

Appendix C – Public Comments Received

#	Name & Address	Date Received	Comments
1	Brian Hughes Millcroft Park Drive	20-Nov-21	Comments: 1. In lieu of Stops at T Dr and MPD, use small cheap traffic concrete cirvles like the UK ones to reduce pollution and increase speed flow and save brake wear. 2. With more people, add bus regular route all along Millcroft Pk Dr B Hughes [REDACTED]
2	Frank & Josie Jasek Rosemead Court	26-Nov-21	"Hi again: Now that the Salotto Group has officially filed its appliction I assume our flooding concerns have been noted and passed along. Please advise if there is any more action required.  Thanks,  Josie and Frank Jasek [REDACTED]  --- Sent: Saturday, September 25, 2021 12:02 PM Subject: Drainage issues on Rosemead Court /Salotto Development  Dear Mayor Meed Ward, Councillor Bentiveгна and Ms. Lau;  Thank you for allowing our input at the pre-application meeting on Thursday. We would like to specifically comment on the discussion regarding the storm water/sewer situation. As 22 year residents of Rosemead Court we have dealt with flooding on an ongoing basis. It has resulted in thousands of dollars of damage to our home. We installed a backwater valve at our own expense to deal with the sewer backup problems we have faced over the years. Every time we have a heavy rainfall (which is now very common) we worry about being flooded out again. When the park and school were built there was no consideration given to the fact that everything drains towards our court. Now that the site On Millcroft Park Drive is being developed we think it is a perfect time to finally address this issue and have a formal review of the storm water management in our area.  We would be willing to work with you in a consultative manner to get started on this. We believe a proactive approach would be best, and don't believe we need to wait for the developer to submit an application.  We look forward to hearing from you.  Thanks,  Frank and Josie Jasek [REDACTED]
3	Millcroft Against Development	26-Nov-21	Hi Josie and Rebecca,  MAD will be starting a separate file for the Salotto proposal. I have all the flood photos and stories that the residents have sent us over the last year and a half. These were sent off to Conservation Halton, the City and Woods Environmental last month.  I will be sending the flood photos and stories of the streets that are directly affected by this new proposal to the City under the title Salotto proposal before the December 14th cutoff.  Rebecca, the residents on Millcroft Park, Rosemead, Sarazen and Price are directly affected and have flood issues already. They would like to make sure that this new development does not worsen or create new flood issues.  Thanks kindly,  Sonia
4	Millcroft Against Development	10-Dec-21	See attached.
5	Millcroft Against Development	10-Dec-21	See attached.
6	Millcroft Against Development	13-Dec-21	See attached.
7	Debra Elliott Amaletta Crescent	10-Dec-21	See attached.
8	David Comba Sarazen Drive	13-Dec-21	I am interested in learning from the City and proponent about how the proponent is going to address the issue of 'ponded or trapped' surface runoff water on property 4375. This is with respect to proposed lots 9,10 and 11 (possibly other lots). The issue is lack of access to the City's existing storm drain system under Sarazen Drive.  My home, [REDACTED], straddles a surface water divide. Water from the front of the house drains to the Sarazen storm drain system. From the back of our property water drains to proposed lots 9,10 and 11.  Our home and possibly six others have 'walk out basements'. If 'fill' is simply added to the proposed lots 6 through 11 or 12, a risk of flooding could be created. Mature trees are also at risk if the water table rises and 'drowns' roots.  Any approval of the subject plan must be conditional on the proponent advancing an engineering solution to the 'trapped or stranded' water along the southwest corner of parcel 4375.  Yours truly C. David A. Comba [See attached photo]

9	David Volk Rosemead Court	13-Dec-21	<p>Hi Rebecca, my wife and I are residents of [REDACTED]. We are the last house on the north west side. We share a property line with Taywood Park. Our street, has in the past, been subject to storm water flooding with water overflowing curbs and ponding the street, our driveways and our front lawns. On at least 2 occasions my basement has been flooded from storm water backing up into my house as the sanitary manhole on the street becomes submerged with storm water.</p> <p>There is an existing catchbasin at the southeast limit of Taywood Park that outlets to a storm manhole on Rosemead Court. This catchbasin overflows during large storm events and eventually floods Rosemead Court.</p> <p>The collection area of the catchbasin includes Taywood Park, parts of Charles Bedouin School and the new proposed development area.</p> <p>I did look at the drawing submissions for the development and am pleased to see, if I read the drawings correctly, that the new development will drain via a new storm line that is independent of Rosemead Court. This will definitely reduce the storm runoff to the existing catchbasin that I referred to above which will help alleviate the flooding issue that I am concerned about.</p> <p>I noticed in the drawings that the new storm outlet manholes #25, 24, 23 and 22 follow the swale that collects water from Taywood Park and Charles Bedouin and carries this water to the catchbasin adjacent to Rosemead Court.</p> <p>Will these new manholes have catchbasin lids on them to further pick up storm water runoff from these areas and divert from Rosemead Court.</p> <p>Please let me know if this has been considered in the current design submission or could be incorporated into the final design.</p> <p>Thanks</p> <p>David Volk</p>
10	MAD on behalf of Helen McKay Itabashi Way	14-Dec-21	<p><b>Name:</b> Helen McKay</p> <p><b>Email:</b> [REDACTED]</p> <p><b>Phone:</b> [REDACTED]</p> <p><b>Address:</b> [REDACTED] Itabashi Way, Burlington, ON L7M0A2 Canada</p> <p><b>Message:</b> This area is very busy with traffic and more houses means even more traffic. I live in the Villages of Brantwell and have family in Millcroft so am speaking from experience. Every house in Millcroft probably has two cars and maybe even more and the plan is to add more houses. I.e. Even more traffic.</p> <p><b>I back on the Golf Course:</b> No</p> <p><b>Consent:</b> I agree</p>
11	Bonnie Munro Nicklaus Court	14-Dec-21	<p>Rebecca,</p> <p>Please find below my comments as a resident of Millcroft pertaining to the above.</p> <p>My family resides on Nicklaus Court ( accessed from Taywood Dr). Taywood Drive allows us to exit the sub-division either thru Appleby Line or Millcroft Park Drive.</p> <p>With the current project townhouse about to commence on Turnberry Drive (Branthaven), my concerns are around the timing of the new Salotto project pertaining to the disruption and inconvenience to the neighborhood. Should any part of these 2 projects run simultaneously, it would leave many residence who use Taywood Drive to access Appleby Line or Millcroft Park Dr in a diffucult position. Both from a construction and time perspective.</p> <p>Even if they do not run simultaneously, the extended period of time neighborhood would be in a "construction" zone would leave residents unable to enjoy our peaceful, mature, developed community. Not to mention the safety of the numerous children and teenagers located in the Millcroft pocket.</p> <p>The proposed 2 access points from the development onto Millcroft Park Drive seems to be a bit excessive. With the 3 way stop located at Taywood &amp; Millcroft Park, this is an incredibly busy "pedestrian" crossing for CRB, Hayden and Taywood Park and soccer field. The most logical location for the entry/exit point of the ne crescent should be closest to Sarazen Drive. This would have the least impact on the "pedestrian" crossing and parking lot entry.exit for Taywood Park.</p> <p>I think the City of Burlington must give thoughtful consideration to these 2 projects and Millcroft Green proposal. Lifestyle, infra structure, flood plain issues are all things that come with adding to an already developed, mature sub-division that has dedicate green space zoning.</p> <p>Regards, Bonnie Munro [REDACTED]</p>
12	Philip Wright Millcroft Park Drive	14-Dec-21	<p>See attached.</p>

13	Lisa Mueller Player Court	14-Dec-21	<p>Dear Ms. Lau:</p> <p>I hope this email will still be considered given the deadline was December 14. I was only made aware of this yesterday after speaking with my neighbour who then provided me with a copy of this letter.</p> <p>My submission is to reject the proposal and leave it as green space for the following reasons:</p> <ul style="list-style-type: none"><li>- The drainage that runs along the fence line is problematic and has been since the day we moved in. I spoke with someone at the City and he advised that the developer should have put some form of sewer along the back fence but didn't. Myself and countless others who back onto the field have spent considerable amounts of money to alleviate the swamp, that is our backyard. We have spent 30,000.00 to assist with the drainage but it still is a problem. We have had to replace our cement floor in the garage, replace the stones around our pool and deal with cracks on the basement floor. All these attributed to the soil and drainage issues in this area. This was communicated to us on several occasions by pool companies, landscapers and cement repair contractors. They have assured us that they will always have business in the area due to the poor development.</li><li>- the traffic in Burlington has increased tremendously due to developments on every spare piece of land. This impacts pollution and quality of life to residents</li><li>- development of every spare piece of land impacts the environment and the species that use the land. We are destroying nature for the sake of money and greed. I will be happy to send a picture of a coyote family and a fox in the backfield who soon, will have nowhere to hunt for food. Ironically, they were sitting underneath the development sign.</li><li>- the pandemic has shown our need for green space and having the availability to recharge. The concrete jungle that is Toronto illustrates the spread of disease in densely populated areas. We are well on the way to making Burlington that type of city.</li><li>- increased growth without a corresponding increase to infrastructure strains our resources. As a registered nurse I see the strain that population growth has on on our healthcare system such as increased wait times in the ER, long wait times for medical and surgical services, family physicians not accepting patients because they are at capacity and nurses leaving the profession because of increased workloads (evident pre-COVID). We need to stop putting that strain on our existing services.</li></ul> <p>Our world is changing and there are going to be increased issues with climate, more pandemics and myriad other changes as a result of development. Burlington should take a lead and stop using up every available morsel of land and make it the great place to live as it once was.</p> <p>I'm sure the decision has already been made to go ahead with the development and the City is simply going through the motions of appeasing the tax- payers. Nonetheless, I hope this email is at least read.</p> <p>Kind regards, Lisa Mueller</p>
14	Peter Ringler Taywood Drive	11-Jan-22	<p>Good morning Rebecca, my name is Peter Ringler and I am on homeowner in Millcroft my address is:</p> <div></div> <p>I am writing to you this morning for two reasons.</p> <p>1. Statutory Public Meeting Notice Please consider this a request to be notified of future meeting dates on the above noted matter in the future and for the duration of the approval process.</p> <p>2. Written Comments I would like to understand how the city and the planning department are integrating the impact and overseeing an coordinated view of how the various developments that are in different phases of approval in the Millcroft area will impact:</p> <ul style="list-style-type: none"><li>- traffic patterns</li><li>- environmental impact</li><li>- infrastructure load and and needed capital improvements to roads, sewers and water services</li></ul> <p>The three developments I am aware of right now that are under consideration include:</p> <ul style="list-style-type: none"><li>- Townhome development on Southwest corner of Taywood and Appleby</li><li>- Millcroft golf development</li><li>- Salotto Building Group Inc. development at 4375 Millcroft Park Drive</li></ul> <p>I have attended and participated in the public forums associated with the first two developments noted above and plan to participate in the Feb 1st meeting for the third. I would like to understand whether the city takes an integrated view as to how several developments, all happening in the same area, and adding usage to resources and the finite land mass impact both for existing residents and the planned communities. Could you provide some background on the approach the city takes in these circumstances to ensure the ongoing quality of life and level of service delivery in these circumstances. I would appreciate context on how this has been managed in other areas of the city if there are specific precedents.</p> <p>If you need more information or context please reach out to me at your convenience.</p> <p>Sincerely Yours,</p>

			Pete Ringler
15	John Paul Perkovich Millcroft Park Drive	20-Jan-22	See attached.
16	C. David A. Comba & Cecile C. Gauvreau Sarazen Drive	27-Jan-22	<p>The Plan of Subdivision (4375 Millcroft Park Drive) does not show or illustrate provision for a catchment basin on proposed lots #9, #10 and #11, especially lots # 10 and #11.</p> <p>As the owners of [REDACTED] we are concerned that water that currently ponds or runs along the west boundary of 4375 has the potential to plug or backup water onto our property.</p> <p>Our computer skills are weak, but we hope to participate in the meeting scheduled for Feb 1, 2022. Thank you.</p> <p>C. David A. Comba Cecile C. Gauvreau [REDACTED]</p>
17	Fern Petrie Taywood Drive	2-Feb-22	<p>Good Morning.</p> <p>I attended the above mentioned public meeting last evening. I believe that the development being proposed by the Salotto Group will fit well within the Millcroft community in terms of density and built form and will be in compliance with the existing zoning. This is how all developers should approach a project in my opinion. The suggestion by delegate Daintry Klein that the city have an expedited approval plan to facilitate developments that fit within the existing zoning is excellent and may encourage better compliance.</p> <p>I believe that Salotto Group wishes to be a good neighbour and work with our community to address the concerns of flooding, construction traffic and safety. It is clear that the suggestions made by delegate Dennis Parass to address construction traffic concerns and safety were well thought out. I hope that a number of these suggestions will be incorporated into the construction management plan.</p> <p>My understanding from the meeting and comments made by Mr. Mark Simeoni is that the construction management plan is specific to the particular development. As you know, the completely inappropriate Branthaven development at Taywood and Turnberry will be under construction at the same time as this development. I believe it is incumbent on city council and the planning department to take this into substantial consideration. Although the Salotto Group has indicated a willingness to work with the community, Branthaven has not. Ultimately it is the city that has the responsibility to its residents to insure these concerns are adequately addressed prior to any construction.</p> <p>I hope city council and the planning department are listening.</p> <p>Respectfully, Fern Petrie</p>

#4.

Good morning Rebecca,

I received this photo from a Millcroft resident who lives on Price Court. The residents on Price Court and Player, Sarazen, Rosemead and Millcroft Park will be directly affected by the Salotto development and would like the City to be aware of all the flooding issues in their area. They are concerned that taking away green space will only add to their flooding issues.

I have sent my huge MAD file of all our flood photos and stories. Would you like me to resend them for this project?



--  
Sonia  
Millcroft Against Development  
[Redacted]

#5.

Good morning Rebecca, Marianne, Angelo, Lisa, Kelvin, Shawna, Rory, Paul and Effie,

I am sending you an email I received from the City Traffic Specialist in answer to my concerns about the removal of the bike lanes within Millcroft and the addition of the new markings. Traffic volume in Millcroft has increased substantially and it is making it dangerous for cyclists and runners in our community. This is before any new developments.

I found it very concerning that the City already deems Country Club a high traffic area and this is before any new development has occurred. Millcroft Park is extremely busy as well. Millcroft Park is being used by Alton Village residents to get to Upper Middle. It can take residents over 5 minutes to back out of their driveways on Millcroft Park and Club View area during the school pick up and drop off times.

It took me over 5 minutes to back out of a driveway on Country Club Drive near Upper Middle road when I was dropping off a MAD sign.

Adding all these new residents along with all the construction vehicles will make our community unliveable. I understand that the Salotto developer is counting on their new residents using public transit but this is ludicrous. I do not know a single resident in Millcroft that uses public transit. Driving around Millcroft last week I observed two to five cars parked in each driveway of most residents' homes.

Sonia

Good Afternoon Sonia,

Sorry for the delay as we are down several staff members and I am trying to catchup on e-mails.

With every street there are multi road users and the installation of traffic calming measures and pavement markings is trying to address the identified issues while taking into consideration the road users.



The speed hump design installed on Country Club Drive was installed due to the **excessive vehicle speeds and high traffic volume** and it is the only design the Burlington Fire Department will support. In addition the pavement marking treatment install on many collector streets such as Millcroft Park Drive and Country Club Drive are required when parking is only allowed on one side of the street. In the past a yellow centreline was installed in the middle of street which was not correct as when there is a parked vehicle an oncoming vehicle would be required to cross the centreline. An offset yellow centreline is the standard to apply and the sharrow marking, currently installed by the curb will be relocated to the centre on the lane. For the other direction which has on-street parking the sharrow marking would typically be by the curb which is blocked by parked vehicles. By adding the white line and installing the sharrow marking in the middle of the lane, it is encouraged for cyclists to take the lane. When the travelling lanes are less than 4.3 metres the sharrows markings needs to be installed in the middle of the lane.

The sharrow marking location is not a city standard and is setout by the Province in the Ontario Traffic Manual Book 18.

If you have any questions, please do not hesitate to contact me.

Regards,

Brent Jefferson

Traffic Technologist

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**From:** Sonia Robinson [REDACTED]  
**Sent:** Friday, October 1, 2021 3:53 PM  
**To:** Jefferson, Brent [REDACTED]  
**Subject:** bike lanes in Millcroft community

Good afternoon Brent,

My Ward 6 councillor Angelo suggested that I contact you concerning the bike lanes in Millcroft. It has been about a year that Millcroft residents have had the new pavement markings that I understand were installed to try to down the speed of traffic.

I am a cyclist that cycles on both Millcroft Park and Country Club on my way out of the subdivision to get North of the City and I am finding it very frustrating and dangerous. I am constantly weaving in and out of parked cars while cycling and running. It seems that people are using these new markings to park their cars. The congestion has been worse not better this past year. With more people working from home and out walking more, it has become difficult for cyclists to navigate. A number of our residents walk in these new markings to avoid other walkers.

The most dangerous are the new cyclists who think that these lane markings are for bikers and they go against traffic. This is very dangerous.

I understand that Halton is working on a new cycling initiative and I am excited to see it come into effect. Unfortunately, the present street markings and speed bumps are dangerous to cyclists. These two main streets are extremely busy with people cutting through the neighbourhood to get from Appleby to Walkers line or Upper Middle without having to deal with the traffic lights.

Sonia Robinson



#6



*\*Image of video showing flooding. Video was unable to be attached and can be provided upon request.*

#7

Hi Rebecca, please see whole thread below about the traffic issues on Sarazen in Millcroft. Naturally this Developpment at 4375 is going to blow up the Sarazen rd traffic situation even worse, as it the route everyone will take to avoid the terrible traffic on Dundas.  
I am very concerned about the traffic, the danger to children , and the fact that our tax dollars cannot even show us an accurate assessment of the problem in the first place since.

Debra Elliott  
[REDACTED]

Begin forwarded message:

**From:** "Pimentel, Danny" [REDACTED]  
**Date:** March 12, 2021 at 8:08:23 AM EST  
**To:** [REDACTED]  
**Cc:** "Jefferson, Brent" <Brent.Jefferson@burlington.ca>, "Bentivegna, Angelo" <Angelo.Bentivegna@burlington.ca>, "Mailbox, Office of the Mayor" <mayor@burlington.ca>, "Black, Jeff" <Jeff.Black@burlington.ca>  
**Subject:** RE: Request for further information

Hi Debra,

As staff have indicated, traffic studies were completed for Sarazen Dr in the fall of 2020. Due to COVID, our data collection program was put on hold in the early part of 2020. We made a decision to continue our program in September, when school was back. We understand the impacts COVID has had on overall traffic and the potential of reduced traffic volumes on all roads. However, we cannot predict what the future may/will look like and made a decision to continue our data collection program rather than wait until things are back to "normal". The alternative would have been to not complete any traffic studies and rely on historic data to see if traffic calming is warranted.

Collecting data in 2020 and comparing it data collected in previous years, allowed us to better understand the impact COVID has had on both traffic volumes and speeds.

Specific to Sarazan Dr, data was collected in 2017, 2019 and 2020 in and around the same time of year. Below is a summary table of the results for each study year, using the same 4 days (Wednesday to Saturday) in each year.

Mid-Block Location	Date	ADT	50th Percentile (km/h)	85th Percentile (km/h)	% High End
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Amaletta Cres to Amaletta Cres	Sep 27 - 30, 2017	2,208	42	48	2.0%
Amaletta Cres to Snead Rd	Sep 25 - 28, 2019	2,180	41	47	1.1%
Amaletta Cres to Snead Rd	Oct 7 - 10, 2020	2,111	41	47	1.0%

50<sup>th</sup> Percentile - speed at which 50% of vehicles are travelling at or below  
85<sup>th</sup> Percentile - speed at which 85% of vehicles are travelling at or below  
% High End - percent of vehicles travelling 15 km/h+ over the posted speed limit (i.e. 55 km/h or more)

Comparing the data collected in each year shows that speeds are almost identical and there is a minor reduction in volumes in 2020 when compared to both 2019 and 2017. Applying the data collected (from any of the years) to our traffic calming criteria, results in traffic calming not being warranted for Sarazen Dr.

As per our traffic calming policy, if/when a roadway does not meet the criteria for traffic calming, it is not reviewed for 3 years. With that in mind, we have provided some alternative measures to address speeding concerns. From past experience in applying these types of measures (i.e. pavement markings), they have had positive effect on vehicle speeds.

Regards,

**Danny Pimentel**  
Supervisor, Traffic Operations | Transportation Services | City of Burlington  
905-335-7671 ext.7405 | C: 905-220-9155 | E: danny.pimentel@burlington.ca

**From:** Debra Elliott - [REDACTED]  
**Sent:** Thursday, March 4, 2021 4:30 PM  
**To:** Jefferson, Brent <[Brent.Jefferson@burlington.ca](mailto:Brent.Jefferson@burlington.ca)>; Bentivegna, Angelo <[Angelo.Bentivegna@burlington.ca](mailto:Angelo.Bentivegna@burlington.ca)>; Meed Ward, Marianne <[Marianne.MeedWard@burlington.ca](mailto:Marianne.MeedWard@burlington.ca)>  
**Cc:** Pimentel, Danny <[Danny.Pimentel@burlington.ca](mailto:Danny.Pimentel@burlington.ca)>  
**Subject:** Re: Request for further information

**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 it has been 4 weeks and I have not received any reply to my concerns as below.

Obviously we do have to make the community aware the traffic study and safety results are ineffective because they cannot possibly represent normal traffic patterns when the tests were conducted with less than 40% normal traffic in a work week.

There are a few key Millcroft groups that this will be posted in, but first I wanted to give you another chance to respond so that I can include full and accurate information to the community.

I have cc'd a few key stakeholders in as no doubt they will be hearing from the constituents as well.

I thank you fo royal consideration.  
Debra Elliott



On Feb 10, 2021, at 1:15 PM, Debra Elliott [REDACTED] wrote:

Thank you for your response. My obvious concern is this was in no way an accurate time to measure the traffic.

- a) Thanksgiving holiday Monday means at best only a possible 4 day work week of traffic and you know many people take the Friday off before the long weekend as well.
- b) School presence was half time during covid so that eliminates 2 out of 4 possible days of traffic.
- c) Covid work from home trend in place but difficult to quantify.

So certainly we know a and b are facts, so that makes it only 2 actual regular days of data, and c has an effect, we just cannot quantify it further.  
So if you say the results are only 20% lower, on approx 30-40% of the actual testing period of normal traffic, your data has proven that we have a HUGE problem with traffic on Sarazen.

Painting a few lines on the road is not going to keep kids safe, and you know they walk across there to school, and I have watched cars screaming by on a daily basis, and I don't just choose ideal times, on non standard work weeks during covid to make assessments.

It is clear your assessment during a holiday week in Covid was a waste of tax payer's money and unfairly penalizes the area until the fall of 2023. What's it going to take: A child to be hurt or killed before the city does a proper assessment?

On Feb 10, 2021, at 12:51 PM, Jefferson, Brent  
<[Brent.Jefferson@burlington.ca](mailto:Brent.Jefferson@burlington.ca)> wrote:

Good Afternoon Debra,

The traffic study which was used to complete the traffic calming warrant review was done in 2020 from October 6th to the 13th. The 2020 annual traffic counting program started in the fall and the outstanding traffic counts for the various traffic calming reviews were completed. As it is unknown what the future traffic volumes and patterns will be, staff is using the existing speeds and volume collected to complete the outstanding traffic calming reviews.

Looking specifically at Sarazen Drive, the speed data collected in 2020 is almost identical to the speed data collected in 2019, pre Covid and similar to the speed data collected in 2017. The only difference is the 2020 traffic volume is 20% lower. Based on the existing conditions traffic calming measures are still not warranted. Once a street has been denied there is a three year minimum wait period before it can be re-reviewed. The next year which Sarazen Drive could be reviewed is the fall of 2023.

Sarazen Drive to the list of streets to pilot the installation of on-street pavement markings (same treatment as installed on Country Club Drive and Millcroft Park Drive) and possible flexible delineator treatment as well. Prior to the installation of these measures, a resident notification letter would be sent out to inform residents. Due to the current Covid situation it is not known when these measures would be installed but staff is hoping to install this treatment this year. Once installed, additional traffic studies would be completed to determine the overall impact to determine if the measures should remain permanently.

If you have any questions, please do not hesitate to contact me.

Regards,

Brent Jefferson  
Traffic Technologist  
Transportation  
brent.jefferson@burlington.ca  
289-983-7042

-----Original Message-----  
From: Debra Elliott [REDACTED]  
Sent: Monday, February 8, 2021 12:47 PM  
To: Jefferson, Brent <Brent.Jefferson@burlington.ca>  
Subject: Request for further information

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 Brent, I received a letter from you dated January 26 2021, indicating that a study was done on the traffic on Sarazen between Berwick and Tiger.  
I left you a voicemail last week asking you what dates was this data collected ? I have not received a call back yet.

Please provide full details on the 7 day period used for this study ?

Please reply as this is my second request. Thank you.

Debra Silas Elliott  
[REDACTED]

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#8



#12

Dear Ms Lau:

Following up on the invitation for residents to submit comments regarding the new development proposed for 4375 Millcroft Park Drive (file 510-01/21), please find attached comments submitted/signed by several residents of the affected portion of Millcroft Park Drive.

I have copied our Councillor, Angelo Bentivegna, so he is aware of our concerns.

If you require any further information, please don’t hesitate to contact me.

Thank you for the opportunity to share our concerns about this planned development.

Sincerely,

Philip Wright



Comments on the Planning Application Submitted by Salotto Building Group Inc. For development at 4375 Millcroft Park Drive, File 510-01/21

Executive Summary

- Salotto Building Group’s application to build 30 detached houses and a new public street at 4375 Millcroft Park Drive (“MPD”) proposes two access points from/to MPD, bringing with it a significant number of new vehicle-trips per day.
- The City’s Traffic Department is aware of the traffic-related issues in this area (access to and from MPD, increasing traffic volume on Millcroft collectors generally, volume related to the use of MPD as a bypass for the Dundas/Appleby intersection, speeding, failures to stop at stop signs) and has been working with residents to find ways to manage them in the face of increasing traffic volumes.
- One remedy, deployed in 2018 in response to complaints about increasingly difficult access to MPD from Sarazen Drive, was the creation of a new three-way stop at the intersection of MPD and Sarazen, approximately 177m<sup>1</sup> from the three-way stop at the intersection of MPD and Taywood Drive.
- The roadway serving the proposed new development is designed to intersect MPD at Taywood and at a second point approximately 40m east of the Sarazen three-way stop. Nowhere else in the Millcroft subdivision are there three streets bounded by stop signs in such a short span (~177m).<sup>2</sup>
- Increased traffic from the proposed new development threatens to create hazards for all who live across from it and drive on this stretch of MPD, as well as access problems for all drivers along this section of MPD similar to those for which the three-way stop at Sarazen was installed as a remedy.

Recommendation:

1. The new public street serving this development should be a court that intersects with Millcroft Park Drive at Taywood only, and not a through street that also intersects Millcroft Park Drive between Taywood and Sarazen.

Detailed Comments

The application to build 30 detached houses and a new public street at 4375 Millcroft Park Drive (“MPD”) proposes two access points from/to MPD. One aligns with Taywood Drive and would presumably create a four-way intersection. The other, to the west of Taywood (“the western access point”), would intersect with MPD

1 Measurements were made using the measurement feature in Google Maps.  
2 There is only one location in the subdivision where there are three streets within a similar span, and that is along Country Club Drive, where townhouse/condo complexes join the collector. However, unlike the affected portion of MPD, stop signs on that section of Country Club are approximately one kilometer apart, more than five times farther apart than they are on the affected section of MPD. The small box formed by the stop signs at Sarazen and Taywood will create significant congestion, complexity, and hazards.

approximately 40m east of the three-way stop at the intersection of Sarazen and MPD. The distance between stop signs at Sarazen and Taywood is approximately 177m.

We have serious concerns about the amount of traffic created by this new development on an already heavily travelled road. Assuming that the occupants of these 30 new homes will have between two and four vehicles per household, as is the norm in Millcroft Park and elsewhere, this new development will bring between 60 and 120 vehicles onto MPD perhaps two or more times per day, resulting in between 120 and 240 vehicle trips and exits and entries onto and off of a stretch of roadway currently bounded by three-way stops only 177m apart.

In 2018 Millcroft Park Drive was open between the traffic lights at Dundas St. and the three-way stop at Taywood Drive. As a result of increased traffic flow on MPD, brought about by the opening of a new development directly across Dundas Street from MPD and increased traffic flow from motorists on Dundas Street and Appleby Line bypassing the major intersection, complaints were raised by Millcroft Park subdivision residents travelling north along Sarazen Drive to the effect that as a result of the increased traffic flow along MPD from Dundas they were unable to enter MPD safely or in a timely way. As a result of these complaints, the City installed a new three-way stop at Sarazen and MPD to facilitate traffic flow onto MPD from Sarazen.

The City's Traffic Department is aware of traffic volume issues throughout the subdivision and in particular on the section of MPD affected by the proposed development. It is also aware that volume has increased since 2018 as more drivers use MPD as a route to bypass the major intersection at Appleby Line and Dundas. As building and intensification continue across Dundas from Millcroft Park, and as traffic along both Dundas and Appleby increases, volume on MPD will increase further. This new development will only add to this problem and is therefore unwelcome.

**The new development, with the traffic it will bring to this already congested area, threatens to create hazards for all who live across from it, and access problems similar to those for which the three-way stop at Sarazen was installed to remedy.** In particular, use of the western access point will impede and add to traffic flows in the 177m stretch between Taywood and Sarazen as vehicles enter onto and exit from MPD. This will have several unwelcome and potentially dangerous effects.

In peak periods, hundreds of vehicles use this section of road. Several unwelcome driver behaviours have been observed by residents along this section that pose potential hazards. Many drivers accelerate and drive quickly in both directions between stop signs at Taywood and Sarazen. This has the effect of making it hazardous for residents along MPD to enter the traffic flow in the same way as it was for the residents using Sarazen who complained about their ability to enter the traffic flow on MPD, only moreso, since residents are backing out onto MPD. Add pedestrians and cyclists and this is a dangerous activity. In fact, residents from 4374-4378 will be backing out directly opposite the west access point, making an already difficult and dangerous task even worse. Moreover, drivers in their haste to get through the subdivision very often (up to 70%) roll or drive at speed straight through the stop signs at Sarazen and sometimes at Taywood. (This matter was reported to Halton Police in August, 2021. No action has been taken to date.) This behaviour creates a hazard for residents along the affected part of MPD because it is difficult to determine how long one has to safely enter the traffic flow if drivers aren't stopping reliably at stop signs. More than once there have been near collisions as a result. The addition of traffic onto MPD from the proposed new development will exacerbate these issues by creating race conditions among drivers who are impatient to get to where they want to go.

Currently, line-ups of vehicles at stop signs frequently prevent residents from accessing their driveways on the north side of MPD. The effect is gridlock at Sarazen as cars turning into driveways must wait for traffic on MPD



to clear. Tempers have flared among drivers who don’t understand why a resident is blocking the road either at the stop sign on the west side of Sarazen or opposite the resident’s driveway (in both cases in spite of the use of turn signals) or who are simply impatient to get where they are going. All of this will be exacerbated by new traffic from the proposed development.

The western access point will mean that three streets will intersect MPD within a span of approximately 177m. The only location in the neighbourhood that has as many streets in such a short space is on Country Club Drive. However, unlike the affected portion of MPD, stop signs on that section of Country Club are approximately one kilometer apart, more than five times farther apart than they are on the affected section of MPD. **The small box formed by the stop signs at Sarazen and Taywood will create significant increased congestion, complexity, and hazards for everyone using that sections of road.** The congestion, pollution, noise, and potential hazards created by the proposed development are significant for the residents of MPD. Increased traffic volumes and hazards decrease quality of life, increase danger, and lower both property values and property taxes for the City. These issues need to be recognized and either avoided altogether or at least mitigated better than they have been to date.

Traffic volume and access to and from MPD are already of significant concern to residents and drivers who use this road. A new subdivision with dozens of new vehicles entering and exiting from MPD will only exacerbate these issues. In particular, the western access point of the new development will increase these issues and create new hazards for residents and drivers alike.

For these reasons, **we, the undersigned, recommend that the new public street serving this development be a court that intersects with Millcroft Park Drive at Taywood only, and not a through street that also intersects Millcroft Park Drive between Taywood and Sarazen.**

Respectfully submitted by:

Comments on the Planning Application Submitted by Salotto Building Group Inc. For development at 4375 Millcroft Park Drive, File 510-01/21

Signatories:

  
Name Philip Wright  
Address [REDACTED] Millcroft Park Drive

  
Name Linda Putsey  
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Name Kim Gullard  
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 MILLCROFT PARK DR.


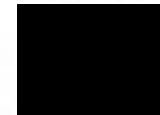
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 MILLCROFT PARK DRIVE

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Respectfully submitted by:

- Amis Abdalla	█	Millcroft Park Drive, Burlington	L7M4Y7
- Nesreen Hassan	"	"	"
- Eyad Abdalla	"	"	"
- Rana Abdalla	"	"	"

#15

