



SHAPING GREAT COMMUNITIES

October 7, 2022

File No: 19063

Municipal Services Office - Central Ontario

16th floor
777 Bay Street
Toronto, ON
M7A 2J3
Canada

Attn: Ms. Jennifer Le

Re: **ERO Number 019-5684**

Ministry Reference Number 21-OP-215006

North Aldershot Policy Area – BRIDGEVEIW JUNCTION PRECINCT

This correspondence is in response to the Region of Halton submission of ROPA 49. On behalf of New Horizon Development Group (NHDG), the following comments are provided.

ROPA 49 indicates that the Region concludes that it is not appropriate to include the North Aldershot Policy Area (which includes the Site) as part of the Preferred Growth Concept for urban boundary expansion.

Correspondence has been provided to the Region and City to place on public record, on behalf of NHDG, information relating to the appropriateness of including these lands within the defined urban area.

The submissions included:

- September 18, 2019 letter
- January 20, 2020 letter
- December 16, 2020 letter
- July 14, 2021 letter including:
 - Bridgeview Junction: ROPR Request for Consideration, July 2021

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria Street South, Suite 201, Kitchener, ON N2G 4Y9 519 569 8883

162 Locke Street South, Suite 200, Hamilton, ON L8P 4A9 905 572 7477

gspgroup.ca

- MTE memo – Re: Functional Servicing Concept for the Bridgeview Community, May 28, 2021
- MTE memo – Re: Bridgeview Community Water and Wastewater Servicing, May 28, 2021
- MTE memo – Re: Potential Phasing for Bridgeview Community Water and Wastewater Servicing, July 12, 2021
- C3 Water memo – Re: Bridgeview Development Lands – Letter of Opinion, July 8, 2021
- R.J. Burnside Report – Master Transportation Study, Executive Summary excerpt, October 2018

As articulated within these submissions, the support and reasoning to include the western most portion of North Aldershot Policy Area (NAPA) into the urban boundary through ROPA 49 has merit.

We respectfully request your fulsome review of the documents submitted, and your recommendation to include these lands within the urban boundary in order to plan for growth into the year 2051.

If you have any questions, or wish to discuss further, please do not hesitate to contact GSP Group Inc.

Yours truly,

GSP Group


Chris Pidgeon, MCIP, RPP
Principal Planner


Sarah Knoll, BES, MCIP, RPP
Senior Planner



July 14, 2021

File No. 19063

Chair and Regional Council
Regional Municipality of Halton
1151 Bronte Road
Oakville, Ontario L6M 3L1

Attention: Clerk and Members of Council

**RE: Region of Halton Official Plan Review/City of Burlington Official Plan Review
North Aldershot Policy Area – BRIDGEVIEW JUNCTION PRECINCT**

GSP Group Inc., on behalf of New Horizon Development Group (NHDG), is pleased to provide our fourth formal input to the Regional Official Plan and City Official Plan Reviews. Previous submissions were provided on September 18, 2019, January 20, 2020, and December 16, 2020. This submission incorporates additional information relating to the appropriateness of incorporating the western most portion of North Aldershot Policy Area (NAPA) into the urban boundary through the Official Plan Review at the Region of Halton and the City of Burlington.

We continue to maintain the position that lands within the NAPA should be reviewed as separate and distinct sections. Specifically, there is merit in including the named Bridgeview Junction Precinct (BJP), comprising a portion of the western sector, within the Urban Area.

The Provincial Policy Statement allows for a planning authority to expand a *settlement area* boundary only at the time of a *comprehensive review* when certain criteria are met.

BJP has a mix of urban land uses (permitted and developed) utilizing municipal services and infrastructure, typical of land uses within a settlement area.

BJP has an open OMB (now OLT) Case No. MM150009 which requires supporting studies to request all areas in the BJP to be within the servicing overlay. A summary of the servicing and transportation studies are included and demonstrate that infrastructure is suitable over the long term and financially viable, while protecting public health and safety, and the natural environment.

NHDG also has an active OLT Case No. PL210040 appealing the land use policies, maps and schedules of the new Burlington Official Plan applicable to NAPA as they do not conform to the current Provincial Policy framework, specifically growth management, while affording protection to natural heritage features.

Through the Regional Official Plan review, the BJP should be reviewed distinctly from the remaining North Aldershot Policy Area and all existing serviced lands within the BJP should be incorporated into the urban boundary. Now is the time to include these lands within the urban boundary and allow for appropriate redevelopment on underutilized lands that are afforded the privilege of being connected to the current urban boundary, a direct relation to the provincial highway and beyond, and land use permissions that contribute to a complete, sustainable community, while minimizing any negative impacts on natural or agricultural areas. BJP is an area provided with an existing municipal road network, existing servicing and existing uses typical of lands within the urban boundary.

Expanding on our previous submissions regarding the settlement area boundary expansion request to include BJP within the Urban Area, we offer the attached submission and supporting documentation. This document provides a thorough snapshot of the reasons why a decision to advance the independent review of BJP from the remainder of NAPA is a straightforward, positive choice for the Region of Halton and the City of Burlington. This document emphasizes that BJP is poised to be a response to climate change by enshrining sustainable policy measures within guiding policy documents.

Included within this submission are the following documents:

- Bridgeview Junction: ROPR Request for Consideration, July 2021
- MTE memo – Re: Functional Servicing Concept for the Bridgeview Community, May 28, 2021
- MTE memo – Re: Bridgeview Community Water and Wastewater Servicing, May 28, 2021
- MTE memo – Re: Potential Phasing for Bridgeview Community Water and Wastewater Servicing, July 12, 2021
- C3 Water memo – Re: Bridgeview Development Lands – Letter of Opinion, July 8, 2021
- R.J. Burnside Report – Master Transportation Study, Executive Summary excerpt, October 2018

Should you have any questions, or require any additional information, please do not hesitate to contact Sarah Knoll at 905-572-7477 or by email at sknoll@gspgroup.ca.

Yours Truly,
GSP GROUP


Chris Pidgeon MCIP, RPP
Principal Planner


Sarah Knoll, BES, MCIP, RPP
Senior Planner

cc Mr. J. Paikin, New Horizon Development Group
Region of Halton, Mr. Curt Benson Director, Planning Services and Chief Planning Official
Region of Halton, Mr. Dan Tovey Manager, Policy Planning
City of Burlington, Ms. Leah Smith, Manager, Policy and Research
City of Burlington, Planning Committee Clerk



Project Name: Bridgeview Community Servicing
Michelle Mattern, PhD
New Horizon Development Group Inc.
To: 200-3170 Harvester Road
Burlington, ON L7N 3W8

MTE File No.: 42692-200

Date: May 28, 2021

cc: Sarah Knoll,
GSP Group Inc.

From: Ward Wilson

RE: Functional Servicing Concept for the Bridgeview Community

1.0 INTRODUCTION

1.1 Overview

MTE Consultants Inc. has been retained by New Horizon Development Group Inc. to complete a preliminary Functional Servicing Review and develop a servicing concept for potential development in the Bridgeview Community in the City of Burlington, Region of Halton.

The Bridgeview Community includes approximately 32 ha of land. A development concept prepared by the GSP Group is shown in Figure 1.

The purpose of this review is to demonstrate that intensification of development in the Bridgeview Community is technically feasible, with respect to water and wastewater servicing.

1.2 Background Documentation

A review of available documents was carried out prior to undertaking this Functional Servicing Review. Previous studies and documents reviewed include the following reports:

1. Region of Halton Design Guidelines
2. MOECC Design Guidelines for Drinking Water Systems
3. MOECC Design Guidelines for Sewage Works
4. Halton Region Integrated Growth Management Strategy – Appendix E: Water and Wastewater Assessment, February 2021
5. Halton Region Integrated Growth Management Strategy – Appendix J: North Aldershot Policy Area Urban Expansion Assessment, February 2021
6. Halton Region Integrated Growth Management Strategy – Appendix J.1: North Aldershot Water and Wastewater Constraints and Opportunities, February 2021

Figure 1 - Concept Plan

Mix of Uses



Residential

Mixed Use

Employment



2.0 Wastewater Servicing

The Bridgeview Community wastewater sewer system currently drains by gravity to the Bridgeview Pumping Station (PS) located at Plains Road West and Spring Gardens Road. During rain events, the Bridgeview PS experiences abnormally high amounts of inflow and infiltration, which can cause sewers to be overloaded. This situation presents significant operational challenges requiring pumper trucks to augment the pumping capacity at the station during periods of high flows. The Region recently completed a minor upgrade to the Bridgeview PS, and an extension of the forcemain to by-pass the Grandview PS. The capacity of the Bridgeview PS was increased from 11.5L/s to 13.0L/s. However, it will only accommodate current land use, with some infill development. Therefore, any significant development will require further upgrades to the Bridgeview PS and the downstream sewer system.

To accommodate the proposed development, it is proposed to replace the existing Bridgeview PS with a new pumping station designed to accommodate the ultimate development and address existing constraints within the Bridgeview Community. A Municipal Class Environmental Assessment (Class EA) will be required to confirm the wastewater servicing strategy, and the location of the proposed pumping station and forcemain. For the purposes of this review, we have investigated one servicing concept to demonstrate that it is technically feasible to service the proposed development, as described below.

The new pumping station would pump sewage to a downstream sewer with sufficient capacity to accommodate the increased flows. It is anticipated that the existing 750mm sanitary sewer at Plains Road and Waterdown Road will have sufficient capacity. However, this is subject to verification by the Region, by inputting the additional flows into their sewer system model, and potential flow monitoring.

Estimated populations for existing and future development are as follows:

TABLE 1

Bridgeview Area - Estimated Serviced Population			
	Units	Persons/unit	Population
Existing Development			
Single Family	80	3.00	240
New Development			
Apartments	2,340	1.62	3,791
Apartments	710	1.90	1,349
	Sq.m	Persons/100sq.m	Equivalent Population
Commercial	21,925	1.10	241
Employment	40,000	3.30	1,320
		Total	6,941
		Say	7,000



Estimated wastewater flows for ultimate serviced population are as follows:

Serviced Population = 7000
Average Daily Flow = $7000 \times 275\text{L/cap/day} = 1,925,000\text{L/day} = 22.3\text{L/s}$
Peaking Factor = 3.11
Peak Flow Rate = $22.3 \times 3.11 = 69.2\text{ L/s}$
Infiltration Allowance = $0.286 \times 10^{-3}\text{ m}^3/\text{s/ha}$
Approx. serviced area = 32ha
 $I = 0.286 \times 10^{-3} \times 40.3 = 9.15\text{L/s}$
Total Flow = 78.3 L/s

Therefore, the new pumping station will require a firm capacity of 79L/s. It is anticipated that this will be achieved by providing three pumps, each with a capacity of 40L/s. A 200mm forcemain would have a velocity of 2.5m/s for a peak flow rate of 79L/s, which is within the recommended range of 0.6 to 3.0m/s as per MOECC guidelines.

A simplified Sanitary Sewer Design Spreadsheet is included in Appendix A, which demonstrates that the existing 200mm sanitary sewers on Plains Road West will not have sufficient capacity for the ultimate wastewater flows of 79L/s. Therefore, the existing sewers will have to be replaced with 250mm and 300mm sanitary sewers to the new pumping station.

The proposed sewers, pumping station and forcemain are shown on Figure 2.1

Further discussion is required with the Region of Halton and the City of Burlington to confirm the Class EA process, which will establish the wastewater servicing strategy, and the location of the proposed pumping station and forcemain. More detailed functional designs for these facilities will be completed at that time.

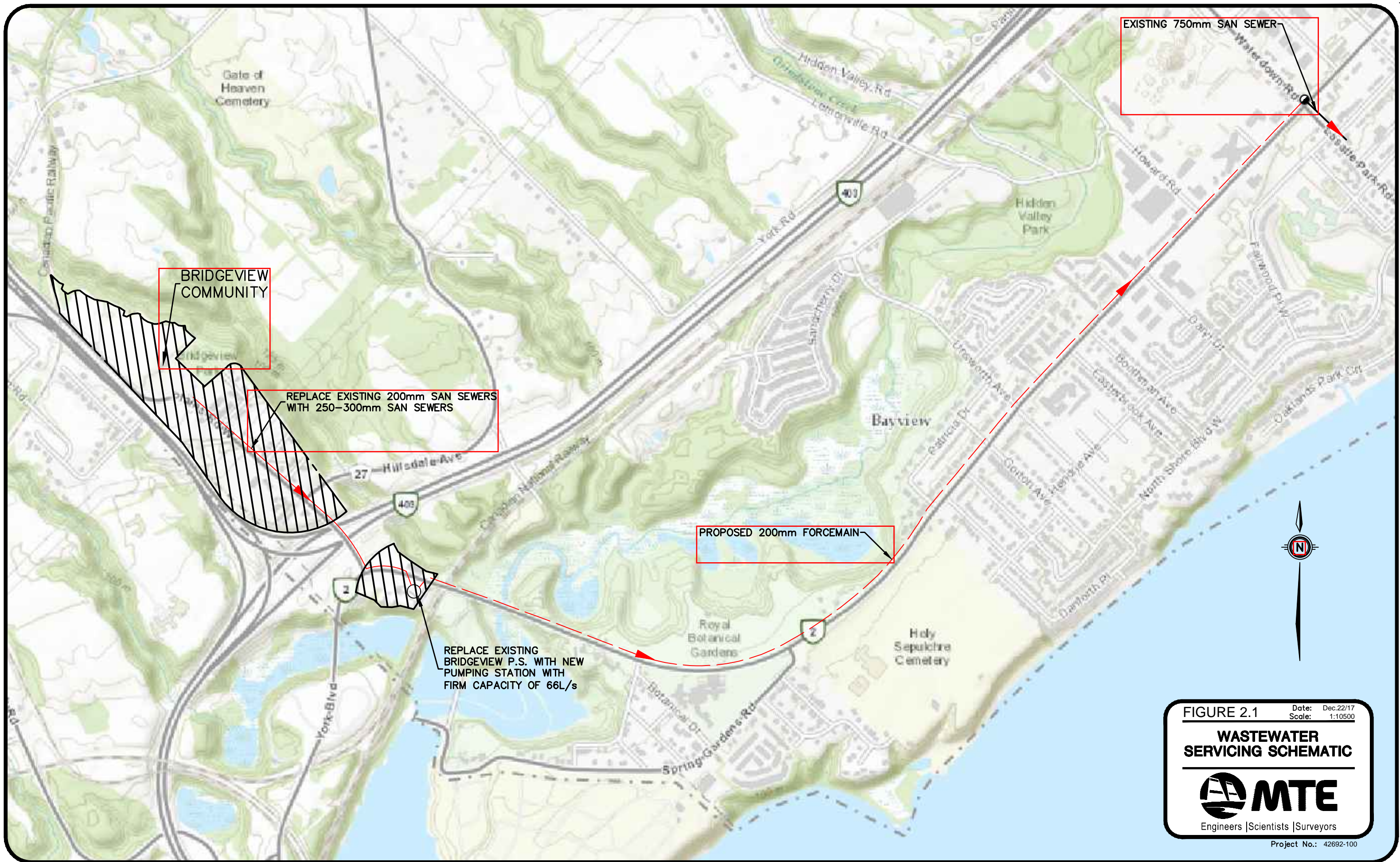


FIGURE 2.1 Date: Dec.22/17
 Scale: 1:10500

**WASTEWATER
 SERVICING SCHEMATIC**

MTE
 Engineers | Scientists | Surveyors

Project No.: 42692-100



3.0 Water supply and Distribution

The Bridgeview Community is serviced with water from the City of Hamilton through a Water Supply Agreement between the City of Hamilton and the Region of Halton. This agreement provides water to three areas in Burlington with a combined total volume limited to 1,000,000 litres per day, at a maximum flow rate of 5,500 litres per minute. The Region of Halton advises that the current combined usage for the three areas is approximately 300,000 to 400,000 liters per day. Therefore, there is capacity for additional development within the current Water Supply Agreement

As described in Section 2, the estimated ultimate serviced population for the Bridgeview Community, including existing and future development, will be 7,000. Based on Region of Halton design criteria, this population will generate the following demands:

- Average day demand = $7,000 \times 275 \text{ L/cap/day} = 1,925,000\text{L/day}$
- Maximum day demand = $\text{Avg.Day} \times 2.25 = 4,331,250\text{L/day}$

This demand far exceeds the available water supply allowed for in the Water Supply Agreement between the City of Hamilton and the Region of Halton. It is not possible to increase the water supply from Hamilton to service the proposed development. Therefore, water supply solutions using the existing Region of Halton distribution system have been investigated.

The closest Region of Halton large diameter main that could potentially be extended to service the Bridgeview Community is a 600mm watermain at Plains Road and Waterdown Road, approximately 4km away. However, due to the significant elevation difference, a watermain extension alone will not provide sufficient flow and pressure. It will be necessary to create a new pressure zone for the Bridgeview Community. This will require a water pumping station as well as a storage facility within the Bridgeview Community. A Municipal Class Environmental Assessment (Class EA) will be required to confirm the water servicing strategy, and the location of proposed storage and pumping facilities. For the purposes of this review, we have investigated one servicing concept to demonstrate that it is technically feasible to service the proposed development, as described below.

It is anticipated that a new pressure zone for the Bridgeview Community would be fed from the Halton water distribution system in Burlington, and would also service the existing development in the Bridgeview Community. Therefore, the new facilities would be owned and operated by Halton Region, and the Water Supply Agreement between the City of Hamilton and the Region of Halton for the Bridgeview Community would no longer be required.

The estimated storage requirement for a population of 7,000 is approximately 3900m^3 , based on MOECC design criteria (see Appendix B). A number of potential locations were reviewed for a municipal water storage and pumping station in the Bridgeview Community. The most feasible location appears to be on the south side of Hillsdale Avenue, just east of Plains Road West. The road allowance owned by the Region of Halton at this location is wide enough to accommodate a 3900m^3 storage facility as shown on Figure 3.1. In addition, the adjacent lands are owned by the Ministry of Government Services, so it may be possible to acquire additional land if required.

It would be necessary to supply the maximum day flow to the new storage facility from the Halton water distribution system in Burlington. The maximum day demand of 4,331,250L would require an average flow rate of 50L/s to be delivered to the new storage facility. It is proposed to provide a 400mm supply

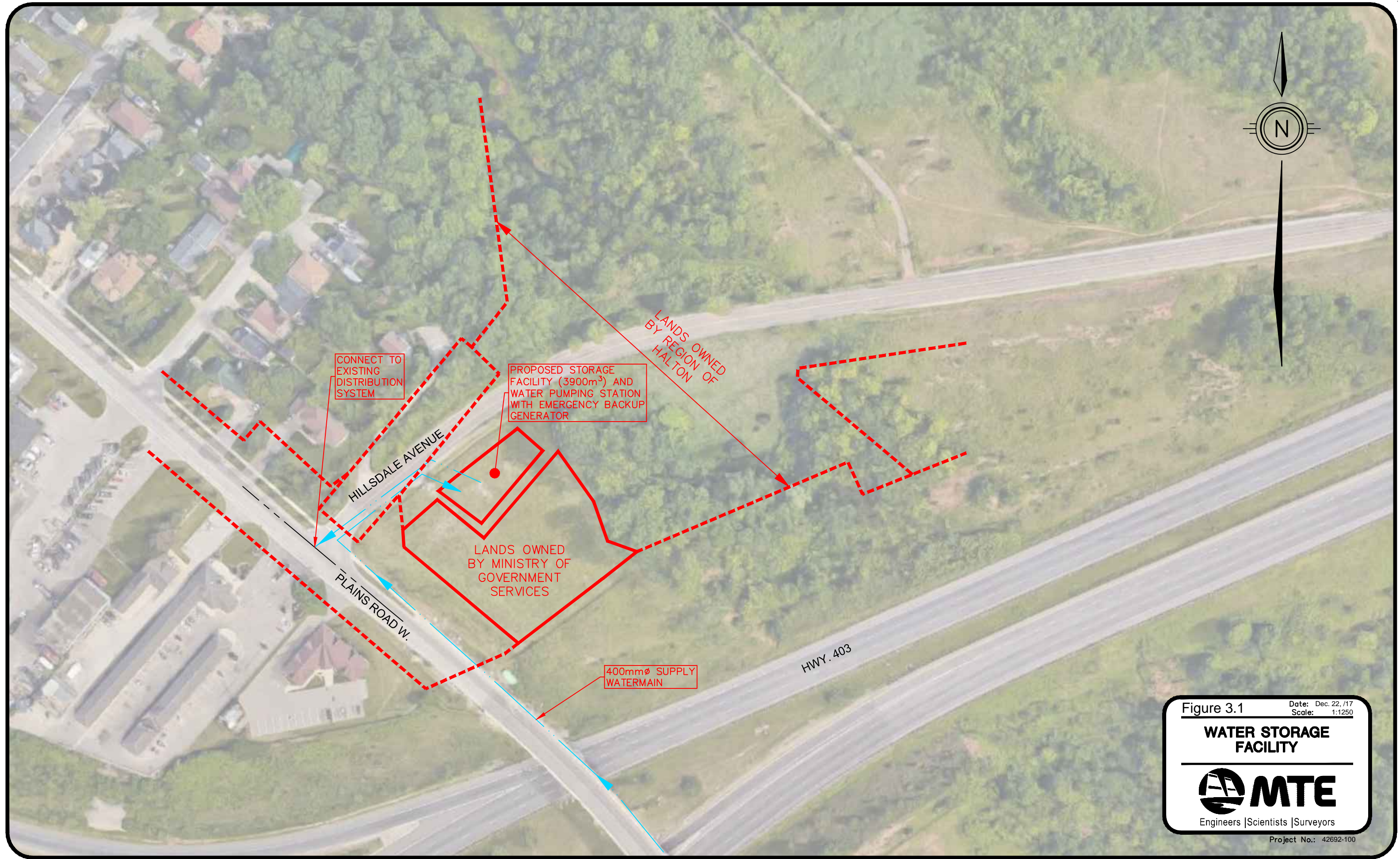
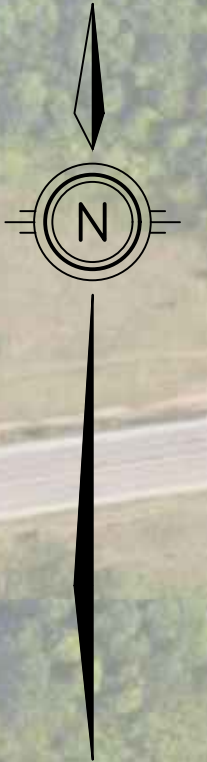


main from the existing 600mm watermain at Plains Road and Waterdown Road to the new storage facility on Hillsdale Ave. Based on an approximate operating pressure at Plains Road and Waterdown Road of 378kPa (55psi), it is estimated that the proposed 400mm watermain can deliver 50L/s to the storage facility with a residual pressure of approximately 152kPa (21psi). This will be sufficient to maintain the required volume of water in the storage facility. The performance of this supply main should be confirmed through water demand modeling using the Region's water distribution system model.

A pumping facility would be provided at the storage facility, with an emergency backup generator, to maintain the required pressures in the Bridgeview distribution system for domestic use and fire flows. Requirements for re-chlorination at the new pumping facility should be assessed during the design of the facility. The proposed water supply system is shown on Figure 3.2.

It is anticipated that the new development can be serviced by connection to the existing 300mm watermain on Plains Road West. This will be confirmed by a water distribution system analysis of the Bridgeview system when the new water supply system is established.

Further discussion is required with the Region of Halton and the City of Burlington to confirm the Class EA process, which will establish the water supply strategy, and the location of the proposed storage and pumping facilities. More detailed functional designs for these facilities will be completed at that time.



CONNECT TO EXISTING DISTRIBUTION SYSTEM

PROPOSED STORAGE FACILITY (3900m³) AND WATER PUMPING STATION WITH EMERGENCY BACKUP GENERATOR

LANDS OWNED BY REGION OF HALTON

HILLSDALE AVENUE

LANDS OWNED BY MINISTRY OF GOVERNMENT SERVICES

PLAINS ROAD W.

400mm \varnothing SUPPLY WATERMAIN

HWY. 403

Figure 3.1 Date: Dec. 22, /17 Scale: 1:1250

WATER STORAGE FACILITY



Engineers | Scientists | Surveyors

Project No.: 42692-100

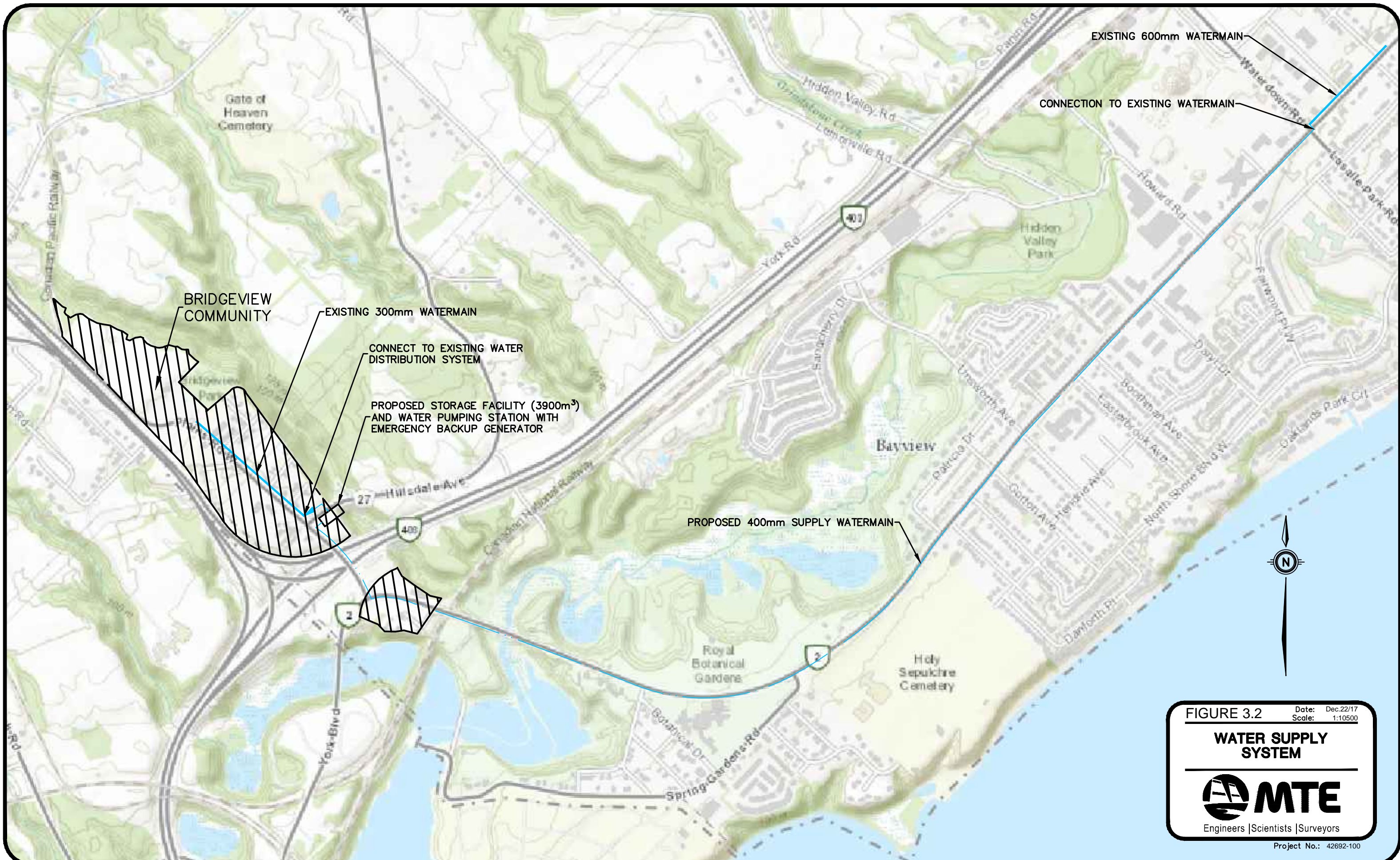


FIGURE 3.2 Date: Dec.22/17
 Scale: 1:10500

WATER SUPPLY SYSTEM

MTE
 Engineers | Scientists | Surveyors

Project No.: 42692-100



4.0 conclusions

The analysis and discussion included in this report lead to the following conclusions with respect to the proposed new development within the Bridgeview Community:

1. Wastewater servicing for new development in the Bridgeview Community can be provided by a new pumping station and forcemain on Plains Road West as described in this memo.
2. A Municipal Class EA is required to confirm the wastewater servicing strategy for the Bridgeview Community, and the location of proposed sewers, forcemains and pumping facilities.
-
3. Water supply for new development can be provided by creating a new pressure zone within the Bridgeview Community as described in this memo, including a new municipally owned storage and pumping facility.
4. A Municipal Class EA is required to confirm the water servicing strategy for the Bridgeview Community, and the location of proposed watermains, storage and pumping facilities.
-

All of which is respectfully submitted.

MTE CONSULTANTS INC.

A handwritten signature in blue ink that reads "Ward A. Wilson".

Ward A. Wilson, P.Eng.
Senior Project Manager

APPENDIX A



Bridgeview Community City of Burlington		PRELIMINARY SANITARY SEWER DESIGN SHEET PUBLIC WORKS DEPARTMENT		<u>Average Daily Flow</u> Residential 0.00318 L/s/c Commercial L/s/ha Industrial L/s/ha Inst. / School L/s/ha				Mannings "n" 0.0130 Min. Velocity (full flow) 0.60 m/sec Min Velocity (actual) 0.50 m/sec Max. Velocity 3.00 m/sec Infiltration 0.29 L/s/ha Max. Capacity 90 %													
Project Number: 42692-200 Date: May 2021 Design By: WAW Checked By: File: Q:\42692\200\Sanitary\42692-200-Sanitary Design Sheet-Simplified - WAW_May 23_21.xlsx				<u>Resid. Density</u> p/unit																	
LOCATION				RESIDENTIAL / ROADWAY								DESIGN									
Area No.	Street Name	From MH	To MH	Incremental Area (ha)	Cumulative Area (ha)	Incremental Population	Cumulative Population	Avg. Flow (L/s)	M	Peak Flow (L/s)	Infiltration Flow (L/s)	Total Flow (L/s)	Slope (%)	Pipe Size (mm)	Material	Capacity (L/s)	Full Flow Velocity	Actual Velocity	% Pipe Full		
Exist. Development to Exist P.S.				12.00	12.00	240	240	0.76	4.12	3.14	3.43	6.57			PVC	0.00	0.00	#DIV/0!	#DIV/0!		
New Development				20.00	20.00	6760	6760	21.50	3.12	67.10	5.72	72.82			PVC	0.00	0.00	#DIV/0!	#DIV/0!		
Combined Flow to New P.S.					32.00	7000	7000	22.26	3.11	69.15	9.15	78.31	2.00	200	PVC	46.36	1.48	ERROR!	168.9		
					32.00	7000	7000	22.26	3.11	69.15	9.15	78.31	2.00	250	PVC	84.06	1.71	1.9460	93.2		
					32.00	7000	7000	22.26	3.11	69.15	9.15	78.31	2.00	300	PVC	136.69	1.93	1.9999	57.3		

APPENDIX B

Bridgeview – Water Storage Requirements

May 24, 2021

A. Fire Storage

- Population ~7000
Flow Rate 189 L/S for 3 hrs
= 2,041,200 L.
= 2,042 m³

B. Equalization Storage

- 25% of Max Day demand
Average day demand = 7000 x 275 L/cap/day
 = 1,925,000 L
Max Day = Avg Day x 2.25 = 4,331,250 L
25% = 1,082,813 L = 1,083 m³

C. Emergency Storage

- 25% of A + B = (2,042 + 1,083) x .25
 = 782 m³

$$A + B + C = 2,042 + 1,083 + 782$$

$$= 3,907 \text{ m}^3$$

$$\text{Say - } 3,900 \text{ m}^3$$



Project Name: Bridgeview Community Servicing

MTE File No.: 42692-200

Michelle Mattern, PhD
New Horizon Development Group Inc.

To: 200-3170 Harvester Road
Burlington, ON L7N 3W8

Date: May 28, 2021

cc: Sarah Knoll,
GSP Group Inc.

From: Ward Wilson

RE: Bridgeview Community Water and Wastewater Servicing

Introduction

The purpose of this memo is to review the water and wastewater servicing for potential intensification of development in the Bridgeview Community, in the context of including this area in the Preferred Growth Concept for Region of Halton's Integrated Growth Management Strategy.

To complete this review, we reviewed the following documents:

1. Halton Region Integrated Growth Management Strategy Growth Concepts Discussion Paper – Appendix E: Water and Wastewater Assessment, February 2021
2. Halton Region Integrated Growth Management Strategy Growth Concepts Discussion Paper – Appendix J: North Aldershot Policy Area Urban Expansion Assessment, February 2021
3. Halton Region Integrated Growth Management Strategy Growth Concepts Discussion Paper – Appendix J.1: North Aldershot Water and Wastewater Constraints and Opportunities, February 2021
4. Development Concept for the Bridgeview Community prepared by GSP Group (attached)

For the purposes of this review, we developed a concept for water and wastewater servicing for the Bridgeview Community to demonstrate that it is technically feasible to service the proposed intensification of development in this area. This servicing concept is described in a separate Technical Memo (Technical Memorandum - Servicing Concept for Bridgeview Community - May 28/21). A Municipal Class Environmental Assessment (Class EA) will be required to confirm the water and wastewater servicing strategy for the Bridgeview Community.

The proposed development concept includes the estimated serviced population as shown in Table 1.

TABLE 1

Bridgeview Area - Estimated Serviced Population			
	Units	Persons/unit	Population
Existing Development			
Single Family	80	3.00	240
New Development			
Apartments	2,340	1.62	3,791
Apartments	710	1.90	1,349
	Sq.m	Persons/100sq.m	Equivalent Population
Commercial	21,925	1.10	241
Employment	40,000	3.30	1,320
		Total	6,941
		Say	7,000

The proposed servicing concept includes the components and costs as shown in Table 2.

TABLE 2

Preliminary Servicing Costs					
1	Watermain Extension			\$3,750,000	
2	Water Storage Facility			\$3,750,000	
3	Water Pumping Station			\$1,250,000	
4	Wastewater Pumping Station			\$2,500,000	
5	New Forcemain			\$3,250,000	
6	New Sewers to Pump Station			\$1,500,000	
	Sub-total			\$16,000,000	
	25% Eng and Contingency			\$4,000,000	
	Total Servicing Cost			\$20,000,000	
Land Use	Population	%	Cost	Units	
Residential	5,380	78%	\$15,501,569	3,130	\$4,953 per Unit
				Sq.m	
Empl/Comm	1,561	22%	\$4,498,431	61,925	\$73 per Sq.m

Responses to issues raised in the following documents:

1. Halton Region Integrated Growth Management Strategy Growth Concepts Discussion Paper – Appendix E: Water and Wastewater Assessment, February 2021

Appendix E identified available capacity in the west water system, and challenges in transferring this available capacity to areas further east. ***Therefore, further intensification of development in Bridgeview could take advantage of this available capacity.***

2. Halton Region Integrated Growth Management Strategy Growth Concepts Discussion Paper – Appendix J: North Aldershot Policy Area Urban Expansion Assessment, February 2021

Appendix J anticipates relatively low density development for the Bridgeview area – approx. 400 units or 1200 population. ***The proposed development with a population of approximately 7,000 makes it more economically feasible to extend services to this area.***

Appendix J anticipates significant reduction of land available for development in the Central Sector of NAPA due to proposed changes in the limits of NHS areas. ***Therefore, financial resources planned for infrastructure in the Central Sector (identified in the 2017 Development Charges Background Study) could be diverted to other areas such as Bridgeview.***

3. Halton Region Integrated Growth Management Strategy Growth Concepts Discussion Paper – Appendix J.1: North Aldershot Water and Wastewater Constraints and Opportunities, February 2021

Appendix J1 prepared by GM BluePlan provides a very high level overview of the water and wastewater servicing for NAPA:

- a. It is based on the relatively low density development anticipated in Appendix J.
 - b. It raises concerns about
 - i. proximity to environmental features
 - ii. general sparse and uneven distribution of each pocket of potential development
 - iii. substantial new infrastructure requirements
 - iv. differences in elevation of over 70 metres
 - v. multiple crossings of environmental features and Highway 403.
 - c. It assumes that servicing new development in all of North Aldershot, including Bridgeview, is more costly, inefficient and technically challenging than other potential new servicing areas in the Region. Therefore, it is less desirable.
 - d. It does not evaluate any specific servicing scenarios for North Aldershot.
- ***The proposed Bridgeview development is higher density, which can support the required new infrastructure to service it.***
 - ***It does not encroach into environmental features.***
 - ***It is a well defined contiguous block of land.***
 - ***It is between 20m and 45m higher in elevation than Plains Road at Waterdown Road. This is still significant, but much less than 70m.***
 - ***No crossings of environmental features are required for the proposed infrastructure.***



- *One combined crossing of 403 will be required for the proposed watermain and sewer extensions to Plains Road.*
- *Future planned watermain upgrades on Plains Road West (identified in the 2017 Development Charges Background Study) can be combined with a watermain extension to the Bridgeview Community.*

Conclusions:

1. Based on the proposed Development Concept it is economically feasible to extend water and wastewater infrastructure to the Bridgeview Community.
2. Higher density development in Bridgeview can support the cost of new infrastructure required through development charges, and minimize cost impacts on municipalities.
3. Intensification of development in Bridgeview can take advantage of available capacity in the existing Halton west water system (in Burlington).
4. Water and wastewater servicing for the proposed development will not negatively impact the existing NHS system in the area.

All of which is respectfully submitted.

MTE CONSULTANTS INC.

Ward A. Wilson, P.Eng.
Senior Project Manager

Figure 1 - Concept Plan

Mix of Uses



For illustrative purposes only

Residential

Mixed Use

Employment



Project Name: Bridgeview Community Servicing

MTE File No.: 42692-200

Michelle Mattern, PhD
New Horizon Development Group Inc.

To: 200-3170 Harvester Road
Burlington, ON L7N 3W8

Date: July 12, 2021

cc: Sarah Knoll,
GSP Group Inc.

From: Ward Wilson

RE: Potential Phasing for Bridgeview Community Water and Wastewater Servicing

Further to our Technical Memo of May 28, 2021, we have reviewed potential phasing for extending services to the Bridgeview community.

A first phase of development could take advantage of the current available capacity in the existing water supply system from Hamilton. We estimate that this could accommodate a population of approximately 900. This will require replacement of the Bridgeview wastewater pumping station. The wet well should be sized for ultimate development, but the pumping facilities could be phased to match the proposed timing of future development. It may also be possible to phase the extension of the new forcemain based on the timing of new development, and the available capacity of downstream sewers. It should be noted that the Region currently plans a minor upgrade to this pumping station in 2022 including extension of the forcemain. This upgrade could be combined with the required upgrades for the Bridgeview community.

The next phase of development will require extension of a new water supply system from the Burlington water distribution system to Bridgeview. The watermain extension and storage facility should be sized for the ultimate development, but the pumping facilities could be phased based on the timing of new development. Replacement of the trunk sewer from Bridgeview to the pumping station may also be required at this time.

A third phase could include the required upgrades to provide capacity for the ultimate development of the Bridgeview community. An example of what this might look like is provided in Table 1 below.

Determining exact timing of the various servicing components will require further analysis of the existing downstream sewer and water system capacities.



TABLE 1 – Preliminary Phasing Scenario

Preliminary Servicing Costs				Total	Phase 1	Phase 2	Phase 3
1	Watermain Extension			\$3,750,000		\$3,250,000	\$500,000
2	Water Storage Facility			\$3,750,000		\$3,250,000	\$500,000
3	Water Pumping Station			\$1,250,000		\$750,000	\$500,000
4	Wastewater Pumping Station			\$2,500,000	\$1,500,000	\$500,000	\$500,000
5	New Forcemain			\$3,250,000	\$1,000,000	\$1,500,000	\$750,000
6	New Sewers to Pump Station			\$1,500,000		\$1,500,000	
	Sub-total			\$16,000,000	\$2,500,000	\$10,750,000	\$2,750,000
	25% Eng and Contingency			\$4,000,000	\$625,000	\$2,687,500	\$687,500
	Total Servicing Cost			\$20,000,000	\$3,125,000	\$13,437,500	\$3,437,500
Land Use	Population	%	Cost	Population			
Residential	5,380	78%	\$15,501,569	5,380	900	2,240	2,240
				Sq.m			
Empl/Com	1,561	22%	\$4,498,431	61,925		30,963	30,963

All of which is respectfully submitted.

MTE CONSULTANTS INC.

Ward A. Wilson, P.Eng.
Senior Project Manager



File: 75-41-21XXXX

Date: July 8, 2021

Dr. Michelle Mattern
Manager, Strategic Initiatives & Special Projects
New Horizon Development Group
200-3170 Harvester Road
Burlington, ON L7N 3W8

REFERENCE: BRIDGEVIEW DEVELOPMENT LANDS – LETTER OF OPINION

Dear Dr. Mattern;

This letter provides a brief discussion and opinion of water and wastewater servicing for the Bridgeview Development Lands (BDL). The lands under review are located on the east side of Hwy 6 north of Hwy 403 in the City of Burlington. Current development includes a golf facility as well as mixed residential and ICI which is serviced by a water connection from the City of Hamilton. Sanitary servicing is provided by an existing sewer on Plains Road that drains into the Burlington sanitary collection system.

Water Servicing

Based on the proposed development size of approximately 3000 residential units plus 60,000m² commercial and projected demands, the existing water agreement with Hamilton will not be able to support the development. It has been proposed through previous analysis and an FSR to provide servicing from the Region of Halton water system. The Region's existing water service ends at approximately Plains Road W and Spring Gardens Road, south of Hwy 403. Water servicing of the existing development extends south of Hwy 403 and is separated from the Halton water system by approximately 300m.

Upon review of the background materials and the existing Halton water system, extending water services from the Halton system to the proposed Bridgeview Precinct appears to be both a sensible and feasible approach. A complete review of the existing system capacity would need to be undertaken to determine the best approach to service this area. The initial review indicates that the Hydraulic Gradeline (HGL) from Zone B1A would service a portion of the proposed development area, but due to elevation changes a new pressure zone would be required at the higher elevations. Potentially a phased approach could be considered where;



July 8, 2021

Letter of Opinion – Bridgeview Development Lands

1. Initial phase could consider servicing the lower elevation areas with Halton water while continuing to service the higher elevation areas with Hamilton water. The systems would need to be separated to create distinct pressure zones and not allow water to be mixed. This phase would include the addition of approximately 300m of watermain on Plains Road W. This would free up capacity for the addition of units with the combined capacity of the Hamilton agreement and the Halton servicing.
2. Additional phases would include the development of pumping, potentially storage and watermain infrastructure to support the high elevation areas and full buildout of the development and the disconnection from the Hamilton water system.

Wastewater Services

It is understood that the existing development sanitary collection system drains into the Bridgeview Sewage Pumping Station (SPS) in Burlington. It is expected that the additional units would require either an expansion or replacement of the existing SPS as well as additional forcemain capacity. Further analysis would need to be completed to size the sewer required from the proposed development into the Bridgeview SPS, the Bridgeview SPS expansion/replacement requirements, the forcemain sizing and sanitary system impacts. Phasing options for the sanitary system would also be likely to be available.

This letter is intended to serve as a statement of opinion for water and wastewater servicing of the lands know as Bridgeview based on the available information. If there are any questions, please feel free to contact me.

Yours Truly,
C3 Water Inc.

A handwritten signature in black ink, appearing to read "Sam Ziemann", with a long horizontal flourish extending to the right.

Sam Ziemann, P.Eng., President
c. 519 404-4529

SZ:sz



BURNSIDE

**Master Transportation Study for
1535 Plains Road
Burlington ON**

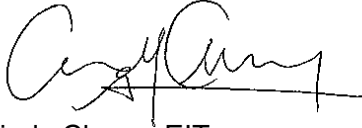
1535 Plains Rd. West Inc.

**R.J. Burnside & Associates Limited
1465 Pickering Parkway Suite 200
Pickering ON L1V 7G7 CANADA**

**October 2018
300042932.0000**

R.J. Burnside & Associates Limited

Report Prepared By:

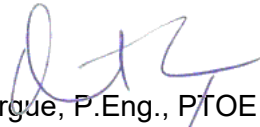


Cindy Chung, EIT
Transportation Planner
CC:cv

Report Reviewed By:



Brad Hale
Senior Transportation Specialist



David Argue, P.Eng., PTOE
Vice President - Transportation

Executive Summary

1535 Plains Rd. West Inc. (the Client) is planning for the redevelopment of the existing golf driving range and mini putt facility known as the Wedgewood Golf Centre located at 1535 Plains Road West in the Burlington. The subject site is located at the west border of the City of Burlington (the City). The development is proposed to consist of 300 senior residential homes and 2,040 residential condominium units for a total of 2,340 residential units with an additional 7,000 m² (75,347.37 ft²) of retail commercial space. Development application approvals will be required from the Region of Halton for a Regional Official Plan Amendment and from the City of Burlington for an Official Plan Amendment and Zoning By-law amendment. R.J. Burnside & Associates Limited (Burnside) was retained to undertake a Transportation Study, which would be part of the application.

Access

The subject lands have ample vehicular access opportunities to support redevelopment of the site. The existing access (Site Driveway 1) onto Plains Road will be maintained but it is proposed to be shifted to the south aligning with the Ministry of Transportation of Ontario (MTO) carpool lot driveway. A second access (Site Driveway 2) onto Plains Road is being proposed north of Site Driveway 1. Details for the Site Driveway 2 will be determined during the site plan processing. The timing of the second access is reviewed in this study.

With the size of the development, a phasing strategy for the development is required to coincide with traffic capacity of the external road network. This will ensure that adequate levels of service at all the study intersections are maintained at each development phasing time period. The study also provides a detail phasing strategy that outlines how the development could proceed with minimal roadway improvements/mitigation measures being required.

Existing Road Network Operations

Under existing conditions, the intersection at Plains Road and York Boulevard is operating with excess capacity and a level of service C or better. For stop-controlled intersections, all critical movements are operating with excess capacity and level of service D or better with the exception of the southbound movement at Highway 6 Southbound Off-Ramp / York Road intersection. The current width of the throat for the southbound movement can easily accommodate for two vehicles and vehicles are bypassing each other to make their desired turns. It is in our opinion that this approach will function as exclusive turns at the throat. Additional capacity is being achieved than when modelled as a shared right – left turn lane. With Synchro modelled as separate lanes, the intersection will operate within MTO's volume to capacity ratio threshold of 0.75.

Future Background and Total Conditions

Existing Signalized Intersection

Under total 2037 conditions, the intersection at Plains Road and York Boulevard is projected to operate with excess capacity with a level of service E or better with the exception of the eastbound left turn movement. Existing traffic signal timing can be optimized while maintaining the current cycle length. After optimizing the signal timing, all individual movements will operate with a level of service D or better and will have excess capacity. The adjusted timing is recommended to be implemented at full buildout of the development.

In addition, under total 2027 conditions, the eastbound left turn queue is projected to exceed the existing storage length. As the eastbound through movement is not excessive, the eastbound left turn queue can utilize the through movement as additional storage. The City can monitor this movement for possible future improvement, but as of now improvements are not recommended.

Stop-Controlled Intersections

For stop-controlled intersections under total 2037 condition, the intersection at Highway 6 Northbound Ramp and Old York Road is projected to operate with excess capacity and will be within MTO's volume to capacity ratio threshold of 0.75. There are no changes required for this intersection. All other stop-controlled intersections are discussed in detail below.

Highway 6 Southbound Ramp / York Road Intersection

Under background 2027 conditions during the PM peak hour, the southbound left turn movement will approach capacity and will exceed MTO's volume to capacity threshold of 0.75. This intersection will continue to exceed capacity under all the remaining background.

It is recommended that the MTO and the City consider a single lane roundabout to mitigate capacity issues that are projected under background 2027 conditions. It is also recommended that the roundabout be designed/protected for incorporating future right-turn bypass lanes. With a single lane roundabout, all movements will be operating with excess capacity and within MTO's volume to capacity ratio threshold.

Under total 2027 conditions, southbound and eastbound right-turn bypass lanes at the roundabout are recommended to be implemented. The intersection will exceed MTO's threshold minimally (volume to capacity ratio of 0.78) but there will be excess capacity. No further improvements are required.

Master Transportation Study for 1535 Plains Road
October 2018

Plains Road / York Road / Old York Road Intersection

Under background 2032 conditions during the PM peak hour, the northbound movement is projected to exceed capacity and will continue to exceed under the remaining background condition and total conditions.

It is recommended the following improvements be implemented:

- Signalization (under total 2027 conditions)
- Exclusive westbound left turn lane (under total 2027 conditions)
- Exclusive northbound left turn lane (under background 2032 conditions)

All movements will operate with excess capacity and will experience a level of service D or better.

Additionally, the following storage lengths are recommended to accommodate for the projected queue under background 2027 conditions and onwards:

- Westbound left turn lane: storage of 30 m
- Northbound left turn lane: storage of 70 m

Plains Road / Site Driveway 1 / MTO Carpool Lot Driveway Intersection

Under total 2027 conditions, the westbound movement will exceed capacity during both peak hours and the eastbound movement is projected to exceed capacity during the PM peak hour. The following is recommended for improvements under total 2027 conditions:

- Signalization
- Exclusive southbound left turn lane
- Exclusive northbound left turn lane
- Exclusive northbound right turn lane
- Exclusive westbound left turn lane

With the recommended improvements, this intersection will operate with excess capacity and a level of service D or better.

Additionally, the following storage length is recommended to accommodate for the projected queue under total 2027 conditions:

- Westbound left turn lane: storage of 70 m
- Northbound left turn lane: storage of 30 m
- Northbound right turn lane: storage of 30 m
- Southbound left turn lane: storage of 40 m

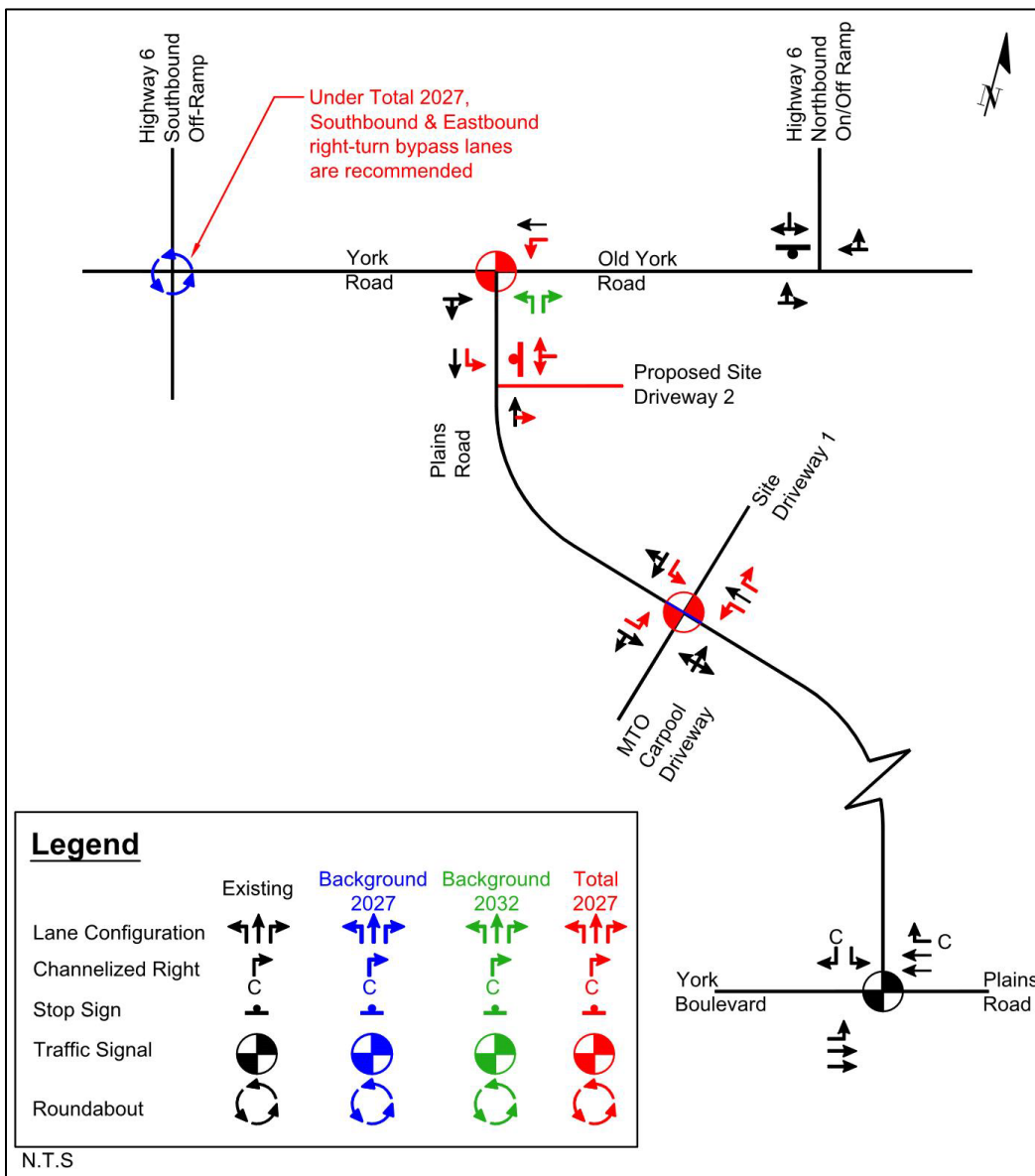
Plains Road / Site Driveway 2 Intersection

It is recommended that an exclusive southbound left turn lane with a storage of 30 m be implemented under total 2027 condition.

These recommended improvements will require a road widening on Plains Road. The City will require detailed design drawings to be submitted to the City for approval prior to implementation.

Figure A illustrates the recommended improvements and the timing of the improvements.

Figure A: Recommended Road Network Improvements



Development Phasing

As a result of our analysis and overall review of the transportation and traffic operational needs in the area and in order to accommodate redevelopment of the site, we have identified that the development could proceed under three distinct phases. These phases support the intersection improvements and transportation needs required in the ultimate total 2037 conditions:

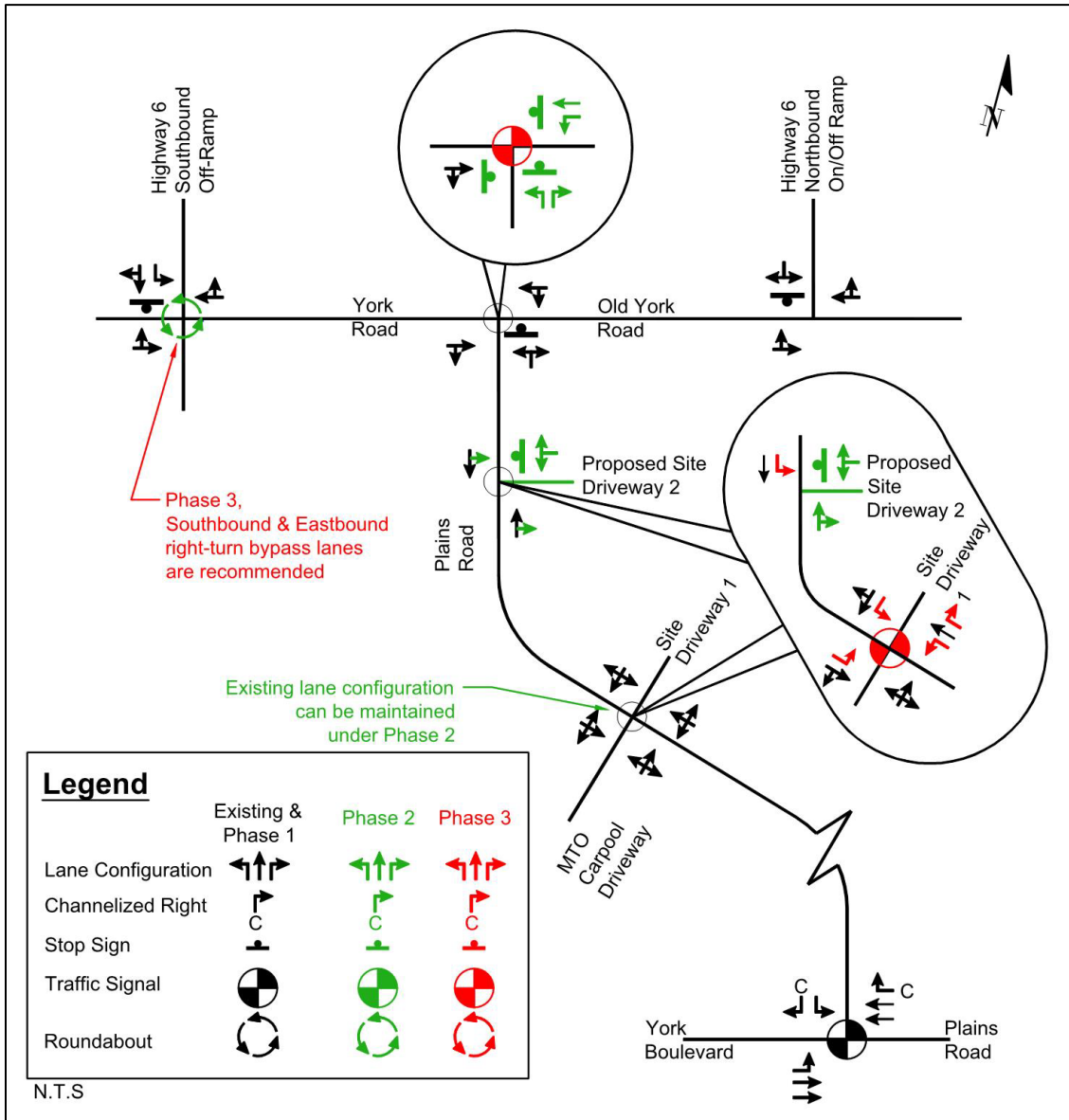
- **Phase 1:** 300 Senior Homes
 - All study intersection can remain with existing road network configuration and traffic control.
- **Phase 2:** 720 Residential Homes + Phase 1
 - Any additional units in Phase 2 will trigger the need for a single lane roundabout at the Highway 6 Southbound Ramp / York Road intersection, as mentioned in Section 6.2.
 - All-way stop controlled with exclusive westbound left turn, northbound left turn and northbound right turn lanes at Plains Road / York Road / Old York Road intersection,
 - Introduction of a two-way stop controlled second site access on Plains Road.
- **Phase 3 (Full Build-out):** 1,320 Residential Homes + 7,000 m² (75,347.37 ft²) of retail commercial space + Phase 1 and 2
 - Roundabout with right-turn bypass lanes at Highway 6 Southbound Ramp / York Road intersection
 - Signalization of the intersection at Plains Road and York Road / Old York Road intersection,
 - Signalization of the reconfigured Plains Road / Site Driveway 1 / MTO Carpool Lot Driveway intersection.

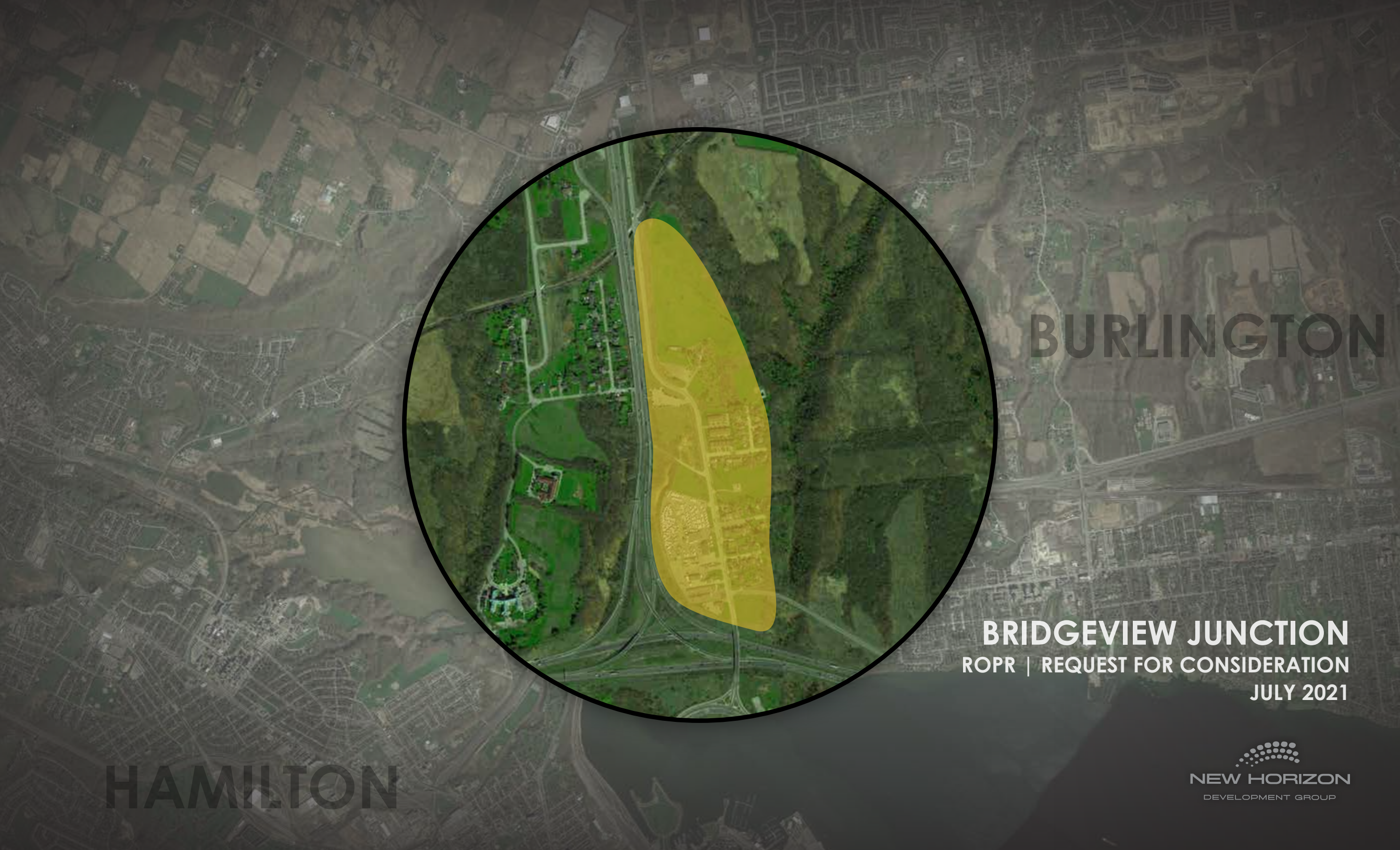
Figure B illustrates the recommended improvements for each phasing.

Transportation Demand Management (TDM) Plan

The proposed site plan will incorporate pedestrian and cyclist friendly design elements to discourage dependency on the single-occupancy vehicle. This compliments the City's and Region's overall transportation vision to achieve a greater sustainable transportation system by promoting and encouraging alternative modes of travel, including walking, cycling and transit. This will be further addressed at the site plan application stage.

Figure B: Recommended Improvements for Each Phasing





BURLINGTON

BRIDGEVIEW JUNCTION
ROPR | REQUEST FOR CONSIDERATION
JULY 2021

HAMILTON



BRIDGEVIEW JUNCTION



Bridgeview Junction is located in North Aldershot at the intersection of Highway 6 and Highway 403, just east of the boundary line separating the City of Burlington and City of Hamilton. The land area is approximately 24 hectares and consists of various land uses along Plains Road West.

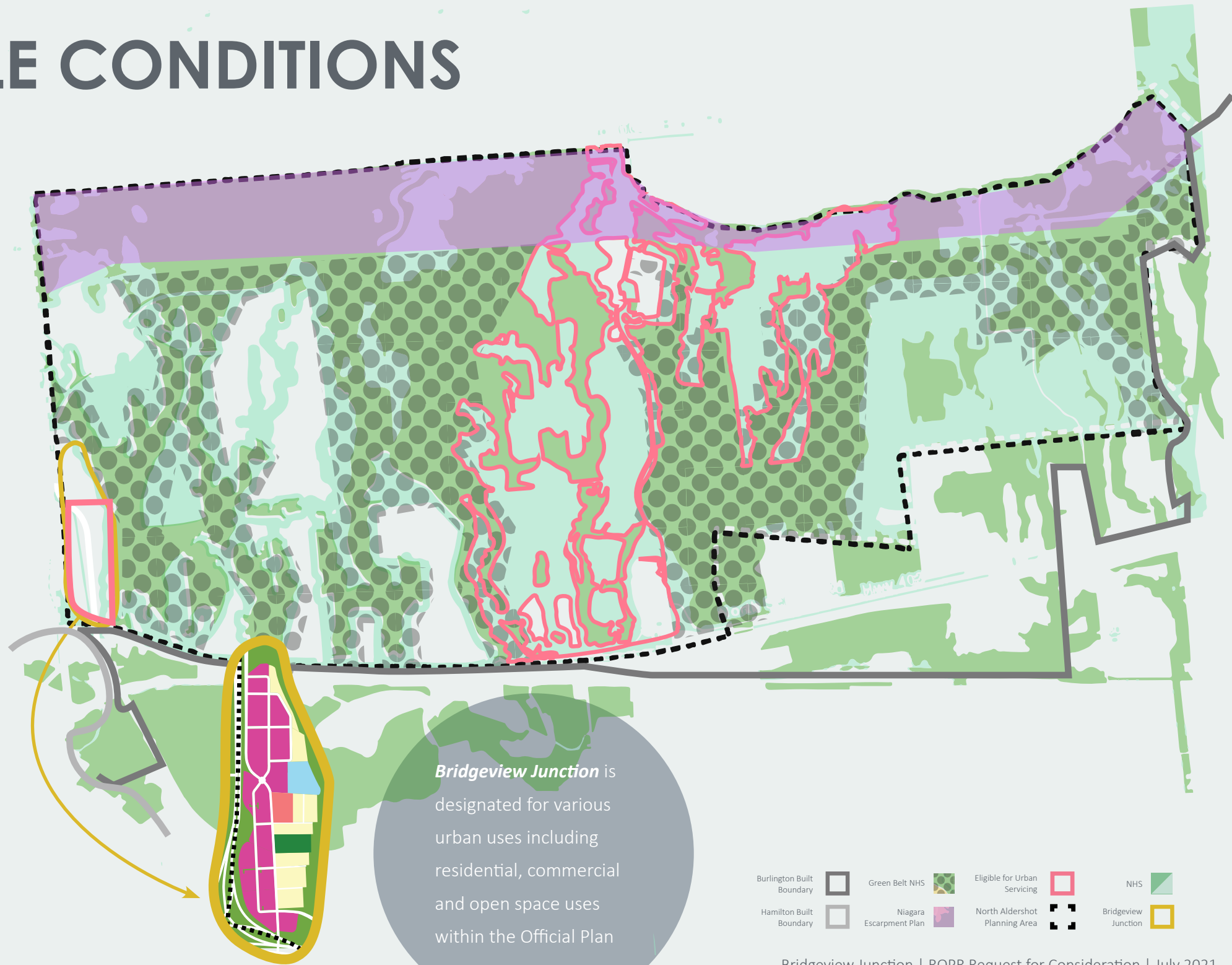
All developable lands within the Bridgeview Junction have servicing eligibility, including the existing Wedgewood Golf Centre (owned by New Horizon Development Group), where servicing is currently available to the southern portion.

The Burlington Official Plan contains special policies for this area which were introduced into the Official Plan in the 1990s from planning initiatives established within the North Aldershot Inter-Agency Review (NAIR) document. As a result of NAIR, the *Bridgeview Junction is designated for various urban uses including residential, commercial and open space uses within the OP.*

FAVOURABLE CONDITIONS

The Bridgeview Junction lands are located within the North Aldershot Planning Area and exhibit a range of favourable characteristics making this gateway to the City of Burlington a *distinct opportunity for sustainable community development*.

- OP designates various urban uses
- Neighbours the built boundaries of both Burlington and Hamilton
- Outside the NEP, Greenbelt, and NHS
- Zero removal of agricultural lands
- Existing servicing infrastructure
- Eligible for future servicing upgrades
- Vacant parcels & aging businesses
- Central to Hwys 6 and 403 and bus Route 1
- Proximity to GO, Hamilton Airport, and proposed BLAST rapid transit



WINDOW OF OPPORTUNITY

“ *The Regional review process provides the appropriate opportunity to incorporate the Bridgeview Junction lands into the urban boundary.* ”

The last policy review for the Junction was over two decades ago – within that timeframe:

- Bridgeview Junction has an open OMB (now OLT) Case No. MM150009. As a result, supporting studies have been conducted that demonstrate infrastructure to be suitable over the long term and financially viable, while protecting public health and safety, and the natural environment.
- Bridgeview Junction has an active OLT Case No. PL210040 appealing the land use policies, maps and schedules of the new Burlington Official Plan applicable to the North Aldershot Policy Area as they do not conform to the current Provincial Policy framework, specifically growth management, while affording protection to natural heritage features.

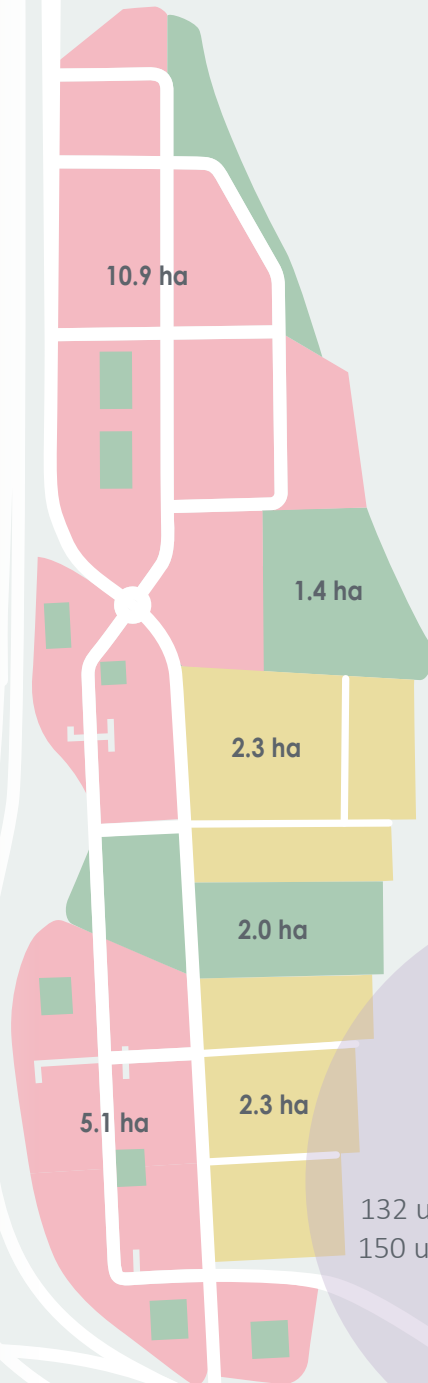
The *Regional review process provides the opportunity to review the Bridgeview Junction lands distinctly from the remaining North Aldershot Policy Area* and incorporate the existing serviced lands into the urban boundary.

PROVEN PRECEDENT

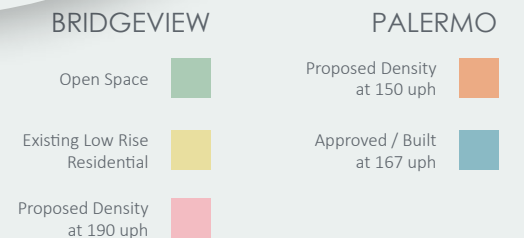
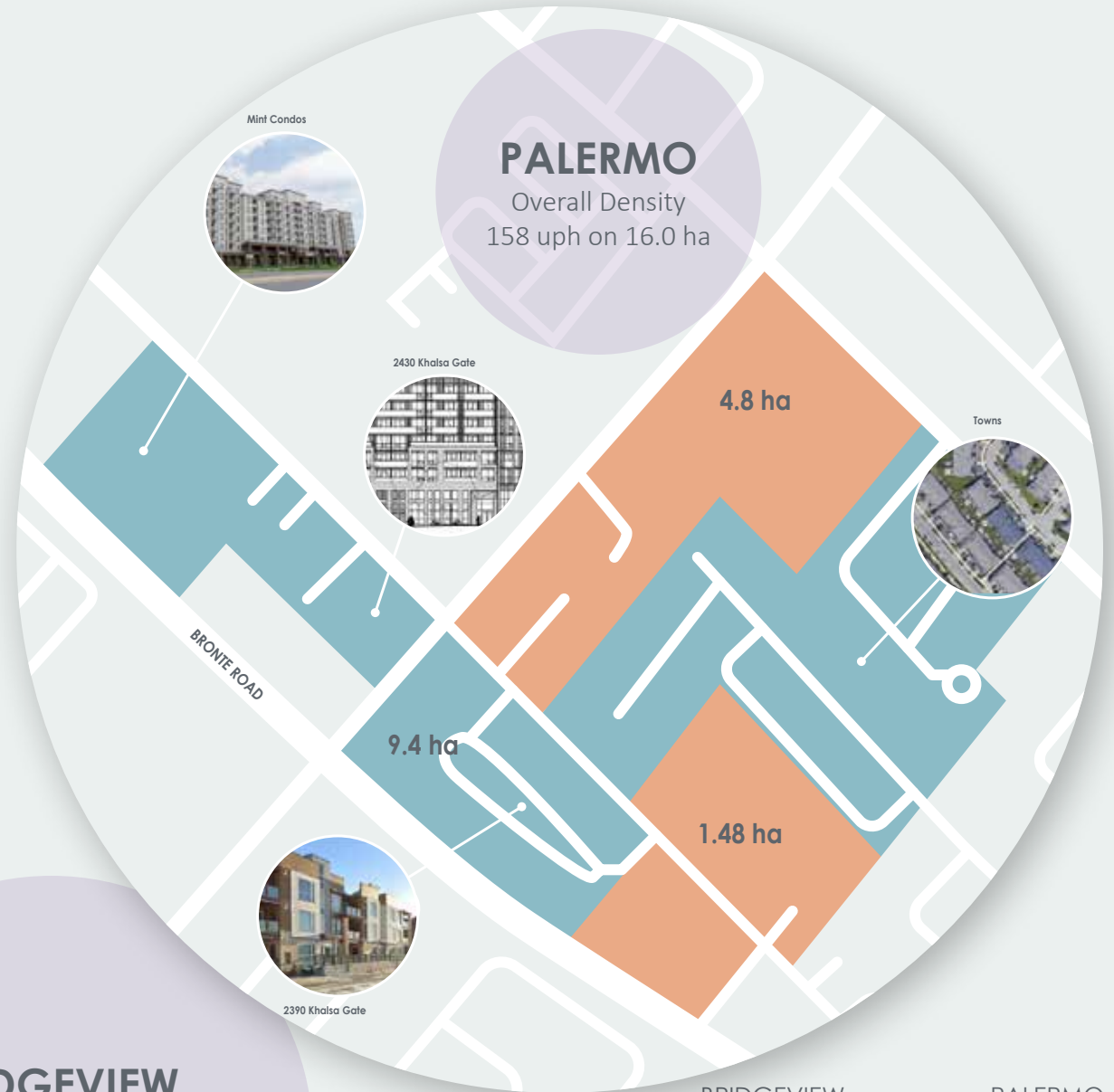
SMART GROWTH

Halton Region already has implemented proven precedent within the Palermo area of Oakville (Dundas & Bronte). Inspired by this responsible form of community development, Bridgeview Junction takes cues from the success of Palermo to inform its mixed-use configuration, connected location, and compact density. Bridgeview Junction is proposed to have a similar overall density to Palermo with a variety of housing forms. Both developments feature:

- Buildings that encourage transit usage through lower parking ratios
- Sensible and sustainable prevalence of compact built forms
- Shopping, schools and health care options in close proximity



BRIDGEVIEW
 Overall Density
 132 uph over 24.0 ha (incl. Parkland)
 150 uph over 20.6 ha (excl. Parkland)



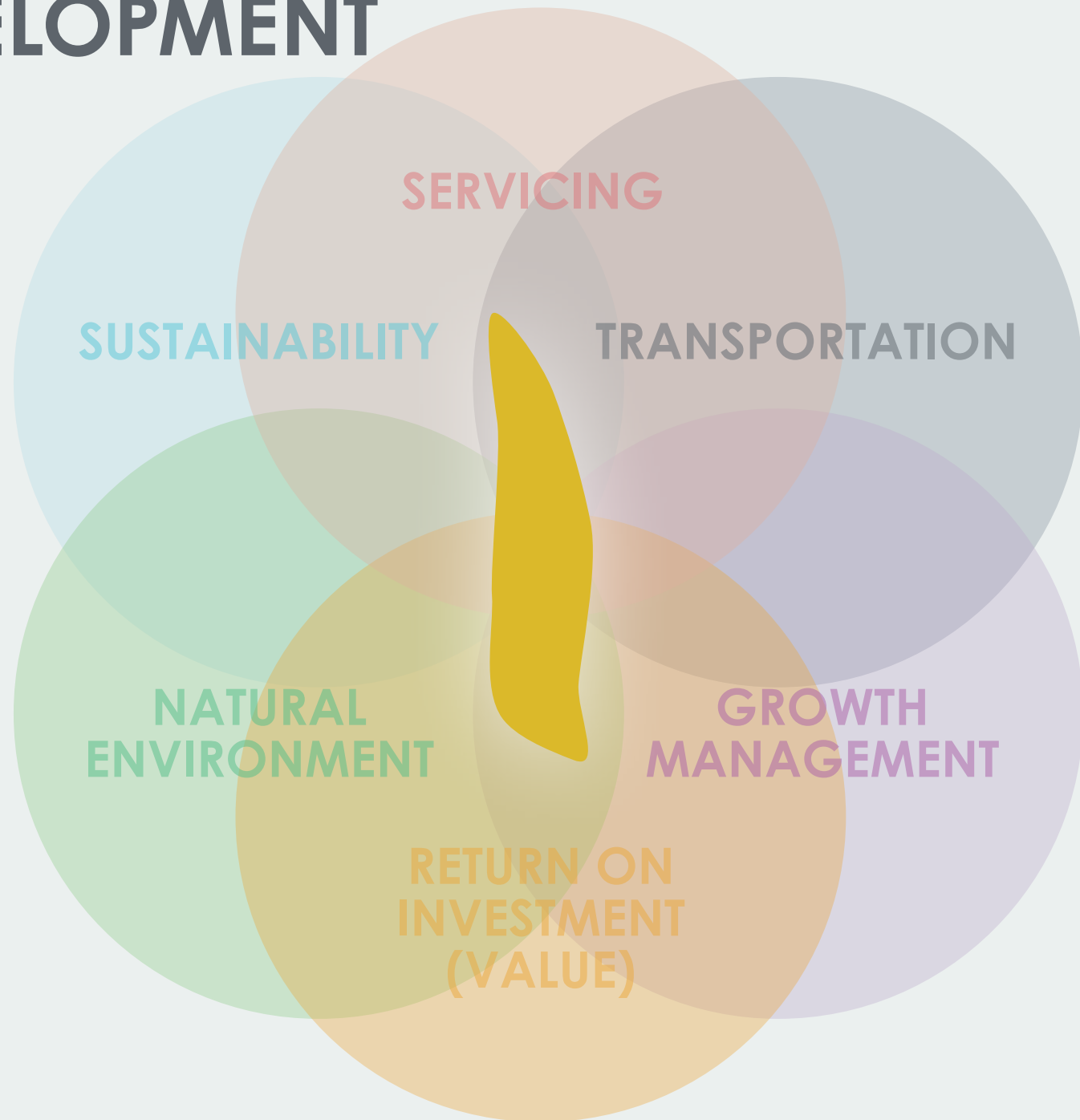
SUSTAINABLE DEVELOPMENT

CONVERGING QUALITIES

The surrounding features of Bridgeview Junction make it a *natural choice for sustainable community development* with required investment chiefly subsidized by private funding.

Together with the guiding development principles (expanded on in Slide 9), the vision is to deliver a complete compact community whose qualities align well with provincial, regional, and municipal objectives.

- Sustainability
- Natural Environment
- Growth Management
- Servicing
- Transportation
- ROI (Value Generating Spend)



SUSTAINABILITY

BUILDING ON SUCCESSES ACHIEVED THROUGH SUSTAINABLE HALTON, THE UPDATED R.O.P. WILL SEEK TO CONTINUE ITS COMPREHENSIVE APPROACH TO ADDRESS CLIMATE CHANGE

- ✔ **Agriculture**
Protect existing agricultural lands and promote on-farm diversified uses to support sustainable farm practices.
- ✔ **Natural Heritage & Environmental Quality**
Protect the natural environment which acts as a carbon sink and responds to extreme weather impacts.
- ✔ **Energy & Utilities**
Conserve energy use through compact development and promote renewable energy systems to reduce emissions.
- ✔ **Transportation**
Support the use of transit and active modes of transportation to help reduce car-dependence.
- ✔ **Growth Management**
Continue to achieve complete and compact communities and support a healthy housing mix to promote long-term resilience in Halton.

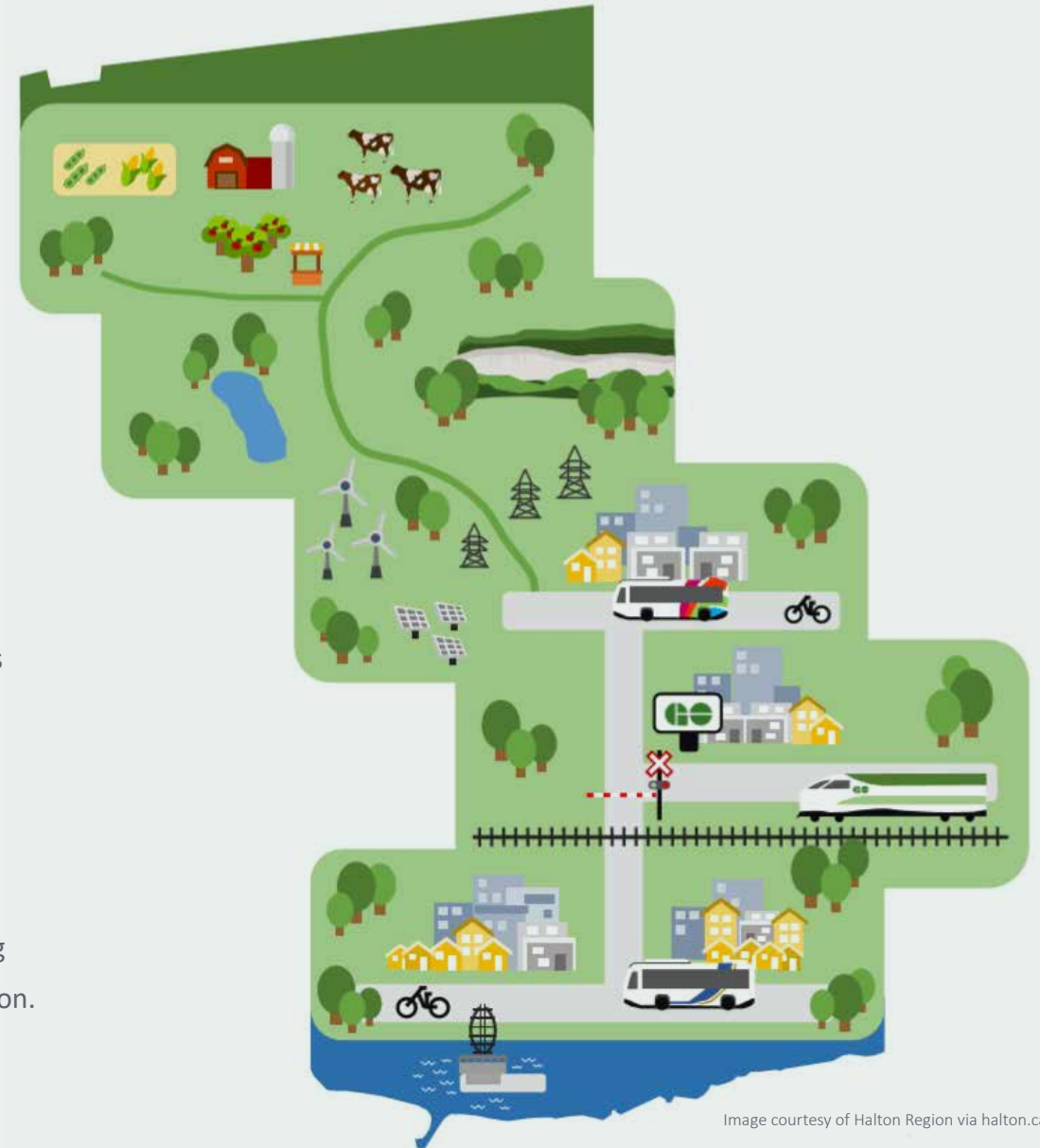
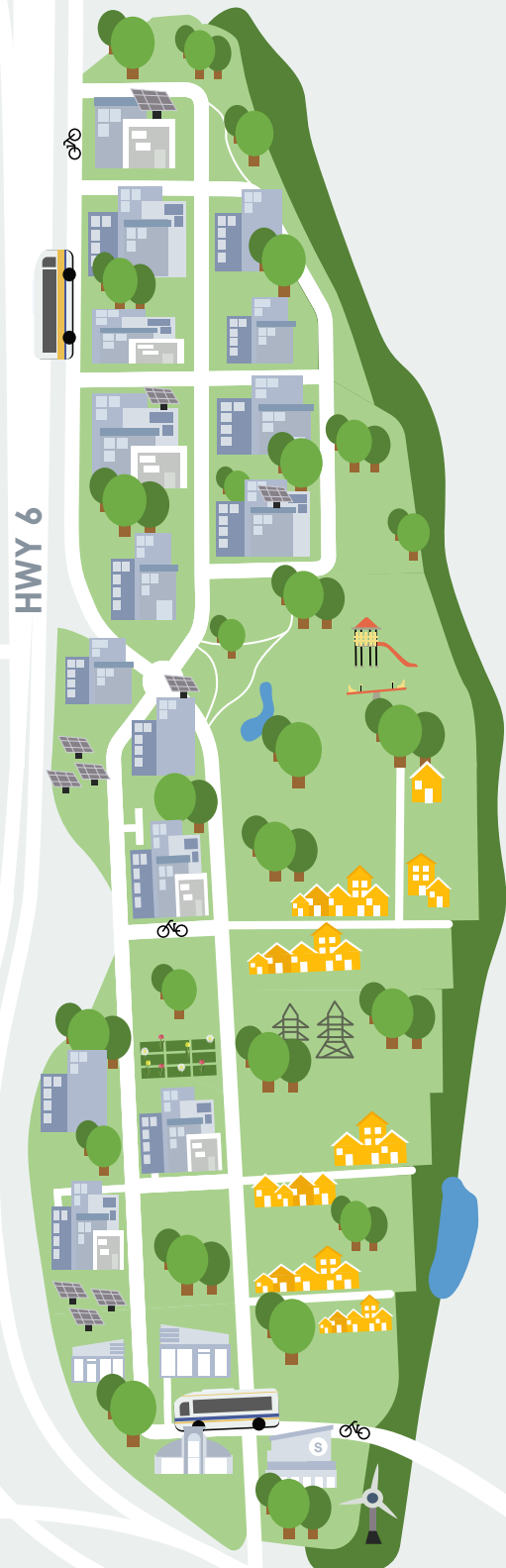


Image courtesy of Halton Region via halton.ca

SUSTAINABILITY

BRIDGEVIEW JUNCTION PROPOSES SUSTAINABLE FEATURES THAT ALIGN WITH THE GOALS OF SUSTAINABLE HALTON AND THE REGIONAL OFFICIAL PLAN



Agriculture

No loss of agricultural lands. Promotes opportunities for urban agriculture.

Natural Heritage & Environmental Quality

Zero encroachment into the natural heritage system and will provide innovative solutions for stormwater management and complementary landscaping.

Energy & Utilities

High quality building designs that maximize energy conservation and include in situ renewable energy generation such as geothermal energy exchange and solar panels.

Transportation

Access to a well-connected transportation network including commuter and local transit options, a growing cycling network and local amenities in walking distance which provide alternatives to traditional car-dependant greenfield developments.

Growth Management

Bridgeview Junction will flourish as a **complete compact community** with a mix of housing, commercial and employment options that provide residents the opportunity to live, work and play.

DEVELOPMENT PRINCIPLES

The vision for Bridgeview Junction is governed by principles that are focused on delivering a **complete compact community**.

1 URBAN

Support an **urbanized condition** for Plains Road West through Bridgeview Junction that complements the desired mixed land use pattern, with emphasis on active transportation, and connections to regional transit facilities and amenities; generate a threshold for increased community services.

2 GATEWAY

Establish Bridgeview Junction as a **dynamic gateway** for the western entrance to urban Burlington through the form, use and character of development.

3 SUSTAINABLE

Embrace a **sustainable mindset** for the design of all buildings and landscapes that positions the development as an example of forward-thinking sustainability.

4 MIXED USE

Integrate a **mix of uses** including Employment that provide a vitality and diversity of living and working opportunities throughout the area.

5 QUALITY DESIGN

Embrace **quality architectural design and innovation** for all buildings that prominently display Bridgeview Junction as a landmark in the area.

6 CONNECTED

Provide high quality development edges to the surrounding **natural fabric** that protect these features and functions.

7 WALKABLE

Establish a more fine-grained series of **circulation routes** and open spaces within larger development blocks that assist with improving walkability.

8 COMPATIBILITY

Recognize that **appropriate transitions** in land use and forms are important to existing low-rise residential and providing the opportunity for additional municipal services.



SUSTAINABILITY

CREATING CLIMATE RESILIENCE WITHIN THE COMMUNITY

In response to Halton's Climate Change Discussion Paper (part of the Regional Official Plan Review) and Burlington's Climate Action Plan, New Horizon is proposing a community design standard that will be eligible for **LEED v4.1 Cities and Communities** certification. These sustainable development requirements will be embedded within the Official Plan Amendment and will require low-impact development practices and implement effective climate change adaptation and mitigation strategies.

ADAPTATION TO CLIMATE CHANGE

Climate change necessitates that developments be prepared for more extreme weather events including increased average temperatures, fluctuating precipitation levels and rapid cycling of conditions. To **adapt to changing conditions**, Bridgeview Junction will implement measures including but not limited to:

- Minimal surface paving and green/white/blue roofs to reduce heat island effects
- Permeable pavements, bioswales, and retention strategies to more effectively manage stormwater
- Wildlife support such as bird-safe glazing, pollinator-friendly landscaping, and movement corridors
- Initiatives such as urban agriculture and farmers' markets to increase access to fresh food

MITIGATION OF CLIMATE CHANGE

The very nature of compact, connected communities results in smaller per capita carbon footprints. In an effort to support the **reduction of GHG emissions**, Bridgeview Junction will provide:

- Local renewable energy generation through district geothermal exchange and solar panel installations with the goal of carbon neutrality
- Offer a range of unit types and sizes to reduce unnecessary heating and cooling of unused spaces
- A compact community design that provides local commercial and employment options and is proximally located to necessary amenities
- A range of both local and commuter transportation options
- Extensive EV charging infrastructure to support the switch to electric vehicles

"We believe that sustainable communities improve the quality of life for those who live and work there."

- Jeff Paikin
President, NHDG

SUSTAINABILITY

BUILDING GREEN. BUILDING SMART.

Buildings built within the Bridgeview Junction community would yield significant investment from New Horizon to provide for the following features:

1. Sustainably designed buildings through LEED and Energy Star initiatives
2. Smart buildings with fully wired and connected systems
3. Geothermal and solar energy generation with the goal of carbon neutrality
4. Improved building design to maximize energy efficiency and minimize heat loss and solar gain
5. Reduced HVAC demands of more compact, well-designed units
6. Reduced municipal water use and stormwater-sourced irrigation
7. EV charging infrastructure to support electric vehicles

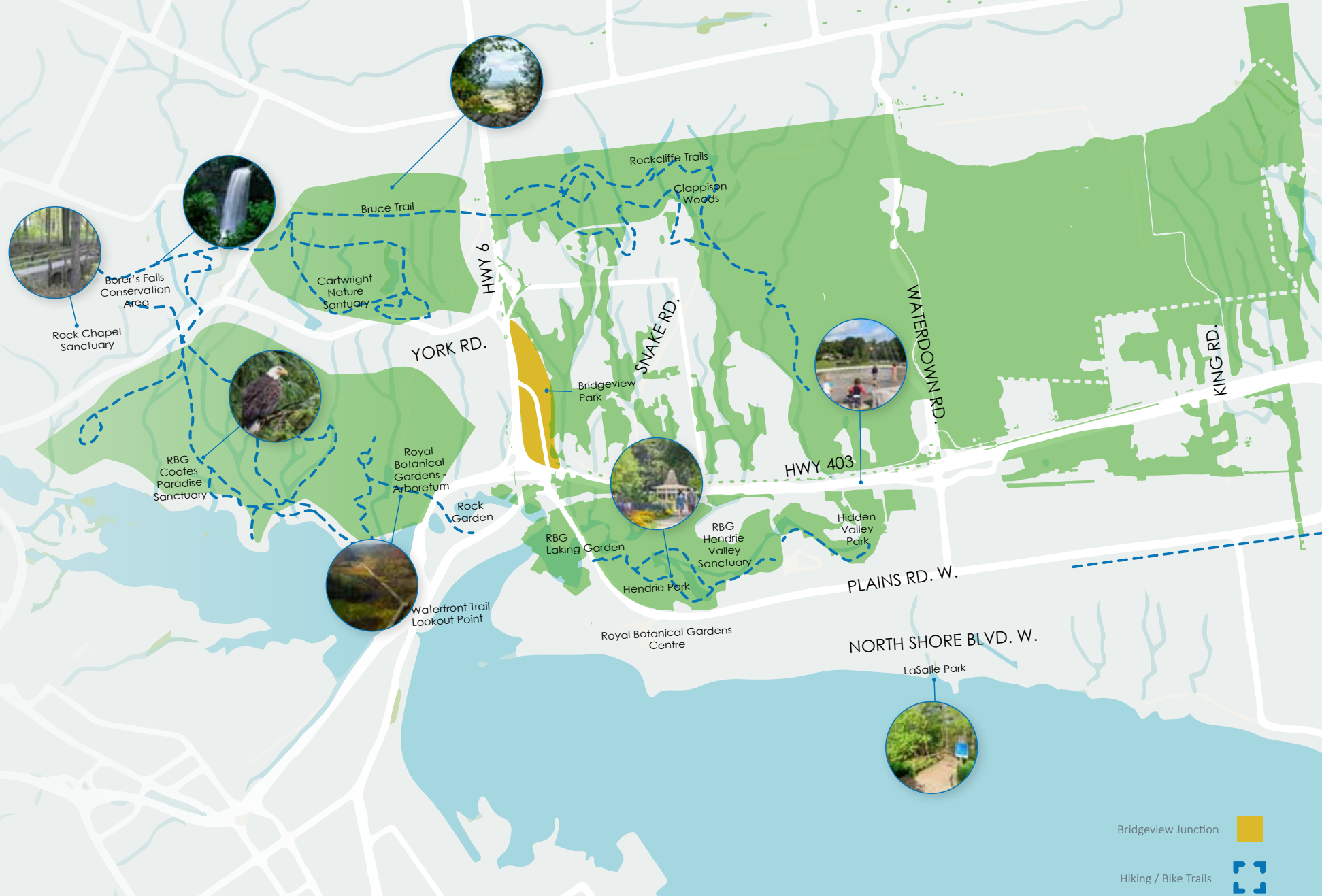




NATURAL ENVIRONMENT

NATURALLY CONNECTED

The Bridgeview Junction is directly adjacent to the extensive Natural Heritage System in North Aldershot providing future residents with ample opportunity to engage with nature which promotes stewardship of the environment.

The Bridgeview plan will require complementary sustainable development standards to *ensure that these natural features are supported and enhanced* so that they are available for generations to come.



Bridgeview Junction 
Hiking / Bike Trails 

GROWTH MANAGEMENT

CENTRAL LOCATION

Located *in the heart of the Hamilton-Burlington corridor*, Bridgeview Junction provides easy access to:

- Several communities including Waterdown, Aldershot, Downtown Hamilton and Dundas
- Schools including McMaster University
- Shopping (2km to nearest grocery store)
- Recreational facilities such as Dundurn Castle and the RBG
- Extensive commuter infrastructure (GO stations, major highways, bus routes, and an international airport)



- Bridgeview Junction 
- Hamilton / Burlington Boundary 
- Amenities 

TRANSPORTATION

ACTIVE TRANSIT OPTIONS

Bridgeview Junction is *central to transit hubs*, providing highly accessible connections to:

- Current and proposed local transit and cycling routes
- Access to larger Burlington and Hamilton transit networks via the Plains Road bridge
- Walkability (300m) to Route 1 bus stop
- Future routing options involving a community loop extension
- Future access to Hamilton's proposed BLAST rapid transit network
- Connection to dedicated Burlington bike lanes under expansion



TRANSPORTATION

EXISTING ROAD NETWORK

Development of Bridgeview Junction is afforded significant cost-savings through the efficient use of existing road systems:

- Supported by an existing network – **NO NEW MUNICIPAL ROADS REQUIRED**
- MTO planned improvements to Hwy 6 / York / Plains interchange
- Potential rapid transit BLAST route to Waterdown and Downtown Hamilton
- Opportunity for MTO and BLAST road improvements to be coordinated with development
- Short distances to other amenities adjacent to Bridgeview Junction
- Decreased carbon footprint compared to greenfield developments in both road construction and future use



SERVICING

WATER IN PLACE

Water service is currently being provided by Hamilton – and while current flow conditions limits the future density of Bridgeview, **successful connection to existing Burlington infrastructure requires minimal investment of a 300 metre installation** along Plains Road.

Multiple options exist for pumping station and reservoir locations which could be facilitated as part of an approved Bridgeview Junction development with **minimal investments apportioned over a 10-year period.**

Efficient use of existing water infrastructure and short distances to trunk mains results in reduced water volume and smaller environmental footprint per unit of servicing.



SERVICING

SANITARY IN PLACE

Servicing Bridgeview *has many advantages* over greenfield areas:

- Directly adjacent to the current built boundary with sanitary service already provided by Halton Region
- Several upgrades have already been proposed for Plains Road W including twinning lengths of pipe to increase capacity
- The Bridgeview pumping station would only require upgrades with increasing capacity phased to meet demand over time
- New connections would be designed to limit or eliminate infiltration and inflow into the water treatment system



RETURN ON INVESTMENT

Note: Costs are illustrative of one proposed phasing scenario at 2021 pricing. Development Charges are calculated using 2021 rates and represent a proposed unit mix of predominantly multiple dwelling units.

2022 PHASE 1

10% Residential
(300 units)
0% Commercial



Connect to existing water services



Upgrade to pumping station may be required



No road upgrades required for first phase

Halton DCs: \$6.2M
Burlington DCs: \$1.6M

15% of Servicing Costs \$3.1M
Existing Road Capacity

2027 PHASE 2

30% Residential
(900 units)
25% Commercial
(15,000m²)



Connect water to Burlington; Build water pumping station and reservoir



Upgrade sanitary pumping station and increase pipe capacity to pumping station



Roundabout at Hwy 6 & York Rd



All-way stop and turn lanes at Plains & York & Old York Roads
Two-way stop at central intersection

Halton DCs: \$21.1M
Burlington DCs: \$6.0M

67% of Servicing Costs \$13.4M
60% of Road Costs \$3.0M

2032 PHASE 3

60% Residential
(1,800 units)
75% Commercial
(45,000m²)



Upgrade water main between RBG and trunk main



Upgrade sanitary pumping station and increase pipe capacity to trunk sewer



Upgrade roundabout at Hwy 6 & York Rd



Signalize intersections at Plains & York & Old York Roads
Signalize central intersection

Halton DCs: \$44.9M
Burlington DCs: \$13.5M

18% of Servicing Costs \$3.4M
40% of Road Costs \$2.0M



A HISTORY OF SUSTAINABILITY

Since 1993, New Horizon Development Group (NHDG) has built over 30 communities throughout the Greater Hamilton Area.

As the proud recipient of the inaugural “Builder of Canada’s Green Home of the Year” by the Canadian Home Builders’ Association, New Horizon Development Group (NHDG) is always mindful of its carbon footprint. The next generation of NHDG developments will achieve GOLD level LEED certification and will continue to carry NHDG forward as the leader in Geothermal Energy within mixed-use developments in the Greater Golden Horseshoe.



HISTORICAL CONTEXT

Chronology of Events of the North Aldershot Planning Area and NHDG Lands Within the Bridgeview Area

1971, June – City of Burlington OPA 49 came into force and designated a portion of North Aldershot as the Central Settlement Area with a potential population of 3000 subject to servicing being extended to the area

1980, August – City of Burlington OPA 101 incorporated the Parkway Belt West Plan into the OP

1985, June – First Niagara Escarpment Plan adopted

1994, June – North Aldershot Inter-Agency Review recommendations were adopted by the City of Burlington and the Region of Halton

1997, March – City of Burlington Official Plan (1994) came into force upon regional approval without any modifications to the North Aldershot area

1998, June – Halton Region Official Plan Amendment Two ('ROPA 2') established the North Aldershot Policy Area which are still in force today, carried forward in ROPA 25, the five year review initiated in 2002 and ROPA 38, the official plan review initiated in 2006

2005, February – Greenbelt Plan comes into force

2006, June – Growth Plan for the Greater Golden Horseshoe comes into force

2009, August – NHDG begins construction of Gateway Townhouses at 1491 Plains Road West in the Bridgeview Precinct

2014, December – NHDG submitted ROPA for 1535 Plains Road West proposing to include the lands within the "Area Eligible for Urban Services" overlay. The Region took the position that insufficient information was provided and that the application was a form of a settlement boundary expansion.

2015, March – NHDG files a motion with the OMB to reconsider the determination; the OMB ruled that upon completion of the necessary studies, an application be accepted by the Region (MM150009)

2017, June – Greenbelt Plan updated by the Province

2017, June – Niagara Escarpment Plan updated by the Province

2018, June – NHDG submitted an OPA and ZBA for 1497-1511 Old Plains Road and subsequently put on hold for the MCR

2019, June – A Place to Grow: Growth Plan for the Greater Golden Horseshoe updated by the Province

2019, September – NHDG makes a submission to the Region with regards to Bridgeview

2020, January – NHDG presents the Bridgeview Junction Precinct visioning document to the Region

2020, December – NHDG provides comment to the Regional Plan Review discussion papers as they relate to North Aldershot

2020, December – NHDG files an OLT appeal of the Burlington Official Plan with the Region (PL210040) which is currently active

SOURCES

CONTEXT MAPS

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2. AllTrails, LLC. 2021. All Trails Map. www.alltrails.ca accessed June 22, 2021.

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1. Halton Region Official Plan Review: Climate Change. www.halton.ca accessed July 14, 2021.

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1. Regional Municipality of Halton. 2018. Halton Region Official Plan, Map 1.
2. Burlington Transit. 2021. 2021 Route Map.
3. Hamilton Street Railway. 2019. System Map, December 29, 2019.
4. City of Burlington. 2021. Cycling Plan. Map 5.
5. Ontario Ministry of Transportation. 2020. Public Information Centre Presentation Slides: Highway 403 & Highway 6 Interchange Improvements from Grindstone Creek westerly to Old Guelph Road on Highway 403, and Highway 403 to Bruce Trail on Highway 6. www.hwy403hwy6preliminarydesign.ca accessed June 22, 2021.

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1. Regional Municipality of Halton. 2018. Halton Region Official Plan, Map 1.
2. Regional Municipality of Halton. 2018. Water Operating Maps, City of Burlington.
3. Regional Municipality of Halton. 2018. Sanitary Operating Maps, City of Burlington.
4. Regional Municipality of Halton. 2011. Sustainable Halton Water and Wastewater Master Plan.

