



SUBJECT: Draft Plan of Subdivision at 4375 Millcroft Park Drive
TO: Community Planning, Regulation & Mobility Cttee.
FROM: Community Planning Department

Report Number: PL-64-22

Wards Affected: 6

File Numbers: 510-01/22 (24T-21001/B)

Date to Committee: September 13, 2022

Date to Council: September 20, 2022

Recommendation:

Approve the application submitted by Salotto Building Group Inc. to draft approve a residential plan of subdivision consisting of 30 lots and a public road at 4375 Millcroft Park Drive, Block 133 of Plan 20M-811, as shown in Appendix A of community planning department report PL-64-22, subject to the conditions contained in Appendix B of that report.

PURPOSE:

The purpose of this report is to recommend draft approval of the plan of subdivision application for 30 lots and a public road at 4375 Millcroft Park Drive, Block 133 of Plan 20M-811.

Vision to Focus Alignment:

The subject application aligns with the following focus areas of the 2018-2022 Burlington's Plan: From Vision to Focus:

- Increase economic prosperity and community responsive city growth
 - Improve integrated city mobility
 - Support sustainable infrastructure and a resilient environment
 - Building more citizen engagement, community health and culture
-

Executive Summary:

RECOMMENDATION:		Approval	Ward:	6
Application Details	APPLICANT:	Salotto Building Group Inc.		
	OWNER:	Same as above.		
	FILE NUMBERS:	510-01/21 (24T-21001/B)		
	TYPE OF APPLICATION:	Plan of Subdivision		
	PROPOSED USE:	30 detached dwellings on a new public street		
Property Details	PROPERTY LOCATION:	West side of Millcroft Park Drive, between Taywood Drive and Dundas Street		
	MUNICIPAL ADDRESSES:	4375 Millcroft Park Drive		
	PROPERTY AREA:	2.4 ha		
	EXISTING USE:	Vacant land		
Documents	OFFICIAL PLAN (1997) Existing:	Residential – Low Density		
	OFFICIAL PLAN (2020):	Residential – Low Density		
	OFFICIAL PLAN Proposed:	No change proposed.		
	ZONING Existing:	Low Density – Residential (R3.2)		
	ZONING Proposed:	No change proposed.		
Processing Details	APPLICATION RECEIVED:	October 22, 2021		
	STATUTORY DEADLINE:	February 25, 2022 (120 days)		
	COMMUNITY MEETING:	September 23, 2021		
	PUBLIC COMMENTS:	17 written comments received from 149 notices.		

Site Description & Surrounding Land Uses

The site is surrounded by detached dwellings to the north, west and south. Immediately east, adjacent to the site, is Taywood Park. Further east, at the northeast corner of Taywood Park and Millcroft Park Drive, are townhouse dwellings.



The site is located within 60 m of Burlington Transit bus stops for Route 48 (Millcroft); stops for Route 48 are located north of the site across Millcroft Park Drive, to the east at

Millcroft Park/Sarazen Drive, and to the west in front of Taywood Park (Appendix A). Approximately 700 m to the east, at Taywood Drive and Appleby Line, are bus stops for Route 12 (Upper Middle).

Description of Applications

As shown on Sketch No. 2 (Appendix A), the applicant proposes to subdivide the subject lands and construct 30 detached dwellings fronting on a new public street. The proposed new public street is crescent shaped, with two access points on Millcroft Park Drive, including one at the current intersection of Taywood Drive and Millcroft Park Drive.

To facilitate the development, the applicant has applied for a plan of subdivision consisting of:

- 30 lots for detached dwellings;
- a public street; and
- an open space block ("Other lands owned by applicant")

The proposed residential lots are intended to comply with the existing zoning of the subject lands (R3.2), and range in size from 498-1,116 m² in area and 15-19.9 m in lot width. The overall density of the proposed development is 16.9 units/net hectare.

Supporting Documents

The applicant has submitted the following materials in support of the subject applications:

- [Completed Subdivision Application Form](#), signed October 27, 2021
- [Cover Letter](#), from Salotto Building Group Inc., dated October 28, 2021
- [Draft Plan of Subdivision](#), prepared by KLM Planning Partners Inc., signed by Surveyor on October 14, 2021
- [Area and Frontage Certificate](#), prepared by Schaeffer Dzaldov Bennett Ltd., dated October 25, 2021
- [Planning Justification Brief](#), prepared by KLM Planning Partners Inc., dated October 27, 2021
- [Arborist Report](#), prepared by Strybos Barron King Ltd., dated October 25, 2021
- [Landscape Concept Plan](#), prepared by Strybos Barron King Ltd., last revised October 25, 2021
- [Tree Inventory and Preservation Plan](#), prepared by Strybos Barron King Ltd., last revised October 25, 2021
- [Transportation Impact Study](#), prepared by LEA Consulting Ltd., dated October 2021
- [Environmental Site Screening Questionnaire](#), completed by Owner on September 2, 2021
- [Phase One Environmental Site Assessment](#), prepared by Toronto Inspection Ltd., dated August 26, 2021

- [Reliance Letter for Phase 1 Environmental](#), from Toronto Inspection Ltd., dated October 6, 2021
- [Noise Impact Feasibility Study](#), prepared by J.E. Coulter Associates Limited, dated October 20, 2021
- [Geotechnical Report](#), prepared by Toronto Inspection Ltd., dated April 9, 2021
- [Historic Wells and Septic Systems Letter](#), prepared by Toronto Inspection Ltd., dated August 29, 2021
- [Functional Servicing & Stormwater Management Report](#) and [Appendix](#), prepared by GEI Consultants Inc., dated October 2021
- [Engineering Drawings](#), prepared by GEI Consultants Inc., Revision: First Submission and dated 10/19/2021, signed by P.Eng. on November 5, 2021, consisting of:
 - Erosion & Sediment Control, Construction Management and Mobility Plan (Drawing No. 601)
 - Erosion & Sediment Control Details (Drawing No. 602)
 - General Plan (Drawing No. 101)
 - Grading Plan (Drawing No. 401)
 - Street A STA 0+000 to 0+180 (Drawing No. 501)
 - Street A STA 0+180 to 0+360 (Drawing No. 502)
 - Storm Outlet STA 0+250 to 0+430 (Drawing No. 503)
 - Storm Outlet STA 0+000 to 0+250 (Drawing No. 504)
 - Sanitary Drainage Area Plan (Drawing No. 301)
 - Storm Drainage Area Plan (Drawing No. 201)
- Parcel Register Report, dated October 21, 2021
- [Copy of Plan of Subdivision 20M-811](#)
- [Topographic Plan of Survey](#), prepared by Schaeffer Dzaldov Bennett Ltd., signed by Surveyor on August 11, 2021

Supporting documents have been published on the City's website for the subject application, www.burlington.ca/4375Millcroft.

Policy Framework

The proposed Plan of Subdivision application is subject to review against the Planning Act, Provincial Policy Statement (2020), A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2020), Region of Halton Official Plan, City of Burlington Official Plan (1997, as amended), City of Burlington New Official Plan (2020), and City of Burlington Zoning By-law 2020, as summarized below. Staff are of the opinion that the proposed application is consistent with and conforms to the applicable policy framework, as discussed below.

Planning Act: Draft Plan of Subdivision Criteria

Section 51(24) of the Planning Act outlines criteria that approval authorities are to have regard to when considering a draft plan of subdivision, including:

- *Whether the proposed subdivision is premature or in the public interest*

The proposed subdivision establishes new development lots for single-detached dwellings that conform to and implement the Zoning By-law and Official Plan. Moreover, according to Halton Region, Halton District School Board, Halton Catholic District School Board, and City Engineering Services staff, adequate water, wastewater servicing, schools, and parks are available nearby to accommodate the development. The proposal also includes a new public road providing connections to Millcroft Park Drive and Taywood Drive for existing transit, community services, and other neighbourhood conveniences. A crescent road is proposed which was preferred over a cul-de-sac as it provides two points of entry. The proposed subdivision conforms to the Low Density – Residential (R3.2) zoning and reflects the natural evolution of this 2.4ha lot within the neighbourhood. The proposed subdivision is therefore not premature and is in the public interest.

- *Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The proposed subdivision conforms to the City's Official Plan and Regional Official Plan.

- *The suitability of the land for the purposes for which it is to be subdivided;*

The applicant has submitted an Environmental Site Assessment, Geotechnical Investigation, and Noise Impact Feasibility Study in support of the application. Halton Region and City Engineering Services staff have reviewed these reports and find them satisfactory for the purpose of draft plan approval. The City's Engineering Services staff request amendments to the Functional Servicing & Stormwater Management Report to ensure the necessary stormwater management recommendations are implemented. As a condition of draft approval for the plan of subdivision, the owner will be required to update these reports/plans and implement the recommendations of the final reports.

- *The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivisions with the established highway system in the vicinity and the adequacy of them;*

The proposed draft plan of subdivision includes an 18m road allowance for the creation of a new public road to be dedicated to the City. The City's Transportation Services staff have reviewed the Transportation Impact Statement and are satisfied. There was consideration for additional data collection from the intersection at Millcroft Park Drive and Sarazen Drive as the data was collected on June 29, 2017, which is outside of a typical school timeframe. However, given the size of the development, the traffic associated with the build out is minimal. Additionally, Traffic Operations staff performs traffic calming

warrant studies every couple of years to aid in slowing down traffic speeds and volumes. Sarazen Drive has met the traffic calming warrant and is on their list to implement such measures. Overall, there is no concerns with the increased traffic in this area as it is considered a natural evolution of the area.

- *The dimensions and shapes of the proposed lots;*

The proposed lots conform to the Zoning By-law, and are therefore appropriately shaped and dimensioned.

- *The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

The Noise Impact Feasibility Study recommends that an acoustic fence at a height of 1.8m be erected along the eastern boundary of the Lots 1, 24, and 25.

The Arborist Report requires all trees to be preserved be protected with City approved tree protection hoarding.

- *Conservation of natural resources and flood control;*

The subject lands are not within a floodplain and do not have any natural heritage features or areas, as defined by the Provincial Policy Statement. The City's Engineering Services comments do consider stormwater management and drainage, and the recommendations by Engineering Services are to be adhered to.

- *The adequacy of utilities and municipal services and school sites;*

Burlington Hydro, Union Gas, Halton Region, and City departments have been circulated on the application and do not have objections to the proposed development. Halton District School Board and Halton Catholic District School Board comments that students from the proposed development can be accommodated at existing schools nearby.

- *The area of land, if any within the proposed subdivision that, exclusive highways, is to be conveyed or dedicated for public purposes;*

The City's Engineering Services has required that the following be dedicated to the City free of charge: an 18m road allowance for Street 1; 3m by 3m daylight triangles where Street 1 intersects with Millcroft Park Drive; any easements over the subject property required for access, drainage, services and/or utilities; any easements over adjacent properties as required to accommodate access, services, and/or overland flow swales; and, Block 31 (Park – 0.034ha).

- *The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

The proposed plan of subdivision is consistent with the residential low-density policies within a well serviced area, and supports an efficient use of energy.

- *The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of [the Planning Act].*

The proposed subdivision is proposed to be developed with single-detached dwellings, which is not subject to site plan control.

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides broad policy direction on land use planning and development matters of provincial interest. All planning decisions must be consistent with the PPS. The PPS promotes healthy, liveable and safe communities that are sustained by appropriate development and land use patterns that make efficient use of land and infrastructure, accommodate an appropriate range and mix of uses, protect public health and safety and the environment. The PPS directs that growth and development be focused in settlement areas. In settlement areas, land use patterns are to be based on densities and a mix of land uses to meet long term needs and which efficiently use land, resources, infrastructure and public service facilities, prepare for the impacts of a changing climate, support active transportation and transit.

The proposed plan of subdivision is consistent with the Provincial Policy Statement. The subdivision is proposed to be located on vacant lands within a built-up residential area adjacent to Taywood Park. This promotes efficient development as this residential amenity is located within walking distance of the proposed development. There are also existing services in the area that can support the proposed residential development. The proposal will add 30 single-detached dwellings as well as a new public road. This will add to the housing stock within the urban settlement area in the City of Burlington. The proposed subdivision will support the intensification of the lands, in accordance with the City's Official Plan and Zoning By-law.

Stormwater management has also been considered through the Functional Servicing & Stormwater Management Report which has been reviewed by Region of Halton and City of Burlington staff. No concerns have been noted with the required revisions. The proposed subdivision is not anticipated to have negative stormwater impacts.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a policy framework for managing growth. All planning decisions must conform to the Growth Plan (2020).

The policies of the Growth Plan are intended to support the achievement of complete communities that feature a diverse mix of land uses and range of housing options, and to provide for a more compact built form and vibrant public realm; increase the use of transit

and active transportation; mitigate and adapt to climate change and reduce greenhouse gas emissions; and integrate green infrastructure and appropriate low impact development. The vast majority of growth is directed to settlement areas, with a focus on intensification within delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities.

The proposal conforms to the Growth Plan as it will facilitate the intensification of vacant lands that are within the City's delineated built-up area and are in reasonable proximity to transit, parks, schools, and commercial businesses. The proposal also increases the City's housing supply through the addition of 30 new development lots proposed for single-detached dwellings. The proposal will also have the new singled-detached dwellings within reasonable proximity to several bus stops promoting active transportation. The existing water and wastewater services are also available as identified by the City's Site Engineering staff. Stormwater management has also been addressed through the Functional Servicing & Stormwater Management Report. This report has been reviewed by the Region of Halton and City of Burlington staff. With the recommended conditions, no negative impacts have been identified. Thus, the proposed application conforms to the Growth Plan.

Halton Region Official Plan (ROP)

The ROP outlines a long-term vision for the physical form and community character of Halton. All planning decisions must conform to the ROP (2006, as amended).

The subject lands are designated as Urban Area within the Halton Region Official Plan.

Lands within the Urban Area designation are locations where urban services (water and wastewater) are or will be made available to accommodate existing and future development. The Regional Official Plan states that the range of permitted uses and creation of new lots within the Urban Area shall be in accordance with local Official Plans and Zoning By-laws and other policies of the Regional Official Plan.

Regional staff comment that they are generally satisfied that the draft plan of subdivision can be supported from a municipal perspective. Regional staff comments noted that upon review of the Phase I ESA and soil sampling analytical program, the scope of the soil sampling program was limited and not representative of the site. A condition of draft plan approval is included to receive amended information. Regional staff are also satisfied with Regional Servicing (subject to conditions), Regional Transportation as no Regional Road works will be required, and Regional Waste Management (subject to conditions). Overall, the opinion of Regional Planning staff is that the plan of subdivision application will be consistent with the PPS, Growth Plan, and the Halton Region Official Plan once conditions have been addressed.

City of Burlington Official Plan (1997, as amended)

The City of Burlington's Official Plan (1997, as amended) provides more specific guidance on land use planning and development within the city. The Official Plan includes principles and objectives that relate to stormwater management, transportation, and residential infill development.

The site is designated "Residential – Low Density" on Schedule B, Comprehensive Land Use Plan – Urban Planning Area of the Official Plan. This designation permits single-detached and semi-detached housing units with a density to a maximum of 25 units per net hectare (Official Plan, Part III, 2.2.2). The Official Plan also encourages ground-oriented residential infilling within existing neighbourhoods (Official Plan, Part III, 2.5.4). Infilling is defined in the Official Plan as development or redevelopment within an existing developed area that is proposed to be undertaken in conformity with the existing zoning and may include the creation of new lots. The proposal conforms to the infill development policies in the Official Plan as the proposal will add 30 new lots on a vacant 2.4ha property within an existing developed area. The additional housing proposed through this application is compatible with the community as there are existing single detached dwellings in the surrounding area.

The proposed subdivision is for the creation of new lots within an existing developed area, in conformity to the existing zoning. The proposed plan of subdivision is for ground-oriented housing (single-detached dwellings) and has a density of 16.9 units per net hectare. The application therefore conforms to the residential designation in the City's Official Plan.

The City of Burlington requires effective implementation of storm water management to provide protection against flooding and erosion (Official Plan, Part II, 2.11). The applicants submitted a Functional Servicing & Stormwater Management Report. The report concluded that the site is serviceable, and no negative impacts are anticipated from site grading, stormwater management, water balance, sanitary sewers, and water supply. The City's Site Engineering staff have reviewed the Functional Servicing & Stormwater Management Report and require amendments to the report to ensure no negative impacts from the additional stormwater runoff increase from the proposed development. A condition of draft approval is that the applicants amend the Functional Servicing & Stormwater Management Report to the satisfaction of Engineering Services.

Overall, the proposed development conforms to the City's Official Plan. It is a form of infill development that is contemplated by the Official Plan and conforms to the Official Plan's maximum density permissions of the "Residential – Low Density" designation of the subject lands.

City of Burlington New Official Plan (OP, 2020)

On Nov. 30, 2020, the Region of Halton issued a Notice of Decision approving the new Burlington Official Plan. The new Official Plan has been developed to reflect the opportunities and challenges facing the City as it continues to evolve.

Section 17(38) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal - that date being Dec. 22, 2020 for the new Burlington Official Plan. At this time, no formal determination has been made as to the validity of the appeals of relevant sections of OP, 2020.

Schedule B: Land Use - Urban Area in the new Official Plan designates the subject lands as Residential – Low Density (Official Plan, Chapter 8, 8.3.3). This designation permits single-detached and semi-detached dwellings. Development is permitted to a maximum density of 25 units per net hectare. The proposed development of 30 new lots for single-detached dwellings at 16.9 units per net hectare conforms to the New Official Plan.

The City of Burlington has an Urban Forest Master Plan that was developed with the purpose of implementing effective and efficient management of the urban forest, improving tree health and diversity, minimizing risks to the public maximizing the benefits provided by a healthy and sustainable urban forest (Official Plan, Chapter 4, 4.3). The applicants have submitted an Arborist Report. The report concludes that all trees on the site are proposed to be removed and trees adjacent to the subject property are to be preserved and protected. The City's Urban Forestry and Landscaping staff have reviewed the Arborist Report and require amendments to the report. A condition of approval is that the applicants amend the Arborist Report to the satisfaction of Urban Forestry and Landscaping.

The City's stormwater management techniques shall be used in the design and construction of all new developments to control both the quantity and quality of stormwater runoff (Official Plan, Chapter 4, 4.4.2). As previously mentioned through the review of the City of Burlington Official Plan (1997, as amended), the applicants have submitted a Functional Servicing & Stormwater Management Report which is required to be amended to the satisfaction of Engineering Services.

Overall, the proposal conforms to the New Official Plan. The property will continue to be designated Residential – Low Density under the New Official Plan which is unchanged from the 1997 Official Plan. The proposal is in conformity with the Residential – Low Density designation and meets the maximum density provisions of this designation within the New Official Plan.

Zoning By-law 2020

The subject lands are currently zoned “Low Density Residential” (R3.2) in the City’s Zoning By-law 2020. This zone permits single-detached dwellings. Regulations for this zone include a minimum lot width of 15 m and minimum lot area of 425 m².

The proposed draft plan of subdivision is intended to conform to and implement this zoning. Table 2 below compares the minimum lot area and width requirements of the R3.2 zone and the proposed draft plan.

City Zoning staff have confirmed that the proposed plan conforms to the Zoning By-law.

Table 2 – Comparison of R3.2 Zone Regulations for Lot Size and Proposal

	Minimum Required	Proposed
Lot Width	15 m	15.3 to 19.9 m
Lot Area	425 m ²	498.4 to 1,116.2 m ²

Technical Comments

The subject applications were circulated to internal staff and external agencies for review. Halton Police, Hydro One, City of Burlington’s Zoning staff, City of Burlington’s Engineering Services – Accessibility staff, City of Burlington’s Transit staff, and City of Burlington’s Fire Department have no objections to the draft approval of the plan of subdivision. Region of Halton, Halton District School Board, Halton Catholic District School Board, Canada Post, Enbridge Gas, Bell Canada, Rogers Communications, City of Burlington’s Engineering Services, City of Burlington’s Transportation staff, City of Burlington’s Traffic Operations, and City of Burlington’s Finance staff have commented that they have no objections to draft approval of the plan of subdivision but have provided conditions to be fulfilled prior to final approval, which are included as Appendix B.

City Transportation Services – The City’s Transportation Services staff have reviewed the revised Transportation Impact Study and are satisfied with the plan. There was consideration for revised counts at Millcroft Park Drive and Sarazen Drive as the data was collected June 29, 2017. However, considering the size of the development, the traffic associated with the build out is minimal. The CMMP is recommended to be reviewed to the satisfaction of Engineering Services and Transportation Services.

Halton District School Board (HDSB) & Halton Catholic District School Board (HCDSB) – The HDSB comments that students generated from the proposed development are currently within the Charles R. Beaudoin Public School, Dr. Frank J. Hayden Secondary School, and M.M. Robinson High School catchment areas.

Charles Beadoun Public School and M.M. Robinson High School are expected to be at or under building capacity. As a result, students generated from this development are expected to be accommodated in the respective schools with minimum impact on the facility. Dr. Frank J. Hayden Secondary School is projected to be over building capacity. As a result, students from the development are expected to be accommodated with the addition of portables.

The HCDSB comments that if the development was to proceed today, elementary students generated from this proposal would be accommodated at Sacred Heart of Jesus Catholic Elementary School. Secondary school students would be directed to Corpus Christi Catholic Secondary School.

Neither school boards have objections to the proposed applications subject to conditions to be fulfilled prior to final approval, including that all offers of purchase and sale to prospective purchasers include an advisement that school buses pick up points will be generally located on streets convenient to the boards.

Canada Post – The project will be serviced by centralized mail delivery through Canada Post's Community Mail Boxes. The developer is to consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.

Enbridge Gas (formerly Union Gas) – No objections. As a condition of final approval, the Owner is to provide to Enbridge Gas the necessary easements and/or agreements required by Enbridge for the provision of gas services for the project, in a form satisfactory to Enbridge.

Bell Canada – No objections. As a condition of approval, the Owner is to agree "that should any conflict arise with existing Bell Canada facilities [...] the Owner shall be responsible for the relocation of any facilities or easements at their own cost."

Rogers Communications – No objections. As conditions of approval, the Owner is to agree to allow all licensed telecommunications companies to install facilities within the subdivision and provide the necessary easements and utility infrastructure plans and timing of infrastructure installation to the communications service providers.

Halton Police – No objections.

Hydro One – No objections.

City of Burlington's Zoning staff – No objections. All lots comply with the minimum lot width and area.

City of Burlington's Engineering Services – Accessibility staff – No comments at this time.

City of Burlington's Transit staff – No objections.

Region of Halton – No objections. Region of Halton staff do require a revision as the scope of the soil sampling program is limited and not representative for the site which has been included as a condition of draft approval for the plan of subdivision.

City of Burlington's Urban Forestry and Landscaping staff – No objections. The City's Urban Forestry and Landscaping staff do require amendments to the Arborist Report as the tree inventory table does not meet the requirements which have been outlined in the comments. A condition of draft approval of this plan will be to that the revised Arborist Report is received to the satisfaction of the City's Urban Forestry and Landscaping staff.

City's Fire Department – No objections.

City's Finance Department – No objections. Property taxes must be paid in full, including all installments levied.

City's Site Engineering – No objections. The City's Site Engineering staff require amendments to the Functional Servicing and Stormwater Management Report which will be a condition of draft approval for the plan of subdivision.

Financial Matters:

In accordance with the Development Application Fee Schedule, all fees determined have been received.

Total Financial Impact

Not Applicable.

Source of Funding

Not Applicable.

Other Resource Impacts

Not Applicable.

Climate Implications

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; electrify City, personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion.

The proposed development contributes to the intensification of the City's urban area and will introduce additional residents to a location that is within reasonable proximity to parks, neighbourhood conveniences and transit services. As such, the proposed development supports reduced automobile trip lengths, transit usage, and consequently reduced greenhouse gas emissions.

Furthermore, while the proposed development increases the amount of impervious surface on the subject site. The site has been graded to split the drainage towards two different outlets. One outlet will drain towards Millcroft Park Drive and the other will drain towards Clubview Drive to the southeast through Taywood Park and Charles R. Beaudoin Public School. Providing two drainage outlets for this site will therefore improve the climate resilience of surrounding properties from a stormwater and drainage perspective.

Engagement Matters:

The applicant held a virtual Pre-Application Community Consultation Meeting on September 23, 2021, prior to the submission of the applications. Approximately 59 residents, Ward 6 Councillor Bentivegna, Mayor Meed Ward, and City Planning staff attended the meeting.

Notice signs were posted on the subject lands in November 2021. A public notice of the Plan of Subdivision applications was mailed on November 17, 2021 to all property owners and tenants within 120 m of the subject site.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/4375millcroft. 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.

The Statutory Public Meeting was held February 1, 2022 where staff were directed to proceed with processing the submitted Plan of Subdivision.

Public Comments

In response to public circulation, staff received 17 comments out of 149 notices from members of the public, which included comments from the community group, Millcroft Against Development. A copy of the public comments received is attached as Appendix C to this report. The general themes of the written comments and staff's response are provided in Table 3 below.

Table 3 – Summary of Public Comments Received and Staff's Response

Public Comment	Staff Response
Increased impervious surfaces will negatively impact flooding towards neighbouring residential properties including those on Rosemead Court, Millcroft Park Drive, Sarazen Drive, and Price Court.	The proposed development will have drainage towards Clubview Drive through Taywood Park and Charles R. Beaudoin Public School. The emergency overflow route will be directed to a low point on Taywood Park. The City's Site Engineering staff are satisfied at this time and will require an amended Functional Servicing and Stormwater Management Report as a condition of draft approval for the plan of subdivision.
Proposed increase in density will increase traffic on Millcroft Park Drive, Taywood Drive and neighbourhood streets, leading to congestion and unsafe streets for pedestrians and cyclists.	Transportation Services has reviewed the revised Transportation Impact Study that was submitted. Traffic is anticipated to increase in the area, however, given the size of the development, the traffic associated with the build out is minimal (22 two-way trips in the AM and 32 two-way trips in the PM). Traffic Operations also performs traffic calming warrant studies every couple of years to aid in slowing down traffic speeds and volumes. Sarazen Drive has met the traffic calming warrant and is on their list to implement such measures. As the build out of the development occurs, these traffic calming studies will continue, and Traffic Operations will make the appropriate changes as needed.
Proposed crescent will create more traffic than a cul-de-sac.	Planning staff have discussed the difference between a crescent street and cul-de-sac. It was expressed to planning staff that a crescent street was preferred as it provides two entrances into the proposed new subdivision.
Proposed construction in relation to the other development in the area will disrupt the community.	The City has received a CMMP that will be reviewed to the satisfaction of the Director of Engineering Services and the Director of Transportation Services. The CMMP is required to

	minimize the impact to residents, vehicles, pedestrians, and local businesses.
Proposed increase in density will create more pollution in the area from increased traffic.	The plan of subdivision proposes 30 lots for single-detached dwellings that have frontage on a proposed new public road connecting to Millcroft Park Drive and Taywood Drive. The proposed new lots on the 2.4ha vacant land represents the natural evolution of the property as it is fitting with the surrounding residential low-density development. The development is considered to be well connected to residential amenities and supports such as public transit, shopping centres, and Taywood Park. This is anticipated to reduce vehicular trips as these amenities are within walking distance.
Proposed development will remove a green space from the Millcroft Park Drive area.	The subject property is zoned R3.2 which permits low density residential use. The property is not currently zoned to permit a green space. The property is also adjacent to Taywood Park which is a publicly owned property that services the community. Through this proposal Block 31 will be dedicated to the City and added to Taywood Park.
Proposed increase in growth will not be supported by the existing infrastructure.	The Region of Halton has reviewed the applicant's Functional Servicing Report and has found that the report is satisfactory for the required servicing for the purposes of the subdivision application. In terms of the surrounding area, the subject property is in reasonable proximity to parks, neighbourhood conveniences and transit services.
Proposed plan does not show a catchment basin for proposed lots #9, #10, and #11.	The City has received revised plans from the applicant showing rear lot catch basin easements for lots #9, #10, and #11. Engineering Services has reviewed and is satisfied, subject to conditions.

Conclusion:

Staff's analysis of the application for a Plan of Subdivision considers the applicable policy framework and the comments submitted by technical agencies and the public. Staff find that the application is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan, the Regional and City Official Plans, and the Zoning By-law 2020.

It is therefore recommended that draft approval be given for a residential plan of subdivision to facilitate the creation of 30 single-detached dwelling lots and a public road, subject to the conditions attached as Appendix B to Report PL-64-22.

Respectfully submitted,

Jaclyn Schneider

Planner II

905-335-7600 Ext. 7326

Appendices:

- A. Sketches
- B. Conditions of Subdivision Approval
- C. Public Comments

Notifications:

Lisa La Civita, Salotto Building Group Inc.

llacivita@armlandgroup.com

Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.