

REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Bronwyn Parker, MCIP, RPP, Senior Planner – Policy

DATE: April 19, 2018

REPORT NO.: PLS-2018-0029

RE: Statutory Public Meeting Report – Premier Gateway Phase 1B
Secondary Plan – Draft OPA 30 and Draft OPA 31

RECOMMENDATION:

THAT Report PLS-2018-0029 dated April 19, 2018 regarding the Premier Gateway Phase 1B Secondary Plan and related Official Plan Amendments, provided as Appendices 1 and 2 to this report, be received for information;

AND FURTHER THAT all agency and public comments received be considered by staff in the preparation of the final Plan and Amendments being brought forward for Council's consideration in June, 2018;

AND FURTHER THAT a copy of Report PLS-2018-0029 be forwarded to the Region of Halton.

BACKGROUND:

Official Plan Amendment No. 10 (OPA 10) was adopted by Council in June 2010 and approved by the Region of Halton in February 2017 with the exception of a few policies that are currently under appeal. Among other matters, OPA 10 designated lands on the north side of Steeles Avenue in Lot 1 generally between the Eighth Line and Sixth Line as Phase 1B Employment Area and Greenlands. OPA 10 also identified the need for a Secondary Plan to be prepared prior to development occurring, as well as identifying the need for an additional 75 hectares of employment land to replace land unavailable due to corridor protection for the Halton Peel Boundary Area Transportation Study/GTA West Environmental Assessment. OPA 10 also identified rural residential concentrations not expected to develop for employment uses in the short to medium term, and set out possible measures to address land use compatibility with adjacent employment uses.

Given this context, the purpose of the Premier Gateway Phase 1B planning exercise is:

- To develop a comprehensive Secondary Plan with appropriate land use designations and policies for the Phase 1B Employment Area.
- To identify up to 75 ha of additional land to be designated for employment and added to the Phase 1B area to replace the shortfall of employment lands to the 2021 planning horizon in the Town as a result of GTA West/HPBATS Corridor Protection.

The Project Consulting Team was retained in March, 2015 through report PDS-2015-0021, with project initiation/kick-off taking place in April, 2015.

On April 10, 2017, Report PI-2017-0018 regarding the Premier Gateway Phase 1B Employment Area Integrated Planning Project Preferred Land Use Concept was endorsed in principle. This report authorized staff and the consulting team to prepare a draft Secondary Plan, based on the endorsed Preferred Land Use Concept, subject to completion of the Scoped Subwatershed Study and other supporting studies.

That report also gave staff direction to initiate an amendment to the Town's Official Plan to incorporate the 75 hectares (ha) of land identified for employment uses in Lot 2 of the Project Study Area into the Urban Area. Similarly the report requested that Halton Region initiate the Area Servicing Plan as well as an amendment to the Regional Official Plan in concert with the Town's Official Plan Amendment, to incorporate the Lot 2 lands identified for employment uses into the Regional Urban Area. Approval of the Regional Official Plan Amendment is a prerequisite to the Local Official Plan Amendment.

Regional Official Plan Amendment No. 47 (ROPA 47) was approved by Regional Council on April 18, 2018. With the approval of ROPA 47, the necessary changes to Map 1 of the Regional Official Plan have taken place, re-designating the Lot 2 lands from 'Agricultural Area' to 'Urban Area', thereby also establishing the necessary Regional policy framework for the Town to continue to move forward with implementation of the required Local Official Plan Amendment (OPA 30), attached as Appendix 1 to this report.

The Official Plan Amendment dealing specifically with the draft Secondary Plan policies and related land use plan follows OPA 30. It is a comprehensive Official Plan Amendment and takes into consideration the recommendations of the Scoped Subwatershed Study, other supporting studies and comments received from agencies and the public, where appropriate. That amendment is considered Official Plan Amendment No. 31 (OPA 31), attached as Appendix 2 to this report.

COMMENTS:

A. OPA 30 – Addition of 75 ha of Replacement Employment Land

GTA West/Northwest GTA Corridor Identification Study

The GTA West Corridor includes an area of land that extends from York Region in the east through Halton Hills, to the Town of Milton in the south west. It was the subject of an Environmental Assessment (EA) Study to consider construction of a multi-modal transportation facility within the Corridor.

After approximately 11 years of study, the Ministry of Transportation (MTO) announced on February 9, 2018 that the Province was no longer moving forward with the EA, and instead was initiating a new study. This new study, called the Northwest GTA Corridor Identification Study, encompasses a study area approximately one-third of the size of the GTA West Corridor and continues to include the municipalities of Halton Hills, Milton, Brampton, Caledon and Vaughan. The study is being undertaken by MTO and the Independent Electricity System Operator (IESO) as a joint study. Information on the study webpage (<http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>) explains that,

“Based on the expected growth and infrastructure need in the area, the continued protection of a corridor is needed to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options, that will be needed to support this growth.”

The information provided to date explains that it is anticipated that the study will take approximately 9-12 months before any decisions are made, and directs affected municipalities to continue to protect for the study area corridor. Mapping has been prepared by Town staff and is included as Appendix 3 to this report, which demonstrates the extent of lands which continue to be frozen from employment land development within the Premier Gateway Employment Area. Based on the extent of land requiring continued protection for the Northwest GTA Corridor, the Town and the Region take the position that this precludes the opportunity to appropriately plan for the Premier Gateway lands east of Eighth Line along both the north and south sides of Steeles Avenue, therefore providing continued justification for identification of the 75 ha of replacement employment lands as proposed through the OPA 30 planning process.

B. OPA 31 – Premier Gateway Phase 1B Draft Secondary Plan

Supportive Studies

As discussed in previous staff reports for the Premier Gateway Secondary Plan Study, there has been an extensive amount of work undertaken in the form of technical background studies and documents which support the Town’s approach for development of a comprehensive Secondary Plan study.

A number of studies have been prepared in support of the implementation and development of the Premier Gateway Phase 1B Secondary Plan. Studies completed since Council endorsement of the Preferred Land Use Concept include:

- Functional Servicing Report (Amec Foster Wheeler, June, 2017)
- Premier Gateway Phase 1B Employment Area Secondary Plan Transportation Study (Paradigm Transportation Solutions Ltd., July, 2017)
- Draft Phase 2 Scoped Subwatershed Study – Impact Assessment and Management Strategy Report (Amec Foster Wheeler, September, 2017)
- Land Use Compatibility (Air Quality, Light, Noise) Report (Amec Foster Wheeler, September, 2017)
- Fiscal Assumptions and Preliminary Results (Hemson Consulting Ltd., November, 2017)
- Premier Gateway West Scoped Area Traffic Study Background Traffic Growth Rates and Phase 1B Traffic Forecasts (Paradigm Transportation Solutions Ltd., January, 2018)

The Draft Final Scoped Subwatershed Study Report is expected to be received by staff in advance of the final recommendation report in June, 2018. The Town's consulting team is in the process of addressing the comments received from Halton Region and Conservation Halton, and will ensure that all agency feedback has been appropriately addressed in the final report.

Similarly, the Area Transportation Study report is also anticipated to be finalized and submitted to the Town, Region and Ministry staff for review in advance of the June, 2018 recommendation report.

A summary of some of the major supporting studies is attached as Appendix 5 to this report.

B1 – Draft Secondary Plan

The Draft Premier Gateway Phase 1B Secondary Plan dated April 2018, and provided as Appendix 2 to this report, has been prepared in keeping with the Council endorsed Preferred Land Use Concept.

The Draft Secondary Plan has been organized as follows:

- Vision Statement
- Guiding Principles
- Prestige Industrial Area
- Business Commercial Area
- Residential Special Policy Area
- Natural Heritage System
- Subwatershed Study

- Transportation
- Servicing
- Agriculture
- Cultural Heritage
- Land Use Compatibility
- Urban Design
- Sustainable Development
- Phasing
- Implementation

Vision Statement:

The vision statement for the Premier Gateway Phase 1B Area states that:

The Secondary Plan Area will be a high quality, comprehensively planned, prestige employment area that forms a key component of the Town's strategic gateway. It will diversify and enhance the Town's economic base and increase employment options. Visually attractive and sustainable development will enhance the stature of the area and improve resiliency. The natural heritage resources, which help to define the character of the area, will be protected, enhanced and where possible, restored. Access and connectivity will be improved, and attractive and comfortable streetscapes will encourage, active transportation and support future public transit. Development will proceed based on full municipal services that meet the needs of businesses and existing residents.

Guiding Principles:

The guiding principles effectively identify the overarching elements which serve as key values for the Secondary Plan Area. The guiding principles discuss items such as the provision of significant employment growth on full municipal services; encouragement of high quality built form, including the establishment of urban design guidelines for the area; working with the Region to ensure appropriate gateway design for the Trafalgar Road and Steeles Avenue intersection; providing for a variety of employment uses to meet the needs of existing and future businesses; respecting the existing low density residential and institutional uses within and adjacent the Secondary Plan area and allowing for the creation of office and home based businesses in existing residential uses; and establishing an appropriate interface between new employment uses and adjacent existing agricultural areas to allow existing farming operations to continue to function effectively and efficiently.

Prestige Industrial Area:

The Prestige Industrial Area is the principal designation within the Secondary Plan area, where the predominant use of the land will be for employment uses. Development is to be designed to enhance the prominent location of the area through the creation of well-

designed and sustainable buildings, structures and landscaping in a visually attractive environment.

The Prestige Industrial Area designation speaks to the link between the Premier Gateway Phase 1B lands and the larger Premier Gateway Employment Area lands within close proximity. Permitted uses within this designation include both primary and secondary uses, and identify uses such as business and professional offices; industrial uses, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities etc. New residential uses are prohibited within the Prestige Industrial Area.

Business Commercial Area:

The purpose of the Business Commercial Area designation is to provide services that are important to support the primary employment function of the Prestige Industrial Area as well as the gateway function, including hotels, business and professional offices and limited commercial uses.

Permitted uses within the Business Commercial Area are limited and includes uses such as hotels including those with conference, exhibition and banquet facilities; business and professional offices; research and development facilities; limited retail and service commercial uses that are ancillary to and serve the main permitted industrial uses; motor vehicle service stations and restaurants.

Residential Special Policy Area:

The Residential Special Policy Area is an overlay to the Prestige Industrial Area designation. The intent of this Special Policy Area is to identify concentrations of existing residential uses along Hornby Road, Eighth Line and Sixth Line, which may not redevelop for employment uses in the short term. In an effort to address the land use compatibility of these residential uses within an employment area, special policies addressing these parcels have been proposed in the Secondary Plan, and in particular the requirement for a study for development proposals adjacent to these rural residential properties.

Natural Heritage System:

The policies within the Natural Heritage System designation reflect the systems approach taken to ensure the protection, preservation and enhancement of the Natural Heritage System. They recognize that the Natural Heritage System is a critical component of a healthy community, and helps to define the character of the area. Permitted uses within the Natural Heritage System are considered only in accordance with the objectives of the secondary plan and Conservation Halton regulations.

The policies of the Natural Heritage System designation speak to key features; buffers; linkages; watercourses and enhancement areas, as well as the need to restore and

enhance natural features and areas where possible. Headwater Drainage Features; Woodlands; Wetlands; Significant Wildlife Habitat and Species at Risk are also identified within the Natural Heritage System policies.

Subwatershed Study:

The policies within this section of the Secondary Plan discuss the Scoped Subwatershed Study undertaken in conjunction with the Secondary Plan as one of the key components of the Integrated Planning Project. The policies discuss the key elements evaluated through the Scoped Subwatershed Study, and require that all new development in the Secondary Plan Area generally comply with the recommendations of the Scoped Subwatershed Study.

The policies of the Subwatershed Study section discuss Subwatershed Impact Studies (SISs), and identify the requirement to submit these SISs in support of a complete development application. The framework and Terms of Reference for the SISs is outlined in Appendix A to the Secondary Plan, and shall be refined on an individual basis. SISs must be approved by the Town in consultation with Conservation Halton and the Region of Halton.

Transportation:

Policies within the Transportation section discuss the multi-modal transportation network proposed throughout the Secondary Plan Area, with significant connections to the larger Premier Gateway Employment Area. The intent is to provide easy access to major population areas within the Town, as well as key transportation corridors.

The policies of the Transportation section specifically address the overall road network; active transportation, including walking, cycling and lightly motorized modes of travel; transit and transit supportive land use; transportation demand management and parking.

Servicing:

The Servicing section policies focus primarily on the requirements for submission of Functional Servicing Studies in support of the subdivision or site plan approval processes. Policies also discuss municipal water and wastewater services; stormwater management and utilities.

Agriculture:

The policies within the Agriculture section discuss the full range of existing and new agricultural, agriculture-related and secondary agricultural uses being permitted within the Secondary Plan Area until such time as the lands are proposed for development. The policies specifically identify that nothing in the Secondary Plan will limit the ability of farmers to carry out normal farm practices in accordance with the Farming and Food

Protection Act. The policies also discuss the Minimum Distance Separation One formula, and the requirement for reflection of same via the implementing Zoning By-law.

Cultural Heritage:

The Cultural Heritage section identifies the rich cultural heritage evident within the Town, and requires that Cultural Heritage Resources be identified, conserved and enhanced wherever practical and that new development occur in a manner that respects the Town's heritage.

The policies discuss the Cultural Heritage Recourses that are currently listed on the Town's Heritage Register, as well as the additional resources recommended as candidates for conservation. The policies require that as part of a development application, a Cultural Heritage Impact Statement be prepared in accordance with Town standards.

Land Use Compatibility:

The significance of the land use compatibility policies are discussed throughout this report. These policies provide the requirements for buffering and/or mitigation of proposed industrial uses where adjacent to existing residential uses. The policies require that where new facilities are proposed in proximity to existing sensitive land uses, a proponent will be required to undertake the necessary impact analysis and implement as a condition of approval, the appropriate mitigation or abatement measures. The potential for Air and Noise impacts associated with new facilities are required to be addressed by provincial permitting and review tools, including those such as Environmental Compliance Approvals, Environmental Activity and Sector Registries, or Environmental Assessments.

Policies within the Land Use Compatibility section specifically address key elements including noise and vibration; air quality; lighting and construction activities. These policies require that all development applications be required to identify means to minimize and mitigate light pollution and suggest consideration of International Dark Sky guidelines. They recommend control effects for construction activities (including emissions) which consider scheduling, monitoring and mitigation techniques throughout. The policies also identify the importance of communication with impacted residents during the planning and construction phases.

Urban Design:

The policies within the Urban Design section are focused around the high profile gateway location of the Secondary Plan area, as well as the larger Premier Gateway lands. The policies discuss the need to ensure that all future development reflect high quality architectural and urban design standards. The importance of an attractive public realm, a comfortable and engaging environment and a consistent level of design quality are discussed.

Key locations such as the Trafalgar Road and Steeles Avenue intersection are discussed in greater detail, noting the importance of promoting a distinct visual presence and sense of arrival in these areas.

Sustainable Development:

In keeping with the sustainability initiatives of the Town, the Sustainable Development section of the Secondary Plan proposes to facilitate development by addressing such matters as energy conservation; water conservation and quality; natural environment; air quality; waste management; communication and transportation and/or community design.

Phasing:

The Phasing and Implementation sections discuss the need for development to occur in phases in order to ensure that major capital projects are provided in a cost-effective and timely manner as the area develops.

Implementation:

The Implementation policies require that the Secondary Plan be implemented in accordance with the parent Official Plan and note that the Town may request a peer review of any reports, plans and/or studies submitted in support of a development application.

The Draft Secondary Plan proposes to implement the policy directions established throughout the Integrated Planning Project for the Secondary Plan lands, which has been supported by a series of technical studies and public consultation sessions throughout the study process.

B2 – Changes from Preferred Land Use Concept to Draft Secondary Plan

Since the Preferred Land Use Concept has been endorsed, certain elements of the plan have been revised. These revisions have been made based on additional technical information resulting from continued finalization of the various technical reports, including the Scoped Subwatershed Study among others. The key changes and a brief description as to the rationale behind them include:

1. relocation of a watercourse on the Hornby Glen Golf Course lands;
2. delineation of a Wetland and identification of a Headwater Drainage Feature (HDF) on the UPS lands;
3. relocation of the NHS Enhancement Area on the property at 8131 Hornby Road;
4. relocation of the Business Commercial Area on the north side of Steeles Avenue;
5. realignment of Proposed Collector Road 3 in two locations; and
6. identification of additional Cultural Heritage Resources within the Study Area.

Relocation of the Hornby Glen Golf Course Watercourse:

As discussed in report P&I-2017-0018, the Preferred Land Use Concept contained a proposed Natural Heritage System which was subject to further refinements, through the work which was to be undertaken as part of Phase 2 for the Scoped Subwatershed Study. One of these identified areas included the westernmost watercourse on the Hornby Glen Golf Course lands.

Through the Phase 2 study and further discussion with technical staff from the Region and Conservation Halton, it has been determined that the western watercourse can be relocated immediately adjacent to the eastern watercourse, allowing for a more contiguous block of land being made available for future development opportunities and providing an ecological benefit to the watercourses. As a result of this agreement among the Town and agencies, the draft Land Use Plan reflects the relocation of this watercourse; however, this relocation remains subject to confirmation and detailed relocation at the SIS stage.

Identification of Wetland and Headwater Drainage Feature at Trafalgar and Steeles Avenue:

Through the additional analysis completed as part of the Phase 2 Scoped Subwatershed Study, a combined Wetland and Headwater Drainage Feature (HDF) was identified on the UPS lands located in the area of Trafalgar Road and Steeles Avenue. The combination of the two elements increases the environmental significance of the feature, which necessitated its identification on the draft Land Use Plan as a Wetland and Headwater Drainage Feature, linking back to specific policies regarding its potential relocation within the draft Secondary Plan text.

Relocation of an NHS Enhancement Area at 8131 Hornby Road:

The Preferred Land Use Concept had depicted an NHS Enhancement Area, which was reflective of what was at the time, an existing man-made pond at 8131 Hornby Road. The Enhancement Area was determined based on the identification of Significant Wildlife Habitat and Amphibian Breeding Habitat in the Phase 1 Scoped Subwatershed Study. Significant Wildlife Habitat is considered a “Key Natural Heritage Feature” in both the Town and Region’s Official Plans, requiring it to be protected within the Natural Heritage System.

Subsequent to the completion of the Phase 1 Subwatershed Study, the pond in question was filled in. In order to address this matter to the satisfaction of the Region and Conservation Halton, it was agreed that the pond could be re-constructed in a different location immediately adjacent to the Coulson Tract/Regional Forest. This work which has largely been completed by the owners to the satisfaction of the agencies, will facilitate the recreation of the significant wildlife and amphibian breeding habitat.

Relocation of the Business Commercial Area:

The Supportive Commercial Needs Study identified that between and 8 and 17 acres (3 to 6 ha) of supportive commercial uses were warranted in the Secondary Plan Area, specifically along the Steeles Avenue corridor. It recognized that there are good locational attributes for having these uses on both sides of Steeles Avenue at the Trafalgar Road intersection; and noted the benefits of them in proximity to Toronto Premium Outlets (TPO), and the Gateway land use designation in the Premier Gateway south of Steeles Avenue.

The Preferred Land Use Concept proposed a narrow Business Commercial Area designation on the north side of Steeles Avenue across from the TPO, moving westerly in an attempt to implement what was recommended in the Supportive Commercial Study. At the time, it was anticipated that the area would build on and enhance the location of existing commercial uses, including the TPO site, and provide an appropriate location for one or more hotels and associated uses.

Upon finalization of the various supportive studies, constraints emerged on the site at the northeast corner of Trafalgar Road and Steeles Avenue. These constraints include the identification of the Wetland and HDF discussed earlier in this report. In addition, comments received from UPS identified that they will require their entire site for a potential future distribution centre and associated parking area.

As such, it was determined that the limited amount of proposed Business Commercial Area should be relocated. The draft Land Use Plan currently depicts a deeper Business Commercial Area on the west side of Trafalgar Road, stretching over to the realigned Proposed Collector Road 3. This additional depth of the proposed Business Commercial Area will allow for larger contiguous Supportive Commercial Uses, potentially providing an appropriate area for the hotel and convention centre uses within the Premier Gateway Employment Area.

Realignment of Proposed Collector Road 3:

Proposed Collector Road 3 runs in an east-west direction from Eighth Line in the east, across Trafalgar Road immediately adjacent to the Regional Forest, and becomes a north-south road ultimately connecting on the north side of Steeles Avenue, west of Trafalgar Road (and linking to a possible “ring road” south of Steeles Avenue, which is under evaluation by the Area Transportation Study).

When the Preferred Land Use Concept was endorsed by Council, the connection at Steeles Avenue was closer to Trafalgar Road, which upon further traffic analysis, caused concern for both the Town and Halton Region in terms of intersection spacing along Steeles Avenue. With the relocation of the Business Commercial Area along the north side of Steeles Avenue and the concerns regarding intersection spacing, the decision was made to move the connection of Proposed Collector Road 3 with Steeles Avenue further west, to a mid-block location between Hornby Road and Trafalgar Road.

The conceptual alignment of Collector Road 3 with Steeles Avenue, as depicted on the Draft Land Use Schedule, potentially impacts the existing Bahr Saddlery building. The location is based upon Region arterial road intersection spacing requirements. The optimal location for the road would be typically determined at the detailed design stage, but will also be reassessed prior to the June 2018 recommendation report to Council.

The Proposed Collector Road 3 has also been realigned where it runs east-west between Trafalgar Road and Eighth Line. At the time of development of the Preferred Land Use Concept, the road had been proposed to cross the Natural Heritage System in a diagonal direction, cutting through a portion of the lower section of the Lot 2 parcel, maintaining what is considered to be an appropriate distance from the existing Eighth Line residential dwellings.

After additional consideration of the proposed road layout and evaluation of the contiguity of the parcels in the area, it was determined that the Proposed Collector Road 3 should be realigned. In order to ensure optimal opportunity for comprehensive development of the lands in the area, and ultimate configuration of the east-west portion of the proposed road, it has been realigned on the draft Land Use Plan along the property lines between Lot 1 and Lot 2 for the majority of its length, swinging further north as it approaches Eighth Line to ensure the appropriate distances from the Eighth Line residential dwellings is maintained.

Identification of Cultural Heritage Resources:

As noted previously, the Draft Secondary Plan identifies several cultural heritage resources, for which the impact of development would need to be assessed at the time of a development application, and conservation options considered based upon the outcome of the cultural heritage assessment. The Cultural Heritage Assessment report recommendations have been reviewed by the Town's heritage planner and Heritage Halton Hills. Consequently, 6 additional buildings identified in the report have been recommended for identification on the Secondary Plan land use schedule. These buildings are located at:

- 8156 Hornby Road;
- 8140 Hornby Road;
- 12993 Steeles Avenue;
- 13029 Steeles Avenue;
- 13265 Steeles Avenue;
- 13571 Steeles Avenue.

These buildings are not yet identified on the draft Secondary Plan land use schedule, pending review and verification by the Town's heritage consultant. Upon confirmation by the heritage consultant, these buildings would be identified on the draft Secondary Plan land use schedule, for consideration by Council in June 2018.

C. Feedback Received on the Draft Secondary Plan

The Premier Gateway Phase 1B Draft Secondary Plan has been available for public review and comment since December, 2017. It was circulated to the Technical Advisory Committee and Steering Committee (which includes landowner representatives) in November, 2017. Comments have been received from various circulated agencies, as well as interested landowners and members of the public since that time. The comments received have been comprehensive in nature, yet are in most instances, focused on similar themes or areas of concern. The comments have been separated out between 'public' and 'agency' feedback received, with themes being identified and further explained below.

Public Comments

Comments received from the public throughout the exercise have been consistent, and focus on the themes of transportation/roads; land use compatibility; land uses within the employment area and water and wastewater servicing. The Public Consultation Summary document from the March 1, 2018 Public Open House is attached as Appendix 4 to this report.

Transportation/roads

A consistent concern is with respect to inadequacy of existing roads within the Study Area and whether or not those roads will be able to take on the expected increase in both vehicular and truck traffic with future development of the Secondary Plan Area. Pedestrian infrastructure, such as sidewalks along Hornby Road and Steeles Avenue has been suggested by the public.

In July, 2017 the Premier Gateway Phase 1B Employment Area Secondary Plan Transportation Study was completed in support of the comprehensive Secondary Plan Study. That report identified the necessary road network improvements required to serve the proposed Premier Gateway Phase 1B development; outline the internal road network and provide direction for transit, walking and cycling use.

The Premier Gateway West Scoped Area Transportation Study (ATS) is being completed to identify improvements to local, regional and provincial transportation networks that are required to serve existing and planned development in the Premier Gateway Area. The ATS relies upon and builds on the data and analysis which was presented in the July, 2017 Secondary Plan Transportation Study.

A detailed staff response will be provided through the final recommendation report, however, the Area Transportation Study has comprehensively assessed the proposed road network and its conclusions will ultimately inform the final road network.

Buffering/land use compatibility

Staff has heard both through comments received at the Public Open House and through subsequent letters received from area residents, that buffering between existing residential properties and proposed employment development is a significant concern. Mitigation measures such as noise walls, vegetation including trees and berms and increased setbacks have been requested by area residents.

Buffering will be addressed through the site specific development approval processes, in conjunction with land use compatibility studies which will be required in support of development applications to determine the appropriate mitigation measures.

Concerns specifically relating to noise, light and air pollution from the future employment development (as well as from the existing Toronto Premium Outlet mall) is also a significant concern to residents in the area. There have been requests that residents be provided the opportunity to provide more specific input into the specific types of businesses that are permitted to locate within the Secondary Plan Area in the future.

In an effort to address the concerns noted above, the draft Secondary Plan contains detailed policies regarding land use compatibility and how these elements are to be addressed through the development approval stage.

Staff have also contacted the representatives from Toronto Premium Outlets in response to the concerns voiced at the March 1, 2018 Public Open House regarding light spillage from the site and the impact on residential properties in the area. With respect to the lighting interior to the parking garage, staff understands that lighting is required to be maintained due to safety requirements for vehicular parking structures and that TPO does not have the ability to turn those lights off. Regarding the exterior 'back-lit' signage on the north side of the building, TPO have been asked to turn them off in the non-operational evening hours so as not to negatively impact neighbouring residential properties. As of the date of writing of this report, finalization with respect to this matter is still being discussed between staff and the property owner.

Water and Wastewater Servicing

Residents within the study area expressed a desire to have the opportunity for municipal water and wastewater servicing provided to their homes as part of the extension of Regional servicing to the Secondary Plan Area. Through Council resolution in April 2017, the Region of Halton was asked to begin their work for the Area Servicing Plan to consider options for providing water and wastewater servicing to the study area. Residents along Hornby Road, Sixth Line and Eighth Line have specifically requested further details regarding the opportunity to have their lands municipally serviced. Other area residents also inquired about the opportunity for gas, fibre optics and high speed internet to be provided when the area is developed for employment uses.

The Region of Halton has initiated their Area Servicing Plan study, and as noted earlier in this report, has retained GM BluePlan to complete the work. Staff will provide an update regarding the Area Servicing Plan in the recommendation report.

Based on the extent of feedback that has been received over the last number of months, especially since the March 1, 2018 Public Open House, staff has reached out to those area residents that provided specific comments, offering to meet in person. At the time of writing of this report, staff has met with multiple residents and discussed their concerns, identifying the various stages of the planning approval processes; explaining how the Secondary Plan and related Official Plan Amendments fit within the larger development of the Employment area; and discussed with them how their concerns can be addressed moving forward and how best they can continue to stay informed and involved.

Agency Comments

Town staff has received comments from various internal departments as well as external agencies including Conservation Halton and Halton Region. Many comments received on the earlier version of the draft Secondary Plan focused on elements that were primarily editorial in nature and as such, have been addressed in the April 2018 draft Secondary Plan.

Conservation Halton comments were received on April 5, 2018 and evaluated the secondary plan from a regulatory perspective, as well as provided recommended policy language with respect to the future Subwatershed Impact Studies (SISs). SISs are required by policy as a necessary step in implementation of the recommendations of the Scoped Subwatershed Study.

On April 10, 2018 comments were received from Halton Region which provided both general feedback as well as proposed specific modifications to the draft secondary plan. Comments centered around elements such as definitions, distinctions between 'primary' and 'secondary' employment uses, the Natural Heritage System policies, transportation and the overall road network.

Staff and the consultants are currently reviewing the detailed agency comments and will be meeting with both the Region and Conservation Halton staff in the coming weeks to determine appropriate revisions to the draft Secondary Plan prior to bringing it forward for recommended Council endorsement in June.

RELATIONSHIP TO STRATEGIC PLAN:

The recommendations within this report support the Town's Strategic Goal C: Foster a Prosperous Economy.

This is supported through the Strategic Objective: C.1: To ensure an adequate supply of employment lands to provide flexibility and options for the business community and provide a range of job opportunities.

Specifically, Strategic Actions:

- C.1 (a) Undertake a Secondary Plan process for the Future Employment Area identified in OPA No. 10, and implement into Town Official Plan.
- C.1 (c) Preserve 2031 employment lands through HPBATS Corridor Protection process, by re-location if necessary, to ensure 340 ha secured through ROPA 38.

The recommendations also support the top Strategic Priorities for the 2014-2018 Council Term including the following priority which directly relates to the Integrated Planning Project:

Priority #6 – Economic Development

Complete a Secondary Plan for the Premier Gateway Phase 1B lands, based on a renewed vision for the employment uses that the Town wishes to attract to this area.

FINANCIAL IMPACT:

There are no direct financial impacts associated with this report.

CONSULTATION:

The Premier Gateway Phase 1B Secondary Plan Study has been carried out in keeping with an agreed upon Project Charter involving various internal departments and external agencies, including both Halton Region and Conservation Halton.

Discussions with key internal departments including Finance, Economic Development, Engineering and Recreation & Parks have occurred throughout the completion of the Integrated Planning Project.

PUBLIC ENGAGEMENT:

There have been multiple Public Open Houses; Workshops; Area-Specific Residents meetings and individual property and landowner meetings take place throughout the Integrated Planning Project lifecycle. These meetings have contributed to all three levels of the public engagement charter including to inform, engage and consult with the public.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Cultural Vibrancy, Economic Prosperity, Environmental Health pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is Very Good.

COMMUNICATIONS:

Upon Council approval of this report, a copy should be forwarded to the Region of Halton.

CONCLUSION:

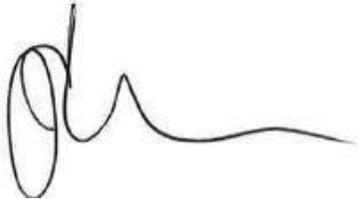
This report has provided Council with an update as to the overall status of the Secondary Plan Study, the related Official Plan Amendments and the supporting studies. It has identified comments received to date and how they can be addressed through the creation of appropriate policy at the Secondary Plan stage and/or how they must be addressed through site specific development approval processes.

The report and Statutory Public Meeting being held on May 7, 2018, meets the requirements mandated through the *Planning Act* and provides staff with the required direction to move forward with ultimate Council adoption of the draft Secondary Plan in June, 2018.

Reviewed and Approved by,

A handwritten signature in cursive script that reads "Steve Burke".

Steve Burke, Manager of Planning Policy

A handwritten signature in cursive script that reads "John Linhardt".

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in cursive script that reads "Brent Marshall".

Brent Marshall, CAO