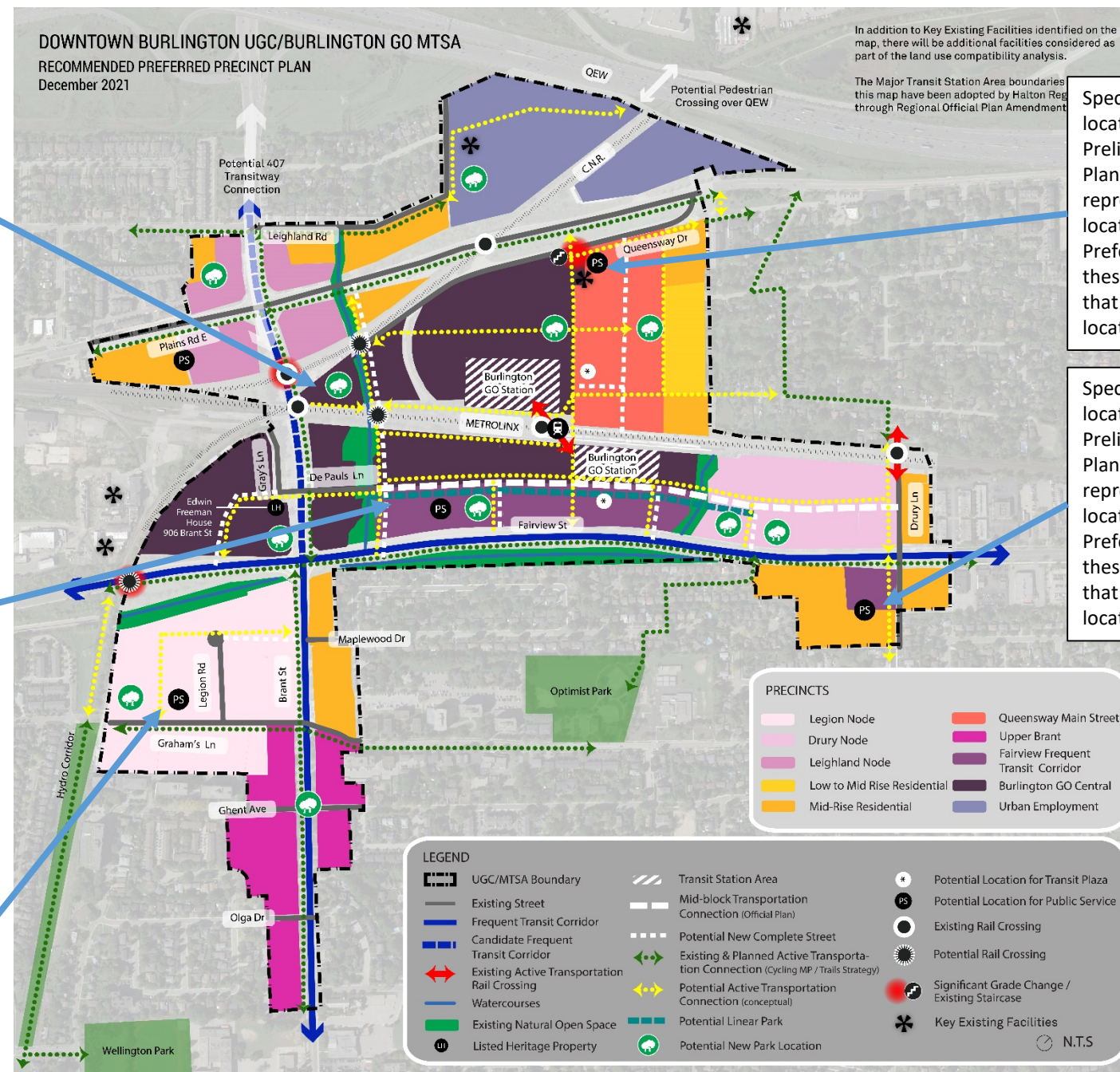


Irregular shaped lots on the northern side of the Metrolinx rail corridor which straddle the watercourse were initially identified as Mid-Rise Residential. It was thought that due to its location and how it was sitting in the middle of the Burlington GO Central precinct that it should all just become part of that precinct. There is also the potential to add a public open space as well as an active transportation connection through the parcel as well.

It was noted that linear parks should be on the north side of the street to minimize shadows. This change was made where possible; however the linear park along the mid-block transportation connection was left on the south side of the street to reflect potential that it can be integrated into proposed development.

Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.



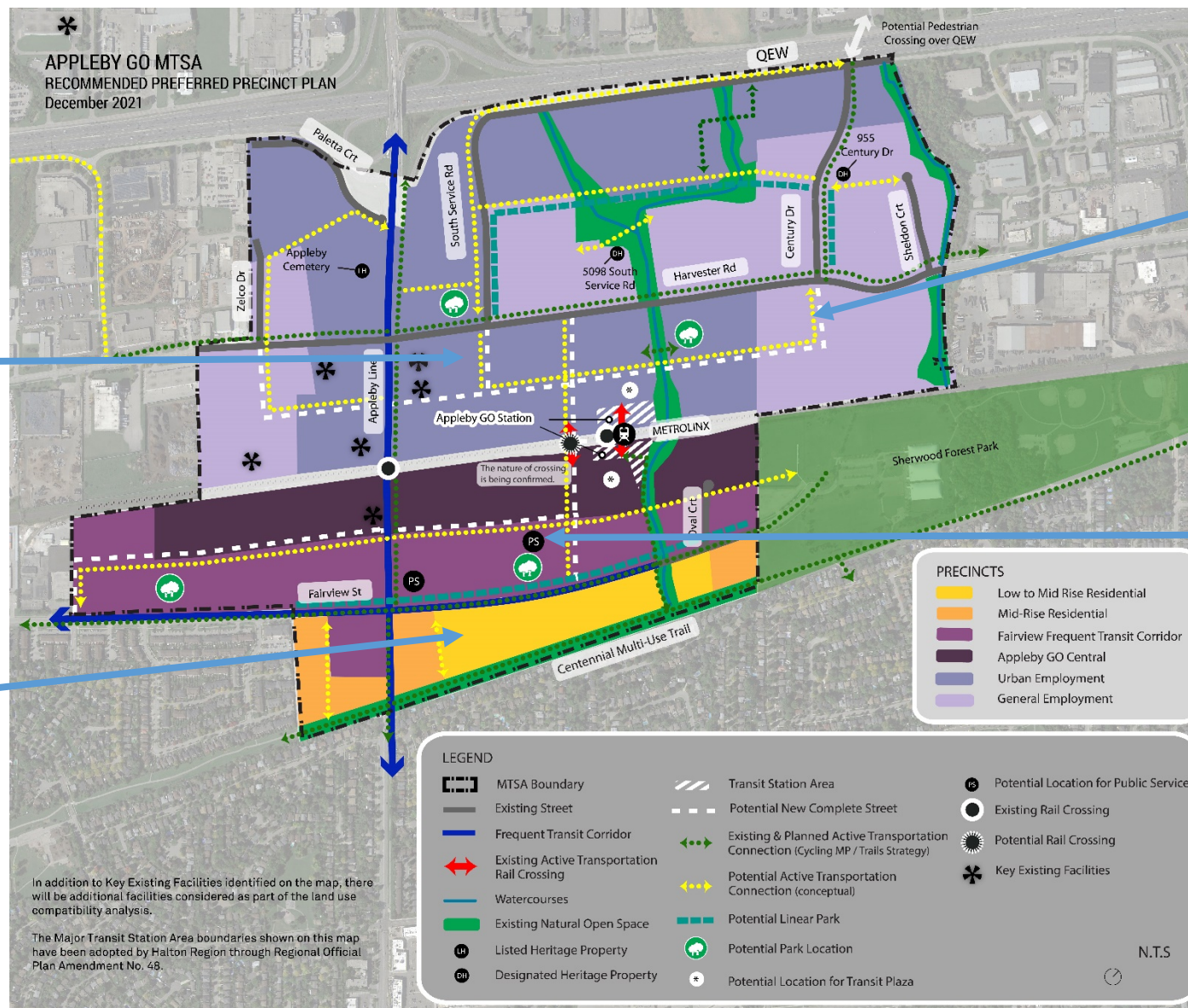
Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.

Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.

*** APPLEBY GO MTSA**
RECOMMENDED PREFERRED PRECINCT PLAN
 December 2021

Potential new active transportation connections from the South Service Road westward to Appleby (north of existing gas station/drive through restaurant access).

Many members of the public noted that there are existing low-rise residential neighbourhoods south of Fairview Street within the MTSA. The Recommended Preferred Precinct Plan acknowledges that these lands are less likely to be re-developed within the time frame of the ASP and will be denoted by a new precinct: Low to Mid Rise Residential.



Questions were raised on whether streets shown on the Preliminary Preferred Precinct Plan that did not also include the symbol for an existing/planned or potential active transportation corridor would also include cycling and pedestrian opportunities. The Recommended Preferred Precinct Plan has been revised to clarify that all streets will have some complete streets elements.

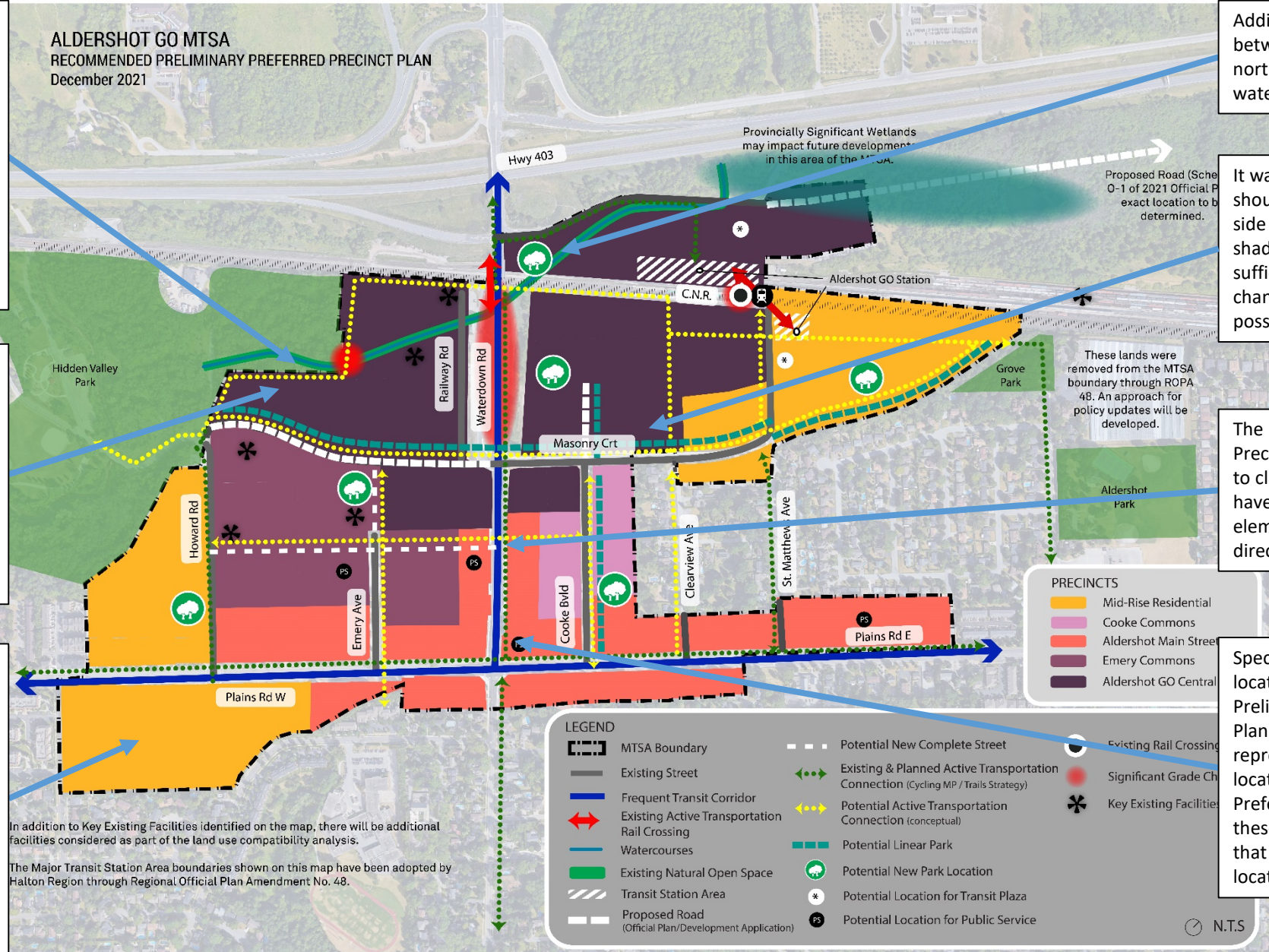
Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.

The location of the potential active transportation trail in the northwest section of the Aldershot GO MTSA was reviewed to determine if there would be sufficient space to accommodate a trail in this location. As a result, the trail was shifted closer to the property line to accommodate development and provide a buffer to green open space.

The area north and west of Masonry Court was identified as a mid-rise residential area in the Preliminary Preferred Precinct Plan. Given that these lands are isolated from other mid-rise areas it was determined that these should be incorporated into the GO Central Precinct.

Many members of the public noted that there are existing townhouses and tall building developments located south of Plains Road West at the west end of the Aldershot GO MTSA. The Recommended Preferred Precinct Plan acknowledges that these lands are less likely to be redeveloped within the lifespan of this plan.

ALDRESHOT GO MTSA RECOMMENDED PRELIMINARY PREFERRED PRECINCT PLAN December 2021



Addition of potential park space between Waterdown Road, northern boundary and watercourse.

It was noted that linear parks should be located on the north side of the street to minimize shadows and allow trees sufficient sunlight to thrive. This change was made where possible throughout the plan.

The Recommended Preferred Precinct Plan has been revised to clarify that all streets will have some complete streets elements, in alignment with the direction of the IMP.

Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.