



Professional Urban Planning, Land Development & CPTED Consultants

Urban in Mind

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Re: ~ Land Access Update Letter ~

June 14, 2024

No. 1 Side Road, Grindstone Creek, Burlington, ON

The purpose of this letter is to summarize the planning approvals process for the property municipally known as "0000 1st Side Road" in Burlington, Ontario (i.e. currently vacant farmland). The site is approximately 57.24 acres / 23.16 hectares in size, with an approximate road frontage totaling approximately 47.9 metres (157.2 feet) in two separate sections (being 23.2 metres and 24.7 metres respectively) on either side of 2164 1st Side Road. The property has a lot depth of approximately 728.2 metres (2,389.1 feet). There are currently no buildings or structures on the property which is currently being used for agricultural purposes. Also, there is no established driveway on the property connecting to a public road (*although the property does have frontage onto a public road*).

The subject property predominantly contains tilled farmland separated into four agricultural fields/sections. These sections are divided by agricultural wind/tree breaks which include smaller woodland and associated wetland areas.

A site visit was conducted in August 2023 with attendees from the City, Region, and Conservation Authority to establish an appropriate location for the proposed driveway given the natural heritage features present on the site. An entrance permit application was submitted to the Niagara Escarpment Commission in December 2023 and circulated to the Region of Halton and the City of Burlington, as well as the Halton Region Conservation Authority. Comments have been received from all agencies (City, Region, Conservation) and revisions are currently underway for a revised submission to reflect the comments provided.

In my professional 'Planning' opinion, I believe that the City should be compelled to provide access to the subject property from the public fronting roadway (1 Side Road), as frontage currently exists. Similarly, the Conservation Authority should also be compelled to provide access where there are no other options available. In this instance the proposed driveway access would be located at the least impactful location on the west side frontage. Granted mitigation may be necessary (i.e. grading, buffers, etc.), but in my 'Planning' opinion access should be possible. This being said, I am of the professional opinion that it is very likely for land access to be permitted to/from the subject property via the Niagara Escarpment Commission's approval of an entrance permit, and subsequent municipal road access permit, and conservation development permit for a new driveway.

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