets. Introducing commercial traffic to an already constrained, under-parked site is a short-sighted planning decision that ignores the reality of the location.

2. **Exacerbation of Existing Traffic and Gridlock**
The stretch of Plains Road East where this building is proposed is already a highly congested artery. Beyond regular local traffic, this specific area acts as a primary relief valve for the QEW and highway 403. Whenever there is an accident or heavy traffic on the highway, a significant volume of commuter vehicles detours directly onto Plains Road to bypass the gridlock.
Adding the traffic generation of a 25-storey building, along with delivery trucks, rideshares, and moving vehicles utilizing the narrow, existing north-south laneway, will completely paralyze this corridor. The local infrastructure simply does not have the capacity to safely handle this influx.

3. **Severe Deficiency in Parking Spaces**
According to the proposal details, the development plans to introduce 283 residential units alongside retail space, yet it offers only one level of underground parking providing a meagre 45 parking spaces, plus an additional 11 spaces at grade. A total of 56 parking spaces for 283 units completely ignores the retail space requirements.
This drastic under-parking will inevitably overflow into our existing residential neighborhood. Our local streets cannot support the vehicular storage needs of hundreds of new residents, visitors, and retail customers, leading to a massive decline in street safety and accessibility for existing homeowners.

For a development of this magnitude to be viable, it must responsibly accommodate its own residents, respect the physical constraints of the lot, and account for the real-world traffic patterns of the immediate area. This proposal fails on all fronts.

We urge the Planning and Development Committee and Burlington City Council to refuse this planning application. Thank you for your time, consideration, and dedication to maintaining the livability of our Burlington neighborhoods. I request to be kept informed of any future public meetings or decisions regarding this application.

Sincerely,

Maksim Gavrilov, Viktor Gavrilov & Irina Gavrilova
[redacted]

PATTERSON
PLANNING CONSULTANTS

July 8, 2026

Mariana Da Silva
426 Brant St.
Burlington, ON
L7R 3Z6

Via email – mariana.dasilva@burlington.ca

Re: 1376-1382 Plains Road East
File: 505-10/26 & 520-11/26

Patterson Planning Consultants Inc. is pleased to represent 1594465 Ontario Inc. regarding their lands at [redacted] in Burlington.

My client's property immediately abuts the lands subject to the Official Plan amendment and Zoning By-law amendment seeking permissions for a 25 storey mixed-use building with 283 residential units and 400 square metres of ground floor retail space.

My client's have concerns regarding this project including, but not limited to, the following:

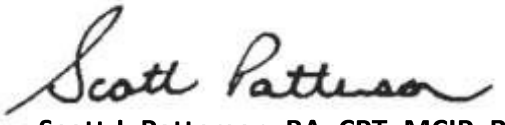
Parking	• The public notice indicates the project will include 45 underground parking spaces and 11 parking spaces located at grade for 283 residential units • The parking provision appears inadequate to support the number of residents and vehicles expected for a development of this scale. • My client's property contains a significant supply of surface parking in support of the commercial uses occurring on their property. • They have substantial concerns regarding the likely potential for residents to park on their lands. • The development shall provide sufficient parking within its own property limits to avoid these issues. • My client's do not wish to incur additional cost and time to police parking related issues that will undoubtedly result.
Shadows	• The development of a 25 storey building in this location will cause shadow impacts onto my client's property. • Please ensure that shadow impacts are reviewed and mitigated.
Underground excavation	• The construction of the underground parking area in close proximity to the common property line may result in impacts to my client's lands. • All development is to occur within the limits of the development

	property. • No accommodation for construction work will be provided on the [redacted] property in support of the development.

1594465 Ontario Inc. appreciate that redevelopment of the property will result in additional residential units who may support the businesses at [redacted] That being said, impacts to the operations of my client's lands are not appropriate during construction or after the project is complete.

Should you have any questions or concerns please do not hesitate to reach out to me.

Yours truly,
Patterson Planning Consultants Inc.



Scott J. Patterson, BA, CPT, MCIP, RPP
Principal

Detailed Planning Analysis

1.0 The Provincial Planning Statement, 2024 (PPS)

The Provincial Planning Statement (the "PPS") came into force and effect on October 20, 2024, and applies to decisions concerning planning matters occurring after this date. This replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan) (2019). The PPS provides broad policy direction on matters of provincial interest related to land use planning and development and supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

In accordance with Section 2.1. 6., Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

In accordance with Section 2.2.1, planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating
    1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment
c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The PPS directs that growth and development be focused in 'Settlement Areas'. Settlement Areas include built-up urban areas where development is concentrated, and which have a mix of land uses and lands which have been designated in an Official Plan for development over the long term. Settlement Areas include Strategic Growth Areas such as Major Transit Station Areas (MTSAs), where growth should be mainly focused.

The subject lands are considered a Strategic Growth Area as they are found within the 'Burlington GO MTSA' under the City's Regional Official Plan. In accordance with Section 2.4. 2., in order support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, Strategic Growth Areas should be planned:

a) to accommodate significant population and employment growth;
b) as focal areas for education, commercial, recreational, and cultural uses;
c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
d) to support affordable, accessible, and equitable housing.

In accordance with Section 2.4.1 3., planning authorities should identify the appropriate type and scale of development in Strategic Growth Areas and the transition of built form to adjacent areas as well as permit development and intensification within these to support the achievement of complete communities and a compact built form. The proposed development consists of residential intensification from the existing two commercial buildings of 2-storeys in height to a mixed use building of 25-storeys (plus mechanical penthouse) with commercial uses at grade and residential uses above. As discussed under report DGM-52-26, the proposed development has not appropriately considered transition to adjacent areas based on the applicable Official Plans policies.

In accordance with Section 2.4.2 2., within MTSAs on higher order transit corridors, planning authorities shall plan for a minimum density target of 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. In accordance with Section 2.4.2 3., planning authorities are encouraged to promote development and intensification within MTSAs, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets. Similarly, Section 2.4.2 6. indicates that, all MTSAs should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible: connections to local and regional transit services to support transit service integration; infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and commuter pick-up/drop-off areas.

Staff are of the opinion that the land use designations established as part of the area-specific planning and resulting Official Plan Amendment #2 (i.e. mid-rise built form) are consistent with and contribute to the provincially mandated minimum density targets while in proximity to existing and planned transit facilities as later discussed in this analysis, and that the proposed level of intensity is not needed on this site to achieve consistency with provincial direction.

In accordance with the energy conservation, air quality and climate change policies, Section 2.9 describes that Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;
b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
c) support energy conservation and efficiency;
d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

As later discussed in this analysis, the applicant provided a checklist of the Sustainable Building Design Guidelines along with a review of the proposed development through building design strategies. The guidelines ensure that negative impacts to air quality and climate change are minimized, that energy efficiency is promoted and prepare for the impacts of a changing climate. Staff is of the opinion the proposed development proposal does not comply with the required Sustainable Building Design Guidelines.

In accordance with the Land Use Compatibility policies under Section 3.5 1., major facilities and sensitive land uses, such as residential uses, shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

The applicant submitted a Land Use Compatibility Study, including an Air Quality Study and Noise Feasibility Study. These submitted studies have been peer reviewed by external consultants whom have indicated that further clarification, or justification, is required to support the conclusions of the Study.

Overall, based upon the submitted materials and the City's peer review, planning staff are of the opinion that land use compatibility between the proposed residential use and the existing railway corridor uses and missing facility has not been appropriately assessed or demonstrated. As such, planning staff is of the opinion that the proposed development is not consistent with the policy framework relating to land use compatibility.

In accordance with the Sewage, Water and Stormwater policies under Section 3.6, planning for sewage and water services shall integrate servicing and land use considerations at all stages of the planning process. Halton staff reviewed the received Functional Servicing Report (FSR) and indicated that it does not demonstrate that the development can be adequately serviced by existing municipal infrastructure, as downstream sanitary capacity has not been confirmed, and fire flow testing has not been

completed, therefore revisions to the FSR are required. As such, planning staff is of the opinion that the proposed development is not consistent with the policy framework relating to servicing.

In accordance with the Waste Management policies under Section 3.7, waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management. Halton Region staff have reviewed the submitted materials and have indicated concerns with the proposed development and associated waste management details. Staff is of the opinion this policy has not been met.

In accordance with the public spaces, recreation, parks, trails and open space policies under Section 3.9 1., the plan describes that healthy and active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

The proposed development provides access to private outdoor amenity areas. As discussed further in the review of Official Plan (1997, as amended) (the “OP 1997”), while staff are satisfied that the proposal provides a sufficient amount of amenity space, it is noted that a significant proportion of the proposed outdoor amenity area is located within the required 30 m setback from sensitive land uses to Railway Corridors, as required by Zoning By-law 2020. Accordingly, staff are not satisfied that the proposed amenity space is appropriately located.

As per the analysis provided, planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are not consistent with the PPS.

2.0 Halton Region Official Plan (ROP)

The Halton Region Official Plan (the “ROP”) describes that it provides for “broad policy directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services”. The Planning Act requires that Burlington’s Official Plan and Zoning By-law be amended to conform with the ROP.

In accordance with Map 1H – Regional Urban Structure of the ROP, as amended, the subject lands are designated ‘Urban Area’, and considered a Strategic Growth Area as they are found within a Protected Major Transit Station Area (PMTSA). In accordance with

Section 72, the Urban Area policies of the ROP identify that the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability, and economic prosperity.

In accordance with Section 74, the Urban Area consists of areas designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities. Furthermore, Section 75 describes that the Urban Area is planned to accommodate the distribution of population and employment for the Region and its local municipalities as shown in Table 1, the intensification and density targets as shown in Table 2 and the targets for Strategic Growth Areas as shown in Table 2b of the ROP. For the City of Burlington, these indicate a population target of 240,050 people as well as a density target of 20,500 Housing Units by 2041 and a minimum density target of 200 residents and jobs combined per hectare of which approximately 65% would constitute residents and approximately 35% would constitute jobs.

In accordance with Section 79.3 it is policy of the region to direct development with higher densities and mixed uses to Strategic Growth Areas such as MTSAs. Similarly, in accordance with Section 84, the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs. In accordance with Section 86, it is the policy of the Region to permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained. As discussed under report DGM-52-2026, staff is of the opinion that the proposal does not meet the envisioned built form of the 'Burlington GO MTSA', does not meet the general intent of the applicable Official Plan policies with respect to building height, built form, and appropriate transition to surrounding development.

In accordance with Section 89(3), all new development within the Urban Area is to be connected to the Region of Halton's municipal water and wastewater system. As part of the required materials for the application submission, the applicant provided a Functional Servicing Report (FSR) which was reviewed by Halton Region staff. As discussed under report DGM-52-26, Regional staff indicated that the Functional Servicing Report (FSR) received does not demonstrate that the development can be adequately serviced by existing municipal infrastructure, as downstream sanitary capacity has not been confirmed, and fire flow testing has not been completed.

Section 147(17) of the ROP requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. The applicant was required to submit an Environmental Site

Screening Questionnaire (ESSQ), a Phase One and Phase Two Environmental Site Assessment. The submitted materials have been reviewed by Development Engineering staff who have indicated no concerns in terms of potential land contamination on the subject lands.

As per the analysis provided, planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law amendment does not conform to the ROP.

3.0 City of Burlington Official Plan (1997, as amended)

The City of Burlington Official Plan (1997, as amended) (the "OP 1997") provides specific guidance on land use planning and development within the City. The Official Plan includes local principles, objectives and policies for the orderly growth and compatibility of different land uses.

The subject lands are designated as 'Mixed Use Activity Areas' under Schedule 'A' – Settlement Pattern of the OP 1997. In accordance with Part III, Section 5.2.1, some of the objectives of the 'Mixed Use Activity Areas' designation are to encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses as well as to ensure lands are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit, and foster community interaction.

3.1 Design (Part II, Subsection 6)

Part II, Section 6 of the OP 1997 contains policies that require development to provide a high quality of design in both the public realm and private realm. These policies promote compact and sustainable developments that support active transportation and transit use through the provision of safe, comfortable, and accessible streetscapes. This is achieved through the implementation of Council-approved policies and design guidelines. As discussed in greater detail in subsequent sections of this analysis, staff have reviewed the subject applications in accordance with the applicable design guidelines and policies and are of the opinion that the proposed development does not conform with the design policies of the Official Plan.

3.2 Mixed Use Corridor – Commercial Corridor (Part III, Subsection 5.3.3)

The subject lands are designated as 'Mixed Use Corridor – Commercial Corridor' under Schedule 'B' – Comprehensive Land Use Plan – Urban Planning Area in OP 1997. In accordance with Part III, Section 5.3.3.2 b), the following uses may be permitted within the 'Mixed Use Corridor – Commercial Corridor' designation:

(i) a range of retail, service commercial and personal service uses; financial institutions and services, a broad range of office uses; entertainment, recreation and other community facilities such as day care centres and motor vehicle dealerships;

(ii) medium and high-density residential uses, subject to the policies of Part III, Subsection 5.3.2 a) (ii) which indicate specific criteria for townhouse buildings; and

(iii) a limited number and range of large-scale retail and service commercial uses such as retail uses up to 5,600 sq. m. in gross floor area where food products are not the principal goods retailed, and retail commercial uses that require either multitenant or freestanding buildings on sites that have significant needs for on-site storage and parking, such as garden centres, automotive commercial, furniture and home furnishing uses and home improvement stores.

In accordance with Part III, Section 5.3.3.2 e), Zoning By-law regulations affecting Mixed Use Corridor – Commercial Corridor locations shall be based on the following factors:

(i) the maximum floor area ratio shall be 1.5:1. City Council may consider a higher floor area ratio in conjunction with a site specific rezoning or variance application, subject to the consideration of various factors such as adequacy of services and infrastructure; the provision of compatibility with adjacent uses through measures such as terracing; a high quality of building design, landscaping and streetscaping; and the provision of underground parking; and

(ii) the maximum building height shall be three storeys, except office and residential uses where the maximum building height shall be six storeys

In accordance with Part III, Section 5.3.3.2 f), the zoning of individual sites may not allow for the full range of permitted uses or the full extent of development intensity at every location based on site specific factors that may include, but not be limited to, traffic, land use compatibility, market impact, natural hazards and features, and environmental factors such as soil contamination.

The proposed development includes a 25-storey building with a maximum Floor Area Ratio of 8.1:1. Planning staff are of the opinion that the built form does not reflect the mid- to low-rise character of the existing neighbourhood or provide a built form that aligns with the planned built form vision for this area, as set out by the approved in principle Community Planning Permit (CPP) Bylaw and as addressed through the review of the housing intensification criteria.

3.3 Housing Intensification Criteria (Part III, Subsection 2.5.2)

Part III, section 2.5.2 (a) of OP 1997 provides criteria that shall be considered when evaluating proposals for housing intensification in established neighbourhoods. The following is an evaluation of the proposed development using these criteria.

Part III, Section 2.5.2 a) (i): adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland.

Staff comment: The City's Development Engineering staff, Halton Region staff, Halton District School Board staff and Halton Catholic District School Board staff have been circulated as part of the technical review process. Halton Region staff have indicated a revised Functional Servicing Report is required to address outstanding servicing items.

Burlington Hydro provided comments that the hydro distribution system capacity along Plains Road East is extremely limited. Based on the current distribution system configuration, feeder availability and loading in the area, the new connection is subject to certain feeder expansion and system modifications/upgrades required for connection of this new development.

The Halton District School Board staff have provided comments with no objections while Halton Catholic District School Board did not provide comments.

Based on the outstanding items to be addressed in the Functional Servicing Report, staff are not satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (ii): adequate off-street parking.

Staff comment: The applicant is proposing a parking rate of approximately 0.20 parking spaces per unit inclusive of visitor parking. Transportation Planning staff have requested revisions to the Transportation Impact Study (TIS), including but not limited to the estimated site generated trips, and the proposed parking supply is required. Planning staff acknowledge that, in accordance with the government of Ontario, Bill 185 amended the Planning Act to restrict municipalities from mandating parking requirements in Provincial Major Transit Station Areas and around transit stations, except for bicycle parking.

Furthermore, the City's Engineering Services Accessibility staff have reviewed the submitted application and related materials and have indicated that the proposed accessible parking spaces are required to meet the Zoning By-law size requirements and that an additional Type B parking space is required at the underground parking level 1.

Accordingly, planning staff are of the opinion that the proposed parking supply is appropriate for the proposed development. However, further revisions to the proposed accessible parking spaces are required.

Part III, Section 2.5.2 a) (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.

Staff comment: The City's Transportation Planning staff have reviewed the application as well as the associated materials submitted and have indicated concerns as revisions are required to the Transportation Impact Study, including but not limited to the estimated site generated trips as summarized under the Technical Review section of report DGM-52-26.

Staff are not satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (iv): the proposal is in close proximity to existing or future transit facilities.

Staff comment: The subject lands are located approximately 800 metres southwest and 1.3 kilometres in walking distance from the Burlington GO station and higher-order transit. The subject lands are also located 260 metres west of two separate Burlington Transit bus stops along Brant Street and Plains Road East. One stop is served by Route 12 (Upper Middle), while the other is served by Route 2 (Brant) and Route 87 (North Service-Aldershot). All three routes operate along Brant Street and provide connections to Burlington GO Station. Additionally, Route 2 operates at a frequency of 15 minutes or better and provides connections to the Downtown John Street bus stop, the Dundas/407 Park and Ride bus stop, and Appleby GO Station. Route 87 also provides a connection to Aldershot GO Station. Staff are satisfied that the proposed development is in proximity to existing and planned transit facilities.

Part III, Section 2.5.2 a) (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.

Staff comment: As discussed under report DGM-52-26, staff is of the opinion that the proposed development does not provide appropriate transition to the existing neighbourhood in terms of scale, massing and height.

The parking requirements are discussed under criteria (ii). Staff are satisfied that the proposal provides adequate parking.

The proposed development also includes approximately 5,660 square metres of amenity space (approximately 20 square metres per unit), consisting of 508 square metres of indoor amenity space, 414 square metres of outdoor amenity space at grade and 4,738 square metres of private balconies for residents. The City's Zoning By-law requires efficiency units to provide 15 square metres per unit, 1-bedrooms to provide 20 square metres per unit, and 2-bedrooms or more to provide 35 square metres per unit. This would result in a total required amenity area of 6,485 square metres whereas 4,738 square metres is proposed. While staff are satisfied that the proposal provides a sufficient amount of amenity space, it is noted that a significant proportion of the proposed outdoor amenity

area is located within the required 30 m setback from sensitive land uses to Railway Corridors, as required by Zoning By-law 2020. Accordingly, staff are not satisfied that the proposed amenity space is appropriately located.

Part III, Section 2.5.2 a) (vi): effects on existing vegetation from development proposals are to be minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character.

Staff comment: As part of the required materials for the application submission, the applicant provided an Arborist Report, a Tree Inventory and Tree Preservation Plan as well as a Conceptual Landscape Plan. The City's Urban Forestry and Landscaping staff reviewed the submitted materials and indicated concerns with the proposed development as it is contingent upon receiving consent from the Canadian National Railway for the removal of Trees #3, 4, and 5, and possibly for impacts to Tree #2 following the required review. Staff have requested the applicant to investigate the possible need to injure/remove Tree #2 due to site remediation as well as revise the arborist report, tree inventory, and tree protection plan if applicable.

Staff are not satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (vii): significant sun-shadowing for extended periods on adjacent properties from the proposed development, particularly outdoor amenity areas, is to be at an acceptable level.

Staff comment: The proposed development has been reviewed against the Shadow Study Guidelines and Terms of Reference (2020) and a Shadow Study has been submitted with the subject applications as later discussed in this analysis. Planning staff have no concerns with the proposed potential sun-shadowing impacts as these would remain at an acceptable level.

Part III, Section 2.5.2 a) (viii): accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care.

Staff comment: The subject lands and directly adjacent properties are found within the 'Mixed Use Activity Areas' under Schedule 'A' – Settlement Pattern of OP 1997, except for the railway corridor at the rear of the subject lands. In accordance with Part III, Section 5.2.1, some of the objectives of this area are to encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses as well as to ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit. Staff are therefore of the opinion that the

proposed development will be near community services and other neighbourhood conveniences.

Staff are satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (ix): capability exists to provide adequate buffering and other measures to minimize any identified impacts.

Staff comment: The applicant submitted a Land Use Compatibility Study, including an Air Quality Study and Noise Feasibility Study. Staff identify that some clarification, or justification is required to support the conclusions of the Study.

Canadian National Railways have also requested all proposed buildings with sensitive land uses to be set back 30 metres from a Principal Main line, with an appropriate safety berm abutting the railway right-of-way. Zoning By-law 2020 requires a 30 m separation distance from a railway right-of-way for land uses sensitive to railway rights-of-way, which includes the proposed residential units and related amenity spaces, including indoor and outdoor amenity areas.

The applicant has also proposed limited landscaping and have proposed a 0-metre landscape area along Plains Road East and along the east and west laneways. Staff are of the opinion that the proposed landscape areas are inappropriate to provide adequate buffering.

Staff are not satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (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.

Staff comment:

The properties to the northwest, located across Plains Road East, currently include low-rise residential buildings of 1 to 3-storeys in height as well as ground floor commercial uses along Plains Road East. These are also located outside of the MTSA boundary and are designated as ‘Mixed Use Corridor – General' under OP 1997, and as 'Urban Corridor' under Official Plan (2020, as amended) (the “OP 2020”), which envisions residential, retail and service commercial, office, automotive commercial, entertainment and recreation uses with a maximum building height of 6-storeys and maximum FAR of 2.0:1.

Similarly, the properties directly to the southwest currently include commercial buildings of approximately 2-storeys in height. These are also located outside of the MTSA boundary and are designated the same as the subject lands, that being, ‘Mixed Use Corridor – General' under OP 1997, and as 'Urban Corridor' under OP 2020.

Given that the subject lands are located along the periphery of the MTSA boundary and within the context of the surrounding neighbourhood, staff is of the opinion that the proposed building does not provide appropriate transition to the directly adjacent neighbouring properties in terms of scale, massing and height, as outlined under Report DGM-52-26 and of the Urban Design Guidelines including the Tall Building Guidelines. Staff is of the opinion that failure to meet this criteria can have future implications for adjacent properties.

Staff are not satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (xi) natural and cultural heritage features and areas of natural hazard are protected.

Staff comment: The subject lands are outside of Conservation Halton's regulated area and are not affected by erosion or flooding hazards. The subject lands are also not designated under the Ontario Heritage Act, listed on the Municipal Register of Cultural Heritage Resources, or located adjacent to any protected heritage resource. Therefore, there are no cultural heritage resources or features to protect.

Staff are satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (xii) where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m).

Staff comment: Part II 2.11.3 (g) is not applicable to the proposal as the development is not adjacent to a floodplain or valley. Similarly, Part II, subsection 2.11.3 m) is also not applicable as the lands are not located on the South Aldershot Planning Area.

Staff are satisfied that this criterion has been met.

Part III, Section 2.5.2 a) (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 between existing and proposed residential buildings is provided.

Staff comment: The subject lands are located on Plains Road which is a Multi-Purpose Arterial as per Schedule J – Classification of Transportation Facilities. However, the built form, scale, and profile of development is not considered to be well integrated with the existing neighbourhood or transition between existing and proposed residential buildings as mentioned under report DGM-52-26.

Staff are not satisfied that this criteria has been met.

Overall, planning staff are of the opinion that the criteria for residential intensification have not been met.

4.0 City of Burlington Official Plan (2020)

On November 30, 2020, Halton Region issued a Notice of Decision approving a new City of Burlington Official Plan (2020, as amended) (the "OP 2020"). The OP 2020 is subject to appeals which are currently before the Ontario Land Tribunal (OLT). For up-to-date information on the status of the OP 2020 and relevant appeals, visit www.burlington.ca/officialplan.

The subject lands are designated as 'Mixed Use Nodes and Intensification Corridors' under Schedule B – Urban Structure. Although the subject lands are not within the MTSA boundary identified in Schedule B – Urban Structure, they are recognized as being within the MTSA boundary pursuant to the ROP and OPA 2 schedules.

In accordance with Section 2.3.1 h) MTSAs are intended to serve as city-wide destinations and focal points for the provision of higher intensity and mixed-use land uses, transit supportive development that will accommodate the majority of the growth of the City's future population and employment. Furthermore, in accordance with Section 2.3.1 j) 'Mixed Use Nodes and Intensification Corridors' represent areas which will also be a focus of reurbanization and vary widely and will be guided by the underlying land use designations of this Plan. Some areas will be planned to evolve with higher residential intensities and a full mix of uses, while others may permit a more limited range of employment-oriented permitted uses, both designed to achieve their planned function. These will support the frequent transit corridors and provide focal points of activity and a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design, enhancing the opportunities for the location of public service facilities and institutional uses.

4.1 Urban Corridor (Section 8.1.3(7))

The subject lands are further designated as 'Urban Corridor' under Schedule C – Land Use – Urban Area. In accordance with Section 8.1.3 (7.2) c), the following uses may be permitted on lands designated Urban Corridor:

(i) retail and service commercial uses;
(ii) automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;
(iii) residential uses with the exception of single-detached and semidetached dwellings;
(iv) office uses;
(v) entertainment uses; and
(vi) recreation uses.

Additionally, Section 8.1.3 (7.2) e) further describes that stand alone ground-oriented dwellings shall be prohibited in Urban Corridor lands located within MTSAs.

In accordance with Section 8.1.3 (7.2) j), the permitted retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings. Similarly, Section 8.1.3 (7.2) k) describes that mixed use buildings containing retail and service commercial uses at grade shall be required on sites located within MTSA Special Planning Areas, as shown on Schedule B – Urban Structure, and Schedule B-1 – Growth Framework, of this Plan. As previously mentioned, the subject lands are found within Burlington GO MTSA in accordance with the ROP and OPA 2, the proposed development includes a mix of retail at-grade and residential in the above storeys.

In accordance with Section 8.1.3 (7.2) f), a maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained. Similarly, In accordance with Section 8.1.3 (7.2) g), the minimum building height shall be 2-storeys and the maximum building height shall not exceed 6-storeys. Where required to ensure compatibility, 4- to 6-storey buildings may be required to be terraced back from adjacent residential areas and/or the street. The CPP Bylaw envisions buildings of up to 11-storeys on the subject lands.

In accordance with Section 8.1.3 (7.2) m), any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3 (7.1) b) and f), of this Plan, to the satisfaction of the City. Similarly, Section 8.1.3 (7.2) n), describes that the Zoning By-law shall establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Corridor lands. The existing zoning MXC zone permits a maximum Floor Area of 5,600 square metres per retail use for the subject lands, while the proposed development proposes 400 square metres at grade.

4.2 Development Application Criteria (Section 12.1.2 (2.2))

The development application criteria listed under Section 12.1.2 (2.2) c) shall be satisfied when evaluating all development applications, where applicable.

Section 12.1.2 (2.2) c) (i): the development shall be consistent with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan.

Staff comment: As previously mentioned, the applicant submitted a Land Use Compatibility Study, including an Air Quality Study and Noise Feasibility Study. Some clarification, or justification is required to support the conclusions of the Study. Additionally, Canadian National Railways have also requested all proposed buildings with

sensitive land uses to be set back 30 metres from a Principal Main line, with an appropriate safety berm abutting the railway right-of-way.

Staff are not satisfied that this criterion has been met.

Section 12.1.2 (2.2) c) (ii): the development shall achieve built form compatibility.

Section 12.1.2 (2.2) c) (iv): the development shall achieve high quality urban design and is consistent with the policies contained in Chapter 7 – Design Excellence.

Section 12.1.2 (2.2) c) (viii): the development shall provide buffering, setbacks and amenity area so that an appropriate transition between existing and proposed buildings are provided.

Staff comment: The subject lands are designated as 'Secondary Growth Area' under Schedule B-1 – Growth Framework of the Official Plan 2020. of the Plan. In accordance with Section 7.3.2 (1) (i), 'Secondary Growth Areas' are subject to the design policies of Subsection 7.3.2 a) of OP 2020, where applicable and additional considerations such as, but not limited to:

a. locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;
b. providing appropriate transitions to adjacent land uses, particularly residential uses;
c. massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;
d. locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
e. including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;
f. screening or integrating roof top mechanical equipment within the overall composition of the building;
g. creating an attractive and connected interface between the private and the public realms;
h. creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and
i. providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

Staff comment: As discussed under report DGM-52-26, staff is of the opinion that the proposed development does not provide appropriate transition to the existing neighbourhood in terms of scale, massing and height.

Staff are not satisfied that this criterion has been met.

Section 12.1.2 (2.2) c) (iii): the development shall be consistent with the intent of the Section 2.3 – The Urban Structure, of the Plan and maintains the land use vision established in the land use designations of this Plan.

Staff comment: The proposed development is not in accordance with the 'Mixed Use Nodes and Intensification Corridors' policies outlined under Section 2.3.1 as previously discussed. 'Mixed Use Nodes and Intensification Corridors' represent areas which will also be a focus of reurbanization and vary widely and will be guided by the underlying land use designations of this Plan. Given the proposed development does not meet the policies of the underlying 'Urban Corridor' designation and related OPA 2 policies, staff are not satisfied that this criteria has been met.

Section 12.1.2 (2.2) c) (v): the development, where located outside the Established Neighbourhood Area as identified on Schedule B-1: Growth Framework, constitutes intensification.

Staff comment: The subject lands are designated as 'Secondary Growth Area' under Schedule B-1 – Growth Framework of the Plan. In accordance with Section 2.4.2.(2) a), Secondary Growth Areas:

ii. shall be recognized as a distinct area within the city's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of this Plan
iii. are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas in order to ensure that the objectives and policies of Chapter 6 Infrastructure, Transportation and Utilities can be met;
iv. shall be limited to a maximum of mid-rise building form, unless otherwise permitted by the policies of this Plan; and
v. where applicable, shall support the frequent transit corridors and accommodate development that is compact, mixed use and pedestrian-oriented in nature.

The subject lands are currently occupied by two commercial buildings of 2-storeys in height, which are proposed to be redeveloped with a mixed-use building comprising 283 residential units and approximately 400 square metres of ground floor retail space. The proposed development represents an intensification of the site and is intended to support existing and planned transit infrastructure, as well as pedestrian connections, thereby contributing to planned population growth.

Notwithstanding these considerations, staff is of the opinion that the proposed development does not meet the general intent of the underlying land use designations established by local, regional, and provincial planning policy.

Staff are not satisfied that this criteria has been met.

Section 12.1.2 (2.2) c) (vi): the development shall be supported by available infrastructure and public service facilities.

Section 12.1.2 (2.2) c) (xi): the development where residential uses are proposed shall demonstrate 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.

Staff comment: Policy review of this criterion has been conducted as part of OP 1997 Part III, Section 2.5.2 a) (viii) as previously mentioned in this analysis. Staff are satisfied that this criterion has been met.

Section 12.1.2 (2.2) c) (vii): the development shall preserve and protect trees, consistent with the policies contained in Section 4.3, Urban Forestry.

Staff comment: Policy review of this criterion has been conducted as part of the OP 1997 Part III, Section 2.5.2 a) (vi) as previously mentioned in this analysis. Staff are not satisfied that this criteria has been met.

Section 12.1.2 (2.2) c) (ix): the development shall demonstrate that future development on the adjacent properties will not be compromised by the proposal and be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist.

Staff comment: As previously mentioned, the proposed development has been designed to facilitate future pedestrian, cycling and/or private street connections by way of sidewalks and entrances along Plains Road East. Nonetheless, the proposed development does not meet the land use compatibility policies set out under OP 2020 and OP 1997 and related Urban Design Policies/Guidelines, as a result staff are of the opinion that the development compromises the future development of adjacent properties.

Section 12.1.2 (2.2) c) (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.

Staff comment: The proposed development is not found within the City's Natural Heritage System designation or in close proximity to lands which contain Key Natural Features.

Staff are satisfied that this criteria has been met.

Section 12.1.2 (2.2) c) (xii): the development shall address multi-modal transportation considerations and be consistent with the policies in Section 6.2: Multi-modal 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.

Staff comment: The City's Transportation Planning staff have reviewed the application as well as the associated materials submitted and have indicated concerns as revisions are required to the Transportation Impact Study, including but not limited to the estimated site generated trips and proposed parking supply as summarized under the Technical Review section of report DGM-52-26.

Staff are not satisfied that this criterion has been met.

Section 12.1.2 (2.2) c) (xiii): the development conserves cultural heritage resources, where applicable, in accordance with the policies in Section 3.5, Cultural Heritage Resources, of this Plan.

Staff comment: Policy review of this criterion has been conducted as part of OP 1997 Part III, Section 2.5.2 a) (xi) as previously mentioned in this analysis. Staff are satisfied that this criterion has been met.

Section 12.1.2 (2.2) c) (xiv): the development shall provide stormwater management in accordance with the policies of Subsection 4.4.2(2) of this Plan.

Staff comment: As part of the required materials for the application submission, the applicant provided a Functional Servicing and Storm Water Management Report which was reviewed by Halton Region staff whom indicated that a revised Functional Servicing Report is required to address outstanding items.

Section 12.1.2 (2.2) c) (xv): the development addresses hazardous lands and hazardous sites in accordance with Subsection 4.4.2(3) of this Plan.

Staff comment: The subject lands are outside of Conservation Halton's regulated area and are not affected by erosion or flooding hazards. Therefore, the proposal meets this criteria.

Section 12.1.2 (2.2) c) (xvi): the development considers the relationship to existing or planned transit facilities including a frequent transit corridor, higher order transit, bus routes and/or transit shelters.

Staff comment: The proposed development fronts onto Plains Road East which is designated as a 'Transit Support Corridor' under Schedule B-2 Growth Framework and Long Term Frequent Transit Corridors of the Official Plan 2020 well as an 'Industrial Connector' under Schedule O-1 – Classification of Transportation Facilities - Urban Area. Policy review of this criterion has been conducted under Part III, Section 2.5.2 a) (iv) of

OP 1997 as previously mentioned in this analysis. Staff are satisfied that the proposed development is in proximity to existing and planned transit facilities.

Staff are satisfied that this criteria has been met.

Section 12.1.2 (2.2) c) (xvii): the development complements and connects with the public realm, including walking and cycling facilities.

Staff comment: The proposed development fronts onto Plains Road East which is designated as 'Bike Lane' under Schedule P – Long Term Cycling Master Plan. The proposed development also contemplates pedestrian access to Plains Road East as well as pedestrian and vehicle access to the existing laneway to the east which connects to Plains Road East.

Staff are satisfied that this criteria has been met.

Section 12.1.2 (2.2) c) (xviii): the development shall be consistent with the contaminated sites policies contained in Section 4.7, Contaminated Sites, of this Plan.

Staff comment: As discussed earlier the applicant was required to submit an Environmental Site Screening Questionnaire (ESSQ), a Phase One and Phase Two Environmental Site Assessment. The submitted materials have been reviewed by Development Engineering staff who have indicated no concerns in terms of potential land contamination on the subject lands.

Staff are satisfied that this criteria has been met.

Planning staff have reviewed the Official Plan Amendment and Zoning By-law Amendment application as well as the materials submitted and are of the opinion that the proposed development does not conform to the general intent and purpose of OP 2020.

6.0 Sustainable Building and Development Guidelines

The purpose of the Sustainable Building and Development Guidelines is to encourage sustainable design approaches through Planning Act applications, in keeping with the City's declaration as a sustainable community, and in alignment with Burlington's Strategic Plan 2015-2040. Burlington's Strategic Plan encourages energy efficient buildings and other on-site sustainable features and sets a net carbon neutral goal for the community. Sustainable design is an integrated design process that helps to reduce infrastructure demands and costs, environmental impacts, greenhouse gas emissions, long-term building operating costs, and contributes to the City's goal of being a prosperous, livable and healthy community. The guidelines address sustainability approaches related to site design, transportation, the natural environment, water, energy and emissions, waste and building materials, and maintenance, monitoring, and communication.

In accordance with guideline 2.1, development proposals are required to provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies. This guideline helps to encourage active transportation and transit use to reduce the dependence on the automobile. The proposed development provides connection from the proposed building to off-site public sidewalks that connect to nearby transit stops. Staff is of the opinion this guideline has been met.

In accordance with guideline 2.3, development proposals are required to provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan policies. This guideline helps ensure that sufficient bicycle parking spaces are provided in order to encourage a variety of active transportation modes. Similarly, guideline 2.5 encourages development proposals to locate occupant/employee bicycle parking near the main entrance or easy to identify area, in a weather protected area with controlled access or secure enclosures, at no extra charge to the occupant/employee as well as the provision of visitor bicycle parking spaces in a weather protected area at grade near the main entrance or easy to identify area.

In accordance with the Zoning By-law 2020, the existing MXC zone requires 2 spaces plus 1 space per 1,000 square metres of Gross Floor Area (GFA) for retail uses, resulting in 3 required bicycle parking spaces. Additionally, the Burlington City-Wide Parking Standards Review (2017) requires 2 long term spaces plus 1 space per 1000 square metres of GFA as well as 3 Short term spaces + 1 space per 1000 square metres of GFA, resulting in 7 bicycle parking spaces.

The proposed development provides for 142 long-term bicycle spaces as well as 17 short-term bicycle spaces. Transportation staff have indicated concerns with the proposed bicycle supply as it does not meet the requirements in the Burlington City-Wide Parking Standards Review (2017). Additionally, long-term bicycle parking is not proposed for the ground floor retail that would benefit the employees. Planning staff note that the location of 8 bicycle parking spaces at-grade is located along lands to be dedicated for road widening. Staff therefore recommend the spaces are relocated and be in a secure, weather-protected area accessible to retail employees and visitors. Staff is of the opinion that the proposed development does not appropriately provide for bicycle parking due to the proposed supply and location. Staff is of the opinion this guideline has not been met.

In accordance with guideline 2.4, development proposals are encouraged to provide a Transportation Demand Management Plan (TDM) for parking reductions and for Primary, Secondary and Employment Growth areas. This guideline helps to ensure that sustainable modes of transportation are encouraged as TDMs evaluate building transportation needs comprehensively and may consider measures such as the provision

of transit passes, flexible work hours, unbundled parking, on site transit facilities, priority parking for carpooling and autoshare programs, etc. Similarly, guideline 2.9 also encourages for residential developments to provide for each unit a one-year Burlington Transit pass at no cost to resident to encourage transit ridership in intensification areas. The applicant provided a Traffic Impact Study which included TDM strategies as follows:

- On-site pedestrian infrastructure and connections to public sidewalk network,
- 159 total Bicycle parking spaces and cycling information packages,
- Pre-loaded PRESTO cards and transit information packages,
- Limited provision of residential parking, and
- Unbundled parking.

Transportation Planning staff have indicated that given the proposed development includes 45 residential and 11 visitor parking spaces to support 283 residential units and 400 square metres of retail space, the proposed development will require significant TDM measures beyond those proposed. Staff is of the opinion this guideline has not been met.

In accordance with guideline 3.8, development proposals are encouraged to maintain existing on-site trees that are 30 cm or more DBH (diameter at breast height) or Maintain 75 per cent of healthy mature trees greater than 20 cm DBH. Tree preservation requirements are to be determined by Official Plan urban forestry policies. Similarly, in accordance with guideline 5.1, development proposals are required to provide vegetated landscape areas in hard surface areas as per the Zoning By-law. This guideline helps to provide vegetation that can reduce the urban heat island effect to improve human comfort and energy efficiency in the surrounding areas.

As part of the application submission, the applicant provided an Arborist Report, Tree Protection Plan and Landscape Concept Plans. Urban Forestry staff indicated concerns with the proposed development as it is contingent upon receiving consent from the Canadian National Railway for the removal of Trees #3, 4, and 5, and possibly for impacts to Tree #2 following the required review. Staff have requested the applicant to investigate the possible need to injure/remove Tree #2 due to site remediation as well as revise the arborist report, tree inventory, and tree protection plan if applicable. Additionally landscaping staff have also indicated they are not supportive of the current Official Plan Amendment and Zoning By-law Amendment Application as alternative streetscape designs along building frontage facing Plains Road East should incorporate plant beds to soften proposed hardscape landscape area. Staff is of the opinion these guidelines have not been met.

In accordance with guideline 4.1, development proposals are required to achieve a level one/enhanced stormwater treatment for all stormwater runoff. This guideline helps to ensure stormwater quality treatment reduces the total suspended solids in runoff to ensure the protection of receiving watercourses and Lake Ontario. Halton Region have

reviewed the Functional Servicing & Stormwater Management Report prepared and have stated revisions are required. Staff is of the opinion this guideline has not been met.

In accordance with guideline 6.1, development proposals are required to provide and implement a waste management plan in accordance with Regional requirements as recycling and composting treats waste as a resource and reduces the need for landfill expansion. Halton Region staff have reviewed the submitted materials and have indicated concerns with the proposed development and associated waste management details. Staff is of the opinion this guideline has not been met.

Overall, staff is of the opinion the proposed development proposal does not meet the intent of the required Sustainable Building and Development Guidelines.

8.0 Shadow Study Guidelines and Terms of Reference (2020)

The purpose of the Shadow Study Guidelines is to provide a best practices approach to Shadow Studies to promote high-quality development proposals that ensure adequate access to sunlight is maintained for the enjoyment of public and private spaces alike throughout the city. The Shadow Study Guidelines indicate that a Shadow Study is required for development proposals with building heights of 5-storeys or more and in some cases when additional building height is requested and when a proposal is in close proximity to shadow sensitive uses, a Shadow study was therefore submitted with the subject applications.

In accordance with Section 4.3, to maximize the usability of private outdoor amenity areas such as rear yards, decks, and (rooftop) patios, including common outdoor amenity areas, shadows from proposed developments should not exceed 2 hours in duration, between 9:00am and 6:00pm on March 21st. Additionally, the criteria are met if the Sun Access Factor (SAF) is at least 0.22 on the test date. Through the submitted Shadow Study, a test date of March 21st between the times of 9:00am and 6:00pm hours were analyzed for shadow impact on private outdoor amenity spaces generated by the proposed development onto surrounding properties.

As per the received Shadow Study, it was observed that the proposed development would result in net new shadows on private amenity spaces, including rear yards utilized for recreational purposes, associated with 14 low-rise residential properties ranging from 1 to 3-storeys in height. These net new shadows do not exceed more than 2 hours in duration, except for property 1401 Plains Road East which includes two (2) townhouse blocks of 3-storeys in height, where net new shadows range between 2 to 3 hours in duration. Nonetheless, the SAF has been calculated to range between 0.96 to 0.72 for these times exceeding the minimum desired rate of 0.22. Planning staff are therefore of the opinion that the shadow impacts to the private outdoor amenity areas are minor due to the duration and locations of the cast and overall meet the Shadow Study criteria.

In accordance with Section 4.5, shadows cast by all existing buildings and proposed developments onto places where children play including but not limited to school yards, playgrounds, and park features such as wading pools or other outdoor shadow-sensitive activity areas as identified by the City of Burlington, must allow for either full sunlight 50 per cent of the time or 50 per cent sun coverage at all times during March 21st (9:00am to 6:00pm) and September 21st (9:00am to 6:00pm) as well as December 21st (11:00am to 3:00pm) for school yards and playground areas only.

As per the received Shadow Study, the playground associated with townhouse developments at 1401 Plains Road East Road was evaluated based on the criteria, which is located approximately 100m away from the subject lands. As per the study analysis, the proposed development casts new net shadows at 11:00am on December 21st and all other shadow impacts on this space are from existing buildings. As a result, the proposed development would result in less than 50 per cent sun coverage at all times. Planning staff are therefore of the opinion that the shadow impacts onto the playground is minor due to the duration and location of the cast and overall meet the Shadow Study criteria.

In accordance with Section 4.6, shadows cast by all existing buildings and proposed developments onto the full extents of the boulevard and sidewalk on the opposite side of the adjacent right-of-way, must allow for either full sunlight 50 per cent of the time or 50 per cent sun coverage at all times between 9:00am and 6:00pm on March 21st. Additionally, the criterion is met if the SAF is at least 0.50 on the test date and the boulevard includes the area between the curb and the front property line or the building face, defined by projecting perpendicular lines from the subject site's property lines. Corner sites must include calculations for all frontages identified by the City.

As per the received Shadow Study, on March 21st shadows cast onto the sidewalk on the opposite side of Plains Road East from 9:00am to 1:00pm, moving gradually in a clockwise direction. The resulting SAF is of 0.53 which meets the minimum desired SAF of 0.50. Planning staff are therefore of the opinion that the shadow impacts onto the public realm and sidewalks meet the Shadow Study criteria.

Staff are of the opinion that the proposed development continues to maintain the purpose and intent of the Shadow Study Guidelines.

9.0 Pedestrian Level Wind Study Guidelines and Terms of Reference (2020)

Pedestrian Level Wind Studies ('Wind Study') are conducted to predict and assess the wind impacts of proposed buildings and site designs on surrounding public and private spaces in addition to on-site wind conditions to ensure pedestrian comfort and safety is maintained. In accordance with Section 2.1 of the guidelines, a development of 12-storeys or more is required to submit a Quantitative Wins Assessment ('Wind Tunnel Test'). Given the proposed development consists of a 25-storey mixed use building (plus mechanical penthouse), the applicant was required to submit a 'Wind Tunnel Test'.

In accordance with Section 4.2 of the guidelines, the study defines five comfort categories with a Gust Equivalent Mean (GEM) wind speed for each as follows:

1. Sitting –wind speed below 10 km/h (i.e. 0 – 10 km/h) would be considered acceptable for sedentary activities, including sitting.
2. Standing – wind speed below 14 km/h (i.e. 10 km/h – 14 km/h) is acceptable for activities such as standing.
3. Leisurely Walking (Strolling) – wind speed below 17 km/h (i.e. 14 km/h – 17 km/h) is acceptable for activities such as strolling.
4. Fast Walking (Walking)– wind speed below 20 km/h (i.e. 17 km/h – 20 km/h) is acceptable for walking or more vigorous activities.
5. Uncomfortable – wind speed over 20 km/h is classified as uncomfortable from a pedestrian comfort standpoint. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.

The GEM should be evaluated as a comparison between the existing wind condition and the wind condition resulting from the proposed development. A criterion is met if the predicted wind speeds and frequencies occur at least four out of five days below the respective threshold.

The submitted Wind study identifies that out of the five comfort categories, the existing conditions range between sitting and standing comfort categories during the summer, with some walking comfort categories along the CN railway corridor at the rear during the winter.

The study identifies that with the addition of the proposed development most public sidewalks, walkways, laneways, parking areas, and landscaped spaces within and surrounding the proposed development at grade will be suitable for walking or better throughout the year, which is acceptable for the intended uses of the spaces. Exceptions include sidewalk and walkway portions along Plains Road East, to the north (Sensors 14, 31, and 33), an isolated parking area to the northeast (Sensor 16), as well as areas along the CN railway corridor to the southeast of the study building (Sensors 21, 22, 42, and 43).

The areas mentioned along the CN railway corridor to the southeast of the study building (Sensors 21, 22, 42, and 43) are only during the colder months and pedestrian use of the areas is limited. Therefore, these conditions are considered acceptable. Differently, for the offsite sidewalk portions to the north (Sensors 14 and 31), the tall plantings delineated in the architectural plans are expected to improve pedestrian comfort along the Plains Road East sidewalk. To ensure these plantings are effective for wind mitigation, it is recommended that these be primarily marcescent plantings, if not coniferous. Additionally, for the walkway area near the north corner (Sensor 33), it was recommended to stagger wind barriers along the area to buffer salient winds, which may take the form of dense coniferous/marcescent plantings or high-solidity windscreens measuring at least 2 metres tall.

The study identifies that the addition of the proposed development, the entrance at the northeast corner (Sensor 33) will exceed the standing criterion year round. The study also indicates that it is recommended to either recess this entrance within the façade or provide flanking vertical wind barriers or consider relocating the entrance to the east elevation (Sensor 34), where wind conditions are calmer year-round.

The study identifies that with the addition of the proposed development, the second storey outdoor amenity (Sensors 51 to 58) will experience a mix of wind conditions ranging from sitting to walking during the summer months, with sitting conditions in the areas near the west and east corners (Sensors 51 and 58, respectively). Staff note that the recommendations listed in the study, including a terrace perimeter guard of at least 2 metres above the walking surface, and upwind barriers and/or overhead pergolas/trellis structures at designated seating areas, should be implemented. Barriers may include high-solidity wind screens, dense coniferous plantings in planters, or a combination thereof, and should rise at least 1.8 metres at the time of installation.

Staff are therefore of the opinion that generally the purpose and intent of the Pedestrian Level Wind Study Guidelines and Terms of Reference has been met, provided that additional design details are addressed through a detailed design review stage such as Site Plan review.

10.0 Tall Building Guidelines (2017)

The City of Burlington Tall Building Guidelines are applicable across the City wherever tall buildings are permitted, and for the purposes of the guidelines, include any buildings over 11-storeys in height. The Guidelines are broken down by the main components of a tall building, being the Building Base (Podium), Building Middle (Tower) and Building Top. Staff has completed a review of the proposed mixed use building in this context.

<u>Podium</u>

2.1 Podium Location

a) *The podium shall be located to frame the street.*
b) *On retail streets (i.e. Brant Street), and other streets where a strong streetwall exists, the location of the podium should reinforce the established streetwall.*
c) *Where no streetwall has been established setbacks should create a 6 metre boulevard width to accommodate pedestrians, street trees and landscaping, and active at-grade uses*

The proposed podium fronts onto the abutting Plains Road East right-of-way. As the adjacent properties do not have an established streetwall, staff recommends a 6 metre boulevard to accommodate pedestrians, street trees and landscaping, and active at-grade uses. The proposed development provides an approximately 3 metre wide boulevard, measured from the future property line following the required road widening to the first-floor building wall.

Staff is not satisfied that this criterion has been met.

e) *Where windows are proposed within the podium, an 11 metre separation distance shall be provided between adjacent buildings. Where no adjacent buildings exist, a 5.5 metre setback is appropriate. Where a continuous streetwall is desirable, no side-yard setbacks are necessary. Continuous streetwalls are generally desirable.*

The proposed podium is approximately 3-storeys in height. The podium at-grade has an approximately 3 metre setback to the southwest property line, resulting in a total separation of approximately 9 metres between the proposed building and the neighbouring building located southwest. The proposed building at-grade has an approximately 6.6 metre setback to the northeast property line, resulting in a total separation of approximately 42.6 metres between the proposed building and the neighbouring building located northeast.

In comparison to the at-grade portion, the second storey of the podium includes a larger setback at the southwest property line of approximately 9.5 metres and a lesser setback at the northeast property line of approximately 3 metres.

As a result, the proposed podium does not meet the required 11 metre separation as established on the guidelines for the at grade portion of the podium along the southwest property line. Nonetheless, given the proposed retail uses at grade, staff are of the opinion that potential design impacts, such as overlook, would be minor.

Staff are satisfied that this criterion has been met.

2.2 Podium Height and Massing

b) *Where no established streetwall exists, the minimum height of the podium should be 10.5 metres.*
c) *The maximum height of the podium should be 80% of the adjacent right-of-way width, up to a max of 20 metres.*
d) *The floor-to-ceiling height of the ground floor should be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted).*

Plains Road East has a deemed right-of-way width of 30 metres, which permits a maximum recommended podium height of up to 24 metres. The proposed podium is 3-storeys, with a measured height of 11.2 metres, exceeding the guideline minimum of 10.5 metres. In addition, the proposed ground-floor floor-to-ceiling height of 5 metres exceeds the guideline minimum of 4.5 metres.

Staff are satisfied that this criterion has been met.

2.3 Shadows/Sky View

a) *Height and massing of buildings should ensure adequate access to sunlight in surrounding areas in compliance with the Shadow Study Guidelines and Terms of Reference*

As previously discussed, staff are of the opinion that the proposed development continues to maintain the purpose and intent of the Shadow Study Guidelines.

2.4 Podium Design and Articulation

d) *Portions of the podium roof that are not occupied by a tower should be used as outdoor amenity space to provide casual surveillance*
g) *Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.*
h) *Architectural elements and expressions, including entrances, windows, canopies, steps, and recesses and projections, should highlight individual units and reinforce a variety of scales and textures within the podium.*
k) *Mixed-use buildings with retail at grade should incorporate vestibules, frequent building entrances, canopies and structural overhangs to provide weather protection for the length of the street.*
l) *Weather protective design should be provided at grade and at the podium level through canopies, arcades and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep. Weather-protection elements may encroach in building setbacks and should not encroach into the public right-of-way.*
m) *Projecting balconies should not be provided in podiums. Inset and/or Juliette balconies are appropriate within the podium*

Along the second storey stepbacks at the rear of the building, the applicant has provided outdoor amenity. Staff recommend that further consideration be given to the second-storey stepbacks along the southeast elevation, which do not include a defined functional use. In addition, the proposed fourth-storey podium includes private terraces.

The entrances to the residential component and the retail unit located at the north corner of the building are accessed from Plains Road East. Planning staff recommend that the retail unit located to the west also provide a direct entrance from Plains Road East, as it currently only has access through the building lobby.

2.5 Site Design, Open Space and Streetscaping

a) *Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.*
b) *Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible.*

Parking provided at-grade is located at the rear of the building screened from Plains Road East. Additionally, access to the at-grade and underground parking as well as the

proposed loading space is provided along the end of the existing laneway near the rear of the building.

Middle Tower

3.1 Tower Location

c) *Where no towers currently exist, proposed towers should be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance (split between each property).*
d) *The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space (i.e. patios).*

There are no existing towers immediately adjacent to the subject lands.

The tower proposed is setback approximately 12.5 metres from the southwest property line and approximately 8 metres from the northeast property line. The setback gradually increases toward the rear of the property, reaching approximately 11 metres, providing additional separation from the surrounding properties.

The proposed tower is stepped back 3 metres from all building walls at the fourth storey. However, balconies with a projection of approximately 1.5 metres are proposed within the stepback up to the 25th storey, which introduce additional built form and massing into the setback area and, as a result, diminish the intended effect of the stepback in providing a meaningful transition between the podium and tower.

3.2 Tower Height and Massing

a) *The height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to help mitigate potential impacts on the adjacent established or planned context. Where multiple towers exist on a site, this transition shall be reflected across the entire site.*

The proposed tower height is 25-storeys which is not considered to be gradual or an appropriate transition in height. As previously discussed, the neighbouring properties include buildings of approximately 1 to 2-storeys in height and are envisioned to host buildings of up to 6-storeys to the southwest and 11-storeys to the northeast in accordance with the policies of OP 2020 and the envisioned CPP By-law.

Staff are not satisfied this criteria has been met.

b) *The tower portion of a tall building should be slender and should not exceed 750 square metres excluding balconies.*

The tower is considered slender and does not exceed 750 square metres at approximately 744 square metres.

Staff are satisfied this criterion has been met.

c) *The massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level.*

Shadow/Sky Views

a) *The design and placement of the tower shall be carefully considered to minimize the size of shadows on the opposite streetscape.*
b) *The design, height, and placement of the tower shall be compatible with adjacent established residential neighbourhoods, parks, open spaces, or natural areas; or those stated in the Shadow and Pedestrian Level Wind Study Guidelines and Terms of References.*
c) *The widest edge of the tower should generally be oriented to minimize the impacts of shadows.*
d) *A shadow study shall be provided with tall building applications in compliance with the Shadow Study Guidelines and Terms of Reference.*

Staff are of the opinion that generally the purpose and intent of the Pedestrian Level Wind Study Guidelines and Terms of Reference has been met, provided that additional design details are addressed through a detailed design review stage such as Site Plan review and that the proposed development continues to maintain the purpose and intent of the Shadow Study Guidelines.

3.4 Tower Design and Articulation

a) *A variety of techniques shall be used to articulate the tower, both vertically and horizontally, to create visual interest and encourage unique designs.*
e) *Balconies are encouraged within the tower to provide amenity space and additional articulation. They may be inset or extruding but should be a minimum of 1.5 metres to provide usable outdoor amenity space.*

The proposed building includes balconies within the tower portion, which project approximately 1.5 metres into all yards. Staff recommend that the balconies be contained within the tower footprint and not encroach into the required tower stepback, in order to maintain the intended separation and transition between the podium and tower.

Staff are not satisfied this criteria has been met.

Building Top

4.1 Rooftop Design and Articulation

a) *Design the upper floors of tall building to clearly distinguish the top of the building from the tower, to further reduce the building profile, and to achieve a distinct skyline. This may include stepbacks, material variations, and/or unique articulation.*
d) *Where possible, outdoor amenity space should be included within the top of the building, including balconies and patios, terraces, rooftop gardens, pools, etc.*

4.2 Mechanical Penthouse

a) *Rooftop mechanical equipment shall be sized and located and screened from view, in order to protect or enhance views from other buildings and the public realm.*
b) Where possible, rooftop mechanical equipment should be wrapped by residential units, or other occupiable space (i.e. amenity areas).
c) Rooftop mechanical equipment should be limited to no more than 50% of the area of the uppermost floor, and stepbacks on all sides should be no less than 3 metres from the edge of the floor below to ensure they are screened from view.

The mechanical penthouse is not screened nor setback from the edge of the floor below and includes a proposed measured height 8m. Staff recommend that the mechanical penthouse incorporate the 3 metre setback from the edge of the floor below on all sides.

As per the analysis provided, staff is of the opinion that the proposed development proposal does not meet the objectives of the Tall Building Guidelines.

Recommendation Report Summary

SUBJECT: Official Plan Amendment and Draft Plan of Subdivision for 2155 Country Club Drive, 4135 Millcroft Park Drive and 4291 Couples Crescent (Millcroft Greens Current Proposal 2026)

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-55-26

Wards Affected: 6

Date to Committee: September 15, 2026

Date to Council: September 29, 2026

Recommendation

Refuse the application for Official Plan Amendment submitted by Macaulay Shiomi Howson Ltd. on behalf of Millcroft Greens Corporation and 1000835226 Ontario Inc. to change the designation for the subject lands to support the proposed residential subdivision; and

Refuse the application for Draft Plan of Subdivision submitted by Macaulay Shiomi Howson Ltd. on behalf of Millcroft Greens Corporation and 1000835226 Ontario Inc. proposing a residential subdivision with 73 detached dwellings, 65 townhouse dwellings, 6 private roads and blocks for open space, landscape, natural heritage and stormwater management.

Executive Summary

Purpose of report:

- The purpose of this report is to provide Council with information on the Official Plan Amendment and Draft Plan of Subdivision applications that is necessary for proceeding with the Statutory Public Meeting and present a recommendation on the applications.
- Community Planning Staff are recommending refusal of the Official Plan Amendment and Draft Plan of Subdivision applications at 2155 Country Club Drive, 4135 Millcroft Park Drive and 4291 Couples Crescent (the “subject lands”) for a residential subdivision with 73 detached dwellings, 65 townhouse dwellings, 6 private roads and blocks for open space, landscape, natural heritage and stormwater management.

Key findings:

- The applicants have made applications for an Official Plan Amendment and a Draft Plan of Subdivision to facilitate the proposed development.
- The proposed amendments to Official Plan (1997, as amended) include redesignating the lands from 'Major Parks and Open Space' to 'Residential-Medium Density' and adding a site-specific policy to permit a density range of 20 to 50 units per net hectare. The proposed amendments to Official Plan (2020, as amended) include redesignating the lands from 'Natural Heritage System and Major Parks and Open Space' to 'Low-Rise Neighbourhoods II' and adding a site-specific policy to permit single-detached dwellings and amending policy 8.4.2(2) d) of the Major Parks and Open Space Designation by adding "with the exception of the lands in the former Millcroft Golf Course" to the end of the policy.
- Staff are recommending refusal of the proposed Official Plan Amendment and Draft Plan of Subdivision applications based on the following:
    - The proposed Official Plan Amendment and Draft Plan of Subdivision applications are not consistent with the Provincial Planning Statement (2024)
    - The proposed Draft Plan of Subdivision does not have regard for matters under Sections 2 or 51(24) of the Planning Act.
    - The proposed Draft Plan of Subdivision does not comply with Zoning By-law 2020

RECOMMENDATION:	Refusal	***Ward:***	6
Application Details	***APPLICANT:***	Macaulay Shiomi Howson Ltd.	
	OWNERS:	Millcroft Greens Corporation and 1000835226 Ontario Inc	
	FILE NUMBERS:	505-011/26 and 510-02/26	
	TYPE OF APPLICATION:	Official Plan Amendment & Draft Plan of Subdivision	
	APPLICANT'S PROPOSAL:	Redevelopment of six areas of the Millcroft Greens golf course with 73 detached dwellings (Areas F,H,I and J) and 65 townhouse dwellings (Areas G and K)	
Property Details	***PROPERTY LOCATION:***	South of Dundas Street, east of Appleby Line, west of Berwick Drive, north of Upper Middle Road	
	MUNICIPAL ADDRESSES:	2155 Country Club Drive, 4135 Millcroft Park Drive and 4291 Couples Crescent	
	PROPERTY AREA:	11.60 ha	
	EXISTING USE:	Private Golf Course	

Documents	***1997 OFFICIAL PLAN Existing:***	'Major Parks and Open Space'
	1997 OFFICIAL PLAN Proposed:	'Residential – Medium Density' with site specific expectation
	2020 OFFICIAL PLAN Existing:	'Major Parks and Open Space' and 'City's Natural Heritage System'
	2020 OFFICIAL PLAN Proposed:	'Low-Rise Neighbourhoods II' with site specific exception and an amendment to Major Parks and Open policy 8.4.2(2) d)
	ZONING Existing:	'Open Space O1 Zone'
	ZONING Proposed:	N/A – applicant has submitted a request to the Province for a Minister's Zoning Order
Processing Details	***APPLICATION SUBMITTED:***	June 5, 2026
	APPLICATION DEEMED COMPLETE:	June 8, 2026
	STATUTORY DEADLINE:	October 3, 2026
	PRE-APPLICATION COMMUNITY MEETING:	N/A – applicant did not have a Pre-Application Community Meeting
	STATUTORY PUBLIC MEETING:	September 15, 2026
	PUBLIC COMMENTS:	At the time of writing this report, 146 written public comments were received out of 1,327 notices.

Background

Millcroft Greens Original Proposal (2020)

The Millcroft Greens original development applications were received on October 28, 2020, and deemed complete on December 23, 2020. The applications were submitted in support of redeveloping four areas (Areas A-D) of the golf course for 90 detached dwellings and a 6-storey apartment building containing 130 dwelling units on Area E at 4274 Dundas Street.

In June 2022, the applicants appealed the submitted Official Plan amendment, Zoning By-law amendment and Draft Plan of Subdivision applications to the Ontario Land Tribunal (OLT) on the basis of non-decision.

The applications were initially approved by the OLT on June 12, 2024, with a final decision issued on Feb. 19, 2025, and a subsequent amendment approved on Mar. 20, 2025.

Minster Zoning Orders (MZO)

A Minister's Zoning Order, made pursuant to clause 47(1)(a) of the *Planning Act*, regulates the use of land and the erection, location and use of any building or structure on the land, and prevails over the existing municipal zoning by-law to the extent there is any conflict. The Minister is currently considering competing requests from the City of Burlington and Millcroft Greens Corporation as follows:

City Of Burlington (ERO #026-0550)

The City of Burlington filed a request for a Minister's Zoning Order to recognize the current recreational and open space uses on the lands at 2155 Country Club Drive.

This Minister's Zoning Order is intended to regulate the lands that have not been subject to the previous development applications decision by the Ontario Lands Tribunal. Specifically, the requested MZO seeks to restrict permitted uses on the subject lands, to those currently permitted in the Open Space (O1) zone, including:

- Municipal parks, public and private open space;
- Golf course and associated uses such as curling club, tennis club, arena, gymnasium, swimming pool;
- Cultural heritage resources;
- Storm water management and erosion control facilities;
- Cemetery, crematory;

- Outdoor patio.

Millcroft Greens Corporation (ERO #026-0551)
A request for a Minister's Zoning Order has been filed by Millcroft Greens Corporation in support of their development vision. The MZO would establish land use permissions for the following:

- Single detached dwellings on private roadways owned collectively by homeowners.
- A range of townhouse styles.
- Accessory uses, buildings and structures.
- Additional Residential Units in any permitted detached dwelling or townhouse building or accessory building or structure.
- Office use in combination with a dwelling unit.
- Home Occupation
- Private open space including outdoor community and recreation facilities.
- Uses permitted in all zones, which will include a stormwater management tank as well as storm water management and erosion control facilities, non-intensive outdoor recreation uses, public utilities and services, archaeological restoration, and forest, wildlife and fisheries management in accordance with regulations set out in the Residential Zoning By-law 09-2026, as amended.
- Zoning regulations required to implement the proposed uses; setbacks, lot areas, building heights, parking rates, encroachments.

Description of the Site

The subject lands are located within the Millcroft Community, generally bounded by Dundas Street to the north, Upper Middle Road to the south, Appleby Line to the east, and Walker's Line to the west. Six areas (Areas F-K as shown on Appendix B) are proposed, with a total area of approximately 11.60 hectares. The municipal address of Areas F-K is 2155 Country Club Drive. Some of the lands are part of the active golf course and some of the lands are part of the former golf course.

Below is a brief description of each area and the surrounding land uses:

Area F:

Located between Couples Crescent and the hydro corridor, west of Millcroft Park Drive, and consists of an existing golf course fairway. Area F has frontage on Couples Crescent, through 4291 Couples Crescent and has an area of 2.66 ha. Appleby Creek is adjacent to the western edge of the site and feeds into a pond. The western and eastern portions of the site are currently located within Conservation Halton's regulated area.

Surrounding land uses include:

North:	hydro corridor; beyond the hydro corridor is a golf course maintenance building, townhouses and Dundas Street
South & West & East:	single detached dwellings along Couples Crescent, Sarazen Drive and Millcroft Park

Area G:

Located on the north side of Country Club Drive, between Arbourfield Drive and Vermont Crescent, this area consists of a golf course clubhouse and parking area. Area G has frontage on Country Club Drive and has an area of 1.78 ha. Appleby Creek is adjacent to the northern edge of the site and feeds into a pond. The northern portion of the site is currently located within Conservation Halton's regulated area.

Surrounding land uses include:

North:	single detached dwellings facing Clubview Drive
West:	single detached dwellings facing Kane Crescent
East:	townhouses adjacent to Country Club Drive, beyond are single detached dwellings along Gleneagles Court
South:	single detached dwellings along Country Club Drive and Vermont Crescent

Area H:

Located on the south side of Country Club Drive, between Berwick Drive and Arbourfield Drive, and consists of an existing golf course fairway. Area H has frontage onto Country Club Drive and has an area of 1.66 ha. A tributary of Appleby Creek is adjacent to the southern edge of the site and feeds into a pond. The southern portion of the site is currently located within Conservation Halton's regulated area.

Surrounding land uses include:

North & South:	former golf course uses (Original Proposal lands)
East & West:	single detached dwellings along Arbourfield Drive and Berwick Drive

Area I:

Located at the northeast corner of Berwick Drive & Millcroft Park Drive, behind the existing singe detached dwellings, and consists of an existing golf course fairway. Area I has frontage on Millcroft Park Drive through 4135 Millcroft Park Drive and has an area of 1.35 ha. A tributary of Appleby Creek is adjacent to the eastern edge of the site and feeds into a pond. The eastern edge the site is currently located within Conservation Halton's regulated area.

Surrounding land uses include:

North:	townhouses along Berwick Drive, beyond are single detached and former golf course uses (Original 2020 Proposal lands)
South & West:	single detached dwellings along Berwick Drive and Millcroft Park Drive, beyond is Berwick Green Park and Florence Meares Public School and single detached dwellings
East:	former golf course uses (Original 2020 Proposal lands)

Area J:

Located on the west side of Country Club Drive, north of Millcroft Park Drive, and consists of an existing golf course fairway. Area J has an area of 3.24 ha and frontage on Country Club Drive. Appleby Creek tributary is adjacent to the western edge of the site and feeds into a pond. The western and eastern portions of the site are currently located within Conservation Halton's regulated area.

Surrounding land uses include:

North & South & East:	single detached dwellings along Arbourfield Drive, Country Club Drive and Millcroft Park Drive
West:	former golf course uses (Original 2020 Proposal lands)

Area K:

Located on the south side of Sarazen Drive, opposite Amaletta Crescent, and consists of an existing golf course fairway. Area K has an area of 0.91 ha and frontage on Sarazen Drive. Appleby Creek is adjacent to the eastern edge of the site. Portions of the site are located within Conservation Halton's regulated area.

Surrounding land uses include:

North:	former golf course uses (Original 2020 Proposal lands) and single detached dwelling along Sarazen Drive and Amaletta Crescent
West:	townhouses along Sarazen Drive and single detached dwellings along Kane Crescent
East:	single detached dwellings along Clubview Drive and Sarazen Drive
South:	former golf course uses (Original 2020 Proposal lands)

Analysis

Macaulay Shiomi Howson Ltd. has made applications on behalf of Millcroft Greens Corporation and 1000835226 Ontario Inc. for an Official Plan Amendment and Draft Plan of Subdivision application to redevelop six areas with 73 detached dwellings, 65 townhouse dwellings, 6 private roads and blocks for open space, landscape, natural heritage and stormwater management.

Planning staff are recommending refusal of the applications based on the following rationale:

- The current zoning of the subject lands does not permit residential land uses and a Zoning By-law amendment application has not been submitted to the City for consideration. As such, there is no zoning that can implement the proposal at this time.
- A request by the applicants for a Minister's Zoning Order (MZO) to permit the proposed residential land use. However, the Minister of Municipal Affairs and Housing has not yet made a decision on that request.

Community Planning staff note that by submitting the subject applications in advance of a decision from the Minister, or alternatively submitting an application for a rezoning, the applicants have effectively sought to reduce the review of the subject applications to an implementation process rather than a holistic land use planning review.

Prematurity of the Applications

The application for Official Plan Amendment is intended to establish a policy basis to implement the development that is proposed through the Draft Plan of Subdivision Application. However, this is only one of the components necessary to establish and regulate the principle of land use.

Establishing the policy basis would allow for high level guidance and considerations for matters such as natural heritage system protections, establishing residential uses and broadly regulating the built form, and creating open areas. The purpose of an Official Plan, as per the Planning Act, is to establish the goals, objectives and policies to manage and direct physical change by assessing the effects on the change on the social, economic and the built and natural environment. The zoning by-law is one of the primary tools for implementing the Official Plan. A Minister's Zoning Order is not required to conform or comply with either the Provincial Planning Statement or the Official Plan. On its own, the proposed Official Plan amendment is not suitable to regulate or implement the proposed development.

The Zoning By-law is the regulatory tool that regulates the specifics of a development proposal; the setbacks, lot sizes, frontage, and permitted uses. Other regulatory considerations can be implemented through site specific zoning or a holding provision such as ensuring that Halton Region servicing and traffic matters are addressed either through

conditions of draft approval and a holding provisions. Holding provisions can be applied in situations where the principle of the land use can be established but there are information gaps that do not interfere with the proposed development but are still necessary prior to the initiation of construction. This regulatory tool is lifted once the requirement relating to the holding provision has been satisfied. However, without a Zoning By-law Amendment application for consideration, planning staff does not have access to this regulatory tool.

Conservation Halton has advised that site visits have not been conducted which would have delineated the flood and erosion hazards and wetland boundaries. Without the completion of this fieldwork, CH and City staff are unable to determine the limits of the hazards and conclude if the proposed lot pattern can be supported. Additional information is also required to determine if the proposed access for Area J can provide safe access to the proposed development. Community Planning staff note that when evaluating an application for draft approval of a plan of subdivision the "suitability of the land for the purposes which it is to be subdivided must be considered" (Section 51(24)(d)), but the limits of the lands proposed for development has not been demonstrated to the satisfaction of Conservation Halton.

The uncertainty about permitted uses is obscured even further due to the outstanding decision from the Minister of Municipal Affairs and Housing with regards to two Minister's Zoning Order requests; one has been filed by the City of Burlington and one has been filed by the proponents of the subject applications.

The issue with the competing objectives is that Planning staff cannot provide a singular recommendation that appropriately considers both outcomes. If the Minister implements one MZO, development will be prohibited and if they implement the other then development may proceed as proposed. At the time of writing this report, Community Planning staff have not received the outcome of the Minister's decision. Thus, in the absence of the Minister's decision, planning staff consider the subject applications premature and recommend that they be refused.

Official Plan Amendment Application

Community Planning staff have considered the application for Official Plan Amendment that was submitted in order to align the policy structure so that there is support for the subdivision as proposed. Section 6.1.7 of the Provincial Planning Statement (2024) directs that municipalities are to make decisions that are consistent with PPS policies, in situations where applicable planning instruments have yet to be updated.

Planning staff have reviewed the subject Official Plan Amendment in the context of the Provincial Planning Statement (2024), and while there are some provincial objectives that are being met, there are policies that are not satisfied. The development that is proposed addresses policies such as those contained in the sections: Planning for People and Homes section 2.1.6; and Housing sections 2.2.1, 2.3.1.1, 2.3.1.2, 2.3.1.3. However, issues remain as

they relate to Natural Hazards section 5.2.1, 5.2.2 (b) and c), 5.2.3 c) and d). The work that was completed to address natural hazard concerns was done without engagement from Conservation Halton, and as a result additional work would be necessary to determine if the delineation of hazards and therefore the developable area, is accurate and suitable to address the PPS in its entirety. While the geography of Official Plan designations are not required to be fully refined, the absence of any confirmation of the proposed limits of development from Conservation Halton means that staff do not have sufficient technical information to apply designations with even a general sense of accuracy.

Considering the outstanding PPS policy issues, staff are of the opinion that Official Plan Amendment as submitted should be refused on the basis that it is not consistent with the PPS.

Draft Plan of Subdivision Implementation

The proposed development to establish a residential land use and implement such through the creation of new lots has been brought to the City for review based on materials that only satisfy part of the review of a development of this nature. Typically in a situation where Official Plan policies and Zoning regulations are not in place for lands intended for a subdivision, the applicants will submit the required official plan amendment, zoning by-law amendment and draft plan of subdivision applications at one time. This allows City staff and external agencies an opportunity to review the applications holistically, and comment on all of the matters that are necessary to have in alignment prior to the creation of lots intended for development.

It is acknowledged that it is acceptable for applicants to initiate Planning Act applications (i.e. Official Plan amendment, Zoning By-law amendment and Draft Plan of Subdivision) independently and consecutively, as opposed to concurrently. In other words, an Official Plan Amendment application may be submitted first, a Zoning by-law Amendment next and the review is concluded with a Draft Plan of Subdivision application. This potential application sequencing represents a high degree of inefficiency both with respect to time and resources as well as increased risk of appeal.

Staff are of the opinion that it is premature to consider the proposed Draft Plan of Subdivision application in the absence of a decision from the Minister on the requested MZOs or the submission of a zoning by-law amendment application.

Draft plan of subdivision applications are intended to implement policy and regulatory directions that have been previously or concurrently established for a site; however, in this case the policy and regulatory directions have not yet been established but will be through the Minister’s decision on the requested MZOs. Staff are of the opinion that it would be inappropriate to opine on a draft plan of subdivision application to create new lots, when the applicable policy basis and regulatory framework has not yet been established and is

dependent upon a decision from the Minister which creates uncertainty with respect to the land use planning framework.

It is staff's opinion that establishing new lots and blocks for residential purposes prior to having clarity on whether residential land uses are permitted would be premature and inappropriate. Considering the potential outcomes and uncertainty associated with the requested Minister's Zoning Orders, Planning staff are of the opinion that the Draft Plan of Subdivision application is premature and should be refused.

Option 1: Approval as submitted (not recommended)

Benefits: The approval of the subject applications would provide approval of a subdivision consisting of 73 detached dwellings, 65 townhouse dwellings, 6 private roads and blocks for open space, landscape, natural heritage and stormwater management.

Considerations: Planning Staff have considered the applicant's proposal and determined that the Official Plan amendment and Draft Plan of Subdivision applications are not consistent with the PPS, for the reasons outlined in this report.

Additional Information: The applicants have the ability to appeal Council's decision to the Ontario Land Tribunal (OLT).

Community Engagement and Communications: If the applications are approved, a notice of decision would be sent to all properties within 120 metres of the subject lands. At this time, the Official Plan Amendment and Draft Plan of Subdivision applications have provided multiple opportunities for engagement to the public. Notice of complete applications was sent on June 30, 2026, notice signs were placed on the property, and a project website was set up at burlington.ca/millcroftgreensphase2. Notices for the Committee of the Whole meeting were sent August 13, 2026.

Option 2: Refusal of the Applications (recommended)

Benefits: Planning Staff are of the opinion that the Official Plan Amendment and Draft Plan of Subdivision applications are premature as the applications are not consistent with the PPS and cannot be properly considered or implemented given the current zoning. Therefore, staff are recommending refusal of the applications.

Considerations: Planning Staff have considered the applicant's proposal and are of the opinion that the OPA does not satisfy the PPS, and that in the absence of a Zoning By-law Amendment application or decision on the Minster's Zoning Order, the Draft Plan of Subdivision application is premature.

Additional Information: The applicants have the right to appeal Council's decision to the Ontario Land Tribunal (OLT).

Community Engagement and Communications: A notice of refusal would be sent to all property owners within 120 metres of the subject lands. At this time, the Official Plan Amendment and Draft Plan of Subdivision applications have provided multiple opportunities for engagement to the public. Notice of complete applications was sent on June 30, 2026, notice signs were placed on the property, and a project website was set up at burlington.ca/millcroftgreensphase2. Notices for the Committee of the Whole meeting were sent August 13, 2026.

Option 3: Direct Staff to Continue to Process the Applications (not recommended)

Benefits: Granting additional time to work with the applicant could allow more time for a decision to be rendered on the Minister's Zoning Order. This would provide clear direction for staff on the outstanding zoning matter.

Additional Information: If a Council decision is not rendered by October 3, 2026, the applicant has the ability to appeal to the OLT on the basis of non-decision by City Council.

Community Engagement and Communications: New notices to the public would need to be sent for a future public meeting. At this time, the Official Plan Amendment and Draft Plan of Subdivision applications have provided multiple opportunities for engagement to the public. Notice of complete applications was sent on June 30, 2026, notice signs were placed on the property, and a project website was set up at burlington.ca/millcroftgreensphase2. Notices for the Committee of the Whole meeting were sent August 13, 2026.

Technical Review

The applications were circulated to internal staff and external agencies on July 3, 2026, for review. The following are summaries of the comments received:

City of Burlington – Finance – Finance Staff advise that taxes must be paid on parcels associated with this file. This includes all outstanding balances plus current year taxes that have been billed but not yet due.

City of Burlington – Stormwater and Development Engineering – Stormwater and Development Engineering Staff have advised that updated supporting materials and information is required prior to determining if staff could support the Official Plan Amendment.

City of Burlington – Urban Forestry – Urban Forestry Staff advise that site design should attempt to preserve as much of the existing tree canopy as possible.

City of Burlington – Landscape – Landscape Staff note that the submitted materials are interim and conceptual and have no comments at this time.

City of Burlington – Parks and Open Space – Parks Staff wish to collect cash in lieu of parkland (CILP), with CILP charged at the rate in effect at the time of building permit issuance.

City of Burlington – Transportation Planning – Transportation Planning Staff do not support the Official Plan Amendment and outline that safe access may not be achievable.

City of Burlington – Heritage Planning – Heritage Planning Staff advise that the Stage 1 Archaeological Assessment recommended a Stage 2 Archaeological Assessment be completed.

City of Burlington – Zoning – Zoning staff advise that the properties are zoned Open Space O1 zone and that a Zoning By-law Amendment application was not submitted with the proposed applications. The applicant has applied for a Minister's Zoning Order.

Halton Region – Request that a Holding be applied to ensure that revisions to the Functional Servicing Report and Traffic Impact Study are received and accepted by the Region, and to ensure that sanitary servicing is provided for Blocks K and H, or alternatives are proposed and accepted by the Region

Halton Police – No concerns with the applications as it does not interfere with the line-of-sight radio system.

Halton Catholic District School Board – No objections to the applications.

Halton District School Board – No objections to the application.

Conservation Halton (CH) – Conservation Halton staff advise that site visits have not been conducted of the subject lands with Conservation Halton and City staff to delineate the flood and erosion hazards or wetland confirmation and delineation. Without the completion of this fieldwork, CH and City staff are unable to determine the limits of the hazards and conclude if the proposed lot pattern can be supported. Additional information is also required to determine if the proposed access for Area J can provide safe access to the proposed development.

Burlington Hydro – Burlington Hydro Inc. staff advise that revisions are required to confirm the proposed transformer locations, capacity available, right-of-way design, and transformer separation distances.

Hydro One – Hydro One has advised they do not approve of the proposed subdivision at this time, pending review and approval of the required information.

Imperial Infrastructure – No comments.

Rogers Communications – No comments or concerns.

Sun-Canadian Pipeline – No comments.

Recommendation Details

- The proposed Official Plan Amendment and Draft Plan of Subdivision applications are not consistent with the Provincial Planning Statement (2024)
- The proposed Draft Plan of Subdivision does not have regard for matters under Sections 2 or 51(24) of the Planning Act
- The proposed Official Plan Amendment and Draft Plan of Subdivision does not comply with Zoning By-law 2020

Key Dates & Milestones

- Pre-application Community Meeting: N/A
- Burlington Urban Design Meeting: N/A
- Application submitted: June 5, 2026
- Application deemed complete: June 8, 2026
- Statutory public meeting: September 15, 2026
- Council meeting: September 29, 2026
- Statutory deadline: October 3, 2026

Implications

Financial

All application fees have been received in accordance with the Development Application Fee Schedule.

Climate

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The Plan identifies seven implementation programs, including, programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; encourage the adoption of electric mobility and equipment through personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion.

The Sustainable Building and Development Guidelines (2018) which provide an overview of the required and encouraged sustainable design measures for new development across the

City do not apply to applications involving single detached dwellings and other low density residential buildings. However, the Guidelines would be required for the proposed townhouse dwellings. As the applicant did not engage in the Preconsultation process with the City, this requirement was never identified as being required for a complete application and was not submitted as part of the complete application materials.

Engagement Matters

Notice signs were posted on the subject lands on July 7, 2026 and revised notice signs were posted on August 20, 2026. A public notice of the Official Plan Amendment and Zoning By-law Amendment applications was mailed to 1,327 addresses, which includes all property owners within 120 metres of the subject lands.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/millcroftgreensphase2. This webpage provides information about the subject application including dates of public meetings, links to supporting studies, and contact information for the applicant's representative and Community Planning Department.

As of the writing of this report, 146 written public comments have been received by staff in objection to the proposal and one written public comment in favour of the proposal. The public comments received to date have been included under Appendix C – Public Comments. The letters received represent positions of opposition with regard to the following themes:

- Objections to loss of greenspace, trees and biodiversity
- Objection to the proposed access for Areas F and J
- Negative impact to property values
- The development of Area H violates property rights to back onto the green space of Millcroft Golf Course
- Traffic and public safety
- Construction impacts and neighbourhood security
- Stormwater management and flooding
- Application is not required to meet Burlington's Growth Objectives
- Intent of OPA 117 is to preserve the lands as Open Space
- Concerns with potential soil contamination from pesticides and whether the lands are suitable for residential development
- Proposal will lead to overcrowding of schools and create unsafe travel conditions for students
- Concern with the Minister's Zoning Order circumventing the planning process
- Transparency and public participation
- Proposed development will further alter the character of the Millcroft neighbourhood
- Overburden infrastructure
- Concerns that the residents were misled about the remaining lands operating as a golf course
- Sets a bad planning precedent
- Loss of privacy

- Uncertainty regarding the dedication of the remaining 75 acres of land and potential liability
- An independent review of all technical studies submitted with the application should be undertaken
- Concerns with the future condominium corporation being responsible for stormwater infrastructure

Due to the prematurity of the applications and absence of technical materials, staff are unable to provide a fulsome response to the received public comments.

References

The applicant has submitted the following materials in support of the subject applications and the supporting documents have been uploaded on the City's website at the following link www.burlington.ca/millcroftgreensphase2:

The applicant has submitted the following materials in support of the subject applications:

- Air Quality Compatibility Study, prepared by SLR Consulting Ltd., dated November 28, 2025
- Arborist Report and Tree Protection Plan, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 1, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 2 – Area F Tree Protection Plan, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 2 – Area G and Flood Plain Area 1 Tree Protection Plan, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 2 – Area H Tree Protection Plan, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 2 – Area I Tree Protection Plan, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 2 – Area J Tree Protection Plan, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 2 – Area K Tree Protection Plan, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 3 – Area G, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 3 – Area H, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 3 – Area I, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 3 – Area J, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026

- Arborist Report and Tree Protection Plan – Appendix 3 – Area K, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Arborist Report and Tree Protection Plan – Appendix 4, prepared by Terrastory Environmental Consulting Inc., dated June 5, 2026
- Cover Letter, prepared by MSH, dated June 5, 2026
- Draft Plan of Subdivision Application, prepared by MSH, dated June, 5, 2026
- Draft Plan of Subdivision Areas F & G, prepared by MSH, dated June 2026
- Draft Plan of Subdivision Areas H & I, prepared by MSH, dated June 2026
- Draft Plan of Subdivision Areas J & K, prepared by MSH, dated June 2026
- Draft Plan of Subdivision Areas F & G, prepared by MSH, dated June 2026
- Environmental Site-Screening Questionnaire, no date
- Geotechnical Report (Areas F-K), prepared by DS Consultants Ltd., dated October 8, 2025
- Landscape Plans Areas F-K, prepared by NAK design strategies, dated January 2026
- Naturalized Channel Design, prepared by Geomorphix, dated January 6, 2026
- Noise and Vibration Study Areas F-K, prepared by Valcoustics Canada Ltd., dated, December 18, 2025
- Official Plan Amendment 1997, prepared by MSH, no date
- Official Plan Amendment 1997 Figure , prepared by MSH, no date
- Official Plan Amendment 2020, prepared by MSH, no date
- Official Plan Amendment 2020 Figures, prepared by MSH, no date
- Official Plan Amendment application, prepared by MSH, dated June 5, 2026
- Planning Justification Report, prepared by MSH, dated June 2026
- Planning Justification Report Figures, prepared by MSH, dated June 2026
- Planning Justification Report Tables, prepared by MSH, dated June 2026
- Restoration Plan 1, prepared by NAK design strategies, dated January 2026
- Restoration Plan 2, prepared by NAK design strategies, dated January 2026
- Restoration Plan 3, prepared by NAK design strategies, dated January 2026
- Solid Waste Management Report, prepared by R.J. Burnside & Associates Ltd., dated January 2026
- Topographic Survey Area K, prepared by R-pe Surveying Ltd., no date
- Topographic Survey Areas F - J, prepared by R-pe Surveying Ltd., dated May 27, 2026
- Traffic Management Brief, prepared by Crozier Consulting Engineers, dated September 8, 2025

* Due to the file size limitations of the project website, the following materials were not published on the webpage:

- Benefit Analysis Report
- Civil Drawing Set
- Environmental Evaluation Report
- Fluvial Geomorphic Assessment
- Functional Servicing Report
- Hydrogeological Assessment and Water Balance
- Phase 1 and 2 Environmental Site Assessments
- Scoped Subwatershed Study
- Transportation Impact Study
- Urban Design Brief

A note was added to the project webpage advising residents that these materials could be accessed by contacting the Millcroft Phase 2 general email at mgphase2@burlington.ca.

Strategic Alignment

- ☐ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

Conclusion

Staff have evaluated the applications for Official Plan Amendment and Draft Plan of Subdivision for the subject lands in accordance with all applicable policies, regulations, and guidelines, and have given consideration to the comments received from technical reviewers and the public. Community Planning Staff is of the opinion that the proposed applications are:

- not consistent with the Provincial Planning Statement (2024);
- do not have regard for matters under Sections 2.1 or 51(24) of the Planning Act; and
- do not comply with Zoning By-law 2020.

As such, planning staff are of the opinion that the proposed applications are premature and recommend refusal of the applications.

Authors:

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905-335-7600 Ext. 7913
Benjamin.Kissner@burlington.ca

Elyse Meneray, MCIP, RPP
Planner, Community Planning Department
905-335-7600 Ext. 7462
Elyse.Meneray@burlington.ca

Appendices:

A. Location Map
B. Concept Plan
C. Public Comments
D. Detailed Planning Analysis

Draft By-laws for Approval at Council:
Not applicable as staff are recommending refusal of applications.

Notifications:
Millcroft Greens Corporation

Liz Howson, MCIP, RPP
Macaulay Shiomi Howson Ltd.

Report Approval:
All reports are reviewed and approved by the Commissioner, Chief Financial Officer, Commissioner of Legal and Legislative Services/City Solicitor, Director Corporate Communications & Engagement, and the Chief Administrative Officer.

Location Plan

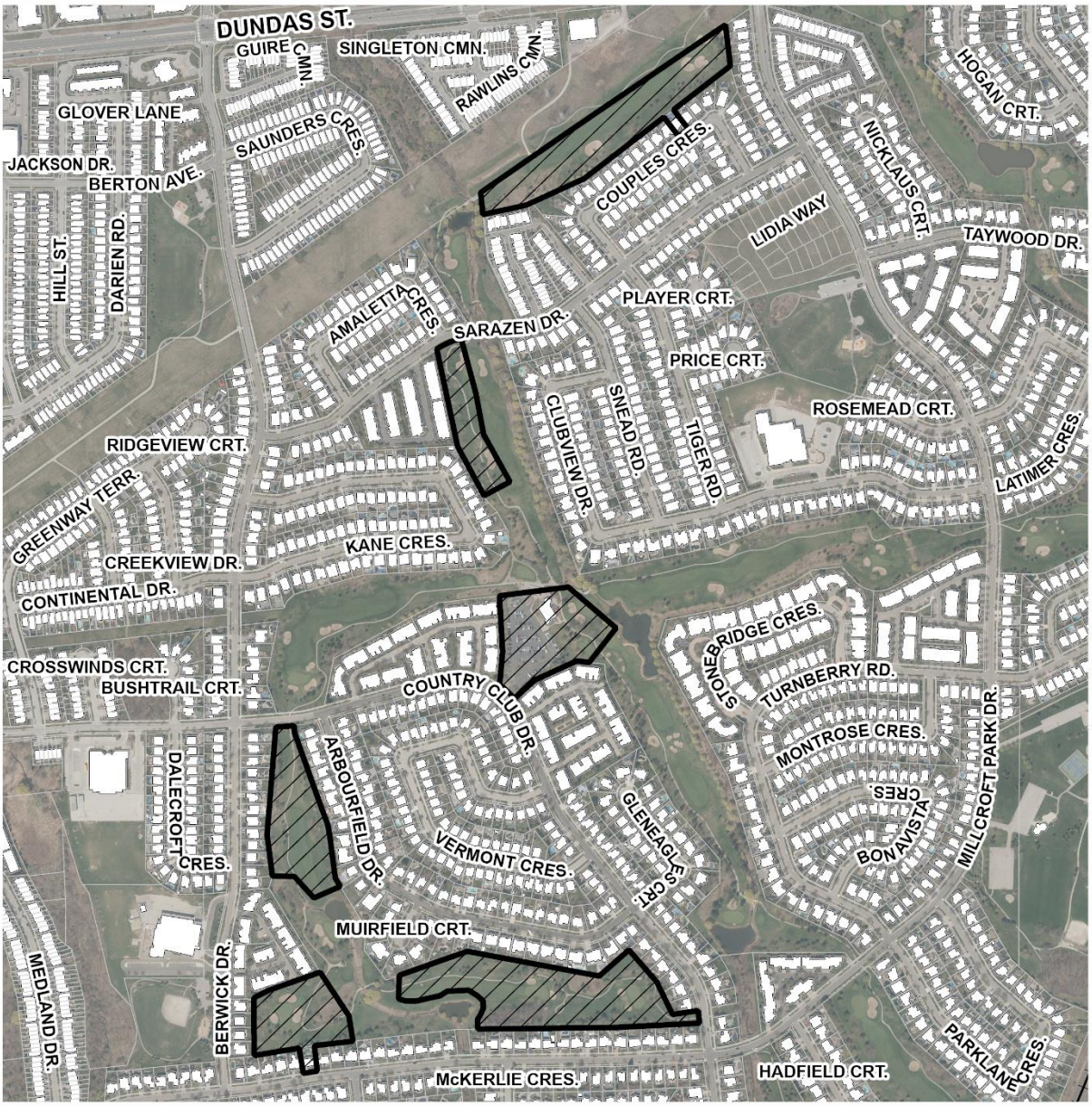
Sketch No. 2

LOCATION PLAN

Applications for an Official Plan Amendment and a Plan of Subdivision to reconfigure the remaining golf course lands to create six (6) additional blocks of developable land. The blocks are proposed to be further subdivided to accommodate the development of 138 homes including 73 single detached homes and 65 townhouse units. The applicants have also submitted a request to the Province for a Minister's Zoning Order.

SUBJECT PROPERTY

File Nos. 505-11/26 & 510-02/26



Date: June 17, 2026
Community Planning Department

TERANET City of Burlington

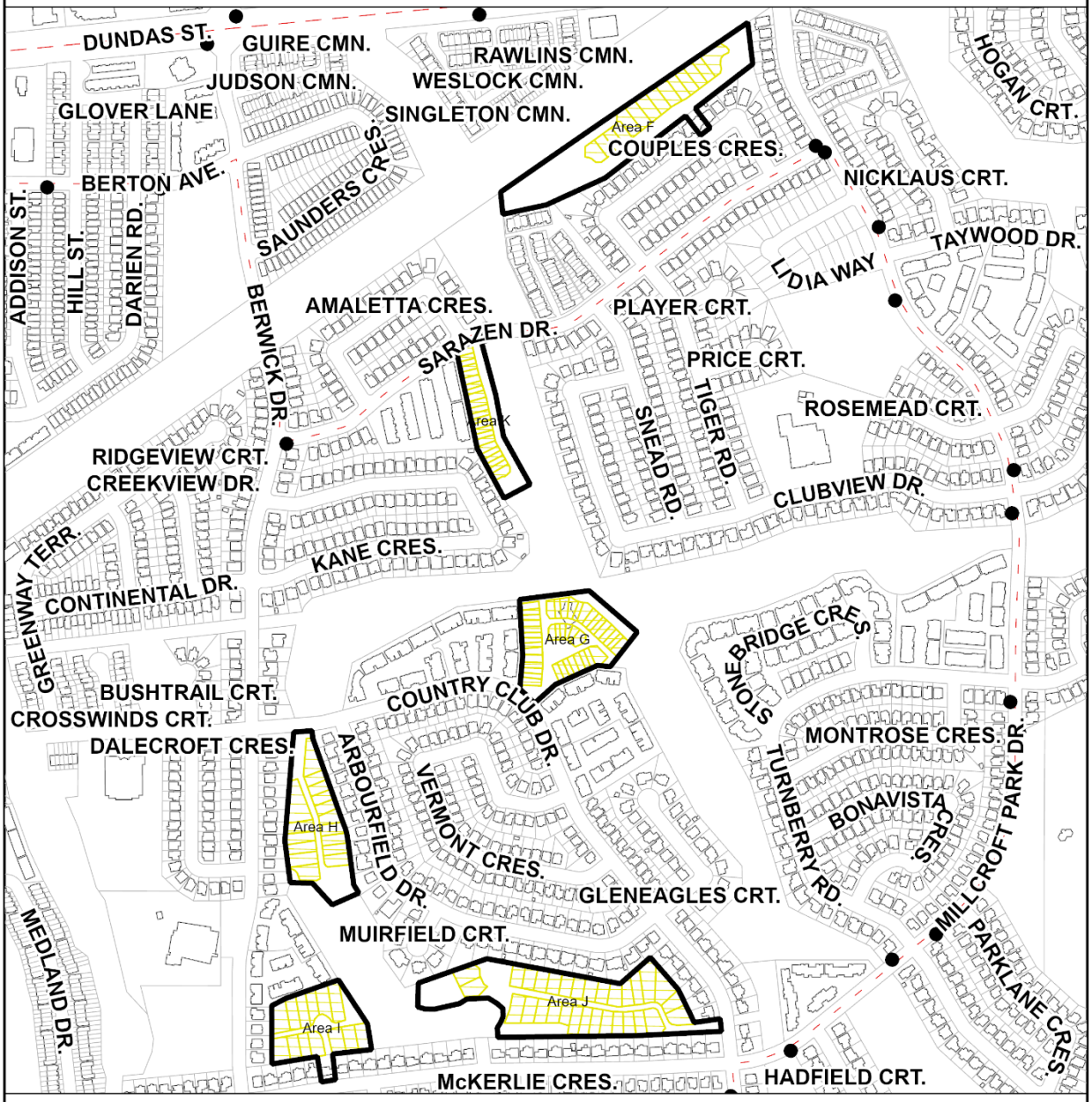
Appendix B – Concept Plan

Sketch No. 1

CONCEPT PLAN

Applications for an Official Plan Amendment and a Plan of Subdivision to reconfigure the remaining golf course lands to create six (6) additional blocks of developable land. The blocks are proposed to be further subdivided to accommodate the development of 138 homes including 73 single detached homes and 65 townhouse units. The applicants have also submitted a request to the Province for a Minister's Zoning Order.

SUBJECT PROPERTY — Bus Route — Bus Stop — File Nos. 505-11/26 & 510-02/26



Date: 2026-06-17

Community Planning Department

0 100 200 300 400 500 Meters

TERANET City of Burlington

Meneray, Elyse

From: Debb .
Sent: Saturday, June 27, 2026 9:55 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Support for Preserving Millcroft Greens Phase 2

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councillor,

I am writing to express my strong support for protecting Phase 2 of the Millcroft Greens lands from further development.

Millcroft is an established community where parks and green space are an important part of the neighbourhood. Preserving these lands benefits current and future residents by protecting the environment, supporting recreation, managing stormwater, and maintaining the character of our community.

I encourage Council to continue advocating for the City's MZO request to preserve these lands and to oppose proposals that would allow additional residential development on Phase 2.

I also ask that Council continue to ensure residents have a meaningful voice throughout this process and that planning decisions are based on the long term interests of the community.

Thank you for your leadership and for considering my comments.

Sincerely,

Burlington Resident

Sent from my iPhone

Meneray, Elyse

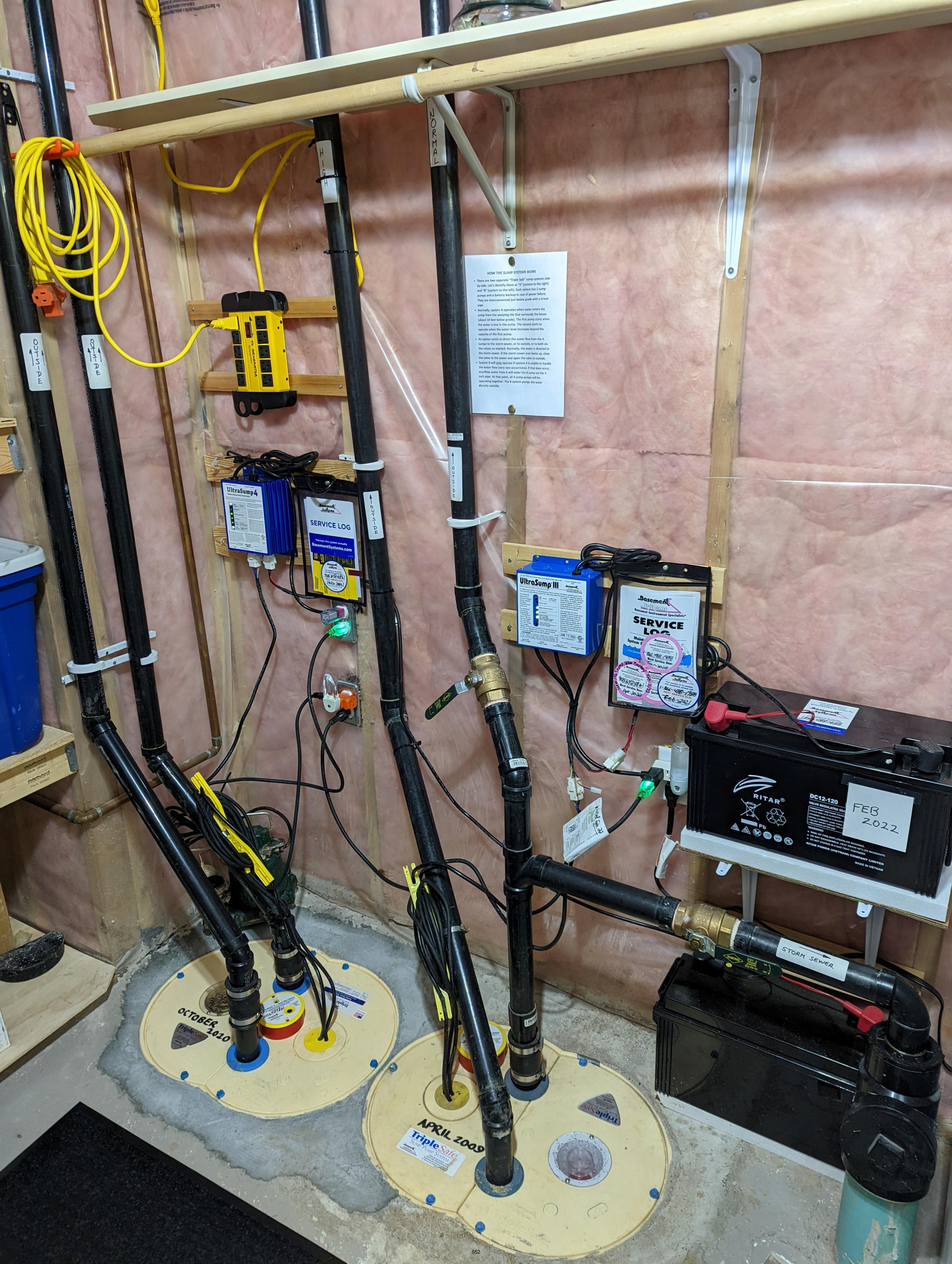
From: Paul Davidson
Sent: Monday, June 29, 2026 11:42 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft golf course development

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing personally to you to let you know that I strongly support the City of Burlington's MZO request to maintain the balance of the golf course as greenspace. My wife and I are longtime Millcroft residents. I strongly reject Millcroft Green's (the would be developer and part owner of the existing golf course) counter MZO and/or development request to the province and the city respectively, to further develop the golf course.
When the course was first established and homes were built, Monarch clearly had concerns about the flood capability of the lands as numerous streams pass through from the escarpment to Lake Ontario. In spite of their prudence at the time, the various streams get very swollen during heavy rainstorms and flooding potential increases significantly. This will only get worse if further development is permitted. We back onto a branch of Spencer Creek. We, and others, have had groundwater issues in our basements over time as heavy rainstorms occur and the water rises. To prevent further issues we have increased the capacity of our home's sump system to handle up to 12,500 gallons per hour (see attached photo), the latest upgrade occurring in 2022. That is almost unheard of for a normal residence.
As well, the planned development would be for homes priced over $2 million. That does nothing for affordable housing and only lines the developer's pockets.
Bottom line, please STOP further development on the Millcroft golf course.

Paul Davidson


HIGH
NORMAL
OUTSIDE
OUTSIDE
OUTSIDE
OUTSIDE
HOW THE SUMP SYSTEMS WORK
• There are two separate "Triple Safe" sump systems side-by-side. Let's identify them as "A" (system to the right) and "B" (system to the left). Each system has 2 sump pumps and a battery backup in case of power failure. They are interconnected just below grade with a 4 inch pipe.
• Normally, system A operates when water enters the sump from the weeping tile that surrounds the house (about 10 feet below grade). The first pump starts when the water is low in the sump. The second starts to operate when the water level increases beyond the capacity of the first pump.
• An option exists to direct the water flow from the A sumps to the storm sewer, or to outside, or to both via the valves so marked. Normally, the water is directed to the storm sewer. If the storm sewer ever backs up, close the valve to the sewer and open the valve to outside.
• System B will only operate if system A is unable to handle the water flow (very rare occurrence). If that does occur, overflow water from A will enter the B sump via the 4 inch pipe. At that point, all 4 sump pumps will be operating together. The B system pumps the water directly outside.
UltraSump4
SERVICE LOG
Maintain this system annually
BasementSystems.com
UltraSump III
SERVICE LOG
Next Service Date:
RITAR
DC12-120
FEB 2022
STORM SEWER
OCTOBER 2020
APRIL 2009
TripleSafe
SUMP PUMP SYSTEM

Meneray, Elyse

From: Ross Siemms
Sent: Monday, June 29, 2026 9:34 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Golf Course Housing Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am against the further development of the Millcroft Golf Course. I understand that 98 homes have been approved. This will bring very much increased density to the area and will do nothing to lessen the housing shortage.

Traffic in the area is already high and further development will cause more issues on the roads.

The area should be left as much needed "green space" - at this time.

We have already seen the "character" of this Developer with the early cutting down of trees and other infractions on the existing areas.Time to put a STOP to AGRO.

Ross Siemms

Meneray, Elyse

From: Mary Grubic
Sent: Monday, June 29, 2026 6:51 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Phase 2 Should NOT BE ALLOWED

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I strongly oppose the additional 138 houses to be built in addition to the approved 90 homes plus 130 unit apartment building. There are many reasons green space must not be reduced and maintained in this area in order that a floodplain not be compromised so that the existing homes can be protected. When people bought properties on either side of the golf course they paid a premium, will the affected property owners now be paid for their loss?
Mary Grubic
Resident

Meneray, Elyse

From: Beverley Fiddian-Green
Sent: Tuesday, June 30, 2026 5:15 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have lived in a wonderful, peaceful community in Burlington, called Millcroft, for the past 15 years. Despite huge opposition, Millcroft Greens are going ahead, with an undemocratic MZO to develop "The Legacy" on part of our beautiful golf course.

This area was set aside by the city and the original developers to be greenspace for perpetuity. That and the massive environmental impact have been ignored.

Now, Millcroft Greens have once again, undemocratically bypassed Burlington City Hall, to go directly to the OLT with an MZO to develop Phase 2!

We strongly oppose Phase 2, on the grounds of undemocratic process and lack of concern about the environmental impact of more development of irreplaceable greenspace!

Richard and Beverley Fiddian-Green

[redacted]

Meneray, Elyse

From: Steve Shuta
Sent: Friday, July 3, 2026 3:59 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please stop building on Millcroft open space. These are necessary to the community and assist as floodplains. Thank you.

Regards,
Steve Shuta
sent from mobile device

Meneray, Elyse

From:	Judy Dainton
Sent:	Sunday, July 5, 2026 7:35 PM
To:	Mailbox, Millcroft Greens Phase 2; Bentivegna, Angelo; Mailbox, Office of the Mayor; Millcroft Against Bad Development; Bill; Judy Dainton
Subject:	NO to Building on Floodplains

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Subject: Protect the Remaining Space in Millcroft! – Millcroft Greens Phase 2

To Whom It May Concern,

I am writing to formally submit my comments to vehemently oppose the proposed Millcroft Greens Phase 2 development. As a resident concerned with the long-term safety, character, and environmental integrity of our community, I urge the Ministry to reject this proposal based on the following critical issues:

1. Severe Flood Risks and Inadequate Stormwater Management

The proposed development is situated directly on floodplains. The Millcroft golf course was originally engineered specifically to manage and absorb critical excess water runoff. Disrupting this established, functional design poses a severe flood risk not only to immediate Millcroft residents but also to Burlington residents living further downstream to the south.

The developer's proposal to mitigate this risk by installing stormwater management tanks is entirely inadequate for a risk of this scale. Furthermore, this approach fails to consider the long-term financial consequences for local homeowners. Should this engineering failure lead to flooding, Burlington residents will be left to shoulder exorbitant, ongoing increases in property insurance costs.

2. Disruption of Established Neighborhoods and Property Rights

The current plan requires the demolition of existing homes (potentially up to four) simply to construct access streets for the new development. If a developer must destroy existing houses within a mature, established neighborhood to force an entry point, it is a clear sign that the location is fundamentally unviable.

Current residents purchased their homes with the reasonable expectation of neighborhood stability. Forcing the demolition of neighboring properties to accommodate new high-density construction is deeply unfair to the community and sets a dangerous precedent for property owners across the region.

3. Preservation of Crucial Greenspace

Burlington has already met its provincial housing development targets, meaning this specific project is entirely unnecessary to fulfill regional housing needs. What Burlington *does* drastically need is the preservation of its remaining greenspace.

Currently, the area benefits from 30% open space. If this development is allowed to proceed, that figure will plummet to a mere 12%. Stripping the community of this vital environmental asset is a tragic loss that cannot be reversed.

Conclusion

This proposed development is not a viable solution for our city; it is an unnecessary, profit-driven venture that compromises public safety, neighborhood integrity, and environmental health. It is unfair, absurd, and deeply tragic for the city of Burlington.

I strongly urge the Ministry of Municipal Affairs and Housing to stand with the community and deny approval for the Millcroft Greens Phase 2 proposal.

Sincerely,

Judy Dainton and Bill Johnson

[redacted]

Meneray, Elyse

From: Matthew Psutka
Sent: Monday, July 6, 2026 2:45 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens application to the city for an amendment to permit development

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Hello,

My name is Matthew Psutka and I have lived in Millcroft at [redacted] for 32 years. My understanding is Millcroft Greens has submitted a separate

application to the City for an Official Plan amendment and Plan of Subdivision for Phase 2 lands, to permit 138 singles and townhomes. City staff are required

to review this application and make a recommendation to Council to either deny, approve or approve with conditions.

My wish is for the city staff of Burlington to make a recommendation to Council that will deny Millcroft Greens plan of Subdivision for Phase 2 lands.

The reasons for my opposing Millcroft Greens new development in my area are:

a) 6 years ago, Millcroft Greens Corporation introduced Phase 1 of a development application regarding the building of homes on Millcroft Golf Course land which was

done in a spontaneous and undemocratic manor with which the residents of Millcroft and golf course members were not informed of. Pursuing a radical change in this

fashion should have included residents and club members involvement and feedback.

b)Phase 1 of a development application of Millcroft Greens was met with much disapproval from a large majority of Millcroft residents (my self included) and golf

course members. This has even led to the formation of an opposing community group: Millcroft Against Bad Development

c)While Phase 1 of development is was ultimately approved to proceed, us Millcroft residents were not informed by Millcroft Greens that there was to be a Phase 2

of development. In fact, the consensus was the remaining open land was to be left untouched.

d)My final reason is that myself, and most current Millcroft residents are concerned with what Phase 2 of development will already extend what Phase 1 will do:

- Ad excess noise and traffic into an already heavily developed community
- Remove natural space from wildlife
- Tax the land's floodplain, which could lead to risk of basement flooding.

Please consider my comments, thank you.

Meneray, Elyse

From: Jim Penman
Sent: Thursday, July 9, 2026 1:19 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Planning Application

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You say in your letter that no decision has been made yet in regards to the property at 2155 Country Club Dr.
I am totally against any further destruction of our once quiet community which Argo has totally devestated our golf course and as such our community. You have caused many folks to sell their homes and leave our unique living space.
Not that it means anything to big business and the bulldozer effect I vote a strong “NO”
James Penman

Sent from my iPad

Meneray, Elyse

From: sean o'callaghan
Sent: Friday, July 10, 2026 11:23 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Planning application submitted

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To Ben and Elyse,

We just moved into [redacted] and are shocked to learn of this proposal. Traffic in this area is already a major issue and this residential area doesn't need a further congestion. The residents where inform of a changes to the golf course and where lead to believe this would happen, not a complete loss of an entire greenbelt area with new residential housing. There are numerous wildlife species that depend on this area for there habitation. This residence also should enjoy this green space that was the original attraction to this neighbourhood.

Both Karan and myself are 100% opposed to this application and I personally will make it a priority for this not to happen, whether I have to take it up to the provincial level.

Thanks Shawn O'Callaghan and Karan Vanstone
[redacted] Burlington, Ontario

Meneray, Elyse

From:
Sent: Friday, July 10, 2026 12:29 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Mailbox, Office of the Mayor; Bentivegna, Angelo
Subject: Millcroft New Application and MZO

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Building Department,

I was very dismayed to hear about the proposed application of an additional 138 residential lots on Millcroft Golf Course and also the application to the province for an MZO.

Following the destruction of over 425 mature trees and the natural habitat of many birds and other species, we have more pollution and heat in the area. We can never recover from this terrible destruction!

The developer, Millcroft Greens Corporation, has already violated many rules and seeks to do so again by applying for an MZO which will bypass the municipality, public consultation, environmental review and all rights of appeal. This is unacceptable!

The golf course provided much needed green space for the surrounding area and was designed to hold and move water. When the Millcroft community was created in the late 1980s, the open space was a condition of the deal.

The original planning amendment stated that if the golf course stopped operating, the lands would "remain as permanent open space, since portions of these lands contain creek features which are part of the stormwater management system for the Community."

Today the land is zoned O1 (Open Space) under Burlington's Zoning By-law and designated "Natural Heritage System, Major Parks and Open Space" in the City's Official Plan (2020) — as stated in the Province's own registry notice for the protective request.

The housing crisis is real — and this project does nothing to solve it. This is luxury housing. On the phase already approved, the developer's own builder markets the homes as "Luxury Estate Homes in Millcroft From $2M" — the developer's own number, not an opponent's estimate. It shows the tier of housing planned for this land. No affordable units in the new request. The rezoning request (026-0551) for the 138 additional homes contains no affordable-housing requirement, no inclusionary-zoning component, and no price condition of any kind — every unit would be market-rate. Burlington doesn't need this land. The city reports roughly 38,000 units in its development pipeline — well above the 29,000 the Province asked it to build by 2031.

The Province's own experts agree. Ontario's 2022 Housing Affordability Task Force concluded plainly: “a shortage of land isn't the cause of the problem.” It recommended density on already-zoned land — not paving open space. The long-term-care use that gives the project a “public good” look is confined to a small Dundas Street parcel that was already approved for development — it is not on the floodplain. The 138 homes proposed for the protected open space are all market-rate.

I am strongly opposed to this new application and urge you, the Mayor and all councillors to do everything you can to refuse and stop it.

Yours truly,
Lorraine Green
[redacted]
Burlington, ON

Meneray, Elyse

From: Craig Talosi
Sent: Sunday, July 12, 2026 12:53 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

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Ben and Elyse,
I am sending this email in response to notification received by mail regarding planning files File 505-11/26 and 510-02/26 (Millcroft Greens - 2155 Country Club Drive).

My wife and I recommend to ***refuse*** the application for further development in the Millcroft subdivision.
We moved into Millcroft a few years back with one of the main attractions being the golf course and the green space that it provided.
With housing prices and property taxes in Millcroft being some of the highest in the city the benefits were clear. With the current development that has started, our family has been deeply disappointed that we have lost a golf course we loved, but also the subdivision has lost a lot of its appeal and prestige of having beautifully kept green space. It has been over taken by chain link fences, cut down trees and poorly taken care of over growth. Additionally, our understanding was that Approval of phase one was based on keeping a nine hole executive course.

The proposed development would continue to ruin and destroy what little is left that used to make the Millcroft community a unique, distinguishable and desirable spot for families to build their home.

We would request careful consideration to not approve further development in the Millcroft area.

Thank you,
Craig Talosi

Meneray, Elyse

From: yong tan
Sent: Sunday, July 12, 2026 9:17 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Re: Opposition to the Redevelopment of the Remaining Millcroft Golf Club Lands (2155 Country Club Drive)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray
Planning Department
City of Burlington

Dear Mr. Kissner and Ms. Meneray,

I am a homeowner in the Millcroft community, and I am writing to express my strong opposition to any proposal to redevelop the remaining Millcroft Golf Club lands into residential housing.

The remaining golf course lands are one of Burlington's most valuable green spaces. They provide important environmental, recreational, and community benefits that cannot be replaced once they are lost. I respectfully ask the City to preserve these lands for the benefit of current and future generations.

My concerns include the following:

- **Preserving Green Space:** The golf course provides a significant green space within an already well-developed community. It supports mature trees, wildlife habitat, stormwater infiltration, and improved air quality. These environmental benefits would be permanently lost if the lands are developed.
- **Traffic Congestion:** The Millcroft neighbourhood already experiences traffic congestion during peak hours. Additional residential development would increase traffic on Upper Middle Road, Dundas Street, Appleby Line, and surrounding local streets, leading to longer travel times, increased congestion, and reduced road safety.
- **Pressure on Municipal Infrastructure:** New housing would place additional demands on roads, water and wastewater systems, schools, parks, emergency services, and other municipal infrastructure. Accommodating this growth would require significant public investment and create additional long-term operating and maintenance costs for the City and its taxpayers.
- **Protecting Community Character:** Millcroft was planned as a community that integrates residential neighbourhoods with substantial open green space. The remaining golf course is a defining feature of the community's character and contributes significantly to its attractiveness and quality of life. Replacing these lands with additional housing would permanently alter the character of the neighbourhood.
- **Maintaining Livability:** Residents chose to live in Millcroft because of its open spaces, natural environment, and balanced community design. Further residential intensification would reduce these qualities and make the neighbourhood more congested and less enjoyable for existing and future residents.

- **Climate Change and Environmental Resilience:** Preserving large green spaces is increasingly important as Burlington addresses climate change. These lands help reduce the urban heat island effect, absorb stormwater, reduce flooding risks, improve biodiversity, and contribute to a healthier urban environment.
- **Long-Term Public Interest:** While redevelopment may provide a short-term financial benefit to a private landowner, preserving the remaining golf course lands will provide lasting environmental and social benefits to the entire community. Once these green spaces are developed, they cannot be replaced.

I respectfully request that the City reject any proposal that would permit additional residential development on the remaining Millcroft Golf Club lands. Instead, I encourage the City to explore opportunities to preserve these lands as permanent green space for the enjoyment and well-being of current and future Burlington residents.

Thank you for taking the time to consider my comments. I appreciate your commitment to thoughtful planning and to protecting Burlington's environment, infrastructure, and quality of life.

Sincerely,

Yong Tan

Burlington, Ontario

Meneray, Elyse

From: Chris Porter
Sent: Sunday, July 12, 2026 10:09 AM
To: Mailbox, Millcroft Greens Phase 2
Cc:
Subject: File 505-11/26 and 510-02/26

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Re Millcroft Greens Ph 2 Development Proposal

I am a resident of Millcroft and back onto the [redacted] We moved here in 2018 and for a few years only had a few golf balls hit our house or fall in our back yard. Since the course changed to a 9 hole course, the # of golf balls hitting our property has significantly increased. Not sure why the difference, but may be a function of weaker golfers playing due to the now reduced price.

In any event, the risk of a serious injury to anyone in our backyard including our 1 year old grandson, is too much.

My wife Michele & I are totally supportive of Millcroft Greens proposal for Phase 2, including shutting down the golf course for good. Their proposal is a win/win/win for Millcroft residents, the City of Burlington and Millcroft Greens. While their proposal looks to develop 25 acres in Phase 2, they are giving the city 75 acres to be used as parkland. This is an incredible win for Millcroft & the city.

While I may be accused of bias as there is no development planned for hole 9 (which I back onto), the reality is that the danger of golf balls seriously hitting one of my family members is too much.

In summary, Michele & Chris Porter of [redacted], whole heartedly support the golf course owner's development proposal for Phase 2.

Sincerely,

Chris Porter

Meneray, Elyse

From:
Sent: Monday, July 13, 2026 5:14 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Opposition to Millcroft Greens Phase 2 Development Applications

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Mr. Kissner and Ms. Meneray,

I am writing to formally oppose the proposed development at 2155 Country Club Drive under files 505-11/26 and 510-02/26.

Our home is located on Clubview Drive and backs directly onto Hole 10. As an immediately affected resident, I have serious concerns about both the proposed development and the significant disruption it would create for neighbouring homeowners.

The construction phase would likely continue for an extended period and expose nearby residents to ongoing noise, dust, heavy equipment, truck traffic and vibration. This would materially affect our ability to use and enjoy our property. We are particularly concerned about construction dust and debris entering our backyard and swimming pool, as well as the potential impact on our home, landscaping and outdoor living space. General assurances that construction will comply with municipal standards are not sufficient given how close our property is to the proposed work.

Both my wife and I work from home full-time. Our home is not only our residence but also our primary workplace. Prolonged construction noise, vibration, dust and frequent heavy equipment activity would significantly interfere with our ability to work, participate in virtual meetings and conduct our professional responsibilities in a reasonably quiet environment. This impact could continue for months or years and should be specifically considered when evaluating the effects of the development on nearby residents.

I am also deeply concerned about the creek located directly behind our fence. During periods of heavy rainfall, this creek rises substantially and appears to play an important role in carrying and managing stormwater through the area. This is a video I took showing the significant increase in the creek's water level during the major rainstorm in 2014. https://youtu.be/CW7YS5qbDyo

Before this application is considered, I would like the City and the applicant to provide clear answers to the following:

- How will grading, excavation and construction affect the creek and the existing drainage patterns behind the Clubview Drive properties?
- Has the creek's capacity during extreme rainfall events been fully evaluated using current climate and storm-intensity projections?

- Could the proposed development increase the volume, speed or direction of stormwater entering the creek?
- What impact could the development have on flood risk, erosion, slope stability and groundwater levels for existing homes?
- What protections will be put in place to prevent sediment, construction debris and contaminants from entering the creek?
- What independent monitoring will occur before, during and after construction?
- What specific measures will be required to control noise, dust, vibration and construction traffic?
- What specific measures will be implemented to protect residents who work from home from prolonged construction noise, vibration and other disruptions during normal business hours?
- What recourse will residents have if construction causes property damage, pool contamination, drainage problems or loss of enjoyment of their homes?

I am requesting that the City require a comprehensive and independently reviewed stormwater, drainage, flood-risk and environmental assessment before making any recommendation on this application. That assessment should specifically examine the creek behind the Clubview Drive properties and include conditions during severe rainfall events, not merely average conditions.

The existing neighbourhood was not designed to absorb this level of additional development without consequences. The potential effects on drainage, flooding, the natural environment and the quality of life of existing residents must be treated as material planning concerns, not issues to be addressed after approval has already been granted.

Sincerely,
Ali Elahi
[redacted]
Burlington, Ontario

Ali Elahi

Meneray, Elyse

From: JANET ARMSTRONG
Sent: Thursday, July 16, 2026 12:20 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File: 505-11/26 and 510-02/26

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Hello Mr. Kissner,

Regarding The Millcroft Golf Course, I am completely against the reconfiguration of the remaining golf course to create six additional blocks of developable land to accommodate the development of 138 homes including 73 single detached homes and 65 townhouse units.

Also, I do not want Macaulay Shiomi Howson Ltd. on behalf of Millcroft Greens Corporation to be granted a Minister's Zoning Order.

Kind regards,
Janet Armstrong

Meneray, Elyse

From: Snow MarySusan
Sent: Thursday, July 16, 2026 11:25 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

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First let me say that the reason our family moved to Burlington in 2001 and chose to live in the Millcroft area was because it was ranked the best designed neighbourhood in Canada, and we could see why. We were attracted to the golf course and the open natural space that it provided, complete with plants and wildlife not normally seen in an Urban area. We were grateful that the Millcroft Golf Club allowed the public to walk the paths of the golf course in the off season, which by design could be accessed from various locations throughout the neighbourhood.

The Government's decision to allow the private golf course land to be sold for housing development (Argo Development Corp) was a devastating blow to all who love our neighbourhood, but the destruction that followed by clearcutting 425 trees, locked chainlink fences with cameras, and tall grass/weeds/debris left to rot for months on end has left nothing but anger. Rumour has it that the developer did this as retribution to the residents who fought against this development, knowing full well that they were not ready to put shovels in the ground. The lots they paid a premium for now back onto a wasteland. Everyone also knows that this has nothing to do with our Government's affordable housing plan, as this development will not be affordable to those struggling to get into the housing market. It's a greedy power move being allowed to happen against the wishes of the residents of Millcroft and their elected City Officials.

On to Phase 2. Everyone saw this coming. Everyone knew that a 9 hole golf course in this location was not feasible and would not last when partly owned by a developer. As a resident we have years of construction to look forward to and all the inconvenience that it brings. Heavy machinery, trucks, traffic delays, parking issues, noise, dust/dirt…and then the 138 new homes on top of the 90 yet to start in Phase 1. The remaining golf course land is to be developed…. except for scraps that the developer can't use….and they want to "turn that over at no purchase price" to the City to maintain. Really? Why should our taxes be increased (because they will) to fix up the scraps so they are usable? The developer should be made responsible for building walking paths, sports fields, pickleball courts, or whatever else the City deems necessary to develop and maintain the leftover "Major Parks & Open Space". It should be part of the deal for ruining the existing neighbourhood and our quality of life. The developer should also be responsible for the protection of the creeks, ponds and "Natural Heritage System" in a way that every resident expects to house our unique Urban wildlife. There should be real and meaningful consequences if this does not happen!

Thank you for the opportunity to comment on this development. I hope the City and the Province does the right thing going forward.

MarySusan Snow

Meneray, Elyse

From: Marta Shaughnessy
Sent: Thursday, July 16, 2026 3:22 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505- 11/26 and 510-02/26 Millcroft Greens phase 2

Follow Up Flag: Follow up
Flag Status: Flagged

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Hell Ben and Elyse

I have weiten to the Mayor, the members of Council also to the representatives of Milcroft Greens and today I have received your notice of the submitted application and wanted to voice my concern and disappointment.

I am a Millcroft resident whose home backs directly onto the second hole of the golf course. I am extremely concerned and strongly opposed to any proposal to develop the remaining golf course lands. It is unacceptable to try to squeeze houses into every little bit of land that remains.

Like many residents, I chose to purchase my home in Millcroft because of the unique character of the community. The golf course was never simply a recreational amenity. It has always been a defining feature of the neighbourhood, providing mature trees, wildlife habitat, natural drainage, open green space, privacy and separation between homes.

I am also struggling to understand how lands that have long been identified and understood by residents as open space can continue to be considered for residential development. Many homeowners purchased in Millcroft with the understanding that these lands were designated open space and formed a fundamental part of the community's design and character. If land that has served as open space for decades can simply be converted to housing, it raises serious concerns about the long-term protection of green spaces throughout Burlington. Residents deserve a clear explanation as to how these lands can continue to be considered for development and what protections, if any, exist for remaining open space within our community.

Over the past several years, residents have already been asked to accept significant changes through the approved development. We have already experienced the loss of numerous mature trees behind our property, resulting in reduced privacy, changes to the landscape and a noticeable impact on local wildlife. What was once a mature green space has already been significantly altered.

One of my greatest concerns is drainage and flooding. During rainfall events, water already accumulates in my backyard, and I am deeply concerned that replacing additional green space with roads, rooftops, driveways and other hard surfaces will only worsen an existing problem. The remaining golf course lands currently provide valuable natural absorption and drainage. Before any additional development is

considered, residents deserve clear answers as to how existing flooding concerns will be addressed and how additional runoff will be prevented from affecting neighbouring properties.I would also like to highlight the significant loss of mature trees that has already occurred behind our property. These trees did not die naturally; many were lost due to the excessive water and standing runoff that accumulates in our backyard. The drainage conditions have become so severe that trees which had been established for decades could no longer survive. Beyond the loss of privacy and the natural beauty they provided, these mature trees played an important role in absorbing water, stabilizing soil and supporting local wildlife. Their loss is not only evidence of the drainage challenges already affecting our property, but also raises serious concerns about what further development and additional runoff could mean for the remaining landscape. If existing conditions have already resulted in the loss of mature trees, it is difficult to understand how additional development will not worsen these problems. Can Millcroft Greens comment on this?

I am also concerned about the loss of wildlife habitat. Over the years, residents have enjoyed seeing birds, rabbits, turtles and other wildlife utilizing these lands. Continued development will further reduce habitat and diminish the environmental benefits these open spaces provide.

The cumulative impact of development on the Millcroft community must also be considered. Residents have already lost significant portions of the golf course, numerous mature trees and important green space. Approving development on the remaining lands would further alter the character of the neighbourhood and permanently eliminate one of the defining features that has made Millcroft such a desirable place to live.

I respectfully ask the City and the developer to answer the following questions:
• Has an updated drainage and stormwater study been completed to address existing flooding concerns?
• How will additional hard surfaces impact neighbouring properties that already experience water accumulation and flooding?
• How many additional mature trees are proposed to be removed?
• What tree replacement strategy is being proposed?
• How much remaining green space will be lost if this development proceeds? Looks like every part is being taken little by little.

Residents have already sacrificed enough. Once these mature trees and open green spaces are lost, they cannot be replaced within our lifetime. The remaining golf course lands continue to provide environmental, drainage and community benefits that extend far beyond recreation.

While I understand the Province's objective of increasing housing supply, I do not believe that every piece of remaining greenspace should be viewed as suitable for development. The remaining Millcroft golf course lands provide important environmental functions, including stormwater absorption, mature tree canopy and wildlife habitat. Residents who are already experiencing flooding and drainage issues deserve assurance that these concerns will not be made worse through additional development.

I respectfully urge Council to oppose any proposal that would permit development on the remaining golf course lands and to preserve these lands for current and future generations.

Thank you for your consideration.

Sincerely,
Marta and Sean Shaughnessy
Millcroft Resident of over 12 years
[redacted]

Meneray, Elyse

From: Tina McGrath
Sent: Friday, July 17, 2026 4:28 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Opposition of Millcroft Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Wayne England and I am the owner of [redacted], Burlington, Ontario, located within the Millcroft community.

I have received notice from the City of Burlington regarding the application submitted on behalf of Millcroft Greens Corp. by Macaulay Shiomi Howson Ltd. for the proposed Phase 2 subdivision and residential development of six additional parcels (Areas F, G, H, I, J and K) on the Millcroft Golf Course lands.

As a nearby resident, I will be directly and adversely affected by this proposed development.

I respectfully object to this application for the following reasons:

- The subject lands have long been designated and zoned as **Open Space for Recreational Use**, and this designation formed the basis upon which many residents, including myself, chose to purchase homes and invest in the Millcroft community.
- The proposed conversion of these lands to residential development represents a significant departure from the City's long-established planning framework.
- The remaining open space provides important environmental services, including stormwater management, flood mitigation, mature tree canopy, wildlife habitat, biodiversity, carbon storage, and climate resilience. These natural functions become increasingly important as extreme weather events become more frequent and severe.
- The cumulative loss of green space through phased development will permanently alter the ecological character of the Millcroft neighbourhood and diminish the environmental benefits these lands provide.
- Approving additional residential development on lands designated for recreational open space would establish an undesirable planning precedent and weaken confidence in the City's long-term commitment to protecting green space.

I am also deeply concerned that there has been insufficient time to properly evaluate the environmental impacts of Phase 1 before considering approval of Phase 2.

The stormwater management systems and other environmental mitigation measures associated with Phase 1 have not yet been tested over multiple years or through the increasingly intense rainfall events that climate scientists predict will become more frequent. Environmental models and engineering studies provide valuable projections, but they cannot fully predict how these systems will perform under real-world conditions over time.

In my opinion, Phase 2 should be permanently refused. At a minimum, the City should require a monitoring period of approximately **ten years** following completion of Phase 1 before any additional development is considered. This would allow sufficient time to evaluate stormwater performance, groundwater movement, flood resilience, impacts on mature trees and vegetation, and the cumulative environmental effects of development under changing climate conditions.

My concern is informed not only by the broader environmental implications but also by personal experience. I previously lived at [redacted], where I became increasingly aware of concerns surrounding stormwater and basement flooding in the area. Despite having proactively obtained additional basement flooding insurance, I was later advised by my insurance provider that this coverage would no longer be available for the property. This experience reinforced my concern that flood risk within the community is evolving and should be carefully considered before additional development proceeds. If residents are unable to access basement flooding insurance, who will be responsible for the financial implications of inaccurate assessments on storm water management.

Given these concerns, I believe it is essential that the environmental performance of Phase 1 be evaluated over an extended period and through multiple seasons of increasingly extreme weather before any further loss of open space is approved. The precautionary approach is particularly important where environmental changes may be irreversible and where the long-term impacts on stormwater management and watershed function remain uncertain.

Once mature trees, permeable landscapes, and open recreational lands are lost, they cannot be meaningfully replaced within an established urban community. As Burlington continues to experience the effects of climate change, protecting existing green infrastructure should become increasingly important rather than allowing its incremental loss.

Accordingly, I respectfully request that the City of Burlington:

1. Refuse the Phase 2 subdivision applications (Files 505-11/26 and 510-02/26) for Areas F, G, H, I, J and K.
2. Maintain the existing Open Space designation of the Millcroft Golf Course lands and reject future applications that seek to convert these recreational lands to residential development.

The protection of Burlington's remaining urban green space is a long-term investment in environmental sustainability, biodiversity, climate resilience, and the quality of life of current and future residents.

I respectfully ask Council to adopt the precautionary principle by ensuring that the long-term environmental performance of Phase 1 is fully understood before contemplating any further development and, ultimately, to preserve the remaining Millcroft Greens lands as open space for future generations.

Respectfully submitted,

Name: Wayne England

Meneray, Elyse

From: Ali Abbas
Sent: Friday, July 17, 2026 10:31 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Response to Milcroft Greens

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Ali Abbas and I am the owner of [redacted] in the Millcroft community of Burlington.

I (We) have received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands
AND
I (We) VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

2) TO REJECT and DENY any and ALL future Applications for Development / Subdivision of Millcroft Golf Course and Millcroft Greens lands, 2155 Country Club Drive, Burlington, Ontario.

I/We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course
RECREATIONAL USE LANDS!!

Thank you for your attention to this matter.

Meneray, Elyse

From: Jennifer Schrafft
Sent: Friday, July 17, 2026 10:49 AM
To: Mailbox, Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Jennifer Schrafft and I am the owner of country club drive in the Millcroft community of Burlington.

I (We) have just received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands
AND
I (We) VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

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I/We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course
RECREATIONAL USE LANDS
NOW!!

Meneray, Elyse

From: Morag Cowie
Sent: Friday, July 17, 2026 6:53 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: phase 2 input/question to be considered.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My input to this process is in regards to private roads that are being proposed to maximize the house lots by proposing POTLs . The specific concern I have related to this is a couple of the areas. Area A in the already approved section to the west of Hadfield Court and Area F in phase 2 call for significant water management infrastructure in a privately owned condominium to properly direct water away from ALL homes. I have only looked closely at the Appleby Creek areas. Perhaps this would also apply to the Sheldon Creek areas.

What is the repercussion of the condominium mismanagement of the water infrastructure over time? There is no incentive for a private corporation to actively spend extra money to ensure flood plan management Is keeping up with climate factors. This sets up a situation where one condominium or group of residents and even the city could be suing another condominium for water damage or prevention and the government infrastructures and lands are out of the loop.

These new projects should be properly serviced roads, and pay development charges to have the land, waterways and infrastructure taken over by the city/region as appropriate. The entire neighbourhood cannot rely on mulitple POTL corporations run by residents (not engineers) to manage overflow water management that relies entirely on built infrastructure on land that is privately owned but will affect the entire area of public and private lands.

thank you
morag cowie
millcroft resident

Meneray, Elyse

From: Tom Nesbitt
Sent: Friday, July 17, 2026 10:59 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Proposed Phase 2 Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm writing to express my strong opposition to the proposed phase 2 development of the currently designated green spaces forming part of the Millcroft Golf Course. The Millcroft community was designed to be just that, i.e. a community where families could enjoy designated green spaces for both their physical and mental well being through exercise and social interaction, whether through golf, walking, jogging or bicycling throughout the neighbourhood. When Phase 1 of the development was first proposed, the proposal of the owner/builder was to maintain an executive style 18 hole golf course that would salvage at least some of our green space and limit the negative consequences of over crowding. Clearly, this was an empty promise, with financial greed looking to triumph over the well being of Millcroft's current residents. The reduced green space and increased motor vehicle traffic will turn a family and environmentally friendly neighbourhood into an overcrowded bedroom community. It is my hope and wish that the City of Burlington and all those with the power to oppose this development will do so.

Sincerely,

Tom Nesbitt
[redacted]
Burlington, Ontario

Meneray, Elyse

From: mehreen Alavi
Sent: Friday, July 17, 2026 10:59 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: STOP the DESTRUCTION of Millcroft Golf Course RECREATIONAL USE LANDS!!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Mehreen Alavi and I am the owner of [redacted] in the Millcroft community of Burlington.

I (We) have received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands
AND I/ (We) VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

2) TO REJECT and DENY any and ALL future Applications for Development / Subdivision of Millcroft Golf Course and Millcroft Greens lands, 2155 Country Club Drive, Burlington, Ontario.

I/We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course
RECREATIONAL USE LANDS!!

Thank you for your attention to this matter.

Meneray, Elyse

From: mehroon hamid
Sent: Friday, July 17, 2026 11:14 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Phase 2 of Millcroft Greens: opposition

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Mehroon Hamid and I am resident of [redacted] in the Millcroft community of Burlington.

I (We) have received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands
AND
I (We) VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

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I/We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course
RECREATIONAL USE LANDS!!

Thank you for your attention to this matter.

Meneray, Elyse

From: Lynn Ross
Sent: Friday, July 17, 2026 11:20 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Stop further destruction

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is
Lynn Ross and I am the owner of [redacted] in the Millcroft community of Burlington.

I (We) have just received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands AND I (We) VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

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I/We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course RECREATIONAL USE LANDS NOW!!

Meneray, Elyse

From: Chris Malchow
Sent: Friday, July 17, 2026 12:36 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Phase 2 Feedback

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Chris Malchow and I am the owner of [redacted] in the Millcroft community of Burlington.

I (We) would like to provide my feedback regarding Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands
AND
I (We) VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

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I/We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP the DESTRUCTION of Millcroft Golf Course RECREATIONAL USE LANDS NOW!!

Sincerely,

Concerned Resident
Chris Malchow

Meneray, Elyse

From: Doreen Pomeroy
Sent: Friday, July 17, 2026 12:42 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: The demise of Millcroft Golf Course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As I drive down Appleby or along Upper Middle and pass wide open fields, I wonder why a golf course in the middle of a beautifully planned community is being destroyed.
The current home owners in Millcroft deserve to be able to retain the golf course, green space and common space that they originally bought into.
STOP, phase 2, which completely takes over our community.
Doreen Pomeroy - [redacted].

Meneray, Elyse

From: Elaine Dupuis
Sent: Friday, July 17, 2026 12:44 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft development phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am the owner of [redacted] in the Millcroft community of Burlington.

I have just received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands AND I VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

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I VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course RECREATIONAL USE LANDS NOW!!

Sent from my iPhone

Meneray, Elyse

From: Johann Klein
Sent: Friday, July 17, 2026 1:18 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File: 505-11/26 and 510-02/26 (Macauley Shiomi Howson on behalf of Millcroft Greens Corp) - Opposition to Proposed Millcroft Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Formal Opposition to Proposed Millcroft Development

Introduction

Twelve years ago, my family chose Millcroft specifically for its green space and integrated golf course amenity. The premium we paid for our home directly reflected the value of this established community feature. The proposed development fundamentally threatens the character, safety, and property values that define our neighborhood.

Environmental Impact

Loss of Natural Assets

The green space in Millcroft provides essential environmental services to our community. It is a habitat for diverse wildlife and exotic mature trees. It is a source of natural air quality improvement and critical to wetland control and management

Phase I Destruction

The developer's Phase I actions demonstrate a troubling pattern. Hundreds of mature trees were destroyed before approval processes were completed. It displaced hundreds of animals and disrupted migration patterns. The "Ask for forgiveness instead of permission" approach reenforces the lack of integrity and bullying approach from this group. This behavior raises serious questions about developer accountability and municipal oversight.

Community Safety and Quality of Life

Traffic and Safety Concerns

Our community already faces significant challenges. This will substantially increase traffic volumes, elevated risks to children and elderly residents. Additionally, it will put further Infrastructure strain on established roadways, schools, storm water management, etc.

Air Quality Deterioration

Pollution has become a major health concern. Our families relocated from Toronto specifically for clean air and a healthy environment—the very qualities marketed when these properties were sold.

Planning and Policy Contradictions

Municipal Vision Compromise

This development directly contradicts the original municipal planning vision for Millcroft. Approving it would undermine the established community framework and set a dangerous precedent for disregarding long-term planning objectives.

Density and Affordability Questions

The Dundas Street corridor is already experiencing major density increases. Critical questions remain unanswered:

- Why densify an already established, mature neighborhood?
- How do $2M+ homes address affordable housing needs?
- What is the strategic rationale for this specific location?

Community Recreation and Lifestyle

The golf course provides essential recreational infrastructure for local families. Eliminating this amenity will:

Force residents to travel greater distances for similar activities

- Increase individual carbon footprints
- Remove a valued community gathering space

Transparency and Process Concerns

The developer's lack of transparency has been deeply troubling to our community. The Phase I tree destruction before approval demonstrates either:

1. Willful disregard for regulatory processes and inadequate municipal enforcement mechanisms. Either scenario demands serious review before any further development proceeds.

Conclusion and Request

I respectfully urge the City of Burlington and Premier Ford to reject this harmful proposal. This development contradicts established municipal planning, threatens environmental assets and community safety, sets dangerous precedents for developer accountability, and undermines property values and quality of life. Our community deserves better than expedient decisions that sacrifice long-term sustainability for short-term development interests.

Thank you for your careful consideration of these concerns.

Sincerely

Johann Klein

Meneray, Elyse

From: N Elya
Sent: Friday, July 17, 2026 1:51 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Attn: Ben Kissner & Elyse Meneray

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir or Madam,

My name is Nour Elya and I am the owner of [redacted].
in the Millcroft community of Burlington.

I (We) have just received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I (We) will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands
AND
I (We) VEHEMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

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I/We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course
RECREATIONAL USE LANDS
NOW!!

Meneray, Elyse

From: Brenda Blew
Sent: Friday, July 17, 2026 2:13 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Fw: Millcroft Greens Proposed Phase 2 Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

----- Forwarded Message -----
From:
To:

Sent: Friday, July 17, 2026 at 12:10:41 p.m. EDT
Subject: FW: Millcroft Greens Proposed Phase 2 Development

This is the letter Tom sent to the city. The planner is looking for feedback by July 31st. Would appreciate if you could send your comments to: mgphase2@burlington.ca

Help save what's left of Millcroft! Thanks!

Sent from my Galaxy

-------- Original message --------
From: Tom Nesbitt
Date: 2026-07-17 10:58 a.m. (GMT-05:00)
To: mgphase2@burlington.ca
Subject: Millcroft Greens Proposed Phase 2 Development

I'm writing to express my strong opposition to the proposed phase 2 development of the currently designated green spaces forming part of the Millcroft Golf Course. The Millcroft community was designed to be just that, i.e. a community where families could enjoy designated green spaces for both their physical and mental well being through exercise and social interaction, whether through golf, walking, jogging or bicycling throughout the neighbourhood. When Phase 1 of the development was first proposed, the proposal of the owner/builder was to maintain an executive style 18 hole golf course that would salvage at least some of our green space and limit the negative consequences of over crowding. Clearly, this was an empty promise, with financial greed looking to triumph over the well being of Millcroft's current residents. The reduced green space and increased motor vehicle traffic will turn a family and environmentally friendly neighbourhood into an overcrowded bedroom community. It is my hope and wish that the City of Burlington and all those with the power to oppose this development will do so.

Meneray, Elyse

From: DIANNE KRIL
Sent: Friday, July 17, 2026 2:12 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: STOP ALREADY!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Will greed always win over being more socially appropriate? How much money do these developers/owners really need?
And is all this 'need' going to improve the lives of the existing families who have called Millcroft home for so many years?

I doubt any of these questions have been asked by any of the people involved in this fiasco, including our government officials who are
supposed to have their constituents best interests at heart, that's why we elected them!

Millcroft, as a golf community is a jewel not only in Burlington, but to many other cities in Canada and should be kept as so. Seeing how Argo has
conducted themselves already with the overnight clearing of all the beautiful trees on the front nine holes, how can we hope they'll be ethical
in finishing this project that nobody wants?

The issue today is affordable housing which these are not. They add nothing to the ambiance of the community and it's very disappointing and disheartening that this rare jewel of a development succumbs to the greed of a few and not to the benefit of the many.

SOME DEMOCRACY AYE!

Meneray, Elyse

From: Deb F.
Sent: Friday, July 17, 2026 3:19 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Proposed Phase 2 Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

How much housing is really needed to take over a beautiful green space that houses so many animal life-long habitants, beautiful mature trees, etc. This email is to expressI'my strong opposition to the proposed phase 2 development of the currently designated green spaces forming part of the Millcroft Golf Course. The Millcroft community was designed to be just that, i.e. a community where families could enjoy designated green spaces for both their physical and mental well being through exercise and social interaction, whether through golf, walking, jogging or bicycling throughout the neighbourhood. When Phase 1 of the development was first proposed, the proposal of the owner/builder was to maintain an executive style 18 hole golf course that would salvage at least some of our green space and limit the negative consequences of overcrowding. Clearly, this was an empty promise, with financial greed looking to triumph over the wellbeing of Millcroft's current residents. The reduced green space and increased motor vehicle traffic will turn a family and environmentally friendly neighbourhood into an overcrowded bedroom community. It is my hope and wish that the City of Burlington and all those with the power to oppose this development will do so.

Deb Finesilver

[redacted], Burlington, ON

Meneray, Elyse

From: Betty Cushing
Sent: Friday, July 17, 2026 3:32 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Broken Promises in Millcroft

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm writing to express my strong opposition to the proposed phase 2 development of the currently designated green spaces forming part of the Millcroft Golf Course. The Millcroft community was designed to be just that, i.e. a community where families could enjoy designated green spaces for both their physical and mental well being through exercise and social interaction, whether through golf, walking, jogging or bicycling throughout the neighbourhood. When Phase 1 of the development was first proposed, the proposal of the owner/builder was to maintain an executive style 18 hole golf course that would salvage at least some of our green space and limit the negative consequences of over crowding. Clearly, this was an empty promise, with financial greed looking to triumph over the well being of Millcroft's current residents. The reduced green space and increased motor vehicle traffic will turn a family and environmentally friendly neighbourhood into an overcrowded bedroom community. It is my hope and wish that the City of Burlington and all those with the power to oppose this development will do so.

Elizabeth Cushing
[redacted] #
Burlington, ON

Meneray, Elyse

From: Tina McGrath
Sent: Friday, July 17, 2026 4:11 PM
To: Mailbox, Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re: Opposition to Millcroft Greens Phase 2 Subdivision Application
Files: 505-11/26 and 510-02/26

My name is Tina McGrath and I am the owner of [redacted], Burlington, Ontario, located within the Millcroft community.

I have received notice from the City of Burlington regarding the application submitted on behalf of Millcroft Greens Corp. by Macaulay Shiomi Howson Ltd. for the proposed Phase 2 subdivision and residential development of six additional parcels (Areas F, G, H, I, J and K) on the Millcroft Golf Course lands.

As a nearby resident, I will be directly and adversely affected by this proposed development.

I respectfully object to this application for the following reasons:

- The subject lands have long been designated and zoned as **Open Space for Recreational Use**, and this designation has formed the basis upon which residents purchased homes and invested in the Millcroft community.
- The proposed conversion of these lands to residential development represents a significant departure from the City's long-established planning framework.
- The remaining open space provides important environmental, stormwater management, urban tree canopy, wildlife habitat, and climate resilience benefits that become increasingly valuable as extreme weather events become more frequent.
- The cumulative loss of green space through phased development will permanently alter the character of the Millcroft neighbourhood and reduce the recreational and environmental value of these lands.
- Approving additional residential development on lands designated for open space would establish an undesirable precedent for the future protection of publicly planned green spaces throughout Burlington.

Accordingly, I respectfully request that the City of Burlington:

1. Refuse the Phase 2 subdivision applications (Files 505-11/26 and 510-02/26) for Areas F, G, H, I, J and K.
2. Continue to uphold the existing Open Space designation of the Millcroft Golf Course lands and reject future applications that seek to convert these recreational lands to residential development.

The protection of Burlington's remaining urban green space is a long-term investment in environmental sustainability, climate resilience, flood mitigation, public recreation, and the quality of life of existing and future residents.

I respectfully ask Council to place the long-term public interest ahead of short-term development opportunities and preserve the remaining Millcroft Greens lands as open space for recreational use.

Respectfully submitted,

Name: Tina McGrath

Address: [redacted] Burlington, Ontario

Dear Sir or Madam,

I am writing to express my strong opposition to the proposed development behind my home at the Milcroft golf course. [redacted]

One of the main reasons many of us chose to live here was the beautiful golf course, the open green space, and the peaceful views. These features are an important part of our community and contribute significantly to the quality of life and property values for surrounding homeowners.

Building homes on the golf course would permanently destroy these benefits. The loss of the greens, mature trees, and natural habitat would negatively impact local wildlife and reduce valuable green space. Protecting existing green areas is an important part of supporting a healthy environment, and replacing them with housing does not achieve that goal.

In addition, the Milcroft name has long been associated with a prestigious golf course and an attractive community. Eliminating the golf course would diminish that identity and could reduce the appeal and value of the surrounding neighbourhood.

I respectfully ask that you reconsider this proposal and preserve the golf course, the natural habitat, and the scenic views that make Milcroft such a special place to live. Keeping this green space intact will benefit current residents, future generations, and the environment.

Thank you for taking the time to consider my concerns.

Sincerely,

Nasar H.

General Manager

Meneray, Elyse

From: Cynthia Sloan
Sent: Saturday, July 18, 2026 8:49 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

My name is Cynthia Sloan-Birbeck and my husband Tim Birbeck and I are the owners of [redacted] in the Millcroft community of Burlington.

We have just received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

We will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands AND We VEHEMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, we hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

2) TO REJECT and DENY any and ALL future Applications for Development / Subdivision of Millcroft Golf Course and Millcroft Greens lands, 2155 Country Club Drive, Burlington, Ontario.

We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course RECREATIONAL USE LANDS NOW!!

Thank you for your consideration. I look forward to hearing back from you.

Cynthia Sloan-Birbeck
Sent from my iPhone

Meneray, Elyse

From: Kendall Wilson
Sent: Saturday, July 18, 2026 8:57 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: millcroftagainstdevelopment@gmail.com; Bentivegna, Angelo
Subject: OPPOSITION OF Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom this may concern,

Our names are David, Jacquie, Kaitlyn and Kendall Wilson and we are the residents of [redacted] in the Millcroft community of Burlington.

We have just received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

We will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands AND we VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, we hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

2) TO REJECT and DENY any and ALL future Applications for Development / Subdivision of Millcroft Golf Course and Millcroft Greens lands, 2155 Country Club Drive, Burlington, Ontario.

We VEHEMENTLY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP the DESTRUCTION of Millcroft Golf Course RECREATIONAL USE LANDS NOW!!

Dave, Jacquie, Kaitlyn and Kendall

Meneray, Elyse

From: Slavyan Slavov
Sent: Sunday, July 19, 2026 11:11 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City of Burlington/ Planning and Development Department,
My name is Slavyan Slavov and together with Zlatka Slavova and Radi Radev ,we are the owners of [redacted] Burlinfton,ON,
We have just received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.
We will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands. Approving this development would permanently destroy open space that provides environmental, recreational, and aesthetic benefits for current and future generations. Once this land is developed, it can never be restored.
The proposal will also increase traffic congestion, noise, pollution, and pressure on local roads, schools, parks, and municipal services. Residents should not be expected to bear these impacts simply to benefit a private development. The Millcroft Golf Course is an established green space that provides essential environmental benefits, including stormwater absorption, wildlife habitat, and natural buffering for surrounding homes. Converting these lands into residential development would significantly increase flooding risks, strain local infrastructure, **and remove one of the few remaining large green spaces in our city.**
Residents purchased homes in Millcroft with the understanding that the golf course would remain a defining feature of the neighborhood. Altering this land use now would undermine long-standing community expectations and negatively affect property values.
We VEHMENTLY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.
THEREFORE,
We hereby REQUEST and DIRECT the City of Burlington:
1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and
2) TO REJECT and DENY ALL future Applications for Development / Subdivision of Millcroft Golf Course and Millcroft Greens lands, 2155 Country Club Drive, Burlington, Ontario, Ward 6
We VEHEMENTLY OPPOSE ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

Sincerely,
Slavyan Slavov
Zlatka Slavova
Radi Radev
Owners of [redacted],

Meneray, Elyse

From: Linda Price
Sent: Sunday, July 19, 2026 8:21 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Mailbox, Office of the Mayor;
Subject: Millcroft Greens Proposed Phase 2 Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are writing to formally express our strong opposition to the proposed phase 2 development on the former Millcroft Golf Course lands. The approval of this project would represent a final devastating and irreversible loss; not only of precious green space, but, of the very identity and soul of this community.

The Millcroft Golf Course was far more than a recreational amenity! It was the heart of the neighbourhood , a defining landscape that provided open green space, natural beauty and a sense of place that drew residents and families to this community for decades. Its complete closure and the proposed redevelopment of its remaining lands is a profound loss that no new building can replace.

What makes this situation particularly troubling is the conduct of the developer; the same developer who originally marketed these properties to buyers on the pretence of living in a golf course community is now systematically dismantling that very community for financial gain…..something just isn't right about this!

Burlington is already facing a shortage of greenspace. Approving further development on these lands will only make it worse, on top of adding traffic congestion to the already strained local roads, diminishing property values for surrounding home owners and permanently eroding the natural environment that makes Burlington a desirable place to live. Once this greenspace is gone ,it will not return!

We urge the City of Burlington to take every available measure in its power to protect what remains of this land. We emplore you to act before it's too late.

Regards,
Linda Price
Tony Lepore

[redacted]
Burlington,ON
Sent from my iPad

AZMAT LAW OFFICE

July 19, 2026

VIA EMAIL: mgphase2@burlington.ca

CITY OF BURLINGTON
426 Brant Street, P.O. Box 5013
Burlington, Ontario L7R 3Z6

Attention: Ben Kissner and Elyse Meneray, Planners
Community Planning Department

Dear Mr. Kissner and Ms. Meneray:

RE: Objection to Planning Applications — Millcroft Greens (Phase 2)
Official Plan Amendment, File No. 505-11/26, and Draft Plan of Subdivision | File No. 510-02/26
Property: 2155 Country Club Drive, Burlington (Ward 6)
Related Minister's Zoning Order Request: ERO No. 026-0551
Our Client: Nureen Khan, 4222 Kane Crescent, Burlington

1. Introduction

We are counsel to Nureen Khan and her family (our "clients"), who reside at [redacted] within the Millcroft community of Burlington. We write on their behalf, within the comment period ending July 31, 2026, to object in the strongest terms to the above-noted applications submitted by Macaulay Shiomi Howson Ltd. on behalf of Millcroft Greens Corporation (the "Applicant"). We ask that our clients be added to the notification list for these files and that this letter be included in the staff report and the public record for this matter.

2. The Applications

As we understand the applications, the Applicant seeks an Official Plan Amendment to re-designate the subject lands, together with approval of a Draft Plan of Subdivision, in order to reconfigure the remaining Millcroft Golf Course lands into six areas of developable land. Those areas would be subdivided to accommodate 138 residential lots — comprising 73 single-detached dwellings and 65 townhouse units — with the balance in blocks for landscaped area, open space, private road, natural areas and stormwater management.

We note that the Applicant has not filed a Zoning By-law Amendment. Instead, it is relying on its separate request to the Province for a Minister's Zoning Order (ERO No. 026-0551) to secure the necessary zoning permissions. As set out below, that approach is itself a significant concern and, in our respectful submission, is a further reason the applications should not be advanced.

5063 North Service Road, Suite# 100-1029 | Burlington, ON L7L 5H6
PH: 289-230-5978 || Email: maheer.azmat@azmatlawoffice.ca

3. Grounds of Objection

(a) The proposal is fundamentally inconsistent with the Open Space designation of the lands. The subject lands are designated Major Parks and Open Space in the City of Burlington's Official Plan. That designation reflects the deliberate role the Millcroft Golf Course lands play in the community. The applications would convert protected open space into a substantial residential subdivision — a wholesale departure from the established land-use framework, not a minor refinement of it. The onus rests squarely on the Applicant to justify that departure, and it has not been met.

(b) The lands perform an essential stormwater and flood-management function; their development would create an unacceptable natural-hazard risk.

This is our clients' paramount concern. The Millcroft community was designed as an integrated whole, with the golf course lands engineered to function as green infrastructure that absorbs and manages stormwater for the surrounding neighbourhoods, including the on-line pond and the Appleby Creek system. That flood-management function is not incidental; it was built into the original subdivision design and is reflected in the associated Official Plan policies (including Official Plan Amendment No. 117).

The community's vulnerability is a matter of record, not speculation. Millcroft and adjacent areas suffered serious flooding in the 2014 and 2024 storm events, and forensic analysis following the 2014 event confirmed that the golf course lands performed as an engineered floodplain for the community. Hardening these lands with roads, driveways and dwellings, and altering the associated drainage and Appleby Creek, will reduce the community's natural flood storage precisely as climate change is increasing the frequency and intensity of extreme rainfall. The risk is not confined to Millcroft: it extends downstream to neighbourhoods south of Millcroft toward Lake Ontario.

Directing development onto lands that provide this hazard-mitigation function is contrary to the matters of provincial interest enumerated in section 2 of the Planning Act — including the protection of the natural environment and the protection of public health and safety — and to the natural-hazard policies of the Provincial Planning Statement, 2024, which direct development away from lands subject to flooding hazards. It is also relevant to the suitability of the land and the health, safety and public-interest criteria the City must weigh under section 51(24) of the Planning Act. We further note that the lands are associated with a Conservation Halton regulated area, and that development affecting the flooding hazard is subject to permitting under the Conservation Authorities Act and its regulations.

(c) Loss of natural heritage, tree canopy and ecological function.

Beyond stormwater, the lands provide mature tree canopy, wildlife habitat and ecological connectivity that benefit the health of the community. The recent removal of more than 400 mature trees on the Phase 1 lands illustrates the scale and permanence of the environmental loss that accompanies development of this open space. The conservation of features of significant natural

interest and the protection of ecological systems are, again, matters of provincial interest under the Planning Act and are engaged directly by this proposal.

(d) Reliance on a Minister's Zoning Order improperly circumvents the municipal planning process and public scrutiny.

By declining to file a Zoning By-law Amendment and instead relying on a requested Minister's Zoning Order for zoning approval, the Applicant would reduce what should be a holistic, evidence-based land-use review to an administrative exercise. The City's own staff have made this very observation in Report No. CAF-07-26, noting that the Applicant's MZO reliance would reduce the Official Plan Amendment and Draft Plan of Subdivision to an administrative process rather than a comprehensive planning review with the benefit of a Zoning By-law Amendment. This deprives residents such as our clients of the full public process the Planning Act contemplates, and it does so notwithstanding that both the City of Burlington and the Region of Halton have opposed development of these lands. We urge the City to maintain that opposition, including before the Province in respect of the Applicant's MZO request.

(e) The applications do not satisfy the applicable statutory and policy tests.

For the reasons above, the applications are not consistent with the Provincial Planning Statement, 2024, do not conform to the Region of Halton and City of Burlington Official Plans, and do not meet the criteria for approval of a plan of subdivision under section 51(24) of the Planning Act — including the suitability of the land for the proposed use, the adequacy of infrastructure and servicing, and the health, safety and public-interest considerations that provision requires the City to consider. Intensification of a stable, established residential community on protected open space, with the attendant traffic, servicing and infrastructure pressures, is not compatible with the neighbourhood or supported by the planning framework.

(f) The supporting material does not discharge the Applicant's onus.

The onus to demonstrate good planning and, in particular, that development will not increase flood risk lies with the Applicant. Given what is at stake for our clients' property and safety, that onus is a heavy one. We reserve the right to review the Applicant's technical studies — including its stormwater and hydrogeological modelling — and to file responding submissions and expert evidence addressing their adequacy in light of current and projected climate conditions.

4. Relief Requested

For the foregoing reasons, on behalf of our clients we respectfully request that:

i. City staff recommend refusal of both the Official Plan Amendment (File No. 505-11/26) and the Draft Plan of Subdivision (File No. 510-02/26);
ii. the City maintain its opposition to development of these lands, including in its representations to the Province concerning the Applicant's Minister's Zoning Order request (ERO No. 026-0551);

iii. our clients be provided with written notice of the statutory public meeting and of any decision made in respect of these applications; and

iv. our clients' rights be reserved to make further written and oral submissions, and to seek party or participant status in any proceeding before the Ontario Land Tribunal or other tribunal concerning these lands.

5. Conclusion

Our clients purchased and have made their home in Millcroft in reliance on the permanence of this open space and the flood protection it provides. The applications would put their property, their safety and the character of their community at risk, for a form of development that the City, the Region and the community have consistently opposed. We ask that the applications be refused. We would be pleased to receive confirmation that our clients have been added to the notification list for this file. Please direct all correspondence in this matter to the writer.

Yours very truly,
AZMAT LAW OFFICE

Per: Maheer Azmat
Barrister & Solicitor

cc: Client

Meneray, Elyse

From: Laura Ostapchuk
Sent: Monday, July 20, 2026 12:19 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Please Preserve Millcroft Park Lands and Green Space

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr Kissner and Ms Meneray,

As a Millcroft resident, I strongly urge the Province to preserve the Millcroft park lands as dedicated parkland and green space for current and future generations.

These lands provide important environmental, recreational, and community benefits that cannot be replaced once they are lost to development. Millcroft families rely on these green spaces for walking, outdoor recreation, wildlife habitat, and the natural beauty that makes this community such a desirable place to live. The area is also within a flood zone, making the preservation of green space particularly important for stormwater management, flood mitigation, and community resilience.

I understand and support the need to build more homes to address Ontario's housing needs. However, new housing should be balanced with the need to protect environmentally important lands and existing green spaces, particularly in areas that are vulnerable to flooding. Significant residential development is already taking place in the Upper Middle Road and Burloak Drive area, demonstrating that opportunities exist to add housing without sacrificing valuable parkland and green space.

As Burlington continues to grow, protecting existing green space becomes even more important. I respectfully ask that these lands remain protected and be designated for parks and green space, ensuring that residents continue to have access to nature, healthy outdoor spaces, and the quality of life that Millcroft is known for.

Please prioritize the long-term well-being and environmental resilience of our community by preserving the Millcroft park lands

I hope you will make the right decision for our community and for future generations,

Thank you,

Laura Ostapchuk

Meneray, Elyse

From: Ron Downey
Sent: Monday, July 20, 2026 8:58 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr Kissner and Ms. Meneray

Three years ago my wife and I moved to the beautiful quiet community of Millcroft in Burlington.
We thought this would be an ideal place to spend our retirement years since it is situated around a golf course in an environmentally protected area.

Then came Argo Development
First they get a rezone to build 88 residences with plans to start soon. They have already destroyed over 400 mature trees and ruined the appearance of the area. Soon they will start digging and create absolute chaos with equipment and mud etc. This is scheduled to take 2 years according to the Legacy Homes web site. That same web site promotes the positive aspects of Millcroft which they want to destroy. Two years of upheaval.
Now they want to build 138 more units and further eliminate the green space which makes the area desirable.
The disruption to the residents should be considered unacceptable.
Argo has hundreds if not thousands of acres of undeveloped lands in Halton region according to the signs we see around the city. Have them build their houses there and do not let them destroy Millcroft.
Burlington is a desirable community to live in and allowing uncontrolled saturation and density in established residential areas is unconscionable. Imagine the traffic problems 200 plus homes with 400 plus cars will cause. Our quiet streets will be jammed with speeding cars.
Put Argo in its place, and that place is not in Millcroft. Do not let them further destroy our golf course or our community.
Ron and Judy Downey
[redacted]
Burlington, on

Sent from my iPad

Meneray, Elyse

From: Naresh Naipaul
Sent: Tuesday, July 21, 2026 11:39 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ben Kissner and Elyse Meneray:

Dear Sir/Madam,

I am opposed to planning Application submitted by Macaulay Shiomi Ltd. On behalf of Millcroft Greens Corporation.
Site Address- Ward 6
2155 Country Club Drive
For the following reasons.

1. This area was zoned at the time of development in 1997 for Major Parks and open space which permits municipal parks and related community facilities, golf courses and related facilities, and outdoor recreation uses.

It stands to reason that the residents of the area expects to continue to enjoy the above designation without alterations. Permitting alterations to the neighbourhood at this time is no more than greed and a briche of feudical duty to the community.

I would expect strong opposition to this development going forward and co-operation from the City of Burlington.

Sincerely,
Naresh Naipaul
[redacted]
Burlington, ON

Meneray, Elyse

From: Ellen Fitzpatrick
Sent: Tuesday, July 21, 2026 3:13 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Phase 2 Development Millcroft Greens

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My thoughts regarding this possible development- It is not in the best interest of current residents and prospective and new residents for the following reasons:

Flooding of homes
Loss of natural environment (trees, animals and birds etc.) Loss of a well maintained Golf Course Devaluation of our property Damage to roadways during development by construction vehicles Excessive noise, dirt/dust in the air Loss of the peaceful environment Overcrowding of schools Traffic increase on residential roadways, and city roadways especially at peak hours of travel

I have a Picture from the rain today behind the 4th Tee Box…..Will forward soon.

Thank you.
Ellen Fitzpatrick
[redacted] - Burlington, Ontario

Sent from my iPad

Meneray, Elyse

From: Ellen Fitzpatrick
Sent: Tuesday, July 21, 2026 7:53 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Water from rain today....July 21/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This picture was of the rain that fell today behind Tee Box 4 and backing up to within several feet of the fence at the rear of our home.
I had submitted my thoughts on the possible development of Phase 2 earlier today and did not include this picture.

Regards,

Ellen Fitzpatrick
[redacted]
Burlington, Ontario

Alternate Email -

Sent from my iPad

Meneray, Elyse

From: Ron Burnside
Sent: Tuesday, July 21, 2026 6:20 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Paul Severin; Carol Corazzola; Donna Jamieson
Subject: Millcroft Greens Phase 2
Attachments: HSCC488 Submission.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Benjamin Kissner, Planner on File

Dear Mr. Kissner:

On behalf of Halton Standard Condominium Corporation 488, located at [redacted] in Burlington, I am submitting for the consideration of City Council a summary of our concerns relating to:

Applicant: Millcroft Green 2155 Country Club Drive Official Plan Amendment: 505-11/26 Plan Subdivision: 510-02/26

Please do not hesitate to contact me should you have any questions about this submission, or should you require any additional information.

Respectfully,

Ron Burnside
President - HSCC 488
[redacted]
Burlington

Halton Standard Condominium Corporation No. 488

Sarazen Drive, Burlington

July 20, 2026

Mayor Marianne Meed Ward and Members of Burlington City Council
426 Brant Street
Burlington, ON L7R 3Z6

Re: Official Plan Amendment 505-11/26 and Draft Plan of Subdivision 510-02/26 – Millcroft Greens Phase 2 (Areas F–K)

Dear Mayor Meed Ward and Members of Council,

On behalf of the Board of Directors of **Halton Standard Condominium Corporation No. 488 (HSCC 488)**, thank you for the opportunity to provide comments regarding the proposed redevelopment of the remaining Millcroft Greens lands.

HSCC 488 is directly adjacent to **Area K**, one of the proposed development areas. As a neighbouring condominium community, our residents will experience the long-term impacts of the decisions made through this planning process. Specifically, 10 of our townhouses back directly on to Area K, and we are not in favour of this development.

We recognize that Burlington must continue to accommodate growth and provide additional housing. Responsible growth is an important objective for every municipality. At the same time, successful growth depends upon careful planning that respects existing neighbourhoods, protects environmental features, and ensures that supporting infrastructure performs as intended for generations to come.

Our comments are offered in that spirit.

Stormwater Management and Existing Floodplain Conditions

Our Board's primary concerns relates to stormwater management.

The lands immediately behind HSCC 488 include an existing floodplain that already experiences significant water pooling during periods of heavy rainfall. Residents have observed standing water remaining in these areas well after major rain events, demonstrating that this portion of the site is already environmentally sensitive from a drainage perspective.

The applicant's own technical materials acknowledge this sensitivity through the identification of wetlands, natural heritage features, stormwater management facilities, groundwater considerations, creek corridors, erosion control measures and restoration areas.

While we appreciate that these matters are being addressed through technical studies, their complexity reinforces the importance of ensuring that the proposed engineering solutions perform not only upon completion of construction, but throughout the life of the development.

We note that the landscape plans repeatedly defer grading and drainage details to separate engineering drawings.

Given HSCC 488's immediate proximity to Area K, we respectfully request that the City require independent peer review of the stormwater management, grading, hydrological and hydrogeological studies to confirm that the proposed development will not increase flooding risks, alter existing drainage patterns, or adversely affect neighbouring residential properties.

Preservation of Mature Trees and Environmental Features

The remaining golf course lands provide environmental value that extends well beyond recreation.

The remaining golf course lands are far more than a recreational facility. They represent one of Millcroft's largest contiguous green spaces, providing important environmental benefits through mature tree canopy, natural infiltration of stormwater, improved air quality, wildlife habitat, and urban cooling. For more than 15 years, these lands have also provided recreational opportunities and an open landscape that has become an integral part of the character, identity, and quality of life enjoyed by Millcroft residents.

While the application includes restoration planting and landscape enhancements, newly planted vegetation cannot immediately replace the ecological function, environmental benefits and visual character provided by mature trees.

We respectfully encourage the City to require the maximum feasible preservation of mature trees and existing natural features, together with meaningful replacement planting where removal cannot be avoided.

Community Character and Planning Compatibility

Millcroft has developed over many years as a thoughtfully planned neighbourhood characterized by low-rise housing, generous green space, and interconnected residential communities.

HSCC 488 is not opposed to thoughtful change or responsible growth. Rather, we believe that any redevelopment should complement the established character of the Millcroft community through appropriate building scale, setbacks, buffering, landscaping, and high-quality urban design. Particular care should be taken to preserve the open vistas, mature tree canopy, and

landscape character that have defined this neighbourhood for decades. For many residents, these views are not simply an amenity—they are an integral part of the community's identity and quality of life. Development that significantly alters these established viewsheds or introduces built form that is out of scale with the surrounding neighbourhood risks fundamentally changing the character that has made Millcroft a desirable place to live. We respectfully encourage Council to carefully weigh these long-term community impacts as part of its evaluation of the proposal.

Compatibility with existing communities remains a fundamental principle of good planning and should continue to guide Council's consideration of this application.

The Evolution of the Proposal

The golf course has long been one of the defining features of the Millcroft community.

When the original redevelopment of Millcroft Greens was presented, residents and purchasers were advised that although the golf course would be reconfigured, it would continue to operate as an executive Par 3 course. That understanding formed part of many homeowners' expectations when choosing to invest in the neighbourhood.

The current application represents a significant, and undesirable evolution of that vision. The applicant now proposes that the remaining golf course lands be redeveloped for residential purposes and states that the lands no longer intended for development "would no longer be used for a golf course" (see the cover letter in the application) and that the community would instead be focused around an open space system, which begs the question – who is going to look after this "open space"? Will it turn in to fields of long uncut grass and weeds, and a habitat that residents cannot really access and enjoy.

We recognize that planning policies and land use decisions evolve over time. Nevertheless, the removal of the remaining golf course represents a significant change to one of the defining landscape and heritage features of Millcroft. We respectfully ask Council to carefully consider the cumulative environmental and community impacts associated with that transition.

Once these lands are developed, the opportunity to preserve this defining landscape will be lost permanently. Before approving their conversion to residential development, we respectfully ask Council to explore whether there are innovative alternatives—including municipal acquisition, conservation partnerships, or shared ownership models—that could retain all or part of the remaining golf course as a long-term community asset.

A Complex Proposal Deserves Careful Review

The application is supported by an extensive number of technical studies, including reports addressing transportation, servicing, stormwater management, hydrogeology, environmental

evaluation, fluvial geomorphology, arboriculture, landscape restoration and environmental benefits.

The breadth of these studies demonstrates that this is a technically complex proposal with long-term implications for both the natural environment and neighbouring residential communities.

Accordingly, we respectfully request that Council ensure these technical reports receive thorough independent review and that any approvals include appropriate conditions to protect existing residents and municipal infrastructure over the long term.

Conclusion

While HSCC 488 does support responsible, well-planned growth that balances the need for additional housing with environmental stewardship and the protection of established neighbourhoods, we **do not support this application** as it relates to Area K or any other areas where residents would be similarly impacted.

The lands in question are currently Zoned "Open Space". We are of the opinion that any change to the existing Zoning should be based solely on **compelling reasons** that would clearly be in the **best interests of the community at large**. These **reasons do not exist** in this case.

Before a final decision for re-Zoning, we respectfully ask Council to ensure that, at a minimum:

- Comprehensive independent peer reviews are completed for stormwater management, grading and environmental studies.
- Existing floodplain conditions and drainage impacts on adjacent communities are fully addressed.
- Maximum feasible preservation of mature trees and natural features is achieved.
- The long-term maintenance and performance of retaining walls, stormwater infrastructure and landscape restoration areas are clearly addressed.
- The final design reflects the character of the surrounding Millcroft community and integrates respectfully with existing residential neighbourhoods.

We appreciate the opportunity to participate in this important planning process and thank Council for its careful consideration of our comments.

Respectfully submitted,

Ron Burnside
President
Halton Standard Condominium Corporation No. 488

Meneray, Elyse

From: Jamieson, Scott
Sent: Tuesday, July 21, 2026 2:59 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Green Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner & Elyse Meneray

It goes without saying that my feelings towards the development of Millcroft are very much in line with the city of Burlington and the other homeowners within Millcroft and the surrounding areas. It is clear that Millcroft Greens and Argo Development had no plans of keeping an 18-hole golf course as was indicated in the early meetings to appease the community. Argo will try to develop as much as they believe they can, then turn over the balance of the property to the city to maintain in the future at great expense to the taxpayer.

Many of the proposed Phase 2 development are directly on regulated Floodplains. Golf holes 2, 10 and 11, under the old 18-hole format, are on the flood hazard mapping by Conservation Halton. I live in the townhouses adjacent to Area K and have seen firsthand Appleby Creek overflow and flood across the entire fairway on numerous occasions. The townhouses adjacent to Area k are at a low point of the course in relation to Appleby Creek.

I would appreciate receiving all future meeting schedules as well as all technical reports submitted by the applicant dealing with Area K.

Much appreciated and thank you.

Scott & Donna Jamieson
[redacted]
Burlington Ontario

Cell –

This email message, including any attachments, is intended only for the person or entity to which it is addressed and may contain confidential or privileged material. If you are not the intended recipient, any review, re-transmission, dissemination, distribution, copying or other use of the contents of this email is prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately and destroy this email and its contents. Email is not secure. Do not send any confidential or personal information via email. All email messages received by us are archived and subject to review. Nothing in this email is intended to provide, or should be relied upon for, accounting, legal or tax advice or recommendations. In addition, nothing in this email constitutes an offer to sell or a solicitation of an offer to purchase any investment or security.

Meneray, Elyse

From:
Sent: Wednesday, July 22, 2026 1:07 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Strong Objection and Formal Comments – Millcroft Greens Phase 2 Official Plan Amendment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Kissner,

I am submitting the following comments regarding the Millcroft Greens Phase 2 Official Plan Amendment and request that they be added to the public record. Residents are deeply concerned about the proposed redevelopment of the remaining Millcroft Greens golf course lands — an outcome that was never envisioned or communicated during the original Phase 1 proposal. Many of us chose to live in Millcroft specifically because of the golf course, the open space, and the unique character it provides. Redeveloping the remaining golf course lands would fundamentally alter the identity of the community and diminish the quality of life for existing residents who relied on the long-standing understanding that these lands would remain as open green space.

1. Severe Environmental Impact & Removal of Mature Trees The proposal involves the removal of many mature trees — a decision that carries serious environmental consequences. Ontario is experiencing increasingly severe wildfires, including active fires today, underscoring the importance of preserving every remaining piece of natural canopy. Mature trees are critical infrastructure. They absorb stormwater, reduce heat, store carbon, and protect air quality. Removing them during a climate emergency directly undermines Burlington's climate-resilience commitments.

2. Building on a Flood Plain Poses Unacceptable Risk The plan proposes new housing on lands identified as part of a flood plain. Flood-plain development increases runoff, reduces infiltration, and heightens downstream flooding risk. Extreme rainfall events are becoming more frequent across southern Ontario. Approving new development on a flood-susceptible site would expose residents to avoidable risk and contradict modern flood-hazard planning principles.

3. Stormwater Management Risks to Existing Homes Millcroft has already experienced stormwater challenges. Adding hard surfaces and altering drainage patterns on a flood-plain site will increase pressure on aging stormwater systems and elevate the risk of basement flooding, surface flooding, and infrastructure overload. Independent, third-party peer review of all stormwaters, drainage, and flood-risk studies is essential.

4. Permanent Loss of Green Space & Community Character The proposal would permanently eliminate green space that has served as a natural buffer, wildlife habitat, and community amenity for decades. This loss is irreversible and contradicts Burlington's Official Plan policies on natural heritage protection and maintaining established neighborhood character.

5. Wildlife Displacement & Habitat Loss The Millcroft area supports birds, small mammals, pollinators, and other wildlife that rely on the existing tree canopy and open space. Removing mature vegetation and replacing it

with built form will displace wildlife and fragment habitat. A detailed wildlife impact assessment must be required, with enforceable mitigation measures.

6. Emergency Access & Public Safety Concerns Millcroft's road network is already constrained. Adding new homes — especially in areas adjacent to the golf course and flood-susceptible lands — may impede emergency vehicle access. Flood-plain development also raises concerns about emergency response during severe weather events. A comprehensive emergency access and evacuation assessment is essential.

7. Negative Impact on Property Values Due to Flood-Plain Development Flood-plain development introduces both perceived and actual risks related to drainage, flooding, insurance costs, and resale challenges. Buyers increasingly scrutinize flood-risk mapping and climate-resilience measures. Any development that increases uncertainty around water management or flood exposure may negatively affect surrounding home values.

8. Cumulative Impact of Phase 1 and Phase 2 Phase 2 cannot be evaluated in isolation. The combined impact of Phase 1 and Phase 2 on traffic, stormwater, tree canopy, wildlife, and neighborhood character is substantial. A comprehensive cumulative impact assessment is required.

9. Misalignment with Burlington's Climate & Growth Policies This proposal conflicts with several City priorities, including Climate Resilient Burlington, the Urban Forest Management Plan, natural heritage protection policies, and growth management objectives that prioritize intensification in appropriate areas — not flood-plain green space.

10. Need for Full Transparency All environmental, stormwater, wildlife, and geotechnical studies must be publicly available. Residents deserve clear, accessible explanations of how risks will be mitigated.

Conclusion For all of the reasons outlined above — environmental risk, flood-plain development, stormwater concerns, wildlife displacement, emergency access limitations, property value impacts, and misalignment with Burlington's climate and planning policies — I strongly urge the City to take a cautious, evidence-based approach and ensure that the long-term safety and well-being of existing residents remain the top priority.

Thank you for considering my comments.

Sincerely,
Joseph Renna
Burlington, Ontario

Meneray, Elyse

From: Ricardo Wulff
Sent: Wednesday, July 22, 2026 4:34 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Babi Wulff
Subject: Millcroft Greens - Objection Letter
Attachments: Millcroft_Greens_Objection_Letter.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Ben and Elyse,

Please see attached formal letter expressing our concerns with the proposed planning application in Millcroft neighborhood.

Trusting that our concerns will be heard and that the right decision will be made for our community.

Thanks in advance,

Ricardo and Julie Wulff

July 22, 2026

Attention:

Site Address - Ward 6
Ben Kissner and Elyse Meneray
Planners on File
City of Burlington
426 Brant Street
Burlington, ON L7R 3Z6
Email: mgphase2@burlington.ca

Subject: Formal Objection to Planning Application Submitted by Macaulay Shiomi Howson Ltd. on behalf of Millcroft Greens Corporation

Dear Mr. Kissner and Ms. Meneray,

We are writing as residents of the Millcroft community to formally express our strong opposition to the planning application submitted by Macaulay Shiomi Howson Ltd. (MSH) on behalf of Millcroft Greens Corporation. We oppose the proposed amendment to the Official Plan that would redesignate existing open space lands to permit six areas of residential development.

Our family lives in this neighbourhood and is strongly opposed to the proposed conversion of these green lands. Millcroft is already a fully developed residential community, and the existing open space provides important environmental, recreational, and quality-of-life benefits that should be preserved for residents and future generations.

We are particularly concerned about the additional pressure this proposal would place on local infrastructure. Residents have experienced several power outages over the past few years, which raises concerns about the reliability and capacity of the existing hydro service. Additional residential development would also increase demand on sewage, drainage, and stormwater management systems, with potential impacts on flooding, servicing capacity, and long-term municipal maintenance.

The environmental impacts are also significant. The Millcroft Greens lands support local wildlife, tree canopy, air quality, natural stormwater absorption, and the quiet enjoyment of the neighbourhood. Replacing this green space with residential construction would result in permanent habitat loss, increased traffic, noise, light pollution, and greater energy consumption.

If the golf course is no longer financially sustainable, we respectfully request that alternatives be pursued that preserve the lands as publicly accessible open green space. Appropriate community-focused uses could include public parks, walking and cycling trails, outdoor skating areas, sports fields, playgrounds, community gardens, nature education areas, or other low-impact outdoor amenities that do not require excessive construction or place further strain on municipal services.

For these reasons, we respectfully request that the City of Burlington reject the proposed Official Plan Amendment and any associated application that would permit residential development on these lands. We encourage the City to work with the community and relevant stakeholders to identify a solution that preserves the green character of the site, protects the environment, and serves the broader public interest.

Thank you for considering our comments. We trust that the City will carefully evaluate the long-term environmental, infrastructure, and community impacts of this proposal before making any decision.

Sincerely,

Ricardo & Julie Wulff
Millcroft Residents
Burlington, Ontario
[redacted]
Burlington, ON.
Cel:

Meneray, Elyse

From:	Lynne Charest
Sent:	Wednesday, July 22, 2026 10:29 AM
To:	Mailbox, Office of the Mayor; Bentivegna, Angelo; Mailbox, Millcroft Greens Phase 2; CRM, Service Burlington; Mailbox, Clerks
Cc:	Lynne Charest; Don Pennell/ Department Leader/ LGECI HA Pennell; Colin And Mari Smyth; Remi, Connie, Melissa Paletta; Lynne Charest
Subject:	505-11/26 and 510-02/26 URGENT REPLY REQUESTED

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URGENT FORMAL OBJECTION TO MILLCROFT GREENS PHASE 2

Official Plan Amendment 505-11/26 and Plan of Subdivision 510-02/26

2155 Country Club Drive, Burlington

July 22, 2026

To:
Mayor Marianne Meed Ward
Mayor, City of Burlington

Members of Burlington City Council

Councillor Angelo Bentivegna
Ward 6

Benjamin Kissner
Planner on File – Millcroft Greens Phase 2

CC:
City of Burlington – Community Planning Department
City Clerk / City of Burlington Mike De Rond
All Members of Burlington City Council

Subject: Formal Objection to Millcroft Greens Phase 2 – 2155 Country Club Drive

Dear Mayor Meed Ward, Members of Council, Councillor Bentivegna and Mr. Kissner,

I am writing to formally register my **strong and unequivocal opposition** to the proposed Millcroft Greens Phase 2 development at 2155 Country Club Drive, including the requested Official Plan Amendment and Plan of Subdivision.

I am a resident of this community and have lived here for **22 years**. Like many of my neighbours, I chose to purchase my home in Millcroft because of the unique character of this community—the golf course, mature trees, open green space, peaceful residential streets and the quality of life that these features provide.

These were not incidental features.

They were the very reason many of us chose to live here.

We have already experienced the loss of a significant portion of the golf course and the loss of precious mature trees. We have watched as the open space that defined this community has progressively diminished.

Now, we are being asked to accept yet another major transformation of the remaining golf course lands.

The proposal to introduce **138 additional residential units across six development areas** would permanently alter the character of our neighbourhood and further erode the green space, mature trees and open environment that have defined Millcroft for decades.

This is not simply a question of adding homes.

It is a question of whether the City of Burlington is prepared to fundamentally change an established community and remove the very features that residents relied upon when they made one of the largest investments of their lives.

We fully understand that Burlington must accommodate growth and additional housing.

However, **responsible growth does not mean that established communities should be required to surrender their remaining green space, trees and neighbourhood character without serious consideration of the long-term consequences.**

There are many areas throughout Burlington and the surrounding region where growth and intensification can be accommodated. We strongly believe that alternatives must be thoroughly examined before this community is asked to bear the permanent consequences of this proposal.

The Proposed Road Connection and 4291 Couples Crescent

We are also deeply concerned about the proposed road access associated with this development and, specifically, the apparent location of the proposed road connection in the vicinity of **4291 Couples Crescent**.

We have received information that the owner of 4291 Couples Crescent may have entered into an agreement to sell the property to the applicant or to an entity associated with the proposed development.

We understand that this transaction may not yet have closed.

We further understand that the property was not publicly marketed for sale in connection with this potential transaction and that there is currently no "For Sale" sign on the property.

We are raising this matter because **4291 Couples Crescent appears to be located at or directly adjacent to the area where the proposed road connection would be established**.

If this information is accurate, residents have legitimate questions that must be answered openly and transparently before this application proceeds.

We respectfully request that the City clarify:

1. Whether the applicant or any corporation or entity associated with the applicant currently owns, has an option on, or has entered into an Agreement of Purchase and Sale concerning 4291 Couples Crescent;
2. Whether the acquisition of 4291 Couples Crescent is necessary or integral to the proposed road connection;
3. Whether the demolition of the existing residence at 4291 Couples Crescent is contemplated as part of the proposed development;
4. Whether the proposed development's road network depends upon the acquisition of this property;
5. Whether alternative access routes have been fully considered that would not require the removal of an existing home or the creation of a significant new traffic route through an established residential community;
6. Whether the proposed road is intended to be a public municipal road or a private road; and
7. Whether the Transportation Impact Study and other technical studies submitted in support of this application have independently assessed the impacts of the proposed road connection on Couples Crescent and the surrounding residential streets.

We recognize that private real estate transactions may involve confidential information. We are not asking the City to disclose private contractual terms.

However, **residents are entitled to understand whether the proposed development and its road network are dependent upon the acquisition and potential demolition of an existing home within our established community.**

This is a legitimate planning question and one that must be addressed before any decision is made.

Traffic and the Future of Our Streets

The residents of Couples Crescent and the surrounding streets are also extremely concerned about the impact this proposal will have on traffic.

Our streets were designed as residential streets serving an established community.

They were not designed to become major access routes for a new development of this scale.

The introduction of significant additional traffic will affect:

- pedestrian safety;
- children and families;
- cyclists;
- emergency access;
- traffic congestion;
- noise;
- parking;
- and the overall quality of life of existing residents.

The City must carefully consider whether it is appropriate to fundamentally change the function and character of our streets to accommodate a development that was not part of the community when these homes were purchased.

The Residents of Millcroft Will Not Stand Silent

I want to be absolutely clear.

The residents of this community are deeply concerned, organized and determined.

This proposal will be **vigorously opposed**.

We will participate in every available public consultation and planning process. We will continue to organize our neighbours. We will seek independent professional advice where necessary. We will make our concerns known publicly and we will pursue every appropriate avenue available to us to protect our community.

We are not opposed to responsible development.

We are opposed to a proposal that, in our view, would permanently sacrifice the remaining green space and character of an established neighbourhood without adequately addressing the consequences for the people who already live here.

We are asking you to listen to the residents who have lived here for decades.

We are asking you to listen to the people who invested their homes, their families and their lives in this community.

We are asking you to consider the long-term consequences—not simply the immediate pressures to approve additional housing.

Most importantly, we are asking you to remember that **elected officials are accountable to the residents they represent**.

The decisions made on this application will have lasting consequences for our community.

Those decisions will be remembered.

The residents of Millcroft will be watching carefully to see who stands with them in protecting this community and who chooses to support a proposal that will fundamentally alter it.

We respectfully request that Burlington City Council reject the proposed Millcroft Greens Phase 2 application in its current form.

We further request that no decision be made until the City has fully addressed the concerns surrounding the proposed road connection, including the situation involving **4291 Couples Crescent**, and until residents have had a meaningful opportunity to review and respond to all relevant technical studies and supporting documentation.

We ask the City to preserve what remains of the golf course, mature trees and green space that make this community unique.

We ask you to protect our residential streets from becoming thoroughfares for a new development.

We ask you to recognize that the residents of this community have already sacrificed significant green space and mature trees.

We have reached our limit.

This community will fight this proposal **to the end** through every lawful and democratic avenue available to us.

We sincerely hope that our elected representatives will listen to the people they were elected to represent and will demonstrate leadership by protecting the character, safety and long-term sustainability of this community.

Please accept this letter as our **formal objection to the Millcroft Greens Phase 2 application** and ensure that it is included in the official record for **Official Plan Amendment 505-11/26 and Plan of Subdivision 510-02/26**.

We look forward to receiving a written response to the concerns and questions raised in this letter.

Respectfully,

Lynne Charest and Don Pennell
[redacted]
Burlington, Ontario

On behalf of concerned residents of Couples Crescent and the surrounding Millcroft community

Meneray, Elyse

From: Meneray, Elyse
Sent: Thursday, July 23, 2026 11:08 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: FW: Kathy Ionni - I'm Against Development on Golf Course

FYI

-----Original Message-----
From: Millcroft Against Bad Development <admin@millcroftagainstbaddevelopment.ca>
Sent: Wednesday, July 22, 2026 6:27 PM
To: Meed Ward, Marianne <Marianne.MeedWard@burlington.ca>
Cc: Bentivegna, Angelo <Angelo.Bentivegna@burlington.ca>; Nisan, Rory <Rory.Nisan@burlington.ca>; Kearns, Lisa <Lisa.Kearns@burlington.ca>; Galbraith, Kelvin <Kelvin.Galbraith@burlington.ca>; Stolte, Shawna <Shawna.Stolte@burlington.ca>; Sharman, Paul <Paul.Sharman@burlington.ca>; effie.triantafilopoulos@pc.ola.org; Carr, Gary <Gary.Carr@halton.ca>; Natalie.Pierre@pc.ola.org; Meneray, Elyse <Elyse.Meneray@burlington.ca>
Subject: Kathy Ionni - I'm Against Development on Golf Course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs
Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park." Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the pond located on the 6th hole, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.
Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The first phase of the proposed development eliminates a staggering

411 mature trees from an area designated as part of the Natural Heritage System. In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.
I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home.
Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

This development is tragic and wildly irresponsible

Sincerely,
Kathy Ionni

[redacted], Burlington, On

I support Millcroft Against Bad Development in fighting this new development

Meneray, Elyse

From: John Knowles
Sent: Thursday, July 23, 2026 4:03 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft - Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This email is being sent to express my strong opposition & concern for the proposed phase 2 development of the currently designated green spaces forming part of the Millcroft Golf Course. The Millcroft community was designed to be a community where families could enjoy designated green spaces for both their physical and mental well being through exercise and social interaction, whether through golf, walking, jogging or bicycling throughout the neighbourhood. When Phase 1 of the development was first proposed, the proposal of the owner/builder was to maintain an executive style 18 hole golf course that would salvage at least some of our green space and limit the negative consequences of over crowding. Clearly, this was an empty promise, with financial greed looking to triumph over the well being of Millcroft's current residents. The reduced green space and increased motor vehicle traffic will turn a family and environmentally friendly neighbourhood into an overcrowded bedroom community. It is my hope and wish that the City of Burlington and all those with the power to oppose this development will do so. Please help keep the Millcroft area one of the few gems we have in Burlington.

Thank you

John Knowles
[redacted]
Burlington, ON

Meneray, Elyse

From: Morag Cowie
Sent: Thursday, July 23, 2026 5:58 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: REF NUM: 520-05/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good day,
I previously submitted some feedback from this email address, but I failed to include some mandatory information I think, and so I have submitted it again here, but also included some additional input here too.

Morag Cowie
[redacted]
Burlington, Millcroft, Ontario,

I would like to submit that even with all the new proposed houses Millcroft still ends up with more green space than almost every other subdivision in Halton. I feel like any emphasis on losing greenspace, and reduction in property values is likely to hold little sway. This esthetic complaint overshadows actual WATER concerns.

I recently moved back to Millcroft, but I also lived here in the 1990s, when the subdivision was in its early development. In 1985 Monarch homes had to pivot from their original desire for a high density neighbourhood due to the Appleby Creek Floodplain. It is nothing short of insane that the already approved PRIVATE POTL of non engineers are responsible now for a section of that floodplain in AREA A where Appleby Creek is exiting Millcroft at Upper Middle. Approving a similar AREA F privately owned even smaller group of only 14 residents responsible for the ingress water at the north of Millcroft would me the entrance and exit of water for Millcroft is now management by two resident run Condos.

I do not feel this had adequate consideration or visibility to the province when Area A was approved because the complaints were largely about property values, trees and as a result the true future impact of allowing a bunch of private citizen homes to be responsible for flood infrastructure may be dire indeed. I think now is the opportunity not to compound the problem.

Now they are proposing Area F further upstream of Appleby Creek again reconstruct and put a flood plan into another private POTL under the control of public residents and not engineers. Just last week alone, a "regular" major storm completely soaked area F, and this happens all the time. There are inches of water across the full grassy area everytime it rains. It takes a day or two to go down sometimes. The bridge adjacent to Area F on the creek gets dislodged several times in rainy months due to rising water. The golf course waits for the water to go down and puts the bridge back.

The proposal that digging new channels, and handing this infrastructure over to a group of 14 homes in Area F to be responsible for the entry of water at the north higher end ground near Dundas is problematic

to me. Overflow would affect not just Area F homes, but all other homes in the adjacent lands, and other private POTL corporations already responsible for their own sewer infrastructure. This overflow water area should be properly serviced by Halton Region for the safety and management of everyone. Even if SOME of the areas are approved, they should not be allowed to use POTL structures that include major Flood Infrastructure managed and owned by a small number of homes.

The use of the tiny POTL streets by Millcroft Greens is clearly to gain more homes than would be allowable on standard roads and to avoid development charges associated with these roads, sidewalks (there are none currently in plan) and sewers that should be the responsibility of any corporation wanting to build new homes and sell them.

The fight should not be yes or no, because if the city says no the province will say yes. The answer should be Yes only if… And that only if is that the corporation should be responsible for development charges for normal sized roads and to provide and donate public water infrastructure (not held in POTLs)

Here is the text of my thoughts on the POTL private structure that I previously sent:

My input to this process is in regards to private roads that are being proposed to maximize the house lots by proposing POTLs . The specific concern I have related to this is a couple of the areas. Area A in the already approved section to the west of Hadfield Court and Area F in phase 2 call for significant water management infrastructure in a privately owned condominium to properly direct water away from ALL homes. I have only looked closely at the Appleby Creek areas. Perhaps this would also apply to the Sheldon Creek areas.

What is the repercussion of the condominium mismanagement of the water infrastructure over time? There is no incentive for a private corporation to actively spend extra money to ensure floodplain management Is keeping up with climate factors. This sets up a situation where one condominium or group of residents and even the city could be suing another condominium for water damage or prevention and the government infrastructures and lands are out of the loop.

These new projects should be properly serviced roads, and pay development charges to have the land, waterways and infrastructure taken over by the city/region as appropriate. The entire neighbourhood cannot rely on multiple POTL corporations run by residents (not engineers) to manage overflow water management that relies entirely on built infrastructure on land that is privately owned but will affect the entire area of public and private lands between Dundas and Upper Middle.

- **Request Type:** Development, Mailing List, Current Planning Reports, Neighbourhood Meetings, Sale/Purchase of Planning Material
- **Service Address:** COUNTRY CLUB DR. -
- **Description of Location:**
- **Details of the Request:** Comments regarding millcroft development
- **Flex Field Summary:**
- **Origin:** Email
- **Date Reported:** 7/23/2026 10:34 AM

- **Customer:** Linda Ahrens
- **Contact Address:** COUNTRY CLUB DR.
- **Contact Email:**
- **Contact Phone Number:**
- **Business Unit:** Planning

- **Created By:** Owen Daca

Original Email:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Minister, and city of Burlington
As a resident deeply affected by the tragic takeover of designated green space lands in millcroft, Burlington , Ontario, I want to submit my opposition to this proposed action.
The subdivision of Millcroft was built in the 1990's with the provision of the Millcroft golf course being allowed as the designated green space for the area. It was considered a reasonable agreement at the time and covered all the requirements for a healthy neighbourhood.
My question is, why, with all these agreements put in place in the 1990's, have we now decided we no longer need the designated green space for a healthy neighbourhood? And why is our city not allowed to make decisions on our lands without being overturned by OLT.
I would have written sooner but just found out about this latest attempt by Millcroft Greens to destroy our official plan in Burlington.
Please inform me what I as a citizen can do to safeguard our city and the lives of the community?
Sincerely and hopefully.
Linda Ahrens
Sent from Linda's iPhone

Meneray, Elyse

From: Ryan Boyle
Sent: Friday, July 24, 2026 9:39 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City of Burlington Planning Dept,
Please accept this note of written dis-approval for the proposed Millcroft Greens Phase 2. My family and I have lived on Kane Crescent in Millcroft for 12 years and see these developments as detrimental to both the community and city at large. Millcroft is one of the nicest neighbourhoods in Burlington, which is one of the best cities in Canada, which is the best country to live in the world. We need to take pride in this and do everything we can to preserve this, and maintain the community as it is.
We put trust in our elected officials to do the right thing and stop this proposal, ensuring Millcroft remains as it is today, a place where the residents of the community take pride of and call home.
Regards, Ryan, Kristin (Nodwell), Alexis and Sydney Boyle

Ryan Boyle
AVP Manufacturer Relations and Product Development

South Service Rd
Burlington (ON)

Find us on Linkedin

Meneray, Elyse

From: Laura Ostapchuk
Sent: Friday, July 24, 2026 10:15 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Mr Kissner and Ms Meneray,

As a Millcroft resident, I strongly urge the Province to preserve the Millcroft park lands as dedicated parkland and green space for current and future generations.

These lands provide important environmental, recreational, and community benefits that cannot be replaced once they are lost to development. Millcroft families rely on these green spaces for walking, outdoor recreation, wildlife habitat, and the natural beauty that makes this community such a desirable place to live. The area is also within a flood zone, making the preservation of green space particularly important for stormwater management, flood mitigation, and community resilience.

I understand and support the need to build more homes to address Ontario's housing needs. However, new housing should be balanced with the need to protect environmentally important lands and existing green spaces, particularly in areas that are vulnerable to flooding. Significant residential development is already taking place in the Upper Middle Road and Burloak Drive area, demonstrating that opportunities exist to add housing without sacrificing valuable parkland and green space.

As Burlington continues to grow, protecting existing green space becomes even more important. I respectfully ask that these lands remain protected and be designated for parks and green space, ensuring that residents continue to have access to nature, healthy outdoor spaces, and the quality of life that Millcroft is known for.

Please prioritize the long-term well-being and environmental resilience of our community by preserving the Millcroft park lands

I hope you will make the right decision for our community and for future generations,

Thank you,

Laura Ostapchuk

Meneray, Elyse

From: David Guirguis
Sent: Friday, July 24, 2026 10:55 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

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Attention: Ben Kissner and Elyse Meneray

PLEASE REJECT Millcroft Greens Application for Phase 2 housing development on (Millcroft Golf Course) Areas/parcels F, G, H, I, J, and K

RECEIVED
JUL 15 2026
City of Burlington
Community Planning

Sharon Skinner
Arbourfield Drive
Burlington, ON

July 10, 2026

Benjamin Kissner, Senior Planner
Community Planning Department
City of Burlington
426 Brant Street
Burlington, ON L7R 3Z6

Re: Opposition to Applications for Official Plan Amendment (505-11/26) and Plan of Subdivision (510-02/26) – Millcroft Greens Phase 2

Dear Mr. Kissner and Members of the Planning and Development Committee,

I am a resident of [redacted] in Burlington. My property directly abuts the Millcroft Golf Course lands subject to the above noted applications for an Official Plan Amendment and Plan of Subdivision. These proposals seek to create six additional blocks of developable land for 138 new residential units (73 single detached homes and 65 townhouses). I strongly oppose approval of these applications and the associated request for a Minister's Zoning Order (MZO).

The City of Burlington recently offered to acquire the remaining Millcroft lands for approximately 15 million dollars, roughly three times the developer's 2020 purchase price, to preserve them as open space. That offer was refused. Instead, the current proposal would convert significant portions of these lands to medium density residential development while seeking an MZO to bypass standard local planning processes. This raises serious concerns about whether broader public interests in environmental protection, open space preservation, and infrastructure capacity are being adequately considered.

The subject lands currently serve as permeable open space and managed landscape within the Appleby Creek subwatershed. Their conversion to residential uses, with associated roads, driveways, and buildings, will substantially increase impervious surfaces. This will alter stormwater runoff patterns, peak flows, and water quality. The submitted Scoped Subwatershed Study, Environmental Evaluation Report, Fluvial Geomorphic Assessment, and Hydrogeological Assessment and Water Balance must undergo rigorous scrutiny, including for cumulative impacts with Phase 1, which already involved significant creek works and realignment.

Phase 1 resulted in the removal of hundreds of mature trees, with the City taking enforcement action in at least one instance. The developer's apparent decision to proceed without required permits and later accept fines suggests a pattern of prioritizing speed over compliance. This history raises legitimate concerns about how Phase 2 would be implemented if approved.

Local roads in the Millcroft area, including Country Club Drive and connecting streets such as Arbourfield Drive, were not designed to function as major through routes for a large new subdivision. Phase 1 has already increased traffic volumes and necessitated calming measures on Country Club Drive. Adding 138 more units will generate hundreds of additional daily vehicle trips, new access points, and further pressure on intersections and local streets. The Transportation Impact Study (TIS) and Functional Servicing Report must demonstrate, using

realistic assumptions and fully accounting for cumulative effects from Phase 1, that the road network can safely accommodate this growth without compromising resident safety, pedestrian and cyclist access, or imposing costly upgrades on taxpayers. Limited egress points in the neighbourhood heighten risks of congestion and delayed emergency response.

Broader infrastructure, including sanitary sewers, water supply, stormwater systems, parks, and schools, will also face increased demand that requires transparent capacity analysis. Additionally, the proposed development will negatively impact property values for existing homes that back onto or are located near the golf course lands. The loss of open space, combined with increased density, traffic, and activity, will reduce the desirability and market value of residences throughout the Millcroft community, including my own property which directly abuts the site.

I urge the City to deny these applications or require substantial modifications that prioritize the preservation of environmental functions, generous buffers adjacent to existing homes, and clear demonstration of infrastructure capacity. Full independent peer review of all technical studies (particularly the TIS, Scoped Subwatershed Study, and Environmental Evaluation Report) is essential. The City should also formally oppose the MZO request to ensure these matters receive thorough local scrutiny and meaningful public input.

Please add me to the notification list for any public meeting, staff report, Council consideration, or decision regarding these files. I intend to participate and may wish to delegate.

Thank you for your attention to these important environmental, traffic, safety, and infrastructure issues, which affect not only my property but the broader Millcroft community and downstream areas. I can be reached at or for any additional information or site specific observations.

Sincerely,

Sharon Skinner

Meneray, Elyse

From: Dorothy O'Shea
Sent: Friday, July 24, 2026 5:35 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Subject/Ref: File 505-11/26 and 510-02/

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray

We have been residents of millcroft since 1996! We vehemently oppose any further development of the millcroft golf course. The golf course was designed as a flood plain. It was never intended to be a maze of high end homes that Burlington doesn't need. The streets cannot take all the additional traffic both within the community and across Burlington. There is not sufficient infrastructure to handle the additional population! We urge you to reject millcroft greens application. They have already destroyed this community with their phase 1....

No one in millcroft wants this!!! And there are other taxpayers/voters within Burlington that oppose this development as well! Do the right thing for the residents, wildlife, much needed green space and reject Argos proposal!
Thank you.
Dorothy and Michael O'Shea

Meneray, Elyse

From: Rita Carmichael
Sent: Saturday, July 25, 2026 3:30 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Planning Application from MSH

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NO, NO, A THOUSAND TIMES NO. That is my response to the latest proposal to develop the remaining golf course land, also known as GREEN SPACE, in our Millcroft neighbourhood.

Our previous pleas to the provincial government (the entity which permitted the current travesty that is occurring in our neighbourhood) went unheeded. The government allowed a developer to ruin what was the green gem and centre of our wonderful neighbourhood. A beautiful golf course with hundreds of trees, dozens of wildlife species, and open to whomever chose to golf there (I am not a golfer). A modest clubhouse with outdoor decks where anyone could enjoy a breakfast, lunch or dinner—good food, good prices, no membership required, and a sweeping view of the lush green fairway that couldn't be beat. Out of golf season and in the winter months, the golf course was a wonderful place to walk and snowshoe, and sometimes see skaters on the many small ponds. The wishes of our municipal government and local citizenry were repeatedly and brazenly ignored. Expert reports and facts about environmental impact, watershed concerns, etc were disregarded. The premier offered the ridiculous pretext of 'meeting the need for affordable housing' as justification for providing a ministerial zoning order, paving the road to the inevitable OMB's rubber stamp on the developer's plans.

And now a new request, this times for an additional 138 homes—my answer is no. We live in this neighbourhood. We are proud of how we take care of our neighbourhood. We are the ones who have lost green space and wildlife that can't be replaced. Those neighbours whose homes back onto the golf course (I am not one of them) have lost some of the value that was originally tied to the very fact that they were on the golf course. I think we've been penalized enough.

Respectfully,
Rita Carmichael
[redacted]

Meneray, Elyse

From: Steve Shuta
Sent: Sunday, July 26, 2026 5:16 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: files 505-11/26 and 510-02/26

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Please stop phase 2 of the Millcroft development plan. The community is based on these open lands, built on floodplains. Thank you.

Regards,
Steve Shuta
sent from mobile device

Meneray, Elyse

From:
Sent: Monday, July 27, 2026 8:37 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Golf Club Phase "2"

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am registering my fierce opposition to the development currently underway at Millcroft Golf Club. I am not a resident on the course, but have been playing there for over 30 years.
The destruction of the trees, as well the environmental and animal annihilation is heartbreaking. Is there no conscience involved in these decisions? No planning, no forethought? For the love of God, the lots they intend to build on is a flood plain!
You only have to look at historical pictures to see how much water collects.
One very bad storm shows the water level half way up a flag pole on one of the greens. Bridges are also washed out.
This isn't a once in a decade occurrence any more..it is now happening at least once a season.
Shouldn't the potential buyers be warned? Or is the development company so greedy it doesn't deem it necessary to inform them? If they don't, we will.
Bonnie Beaudry

Meneray, Elyse

From: Llewellyn Courtney
Sent: Monday, July 27, 2026 11:43 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Official Plan Amendment and Draft Plan of Subdivision - Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray, Planners on File

We are residents of Millcroft and want to express our concerns regarding the proposed redevelopment of the remaining Millcroft Greens golf course.

The Millcroft golf course is an integral part of our community and provides a greenscape that if it is developed further will be lost forever. It is also an important part of the water management in the area as parts of it are designated as flood zones. Area K of the redevelopment plan frequently floods when we have heavy rain as Appleby Creek overflows.

We are aware that the city needs more housing and commend it for its planned development on King Road but it should not be at the cost of the main greenspace in the Millcroft area.

In the original plan for development of the golf course we were told that it would continue as a golf course it now appears that this is not so with no indication as to who if anyone will maintain it. Who is to say that the developer who owns the land will not want to have a third phase. There is no indication that the owner of the land is prepared to sell it to the city.

Before this proposal is given approval independent reviews of the following should take place:-
- Stormwater management
- Environmental
- The long term impact on the residents and neighbourhood
- Alternate options to preserve the lands as public space.

Thank you for the opportunity to let you know of our concerns.

Regards,
Christine and Llewellyn Courtney,
[redacted],
Burlington.

Meneray, Elyse

From: William Johnson
Sent: Monday, July 27, 2026 1:05 PM
To: Mailbox, Office of the Mayor; Mailbox, Millcroft Greens Phase 2; Effie Triantafilopoulos; Gary Carr; angelobentivegnaward6; premier; rob.flack; doug.downey; d.fordco
Cc: admin
Subject: Millcroft Greens Phase II Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I am writing to formally record my strong opposition to Phase II of the Millcroft Greens proposal for the Millcroft Golf Course. This development continues to cause severe emotional and financial distress for the many families and residents who call this community home.

The process surrounding this development raises serious concerns regarding transparency and integrity. During Phase I, explicit assurances were made regarding the scope of development on the golf course. Introducing a second phase directly contradicts those earlier commitments, undermining public trust in both the developer and the planning process itself.

Furthermore, relying on the Ontario Land Tribunal (OLT) to bypass the clearly expressed opposition of the local community, the neighborhood, and the City of Burlington is a fundamental misstep. Decisions shaping the future of a neighborhood should reflect the collective best interests of the community members who live, invest, and pay taxes here—not external entities overriding local planning decisions.

Phase II requires the demolition of existing homes simply to construct access roads for new development. Displacing residents and putting people's homes, retirement security, and primary financial investments at risk for private development is unacceptable and harmful to neighborhood stability.

Additionally, the proposed transfer of approximately 75 acres of green space to the City should not be viewed as a gesture of public goodwill. In practice, this shifts the significant ongoing financial and operational burden of maintenance—including landscaping, infrastructure upkeep, and stormwater management—from the developer directly onto the taxpayers of Burlington.

The community's remaining greenspace must be preserved. I urge the relevant authorities to stand with the residents of Burlington, reject Phase II of the Millcroft Greens proposal, and protect the integrity of the Millcroft Golf Course.

Sincerely,

William Johnson

City Building Department
P.O.Box 5013, 426 Brant St.
Burlington, ON L7R 3Z6

Dear Sir/Madam:

Millcroft Greens Corporation - Phase 2 Plan Application

As a Millcroft area homeowner, I strongly disagree with another Millcroft Greens Corporation - Phase 2 build.

My townhouse on [redacted] backs onto the golf course; where the new Phase 2 Plan proposal is to build new townhouses. This development is in addition with two recent builds; both found in the close Taywood and Millcroft Park street sectors.

It is a travesty that a change to the original golf course plan is allowed; based upon the golf course's original build approval designation to serve as a "floodplain". I have witnessed at least three times; when heavy rainfall spread across the golf fairway. (In 2014, a pond was created with ducks staying for a week).

Sincerely,
Sheila McCallum
Homeowner,
[redacted]
Burlington, Ontario [redacted]

Meneray, Elyse

From:	Judy Dainton
Sent:	Monday, July 27, 2026 3:52 PM
To:	admin@millcroftagainstdevelopment.ca; doug.fordco@pc.ola.org; Doug.Downey@pc.ola.org; todd.mccarthy@pc.ola.org; minister.mah@ontario; rob.flack@pc.ola.org; Premier@ontario.ca; attorneygeneral@ontario.ca; effie.triantafilopoulos@pc.ola.org; Effie.triantafilopoulosco@pc.ola.org; Natalie.Pierre@pc.ola.org; zee.hamid@pc.ola.org; natalie@nataliepierrempp.ca; navita@nataliepierrempp.ca; Katie.Robinette@ontario.ca; Premier@ontario.ca; attorneygeneral@ontario.ca; laura.smith@pc.ola.org; brian.saunderson@pc.ola.org; Matthew.Rae@pc.ola.org; stephen.crawford@pc.ola.org; Lorne.Coe@pc.ola.org; Julia.Carnevale@ontario.ca; Carr, Gary; Mailbox, Millcroft Greens Phase 2
Subject:	SAVE OUR GREENSPACE - MILLCROFT GREENS PHASE 2

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I strongly urge you to REJECT the Millcroft Greens Application for Phase 2 housing development on Millcroft golf course.

The developer misrepresented themselves at OLT when applying for approval for Phase 1 development. They indicated there would be NO Phase II in further developing the golf course. They lied.

OLT is an "undemocratic" system that strips power from the elected local council and hands planning control over to unelected provincial adjudicators. This is not right. Why have an official and approved City Plan if it is to be disregarded by OLT?

Any proposed development that requires the destruction of 4 homes for road access is just WRONG. People do not buy a home in the Millcroft area expecting a house next to them to be torn down to make way for road access to a new development.

The "gifting" of 75 acres to the city is another misrepresentation from the developer. Much of this land is already heavily restricted by Conservation Halton regulations due to floodplains. Even if the land was transferred to the City at no purchase price, ownership would bring ongoing maintenance, environmental management, liability and long-term financial responsibilities for Burlington taxpayers. This is pure and simple bribery.

The Millcroft golf course was designed to act as a Flood Management System for stormwater events for both Millcroft and South Burlington.

MILLCROFT IS A FLOODPLAIN. DO NOT BUILD HOMES HERE.

Judy Dainton

Meneray, Elyse

From: Ellesse Martin
Sent: Monday, July 27, 2026 4:00 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Resident Feedback for Millcroft Greens - Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Kissner,

I am writing to express my strong opposition to the proposed Millcroft Greens Phase 2 development at 2155 Country Club Drive.

While I recognize the importance of accommodating growth and housing needs within Burlington, this proposal represents poor planning policy and an inappropriate use of one of the City's most significant remaining open space assets. The application seeks approval for 138 additional residential units, consisting of 73 single-detached homes and 65 townhouse units, on lands that have historically functioned as open space within the Millcroft community. The proposal is currently accompanied by a request for a Minister's Zoning Order (MZO), which would effectively bypass portions of the normal municipal planning process and limit meaningful local decision-making.

Burlington has repeatedly stated that the remaining Millcroft lands should remain open space and has formally requested that the Province maintain the existing open space designation through its own MZO request. City Council has also approved a report opposing the developer's MZO application. These positions reflect years

of planning work, public consultation, and a broader vision for sustainable growth within the City.

What makes this proposal particularly concerning is that it does not represent transit-oriented intensification, redevelopment of underutilized commercial lands, or the efficient use of existing urban growth areas. Instead, it converts established green space into low-density residential development. The addition of 138 units on former golf course lands will have a permanent impact on community character, tree canopy, wildlife habitat, stormwater management functions, and the open space network that residents have relied upon for decades. Once these lands are developed, they cannot be restored to their current state.

The justification for sacrificing this green space is also difficult to reconcile with Burlington's broader growth objectives. The City has identified numerous opportunities for residential growth through intensification and redevelopment in appropriate locations. The proposed Phase 2 development does not appear to address housing affordability challenges in any meaningful way, nor does it provide the type of density typically associated with provincial housing objectives. Community members have repeatedly noted that the proposal delivers market-rate housing while eliminating a valuable open space resource.

Good planning requires balancing growth with the long-term interests of the community. In this case, the permanent loss of remaining Millcroft green space outweighs the limited housing benefit being offered. Future generations will not judge us based on how quickly we

approved development applications; they will judge us on whether we had the foresight to preserve the natural and open spaces that contribute to Burlington's livability and identity.

For these reasons, I respectfully urge decision-makers to reject the proposed Phase 2 development and any related Minister's Zoning Order request and instead support the preservation of the remaining Millcroft lands as open space.

Sincerely,

Ellesse Martin
Burlington Resident

Meneray, Elyse

From: Roger Murdock
Sent: Monday, July 27, 2026 2:41 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Bentivegna, Angelo; Mmahzoningorders@ontario.ca; jbester@hrca.ontario.ca; howson@mshplan.ca
Subject: Millcroft Phase 2 Response [redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

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Date: July 27, 2026

City of Burlington
Community Planning Department
426 Brant Street, P.O. Box 5013
Burlington
ON, L7R 3Z6

Attention: Benjamin Kissner

RE: Concerns and Formal Request for Technical Information
Proposed Plan of Subdivision Application (Millcroft Green Phase 2) – Section K

We are writing as the owners of [redacted], . Our property is adjacent to the golf course lands where Section K is proposed for an urban subdivision.

We understand there were Council concerns when Monarch Construction first proposed a golf course Community. Those concerns were as a result of the City assuming the Tyandaga Golf Course. To proceed, Monarch Construction was **entrusted to maintain a natural greenspace corridor with a very important storm water component as part of this Community.** Facilitating development should not be at the expense of the natural environment which has evolved over the last 40+ years. The City and the Conservation Authority must ensure the preservation of these elements - especially with respect to the important role these lands have to prevent flooding within a significant area of Burlington and to preserve important natural areas.

To properly assess the impact of this development, **we formally request that the applicant provide a comprehensive, scaled engineering cross-section profile for Section K. This cross- section must include the existing and proposed topographical data from the condominium road in front of our home through the golf course and the environmentally sensitive area to the topographical data at Clubview Drive. We would also like to see the height of ourresidence, the height of the proposed homes and the height of the homes on Golfview Drive(similar exhibits are contained in paragraphs 146 and 228 in the OLT decision for Phase One). There is a 4 meter (13 feet) difference in this narrow floodplain between Sarazen Drive and the environmentally sensitive area.**

DIFFERENCE BETWEEN PHASE 1 AND PHASE 2

The OLT decision for Phase One has narrowed the general issues for Phase 2. The processing for Phase 2 must consider the three major differences of Phase 2:

Closing of the Golf Course and transfer of remaining lands to the City

Channelizing the watercourse with the assistance of a Storm Water Management Tank to reduce the present regulated floodplain

Considering the unique environmental areas within Phase 2.

CLOSING THE GOLF COURSE AND TRANSFERRING THE REMAINING FLOODPLAIN AND HAZARD LANDS TO THE CITY

The land being transferred to the City must be sufficient for the City to assume the responsibility for flood control, preserve the environmental hazard lands and integrate public access. Additionally, there are parkland dedication responsibilities or cash in lieu required under the Planning Act. A portion of the City Development Charges also is transferred to the City parkland fund. Surely the public access portion of this open space system can be acquired through this requirement and the funds that have been transferred to the City Parkland Reserve fund.

CHANNELIZATION OF THE WATERCOURSE WITH THE ASSISTANCE OF A STORM WATER MANAGEMENT TANK TO REDUCE THE PRESENT REGULATED FLOODPLAIN
STORM WATER CONTROL

A natural linear open space system controls flooding and preserves natural areas. The channelization of the waterway will jeopardize the natural lands especially in narrow sections with environmentally sensitive areas.

A storm water management tank is proposed to reduce the natural drainage system for the sole purpose of reducing the floodplain for additional housing. This proposal requires the City to assume significant responsibilities and liabilities to maintain a Storm Water Management Tank.

CONSIDERING THE UNIQUE ENVIRONMENTAL AREAS WITHIN PHASE 2

As residents whose property directly overlooks this system, we are providing communitysourced ecological evidence that challenges any assertion that these golf course lands lack sensitive biodiversity. We have personally witnessed a rich, active biosphere utilizing the golf course portion directly adjacent to Sarazen Drive and the wetland, including:

- **Large Turtle Population:** We have observed large turtles navigating and nesting in the immediate area. In Ontario, large freshwater turtles are strictly protected under the provincial *Endangered Species Act* as Species at Risk or Special Concern.
- **Avian Wildlife & Core Habitat:** The area supports a thriving bird population, including Cardinals and numerous other nesting species that rely on the dense canopy and wetland edge for forage and breeding.
- **Interconnected Wetland Biosphere:** The golf course lands serve as a critical ecological buffer and terrestrial migration corridor directly linked to the core ESA wetland.

Proposed massive grading and landform reconfigurations threaten to permanently fragment this habitat, destroy turtle nesting sites, and disrupt the delicate hydrologic balance that sustains this biosphere.

CONCLUSION

Without a detailed site-specific profile showing how the developer intends to transition grades from our 150 metre street level down to the sensitive 146-metre datum wetland system, neither the Public, the Conservation Authority, nor Council can accurately evaluate the risks of proper buffers to mitigate any impacts to potential habitat destruction, slope instability, or potential flooding impact.

Please accept this letter as our formal request to be added to the public notification list regarding this application. I require a copy of all future staff reports, public meeting notices, and any updated engineering drawings submitted by the applicant regarding Section K.

Thank you for your attention to this matter. We look forward to receiving the requested cross-section data before this application proceeds further. Understanding the full impact of this proposal requires an understandable representation of the full impact to the area.

Changing the Floodplain regulations which we relied upon when we purchased our home is not simply a matter of “shoe horning” a housing development. Phase 1 was based on retaining a modified golf course whereas Phase 2 is based on the closing of the golf course and therefore requires a balanced solution. Cash in Lieu from Phase 1 and parkland dedication for Phase 2 should be factored into the negotiations to the final resolution of the remaining lands.

We reserve the right to make additional comments once we have received the detailed cross-section illustrating the various changes and the required environmental setbacks.

Sincerely,
Roger and Beatrice Murdock
[redacted]
Burlington, ON,
Email:

Meneray, Elyse

From: Shamsher Randhawa
Sent: Tuesday, July 28, 2026 12:32 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Parneety Randhawa
Subject: Files 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear **Mr. Kissner** and **Ms. Meneray**,

I am writing as a homeowner and resident of [redacted]**t, Burlington**, to formally **OPPOSE** the builder-proposed development associated with **Files 505-11/26 and 510-02/26**.

Like many of my neighbours, my family chose to purchase our home with the understanding that the adjacent golf course and surrounding open space would continue to serve as a valuable green buffer for our community. The latest proposal to build an additional 138 homes, on top of the previously approved development, fundamentally changes the character of our neighbourhood and raises significant concerns that deserve careful consideration.

One of our biggest concerns is that the proposed construction and future neighbourhood appear to be accessed through **Couples Crescent. This quiet residential street** was never designed to accommodate construction traffic or serve as the primary access point for a major residential development. Residents were never made aware that our street could become an access route for such an extensive project.

This proposal presents several serious concerns:

- **Traffic and Safety:** Construction vehicles, contractor traffic, and eventually hundreds of additional residents will significantly increase traffic volumes on a street currently used by families, children, pedestrians, and cyclists. This will negatively affect the safety and quality of life of existing residents.
- **Neighbourhood Security:** Allowing continuous access for construction crews and heavy equipment through our residential street raises legitimate concerns regarding security, noise, property damage, and disruption over what is expected to be a lengthy construction period.
- **Stormwater and Flooding:** Additional development and the loss of permeable green space heighten concerns about stormwater management and the risk of localized flooding. Residents deserve assurance, supported by independent engineering analysis, that existing homes will not face increased flood risk as a result of this proposal.
- **Loss of Green Space:** The Millcroft Golf Course has long served as an important green space within Burlington, providing environmental benefits, mature tree canopy, wildlife habitat, and open views that contribute to the character and livability of our community. Once this land is developed, it cannot be replaced.

Many of us purchased our homes based on the existing planning framework and the expectation that the surrounding open space would remain protected. The continued expansion of development beyond what residents originally understood undermines confidence in the City's planning process and significantly alters the neighbourhood we invested in.

I respectfully request that the City planners carefully consider the cumulative impacts of this proposal on existing residents and oppose any further development that would increase density, remove additional open space, or rely on Couples Crescent as an access route. If the proposal proceeds in any form, I ask that comprehensive traffic, stormwater, environmental, and neighbourhood impact studies be completed and shared publicly before any approvals are granted.

Thank you for taking the time to consider the concerns of residents who call this community home. I respectfully request that this letter be included as part of the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Shamsher Randhawa
Parneety Randhawa
Joint Owners:
[redacted]
Burlington, Ontario

C:
E:

Meneray, Elyse

From: frank titterson
Sent: Tuesday, July 28, 2026 4:45 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Official Plan Amendment And Draft Plan of Subdivision Millcroft Greens Phase 2 (AreasF-K)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing this email in response to the Application submitted by Millcroft Greens Corporation Phase 2. My email is an expression of my concern for the area to the rear of my home or Area K as it appears on the Application.
We have lived in our condominium since its construction in 2006. My wife and I have dodged golf balls, listened to foul language, watched golfers urinate directly behind us and on occasion talked to golfers from our deck and yet we still love our home and its neighborhood. I cannot imagine the City Council not fighting a proposal that would irrevocably change the nature of our community more so than that which has already occurred. In the current political climate it seems whatever powerful and connected Corporations and Developers' want they get until they are exposed and forced to relent. Millcroft Greens has already shown it will do whatever it takes to get its way when it knows its friends in power will back them up. Just say no, because this doesn't stop here with this one developer!!!

1. Area K directly behind us appears to be locating townhouses directly behind and close to our units. As Area K approaches Sarazen Drive, the green space narrows and rises to meet the road. To place any homes in this area would require a great deal of grading that in the end would either affect us or the new homes. Our Condominium was originally built on fill from the rest of Millcroft and has created a bowl effect between us, the creek and the homes across from us. Who floods out first?
2. Since the removal of the trees from the initial startup, birds that used to nest every spring behind our units have disappeared. We no longer hear or see them as it appears other animals have invaded their nests and destroyed them. Other larger animals also use the existing greenspace to move through the Millcroft area without travelling on surface streets.
3. Privacy and security concerns. Since the area designated would have little space to build units in a similar bungalow design as ours and the surrounding area, the developer I'm sure, would need to go up to acquire the square footage necessary to sell homes at their elevated price. That would leave most of our units looking down directly into the proposed new units backyards and windows. We personally left our formal bungalow home on Boros Crescent because of the two storey homes surrounding us.
4. Trees. Area K would decimate what remains of the tree cover in this section of the open space. The developer would have to remove the existing tree cover and rely on the scrub on the east side of the area to be able to maintain some green cover. They will not because all the extra storm runoff from the new construction will require a dredging of the creek to maintain flow. Goodbye trees and scrub (Sound familiar).

Our Condominium Corporation, has over the years, tried to maintain our property to the highest standards. We believe we have been successful in attracting other like minded people to move to Burlington to enjoy and participate in the lifestyle to be found in Millcroft. It has been a lifestyle that has attracted many to the area from different regions of the Province and the Country. Please fight this

Ministerial Order application by an obviously uncaring developer and let Millcroft remain an example of planned living at its finest.

Frank & Wanda Titterson
[redacted]

Meneray, Elyse

From: Ali Muzaffar
Sent: Tuesday, July 28, 2026 5:02 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I oppose the disaster posed by Argo Corp and the destruction they are trying to do in Millcroft. The amount of trees they have cut already and now they want to add 138 homes that will cost 2.5 million dollars. This isnt the solve for our housing crises these are luxury homes built on floodplanes, nature reserve and animal habitat. We will let Argo destroy this community and cause potential flooding issues so they can make a buck. When will common sense over rule greed?
They already have ruined a scared community in Burlington and now they want more destroyed just to squeeze every penny out.
This needs to be stopped at all costs and we vote our current members of government in to be able to protect our homes, children spaces and animal reserves.

Thanks,
Ali Muzaffar
Proud Millcroft Resident

Meneray, Elyse

From: Zoran Calic
Sent: Tuesday, July 28, 2026 5:16 PM
To: Mailbox, Millcroft Greens Phase 2
Cc:
Subject: Files 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ben Kissner and Elyse Meneray,

I am writing as a homeowner and resident of [redacted], **Burlington**, to formally express my **opposition** to the proposed development associated with **Files 505-11/26 and 510-02/26**.

When my family purchased our home, we did so with the understanding that the adjacent Millcroft Golf Course and surrounding open space would remain an integral part of the neighbourhood. The proposal to construct an additional **138 homes**, beyond the development already approved, represents a significant intensification that will permanently alter the character of our community and have lasting impacts on existing residents.

A major concern is the apparent intention to use **Couples Crescent** as the access route for construction and, ultimately, the new neighbourhood. Couples Crescent is a quiet residential street that was designed to serve the existing homes in our community—not as an access corridor for a large-scale residential development. Residents were never led to believe that our street could become the primary point of access for a project of this magnitude.

The proposal gives rise to several important concerns:

Traffic and Public Safety

The introduction of construction vehicles, contractor traffic, service vehicles, and eventually hundreds of additional residents will significantly increase traffic volumes on Couples Crescent. Our street is regularly used by children, families, pedestrians, cyclists, and seniors, and the increased traffic will inevitably reduce safety while negatively affecting the quality of life enjoyed by current residents.

Construction Impacts and Neighbourhood Security

Routing construction traffic through an established residential neighbourhood will create years of disruption. Heavy equipment, delivery trucks, and contractor vehicles will generate additional noise, dust, vibration, and potential property damage, while also raising legitimate concerns regarding neighbourhood security and the overall enjoyment of our homes.

Stormwater Management and Flooding

The removal of additional green space and the introduction of more hard surfaces increase concerns about stormwater runoff and the potential for localized flooding. Before any approvals are considered, residents should be provided with independent technical evidence confirming that this development will not increase flood risks or adversely affect existing homes and municipal infrastructure.

Loss of Green Space

For many years, the Millcroft Golf Course has provided important environmental, recreational, and visual benefits to Burlington. Its mature trees, open landscapes, wildlife habitat, and natural green space contribute to the health, appearance, and character of the surrounding neighbourhood. Once this land is developed, these benefits cannot be recovered.

Like many homeowners in this area, we made a significant investment in our property based on the existing planning framework and the expectation that the surrounding open space would remain largely intact. Continued expansion of residential development beyond what residents originally understood erodes confidence in the City's planning process and fundamentally changes the community we chose to call home.

For these reasons, I respectfully ask the City to carefully evaluate the cumulative impacts of this proposal on the existing neighbourhood and to refuse any further development that increases residential density, removes additional green space, or depends on Couples Crescent as its primary access route.

Should the proposal proceed in any form, I respectfully request that comprehensive traffic, transportation, stormwater, environmental, and neighbourhood impact studies be completed by qualified professionals and made publicly available before any planning approvals are granted.

Thank you for your time and for considering the concerns of residents who are directly affected by this proposal. I respectfully request that this letter be included in the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Zoran Calic
Dragana Stojadinovic
Joint Owners
[redacted]
Burlington, Ontario
Cell:
Email:

Meneray, Elyse

From: Vania Ruffolo
Sent: Tuesday, July 28, 2026 7:56 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Feedback for the Millcroft phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I refuse on the application for the Millcroft phase 2 development

Meneray, Elyse

From: Patricia Moskal
Sent: Tuesday, July 28, 2026 9:55 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Flood Photos

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

These are pictures that were taken after a flooding in 2024 in the now proposed Phase 2 Area K.

Hopefully these pictures can be used in our fight to stop the Phase 2 MZO.

I also have excellent videos of flooding in Area G, but am having difficulty in sending them to you due to the size of the videos.

Patricia Moskal

Sent from my iPad

Meneray, Elyse

From: Janet Hillman
Sent: Wednesday, July 29, 2026 7:46 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray
Subject/Ref: File 505-11/26 and 510-02/26

Dear Mayor, Council Members, and Planning Staff,

I'm writing to ask that staff recommend a complete denial, and that Council votes to **reject/deny**, the proposed Official Plan Amendment and subdivision application for Millcroft Greens Phase 2 (138 singles and townhomes).

As a local resident, I am deeply concerned about what building on these lands will mean for our neighborhood and our environment.

Here are the main reasons this proposal should not move forward:

- **Increased Flood Risks:** Turning this green space into asphalt, driveways, and rooftops will drastically cut down on natural drainage. With the heavier storms we've been seeing in Burlington, losing permeable land here is only going to push more runoff into surrounding streets and properties that are already vulnerable to water damage.
- **Loss of Trees and Green Space:** Scraping this land to fit 138 units means clear-cutting mature trees and wiping out a valuable strip of natural green space. We need to preserve our local tree canopy and wildlife corridors, not tear them down for high-density infill.
- **Bad Precedent for Planning:** Amending the Official Plan to turn greenland and open space into high-density housing sets a bad standard for the rest of Burlington. Our planning policies were put in place to protect these spaces, and breaking those rules here puts added pressure on local roads, infrastructure, and community safety.

I know Council faces a tight mid-September deadline and the threat of an OLT appeal, but that shouldn't force us into accepting a bad proposal. City Council was elected to protect this community and plan for its future—not to sign off on environmental hazards out of fear of an appeal.

Please stand up for our community, protect our floodplains, and **vote to DENY** this application in September.

Thank you for your time and for listening to residents.

Sincerely, Jill Hillman Burlington

Meneray, Elyse

From: Abubaker Khalifa
Sent: Wednesday, July 29, 2026 8:25 AM
To: Mailbox, Millcroft Greens Phase 2
Cc: Dania Tbakhi; khalifafamily87@gmail.com
Subject: Millcroft Phase 2 Application: Unequivocal opposition

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Kissner and Ms. Meneray,

We are writing as Burlington residents to formally and unequivocally oppose the Millcroft Greens Phase 2 development application (Files 505-11/26 and 510-02/26).

This proposal represents a fundamentally flawed approach to planning within a mature, established neighbourhood. The introduction of additional housing on the Millcroft Golf Course lands (Areas F through K) is not simply an incremental change. It is a significant intensification that disregards well documented environmental risks, particularly those related to stormwater management and floodplain integrity.

Burlington has already experienced the consequences of inadequate flood mitigation. Approving further development in areas that directly influence drainage patterns and water retention capacity is not just short sighted, it raises serious concerns about long term risk. The cumulative impact of Phase 1 and the proposed Phase 2 materially increases the risk profile for existing residents and places additional strain on infrastructure that was never designed to support this level of intensification.

Our home in Millcroft has already experienced flooding, and the financial and personal costs have been borne entirely by our family. This is not a theoretical risk to us. It is a lived reality, and one that has had a direct and lasting impact on our household. Expanding development in a way that may further exacerbate these risks is deeply concerning.

Equally concerning is the loss of functional green and recreational space that contributes to both environmental resilience and community well being. These lands are not surplus. They play a critical role in managing water flow, supporting ecological balance, and maintaining the character of the neighbourhood. Their conversion into dense housing cannot be justified when weighed against the long term consequences.

This application, in its current form, fails to meet the standard of prudent, evidence based urban planning. It prioritizes short term development gains over long term community safety and environmental stewardship. That trade off is unacceptable.

As residents who are actively engaged in supporting the Burlington community, we strongly urge the Planning Department to recommend rejection of this application. We ask that Council exercise its responsibility to protect not only current residents, but the long term sustainability and resilience of the city as a whole.

We are unequivocally opposed to this development and respectfully request that it not be approved.

Thank you for your consideration.

Sincerely,
Abubaker Khalifa and Dania Tbakhi
Arbourfield Drive Burlington Ontario

Meneray, Elyse

From: rajat barar
Sent: Wednesday, July 29, 2026 8:30 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Proposed phase -2 development of Millcroft Golf course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Subject: Objection to the Proposed Development of Millcroft Golf Course

To Whom It May Concern,

I am writing to express my strong opposition to the proposed development of the Millcroft Golf Course.

I have been a resident of this community for the past 22 years, and during that time I have watched our neighbourhood become increasingly congested. Traffic has grown significantly, green space has diminished, and the overall stress on residents has increased. Instead of improving our quality of life, continued development has made it worse.

What I struggle to understand is the mindset behind these decisions. We create problems through overdevelopment and then spend years trying to find expensive solutions for congestion, infrastructure, and environmental damage. Wouldn't it make more sense to avoid creating these problems in the first place?

Unfortunately, it often appears that short-term financial gain and greed are being placed ahead of the long-term interests of the community. Decisions that permanently remove valuable green space for profit ignore the environmental, social, and health benefits that these spaces provide to residents for generations.

Millcroft is a well-established, thriving community. The golf course is not just a recreational facility—it is an important green space that supports local wildlife, improves air quality, helps manage stormwater, and provides a peaceful environment for residents. Once this green space is lost, it can never be replaced.

Why disrupt a happy, established community? If more housing is needed, it should be planned in locations that are better suited for new development, creating new communities with the necessary infrastructure from the outset rather than placing additional strain on neighbourhoods that are already under pressure.

I respectfully ask the decision-makers to put the interests of residents and future generations ahead of short-term profits and reject the proposed development of the Millcroft Golf Course.

Thank you for considering my views.

Sincerely, Rajat Barar

Meneray, Elyse

From: David Guirguis
Sent: Wednesday, July 29, 2026 8:38 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Golf Course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs
Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to increase flooding throughout Burlington, disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park." Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the ponds located on the course, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.

Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or

destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home. Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

This development is tragic and wildly irresponsible

Meneray, Elyse

From: Cecilia Broersma
Sent: Wednesday, July 29, 2026 9:40 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26 Burlingtongreensphase2
Attachments: Document_2026-07-29_092435.jpg

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Enclosed please find copy of the letter that we mailed to Ben Kissner and Elyse Meneray expressing our total opposition to this development. We thought we should send this e-mail copy in case the letter we mailed does not arrive on time by the deadline of |July 31st.

Thank you for your attention

Johannes and Dora Broersma
[redacted]

RECEIVED
JUL 30 2026
City of Burlington
Community Planning

July 27th, 2026

Ben Kissner and Elyse Meneray
426 Brant St.
Burlington, ON L7R 3Z6

Re: File 505-11#26 and 510-02/26 Millcroftgreensphase2

Good morning,

As long time residents of Millcroft, we are writing to you today to express our total opposition to this proposed development. We are very distressed that work has already began in other areas of the golf course. We are appalled about this phase 2 proposal to further develop the golf course lands but in particular **Area F** which will have a very detrimental effect on the residents of Couples Crescent. We are original owners, having lived at Couples Crescent since 2003. Our street is a lovely quiet crescent. If this proposal goes through it will have tremendous negative impacts. Residents whose homes back into the golf course and who paid a hefty premium to back into the course, will end up with a road behind their homes instead of the lovely golf course. In addition, it appears they will have to demolish one or more existing homes on Couples Cr. to accommodate the road that will lead into the new houses. Traffic will increase enormously, noise and pollution will also increase and there will other serious environmental impacts as well. The golf course was built on a floodplain so there would be detrimental consequences there, not to mention the loss of habitat for so many wildlife species such as beavers, foxes, geese, rabbits and others, that make their home on the golf course. During recent heavy rainfalls, some sections of the golf course were already flooded as shown on several social media postings. The value of homes on Couples Cr. will be greatly diminished as well and it will be more difficult to sell our homes if they are located on a busy street instead of the lovely quiet crescent it is now. Please take into consideration all these very negative impacts when deciding whether to accept the planning application.

Yours very truly,

Dora and Johannes Broersma

CITY OF **Burlington**

Application Submitted

The City of Burlington is looking for your feedback on a development application in your area.

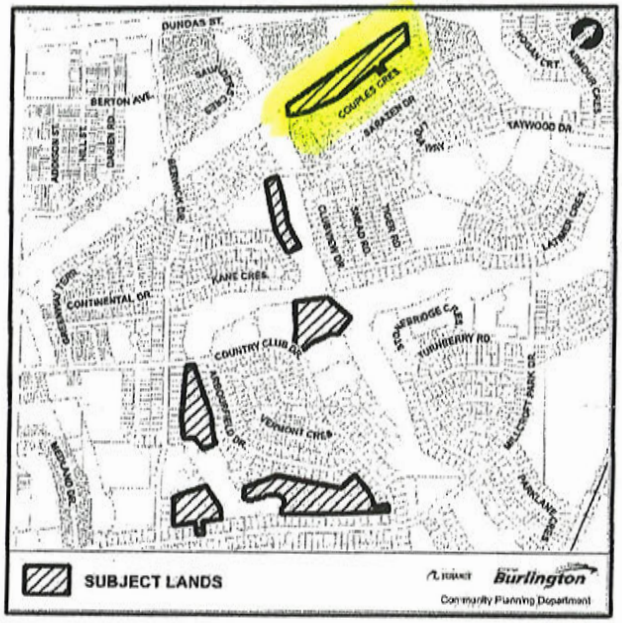
Planning Application submitted by:
Macaulay Shiomi Howson Ltd. (MSH) on behalf of Millcroft Greens Corporation

Site Address - Ward 6
2155 Country Club Drive

Planner on File
Name: Ben Kissner and Elyse Meneray
Mailing Address: 426 Brant St., Burlington, ON L7R 3Z6
Email: mgphase2@burlington.ca

Phone: 905-335-7777, ext. 7913 and 7462

File: 505-11/26 and 510-02/26
burlington.ca/millcroftgreensphase2



What is Proposed?

Macaulay Shiomi Howson Ltd. (MSH) on behalf of Millcroft Greens Corporation has made an application to amend the Official Plan and apply for a Draft Plan of Subdivision for the property located at 2155 Country Club Drive.

The applications propose to reconfigure the remaining golf course lands to create six areas of developable land. These areas are proposed to be further subdivided to accommodate the development of 138 residential lots, including 73 single detached homes and 65 townhouse units, and blocks for landscaped area, open space, private road, natural areas and stormwater management.

The applicants have also submitted a request to the Province for a Minister's Zoning Order, which can be viewed at **ero.ontario.ca/notice/026-0551**

Written Comments:

No decisions about this application have been made yet. We are asking for your feedback before we make a recommendation to the Planning and Development Committee of Council to either approve or refuse the application. Any written comments you may have about the proposal can either be mailed or e-mailed to the planner assigned to this file. Your comments will be included in the staff report about the application which will be posted on the City's web site.

To submit written comments, or for more information, please contact:

City Building Department
PO Box 5013, 426 Brant St.,
Burlington, ON L7R 3Z6

Your written comments should be submitted by: July 31, 2026

Meeting Date: To be determined

Meneray, Elyse

From: Barry Wyner
Sent: Wednesday, July 29, 2026 10:37 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens - File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Menaray,

As a local resident in Millcroft, my wife and I request that the Millcroft Greens Application for phase 2 housing development on the current Millcroft Golf Course (parcels F,G,H,I,J, and K be rejected.

Respectfully submitted,

Barry & Janice Wyner

Burlington

Meneray, Elyse

From: Maryann Strong
Sent: Wednesday, July 29, 2026 12:54 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City of Burlington Building Department
Attention: Ben Kissner and Elyse Meneray
Subject: **REJECT** Millcroft Subdivision Application **Phase 2 Areas F,G,H,I,J,K**
Ref: File 505-11/26 and 510-02/26

With the following request (edit as you wish):

My name is Maryann Strong and I am the property owner of [redacted] (address) in the Millcroft community of Burlington.

I/We recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 development of Areas F, G, H, I, J, K, which would see residential housing development on Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

I/We **VEHEMENTLY OPPOSE** Millcroft Greens Subdivision Application for Phase 2 Areas F, G, H, I, J, K and Millcroft Greens' Application to build an additional 138 residential homes and 6 new roads on lands designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, specifically Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as Phase 2, Areas F, G, H, I, J, and K inclusive, **Ref: File 505-11/26 and 510-02/26**; and

2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (and Millcroft Golf Course) AND Argo Development for ANY and ALL residential housing development of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

I/We VEHEMENTLY OPPOSE ANY and ALL proposed future Subdivision of and additional development of residential housing on Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course!

Sent from my iPhone

Meneray, Elyse

From: Claire Richardson
Sent: Wednesday, July 29, 2026 1:36 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Subject/Ref: File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray

To the City of Burlington Planning Department,

I am writing to formally and urgently request that the City of Burlington's Planning Department REJECT the Millcroft Greens Phase 2 application for housing development on parcels F, G, H, I, J, and K of the former Millcroft Golf Course.

This application represents the destruction of irreplaceable recreational use land that belongs to our community and it must be stopped.

My concerns are serious and numerous:

FLOOD PLAIN RISK
These parcels sit on a flood plain. Approving residential development on flood-prone land is not only irresponsible planning, it exposes future homeowners to significant property damage and risk, and places additional burden on the city's stormwater and drainage infrastructure. This alone should disqualify this application.

TRAFFIC CONGESTION
The Millcroft area is already experiencing significant traffic pressure. Adding a major Phase 2 housing development will push local roads beyond their capacity, impacting the quality of life of every existing resident in the surrounding neighbourhood.

LOSS OF GREEN SPACE
Burlington is rapidly losing its green space to development. The Millcroft Golf Course lands represent one of the last significant parcels of open, recreational green space in this part of the city. Once it is gone, it is gone forever. No amount of future planning can undo the destruction of this land.

NO MORE HOUSES
Burlington does not need more housing at the expense of its natural and recreational lands. Residents deserve to have their existing quality of life protected, not sacrificed for further densification.

I urge the Planning Department to listen to the community, honour the recreational designation of this land, and firmly reject the Millcroft Greens Phase 2 application.

Thank you for your attention to this critical matter. Sincerely, Clare Richardson

Meneray, Elyse

From: Larry McGregor
Sent: Wednesday, July 29, 2026 2:01 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

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Attn: Ben Kissner & Elyse Meneray

STOP THE DESTRUCTION of Millcroft Golf Course Recreational Use Lands.
I strongly reject Millcroft Greens application for Phase 2 housing development on (Millcroft Golf Course) parcels/areas F, G, H, I, J and K.

Larry McGregor

Sent from my iPhone

Meneray, Elyse

From: frank canestraro
Sent: Wednesday, July 29, 2026 3:26 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft development. Attention Ben Kissner,Elyse Meneray

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please be advised as we live on Country Club Dr that we are totally against this development. We move here 5 yrs ago and picked Millcroft for its golf course and quiet residential area.
Everything about this planning is so about disrupting our neighborhood.
Our neighbours bought their homes backing on to this course at a premium. Not to mention the wildlife and the hundreds of trees they will destroy.
Please say no to this plan.
Sincerely
Frank Canestraro.

Sent from my iPhone

Subject: Opposition to Millcroft Greens Application for Phase 2 Housing Development on Millcroft Golf Course, Areas/Parcels F,G,H,I, J

The City of Burlington Planning Department
Attn: Ben Kissner and Elyse Meneray,

Dear Mr. Kissner and Ms. Meneray,

My husband and I are original homeowners at the north end of Millcroft and have lived in this community for over 26 years. We are writing to express our strong opposition to Millcroft Greens (Argo Development) application for Phase 2 application to redevelop the remaining portion of Millcroft Golf Course (Parcels F-J).

We intentionally purchased our home in this golf course community for its mature trees, green space, and outdoor lifestyle. The course and surrounding vegetation provide essential ecological and public-health benefits: wildlife habitat, stormwater absorption, erosion control, urban cooling, and improved air quality. Maintaining a healthy environment is especially important to our family, as my husband suffers from asthma.

Allowing redevelopment of this open space would:

- Permanently remove critical green infrastructure that currently mitigates flooding and reduces heat and air pollution.

- Expose residents to prolonged construction impacts — dust, noise, heavy truck traffic, and reduced air quality — for what could be a decade or more.

- Increase traffic and road-safety risks for pedestrians, cyclists, children, and seniors who regularly use our streets and parks.

- Require significant new municipal infrastructure (water mains, sewers, storm drains, utilities, roads), imposing additional costs and tax burden on the City and its residents — a real concern for retirees living on fixed incomes.

- Fundamentally alter the character of our neighbourhood and undermine the community expectations upon which many original homeowners paid a premium.

We are also concerned about the use of an MZO to fast-track this project. An MZO circumvents municipal planning processes and limits opportunities for meaningful public consultation and local review. A decision of this magnitude should proceed through the proper municipal planning channels, including full environmental assessment and robust community engagement.

For these reasons, we respectfully and strongly request that the City/Minister reject the proposed application. Any future proposals should proceed through normal municipal planning processes with comprehensive environmental review and public consultation.

Thank you for your consideration.

Sincerely,

Anne & Gary Conrad

Burlington, ON

Meneray, Elyse

From: P M
Sent: Wednesday, July 29, 2026 5:31 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26 – Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Kissner and Ms. Meneray,

I am writing to express my opposition to the proposed Phase 2 development of the Millcroft Golf Course.

Millcroft is much more than a golf course. It is an important recreational space, a source of green space within our community, and a place where residents of all ages gather to be active, connect with others, and enjoy nature. Once these lands are developed, they are gone forever.

As Burlington continues to grow, protecting recreational and open spaces is just as important as providing housing. The City should carefully consider the long-term impact that losing these lands will have on the quality of life for current and future residents.

I respectfully ask that the City reject the Official Plan Amendment and Plan of Subdivision applications for Phase 2 and preserve these recreational lands for the benefit of the community.

Thank you for considering my comments.

Sincerely,

Patrick Moskwa
Burlington Resident

Meneray, Elyse

From: Debra Silas
Sent: Wednesday, July 29, 2026 8:32 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Subject: Please Vote DENY – Millcroft Greens Phase 2 Application

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Attn Ben Kissner and Elyse Meneray
To: Burlington City Council and Planning Staff
Re: Millcroft Greens Phase 2 (Official Plan Amendment & Plan of Subdivision)
Dear Mayor, Council Members, and Planning Staff,
I'm writing to ask that staff recommend a complete denial, and that Council votes to **deny**, the proposed Official Plan Amendment and subdivision application for Millcroft Greens Phase 2 (138 singles and townhomes).
As a local resident, I am deeply concerned about what building on these lands will mean for our neighborhood and our environment.
Here are the main reasons this proposal should not move forward:

- **Increased Flood Risks:** Turning this green space into asphalt, driveways, and rooftops will drastically cut down on natural drainage. With the heavier storms we've been seeing in Burlington, losing permeable land here is only going to push more runoff into surrounding streets and properties that are already vulnerable to water damage.
- **Loss of Trees and Green Space:** Scraping this land to fit 138 units means clear-cutting mature trees and wiping out a valuable strip of natural green space. We need to preserve our local tree canopy and wildlife corridors, not tear them down for high-density infill.
- **Bad Precedent for Planning:** Amending the Official Plan to turn greenland and open space into high-density housing sets a bad standard for the rest of Burlington. Our planning policies were put in place to protect these spaces, and breaking those rules here puts added pressure on local roads, infrastructure, and community safety.

I know Council faces a tight mid-September deadline and the threat of an OLT appeal, but that shouldn't force us into accepting a bad proposal. City Council was elected to protect this community and plan for its future—not to sign off on environmental hazards out of fear of an appeal.
Please stand up for our community, protect our floodplains, and **vote to DENY** this application in September.
Thank you for your time and for listening to residents.
Home address Burlington On.

Debra Silas, CCLFP
President

(for Phase 2 Areas F,G,H,I,J,K)

PLEASE REQUEST

CITY OF BURLINGTON TO stop the Destruction

City of Burlington Building Department

Attention: Ben Kissner and Elyse Meneray

Subject: **REJECT** Millcroft Subdivision Application **Phase 2 Areas F,G,H,I,J,K**

Ref: File 505-11/26 and 510-02/26

My name is Andy Grougrou and I am the property owner of in the Millcroft community of Burlington.

I recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 development of Areas F, G, H, I, J, K, which would see residential housing development on Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

I/We **VEHEMENTLY OPPOSE** Millcroft Greens Subdivision Application for Phase 2 Areas F, G, H, I, J, K and Millcroft Greens' Application to build an additional 138 residential homes and 6 new roads on lands designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, specifically Millcroft Golf Course. I am also 100% opposed to Phase 1 , I bought my home to view the Golf Course - (First Hole - which has been destroyed)

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1. **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as

Phase 2, Areas F, G, H, I, J, and K inclusive, **Ref: File 505-11/26 and 510-02/26**; and

2. **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3. We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (and Millcroft Golf Course) AND Argo Development for ANY and ALL residential housing development of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

I/We VEHEMENTLY OPPOSE ANY and ALL proposed future Subdivision of and any additional development of residential housing on Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP the DESTRUCTION of Millcroft Golf Course!

Andy Grougrou

Burlington, ON

Meneray, Elyse

From: Fiona Marcy
Sent: Thursday, July 30, 2026 12:19 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Attn: Ben Kissner and Elyse Meneray re: 505-11/26 and 510-2/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This email is to request that the proposed development of phase 2 of Millcroft be stopped. Phase 1 of this development will already put added strain on the infrastructure and ecosystem of this community and the extensive report on groundwater patterns indicate that extensive storm water management systems with complex engineering will be required to attempt to mitigate the impacts of rain and precipitation on the area. This is of great concern.

At this point it is unclear of the impacts of the first phase of development let alone further more dense development.

Regards,

Fiona Marcy

Meneray, Elyse

From: Sonia Mehta
Sent: Thursday, July 30, 2026 7:31 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Phase 2 planning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To all it may concern-

As a 12 year resident of Millcroft I stand in opposition to the Millcroft Greens phase 2 plan.

Our family moved into Millcroft in 2014 to avoid the congestion of many of Burlington's neighborhoods. With larger lots and more greenspace Millcroft is one of the best golf communities in Burlington. We do not need to add an additional 276 homes to this community.

Thank you-

Norm Mehta

Burlington,ON

Meneray, Elyse

From: Kristin Grougrou
Sent: Thursday, July 30, 2026 8:09 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: REJECT Millcroft Subdivision Application Phase 2 Areas F,G,H.I,J,K

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray

My name is Kristin Grougrou and I am the property owner of .

in the Millcroft community of Burlington.

I recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 development of Areas F, G, H, I, J, K, which would see residential housing development on Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

I VEHEMENTLY OPPOSE Millcroft Greens Subdivision Application for Phase 2 Areas F, G, H, I, J, K and Millcroft Greens' Application to build an additional 138 residential homes and 6 new roads on lands designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, specifically Millcroft Golf Course.

THEREFORE, I hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for

Subdivision and housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as

Phase 2, Areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

2) TO REJECT and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course

lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3) I also request the City of Burlington and City Council TO ISSUE a 'Moratorium' and **'Cease and Desist'** ORDER AGAINST Millcroft Greens Corp. (and Millcroft Golf Course) AND Argo Development for ANY and ALL residential housing development of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

I VEHEMENTLY OPPOSE ANY and ALL proposed future Subdivision of and additional development of residential housing on Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP the DESTRUCTION of Millcroft Golf Course!

Thank you for your attention to this IMPORTANT matter

Kristin Grougrou

(for Phase 2 Areas F,G,H,I,J,K)

PLEASE REQUEST
CITY OF BURLINGTON TO
REJECT
MILLCROFT GOLF COURSE (Development Application)
(New) PHASE 2 Parcels F, G, H, I, J, K
NOW!!

Our Names are Kevin Brewer and Karen Baguley and we are the property owners of Burlington, Ontario, in the Millcroft community of Burlington.

We recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 development of Areas F, G, H, I, J, K, which would see residential housing development on Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

We **VEHEMENTLY OPPOSE** Millcroft Greens Subdivision Application for Phase 2 Areas F, G, H, I, J, K and Millcroft Greens' Application to build an additional 138 residential homes and 6 new roads on lands designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, specifically Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as Phase 2, Areas F, G, H, I, J, and K inclusive, **Ref: File 505-11/26 and 510-02/26**; and

2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (and Millcroft Golf Course) AND Argo Development for ANY and ALL residential housing development of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

We VEHEMENTLY OPPOSE ANY and ALL proposed future Subdivision of and additional development of residential housing on Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course!

Meneray, Elyse

From: Samia El Bawab
Sent: Thursday, July 30, 2026 9:16 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Files 505-11/26 and 510-02/26.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ben Kissner and Elyse Meneray,

I am writing as a homeowner and resident of **Burlington**, to formally express my opposition to the proposed development associated with **Files 505-11/26 and 510-02/26**.

As a long-time resident, I chose to make my home in Millcroft because of its quiet residential character, mature green space, and safe, established neighbourhood. When I purchased my home, I did so with the understanding that the adjacent Millcroft Golf Course and surrounding open space would remain an integral part of the community. The proposal to construct an additional **138 homes**, beyond the development already approved, represents a significant intensification that will permanently alter the character of our neighbourhood and negatively affect the quality of life of existing residents.

One of my greatest concerns is the apparent intention to use **Couples Crescent** as the access route for construction and, ultimately, the new neighbourhood. Couples Crescent is a quiet residential street designed to serve the families who already live here—not as an access corridor for a major residential development. Residents were never led to believe that our street could become the primary point of access for a project of this scale.

The proposal raises several serious concerns:

Traffic and Public Safety

The introduction of construction vehicles, contractor traffic, service vehicles, and eventually hundreds of additional residents will significantly increase traffic on Couples Crescent. Our street is regularly used by children, families, pedestrians, cyclists, and many older residents who enjoy walking through the neighbourhood. Increased traffic will reduce safety, create unnecessary risks, and diminish the peaceful environment that attracted many of us to this community.

Construction Impacts and Neighbourhood Enjoyment

Years of construction traffic through an established residential street will result in constant noise, dust, vibration, congestion, and the potential for property damage. For residents who spend a significant amount of time at home, these impacts will substantially reduce our ability to peacefully enjoy our homes and neighbourhood.

Stormwater Management and Flooding

The removal of additional green space and the introduction of more hard surfaces raise significant concerns about stormwater runoff and localized flooding. Before any approvals are considered, residents should be provided with independent technical studies demonstrating that this development will not increase flood risks or negatively affect existing homes or municipal infrastructure.

Loss of Green Space

The Millcroft Golf Course has long provided important environmental, recreational, and visual benefits to Burlington. Its mature trees, open landscapes, wildlife habitat, and green space contribute greatly to the beauty, health, and character of our neighbourhood. Once this land is developed, these benefits will be permanently lost.

Like many homeowners, I made a significant investment in my property based on the existing planning framework and the expectation that the surrounding open space would remain largely intact. Continued residential expansion beyond what residents originally understood undermines confidence in the City's planning process and fundamentally changes the community that so many of us have proudly called home for years.

For these reasons, I respectfully ask the City to carefully consider the cumulative impacts of this proposal on the existing neighbourhood and to refuse any further development that increases residential density, removes additional green space, or relies on Couples Crescent as its primary access route.

Should the proposal proceed in any form, I respectfully request that comprehensive **traffic, transportation, stormwater, environmental, and neighbourhood impact studies** be completed by qualified independent professionals and made publicly available before any planning approvals are granted.

Thank you for your time and for considering the concerns of residents who are directly affected by this proposal. I respectfully request that this letter be included in the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Samia ElBawab
Owner

Burlington, Ontario

Meneray, Elyse

From: Isabel Zulian
Sent: Thursday, July 30, 2026 9:58 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ATTN: Ben Kissner and Elyse Meneray

Residents STRONGLY oppose the further development of the golf course, we didn't want the first phase.

This is all in the name of greed at the detriment of thousands.

Isabel Zulian

Meneray, Elyse

From: Paolo Zulian
Sent: Thursday, July 30, 2026 10:05 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510 - 02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ATTN: Ben Kissner and Elyse Meneray

Please DON'T approve the second phase of Millcroft Greens and listen to the residents of Burlington. A benefit of the few at the expense of thousands. Flood plaining, wildlife, nature and more will be impacted.

I would like to add there has been a precedent in Halton since the early 2000s regarding cutting down trees and those responsible face fines, Millcroft Greens has NOT been held accountable for the damage done in the first phase (that no one wanted) and I don't want to imagine the loss if the second phase is approved.

PLEASE LISTEN TO US.

Paolo Zulian, Sales Rep.

Meneray, Elyse

From: A Nadim
Sent: Thursday, July 30, 2026 10:38 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Files 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ben Kissner and Elyse Meneray,

I am writing as a former resident and current frequent visitor on [redacted], **Burlington**, to formally express my opposition to the proposed development associated with **Files 505-11/26 and 510-02/26**.

As a former long-time resident and current family member of residents on the street, One of my greatest concerns is the apparent intention to use **Couples Crescent** as the access route for construction and, ultimately, the new neighbourhood. Couples Crescent is a quiet residential street designed to serve the families who already live here—not as an access corridor for a major residential development. Residents and their families were never led to believe that our street could become the primary point of access for a project of this scale.

The proposal raises several serious concerns:

Traffic and Public Safety

The introduction of construction vehicles, contractor traffic, service vehicles, and eventually hundreds of additional residents will significantly increase traffic on Couples Crescent. The street is regularly used by children, families, pedestrians, cyclists, and many older residents who enjoy walking through the neighbourhood. Increased traffic will reduce safety, create unnecessary risks, and diminish the peaceful environment that attracted many of us to this community.

Construction Impacts and Neighbourhood Enjoyment

Years of construction traffic through an established residential street will result in constant noise, dust, vibration, congestion, and the potential for property damage. For residents and their visitors who spend a significant amount of time at home, these impacts will substantially reduce our ability to peacefully enjoy our homes and neighbourhood.

Stormwater Management and Flooding

The removal of additional green space and the introduction of more hard surfaces raise significant concerns about stormwater runoff and localized flooding. Before any approvals are considered, residents should be provided with independent technical studies

demonstrating that this development will not increase flood risks or negatively affect existing homes or municipal infrastructure.

Loss of Green Space

The Millcroft Golf Course has long provided important environmental, recreational, and visual benefits to Burlington. Its mature trees, open landscapes, wildlife habitat, and green space contribute greatly to the beauty, health, and character of our neighbourhood. Once this land is developed, these benefits will be permanently lost.

Continued residential expansion beyond what residents originally understood undermines confidence in the City's planning process and fundamentally changes the community that so many of us have proudly called home for years.

For these reasons, I respectfully ask the City to carefully consider the cumulative impacts of this proposal on the existing neighbourhood and to refuse any further development that increases residential density, removes additional green space, or relies on Couples Crescent as its primary access route.

Should the proposal proceed in any form, I respectfully request that comprehensive **traffic, transportation, stormwater, environmental, and neighbourhood impact studies** be completed by qualified independent professionals and made publicly available before any planning approvals are granted.

Thank you for your time and for considering the concerns of residents and families who are directly affected by this proposal. I respectfully request that this letter be included in the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Ahmed Nadim

July 30, 2026

To: City of Burlington Building Department
Attn: Ben Kissner and Elyse Meneray

Subject: **REJECT** Millcroft Subdivison Application **Phase 2 Areas F,G,H,I,J,K**

Ref: File 505-11/26 and 510-02/26

I (We), **Mike & Celia Tolton** are the property owner(s) of **Burlington, Ont**. in the Millcroft community of Burlington.

I (We) recently received Notice from the City of Burlington of an Application for Subdivison submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 Areas F, G H, I, J, and K which would see residential housing development on the Millcroft Golf Course by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

I (We) **VEHEMENTLY OPPOSE** Millcroft Greens Application for Subdivision of Millcroft Golf Course lands submitted as **Phase 2 Areas F, G, H, I, J, K**, and Millcroft Greens Corp., Plan to build another 138 residential houses and 6 new roads on lands which are designated and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, namely, Millcroft Golf Course.

We specifically **OPPOSE Phase 2 Area 'H'** planned development due to the fact that we **WILL BE DIRECTLY** and **ADVERSELY IMPACTED BY ANY** residential housing development of Area 'H'. Area 'H' represents Hole #2 of the Millcroft Golf Course and is designated as 'green space' and **ZONED as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY**. The Subdivision Application for Area 'H' specifically would see the construction of 16 new houses and 1 new road running off Country Club Drive.

I (We) SUBMIT AND MAINTAIN that development of **Phase 2, Area H** specifically:

- **VIOLATES our PROPERTY RIGHTS TO BACK ONTO** the (green space of) **MILLCROFT GOLF COURSE**.
  - Ref: Province of Ontario Document General (Notice of Agreement under Section 74 of the Land Titles Act) dated March 1990 between Monarch Construction and the City of Burlington which states that the '**specified lots**' (now impacted by 'Area H') carries with it the **'specified right to back onto Millcroft Golf Course' lands;** and
  - 'Registered Notices' on Title for **2123 Berwick Dr, Burlington, Ont.** recognizes our property as backing onto the Millcroft Golf Course and duly protects this right. Any new housing development would deprive us of these protections. These protections are deemed so inherent that we are legally required to include them in any purchase Agreements.

- **NEGATIVELY IMPACTS OUR PROPERTY VALUE**.
  - Our property carries a 'lot premium' specifically for the right to back onto (the 'green space' of) Millcroft Golf Course and ANY residential housing built on 'lots' that would back onto our property would result in a 'de facto' **DEVALUATION of our PROPERTY VALUE**.

THEREFORE, I(We) hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course lands submitted as Phase 2, Areas F, G, H, I, J, K inclusive, **Ref: File 505-11/26 and 510-02/26**; and
2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.
3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (Millcroft Golf Course) AND Argo Development for ANY and ALL Subdivision of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

I/We **VEHEMENTLY OPPOSE** ANY and ALL proposed future Subdivision of Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

Meneray, Elyse

From: Mike Tolton
Sent: Thursday, July 30, 2026 11:25 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: REJECT Millcroft Subdivison Application Phase 2 Areas F,G,H,I,J,K
Attachments: OPPOSED to Phase 2 Area H (Arbourfield_Berwick).docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner in the Millcroft subdivision since 1994, I am horrified at the destruction of the golf course and the loss of undeveloped, nature friendly land. As original home owners, we paid a premium for the lot location and were subject to convents and policies over the years that would maintain the beauty of the area and of the golf course.

Please accept the attached document as our formal complaint to the City of Burlington and to the MZO office by way of the City of Burlington.

Thank you for your time.

--
Mike Tolton

Burlington, ON

City of Burlington

City Building Department

426 Brant Street

Burlington, ON

I am writing to you today in respect to the Planning Application submitted on behalf of Millcroft Greens Corporation to create six areas of developable land on the remaining golf course property. I will not go into detail with the content of the application as I am quite sure the City and its representatives are fully versed on the application.

Fundamentally, the proposed further development of the greenspace in question is not permitted by the existing zoning and land use regulations. It is opposed by the residents of Burlington, the Region of Halton, the City of Burlington and our MPP in Oakville North Burlington, Effie Triantafilopoulos. This opposition is a result of the desire to prevent the destruction of valued greenspace which is so important to the City of Bulington and the Millcroft community where it is located.

It is important to keep in mind that the proponent is a sophisticated land developer who was fully aware of the zoning and land use designation for the

lands at the time they acquired an interest in the property. Despite this knowledge they acquired an interest in the lands with, in hindsight, the clear intention to disregard the zoning and land use designation and proceed with the destruction of the greenspace.

After acquiring an interest In the property, the proponent stated in public that it would develop what is now referred to as “Phase 1” and retain the balance of the property as greenspace in the form of a modified 18 hole golf club. The destruction of the greenspace in Phase 1 was widely opposed and after failing to receive appropriate approvals the proponent went before the OLT and once again stated its intention to retain the balance of the property as greenspace. The OLT approved Phase 1 and as part of its approval noted the retention of the balance of the property as greenspace.

Unfortunately, the proponent’s undertaking to the Community, City, OLT and others to retain the balance of the property as greenspace has proven, to be polite, inaccurate and thus the application to further develop the greenspace has been submitted to the City.

I very respectfully ask the City to not allow the proponent’s application to proceed. In so doing, you would merely be continuing the retention of the land in the form that the proponent itself articulated for the balance of the greenspace that is so important to the Millcroft community and City of Burlington.

Thank you.

R. Kelly Shaughnessy

Meneray, Elyse

From: Andrew Jacklin
Sent: Thursday, July 30, 2026 12:57 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Meed Ward, Marianne; Bentivegna, Angelo
Subject: Opposition to Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ben, Elyse, and to whom is may concern,

Ref file: 505-11/26 and 510-02/26

I am writing to express my strong opposition to the proposed Phase 2 development at Millcroft Greens.

There are three compelling reasons why this application should be refused:

It is not needed to meet Burlington's housing obligations. Burlington has already made significant progress toward its provincial housing targets. Destroying one of the city's most valuable remaining green spaces is neither necessary nor justified to achieve those goals.

It does not solve the housing affordability challenge. The proposed development will not deliver the type of housing that meaningfully improves affordability for the residents who need it most. The permanent loss of public environmental value is simply not matched by a meaningful public benefit.

The environmental impacts are irreversible. The remaining Millcroft Greens provides mature tree canopy, wildlife habitat, natural stormwater management, carbon storage, and much-needed green space in an increasingly urban community. Once this land is developed, those benefits are gone forever and cannot be recreated elsewhere.

This proposal asks Burlington residents to accept a permanent environmental loss without a corresponding public need or public benefit. Responsible growth and environmental stewardship are not mutually exclusive, and this application fails to strike the appropriate balance.

I respectfully ask Council to continue opposing this application and to use every available legal and planning tool to protect the remaining Millcroft Greens for current and future generations.

Thank you for your time and consideration.

Sincerely,

-Andrew

Dear Ben Kissner and Elyse Meneray,

I am writing this as the homeowner and resident at **Burlington**, to formally express my **opposition** to the proposed development associated with **Files 505-11/26 and 510-02/26**.

My family and I purchased and moved into our home in May of 2024, Millcroft was advertised as a nice quiet, golf course community that was low traffic. Only recently have we been made aware that the city and/or developers wish to essentially ruin Millcroft by turning it into a dense residential zone and remove critical infrastructure in the process.

It's clearly obvious that Couples Crescent was intended to be a crescent, thus the road and lots currently occupy houses, and the golf course running through the general neighbourhood. However, the proposed building plan seems reckless and inconsiderate to say the least.

Traffic and Public Safety

Couples currently since we moved in, have remained a quiet peaceful street just stemming off Sarazen, which also doesn't have bad traffic. Seniors walk through the crescent daily, children learning to ride bikes or rollerblades, and families just having a casual afternoon stroll. Adding more houses, enabling construction, will simply ruin this current atmosphere and serenity. My family and I can step outside into the backyard and enjoy the peace most of the day. Occasionally a car or motorcycle drives by, and it's nothing bad. The only commercial vehicles that drive through are for garbage collection, after that, it's quiet. Bylaws ignored; construction is loud; it is noisy, messy, and disrupts the peace in any area. Now add significantly more vehicles onto already a smaller quiet crescent; it will just be a traffic mess. Kids won't be able to play in the street anymore, and enjoying a nice afternoon or evening in our backyard will be met with more noise.

Construction Impacts and Neighbourhood Security

The current construction sandwiched by Sarazen and Taywood park, just off Millcroft Park Dr, has been a mess, and a nuisance to say the least. It was noisy, busy, and messy. The road was always covered in mud and dirt, the sidewalk was disrupted, and there were construction vehicles always blocking a lane almost during its peak time slowing down already slow and relaxed traffic. At least on Millcroft Park dr, it's a straight road, and not a crescent. Also, it has been made aware to us that a house was purchased and is intended to be demolished. What about the lots on either side of them? They will be riddled with construction literally next door to them, outside their windows for months on end. It will feel like a lack of privacy and vulnerability from what should be a tranquil and calm space to be home.

Stormwater Management and Flooding

Aside from the mess of construction, we know Millcroft has a risk of flooding, specifically our home doesn't, but who's to say that doesn't change when homes are built on areas of land meant to negate excessive rain and help prevent flooding? There are numerous photos of those areas already flooded this year. What happens when the rain has nowhere to go? It will seep onto properties and into homes causing thousands and thousands of dollars in damages, from greed and inconsideration.

There's a lot at risk here, and people are worried about what will happen moving forward. Property values, safety, traffic, noise, crime, etc. Appropriate evaluators and professionals related to certain infrastructures should evaluate the land and its **direct** impact it will have on the surrounding area of Couples, and the entirety of Millcroft.

Thank you for your time and for considering the concerns of residents who are directly affected by this proposal. I respectfully request that this letter be included in the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Liliane Michael

Burlington, Ontario

Dear Ben Kissner and Elyse Meneray,

I am writing as a homeowner and resident of **Burlington**, to formally express my **opposition** to the proposed development associated with **Files 505-11/26 and 510-02/26**.

When my family purchased our home, we did so with the understanding that the adjacent Millcroft Golf Course and surrounding open space would remain an integral part of the neighbourhood. The proposal to construct an additional **138 homes**, beyond the development already approved, represents a significant intensification that will permanently alter the character of our community and have lasting impacts on existing residents.

A major concern is the apparent intention to use **Couples Crescent** as the access route for construction and, ultimately, the new neighbourhood. Couples Crescent is a quiet residential street that was designed to serve the existing homes in our community—not as an access corridor for a large-scale residential development. Residents were never led to believe that our street could become the primary point of access for a project of this magnitude.

The proposal gives rise to several important concerns:

Traffic and Public Safety

The introduction of construction vehicles, contractor traffic, service vehicles, and eventually hundreds of additional residents will significantly increase traffic volumes on Couples Crescent. Our street is regularly used by children, families, pedestrians, cyclists, and seniors, and the increased traffic will inevitably reduce safety while negatively affecting the quality of life enjoyed by current residents.

Construction Impacts and Neighbourhood Security

Routing construction traffic through an established residential neighbourhood will create years of disruption. Heavy equipment, delivery trucks, and contractor vehicles will generate additional noise, dust, vibration, and potential property damage, while also raising legitimate concerns regarding neighbourhood security and the overall enjoyment of our homes.

Stormwater Management and Flooding

The removal of additional green space and the introduction of more hard surfaces increase concerns about stormwater runoff and the potential for localized flooding. Before any approvals are considered, residents should be provided with independent technical evidence confirming that this development will not increase flood risks or adversely affect existing homes and municipal infrastructure.

Loss of Green Space

For many years, the Millcroft Golf Course has provided important environmental, recreational, and visual benefits to Burlington. Its mature trees, open landscapes, wildlife habitat, and natural green space contribute to the health, appearance, and character of the surrounding neighbourhood. Once this land is developed, these benefits cannot be recovered.

Like many homeowners in this area, we made a significant investment in our property based on the existing planning framework and the expectation that the surrounding open space would remain largely intact. Continued expansion of residential development beyond what residents originally understood erodes confidence in the City's planning process and fundamentally changes the community we chose to call home.

For these reasons, I respectfully ask the City to carefully evaluate the cumulative impacts of this proposal on the existing neighbourhood and to refuse any further development that increases residential density, removes additional green space, or depends on Couples Crescent as its primary access route.

Should the proposal proceed in any form, I respectfully request that comprehensive traffic, transportation, stormwater, environmental, and neighbourhood impact studies be completed by qualified professionals and made publicly available before any planning approvals are granted.

Thank you for your time and for considering the concerns of residents who are directly affected by this proposal. I respectfully request that this letter be included in the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Greg Dilworth & Lynn Ann MacKinnon
Joint Owners

Burlington, Ontario

Meneray, Elyse

From: Dong
Sent: Thursday, July 30, 2026 6:53 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Mailbox, Office of the Mayor
Subject: Feedback on the development of the Millcroft Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi City of Burlington,

As a family who have been living in Millcroft for 10+ years, our first home in Canada, I would like to express my opinions in regards to the proposed development application on the Millcroft Golf Course.

We hope you know what this proposed development will destroy a green space for the local neighborhood and animals such as bunnies, foxes, ducks, coyotes and many more. We are the residents who have lived here for a long time. Now, this ecosystem will be damaged.

These animals have already had hard times finding home since Ontario has been building new homes rapidly and vastly. This is at a cost that animals lost their homes. We should respect them as they too come here before us. Millcroft left green space for these animals, thinking that they would need somewhere to go. They do, and where are they going to go now? The green-space is vital for both human beings and wild animals to enjoy, and admire, and for them to live.

Yes, we need a place to live, but so do them. Millcroft is a beautiful place because of this wonderful golf course (green space). Not everybody can golf, but everyone can admire this community's beauty. This proposed development to our community has forced many to move out, and my family wishes to not do so as well.

We have traditions with this golf course, happy memories, and so very much more like going on a late stroll, and watching the sky slowly turn color, natures greatest painting. Some communities have trails, and we have a golf course but you now thinking of taking that away. Leaving us with nothing to admire, or play in.

Making our community so very dense and populated that we don't have even a quarter of the space we had before. Why take the current well-built community and beautiful green space away, as we will soon have no more place to share together as a community.

Why not build homes in a completely open space?

We hope you will consider this feedback and listen to the voice from the community and reject their proposal!

Meneray, Elyse

From: Andy Bridgelal
Sent: Thursday, July 30, 2026 6:59 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Opposition to Millcroft Greens Phase 2, Files 505-11/26 and 510-02/26

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To Whom it May Concern:

My name is Andy Bridgelal and I am the owner and resident of in the Millcroft community. I am writing to formally oppose the proposed Millcroft Greens Phase 2 development for Areas F, G, H, I, J and K.

My home backs directly onto the existing golf-course lands affected by **Area H**. The applicant proposes to construct 16 detached condominium homes on the existing fairway between Berwick Drive and Arbourfield Drive. The applicant's own Planning Justification Report acknowledges that existing homes on Berwick Drive currently abut this land.

I ask the City to refuse the current applications for the following reasons.

1. The proposal fundamentally changes the original planning structure of Millcroft

The applicant's own report acknowledges that Millcroft was originally planned as a prestige residential community built around a privately operated golf course. The golf course was not an incidental neighbouring use. It was a defining component of the design, character, lot configuration and identity of the community.

Replacing the golf course with six separate residential development pockets is not a minor adjustment. It is a cumulative restructuring of the community's original open-space system.

The applicant repeatedly argues that Millcroft can remain focused around open space rather than a golf course. However, a continuous golf-course landscape and fragmented residual open-space parcels surrounding new housing are not functionally or visually equivalent.

2. Area H is not compatible with the existing homes on Berwick Drive

Compatibility must involve more than stating that the proposed buildings are detached homes similar to others in Millcroft.

The proposed development would place a second layer of houses directly behind established homes that were designed and situated to back onto an open fairway. This creates legitimate concerns involving:

- loss of rear-yard openness and privacy;

- overlooking from new homes;
- grading and drainage changes;
- construction impacts;
- removal of mature vegetation;
- lighting and noise;
- the relationship between existing rear yards and the proposed private condominium road and housing layout.

The Planning Justification Report largely treats compatibility as a question of building type and whether measurable servicing, traffic or environmental impacts can be mitigated. It does not adequately address the lived impact on homeowners whose rear-yard relationship would be fundamentally changed.

3. The promised public open-space benefit is not sufficiently guaranteed

The applicant presents the proposal as replacing a private golf course with restored natural areas and public open space. However, the report repeatedly uses conditional language, including that remaining lands have the "potential" to be protected and may potentially provide public trail and parkland opportunities.

Before accepting this as a public benefit, the City should require clear and binding answers to the following:

- Which lands will be conveyed into public ownership?
- Has the City agreed to accept those lands?
- Will public access be legally guaranteed?
- Who will fund restoration and long-term maintenance?
- What protections will prevent further development applications on the remaining lands?
- Will the open-space commitments be secured through registered agreements and enforceable draft-plan conditions?

Potential future public access should not be treated as a guaranteed benefit when weighing the permanent loss of the existing open-space setting.

4. The environmental case depends on significant alterations and future mitigation

All six areas require alterations within Conservation Halton's regulated floodplain framework, and permits will be required. The claimed environmental benefits depend on future grading, floodplain alterations, restoration, habitat creation, monitoring and long-term maintenance.

The applicant's consultants conclude that there will be no increased upstream or downstream flood risk and that 6.95 hectares will be restored. However, these are the conclusions of consultants retained in support of the application.

The City and Conservation Halton should undertake rigorous independent review before relying on these conclusions, particularly given residents' longstanding concerns about stormwater, drainage and flooding in Millcroft.

5. The environmental-site investigation for Area H is incomplete

The Planning Justification Report states that a Record of Site Condition may be filed for the proposed areas **except Area H**, where a supplementary environmental investigation is still required.

Area H is the parcel immediately affecting my property and other homes on Berwick Drive. It is concerning that the applicant is seeking redesignation and subdivision approval while acknowledging that supplementary environmental investigation remains outstanding for this area.

The City should not approve Area H until the investigation is complete, publicly available and independently reviewed.

6. The traffic analysis contains important qualifications

The applicant states that the proposal can be supported from a transportation perspective. However, its own report acknowledges that several major intersections are projected to operate above capacity during the 2031 afternoon peak. It also recommends future monitoring and operational adjustments at certain intersections and warning signs at two proposed access points.

Even where broader congestion is attributed to background growth, adding 138 homes and multiple new private-road access points contributes further traffic within an established residential community. The cumulative effect of Phase 1, Phase 2 and permitted additional residential units should be assessed transparently.

7. The applicant has not demonstrated that continued golf-course operation is impossible

The report refers generally to declining membership, reduced margins and increased operating costs. However, the Planning Justification Report does not provide detailed financial evidence showing that the course is incapable of continued operation, that alternative ownership or operating models were explored, or that redevelopment is the only reasonable outcome.

Reduced profitability should not, by itself, justify redesignating lands specifically planned as Major Parks and Open Space.

8. The application requires the City to reverse its existing land-use designations

The subject parcels are not currently designated for residential development. The applicant is asking the City to redesignate lands from **Major Parks and Open Space** and portions of the natural-heritage framework to residential neighbourhood uses. It is also seeking a Minister's Zoning Order from the Province.

This is therefore not routine infill implementing existing permissions. It is a request to fundamentally change the planned use of six separate areas inside an established master-planned neighbourhood.

Provincial objectives concerning housing supply should not mean that every available parcel of open land within a serviced community must be converted to housing, regardless of its planning history, environmental function and relationship to existing homes.

Requested action

I respectfully request that the City of Burlington:

1. Refuse the current Official Plan Amendment and Draft Plan of Subdivision applications for Areas F through K.
2. Specifically refuse or remove Area H from the proposal because of its direct incompatibility with existing homes on Berwick Drive and the incomplete environmental-site investigation.
3. Oppose the applicant's request for a Minister's Zoning Order.
4. Require independent peer review of the floodplain, stormwater, environmental, transportation and compatibility studies.
5. Require legally binding details concerning ownership, public access, maintenance and permanent protection of all proposed open-space lands.
6. Undertake meaningful public consultation before any recommendation is brought forward.

Millcroft was deliberately planned around a continuous open-space and golf-course setting. The proposed Phase 2 development would permanently alter that structure and directly affect existing residents who purchased and maintained their homes within the community as it was planned.

I ask the City to protect the long-term planning integrity of Millcroft and reject this application in its current form.

Sincerely,

Andy Bridgelal

Meneray, Elyse

From: Luba
Sent: Thursday, July 30, 2026 7:26 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: REJECT Millcroft Phase 2 Subdivision Application — Area H / Areas F, G, H, I, J, K — Files 505-11/26 and 510-02/26

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray

Dear City of Burlington Planning Staff,

My name is Luba Bridgelal, and I am the property owner of in the Millcroft community of Burlington.

I am writing regarding the Millcroft Greens Phase 2 subdivision application for Areas F, G, H, I, J, and K, referenced as Files 505-11/26 and 510-02/26.

I strongly oppose this application and respectfully request that the City of Burlington reject and deny the proposed residential development on the remaining Millcroft Golf Course lands.

I am especially opposed to Area H, because my property is directly affected.

The applicant's own Planning Justification Report states that Area H is located south of Country Club Drive between Berwick Drive and Arbourfield Drive, that it would be developed on an existing fairway, and that single detached homes on Berwick Drive and Arbourfield Drive abut the edge of the subject lands. The report proposes 16 single detached condominium homes in Area H.

This is not a distant or theoretical concern. The proposed development would place new residential homes directly behind or adjacent to existing homes, including mine. I believe this would cause direct and adverse impacts to my property, my neighbourhood, and the established open-space character of Millcroft.

I oppose this application for the following reasons

1. Area H is currently open-space / golf-course land, not ordinary vacant residential land

The applicant's report confirms that the proposal requires redesignating lands currently identified as Major Parks and Open Space / Natural Heritage System to residential designations.

This confirms that the land is not already intended for residential development. It is being converted from open-space/golf-course land into residential lots.

I object to this conversion.

2. The proposal requires major planning changes and should not be treated as routine

The applicant's report confirms that the proposal requires amendments to both the City of Burlington Official Plan, 1997 and Official Plan, 2020, as well as draft plan of subdivision approval. The report also confirms that the developer has applied for a Minister's Zoning Order.

This is not a minor adjustment. It is a major change to the planning framework for the remaining Millcroft lands.

3. Area H directly affects existing homeowners

Area H is proposed on an existing fairway behind homes on Berwick Drive and Arbourfield Drive.

For directly affected residents, this would create serious concerns, including:

loss of privacy;

overlook into existing backyards and homes;

noise and lighting impacts;

construction disruption;

grading and drainage impacts;

tree and vegetation loss;

loss of open-space character;

negative impact on property enjoyment;

negative impact on property value and marketability.

This should not be dismissed as general neighbourhood opposition. Area H would directly and materially affect existing homeowners.

4. The applicant's own report confirms floodplain alterations are required

The applicant's report states that development within all six areas requires alterations to the Regional Storm floodplain, regulated by Conservation Halton. It also states that floodplain alterations will result in grading within 15 metres of the floodplain, within the meander belt, within 15 metres of the meander belt, and within 30 metres of a wetland.

This is a major concern. The City should not approve development that depends on floodplain alterations without full independent review.

5. Stormwater, drainage, grading, and flood risk require independent review

The applicant's report claims that storm drainage can be managed through local storm sewers, underground storage, and related infrastructure.

I do not believe residents should be expected to simply accept applicant-funded conclusions without independent peer review.

Before any approval is considered, the City should require independent review of:

stormwater management;

floodplain alteration;

grading and elevation changes;

downstream drainage impacts;

underground storage assumptions;

emergency overflow conditions;

long-term maintenance responsibility;

risk to existing adjacent properties.

6. The applicant admits natural heritage and hazard features exist

The applicant's report identifies natural features and hazards including:

Significant Wildlife Habitat;

fish habitat in Appleby Creek and the Appleby Creek tributary;

wetlands;

regulatory floodplains;

erosion hazards / meander belt.

The proper planning response should be protection and avoidance, not conversion of open-space lands into residential lots based on mitigation promises.

7. Area H still requires further environmental investigation

The applicant's report states that Records of Site Condition may be filed for each area except Area H, where a supplementary environmental investigation is required before an RSC filing can commence.

This is especially concerning because Area H directly affects existing homes. Area H should not proceed while environmental site questions remain outstanding.

8. The "public benefit" claim is not convincing

The applicant argues that the development would create benefits through restoration, open space, and environmental mitigation. However, the same report confirms that the proposal would create 138 homes, including 73 single detached homes and 65 townhouse units, accessed by private condominium roads.

For Area H specifically, the proposal is not simply environmental restoration. It is the construction of 16 new single detached condominium homes on an existing fairway directly beside existing homes.

Calling this a "benefit" does not change the direct impact on residents.

9. Registered title documents should be reviewed before any approval

My parcel register and related registered instruments show that my property is part of the original Millcroft subdivision context.

Instrument is a registered Notice of Agreement under Section 74 of the Land Titles Act. It applies to lots including Lots 188 to 213 inclusive. My property is , so it appears to be included. The agreement states that purchasers were advised that their lots back onto an operating golf course.

I ask the City to review these registered instruments, including before considering any approval that would replace the golf-course/open-space condition behind existing homes with new residential lots.

I am not claiming that these documents alone decide the application. However, they are directly relevant because they show that affected homes were part of a subdivision framework where certain lots were specifically recognized as backing onto an operating golf course.

10. Property value and reasonable enjoyment are directly affected

I understand that property value alone may not be the only planning consideration. However, in this case, property value is directly tied to land-use compatibility, privacy, open-space character, grading, drainage, and the replacement of a golf-course/open-space condition with new residential lots.

For Area H residents, this is a direct and material change. It would affect:

privacy;

backyard use;

noise;

sunlight and overlook;

drainage and grading risk;

marketability;

the reasonable enjoyment of our homes.

Therefore, I respectfully request that the City of Burlington:

Reject and deny the Millcroft Greens Phase 2 subdivision application for Area H and the broader Areas F, G, H, I, J, and K.

Refuse the conversion of remaining Millcroft Golf Course open-space lands into residential development.

Require full independent peer review of all applicant-funded studies, including stormwater, floodplain, drainage, grading, environmental, natural heritage, traffic, emergency access, infrastructure, and construction-impact studies.

Require specific independent review of Area H, including the outstanding environmental investigation noted in the applicant's own report.

Review all registered title documents and subdivision-related agreements affecting homes that back onto the golf course, including

Provide meaningful public consultation for directly affected residents, especially homeowners on Berwick Drive and Arbourfield Drive who abut Area H.

Protect the remaining Millcroft lands for Open Space / recreational / stormwater / natural heritage functions consistent with the existing community design.

I strongly request that the City reject this application. The applicant's own report confirms that this proposal would convert existing open-space/golf-course lands into residential development, requires significant planning changes, requires floodplain alterations, affects natural heritage and hazard areas, and directly impacts existing homeowners in Area H.

Supporting documents are available upon request, including registered title instruments

Sincerely, Luba Bridgelal

Meneray, Elyse

From: S Jacklin
Sent: Thursday, July 30, 2026 7:48 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: MG Phase 2 - Strong Opposition

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Ben, Elyse,

Ref file: 505-11/26 and 510-02/26

I am writing to express my strong opposition to the proposed Phase 2 development at Millcroft Greens.

There are three compelling reasons why this application should be refused:

It is not needed to meet Burlington's housing obligations. Burlington has already made significant progress toward its provincial housing targets. Destroying one of the city's most valuable remaining green spaces is neither necessary nor justified to achieve those goals.

It does not solve the housing affordability challenge. The proposed development will not deliver the type of housing that meaningfully improves affordability for the residents who need it most. The permanent loss of public environmental value is simply not matched by a meaningful public benefit.

The environmental impacts are irreversible. The remaining Millcroft Greens provides mature tree canopy, wildlife habitat, natural stormwater management, carbon storage, and much-needed green space in an increasingly urban community. Once this land is developed, those benefits are gone forever and cannot be recreated elsewhere.

This proposal asks Burlington residents to accept a permanent environmental loss without a corresponding public need or public benefit. Responsible growth and environmental stewardship are not mutually exclusive, and this application fails to strike the appropriate balance.

I respectfully ask Council to continue opposing this application and to use every available legal and planning tool to protect the remaining Millcroft Greens for current and future generations.

Thank you for your time and consideration.

Sincerely,

Sarah Jacklin

Meneray, Elyse

From: Lori Private
Sent: Thursday, July 30, 2026 8:03 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Phase 2 OBJECTION

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To whom it may concern,
My name is Lori VanDinther and I am the owner of in the Millcroft community of Burlington.

I have received Notice from the City of Burlington of an Application submitted on behalf of Millcroft Greens Corp. (Millcroft Golf Course) by Macaulay Shiomi Howson Ltd. for Phase 2 subdivision and development of residential housing on 6 new parcels/areas F, G, H, I, J, and K on Millcroft Greens lands (Millcroft Golf Course) which are ZONED and DESIGNATED AS OPEN SPACE(s) FOR RECREATIONAL USE ONLY.

I will be DIRECTLY and ADVERSELY IMPACTED by ANY CONSTRUCTION (of new housing) by Millcroft Greens' planned Phase 2 subdivision of the subject lands
AND
I COMPLETELY OPPOSE Millcroft Greens application for Phase 2 subdivision application for 6 new parcels/areas F, G, H, I, J and K and Millcroft Greens' Plan to add another 138 residential homes on lands designated as OPEN SPACE for RECREATIONAL USE(S) ONLY namely, Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) TO REJECT and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for subdivision and housing development on Millcroft Greens lands submitted as Phase 2, parcels/areas F, G, H, I, J, and K inclusive, Ref: File 505-11/26 and 510-02/26; and

2) TO REJECT and DENY any and ALL future Applications for Development / Subdivision of Millcroft Golf Course and Millcroft Greens lands, 2155 Country Club Drive, Burlington, Ontario.

I COMPLETELY OPPOSE ANY and ALL proposed future additional development of residential housing on Millcroft Greens lands which are designated by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.
Not only am I an owner/long time resident in Millcroft, I have been a realtor for 32 years in this city and community and have sold a lot of homes throughout my career in Millcroft.
All of my clients over the years who have purchased in Millcroft did so specifically because the Millcroft golf course was here and they liked the thought of so much green space and protected lands within the community. It is what has made it so special!

To have someone come in solely for greed and profit and completely destroy the beautiful green space and flood management is completely irresponsible! I understand governments want to provide housing but “affordable housing” is what is needed, not luxury homes (for which there is currently an abundance of resale homes all over our city) at the cost of displacing wildlife and tearing down mature trees that help keep our air clean! In addition this will affect Home VALUES and no one builder should be given permission to negatively affect so many people financially as well as their quality of life with the noise from construction vehicle and building, the dirt, dust It is just not fair to people who have established their lives in a settled community have to deal with this for the next 10 to 20 years!!

STOP the DESTRUCTION of Millcroft Golf Course and the environmentally precious space!

Respectfully,
Lori VanDinther

Meneray, Elyse

From: Fred Grigsby
Sent: Thursday, July 30, 2026 8:31 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Subdivision Subdivision Application

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City of Burlington Building Department
Attention: City of Burlington Building Department
Ben Kissner and Elyse Meneray

We want to express our opposition to the application from Millcroft Greens Subdivision application which has been submitted for approval by Millford Greens Corporation. (Phase 2 Areas F, G,H, I, J, K)

We live at and back onto the [redacted]. We have some magnificent trees next to our property and it would be a travesty to cut them down.

We are under the understanding that there was an agreement Monarch Construction and the city of Burlington that this area had the specified right to back onto Millcroft Golf Course lands.

I do understand that there is a need to continue to build more homes in Burlington.

But I think our rights need to be also considered, as well as the impact on our property value.

Ellen and Fred Grigsby.

Meneray, Elyse

From: john.truman john.truman
Sent: Thursday, July 30, 2026 8:56 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: REJECT Millcroft Subdivision Application Phase 2 Areas F,G,H,I,J,K - Ref File 505-11/26 and 510-02/26

Follow Up Flag: Follow up
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City of Burlington Building Department

Attention: Ben Kissner and Elyse Meneray

Subject: **REJECT** Millcroft Subdivison Application **Phase 2 Areas F, G, H, I, J, K**

Ref: File 505-11/26 and 510-02/26

Dear Sir/Madam:

We are the property owners of in the Millcroft community of Burlington, Ontario

We recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 Areas F, G, H, I, J, K, which would see residential housing development on the Millcroft Golf Course by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

We **VEHEMENTLY OPPOSE** Millcroft Greens Application for Subdivision of the Millcroft Golf Course submitted as Phase 2 Areas F, G, H, I, J, K and Millcroft Greens Corp. Plan to build an additional 138 residential houses and 6 new roads on lands which are designated and ZONED as 'OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY', namely Millcroft Golf Course.

We specifically **OPPOSE Phase 2 Area 'H'** planned development due to the fact that we **WILL BE DIRECTLY** and **ADVERSELY IMPACTED BY ANY** residential housing development of Area 'H'. Area 'H' represents Hole # 2 of the Millcroft Golf Course and is designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY. The Subdivision Application for **Area 'H'** specifically would see the construction of 16 new houses and 1 new road running off Country Club Drive.

We SUBMIT and MAINTAIN that development of **Phase 2 Area 'H'** specifically:

- **VIOLATES our PROPERTY RIGHTS TO BACK ONTO the** (green space of) **MILLCROFT GOLF COURSE**.
    - (Ref.) Province of Ontario Document General (Notice of Agreement under Section 74 of the Land Titles Act) dated March 1990 between Monarch Construction and the City of Burlington which states that the 'specified lots' (now impacted by 'Area H') carries with it the '**specified right to back onto Millcroft Golf Course' lands**; and
    - 'Registered Notices and both on Title for recognize our property as backing onto the Millcroft Golf Course and duly protect this right. Any new housing development would deprive us of these protections. These protections are deemed so inherent that we are legally required to include them in any purchase Agreements.
- **NEGATIVELY IMPACTS OUR PROPERTY VALUE.**

- Our property, carries a 'lot premium' specifically for the right to back onto (the green space of) Millcroft Golf Course and ANY residential housing built on 'lots' that would back onto our property located at would result in a 'de facto' **DEVALUATION of our PROPERTY VALUE.**

Additionally, the construction of a new road off Country Club Drive to accommodate new residential housing development on **Area 'H'** would **ENDANGER PUBLIC SAFETY** and specifically **ENDANGER** children attending the Sacred Heart of Jesus Catholic Elementary School, located at 2222 Country Club Drive, which is designated as a **SCHOOL SAFETY ZONE**.

THEREFORE, we hereby REQUEST and DIRECT the City of Burlington:

1. **TO REJECT** and DENY Millcroft Greens Corp. Subdivision Application (submitted by Macaulay Shiomi Howson Ltd.) for residential housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as **Phase 2, Areas F, G, H, I, J, K** inclusive. **Ref: File 505-11/26 and 510-02/26**; and
2. **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.
3. **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (Millcroft Golf Course) AND Argo Development for ANY and ALL Subdivision of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands that are designated as 'green space' and ZONED as OPEN SPACE(s) for RECREATIONAL USE(s) ONLY.
4. **TO PASS A BY-LAW** to designate 3 streets within the borders of Millcroft, specifically Country Club Drive, Berwick Drive, and Clubview Drive as **SCHOOL SAFETY ZONES** for the protection of children attending the 3 schools, namely Sacred Heart of Jesus Catholic Elementary School (2222 Country Club Drive), Florence Meares Public Secondary School (2102 Berwick Drive), and Charles R. Beaudoin Public School JK-8 (4313 Clubview Drive).
5. **TO DESIGNATE** the Millcroft community as a '**NO TRUCKS ZONE'** (specify weight limitation) within the boundaries Walkers Line (to the east), Upper Middle Road (to the south), Appleby Line (to the east), and Dundas (to the north). Exempt vehicles include: City of Burlington and Region of Halton vehicles, Emergency vehicles (Police, Fire, Ambulance), Public Utilities vehicles (Hydro, Enbridge), landscaping company vehicles, moving van Lines and private moving trucks.

The Millcroft Golf Course is a landmark feature of the Millcroft community that has operated as a public golf course for over 35 years and has provided golfers of all ages, seniors and juniors, alike with a vital RECREATIONAL and social amenity.

More importantly, Millcroft Greens Corp. and ARGO Development have given written and public undertakings to continue operating Millcroft Golf Course throughout and after Phase 1 housing development on 4 parcels, Areas A,B,C,D. But now, with the new 'Amended' Phase 2 Subdivision Application for development of 6 additional parcels, Areas F,G,H,I,J,K, inclusive, Millcroft Greens Corp. and ARGO Development will be in breach of and violating their undertaking to continue operating the Millcroft Golf Course for decades and future generations to come.

We **VEHEMENTLY OPPOSE** ANY and ALL proposed Subdivision of Millcroft Golf Course and Millcroft Greens Corp. lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY and HEREBY **REQUEST** the City of Burlington and Region of Halton to PRESERVE the MILLCROFT GOLF COURSE as a PUBLIC GOLF COURSE.

STOP

THE DESTRUCTION OF

MILLCROFT GOLF COURSE!

Submitted by:

John Truman & Linda Loyello

JOHN K. TRUMAN & LINDA LOYELLO

[redacted]

July 30, 2026

VIA email to: mgphase2@burlington.ca

City of Burlington Building Department
Attention: Ben Kissner and Elyse Meneray

Subject: **REJECT** Millcroft Subdivison Application **Phase 2 Areas F, G, H, I, J, K**
Ref: File 505-11/26 and 510-02/26

Dear Sir/Madam:

We are the property owners of in the Millcroft community of Burlington, Ontario (Legal Description .

We recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 Areas F, G, H, I, J, K, which would see residential housing development on the Millcroft Golf Course by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

We **VEHEMENTLY OPPOSE** Millcroft Greens Application for Subdivision of the Millcroft Golf Course submitted as Phase 2 Areas F, G, H, I, J, K and Millcroft Greens Corp. Plan to build an additional 138 residential houses and 6 new roads on lands which are designated and ZONED as 'OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY', namely Millcroft Golf Course.

We specifically **OPPOSE Phase 2 Area 'H'** planned development due to the fact that we **WILL BE DIRECTLY** and **ADVERSELY IMPACTED BY ANY** residential housing development of Area 'H'. Area 'H' represents Hole # 2 of the Millcroft Golf Course and is designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY. The Subdivision Application for **Area 'H'** specifically would see the construction of 16 new houses and 1 new road running off Country Club Drive.

We SUBMIT and MAINTAIN that development of **Phase 2 Area 'H'** specifically:

- **VIOLATES our PROPERTY RIGHTS TO BACK ONTO the** (green space of) **MILLCROFT GOLF COURSE**.
    - (Ref.) Province of Ontario Document General (Notice of Agreement under Section 74 of the Land Titles Act) dated March 1990 between Monarch Construction and the City of Burlington which states that the 'specified lots' (now impacted by 'Area H') carries with it the '**specified right to back onto Millcroft Golf Course' lands**; and
    - 'Registered Notices and both on Title for recognize our property as backing onto the Millcroft Golf Course and duly protect this right. Any new housing development would deprive us of these protections. These protections are deemed so inherent that we are legally required to include them in any purchase Agreements.
- **NEGATIVELY IMPACTS OUR PROPERTY VALUE.**
    - Our property, carries a 'lot premium' specifically for the right to back onto (the green space of) Millcroft Golf Course and ANY residential housing built on 'lots' that would back onto our property located at would result in a 'de facto' **DEVALUATION of our PROPERTY VALUE.**

Additionally, the construction of a new road off Country Club Drive to accommodate new residential housing development on **Area 'H'** would **ENDANGER PUBLIC SAFETY** and specifically **ENDANGER** children attending the Sacred Heart of Jesus Catholic Elementary School, located at 2222 Country Club Drive, which is designated as a **SCHOOL SAFETY ZONE**.

THEREFORE, we hereby REQUEST and DIRECT the City of Burlington:

1. **TO REJECT** and DENY Millcroft Greens Corp. Subdivison Application (submitted by Macaulay Shiomi Howson Ltd.) for residential housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as **Phase 2, Areas F, G, H, I, J, K** inclusive. **Ref: File 505-11/26 and 510-02/26**; and

2. **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3. **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (Millcroft Golf Course) AND Argo Development for ANY and ALL Subdivision of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands that are designated as 'green space' and ZONED as OPEN SPACE(s) for RECREATIONAL USE(s) ONLY.

4. TO **PASS A BY-LAW** and designate 3 streets within the borders of Millcroft, specifically Country Club Drive, Berwick Drive, and Clubview Drive as **SCHOOL SAFETY ZONES** for the protection of children attending the 3 schools, namely Sacred Heart of Jesus Catholic Elementary School (2222 Country Club Drive), Florence Meares Public Secondary School (2102 Berwick Drive), and Charles R. Beaudoin Public School JK-8 (4313 Clubview Drive).

5. TO **DESIGNATE** the Millcroft community as a **'NO TRUCKS ZONE'** (specify weight limitation) within the boundaries of Millcroft, specifically Walkers Line (to the east), Upper Middle Road (to the south), Appleby Line (to the east), and Dundas (to the north). Exempt vehicles include: City of Burlington and Region of Halton vehicles, Emergency vehicles (Police, Fire, Ambulance), Public Utilities vehicles (Hydro, Enbridge), landscaping company vehicles, moving van Lines and private moving trucks.

The Millcroft Golf Course is a landmark feature of the Millcroft community that has operated as a public golf course for over 35 years and has provided golfers of all ages, seniors and juniors, alike with a vital RECREATIONAL and social amenity.

More importantly, Millcroft Greens Corp. and ARGO Development have given written and public undertakings to continue operating Millcroft Golf Course throughout and after Phase 1 housing development on 4 parcels, Areas A,B,C,D. But now, with the new 'Amended' Phase 2 Subdivision Application for development of 6 additional parcels, Areas F,G,H,I,J,K, inclusive, Millcroft Greens Corp. and ARGO Development will be in breach of and violating their undertaking to continue operating the Millcroft Golf Course for decades and future generations to come.

We **VEHEMENTLY OPPOSE** ANY and ALL proposed Subdivision of Millcroft Golf Course and Millcroft Greens Corp. lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY and HEREBY **REQUEST** the City of Burlington and Region of Halton to PRESERVE the MILLCROFT GOLF COURSE as a PUBLIC GOLF COURSE.

STOP
THE DESTRUCTION OF
MILLCROFT GOLF COURSE!

Submitted by:
John Truman & Linda Loyello

Meneray, Elyse

From:	Linda L
Sent:	Friday, July 31, 2026 10:47 AM
To:	Mailbox, Millcroft Greens Phase 2
Subject:	REJECT Millcroft Subdivision Application Phase 2 Areas F-G-H-I-J-K Ref File 505-11/26 and 510-02/26
Attachments:	Truman letter to City OPPOSING Phase 2 Area H - July 2026.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TO: City of Burlington Building Department
Attention: Ben Kissner and Elyse Meneray
Ref: File 505-11/26 and 510-02/26
Subject: REJECT Millcroft Subdivision Application Phase 2 Areas F,G,H,I,J,K

We are property owners of and hereby wish to formally register our OPPOSITION to the Subdivision Application for Phase 2 Areas F,G,H,I,J,K development of 138 residential housing units and 6 new roads on Millcroft Golf Course lands.

We, John Truman and Linda Loyello, hereby REGISTER OUR OPPOSITION and request the City of Burlington to REJECT Millcroft Greens Application for Subdivision submitted as Phase 2 Areas F,G,H,I,J,and K inclusive.

Please see our attached letter of opposition.
Thank you,
John Truman & Linda Loyello

Burlington, Ontario

Our names are Richard and Brenda Collins and we are the property owners of
in the Millcroft community of Burlington.

We recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 development of Areas F, G, H, I, J, K, which would see residential housing development on Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

We **VEHEMENTLY OPPOSE** Millcroft Greens Subdivision Application for Phase 2 Areas F, G, H, I, J, K and Millcroft Greens' Application to build an additional 138 residential homes and 6 new roads on lands designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, specifically Millcroft Golf Course.

THEREFORE, We hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as Phase 2, Areas F, G, H, I, J, and K inclusive, **Ref: File 505-11/26 and 510-02/26**; and

2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (and Millcroft Golf Course) AND Argo Development for ANY and ALL residential housing development of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

We VEHEMENTLY OPPOSE ANY and ALL proposed future Subdivision of and additional development of residential housing on Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP the DESTRUCTION of Millcroft Golf Course!

Meneray, Elyse

From:	Eric Salembier
Sent:	Thursday, July 30, 2026 10:05 PM
To:	Mailbox, Millcroft Greens Phase 2; KI
Cc:	LIST - Office of Ward 6; admin@millcroftagainstbaddevelopment.ca
Subject:	Strongly Oppose Millcroft Greens Phase 2 Housing Development – File 505-11/26 and 510-02/26
Attachments:	Strongly Oppose Millcroft Greens Phase 2 Housing Development.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ben Kissner, Elyse Meneray, and Members of the Planning Department,

Please find attached my formal objection letter regarding the Millcroft Greens Phase 2 development applications (Files 505-11/26 and 510-02/26).
As a resident at [redacted], I am directly impacted by this proposal.

Thank you for your time and consideration.

Sincerely,

Eric Salembier
Burlington, ON

Eric Salembier & Kathy Ionni

July 30, 2026

City of Burlington Planning Department
Attention: Ben Kissner and Elyse Meneray
Email: mgphase2@burlington.ca

Re: Strong Objection to Millcroft Greens Phase 2 Development Applications (Files 505-11/26 and 510-02/26)

Dear Mr. Kissner, Ms. Meneray, and Members of the Planning Department,

I am writing as a deeply concerned Burlington resident and homeowner whose property directly abuts the lands proposed for development on Couples Crescent. I am submitting this letter to formally register my strong opposition to the Official Plan Amendment and Draft Plan of Subdivision applications submitted by Millcroft Greens Corporation for the proposed Phase 2 development within Areas F, G, H, I, J, and K of the Millcroft Golf Course.

I respectfully urge the Planning Department to recommend that City Council reject this application and preserve these lands as open space, consistent with the original planning vision for the Millcroft community.

1. Loss of a Critical Community Green Space

The Millcroft Golf Course was not an incidental feature of the neighbourhood. When the Millcroft community was planned beginning in 1986 by Monarch Developments, the 18-hole golf course was intentionally designed as the central environmental, recreational, and visual component of the subdivision. More than 3,500 homes were built around this open space, and thousands of residents purchased their homes with the understanding that these lands would remain open recreational space.

Converting these lands to residential development would permanently alter the character and structure of the community. While additional housing would primarily benefit a private landowner, the loss of this significant green space would negatively impact thousands of existing residents and diminish an important community asset for the broader City of Burlington.

2. Stormwater Management and Flood Risk Concerns

The Millcroft Golf Course performs a significant stormwater management and flood mitigation function within the community. The original subdivision design incorporated the golf course as part of the overall drainage system, providing storage and conveyance during major storm events and accommodating natural watercourse floodplain functions.

The flooding experienced during the July 15, 2024 storm, only a 50 -year event clearly demonstrated the important role these lands serve in storing and managing runoff. During major rainfall events, large portions of the golf course function similarly to a stormwater facility or wetland by temporarily retaining floodwaters and reducing downstream impacts.

Provincial policies and conservation regulations generally restrict development within flood-prone areas and floodplains. Given the demonstrated flooding history of these lands and my background in Civil Engineering I question how development of this land can be approved?

3. The Development Is Not Required to Meet Burlington's Housing Targets

The proposed development is often justified as contributing to housing supply; however, Burlington already has a substantial inventory of approved residential units within its development pipeline. The City continues to accommodate growth through intensification and planned development areas without requiring the loss of established community open spaces. Two of these developments have recently taken place in this community and I have been 100% supportive of.

Destroying a long-standing recreational and environmental asset is not necessary to achieve provincial growth objectives. Burlington can continue to meet housing targets while preserving the features that make established neighbourhoods desirable places to live.

4. Traffic and Community Character Impacts

The addition of 138 new residential units will generate additional vehicle traffic, increase congestion on local roads, and alter the character of an established neighbourhood that was planned around extensive open space and low-intensity development.

My family specifically chose to purchase our home on a quiet court where our nine-year-old son can safely play outdoors. Introducing development that was never contemplated as part of the original subdivision design will fundamentally change the neighbourhood and undermine the planning principles upon which the community was built.

Community Opposition

The community has consistently and clearly expressed its opposition to this proposal through resident advocacy groups such as Millcroft Against Bad Development (M.A.D.), public meetings, and engagement with local elected officials. Burlington City Council has repeatedly demonstrated its commitment to preserving these Open Space-designated lands.

I respectfully request that the Planning Department give significant weight to the concerns of local residents and prioritize long-term environmental sustainability, community well-being, and sound planning principles over short-term development interests.

Request for Notification

Please record my objection to Official Plan Amendment File 505-11/26 and Draft Plan of Subdivision File 510-02/26. I also request to be notified of any future staff reports, public meetings, committee discussions, or Council decisions related to these applications.

Thank you for your consideration of these comments and for your continued efforts to protect Burlington's quality of life and environmental resources.

Sincerely,

Eric Salembier
Kathy Ionni

Dear Ben Kissner and Elyse Meneray,

I am writing as a homeowner and resident of to formally express my **opposition** to the proposed development associated with **Files 505-11/26 and 510-02/26**.

When my family purchased our home, we did so with the understanding that the adjacent Millcroft Golf Course and surrounding open space would remain an integral part of the neighbourhood. The proposal to construct an additional **138 homes**, beyond the development already approved, represents a significant intensification that will permanently alter the character of our community and have lasting impacts on existing residents.

A major concern is the apparent intention to use **Couples Crescent** as the access route for construction and, ultimately, the new neighbourhood. Couples Crescent is a quiet residential street that was designed to serve the existing homes in our community—not as an access corridor for a large-scale residential development. Residents were never led to believe that our street could become the primary point of access for a project of this magnitude.

The proposal gives rise to several important concerns:

Traffic and Public Safety

The introduction of construction vehicles, contractor traffic, service vehicles, and eventually hundreds of additional residents will significantly increase traffic volumes on Couples Crescent. Our street is regularly used by children, families, pedestrians, cyclists, and seniors, and the increased traffic will inevitably reduce safety while negatively affecting the quality of life enjoyed by current residents.

Construction Impacts and Neighbourhood Security

Routing construction traffic through an established residential neighbourhood will create years of disruption. Heavy equipment, delivery trucks, and contractor vehicles will generate additional noise, dust, vibration, and potential property damage, while also raising legitimate concerns regarding neighbourhood security and the overall enjoyment of our homes.

Stormwater Management and Flooding

The removal of additional green space and the introduction of more hard surfaces increase concerns about stormwater runoff and the potential for localized flooding. Before any approvals are considered, residents should be provided with independent technical evidence confirming that this development will not increase flood risks or adversely affect existing homes and municipal infrastructure.

Loss of Green Space

For many years, the Millcroft Golf Course has provided important environmental, recreational, and visual benefits to Burlington. Its mature trees, open landscapes, wildlife habitat, and natural green space contribute to the health, appearance, and character of the surrounding neighbourhood. Once this land is developed, these benefits cannot be recovered.

Like many homeowners in this area, we made a significant investment in our property based on the existing planning framework and the expectation that the surrounding open space would remain largely intact. Continued expansion of residential development beyond what residents originally understood erodes confidence in the City's planning process and fundamentally changes the community we chose to call home.

For these reasons, I respectfully ask the City to carefully evaluate the cumulative impacts of this proposal on the existing neighbourhood and to refuse any further development that increases residential density, removes additional green space, or depends on Couples Crescent as its primary access route.

Should the proposal proceed in any form, I respectfully request that comprehensive traffic, transportation, stormwater, environmental, and neighbourhood impact studies be completed by qualified professionals and made publicly available before any planning approvals are granted.

Thank you for your time and for considering the concerns of residents who are directly affected by this proposal. I respectfully request that this letter be included in the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Greg Dilworth & Lynn Ann MacKinnon
Joint Owners

Meneray, Elyse

From: Carol Corazzola
Sent: Thursday, July 30, 2026 10:59 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Written Comments – Millcroft Greens Phase 2 (OPA 505-11/26 & Plan of Subdivision 510-02/26)

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July 23, 2026
Mayor Marianne Meed Ward and Members of Burlington City Council
Re: Official Plan Amendment and Draft Plan of Subdivision – Millcroft Greens Phase 2
Dear Mayor Meed Ward and Members of Council,
I am writing as a resident of Millcroft to express my concerns regarding the proposed redevelopment of the remaining Millcroft Greens golf course lands.

My husband and I have lived in Millcroft for 7 years. We downsized to a beautiful bungalow townhouse on We chose to make Millcroft our home because of its unique character, mature tree canopy, open green space, and thoughtfully planned neighbourhood design. The golf course has been an important part of that identity, providing environmental benefits, wildlife habitat, stormwater absorption, and an open landscape that has enhanced the quality of life for us in our retirement years.

We understand that Burlington needs additional housing, and we support responsible growth. However, we believe this proposal raises important questions that deserve careful consideration before any approvals are granted.

In particular we are concerned about:

- The removal of one of Millcroft's largest remaining green spaces and mature tree canopy.
- The potential impact on existing floodplain and drainage conditions, particularly given the water pooling that already occurs during significant rainfall events adjacent to Area K.
- Whether the proposed stormwater management system will adequately protect neighbouring homes over the long term.
- The compatibility of the proposed development with the established character of the surrounding community, including the loss of open vistas and landscape features that have defined Millcroft for decades.

Like many residents, we also understood that the golf course would continue in some form following the earlier redevelopment phase. The current proposal to eliminate the remaining golf course entirely represents a significant change from those expectations. This change can be found in the cover letter sent to the Plannina Dept as part of the application from Millcroft Greens, and is as follows:

"The residential community would continue to be focused around an open space system, but not a golf course."

This begs the question – was this the plan all along? We were duped into believing that the course was going to still be 18 holes but would be an executive par 3 course?
Before making a final decision, we respectfully ask Council to ensure that:

- Independent reviews of the stormwater, grading, and environmental studies are completed.
- Every effort is made to preserve mature trees and significant green space.
- The long-term impacts on existing residents and neighbourhood character are fully considered.
- Alternative options to preserve all or part of these lands as public open space are explored.

Once these lands are developed, this landscape will be lost forever. We respectfully ask Council to carefully balance Burlington's housing needs with the environmental, recreational, and community value that these lands continue to provide.

Thank you for your time and consideration.

Respectfully Submitted,

Carol and Rob Corazzola

Meneray, Elyse

From: Tracy Wirth
Sent: Thursday, July 30, 2026 11:38 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: File 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray

I'm requesting that our city stop the destruction of Millcroft Golf Course and stand up to those that seek to ruin a beautiful established community. This community is already short of baseball diamonds, soccer fields and tennis courts. This community completely lacks updated recreation facilities for pickle ball, space to walk and explore. Cramming more homes into tight spaces will not benefit new or existing residents. It will bring frustration and poor property values. Burlington has lots of space to development new properly planned communities - place the focus on those available lands.

Flooding is a serious concern, in Millcroft, many homes including mine already suffer from poor run off and drainage. We must not allow properties to lose their value by disregarding their current alignment with nature.

Placing privately owned properties that are not serviced by the city amongst existing city serviced properties is a recipe for disaster. Who will service the areas in the easements where these properties clash?

Decision makers need to be honest about the long range nature of this proposal and all those that will be harmed including residents, nature and the collective community. Preserve Burlington's communities, preserve our parks, rivers and trees for the next generation. Plan a city that we can be proud of, one with insight and integrity.

Say NO and protect our green space, preserve Millcroft!! Don't tolerate bullies or political pressures.
Sincerely,
Tracy Wirth

Sent from my iPhone

Meneray, Elyse

From: Akeel Al-Zuhiri
Sent: Thursday, July 30, 2026 11:42 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: REJECT Millcroft Subdivision Application Phase 2 Areas F,G,H,I,J,K

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray

My name is Akeel Al-Zuhiri and I am the property owner of in the Millcroft community of Burlington.
We recently received Notice from the City of Burlington of an Application for Subdivision submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 development of Areas F, G, H, I, J, K, which would see residential housing development on Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

We **VEHEMENTLY OPPOSE** Millcroft Greens Subdivision Application for Phase 2 Areas F, G, H, I, J, K and Millcroft Greens' Application to build an additional 138 residential homes and 6 new roads on lands designated as 'green space' and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, specifically Millcroft Golf Course.

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands submitted as Phase 2, Areas F, G, H, I, J, and K inclusive, **Ref: File 505-11/26 and 510-02/26**; and

2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (and Millcroft Golf Course) AND Argo Development for ANY and ALL residential housing development of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

/We VEHEMENTLY OPPOSE ANY and ALL proposed future Subdivision of and additional development of residential housing on Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

Yours Sincerely,

Akeel Al-Zuhiri

Meneray, Elyse

From: jwatt2 jwatt2
Sent: Friday, July 31, 2026 12:52 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Official Plan Amendment and Draft Plan of Subdivision - Millcroft Greens Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Ms. E. Meneray and Mr. B. Kissner

I write at this late date having just returned from vacation.

Upon opening your letter I was at first confused. I thought I was receiving a repeat of Phase 1 information. Rereading your letter I was then dismayed when I realized the import of this missive.

When I moved into my home in Millcroft I did so because I could appreciate nature right outside my windows. For over twenty years I have been delighted watching small and larger animals, wild and domesticated, scurry, scamper and race over the tenth fairway (Area K). In the winter dogs have delighted me with their enjoyment of freshly fallen snow. One year I was privileged to see and hear a large flock of bright yellow American Finches on the tree directly in front of my window. Now it is other birds who wake me up in the morning. I have also seen the flora of this area grow and develop to maturity. It was one of the main reasons I chose a home with a view over an open green space. I can see other areas which also enjoy this flora and fauna are slated for potential development. Not only in Millcroft but also in other areas of our province are we losing more and more green space.

This green space is well utilized even in inclement and cold weather. I often see people walking along the paths embracing the fresh air, especially in the winter when we are often indoors. I really noted this during Covid when we were not allowed any close contact with those other than the folks in our "bubble".

I am also concerned that you may not be aware that there is serious water drainage problem on the tenth fairway of Area K. When we have a heavy rainfall the creek on the east side overflows and floods right over to the west side. Once the water was so deep that some ducks were making themselves at home in the water. Any new development here will surely be put at risk with this annual flooding, not to mention a further threat to already existing homes.

When redevelopment proposals started with Phase 1 I understood that the golf course was to remain with a slightly altered design and location of holes. Now as I look at the Phase 2 plan it seems that the golf course is gone completely. This was not even suggested at that time.

Please consider my input to keep our green spaces open when you are making any decisions regarding phase 2 of Millcroft Greens.

Yours sincerely,

Janet Watt

Meneray, Elyse

From: Jacquie Wilson
Sent: Friday, July 31, 2026 6:43 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Burlington
Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs

THE TIME IS NOW … save this precious green space. Your position plays a vital role in the future of our beautiful city. Elbows up!

Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to increase flooding throughout Burlington, disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park." Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the ponds located on the course, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.

Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home.
Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

WE NEED you now!
Save what little green space we have left

Jacquie Wilson

City of Burlington Building Department July 31, 2026

Attention: Ben Kissner and Elyse Meneray
Subject: Rejection of Millcroft Subdivision Development - Application Phase 2 Areas F,G,H,I,J,K by Millcroft Greens Corp.
Ref: File 505-11/26 and 510-02/26

Hello Ben & Elyse,

We, Ravi & Heather Krishnan, are the property owners of here in Millcroft. We have resided in our home – this address – for almost 15 years. We lived on [redacted] for ~6 years prior to living on [redacted]

Over the past 20+ years as a resident of Millcroft, we have seen the natural progression and development of our community. Homes for families, built around the greenspace and tranquility that the golf course has offered us as residents an incredible part of the city in which to live. The community is now though, is 'full'.

We recently received Notice from the City of Burlington of an Application for the development of a subdivision submitted on behalf of Millcroft Greens Corp. by Macaulay Shiomi Howson Ltd. The application outlines a Phase 2 development of the Millcroft golf course lands, specifically identified as Areas F, G H, I, J, and K.

We Strongly oppose this application for development by Millcroft Greens Corp. detailed as Phase 2 (Areas F through K). The plan to build another 138 residential lot and ~6 new roadways on lands – which are designated and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, namely, Millcroft Golf Course – will cause irreparable harm to the community of Millcroft.

Traffic flow, children safety, intersection congestion, wildlife preservation and floodplain interruption are just a few of the immense impacts that a development of this nature would create in our community.

We understand that proposed development of Phase 2, Area 'H', has a possible specific violation our property right to back onto the green space of MILLCROFT GOLF COURSE. [Ref: Province of Ontario Document General (Notice of Agreement under Section 74 of the Land Titles Act) dated March 1990 between Monarch Construction and the City of Burlington] which acknowledges that the 'specified lots' (now impacted by 'Area H') carry with it the 'specified right to back onto Millcroft Golf Course/Greenspace lands.

We request the City of Burlington to reject the development proposal by Millcroft Greens Corp. Application for this Phase 2 proposal, and any potential additional development proposals in our Millcroft community. The Community doesn't require more cars, congestion and impact to nature and our Environment.

Thank you in advance for your support in the rejection of this development proposal,

Ravi & Heather Krishnan

Meneray, Elyse

From:
Sent: Friday, July 31, 2026 11:02 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing on behalf of a subset of people who are opposed to this planned development

I am a homeowner who backs onto the golf course and would be directly impacted by this proposal we have a particular interest in this matter.

Everyone who buys a home on the golf course does so very specially. We paid a premium for our lots to back onto the golf course.

We choose to look out onto the golf course and enjoy the golfers and the serenity

We have every right to expect that the golf course would not be developed.
It was stated from the outset that the lands were necessary for drainage.
Also there is several ponds and creeks that would be disturbed by further development
This is simply greed of a developer who misled the community on phase one

We the residents of Millcroft strongly oppose this proposal Everyone who and expect our wishes to be honoured in this democratic society

Michael Housley

Meneray, Elyse

From:
Sent: Friday, July 31, 2026 11:34 AM
To: Mailbox, Millcroft Greens Phase 2
Cc: Greg
Subject: File 505 - 11/26 and 510 - 02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: Ben Kissner and Elyse Meneray,

Hello,

My name is Julie Prensler. We reside at and our property [redacted] onto what was formerly known as the second hole of the golf course.

I would like to understand how building on the golf course land can be of any benefit to the existing residents of the Millcroft community to anyone other than the builder themselves. By eliminating the golf course you eliminate much of the identity of the neighbourhood.

If it is to proceed what would come from a project plan of this magnitude would be major disruptions, heavy equipment, wear and tear to the roads and infrastructure, traffic interruptions, construction noise, dust and dirt, and overall what would be a major inconvenience to what is already a well established neighbourhood. With the elimination of the golf course and much of the green space we anticipate the property values of the existing homes to go down.

The proposed development eliminates a staggering number of mature trees from an area designated as a part of the Natural Heritage System. Not to mention about destroying an established, mature ecosystem and displacing or destroying precious wildlife.

What needs to be taken into consideration is to not disrupt the existing water and flood plain management.

I have attached some recent pictures taken from my property of the water levels after a typical heavy rainstorm.

Please stop the destruction of the Millcroft Greens!

Regards,
Concerned home owners

Meneray, Elyse

From:
Sent: Friday, July 31, 2026 11:35 AM
To: Mailbox, Millcroft Greens Phase 2
Cc: Greg
Subject: File 505 - 11/26 and 510 - 02/26

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Attention: Ben Kissner and Elyse Meneray,

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If it is to proceed what would come from a project plan of this magnitude would be major disruptions, heavy equipment, wear and tear to the roads and infrastructure, traffic interruptions, construction noise, dust and dirt, and overall what would be a major inconvenience to what is already a well established neighbourhood. With the elimination of the golf course and much of the green space we anticipate the property values of the existing homes to go down.

The proposed development eliminates a staggering number of mature trees from an area designated as a part of the Natural Heritage System. Not to mention about destroying an established, mature ecosystem and displacing or destroying precious wildlife.

What needs to be taken into consideration is to not disrupt the existing water and flood plain management.

I have attached some recent pictures taken from my property of the water levels after a typical heavy rainstorm.

Please stop the destruction of the Millcroft Greens!

Regards,
Concerned home owners

Meneray, Elyse

From: Hanna
Sent: Friday, July 31, 2026 12:02 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Re: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs
Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to increase flooding throughout Burlington, disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park." Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the ponds located on the course, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.

Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City

Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home. Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

This development is tragic and wildly irresponsible

Millcroft resident since 1997.
Hanna Bohdanowicz

Meneray, Elyse

From: Kris Bohdanowicz
Sent: Friday, July 31, 2026 12:08 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Re: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

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Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs
Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to increase flooding throughout Burlington, disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park." Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the ponds located on the course, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.

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The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City

Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home. Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

This development is tragic and wildly irresponsible.

Millcroft resident since 1997,

Krzysztof Bohdanowicz

PLEASE REQUEST
CITY OF BURLINGTON TO
REJECT
MILLCROFT GOLF COURSE (Development Application)
(New) PHASE 2 Parcels F, G, H, I, J, K
NOW!!

PLEASE send an email requesting
the City of Burlington Building Department
TO REJECT Millcroft Greens Application for
Phase 2 Areas F, G, H, I, J, and K
New housing development on Millcroft Golf Course

BEFORE the JULY 31, 2026 DEADLINE, PLEASE!

send email to: mgphase2@burlington.ca
City of Burlington Building Department
Attention: Ben Kissner and Elyse Meneray
Subject: **REJECT** Millcroft Subdivision Application **Phase 2 Areas F,G,H,I,J,K**
Ref: File 505-11/26 and 510-02/26

With the following request (edit as you wish):

My name is MELINDA GREGEN and I am the property owner of _____
in the Millcroft community of Burlington.

I/We recently received Notice from the City of Burlington of an Application for Subdivision submitted on be
Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 development of Areas F, G, H, I, J, K, whic
residential housing development on Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country
Burlington, Ontario.

I/We **VEHEMENTLY OPPOSE** Millcroft Greens Subdivision Application for Phase 2 Areas F, G, H, I, J,
Greens' Application to build an additional 138 residential homes and 6 new roads on lands designated
and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, specifically Millcroft Golf Cou

THEREFORE, I/We hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi How
Subdivision and housing development on Millcroft Golf Course (Millcroft Greens Corp.) lands su
Phase 2, Areas F, G, H, I, J, and K inclusive, **Ref: File 505-11/26 and 510-02/26**; and

2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of
lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Ceas**
AGAINST Millcroft Greens Corp. (and Millcroft Golf Course) AND Argo Development for AN
housing development of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

I/We VEHEMENTLY OPPOSE ANY and ALL proposed future Subdivision of and additional de
housing on Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED
and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

STOP
the DESTRUCTION of Millcroft Golf Course!

(Area H specific - Arbourfield/Berwick backing Hole #2)

PLEASE REQUEST
CITY OF BURLINGTON TO
REJECT
MILLCROFT GOLF COURSE (Development Application)
Phase 2 Areas F, G, H, I, J, K

PLEASE send an email requesting
City of Burlington Building Department
TO REJECT Millcroft Greens Application for Phase 2 Areas F, G, H, I, J, and K
New housing development on Millcroft Golf Course lands

BEFORE the JULY 31, 2026 DEADLINE, PLEASE!

send email to: mgphase2@burlington.ca
City of Burlington Building Department
Attention: Ben Kissner and Elyse Meneray
Subject: **REJECT Phase 2 Areas F,G,H,I,J,K** (Millcroft Subdivision Application)
Ref: File 505-11/26 and 510-02/26

With the following request (edit as you wish):

I (We), M + D CREGEEN are the property owner(s) of _____ (address).
in the Millcroft community of Burlington.

I (We) recently received Notice from the City of Burlington of an Application for Subdivison submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 Areas F, G H, I, J, and K which would see residential housing development on the Millcroft Golf Course by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

I (We) **VEHEMENTLY OPPOSE** Millcroft Greens Application for Subdivision of Millcroft Golf Course lands submitted as **Phase 2 Areas F, G, H, I, J, K**, and Millcroft Greens Corp., Plan to build another 138 residential houses and 6 new roads on lands which are designated and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, namely, Millcroft Golf Course.

We specifically **OPPOSE Phase 2 Area 'H'** planned development due to the fact that we **WILL BE DIRECTLY** and **ADVERSELY IMPACTED BY ANY** residential housing development of Area 'H'. Area 'H' represents Hole #2 of the Millcroft Golf Course and is designated as 'green space' and **ZONED as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY**. The Subdivision Application for Area 'H' specifically would see the construction of 16 new houses and 1 new road running off Country Club Drive.

I (We) SUBMIT AND MAINTAIN that development of **Phase 2, Area H** specifically:

- **VIOLATES our PROPERTY RIGHTS TO BACK ONTO** the (green space of) **MILLCROFT GOLF COURSE.**
  - Ref: Province of Ontario Document General (Notice of Agreement under Section 74 of the Land Titles Act) dated March 1990 between Monarch Construction and the City of Burlington which states that the '**specified lots**' (now impacted by 'Area H') carries with it the **'specified right to back onto Millcroft Golf Course' lands;** and
  - 'Registered Notices' on Title for _____(address) recognizes our property as backing onto the Millcroft Golf Course and duly protects this right. Any new housing development would deprive us of these protections.
- **NEGATIVELY IMPACTS OUR PROPERTY VALUE.**
  - Our property carries a 'lot premium' specifically for the right to back onto (the green space of) Millcroft Golf Course and ANY residential housing built on 'lots' that would back onto our property would result in a 'de fact **DEVALUATION of our PROPERTY VALUE.**

THEREFORE, I(We) hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course lands submitted as Phase 2, Areas F, G, H, I, J, K inclusive, **Ref: File 505-11/ and 510-02/26**; and
2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.
3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (Millcroft Golf Course) AND Argo Development for ANY and ALL Subdivision of ANY of Millcroft Golf and Millcroft Greens Corp. lands.

I/We **VEHEMENTLY OPPOSE** ANY and ALL proposed future Subdivision of Millcroft Golf Course and Millcroft Greens lands v designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) O

Meneray, Elyse

From: Meneray, Elyse
Sent: Friday, July 31, 2026 1:09 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: FW: Seong woo Shin - I'm Against Development on Golf Course

Fyi

-----Original Message-----
From: Millcroft Against Bad Development <admin@millcroftagainstbaddevelopment.ca>
Sent: Thursday, July 30, 2026 8:48 PM
To: Meed Ward, Marianne <Marianne.MeedWard@burlington.ca>
Cc: Bentivegna, Angelo <Angelo.Bentivegna@burlington.ca>; Nisan, Rory <Rory.Nisan@burlington.ca>; Kearns, Lisa <Lisa.Kearns@burlington.ca>; Galbraith, Kelvin <Kelvin.Galbraith@burlington.ca>; Stolte, Shawna <Shawna.Stolte@burlington.ca>; Sharman, Paul <Paul.Sharman@burlington.ca>; effie.triantafilopoulos@pc.ola.org; Carr, Gary <Gary.Carr@halton.ca>; Natalie.Pierre@pc.ola.org; Meneray, Elyse <Elyse.Meneray@burlington.ca>
Subject: Seong woo Shin - I'm Against Development on Golf Course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs
Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park." Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the pond located on the 6th hole, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.
Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The first phase of the proposed development eliminates a staggering

411 mature trees from an area designated as part of the Natural Heritage System. In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.
I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home.
Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

Sincerely,
Seong woo Shin

I support Millcroft Against Bad Development in fighting this new development

Meneray, Elyse

From: Lau, Rebecca
Sent: Friday, July 31, 2026 1:22 PM
To: Maurice Mankarious
Cc: Bentivegna, Angelo; Meed Ward, Marianne; Carr, Gary; Mailbox, Millcroft Greens Phase 2
Subject: Re: Input on the Millcroft Greens proposal to redesign existing Millcroft Golf Course

Hi Maurice,

Thank you for your email. I have forwarded your email to the City's Millcroft Greens Phase 2 general mailbox (mgphase2@burlington.ca). A planner will be in contact with you shortly.

Kind regards,

Rebecca

Rebecca Lau, MCIP RPP
Planner, Community Initiatives
Development & Growth Management
City Hall | 426 Brant St., PO Box 5013, Burlington ON L7R3Z6
Phone | 905-335-7777 ext. 7860 | burlington.ca

From: Maurice Mankarious
Sent: Thursday, July 30, 2026 9:11 PM
To: Lau, Rebecca <Rebecca.Lau@burlington.ca>
Cc: Bentivegna, Angelo <Angelo.Bentivegna@burlington.ca>; Meed Ward, Marianne <Marianne.MeedWard@burlington.ca>; Carr, Gary <Gary.Carr@halton.ca>
Subject: Input on the Millcroft Greens proposal to redesign existing Millcroft Golf Course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs

Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal.

This development has the potential to increase flooding throughout Burlington, disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words “field” or “park.” Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the ponds located on the course, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft’s signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City’s Official Plan, in conjunction with the golf course’s current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: “Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City’s Natural Heritage System and lands designated for Major Parks and Open Space.

Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan.” This is in line with the City’s January Private Tree By-law, which has an objective “to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality.”

The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home. Burlington was recently voted Canada’s best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course’s current zoning and implore you to protect the green space that defines our beloved community.

Also please note people bought in this development based on the existence of the green space to be enjoyed by them. Losing this green affects people’s mental health and their enjoyment of nature. This development is a great detriment to the residence and the community we all enjoy here.

This development is tragic and wildly irresponsible.

Sincerely
Maurice Mankarious
Resident of Millcroft

Meneray, Elyse

From: Ron R
Sent: Friday, July 31, 2026 1:39 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Phase 2 Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We strongly oppose the phase 2 development proposal. This will further degrade Burlington's tree canopy, destroy animal habitat, reduce property values, and risk greater flood damage to properties in the area.

We want the land to remain a golf course or be used for green space or parks.

Ron Regier

Meneray, Elyse

From: Dawn Regier
Sent: Friday, July 31, 2026 1:44 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Green Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,
I am writing to express our concern regarding the application of phase 2 development in the Millcroft area. We are long term home owners backing onto the current golf course green space and would be directly adversely impacted by this proposed development.

Concerns include:
1) value of our property will likely be impacted unfavourably, versus when we purchased the property at a premium due to the green space behind.
2) The birds and other animals will be impacted and displaced. Currently there are very peaceful sights and sounds to enjoy when sitting in our backyard.
3) Flooding concerns, as we already notice significant standing water after a heavy rain in the back of our yard and nearby golf course lands.
4) Crowding of roads with vehicles and therefore less safe for pedestrians.
5) Living through several years of construction noises as development takes place.
5) Phase 2 development plans will not address any affordable housing issues, and will simply benefit developers and disadvantage the current home owners in the areas listed above.

Anything you can do to stand behind maintaining the current golf course lands as green space would be very important to this entire Millcroft neighbourhood.

Thankyou for your attention to this,

Dawn

Meneray, Elyse

From: Linda Ahrens
Sent: Friday, July 31, 2026 1:53 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Green's Proposal

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Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs
Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to increase flooding throughout Burlington, disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

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I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.

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The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home.

Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

This development is tragic and wildly irresponsible.

As a Burlington resident since 1964, I have seen many changes to our town/city and I see this as one of the most destructive proposals for the well-being of our residents and precious greenspace.

Please save Burlington from this ravaging of our future.

Sincerely,

Linda Ahrens
Burlington
Sent from Linda's iPhone

Meneray, Elyse

From: Amanda Ja
Sent: Friday, July 31, 2026 3:17 PM
To: Meneray, Elyse; ben.kissner@burlington.ca; Mailbox, Office of the Mayor; Mailbox, Clerks; Bentivegna, Angelo
Subject: Objection / Comments: Files 505-11/26 & 510-02/26 (Millcroft Greens Phase 2)

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> July 31, 2026

City of Burlington – Community Planning Department PO Box 5013
426 Brant Street
Burlington, ON L7R 3Z6

Re: Opposition to Official Plan Amendment and Draft Plan of Subdivision – Millcroft Greens Phase 2 File Nos. 505-11/26 and 510-02/26

Dear Members of Council and Planning Staff,

I am writing to respectfully oppose the proposed redevelopment of the remaining Millcroft Greens golf course lands.

This is not an objection to growth or new housing. Burlington must continue to grow, but growth should occur through transparent, evidence-based planning that protects environmental assets, climate resilience, public infrastructure and the long-term interests of the community.

The proposed development would permanently transform one of Ward 6's largest remaining green spaces. Once this landscape is developed, its ecological functions cannot be restored. I respectfully ask Council to carefully consider the cumulative impacts of this proposal in light of the Planning Act, the Provincial Planning Statement (2024), Burlington's Official Plan and the City's Climate Action commitments.

1. Cumulative Environmental Impacts

Phase Two should not be viewed in isolation. The former Millcroft golf course has already undergone significant redevelopment, and residents have experienced increased traffic, changes in wildlife movement and the loss of open space.

This proposal would continue the fragmentation of an interconnected green landscape by reducing tree canopy, wildlife habitat and permeable land while placing additional pressure on roads, stormwater systems and municipal infrastructure.

Before any approvals are granted, I respectfully request that the City require a comprehensive cumulative environmental and community impact assessment.

2. Minister's Zoning Order (MZO)

The applicant has requested a Minister's Zoning Order, raising important questions about transparency and public confidence in the planning process.

An MZO is an extraordinary planning tool intended for matters of provincial significance. A private residential subdivision that is already proceeding through the municipal planning process should be evaluated through that established process unless a compelling provincial interest can be clearly demonstrated.

If an MZO is being considered, residents deserve to know:

Why is it necessary?
What provincial interest justifies its use?
Does the City support the request?
How will meaningful public consultation be preserved?

Planning decisions of this magnitude should be made through the normal municipal review process, supported by publicly available evidence.

3. Environmental Stewardship and Climate Resilience

The remaining Millcroft Greens lands have evolved into an important urban ecosystem that provides habitat for wildlife, supports biodiversity, stores carbon, moderates urban temperatures and absorbs increasingly intense rainfall associated with climate change.

Following Phase One, many residents—including my own household—have observed increased wildlife activity in surrounding neighbourhoods, suggesting that habitat displacement is already occurring. Further habitat loss will likely intensify these impacts.

The ponds, mature trees and permeable open space perform ecological functions that cannot be fully replicated by engineered infrastructure. While stormwater facilities are an important part of modern development, they do not replace the combined benefits of natural landscapes, including groundwater recharge, habitat, natural filtration and urban cooling.

Removing these environmental assets appears difficult to reconcile with Burlington's Official Plan, Climate Action Plan and broader environmental objectives.

4. Stormwater and Infrastructure

The existing golf course has historically functioned as an important permeable landscape for stormwater management.

Residents have also been encouraged to document localized flooding, drainage changes and grading concerns following earlier phases of redevelopment. These observations should be considered alongside engineering studies when evaluating Phase Two.

I respectfully request that Council require updated stormwater modelling using current climate projections and demonstrate that transportation, water, wastewater and other municipal infrastructure can adequately support the proposed development.

5. Transparency

Meaningful public participation depends upon meaningful access to information.

Before any decision is made, residents should have access to all key technical studies, including:

Environmental and ecological assessments Tree preservation plans Stormwater management reports Traffic studies Infrastructure capacity assessments Any correspondence relating to the requested Minister's Zoning Order

Conclusion

The remaining Millcroft Greens lands represent far more than a former golf course. They are an established part of Burlington's green infrastructure, contributing to biodiversity, wildlife habitat, stormwater management, mature tree canopy, climate resilience and the character of the Millcroft community.

The decisions made regarding these lands will have consequences far beyond this application. They will shape public confidence in Burlington's planning process and the City's commitment to responsible environmental stewardship.

I respectfully request that Council deny the application in its current form or defer any decision until independent studies clearly demonstrate that the proposal is consistent with the Planning Act, the Provincial Planning Statement (2024), Burlington's Official Plan and Burlington's climate commitments.

Thank you for your consideration.

Respectfully,

Amanda Jajarmi
Resident, Millcroft
Burlington, Ontario

Meneray, Elyse

From: Karen Baldock
Sent: Friday, July 31, 2026 3:19 PM
To: Mailbox, Millcroft Greens Phase 2; LIST - Office of Ward 6
Cc: Bren Baldock
Subject: Opposition to File Nos. 505-11/26 & 510-02/26

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Attention: Ben Kissner and Elyse Meneray

We are writing to you as Millcroft residents opposed to File Nos. 505-11/26 & 510-02/26.

We are specifically concerned about Area J and how its development with additional housing will directly impact the safety of our home.

Area J on the Concept Plan is currently allotted for 30 houses. The average household in Burlington has 2 vehicles, leaving at least once and returning once per day, therefore at least 120 vehicles passing through the proposed narrow laneway, not including additional vehicles going to and from these houses for deliveries, maintenance, guests etc. This narrow laneway is located just yards away from an already busy intersection of Country Club Drive and Millcroft Park Dr. This intersection will be made even more congested by the already approved development of Area A with 33 homes (66 vehicles) and Area B with 42 homes (84 vehicles) just to the east on Millcroft Park Drive on either side of Hadfield Court.

This development directly impacts the safety of our property as our home at is located next to the proposed entrance to Area J. Country Club is already a busy street (as proven by the three additional speed humps added this month to better control the flow and speed of traffic on our street). In order to safely exit our driveway, we attempt to reverse our vehicles into the driveway, which is proving to become more and more dangerous because traffic is already busy and moves fast. Plus, our line of sight around the corner is even more impeded when our neighbours (rightfully so) park two vehicles one behind the other in their driveway. With increased traffic, plus an intersection next to our home, we will no longer be able to safely reverse into our driveway. This will also make it more dangerous to back out of our driveway when departing.

We have three elementary schools in our community and adding these additional 138 homes (276+ vehicles), plus the already approved additional housing will dangerously impact the amount of traffic around these areas. Therefore, we oppose this proposed development for the safety of our community and for the safety of our own family.

Please take into consideration all of the Millcroft residents' concerns for this development, including reduced property values, increased risk of flooding, harm to environment and the increase of traffic to a dangerous level.

Thank you,
Bren & Karen Baldock

Meneray, Elyse

From:
Sent: Friday, July 31, 2026 3:09 PM
To: ben.kissner@burlington.ca; Meneray, Elyse
Cc: Bentivegna, Angelo; Mailbox, Office of the Mayor; Mailbox, Clerks
Subject: Objection / Comments: Files 505-11/26 & 510-02/26 (Millcroft Greens Phase 2)

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Dear Mr. Kissner and Ms. Meneray:

Re: Official Plan Amendment and Plan of Subdivision Applications
(Files 505-11/26 & 510-02/26) – 2155 Country Club Drive (Millcroft Greens Phase 2)

I am writing to formally register my strong objection to the proposed residential development at 2155 Country Club Drive. As a local resident, I am deeply concerned about the negative impacts this high-density project will have on our community.

My primary concerns regarding this application include:

- Flooding and Stormwater Risk: Developing on this managed green space compromises critical natural drainage infrastructure, significantly increasing local flooding risks for surrounding properties.
- Loss of Green Space and Biodiversity: This project replaces vital urban green space, mature trees, and local wildlife habitats with asphalt and concrete.
- Traffic and Infrastructure Strain: The addition of 138 units will heavily impact local road safety, increase traffic congestion, and strain existing neighborhood infrastructure.

I request that City Staff and Council reject these applications to protect the integrity of the Millcroft community. Please ensure my comments are added to the official public record for this file, and notify me via email of any upcoming staff reports or decisions regarding this matter.

Thank you for your time and consideration.

Sincerely,

Andrew Gaudes

Meneray, Elyse

From: Mailbox, Planning - Customer Service
Sent: Friday, July 31, 2026 4:13 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: FW: Objection to Phase 2 Millcroft Greens Development Application
Attachments: letter.jpg

From: Meng Liping
Sent: Friday, July 31, 2026 3:06 PM
To: Mailbox, Planning - Customer Service <planning@burlington.ca>; Mailbox, Building Permits <buildingpermits@burlington.ca>
Cc: Mailbox, Office of the Mayor <mayor@burlington.ca>
Subject: Objection to Phase 2 Millcroft Greens Development Application

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Dear Planning Department,

I am writing to express my strong objection to the proposed Phase 2 Millcroft Greens development application.

My family lives immediately beside the Phase 1 construction site. Since construction began, the golf course has been replaced by construction fencing, weeds, and an unfinished landscape. The beautiful open views that made Millcroft a unique and highly desirable community have already been significantly diminished.

Millcroft has long been recognized as one of Burlington's premier residential communities. The golf course, mature landscaping, and spacious environment are defining characteristics that attracted many families to invest in this neighbourhood. These features are not only important to residents' quality of life but also contribute significantly to the long-term value of our homes.

Approving Phase 2 would further erode the character that has made Millcroft special. The addition of more detached homes and townhouses would permanently eliminate more green space, increase density and traffic, and fundamentally change the identity of the community. Once this land is developed, it cannot be restored.

Like many homeowners, I am also concerned about the impact on property values. Homes in Millcroft have historically commanded a premium because of the golf course setting and the unique character of the neighbourhood. As more new homes are added within the community, homeowners will face increased competition when selling, while the loss of the golf course environment further reduces the features that originally justified those values.

I understand that Burlington must continue to grow and provide additional housing. However, there are many other appropriate locations in the city where higher-density development can occur without permanently

altering one of Burlington's most established and distinctive communities. Not every neighbourhood should be expected to absorb additional development, particularly when doing so destroys the very characteristics that residents invested in and have worked to preserve.

I respectfully ask the City to reject the Phase 2 application and preserve what remains of the Millcroft golf course lands. Please protect one of Burlington's few premier communities for current residents and for future generations.

Thank you for considering my comments.

Sincerely,

Liping Meng
Millcroft Resident

July 30, 2026

To: City of Burlington Planning Dept.

Re: Millcroft Greens Redevelopment Proposal: Request for Complete and Independent Review

I am submitting this letter as a Millcroft resident whose home backs directly onto [redacted] of the Millcroft Golf Course, now identified as Area F in the proposed Phase Two redevelopment.

Since the redevelopment proposal was introduced in 2020, I have personally observed stormwater accumulating and moving across Hole 12. On some occasions, I photographed or recorded these conditions from my property. At the time, I understood that Hole 12 would remain part of the proposed executive golf course. It was only after residents learned in June 2026 that Area F was proposed for residential development that I realized these observations had become directly relevant. I am not an engineer, hydrologist or environmental scientist. My purpose is to provide direct resident observations and raise questions that require complete, transparent and independently reviewed answers before these lands are permanently altered.

This is not an objection to responsible growth or housing. It is a request that decisions affecting an established community, an interconnected stormwater system and lands subjected to approximately 40 years of golf course chemical use be supported by publicly available evidence.

The concerns outlined in this letter cannot be considered separately. The proposed redevelopment would alter lands incorporated into the original drainage design of Millcroft, existing stormwater conditions, proposed underground storage systems, changes in elevation and water movement, private ownership and maintenance, potential flooding and property damage, insurance availability, historical pesticide use, soil testing and the proposed redevelopment of the former maintenance facility.

These issues should not be considered separately. Their combined implications must be fully understood before additional development is authorized. The scale of this decision must also be recognized. Approximately 10,000 people currently reside in Millcroft, and the potential consequences are not confined to properties immediately adjoining the golf course. Changes to water storage, grading, drainage routes and environmental conditions could also affect neighbourhoods located downstream of Millcroft as water continues south toward Lake Ontario.

Because the applicant is seeking provincial intervention through a Minister's Zoning Order, the Province assumes significant decision-making responsibility. A decision that accelerates or replaces elements of the ordinary municipal planning process should not be made without ensuring that the broader watershed, environmental, infrastructure and public safety consequences have been fully and independently evaluated.

The original drainage function of the golf course lands

Millcroft was not designed as a conventional subdivision with an unrelated golf course placed beside it. The residential areas, golf course, open space, creek corridors and stormwater system were planned with intent as interconnected parts of one community.

The Dillon Storm Drainage Criteria Manual and the planning direction reflected in Official Plan Amendment 117 provide important evidence of this original intent. OPA 117 stated that portions of the golf course contained creek features forming part of the community's stormwater management system. It contemplated that, even if golf operations ceased, the lands would remain as open space.

The Ontario Land Tribunal confirmed that OPA 117 is no longer legally in force. However, the Tribunal also recognized it as the development foundation of Millcroft and as relevant evidence of the intended relationship between the open space, golf course and community.

Evidence presented during the Tribunal hearing described the golf course as serving two interrelated purposes: recreation and natural stormwater attenuation contributing to flood risk reduction. The Tribunal decision also recorded evidence that Appleby Creek extends for kilometres beyond Millcroft toward Lake Ontario.

This raises a fundamental question:

> *Has the developer demonstrated, through transparent and independently reviewed watershed analysis, that the drainage, storage, infiltration and conveyance functions historically provided by these lands will continue after additional areas are filled, graded, excavated and covered by homes, roads and other hard surfaces?*

The proposed development areas cannot be examined as isolated parcels. The analysis must consider the original drainage design, current surface and subsurface water movement, upstream contributions, downstream

capacity, the remaining open spaces, the cumulative effects of Phase One and Phase Two, and potential impacts on communities situated between Millcroft and Lake Ontario.

Stormwater observations

Since 2020, I have periodically observed stormwater accumulating and moving across Hole 12 directly behind my home.

I did not undertake a formal monitoring program, nor did I attempt to photograph every rainfall event. The attached materials represent only those occasions when I happened to be home, observed the conditions and took a photograph or video. There were other occasions when water was present, but no photograph or video was taken.

The Appendix contains two date stamped images and links to videos personally recorded by me. The submitted examples include observations dated:

- August 4, 2020
- October 9, 2021
- May 23, 2025
- April 16, 2026
- July 21, 2026

These materials are representative samples of my personal observations. They are not a complete record of rainfall events or every occasion when water accumulated on Hole 12.

Nevertheless, they demonstrate an existing condition that should not be overlooked: water has repeatedly been observed occupying and moving across land now proposed for residential development.

My property is presently higher than the golf course lands immediately behind it. One of the appendix videos shows stormwater moving directly behind my property through the lower golf course lands. This appears to be an existing water route that must be reconciled with the proposed grading and stormwater design.

These observations do not constitute a professional hydrological analysis. They do, however, provide direct, date stamped evidence of actual conditions that should be used to test the assumptions in the developer's models.

If those models do not reproduce the conditions observed on the ground, their assumptions require further examination.

Every development area must be assessed according to its individual conditions

Phase Two consists of several separate development areas distributed throughout an established community. Each area has different elevations, surrounding properties, existing drainage routes, open space conditions, road access and municipal sewer connection points.

A general stormwater strategy for the redevelopment cannot replace detailed analysis for each location.

For every development area, the developer should identify:

- the existing surface and subsurface water routes;
- the complete drainage area contributing water to the location;
- the existing ground elevations and proposed finished elevations;
- where soil will be excavated and where engineered fill will be placed;
- whether retaining walls will be required and their proposed heights;
- how grading, foundations, roads and other hard surfaces will affect existing water movement;
- whether water will be blocked, diverted, accelerated or concentrated;
- whether the underground storage will receive only runoff created within the new development or also water arriving from surrounding lands;
- where water excluded from the storage system will travel;
- whether the remaining open spaces will continue to provide infiltration, storage and safe overland flow routes; and
- what will occur if the storage system or receiving municipal sewer reaches capacity.

The issue is not simply whether each new development parcel can drain its own roads and homes. The developer must demonstrate how every development area will affect water moving through the surrounding golf course lands, open spaces and established residential properties.

Area F demonstrates why location specific grading analysis is necessary

Area F is not the only location where elevation and drainage concerns may arise. It provides a clear example of the variations among the proposed development areas and why each must be assessed according to its own physical conditions.

The conceptual landscape plan for Area F identifies proposed retaining walls and expressly refers to separate Urbantech engineering drawings for grading information. The geotechnical report discusses the possible use of engineered fill, although it states that the grading plan was not available when that report was prepared.
This confirms that changes to the existing elevations are contemplated, but the extent and effect of those changes have not been clearly presented to residents.

My property is higher than the golf course lands directly behind it. The appendix video shows water moving through the lower lands behind my property.

If these lower lands currently provide a water route, raising, filling, terracing or regrading Area F could interrupt that route. Water could be trapped or redirected along the boundary between the existing homes and new development.

Alternatively, if portions of Area F remain lower than the existing homes, water may continue to enter the area from surrounding properties and open space. It must then be demonstrated whether this external water has been included in the capacity calculations for the proposed underground storage system.

The developer should provide, for Area F and each of the other development locations:

- plans showing existing and proposed elevations;
- detailed cut and fill plans;
- retaining wall locations, heights and drainage details;
- cross sections showing the relationship between existing and proposed homes;
- rear yard swale and drainage plans;
- underground storage catchment boundaries;
- existing and proposed overland flow routes; and
- analysis demonstrating that grading changes will not redirect or trap water against existing homes.

For Area F specifically, the proposed grading and stormwater modelling should be expressly reconciled with the water movement shown in the date stamped appendix video.

The underground storage systems and the areas they will serve

Underground stormwater storage beneath open space is established technology, but the strongest Canadian examples I found are generally large, municipally owned facilities located beneath permanent parkland. These examples do not, by themselves, validate smaller, privately maintained tanks beneath residential streets as a complete replacement for the ponds, infiltration, natural drainage and surface storage functions presently provided by portions of the Millcroft Golf Course.

The proposal must identify the complete contributing drainage area for every storage system.

Will each tank manage only runoff generated by the new homes and streets, or will it also receive water that currently moves from surrounding golf course lands and open spaces into or across the development area? This distinction is critical. Water does not follow development boundaries. A tank may be designed to manage runoff from a defined parcel while additional water continues to arrive from surrounding lands.

The developer should therefore demonstrate:

- the geographic area served by each tank;
- whether external water has been included in its capacity calculations;
- how development will change the direction, volume and speed of existing water movement;
- whether water could be redirected toward existing homes or remaining open space;
- the capacity available during saturated ground conditions and consecutive storms;
- the proposed emergency overland flow route; and
- the capacity of the municipal sewer receiving the controlled discharge.

Area F again illustrates the complexity. If the Area F storage system is designed only for runoff from the proposed homes and new road, the proposal must explain where the water presently moving through Hole 12 will go after the land is filled, graded and developed.

Access, ownership, long-term maintenance and insurance

Large municipal storage facilities beneath parkland are typically constructed in locations with wide, unobstructed access for inspection, cleaning, repair and eventual replacement. They are maintained by municipalities with engineering departments, inspection programs, emergency procedures and access to public funding.
The Millcroft proposal appears materially different. Not all development areas have convenient road access to the proposed storage infrastructure or existing municipal storm sewers.

In Area F, access would be created by demolishing an existing home and constructing a new street into lands enclosed by established residential properties. If storage tanks are installed beneath this roadway, access could become highly constrained once the new homes, utilities, driveways, sidewalks and landscaping are completed. Major repairs or eventual replacement could require excavation and closure of the principal or only access road. This could restrict access for residents, emergency vehicles, waste collection and maintenance equipment.

For every development area, the proposal must establish:

- how the system will be inspected, cleaned and monitored;
- how heavy equipment will reach the system after the homes are occupied;
- whether repairs will require excavation or road closure;
- how residents and emergency services will gain access during major repairs;
- whether alternative emergency access will exist;
- the anticipated service life of the tanks, pipes, chambers and outlets;
- the expected maintenance, rehabilitation and replacement costs; and
- who will be legally and financially responsible.

If these are condominium developments, future purchasers must be informed whether they will assume responsibility for:

- private roads;
- snow removal and landscaping;
- garbage and recycling collection;
- inspection and monitoring of the stormwater systems;
- sediment removal and cleaning;
- engineering and regulatory reporting;
- insurance covering flooding and infrastructure failure;

- emergency repairs;
- major rehabilitation; and
- eventual replacement.

Professional life cycle assessments should establish the required reserve funding. The proposal must also identify who will monitor compliance and who will intervene if a condominium corporation postpones maintenance, lacks adequate insurance or has insufficient funds.

This leads to a central question:

Has the applicant demonstrated that the proposed private ownership, funding and maintenance model will provide the same long-term reliability as the existing open landscape, particularly over a service life measured in many decades?

The existing golf course lands perform their drainage, infiltration and surface storage functions without depending on mechanical infrastructure, private reserve funds, condominium decision making or access for major repairs. The proposed underground systems would introduce permanent reliance on inspections, cleaning, restricted outlets, structural components, private funding and timely intervention by future owners.

It is therefore not enough to demonstrate that the tanks can function when first constructed. The applicant must demonstrate that the complete system can remain accessible, properly funded, regularly maintained and operational throughout its intended service life, including after responsibility has passed from the developer to condominium corporations and future homeowners.

Most importantly, legal and financial responsibility must be established before construction begins if altered water movement, elevation or grading changes, inadequate capacity, system failure or deferred maintenance causes damage to either new or existing properties.

Flood damage does not begin only when water enters a basement. Many surrounding homeowners have made substantial investments in swimming pools, patios, decks, gardens, mature landscaping, retaining walls, fences, sheds, outdoor structures and private drainage systems. Redirected or concentrated water could cause yard flooding, soil erosion, settlement, slope instability, damage to pools and hard surfaces, loss of trees and landscaping, failure of retaining walls and other significant exterior property damage before water ever enters a home.

A further concern is that some Millcroft residents are now reporting that they have been refused overland or surface water flood insurance, or that this coverage is no longer available to them. Where homeowners cannot obtain this protection, they may be left personally responsible for extensive losses even when flooding results from circumstances beyond their control.

This existing insurance vulnerability makes it especially important to determine whether the redevelopment, changes in elevation and grading, or the proposed stormwater systems could alter water movement or increase flood exposure. It also raises questions about whether future purchasers have been informed about the availability, limitations and cost of flood insurance for the proposed homes.

The applicant should disclose whether the insurability of the new and surrounding properties has been assessed whether insurers have reviewed the proposed stormwater strategy and what financial protection will be available if affected homeowners cannot obtain private flood coverage.

The proposal must identify who will investigate, repair and compensate homeowners for exterior property damage, sewer backup and basement flooding if that damage is connected to the redevelopment, its grading or its stormwater systems. Existing homeowners who cannot obtain overland water coverage should not be left without a remedy if the development contributes to their loss.

Historical pesticide use and disturbance of golf course soils

The golf course has reportedly been treated with pesticides, herbicides and fungicides over approximately four decades. This does not prove that the Millcroft lands are contaminated. It does create a reasonable basis for comprehensive investigation before soil is excavated, relocated or exposed to wind and stormwater.

Potential areas of environmental concern include greens, tee boxes, chemical mixing and storage areas, maintenance facilities, equipment washing areas, fuel storage locations and places where snow, grass clippings or sediment accumulated.

Potential exposure and movement pathways during construction include:

- airborne dust created by demolition, excavation, grading and truck traffic;
- soil carried from the site by construction vehicles;
- sediment entering catch basins, ponds, creeks and downstream waterways;

- contaminants moving through surface water or groundwater;
- potentially affected soil being relocated elsewhere on the golf course; and
- excess soil being transported to an inappropriate receiving location.
- The public should be provided with the actual:
- Phase One Environmental Site Assessment;
- Phase Two Environmental Site Assessment;
- complete laboratory certificates and analytical results;
- sampling location and depth plans;
- rationale used to select sampling locations and contaminants;
- historical pesticide, herbicide and fungicide records, where available;
- groundwater and surface water sampling results;
- remediation or risk management plan;
- dust, sediment and erosion control plan;
- air monitoring plan;
- excess soil management plan; and
- proposed Record of Site Condition requirements.

Appendix F contains a video I personally recorded of soil investigation activity on the golf course lands behind my home. The activity appears to have occurred on the slope of a berm at a higher elevation than the fairway. I have not been able to determine from the information available to me whether this was geotechnical investigation, environmental sampling or another form of testing.

The applicant's geotechnical report identifies three boreholes within Area F and provides general information about their locations, elevations, depths and subsurface soil conditions. That investigation appears to have been undertaken primarily to support the design of roads, sewers and house foundations. The report describes testing relating to matters such as soil moisture, grain size and consistency. I have not been able to confirm whether the activity shown in Appendix F corresponds to one of those boreholes or to a separate environmental sample.

The fact that Phase One and Phase Two Environmental Site Assessments are listed among the applicant's supporting documents does not, by itself, allow a resident to determine whether the activity shown in the video was part of those assessments, what substances may have been tested or how the results were used.

If the activity shown in Appendix F corresponds to a sample or borehole relied upon in any of the applicant's supporting studies, the applicant should identify:

- the sample or borehole number;
- its precise location and elevation;
- the date and depth of the investigation;
- whether it was geotechnical, hydrogeological, environmental or conducted for another purpose;
- the reason this location was selected;
- the substances, soil properties or environmental conditions tested;
- the laboratory or field results;
- the conclusions supported by the investigation;
- whether those conclusions apply only to the immediate location or to a broader portion of Area F; and
- any limitations on the use or interpretation of the results.

The question is not whether the berm was an appropriate or inappropriate investigation location. Without knowing the purpose of the work, that conclusion cannot reasonably be made. The question is whether the applicant has clearly disclosed what information was obtained at this location, how effectively that information contributes to the relevant study and what limitations apply to any conclusions drawn from it.

If the activity was geotechnical rather than environmental, it should not be relied upon as evidence concerning historical pesticide use or contamination unless the collected material was also analyzed for the relevant contaminants. If it was environmental sampling, the applicant should explain how this higher berm location fits within the complete sampling program and whether additional samples were collected from the fairway, lower elevations, drainage routes and locations where stormwater has been observed accumulating and moving.

The complete sampling and borehole location plans, field notes, depths, elevations, laboratory results and technical rationale for selecting each location should therefore be publicly disclosed in a form that allows the investigations and conclusions to be understood.

These documents should be available before approval or significant earthworks. They should not be replaced by a general statement that environmental requirements will be addressed later.

The maintenance building and proposed seniors' residence

Particular attention must be given to the existing golf course maintenance building and its surrounding lands.

This is a location where pesticides, herbicides, fungicides, fertilizers, fuels and other golf course maintenance products may historically have been stored, mixed, transferred or used. Equipment may also have been washed or serviced in this area.

This history makes the maintenance facility a potentially significant area of environmental concern requiring targeted investigation. It does not establish that the site is contaminated or highly toxic, but it means that its suitability for residential use cannot be assumed without complete testing.

An earlier redevelopment concept reportedly proposed a condominium building at the maintenance building location. According to information now being presented through the Millcroft Greens sales centre, the current proposal is for a senior's residence on this site.

This change makes environmental disclosure especially important. A senior's residence would introduce a potentially more vulnerable residential population to lands associated with decades of golf course maintenance and chemical storage activity.

The proposal should confirm:

- the exact location and boundaries of the senior's residence;
- whether it overlaps former chemical storage, mixing, washing, fuel or waste handling areas;
- what substances were historically stored or used there;
- whether spills, leaks or underground storage tanks were ever reported;
- whether targeted soil and groundwater sampling has been completed beneath and around the building;
- whether the analytical program included mercury, arsenic, lead, petroleum hydrocarbons, volatile organic compounds and historically used pesticides and fungicides;
- whether contaminants could have moved beyond the facility through surface drainage, sediment or groundwater; and
- whether a Record of Site Condition will be required for the proposed residential use.

The sampling plans must show whether the highest risk areas were actually investigated. A general statement that the property was tested is insufficient without the sampling locations and laboratory results.

The environmental work should be independently peer reviewed before approval, demolition or soil disturbance. The review should specifically determine whether the former maintenance facility lands are suitable for a senior's residence and whether additional investigation or remediation is required.

Kanata Lakes and other golf course redevelopment precedents

The redevelopment of the former Kanata Lakes Golf Course in Ottawa demonstrates why historical golf course use requires transparent environmental investigation, targeted sampling and independent technical review before residential construction proceeds.

The Kanata example does not prove that the same contaminants exist at Millcroft. It demonstrates how environmental concerns may emerge as historical operations, sampling locations and laboratory results receive closer examination.

At Kanata Lakes, the Phase One Environmental Site Assessment identified fuel storage and the historical storage and application of pesticides and herbicides as areas of potential environmental concern. Subsequent testing identified mercury in shallow soil above applicable Ontario standards, attributed to historical mercury containing fungicides.

Of 74 soil samples analyzed for mercury, 15, or approximately 20 per cent, exceeded the applicable standard. The results were not evenly distributed. Sixty-nine per cent of samples taken from putting greens and 50 per cent of samples taken from tee box areas exceeded the standard. Not all greens were investigated, and sampling at tee boxes was limited.

The City of Ottawa retained WSP Canada Inc. as an independent technical adviser. Its review identified deficiencies involving regulatory compliance, site history, hydrogeology, contaminants, sampling and the conceptual site model. Updated Phase One and Phase Two Environmental Site Assessments, additional sampling and a remediation plan were required.

Further testing conducted during preliminary engineering work in 2026 included approximately 71 additional samples across 12 work areas. The City reported that mercury was detected in all but one of those work areas. Excavated soil exceeding applicable standards was removed to a licensed facility. Independent oversight also included review of remediation, dust and sediment controls and monitoring of the developer's consultants.

Kanata demonstrates that contamination may be concentrated in shallow soil and specific operational areas rather than evenly distributed. It also demonstrates that limited or improperly distributed sampling can leave important gaps, geotechnical investigation and contaminant testing serve different purposes, additional investigation may be required as new information becomes available, and independent peer review can identify deficiencies not apparent from the developer's reports alone.

Other golf course redevelopment cases show similar concerns.

The Minnesota Department of Agriculture reported mercury exceeding residential standards beneath greens and some tee boxes at a former golf course. Arsenic and chromium were also detected, and contaminated soil was removed to a permitted landfill. The regulator recommended targeted investigation of greens, tee boxes, chemical mixing and loading areas, pesticide storage areas, surface water and shallow groundwater.

At the former Westwood Country Club in Amherst, New York, a proposed mixed-use redevelopment included homes, condominiums and senior living. Preliminary investigation identified arsenic in soil and sediment associated with historical pesticide use. The property entered New York State's Brownfield Cleanup Program, which required expanded soil sampling, investigation of pesticide storage and maintenance areas, groundwater and sediment testing, community air monitoring and a formal remediation plan.

These examples do not establish that Millcroft is contaminated. They establish that the questions being raised are reasonable and consistent with concerns identified at other former golf courses proposed for residential redevelopment.

For Millcroft, it is not sufficient to state that Phase One and Phase Two Environmental Site Assessments have been prepared or that environmental requirements will be addressed later. The actual reports, sampling plans, laboratory results, remediation requirements, air monitoring measures, dust and sediment controls and excess soil management plan should be publicly disclosed and independently reviewed before approval or significant soil disturbance.

The central question is:

Has the applicant demonstrated, through complete disclosure and independent review, that the environmental investigation is sufficiently detailed, representative and specific to the historical operation of the Millcroft Golf Course to protect existing residents, construction workers, future purchasers, future seniors' residence occupants and the downstream watershed?

The need for a holistic decision

Each concern may be described separately as manageable. Stormwater may be addressed through underground tanks. Elevation changes may be addressed through grading. Soil conditions may be addressed through future testing. Maintenance may be assigned to future condominium corporations.

The risk lies in relying on several future systems, studies, owners and mitigation measures at the same time without first demonstrating how they will work together over the full life of the development.

The golf course lands have existed for decades as part of Millcroft's physical and drainage landscape. Replacing portions of that landscape with excavation, engineered fill, retaining walls, roads, homes and privately maintained infrastructure represents a permanent change.

If the assumptions prove incorrect, the consequences may extend beyond the new developments to existing homes, downstream neighbourhoods and the watershed leading toward Lake Ontario.

I therefore respectfully request that no further approval or irreversible site alteration be permitted until:

1. The complete stormwater and watershed analysis has been publicly released and independently peer reviewed.
2. The complete contributing drainage area for every underground storage system has been identified.
3. It has been demonstrated whether each tank will manage only the new development or also water arriving from surrounding lands.
4. Existing and proposed water routes have been mapped for every development area.
5. Detailed elevation, grading, cut and fill, retaining wall and overland flow plans have been disclosed.
6. The Area F grading and stormwater modelling have been reconciled with the date stamped evidence of water moving through the lower lands behind the existing homes.
7. The cumulative effects of Phase One and Phase Two have been evaluated together within the broader Millcroft and Appleby Creek watershed.
8. Access, ownership, maintenance, reserve funding, insurance, emergency response and liability for all private stormwater systems have been established through enforceable agreements.

9. The applicant has demonstrated, through independently reviewed life cycle, funding and governance analysis, that the proposed private ownership and maintenance model can provide reliable stormwater protection over a service life measured in many decades.
10. The effects of blocked outlets, system failure, consecutive storms, rainfall exceeding the design capacity and limited receiving sewer capacity have been evaluated.
11. The actual Phase One and Phase Two Environmental Site Assessment reports, laboratory results, sampling plans and excess soil management plan have been publicly disclosed.
12. The applicant has identified the soil investigation activity shown in Appendix F and disclosed its sample or borehole number, location, elevation, depth, purpose, testing parameters, results and role within the supporting studies. If it was environmental sampling, the applicant has explained how that location contributes to the assessment of Area F. If it was geotechnical investigation, the applicant has clarified that distinction and whether any contaminant testing was also performed.
13. Independent experts have confirmed that the environmental investigation adequately addresses historical pesticide use, airborne dust, groundwater, surface water, sediment and downstream transport.
14. The applicant has demonstrated that the environmental sampling program was designed specifically around the historical operation of the Millcroft Golf Course, including greens, tee boxes, fairways, maintenance and chemical storage areas, low lying lands and drainage routes.
15. An independent environmental peer reviewer, accountable to the approval authority, has reviewed the Phase One and Phase Two Environmental Site Assessments, sampling program, laboratory results, remediation requirements, air monitoring, dust and sediment controls and excess soil management plan before approval or significant soil disturbance.
16. The maintenance building and surrounding chemical, fuel, washing and drainage areas have received targeted investigation.
17. The exact location of the proposed senior's residence has been confirmed and the suitability of the former maintenance facility lands for this sensitive residential use has been independently demonstrated.
18. Clear legal and financial responsibility, insurance coverage, investigation procedures, emergency response and compensation processes have been established if altered water movement, elevation or grading changes, inadequate capacity, system failure or deferred maintenance contributes to yard flooding, erosion, settlement, damage to pools, patios, landscaping, retaining walls or other exterior improvements, sewer backup, property damage or basement flooding affecting either new purchasers or existing homeowners.
19. The applicant has assessed the availability of overland water, sewer backup and other relevant flood insurance for both the proposed homes and surrounding properties, disclosed any coverage limitations

to future purchasers and established a compensation process for affected homeowners where private insurance is unavailable or insufficient.

These requests are not unreasonable barriers to development. They represent the minimum information required for an informed and precautionary decision where established homes, public safety, environmental integrity and long-term municipal responsibility may be affected.

Once the land has been excavated and the original drainage landscape permanently altered, unanswered questions cannot easily be revisited. The necessary evidence, safeguards and accountability must therefore be in place before, not after, the decision is made.

Conclusion

The existing golf course has functioned as part of Millcroft's open space, drainage and environmental system for decades. Replacing portions of that landscape with buildings, roads, retaining walls and underground stormwater storage systems would represent a permanent change to an interconnected system upon which existing residents and potentially downstream neighbourhoods rely.

The photographs and videos included in the appendices do not replace technical studies. They provide dated examples of how the land has stored and conveyed water before redevelopment. They should be considered alongside the Dillon Storm Drainage Criteria Manual, the original planning intent reflected in Official Plan Amendment 117, the applicant's technical reports and the results of independent municipal and agency review.

The Kanata Lakes and other golf course redevelopment examples do not establish that contamination exists at Millcroft. They demonstrate why the environmental investigation of a former golf course must be based on its historical operations and must include targeted sampling of greens, tees, fairways, maintenance and chemical storage areas, low lying lands, drainage routes, sediment and groundwater where appropriate.

Similarly, the successful use of large underground municipal storage facilities beneath open parkland does not establish that smaller, privately owned and maintained systems beneath confined residential streets will provide the same reliability, accessibility and protection as the existing open landscape. Area F illustrates the importance of evaluating the different access, grading, drainage, ownership and maintenance circumstances of every proposed development location.

The central question is whether the applicant has demonstrated, before any approval is granted, that the proposed redevelopment can reliably protect existing residents, future purchasers, municipal infrastructure and potentially affected downstream communities over the full life of the development.

Approximately 10,000 people currently reside in Millcroft. The possible consequences are not confined to the proposed building lots or the properties immediately adjoining the golf course. Changes to grading, surface storage, water movement and drainage infrastructure may also affect other parts of Millcroft and neighbourhoods located farther south as water continues through the watershed toward Lake Ontario.

For that reason, the City's review should consider the proposal at the scale of the community and watershed that may be affected. The individual development areas, stormwater storage systems and environmental concerns should not be evaluated in isolation. Their cumulative effects must be understood before permanent changes are authorized.

The City should not be required to rely on general assurances that detailed engineering, environmental testing, ownership arrangements, maintenance obligations or emergency procedures will be resolved through later approvals. The information necessary to evaluate the proposal should be disclosed and independently reviewed before the City is asked to support or approve the redevelopment.

This should include the actual Phase One and Phase Two Environmental Site Assessment reports, laboratory results, sampling location and depth plans, the rationale for selecting those locations, the excess soil management plan, detailed grading and drainage drawings, the service area of every proposed underground storage system, life cycle maintenance and replacement plans, emergency access arrangements, insurance information and clear responsibility for investigation and compensation if damage occurs.

The City should also require the applicant to explain how the dated water conditions shown in the appendices have been incorporated into its modelling and how the existing movement and temporary storage of water will be maintained or safely replaced. This review should expressly consider the risk of damage to pools, landscaping, patios, retaining walls, private drainage systems and other outdoor property, as well as the possibility of water entering existing or proposed basements.

Where the applicant's conclusions remain incomplete, uncertain or disputed, the City should require independent peer review. Safeguards relating to stormwater, environmental conditions, maintenance, emergency response, insurance and financial responsibility should be specific and enforceable, rather than deferred to future condominium corporations, individual homeowners or later approval stages.

I respectfully ask the City of Burlington to require the applicant to answer the questions identified in this letter and provide the supporting technical information before the City considers supporting or approving any further redevelopment of the Millcroft Golf Course lands.

A decision of this permanence should be based on complete and transparent evidence, independent technical review and enforceable protections proportionate to the number of existing and future residents who may be affected. If the applicant cannot demonstrate that the proposal will protect the long-term function and safety of Millcroft and the broader watershed, the redevelopment should not be approved.

Respectfully submitted,

Sue Moorcroft

Millcroft Resident

Home [redacted], proposed Area F

Appendix A: Resident photographs and videos

Appendix A contains two date stamped images and links to videos personally recorded by Sue Moorcroft from [redacted] onto Hole 12.

The materials show examples of stormwater accumulation and movement observed on the dates identified in this letter. They represent only those occasions when the resident was present, observed the conditions and took a photograph or video.

They are not a complete record of rainfall events or every occasion when water accumulated on Hole 12. No formal monitoring program was undertaken.

Appendices

Appendix A – Representative Video Observation – August 4, 2020
https://youtube.com/shorts/xJhEonD6OvY?si=EAQy-69ieN7agl5a

Appendix B1 – Representative Photograph – October 9, 2021 (Photograph 1)

Appendix B2 – Representative Photograph – October 9, 2021 (Photograph 2)

Appendix C – Representative Video Observation – May 23, 2025
https://youtube.com/shorts/tvigqG0Ay0I?si=gB0Qe5TBzpL5zlFc

Appendix D – Representative Video Observation – April 16, 2026
https://youtube.com/shorts/oqV7GcqmoqU?si=ewzCwmWYL3hoJ6oq

Appendix E – Samples taken on May 23rd 2025
https://www.youtube.com/watch?v=ui2vI_cs7VU

Appendix F – Representative Video Observation – July 21, 2026
https://youtube.com/shorts/nKuF0YN5Lfl?si=p1tpVcHHl9qTd0dP

Appendix C1

APPENDIX C2

Meneray, Elyse

From: Sue Moorcroft
Sent: Friday, July 31, 2026 4:21 PM
To: Mailbox, Millcroft Greens Phase 2
Cc: Suzanne Moorcroft
Subject: Planning application by Macaulay Shiomi Howson Ltd. Millcroft Greens
Attachments: Submission to the city.docx

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Dear City of Burlington Planning Department,

Please accept the attached letter regarding the proposed redevelopment of the Millcroft Golf Course lands. I am submitting it as a Millcroft resident [redacted] Hole 12, now identified as Area F.

Thank you for including my letter and supporting appendices as part of the public record and the City's review of this proposal. I was unable to convert it to PDF so have submitted it as a word document. Please let me know if you have any trouble opening it.

Please acknowledge receipt!

Sincerely,

Sue Moorcroft
Millcroft Resident

July 31, 2026

City Building Department
PO Box 5013, 426 Brant St.
Burlington, ON L7R 3Z6
mgphase2@burlington.ca

Attention: Ben Kissner/Elyse Meneray

Re: Comments in Response to Millcroft Greens Corporation Application to Amend the Official Plan and Apply for a Draft Plan of Subdivision for the Property Located at 2155 Country Club Drive (File 505-1126 and 510-0226)

Dear Mr Kissner and Ms Meneray

My wife and I are new members of the Millcroft community and we are the property owners of

We chose to move to this well-established and mature neighbourhood with the expectation that it had been thoughtfully planned over many decades and that important protections relating to personal safety, property safety, and long-term community resilience were already in place.

We received Notice from the City of Burlington of an Application for Official Plan amendment and Draft Plan of Subdivison submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2, Areas F, G H, I, J, and K which would see residential housing development on the Millcroft Golf Course by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

As we have worked to better understand the planning history of Millcroft and the current application submitted by Millcroft Greens Corporation to reconfigure the remaining golf course lands, we have become increasingly concerned that the proposal would compromise fundamental elements of the original planning framework that were intended to protect the community from flooding and other environmental risks.

We are therefore writing to respectfully but strongly oppose this planning application and ask that Burlington City Council reject the Millcroft Greens Corp. application for amendment to the Official Plan and Draft Plan of Subdivision for the property located at 2155 Country Club Drive.

The Original Planning Vision Should Continue to Guide Decisions

When the City of Burlington approved Official Plan Amendment 117 (OPA 117) in 1986, it established the planning framework for the Millcroft community. That framework recognized that the golf course lands served purposes extending well beyond recreation.

OPA 117 expressly states:

"It is also the intent of this Plan that these lands will remain as permanent open space, since portions of these lands contain creek features which are part of the stormwater management system for the Community."

To me, this statement is fundamental.

The commitment to permanent open space was not based solely on aesthetics or recreation. It reflected the City's recognition that these lands formed an integral component of Millcroft's stormwater management system and were intended to provide long-term environmental and public safety benefits.

Millcroft was designed as a complete, integrated community in which homes, ponds, creek corridors, and open space function together to manage stormwater and reduce flood risk. It seems entirely reasonable that this original planning vision should continue to guide decisions affecting the community today.

Stormwater Management, Flood Mitigation and Climate Resilience

The importance of preserving this integrated system has only increased over time.

The City of Burlington experienced significant storm events in both 2014 and 2024. These storms approached or exceeded the historical 100-year planning standard and resulted in documented flooding on portions of the Millcroft golf course as well as within surrounding residential properties.

These events demonstrate that flood resilience is no longer simply a planning consideration—it is an increasingly important reality for Burlington residents.

The remaining golf course lands continue to provide valuable stormwater attenuation by allowing water to infiltrate, be temporarily stored, and move gradually through the watershed. Reducing the extent of these lands and introducing additional residential development into this integrated system risks diminishing those functions at precisely the time when climate change is increasing the frequency and severity of extreme rainfall events.

While engineered stormwater infrastructure plays an important role, it should not be assumed that it can fully replicate the broad range of hydrological, environmental, and climate resilience functions provided by a large, connected landscape that has operated as part of the community's stormwater management system for nearly forty years.

This issue also extends beyond municipal infrastructure. Across Ontario, homeowners are increasingly concerned about flooding, insurance availability, and rising insurance costs associated with severe weather. Planning decisions should seek to reduce future flood exposure wherever possible rather than increase it.

Green Infrastructure Is Essential Infrastructure

As I have learned more about this issue, I have also come to appreciate the importance of what planners describe as "green infrastructure."

The remaining golf course lands provide benefits that extend far beyond recreation, including flood mitigation, groundwater recharge, urban cooling, carbon storage, biodiversity, cleaner air, and connected open space that contributes to the health and resilience of the community.

As municipalities adapt to a changing climate, protecting existing green infrastructure represents one of the most practical and cost-effective investments available. Once these lands are developed, these interconnected environmental functions cannot realistically be recreated elsewhere.

The Application Is Not Required to Meet Burlington's Growth Objectives

I fully support the need for additional housing in Burlington.

However, this application does not appear to present a choice between accommodating growth and protecting important green infrastructure.

The City of Burlington has previously advised that it has sufficient opportunities to achieve its provincially assigned housing targets without developing these lands.

If Burlington can accommodate future growth elsewhere, I question whether there is a compelling planning rationale for sacrificing lands that have long been recognized as performing important stormwater management and environmental functions.

Council's Responsibility

I recognize that Council faces the difficult responsibility of balancing the need for additional housing with the protection of established neighbourhoods, public safety, and the natural systems upon which communities depend.

In this instance, I believe those objectives can and should be achieved together. Burlington has identified opportunities to accommodate future growth without compromising lands that have long performed an important stormwater management and environmental function.

Council's role is not simply to consider whether additional housing can be built on these lands, but whether approving this application represents good planning and serves the long-term public interest. I respectfully submit that preserving infrastructure that helps protect residents from flooding and contributes to the community's environmental resilience is entirely consistent with that responsibility.

Maintaining Public Confidence in Long-Term Planning

One of the strengths of municipal planning is that residents can make significant life decisions with confidence that long-established planning principles will not be fundamentally altered without compelling justification.

Many residents chose Millcroft because it was planned around permanent open space that contributes to the character, environmental health, and resilience of the community.

Approving this application would signal that long-standing planning commitments—even those specifically intended to protect stormwater management systems—can be set aside decades later for incremental development.

I believe maintaining public confidence in Burlington's planning framework requires respecting the original intent of those decisions unless there is an overwhelming public interest to do otherwise.

Consistency with Provincial Planning Policy

I also believe Council's decision should be guided by the principles set out in the Provincial Planning Statement, 2024.

The Provincial Planning Statement recognizes that planning decisions should support climate resilience, reduce the risk to public health and safety associated with natural hazards, protect and enhance green infrastructure, and ensure that stormwater management contributes to the long-term resilience of communities.

These principles recognize that natural and connected open spaces are not simply undeveloped land. They are essential infrastructure that provides important public benefits and helps communities adapt to increasingly frequent and severe weather events.

Preserving the remaining Millcroft golf course lands is entirely consistent with these provincial planning objectives while still allowing Burlington to accommodate future growth in locations that have already been identified as appropriate for development.

Looking Beyond Millcroft

Although this application affects one Burlington neighbourhood, I believe its implications extend well beyond Millcroft.

Communities throughout Burlington rely upon significant green spaces that perform important stormwater management and climate resilience functions. Decisions made here will influence expectations regarding the long-term protection of similar lands across the city.

Protecting existing green infrastructure is becoming increasingly important as municipalities respond to climate change, increased rainfall intensity, and growing concerns about flood risk and insurance costs.

Conclusion

Over the past several weeks, I have spent considerable time learning about the history of the Millcroft community and the reasons why it was originally planned as it was. What has struck me most is that the golf course lands were never intended to be simply vacant land awaiting future development. They were intended to remain permanent open space because they formed part of the community's stormwater management system.

That original planning decision appears to have been both thoughtful and farsighted. The flooding experienced in Burlington during the storms of 2014 and 2024 only reinforces its importance today.

Council now has an opportunity to reaffirm the principles upon which Millcroft was originally planned—that community resilience, public safety, and environmental stewardship should remain central considerations in land use decisions.

The choice before Council is not between housing and environmental protection. Rather, it is whether housing should be directed to locations already identified as suitable for growth while preserving lands that continue to provide important flood protection and environmental benefits for an established community.

For these reasons, we respectfully request that Burlington City Council reject the Millcroft Greens Corp. application and preserve the remaining golf course lands as permanent open space in keeping with the original planning vision for the community.

Thank you for your thoughtful consideration of our comments and for your continued service to the residents of Burlington.

Respectfully submitted,

Gord & Marlene Pinard

cc: Mayor Marianne Meed Ward
Ward 6 Councillor Angelo Bentivegna

Meneray, Elyse

From: Linda
Sent: Friday, July 31, 2026 4:44 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: REJECT Millcroft Subdivision Phase 2 Areas F,G,H,I,J,K - City of Burlington File 505-11/26 and 510-02/26

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TO: Mayor Marianne Meade Ward
& City of Burlington Building Dept.

Attention: Ben Kissner and Elyse Meneray
Ref. File 505-11/26 and 510-02/26

I am writing on behalf of hundreds of a residents (family, friends, co-workers, neigbours), all of who are taxpayers and voters in the City of Burlington.
We have recently become aware of a Subdivision Application submitted by the Millcroft Golf course for Phase 2, Areas F,G,H,I,J,K inclusive to destroy the Millcroft Golf Course and build an additional 228 houses/townhouses and 10 new roads within the Millcroft community.

Firstly, we CATEGORICALLY OPPOSE Phase 2 Areas F-G-H-I-J-K and ANY and ALL residential housing development of the Millcroft Golf Course.

Has Marianne Mead Ward and the City of Burlington completely lost their minds to even consider the destruction of the Millcroft Golf Course in favor of Argo Development moving in with bulldozers to build 228 houses/townhouses and 10 new roads in Millcroft community? And destroy the landmark Millcroft Golf Course? And all this within a stones' throw of 3 schools within the community: Sacred Heart of Jesus Catholic Elementary School (on Country Club Drive), Charles R. Beaudoin JK-8 (on Clubview), and Florence Meares Public Secondary (on Berwick).

Millcroft is a fully mature master-planned community created by Monarch Construction in the late 1980's and came into being in 990. Millcroft was created as an 'ungated' golf course community and Millcroft Golf Course has been a golfing and social hub for golfers of all ages, seniors and juniors alike, for the last 35 years and has been part of the fabric of living in the Millcroft community.

Why is the City of Burlington creating havoc for Millcroft residents by even asking whether the Subdivision Application should be REJECTED or accepted.
Has Marianne Mead Ward and the City of Burlington completely lost their minds to even consider Argo Development subdividing and destroying Millcroft Golf Course for 228 new houses/townhouses and 10 new roads within the community.

Why would the City of Burlington standby and let Argo Development turn the Millcroft community into a CONSTRUCTION ZONE for the next 5+ years and endanger the safety of Millcroft residents and the hundreds of children attending the 3 schools.

HAS EVERYONE AT THE CITY OF BURLINGTON LOST THEIR MINDS!

DO YOUR JOB AND SERVE YOUR CONSTITUENTS!
JUST REJECT AND DENY ANY and ALL SUBDIVISION APPLICATIONS for ANY housing development on the Millcroft Golf Course, PLAIN AND SIMPLE.

Let Argo sue the City ... that'll get you the votes from Burlington residents that you need to win the next election.
Or, step aside and let someone else get the job done.
Enough is Enough.

STOP THE DESTRUCTION OF THE MILLCROFT GOLF COURSE.

(anonymous) VOTERS

Meneray, Elyse

From: Corey Hammill
Sent: Friday, July 31, 2026 4:54 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: REJECT Millcroft Subdivison Application Phase 2 Areas F,G,H,I,J,K

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City of Burlington Building Department
Attention: Ben Kissner and Elyse Meneray

Application **Phase 2 Areas F,G,H,I,J,K**
Ref: File 505-11/26 and 510-02/26

We, Corey and Tricia Hammill are the property owners of in the Millcroft community of Burlington.

We recently received Notice from the City of Burlington of an Application for Subdivison submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 Areas F, G H, I, J, and K which would see residential housing development on the Millcroft Golf Course by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

We **VEHEMENTLY OPPOSE** Millcroft Greens Application for Subdivision of Millcroft Golf Course lands submitted as
Phase 2 Areas F, G, H, I, J, K, and Millcroft Greens Corp., Plan to build another 138 residential houses and 6 new roads on lands which are designated and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, namely, Millcroft Golf Course.

We specifically **OPPOSE Phase 2 Area 'J'** planned development due to the fact that we **WILL BE DIRECTLY** and **ADVERSELY IMPACTED BY ANY residential** housing development of Area 'H'. Area 'H' represents Hole #2 of the Millcroft Golf Course and is designated as 'green space' and **ZONED as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY**. The Subdivision Application for Area 'H' specifically would see the construction of 16 new houses and 1 new road running off Country Club Drive.

We SUBMIT AND MAINTAIN that development of **Phase 2, Area H specifically**:

- **VIOLATES our PROPERTY RIGHTS TO BACK ONTO** the (green space of) **MILLCROFT GOLF COURSE**.
  - Ref: Province of Ontario Document General (Notice of Agreement under Section 74 of the Land Titles Act) dated March 1990 between Monarch Construction and the City of Burlington which states that the '**specified lots**' (now impacted by 'Area H') carries with it the **'specified right to back onto Millcroft Golf Course'lands;** and
  - 'Registered Notices' on Title for 4165 Millcroft Park Drive recognizes our property as backing onto the Millcroft Golf Course and duly protects this right. Any new housing development would deprive us of these protections. These protections are deemed so inherent that we are legally required to include them in any purchase Agreements.

- **NEGATIVELY IMPACTS OUR PROPERTY VALUE**.
    - Our property carries a ‘lot premium’ specifically for the right to back onto (the ‘green space’ of) Millcroft Golf Course and ANYresidential housing built on ‘lots’ that would back onto our property would result in a ‘de facto’ **DEVALUATION of our PROPERTY VALUE**.

THEREFORE, We hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course lands submitted as Phase 2, Areas F, G, H, I, J, K inclusive, **Ref: File 505-11/26 and 510-02/26**; and
2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.
3) We also request the City of Burlington and City Council **TO ISSUE** a ‘Moratorium’ and **‘Cease & Desist’ ORDER AGAINST** Millcroft Greens Corp. (Millcroft Golf Course) AND Argo Development for ANY and ALL Subdivision of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

We **VEHEMENTLY OPPOSE** ANY and ALL proposed future Subdivision of Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

Corey and Tricia Hammill

Meneray, Elyse

From: Alf Zeller
Sent: Friday, July 31, 2026 7:35 PM
To: doug.ford@pc.ola.org; rob.flack@pc.ola.org; effie.triantafilopolous@pc.ola.org; mmahzoningorders@ontario.ca; Mailbox, Office of the Mayor; premier@ontario.ca; CRM, Service Burlington; attorneygeneral@ontario.ca; Mailbox, Millcroft Greens Phase 2
Cc: admin@millcroftagainstbaddevelopment.ca; angelobentivegn@burlington.ca
Subject: Millcroft golf course - phase 2

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Dear Sirs,

Unbelievably, the Mill croft Golf Course is under attack for development of Phase 2 by ARGO developers. after having succeeded with Phase 1 approval with the Ontario Land Tribunal (OLT) voting 2 - 0, despite that the (OLT) was not fully constituted as a tribunal - one can only assume that is how politics works. The history of the golf course is well known to everyone involved, in that was conceived in the 1990's as a public course with with the major and key function of Flood control for the the area. The consequences of flooding were well understood back then and though the needs have not changed, flooding has more than likely become more severe. So along comes OLT and they ignore that history and all submittals and approve the ARGO proposal regardless – quite extraordinary in itself and at the time it is understood that ARGO said they would not develop the rest of the course - Yeh right.

We are regrettably now faced with the prospect of Phase 2 being considered for approval using a different Zoning instrument. This Phase completely eliminates the Mill croft Golf Course's key function of flood control and storm water management, which was a major technical function when conceived. This madness has to be stopped in the name technical facts, common sense and good governance. Phase 1 approval is and was truly tragic, but phase 2 will be catastrophic and will condemn the Mill croft community to 10 years of chaos from which I am confident that will be collateral deaths from the development. In a situation where the Burlington City Council, Halton Region, the Mill croft community have all taken a firm position against the development, our fate rests with two elected provincial official, Premier Doug Ford and Minister Robert Flack. Can justice be served in this manner when one individual from ARGO can hold the collective opposition to ransom before two provincially elected representatives.

On this topic of accountability; if Phase 2 were to be approved, the key function of natural flooding and flood water management will most likely not be an asset of the remaining green space, making for flooding of the new home and maybe all existing mill croft homes a new frequent event, possibly even mandating special extra cost coverage clauses. In the event the Government does vote in favour of the developer, would it be in order for the government to provide compensation to existing homeowners to cover increased insurance cost the and control would be fully in the hands of the ARGO. New homeowners would be caveat emptor

At my age of 85 years I did not think in a million years that i would have to publically embarrass myself by going on bended knee to beg you to stand by us and make the correct decision and stop the development – I implore you all with my whole being, as you can make the difference between heaven and hell in Mill Croft.

Having made the plea to stop this madness, lets not forget that a placid demeanor can quickly rotate to anger when we assess the outcomes if Phase 2 goes ahead. Let us explore some critical issues, which I am presenting as consequences of approval – which I sincerely hope he does not - but could be used as conditions for approval. These issues, in themselves, could bring into doubt for many projects. I am also confident there will be many more conditions, but lets look at a few:

> While ARGO have demonstrated long-term planning for the undertaking through the purchase of 4291 Couples Crescent as an access road; I propose this facility will be not be permitted to either provide for any physical connections to Couples Crescent infrastructure for any of; Sewage system, domestic waste and fresh water systems, Storm Water management, Hydro, and Natural gas. They have the entire golf course and maintenance building available for their needs

> no pickup trucks, building material supply trucks, heavy construction equipment such as earth movers, graders et al will be permitted on Couples Crescent either for parking or work purposes

> The Golf Course has had over 30 years of pesticides and chemicals expended, which will have washed/leached through with water flow to form lethal deposits. Therefore, any soil extracted or moved on any part of the site must be tested by a government approval Lab before approval to continue with the next bucket of soil. Think about where all the dust is going to go and as one with COPD, I do not want construction dust in my house or anywhere near me.

> No part of any of the houses in the new development maybe higher than the highest point of the Mill Croft house in front of it

These conditions are not raised as something that the developer will commit to later, they must be agreed up front before any approval and will prevail regardless of any impact on developer business case down the road Also, It is not for the City to assume ownership and maintenance of the unused parts of the golf course – there is nothing to be gained and the course will have been damaged beyond belief by one man, so he made his choice and can continue as custodian. I would suggest further that the developer provide a guarantor of funds to ensure they have the wherewithal over the first ten years to maintain the remainder of the green space.

Above all one hopes that the above noted conditions of construction do no require further consideration and that the wisdom, experience and goodwill of you our elected officials will serve in the true capacity to satisfy the needs of your constituents and not the greed of one man.

Thank you for bringing a stop to this madness once and for all – smart transparent decisions please

Alf and Anna Zeller

Meneray, Elyse

From: Sheila Finn
Sent: Friday, July 31, 2026 9:42 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Proposal

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We moved from Toronto 22 years ago to Millcroft as it was a beautiful community with the green space we were looking for. The bonus was the green space provided by the Millcroft Golf Course. We were told they could not build on the course because there was a petroleum pipeline running through the course and the wetland.

We were very disappointed with the Ford Government allowing the first phase - no consideration for the people whose homes backed onto the course and for the wetlands.
We are in strong opposition to the proposed Phase 2 development. The Developer (Argo) was to maintain an Executive Style 18 hold golf course that would salvage at least some of our green space and limit the negative consequences of overcrowding. Clearly this was an empty promise, only focus is financial greed and NO consideration for the people who own homes in the area.

It is our hope that the City of Burlington and all those with the power to oppose this development will do so.

Sincerely,
Sheila Finn and Donald Green

Meneray, Elyse

From: dvean Maglov
Sent: Friday, July 31, 2026 9:48 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Opposition to Planning Application- Millcroft

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ben Kissner and Elyse Meneray,

We are writing as homeowners and residents of [redacted], **Burlington**, to formally express our **opposition** to the proposed development associated with **Files 505-11/26 and 510-02/26**.

When our family purchased our home, we did so with the understanding that the adjacent Millcroft Golf Course and surrounding open space would remain an integral part of the neighbourhood. The proposal to construct an additional **138 homes**, beyond the development already approved, represents a significant intensification that will permanently alter the character of our community and have lasting impacts on existing residents.

A major concern is the apparent intention to use **Couples Crescent** as the access route for construction and, ultimately, the new neighbourhood. Couples Crescent is a quiet residential street that was designed to serve the existing homes in our community—not as an access corridor for a large-scale residential development. Residents were never led to believe that our street could become the primary point of access for a project of this magnitude.

The proposal gives rise to several important concerns:

Traffic and Public Safety

The introduction of construction vehicles, contractor traffic, service vehicles, and eventually hundreds of additional residents will significantly increase traffic volumes on Couples Crescent. Our street is regularly used by children, families, pedestrians, cyclists, and seniors, and the increased traffic will inevitably reduce safety while negatively affecting the quality of life enjoyed by current residents.

Construction Impacts and Neighbourhood Security

Routing construction traffic through an established residential neighbourhood will create years of disruption. Heavy equipment, delivery trucks, and contractor vehicles will generate additional noise, dust, vibration, and potential property damage, while also raising legitimate concerns regarding neighbourhood security and the overall enjoyment of our homes.

Stormwater Management and Flooding

The removal of additional green space and the introduction of more hard surfaces increase concerns about stormwater runoff and the potential for localized flooding. Before any approvals are considered, residents should be provided with independent technical evidence confirming that this development will not increase flood risks or adversely affect existing homes and municipal infrastructure.

Loss of Green Space

For many years, the Millcroft Golf Course has provided important environmental, recreational, and visual benefits to Burlington. Its mature trees, open landscapes, wildlife habitat, and natural green space

contribute to the health, appearance, and character of the surrounding neighbourhood. Once this land is developed, these benefits cannot be recovered.

Like many homeowners in this area, we made a significant investment in our property based on the existing planning framework and the expectation that the surrounding open space would remain largely intact. Continued expansion of residential development beyond what residents originally understood erodes confidence in the City's planning process and fundamentally changes the community we chose to call home.

For these reasons, we respectfully ask the City to carefully evaluate the cumulative impacts of this proposal on the existing neighbourhood and to refuse any further development that increases residential density, removes additional green space, or depends on Couples Crescent as its primary access route.

Should the proposal proceed in any form, we respectfully request that comprehensive traffic, transportation, stormwater, environmental, and neighbourhood impact studies be completed by qualified professionals and made publicly available before any planning approvals are granted.

Thank you for your time and for considering the concerns of residents who are directly affected by this proposal. We respectfully request that this letter be included in the public record for **Files 505-11/26 and 510-02/26**.

Sincerely,

Vera and Dragan Maglov
Joint Owners

Meneray, Elyse

From: Aleks Bouvier
Sent: Friday, July 31, 2026 10:40 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Dishonourable Development - File: 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

Dear Burlington Mayor Meed Ward, Councillors, and City officials,

As a life-long resident of Burlington, I am writing to you to urge you to reject the proposal of Millcroft Greens Development to further destroy our beloved community.

Permitting such development would be grossly negligent on your behalf; as you know, this development has the potential to:

- increase flooding throughout Burlington
- disrupt ecosystems and wildlife
- reduce valuable green space
- overburden existing infrastructure
- lead to the rezoning of existing school districts
- significantly decrease existing property values (which has already happened)
- increase road traffic and risk to the safety of local resident, *especially children*
- alter the character of one of Burlington's most iconic neighbourhoods.

I wholeheartedly and vehemently object to the proposed development and urge you to reject this proposal to not only save our community but to protect the city from the unintended, dangerous impacts that will inevitably result from flooding. At its core, Millcroft Greens Corporation is a duplicitous, greedy corporation that has demonstrated, on numerous occasions, its disregard for the Millcroft Community.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park."

Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the ponds located on the course, families of ducks waddling along the footpaths, swans swimming in the ponds, fox and coyotes darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.

Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is truly unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I have called home for 38 years.

Burlington is consistently ranked as one of the best places to live in Canada -- I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

This development is tragic and wildly irresponsible. In a nutshell -- *please* do the right and honourable thing and reject this proposal. It would be for the benefit of us all to actually see you serving our community in a way that truly matters by placing us -- your constituents -- above corporate profits.

Regards,
Aleks Bouvier
Millcroft resident for 38 years

Meneray, Elyse

From: Frederic Bouvier
Sent: Friday, July 31, 2026 10:48 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens Dishonourable Development - File: 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

Dear Burlington Mayor Meed Ward, Councillors, and City officials,

As a resident of Burlington, I am writing to you to urge you to reject the proposal of Millcroft Greens Development to further destroy our beloved community.

Permitting such development would be grossly negligent on your behalf; as you know, this development has the potential to:

- increase flooding throughout Burlington
- disrupt ecosystems and wildlife
- reduce valuable green space
- overburden existing infrastructure
- lead to the rezoning of existing school districts
- significantly decrease existing property values (which has already happened)
- increase road traffic and risk to the safety of local resident, *especially children*
- alter the character of one of Burlington's most iconic neighbourhoods.

I wholeheartedly and vehemently object to the proposed development and urge you to reject this proposal to not only save our community but to protect the city from the unintended, dangerous impacts that will inevitably result from flooding. At its core, Millcroft Greens Corporation is a duplicitous, greedy corporation that has demonstrated, on numerous occasions, its disregard for the Millcroft Community.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park."

Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the ponds located on the course, families of ducks waddling along the footpaths,

swans swimming in the ponds, fox and coyotes darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.

Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The proposed development eliminates a staggering number of mature trees from an area designated as part of the Natural Heritage System.

In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is truly unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.

I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I have called home for 38 years.

Burlington is consistently ranked as one of the best places to live in Canada -- I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

This development is tragic and wildly irresponsible. In a nutshell -- *please* do the right and honourable thing and reject this proposal. It would be for the benefit of us all to actually see you serving our community in a way that truly matters by placing us -- your constituents -- above corporate profits.

Regards,
Frederic Bouvier
Millcroft Resident

Meneray, Elyse

From:	Abubaker Khalifa
Sent:	Friday, July 31, 2026 11:40 PM
To:	Mailbox, Millcroft Greens Phase 2
Cc:	Dania Tbakhi
Subject:	REJECT Millcroft Subdivison Application Phase 2 Areas F,G,H,I,J,K Ref: File 505-11/26 and 510-02/26
Attachments:	Agreement - Monarch Construction_City of Burlington - March 1990.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City of Burlington Building Department
Attention: Ben Kissner and Elyse Meneray

We, Abubaker Khalifa and Dania Tbakhi are the property owner(s) of
Burlington, Ontario in the Millcroft community of Burlington.

We recently received Notice from the City of Burlington of an Application for Subdivison submitted on behalf of Millcroft Greens Corp. (by Macaulay Shiomi Howson Ltd.) for Phase 2 Areas F, G H, I, J, and K which would see residential housing development on the Millcroft Golf Course by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

We **VEHEMENTLY OPPOSE** Millcroft Greens Application for Subdivision of Millcroft Golf Course lands submitted as **Phase 2 Areas F, G, H, I, J, K**, and Millcroft Greens Corp., Plan to build another 138 residential houses and 6 new roads on lands which are designated and ZONED as OPEN SPACE(s) FOR RECREATIONAL USE(s) ONLY, namely, Millcroft Golf Course.

We specifically **OPPOSE Phase 2 Area 'H'** planned development due to the fact that we **WILL BE DIRECTLY** and **ADVERSELY IMPACTED BY ANY** residential housing development of Area 'H'. Area 'H' represents Hole #2 of the Millcroft Golf Course and is designated as 'green space' and **ZONED as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY**. The Subdivision Application for Area 'H' specifically would see the construction of 16 new houses and 1 new road running off Country Club Drive.

We SUBMIT AND MAINTAIN that development of **Phase 2, Area H** specifically:

- **VIOLATES our PROPERTY RIGHTS TO BACK ONTO** the (green space of) **MILLCROFT GOLF COURSE**.
  - Ref: Province of Ontario Document General (Notice of Agreement under Section 74 of the Land Titles Act) dated March 1990 between Monarch Construction and the City of Burlington which acknowledges that the '**specified lots**' (now impacted by

'Area H') carry with it the **'specified right to back onto Millcroft Golf Course' lands;** and

o 'Registered Notices' on Title for ecognizes our property as backing onto the Millcroft Golf Course and duly protects this right. Any new housing development would deprive us of these protections. These protections are deemed so inherent that we are legally required to include them in any purchase Agreements.

· **NEGATIVELY IMPACTS OUR PROPERTY VALUE**.

o Our property carries a 'lot premium' specifically for the right to back onto (the 'green space' of) Millcroft Golf Course and ANY residential housing built on 'lots' that would back onto our property would result in a 'de facto' **DEVALUATION of our PROPERTY VALUE**.

THEREFORE, We hereby REQUEST and DIRECT the City of Burlington:

1) **TO REJECT** and DENY Millcroft Greens Corp. Application (submitted by Macaulay Shiomi Howson Ltd.) for Subdivision and housing development on Millcroft Golf Course lands submitted as Phase 2, Areas F, G, H, I, J, K inclusive, **Ref: File 505-11/26 and 510-02/26**; and

2) **TO REJECT** and DENY any and ALL future Applications for Subdivision and Development of Millcroft Golf Course lands by Millcroft Greens Corp., 2155 Country Club Drive, Burlington, Ontario.

3) We also request the City of Burlington and City Council **TO ISSUE** a 'Moratorium' and **'Cease & Desist' ORDER AGAINST** Millcroft Greens Corp. (Millcroft Golf Course) AND Argo Development for ANY and ALL Subdivision of ANY of Millcroft Golf Course and Millcroft Greens Corp. lands.

We **VEHEMENTLY OPPOSE** ANY and ALL proposed future Subdivision of Millcroft Golf Course and Millcroft Greens lands which are designated and ZONED by the City of Burlington and Region of Halton as OPEN SPACE(S) FOR RECREATIONAL USE(S) ONLY.

Regards,
Abubaker Khalfa and Dania Tbakhi

Province of Ontario

510-02-12/87

Document General

Form 4 — Land Registration Reform Act, 1984

D

FOR OFFICE USE ONLY

447721

'90 JUN 13 PM 2 40

New Property Identifiers

Additional See Schedule ☐

Executions

Additional See Schedule ☐

(1) Registry ☐ Land Titles ☒

(2) Page 1 of 4 pages

(3) Property Identifier(s) Block Property

Additional See Schedule ☐

(4) Nature of Document

Notice of Agreement
Section 74 Land Titles Act

(5) Consideration

Dollars $

(6) Description

PART OF
Parcel Plan-1 Section 20M-535 being 179 Lots 152 to 163, both inclusive, Lots 167 to ~~169~~, both inclusive, Lots 182 to 185, both inclusive, Lots 188 to 213, both inclusive, Lots 236 to 241, both inclusive, and Blocks 243 and 244, Plan 20M-535

City of Burlington, Regional Municipality of Halton

(7) This Document Contains: (a) Redescription New Easement Plan/Sketch ☐ (b) Schedule for: Description ☐ Additional Parties ☐ Other ☒

(8) This Document provides as follows:

THE CORPORATION OF THE CITY OF BURLINGTON has an unregistered estate, right, interest or equity in the said land registered in the name of

MONARCH CONSTRUCTION LIMITED

and hereby applies under Section 74 of the Land Titles Act for the entry of a Notice of an Agreement
in the register for the said parcel

Continued on Schedule ☐

(9) This Document relates to instrument number(s)

(10) Party(ies) (Set out Status or Interest)

Name(s)	Signature(s)	Date of Signature Y	M	D
MONARCH CONSTRUCTION LIMITED (Owner)				

(11) Address for Service 1426 Ontario Street, Burlington, Ontario, L7S 1G4

(12) Party(ies) (Set out Status or Interest)

Name(s)	Signature(s)	Date of Signature Y	M	D
THE CORPORATION OF THE CITY OF BURLINGTON	Sandra J. Sisko	1990	04	26
by its Solicitor per SANDRA J. SISKO				

(13) Address for Service 426 Brant Street, P.O. Box 5013, Burlington, Ontario L7R 3Z6

(14) Municipal Address of Property

Not assigned
Burlington, Ontario

(15) Document Prepared by:

The Corporation of the City of Burlington,
Legal Services Department,
426 Brant Street, Burlington
Ontario L7R 3Z6

:ar

FOR OFFICE USE ONLY

Fees and Tax	
Registration Fee	25.00
Total	

10174 (12/84)

10-02-12/87

SUPPLEMENTAL SUBDIVISION AGREEMENT made this 9th day of March, 1990

BETWEEN:

MONARCH CONSTRUCTION LIMITED, a company incorporated under the law of the Province of Ontario.

hereinafter called the "Owner"

OF THE FIRST PART

- and -

THE CORPORATION OF THE CITY OF BURLINGTON

hereinafter called the "City"

OF THE SECOND PART

WHEREAS the Owner is the owner of the land described in the First Schedule hereto and has applied to the City for approval of plans of subdivision;

AND WHEREAS this Agreement is a supplemental subdivision agreement for development of the Owner's lands;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises, the payment to the Owner by the City of the sum of ONE DOLLAR ($1.00) (the receipt of which is hereby acknowledged), the approval of the Owner's plan pursuant to the Planning Act, 1983, as amended and other valuable consideration, the parties hereto covenant and agree as follows:

1. For Lots 152 to 163, both inclusive, Lots 167 to 179, both inclusive, Lots 182 to 185, both inclusive, Lots 188 to 213, both inclusive, Lots 236 to 241, both inclusive, and Blocks 243 and 244, Plan 20M-535, in the City of Burlington, Regional Municipality of Halton, as shown on the First Schedule hereto, the Owner and subsequent owners acknowledge and the Owner covenants and agrees to include in all agreements of purchase and sale and any leases the following wording:

> "Purchasers are advised that because their lots back onto an operating golf course they may be inconvenienced by golfers, golf balls entering onto their property, nuisance including nuisance from golf course maintenance and early morning golf play. The Owner and Purchasers covenant and agree that they will not object to the City or make any claims against the City with respect to problems related to the golf course. Further, the Owner and Purchasers covenant and agree to save harmless, release, discharge and quit claim the City from any losses, damages, claims, actions, demands, suits, costs, compensation, injurious affection, interest or any other liability as a result of any noise, nuisance, trespass or other inconvenience resulting from the golf course."

IN WITNESS WHEREOF the corporate parties have caused their corporate seals to be hereunto affixed attested by their proper officers in that behalf and the individual parties have hereunto set their hands and seals.

SIGNED SEALED AND DELIVERED in the presence of :

MONARCH CONSTRUCTION LIMITED

E.J. LATIMER
VICE PRESIDENT

D.A. GEORGE
SECRETARY

THE CORPORATION OF THE CITY OF BURLINGTON

R. L. Bird — MAYOR

Helen MacRae — CITY CLERK

Legal Department Appd:

MAR 28/90 SJS

Authorized by By-law 34-1989
Passed on March 13, 1989
Item No. PD-57-89-2

FIRST SCHEDULE

Part of Parcel Plan -1 Section 20M-535 being Lots 152 to 163, both inclusive Lots 167 to 179 both inclusive Lots 182 to 185 both inclusive Lots 188 to 213 both inclusive Lots 236 to 241 both inclusive and blocks 243 and 244 Plan 20M-535

Meneray, Elyse

From: Don May
Sent: Sunday, August 9, 2026 9:33 AM
To: Mailbox, Millcroft Greens Phase 2
Subject: Millcroft Greens - Phase 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Benjamin

I established a planning consulting firm in Burlington in 1980 and worked extensively on developments in Burlington for over 30 years.

Millcroft was developed by Monarch Construction. The secondary plan was created by Bousfield & Associates. The draft plans of subdivision and zoning for the southern half of the Community were implemented by Bousfield & Associates.

May, Pirie and Associates implemented significant portions of the northern half of the Community.

I recall that there was significant discussion about the golf course element within the original Millcroft proposal given that the City in 1973 had reluctantly taken over the Tyandaga Golf Course.

Normally developers dedicated the natural and floodplain lands to the City as conditions of approval for subdivision. Storm water management including storm water management ponds were incorporated within the floodplain lands and the responsibility for storm water management was then assumed by the City. In many instances, tableland parks were adjacent to these lands so the City could manage both the parks and the natural floodplain lands.

The negotiations for land dedication and the parkland requirements are part of the subdivision draft plan approval and registration of the subdivisions.

During my consulting time in Burlington, watercourses were required to be open and natural - whereas some of the earlier development south of the QEW was allowed to be channelized and piped. The Upper Hager Creek diversion channel was a prime example of the need for significant engineered remediation as a result of development north of the QEW.

I recall much discussion on this topic with both the City and the Conservation Authority requiring strategic natural SWM ponds to be coordinated by the City for multiple developments including the related cost sharing arrangements in order to protect the existing development south of the QEW.

This entire coordination for flood control throughout the 80's and 90's was based on historic storm water occurrences which now require re-evaluation based on recent increased localized rainfalls.

While increased infill housing is an important principle within the existing City – this needs to be balanced with policies to protect natural environmental areas and floodplains within Provincial Policy Statements and The City of Burlington Official Plan as well as the regulatory responsibilities of Conservation Halton.

With the closing of the golf course, the tableland surrounding the clubhouse needs to be repurposed. The other phase two development pockets being proposed for residential development should be assessed individually based on the following:

1. Floodplain reduction based on an underlying proposal to build an engineered storm water management structure. The resultant impact on the existing natural areas must be assessed.

2. Integrity of the remaining open space system.
    a. Natural Areas
    b. Linear function
    c. Municipal and public access

1. Compatibility with adjacent existing development.
    a. Massing
    b. Setbacks
    c. Height
    d. Breaks within the townhouse blocks

I have read the Phase 1 decision by the OLT. The significant differences between Phase 1 and Phase 2 are:

Closing of the Golf Course and transfer of remaining lands to the City (This was not the case for Phase One)

Channelizing the watercourse with the assistance of a Storm Water Management Tank to reduce the present regulated floodplain

Considering the unique natural environmental areas within Phase 2.

The Developer's request for an MZO would in effect eliminate the need for each of the 6 areas to be evaluated by planning policies contained in the Provincial Policy Statements, City Official Plan and regulatory responsibilities of Conservation Halton.

The land being transferred to the City must be sufficient for the City to assume the responsibility for flood control, preserve the environmental hazard lands and integrate municipal and public access. Additionally, there are parkland dedication responsibilities or cash in lieu required under the Planning Act. The necessary public access portion of this open space system could be acquired with the funds that have been transferred to the City Parkland Reserve fund.

I thought it was important to provide a historical planning perspective to this important planning matter and I offer my comments for no other reason.

I did ask for access to the detailed files for further examination.

Yours respectfully
Don May

Don May

Meneray, Elyse

From: Sandra S
Sent: Thursday, August 20, 2026 12:17 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Opposition to Millcroft Greens Phase 2 – 2155 Country Club Drive

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Millcroft Greens Phase 2 Project Team,

I am writing to formally express my strong opposition to the proposed Phase 2 development of the remaining Millcroft Golf Course lands at 2155 Country Club Drive.

I understand that the current proposal would add 138 residential units—73 single-detached homes and 65 townhouses—to the remaining golf course lands. I strongly believe this proposal should not proceed.

This issue is about much more than preserving a golf course. The remaining lands represent valuable open space within an established Burlington neighbourhood and are an important part of the community's existing landscape and green infrastructure. Once these lands are converted to residential development, that open space will be permanently lost.

I am particularly concerned about the cumulative impacts of additional development on stormwater management, drainage, water balance, traffic, infrastructure and the surrounding neighbourhood. These impacts deserve thorough and independent consideration before any decision is made to permit additional residential development on these lands.

I also believe it is important that this application be evaluated through the full municipal planning and technical review process, with meaningful consideration given to the concerns of the residents who will live with the long-term consequences of this decision.

The City's own position is particularly significant. Burlington has consistently advocated for preservation of the remaining Millcroft lands as parks and open space. In fact, the City pursued the purchase of the lands and made an offer of $15 million to acquire them. The owner declined that offer. The City has subsequently requested an MZO from the Province for the purpose of maintaining the existing open-space zoning on the remaining lands, while opposing the developer's request for an MZO to facilitate residential development.

I strongly support the City's position.

Burlington needs to accommodate growth and provide housing, but growth must be balanced with the preservation of existing green space, responsible infrastructure planning and the long-term interests of established communities. Not every parcel of open land should be considered an appropriate location for additional residential development.

I respectfully ask that the City:

• Oppose the proposed Phase 2 residential development of the remaining Millcroft Golf Course lands.

• Continue advocating for the preservation of these lands as parks and open space.

• Ensure that the full environmental, stormwater, water-balance, transportation and infrastructure implications of the proposal are thoroughly evaluated.

• Continue to oppose the developer's requested Ministerial Zoning Order.

• Ensure that the concerns of Millcroft residents are meaningfully considered as part of the Phase 2 review.

Once these lands are developed, they cannot be restored to the open space that exists today. This is a long-term decision that will affect the character, environmental resilience and quality of life of the Millcroft community for generations.

I urge the City to protect the remaining Millcroft lands and to prioritize the long-term interests of Burlington residents.

Thank you for considering my comments and including my opposition in the Phase 2 application review.

Sincerely,

Sandra Sturgess

Meneray, Elyse

From: Wong
Sent: Thursday, August 20, 2026 9:08 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Formal Opposition – Millcroft Greens Phase 2 Applications 505-11/26 and 510-02/26

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Staff,

Hi,

I'm writing as a Burlington resident to express my opposition to the proposed Millcroft Greens Phase 2 development at 2155 Country Club Drive, 4135 Millcroft Park Drive and 4291 Couples Crescent.

I have a number of concerns with the proposal to develop six areas of the remaining golf course lands with 138 residential lots, including 73 detached homes and 65 townhouses.

One of my biggest concerns is the loss of green space. These areas have been part of the Millcroft community for decades, with mature trees and open land throughout the neighbourhood. Once this land is developed, that green space is permanently gone. Developing six different areas of the golf course would have a much bigger impact on the community than developing one small parcel of land.

I'm also very concerned about drainage and flooding. Adding 138 homes means significantly more roofs, driveways, roads and other hard surfaces where there is currently land that can absorb water. I would like to know what studies have been completed to determine how this will affect stormwater runoff and surrounding properties, especially when looking at the impact of all six development areas together.

Traffic is another concern. Adding 138 households will naturally bring more vehicles into an already established residential neighbourhood. I think the impact on local roads, intersections, pedestrian safety and overall traffic needs to be seriously considered.

I also question whether the existing infrastructure in Millcroft was designed to accommodate this level of additional development. Residents deserve to know whether the current stormwater systems, sewers, water services and roads have the capacity to support another 138 homes without negatively affecting the people who already live here.

There are also environmental concerns, including the removal of mature trees, disruption of wildlife and the overall impact of breaking up the remaining open spaces throughout the neighbourhood.

Lastly, I'm concerned about how much this proposal would change the existing character of Millcroft. Adding 73 detached homes and 65 townhouses across six separate areas is a significant change to an established community.

I understand that communities grow and development happens, but I don't believe that means every available piece of green space should automatically become residential development. There needs to be a balance between adding housing and protecting existing neighbourhoods, infrastructure and green space.

I hope the City takes the concerns of existing residents seriously and looks at the overall impact of this proposal before making a decision, rather than looking at each area individually.

Please include my email as part of the public record for applications 505-11/26 and 510-02/26 and ensure my concerns are considered as part of the September 15, 2026 meeting and recommendation process.

Thank you,
Quyen
Burlington Resident

Meneray, Elyse

From: Jim Penman
Sent: Monday, August 31, 2026 6:35 PM
To: Mailbox, Millcroft Greens Phase 2
Subject: Re: Public Comment Acknowledgement - Millcroft Greens Phase 2 (2155 Country Club Dr, 4135 Millcroft Park Dr and 4291 Couples Cres)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You say no decision had been made and yet 1 house on Millcroft Park and 1 house on Couples have been sold to allow access to the homes to be built
I believe it is a done deal - why not tell the truth to the public
Jim
Sent from my iPhone

On Aug 31, 2026, at 4:24 PM, Mailbox, Millcroft Greens Phase 2 <mgphase2@burlington.ca> wrote:

Good afternoon,

Thank you for providing your comments on the proposed development application for Millcroft Greens Phase 2 – 2155 Country Club Dr, 4135 Millcroft Park Dr and 4291 Couples Cres. Your comments have been received and will be considered as part of the City's review of the development application.

As part of the planning process, all comments received from the public are reviewed by staff and will be included in the future Staff Recommendation Report that is presented to Council. This report will summarize the development application, the feedback received, and staff's planning analysis and recommendations. The development application is still under review by City staff and external agencies, and no decision has been made at this time.

A future public meeting where you can address the members of Council and provide your written comments on the applications is scheduled for Tuesday, Sept. 15, 2026. The public meeting notice was sent to properties within 120 metres of the subject property and uploaded to the project webpage at www.burlington.ca/millcroftgreensphase2 and the Burlington events calendar at events.burlington.ca. The staff recommendation report will also be published online on Friday, Sept. 4, 2026, at the City's Council and Committees calendar here: events.burlington.ca/meetings.

To stay up-to-date on this application, Community Planning Staff recommend that you subscribe to the project webpage at www.burlington.ca/millcroftgreensphase2 and visit burlington.ca/millcroftupdates for updates.

To learn more about the planning process, visit burlington.ca/planningprocess.

Thank you,

Meneray, Elyse

From: Millcroft Against Bad Development
Sent: Wednesday, September 2, 2026 6:37 AM
To: Meed Ward, Marianne
Cc: Bentivegna, Angelo; Nisan, Rory; Kearns, Lisa; Galbraith, Kelvin; Stolte, Shawna; Sharman, Paul; effie.triantafilopoulos@pc.ola.org; Carr, Gary; Natalie.Pierre@pc.ola.org; Meneray, Elyse
Subject: Joseph Casiello - I'm Against Development on Golf Course

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Burlington Mayor Meed Ward, Councillors, City officials, Premier, Ministers & MPPs
Reference: Millcroft Greens' proposal to redesign the existing Millcroft Golf Course and introduce select parcels of residential development.

I write in connection with the subject proposal. This development has the potential to disrupt ecosystems and wildlife, reduce green space, overburden infrastructure, lead to the rezoning of existing school districts, significantly decrease existing property values, increase traffic, and alter the character of one of Burlington's most iconic neighbourhoods. I wholeheartedly and vehemently object to the proposed development.

The Millcroft neighbourhood is unique in that, rather than including a golf course as a feature, it was built around the golf course as THE feature - the epicenter; the heart of the community. Millcroft is synonymous with the golf course. The street names feature famous golfers and allusions to green space - several including the words "field" or "park." Moreover, the golf course is home to many species of wildlife. It is not unusual to find turtles emerging from the pond located on the 6th hole, families of ducks waddling along the footpaths, swans swimming in the ponds, and fox darting through the trees. Millcroft's signature feature - the golf course - provides green space and a wildlife haven in the predominantly concrete-laden north Burlington.

I have reviewed the City's Official Plan, in conjunction with the golf course's current zoning of O1 (Open Space), with most sections designated as part of the Natural Heritage System. Section 2.3.5 of the Official Plan states that: "Lands identified as Natural Heritage System, Major Parks, and Open Space, include the City's Natural Heritage System and lands designated for Major Parks and Open Space.
Together they are essential components of a healthy and sustainable urban area and are intended to be protected in accordance with the policies of this Plan." This is in line with the City's January Private Tree By-law, which has an objective "to protect, prohibit and regulate the injury or destruction of trees and encourage the preservation and planting of trees within the Urban Planning Area Boundary of the municipality."

The first phase of the proposed development eliminates a staggering
411 mature trees from an area designated as part of the Natural Heritage System. In an era where citizens are begging governments to take decisive, urgent, and exhaustive action in the global climate crisis, the thought of destroying an established, mature ecosystem and displacing or destroying precious wildlife is unfathomable. I trust that you are of the same mindset, given that the City Council unanimously passed a motion to declare a climate emergency. This proposed development exacerbates an already dire circumstance.
I urge you to be mindful of all the numerous detrimental effects that accompany the proposed development, most notably, building homes on a flood plain, disrupting ecosystems and wildlife, reducing green space, and defiling the character of the neighbourhood I chose to call home.

Burlington was recently voted Canada's best place to live. I believe the Millcroft neighbourhood epitomizes this honourable accolade. I zealously oppose any change to the golf course's current zoning and implore you to protect the green space that defines our beloved community.

Sincerely,
Joseph Casiello

[redacted], Burlington, Ontario

I support Millcroft Against Bad Development in fighting this new development

Detailed Planning Analysis

Policy Review

The following policies, amongst others, apply to the proposed applications.

Planning Act, 1990

Policy Theme and Section	Policy Text	Staff Response
Matters of Provincial Interest Part: 2(m,n)	2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as, (m) the coordination of planning activities of public bodies; (n) the resolution of planning conflicts involving public and private interests;	Planning staff are of the opinion that the Minister of Municipal Affairs and Housing should make a decision on the requested Minister Zoning Orders (MZOs) prior to the consideration of the subject applications. In the absence of a decision from the Minister, planning staff are of the opinion that the subject applications for Official Plan amendment and Draft Plan of Subdivision are premature, as the Minister's decision will establish land use prohibitions or permissions for subject lands.
Plan of Subdivision Approvals Part: 51(24)(a,b)	51(24) In considering a draft plan of subdivision, 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: (a) The effect the development of the proposed subdivision on matters of	Planning staff are of the opinion that the Draft Plan of Subdivision application is premature as it does not comply with the in-force Zoning By-law 2020. Without applicable zoning, the Draft Plan of Subdivision application cannot be implemented and therefore is deemed to be premature.

	provincial interest as referred to in section 2; (b) whether the proposed subdivision is premature or in the public interest;	

Provincial Planning Statement (PPS, 2024)

Policy Theme and Section	Policy Text	Staff Response
Natural Hazards Policies 5.2.1, 5.2.2 b), c) and 5.2.3 c), d)	5.2.1. Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance. 5.2.2. Development shall generally be directed to areas outside of: a) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; c) hazardous sites. 5.2.3. Development and site alteration shall not be permitted within: c) areas that would be rendered inaccessible to people and vehicles during	Planning staff are of the opinion that the Official Plan Amendment and Draft Plan of Subdivision applications are not consistent with the Natural Hazard policies of the PPS based on the following: • Site visits have not been conducted of the subject lands with Conservation Halton and City staff to delineate the flood and erosion hazards or wetland confirmation and delineation. Without the completion of this fieldwork, CH and City staff are unable to determine the limits of the hazards and conclude if the proposed lot pattern can be supported. • Additional information is required to determine if the proposed access for Area J can provide safe access to the proposed development.

	times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.	
Implementation and Interpretation Policy 6.1 (7)	Where a planning authority must decide on a planning matter before...other applicable planning instruments have been updated accordingly, it must make a decision that is consistent with the Provincial Planning Statement.	Given the inconsistencies identified above and the uncertainty surrounding the requested MZOs, it is staff's opinion that the subject applications, as submitted, are not consistent with the PPS and therefore recommend refusal.

Committee of the Whole Report Forecast
December 7 & 8, 2026

Note: this forecast is subject to change

Consent Items:

- Cootes to Escarpment EcoPark System 2027-2031 Memorandum of Understanding
- Quarterly Financial Status – June 30, 2026
- Temporary Borrowing By-law
- Appointment of Hearing Officers

Regular Items:

- Heritage Designation for 4560 No. 4 Side Rd.
- Heritage Permit application for Union Cemetery
- Heritage Designation for 906 Brant St.
- Heritage Designations for 390 John St. and 2003 Lakeshore Rd.
- Data Centres – preliminary findings and framework