



TOWN OF
HALTON HILLS
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REPORT

TO: Mayor Lawlor and Members of Council

FROM: Melissa Ricci, Senior Policy Planner

DATE: September 7, 2023

REPORT NO.: PD-2023-049

SUBJECT: Premier Gateway Phase 2B Secondary Plan- Recommendation Report

RECOMMENDATION:

THAT Report No. PD-2023-049, dated September 7th, 2023, regarding the final recommended Premier Gateway Phase 2B Secondary Plan (Official Plan Amendment No. 50), be received;

AND FURTHER THAT Council receive in support of Official Plan Amendment No. 50 to the Town of Halton Hills Official Plan, the final Secondary Plan, Land Use Schedule and Urban Design Guidelines;

AND FURTHER THAT Council receives for information in support of Official Plan Amendment No. 50 to the Town of Halton Hills Official Plan, the complete set of background studies, all of which are in Final Draft form, listed in Appendix B to this Report and available on Let's Talk Halton Hills;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 50, dated September 7th, 2023, (attached as Appendix A to this report), be adopted;

AND FURTHER THAT all interested agencies listed in Report PD-2023-049 and those members of the public who have requested notice be advised of Council's decision regarding the adoption of the Secondary Plan;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 50 be submitted to the Region of Halton for approval;

AND FURTHER THAT a copy of Report PD-2021-049 be sent to the Region of Halton, Credit Valley Conservation, Conservation Halton, the Ministry of Energy, the Ministry of Transportation, Halton Hills Hydro, the City of Brampton and the Region of Peel.

KEY POINTS:

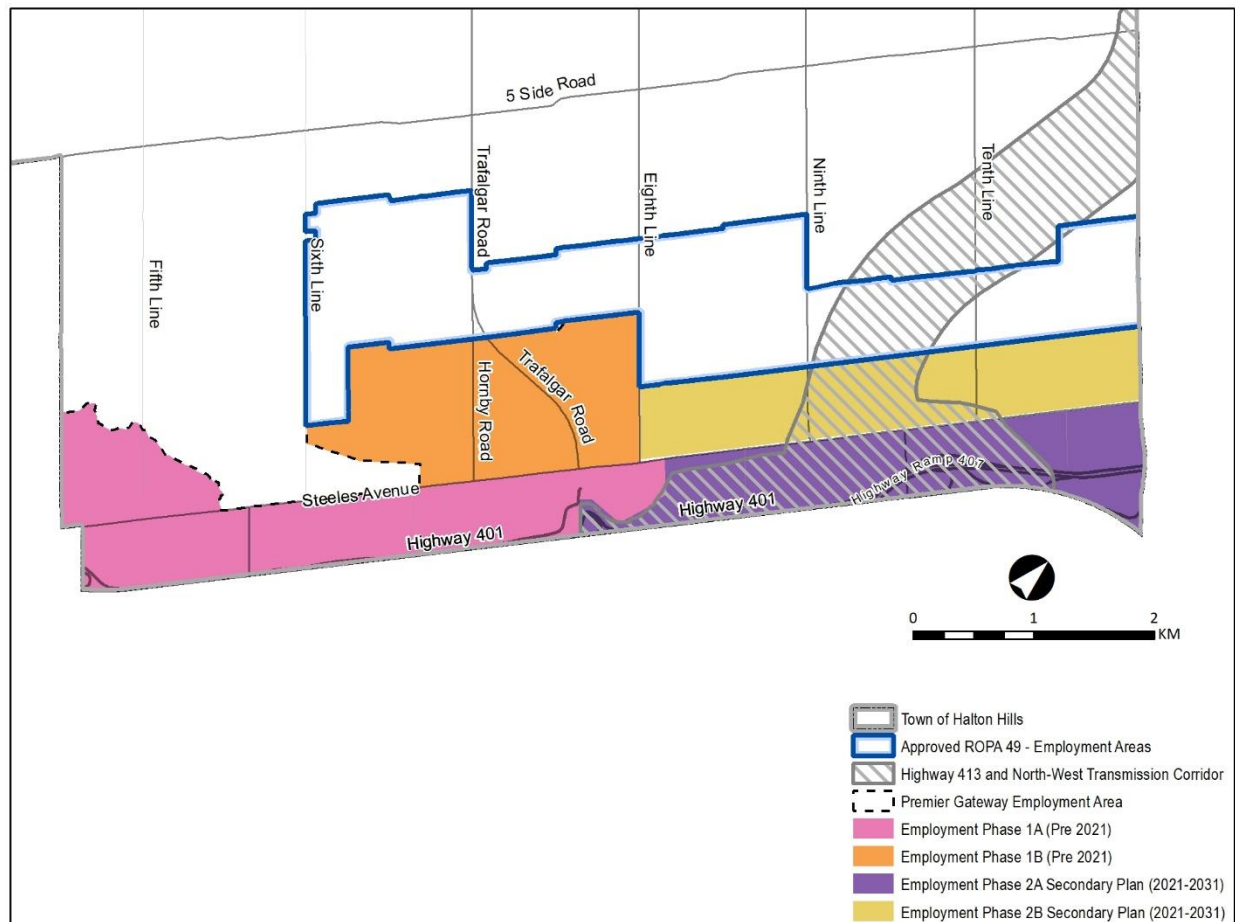
The following are key points for consideration with respect to this report:

- This report recommends the adoption of Official Plan Amendment No. 50, to include the Premier Gateway Phase 2B Secondary Plan and Urban Design Guidelines (see Appendix A) in the Official Plan.
- The recommended Plan also presents the final Scoped Subwatershed Study for the area.
- The complete set of background studies, all of which are in Final Draft form, listed in Appendix B to this Report are available on [Let's Talk Halton Hills](#).
- The draft Secondary Plan was released for public consultation on April 17th, 2023, and was presented to the public and Council at the Statutory Public Meeting on May 29, 2023 (see report [PD-2023-037](#)). A summary of public submissions is provided in the Public Comments Section of this report and the Public Comment Summary Table attached as Appendix C to this report.
- The final Secondary Plan was modified in response to comments received at the Statutory Public Meeting. These changes are considered minor in nature.
- An Environmental Assessment (EA) is required for all new major (collector and arterial) roads needed for the Premier Gateway Phase 2B Secondary Plan. This Secondary Plan project is being undertaken using the 'Integrated Approach' which jointly satisfies the requirements of both the *Planning Act* and the *Environmental Assessment Act*. All public notices, communications, and review periods have been designed to ensure that they conform to the requirements of both Acts.
- After adoption by council, the Premier Gateway Phase 2B Employment Area Secondary Plan will be sent to the Region of Halton for approval.

BACKGROUND AND DISCUSSION:

The Premier Gateway Phase 2B Employment Area is strategically located north of Steeles Avenue, between Eighth Line and Winston Churchill Boulevard and in close proximity to Highway 401, Highway 407 and the proposed Highway 413 interchange. It is also adjacent to the Premier Gateway Phase 1B Employment Area to the west and to key Employment Areas in the City of Brampton and the City of Mississauga to the east. The Premier Gateway Phase 2B area is the last phase of the Premier Gateway Employment Area planned to accommodate employment uses to the year 2031.

Figure 1: Premier Gateway Employment Area



Town staff initiated the Premier Gateway Phase 2B Integrated Planning Project (IPP) in May 2020. The primary purpose of the Premier Gateway Phase 2B IPP was to develop a comprehensive Secondary Plan with appropriate land use designations and policies for the Phase 2B Employment Area. The IPP has been supported by numerous background studies, including a Scoped Subwatershed Study, Transportation Study and Area Servicing Plan, and has been informed by input received through substantial public engagement. Significant public consultation and engagement has taken place to ensure that the community is well informed of the process and engaged through the development of the land use plan, policies, and design guidelines. The Public Engagement and Consultation Summaries highlighting key engagement opportunities can be accessed via <https://letstalkhaltonhills.ca/premier-gateway-p2b-employ-hh>.

The Planning Act, the Provincial Policy Statement (PPS 2020), A Place to Grow: Growth Plan (Growth Plan 2020), the Regional Official Plan and the Town's Official Plan lay down the context for planning for employment uses in the Town. The final Premier Gateway Phase 2B Secondary Plan aligns well with Regional and Provincial policy direction and the Town's Official Plan and Economic Development Strategy. It emphasizes the importance of the Premier Gateway as the Town's main area of job

growth and aims to enhance the Town's economy, increase assessment, and expand local employment opportunities. The policies will guide new employment uses as well as address the interface between new uses and the existing uses and Natural Heritage System. The Plan incorporates the recommendations of the Phase 2B Scoped Subwatershed Study including the provision to update the Natural Heritage System mapping. It integrates transportation system updates, servicing policies, and land use compatibility directions, and addresses cultural heritage resources, surrounding agricultural uses and urban design. It is also intended to help ensure the long-term financial sustainability of the Town.

Conformity with Provincial, Regional and Local Policy Framework

Provincial Policy Statement (PPS 2020) and A Place to Grow: Growth Plan (2020)

The Provincial Policy Statement (PPS 2020) sets the rules for land use planning in Ontario. It covers policies about managing growth, using and managing natural resources, protecting the environment, and public health and safety. The PPS 2020 establishes criteria for planning authorities to promote economic development and competitiveness including the requirement to provide for an appropriate mix and range of employment, institutional and broader mixed uses to meet long term needs and to ensure that the necessary infrastructure is provided to support current and future employment needs. Section 1.3.2 of the PPS highlights key policies to ensure that municipalities protect and preserve employment areas for current and future uses. It also sets specific requirements to prohibit new residential uses and limit other sensitive uses that might be incompatible with manufacturing and industrial uses.

The Growth Plan (2020) builds on the policy foundations of the PPS and contains policies which apply specifically to the Greater Golden Horseshoe (GGH). The Growth Plan emphasizes the importance of promoting economic development and competitiveness in the GGH, one of the most dynamic and fast-growing regions in North America. It recognizes the volatility of the GGH's economy and the need to provide opportunities for a variety of businesses to locate and grow in the area, which is fundamental for a more prosperous economic future.

The Growth Plan also reiterates the need to ensure that municipalities plan for employment areas within settlement areas by prohibiting new residential and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use. It prohibits major retail uses and provides an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility. Section 2.2.5.9 requires the establishment of minimum density targets for all employment areas and that municipalities support these areas by improving connectivity with transit and active transportation, reducing reliance on single occupancy vehicles.

Bill 97 and the Proposed Provincial Planning Statement (PPS 2023)

Bill 97 received Royal Assent on June 8, 2023, changing the definition of Area of Employment to prohibit supportive stand-alone institutional and commercial uses, including offices in designated Areas of Employment. However, the specific changes to the definition of Area of Employment will only come into effect on a later date once it is proclaimed by the Lieutenant Governor.

Concurrently, the Province released the proposed Provincial Planning Statement in April 2023, which aims to consolidate two major planning documents in Ontario: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2020, and the Provincial Policy Statement, 2020, by incorporating key policies adapted from both documents and removing any duplication¹. The proposed PPS includes the new definition of Area of Employment as per Bill 97. The commenting period in the Environmental Registry of Ontario ended on August 4, 2023; however, the consolidated document has not yet been finalized by the Province.

On May 5th, 2023, through [ERO posting 019-6813](#), Town staff submitted comments to the Province highlighting the importance of continuing to allow institutional and commercial uses including offices in Areas of Employment. The Premier Gateway Phase 2B Employment Area has been planned to support local job growth and attract innovative investment and a talented workforce. Proposed land use permissions for the Secondary Plan Area allow for institutional and commercial uses including business and professional offices in free-standing buildings or as part of an industrial mall, hotels, banquet halls, full-service restaurants, convenience stores, commercial fitness centres and limited retail and service commercial uses. These uses are permitted in areas to be designated, “Business Commercial Area” located strategically at Winston Churchill Boulevard and Steeles Avenue. It is crucial for the Town that supportive institutional and commercial uses continue to be permitted within Areas of Employment; providing this flexibility is imperative for developing vibrant, stable, and innovative Areas of Employment better positioned to respond to the changing needs of the job market. The proposed changes to the definition of Area of Employment will potentially have major impacts to Employment Areas in the Town, including the Phase 2B Secondary Plan area. Town staff will continue to monitor these changes and update Council once Bill 97 has been proclaimed.

Regional Official Plan

The Halton Region Official Plan (ROP) provides broad policy directions on strategic matters to guide growth and development within the Region. The Employment Area policies of the ROP aim to protect and preserve employment areas and prohibit residential and other non-employment uses, including major retail, in employment areas, except uses permitted in the Local Official Plan.

¹ A revised version which includes the Natural Heritage Policies was released on June 16, 2023

Section 72 outlines that it is an objective of the Region:

- To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.

In addition, Section 77.1 outlines the objectives of the Employment Areas:

- To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton's and its Local Municipalities' economic competitiveness.
- To provide, in conjunction with those employment uses within the residential and mixed-use areas of the communities, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.
- To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.

In addition, Section 89(3) requires that all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater system.

It is staff's opinion that the Secondary Plan is consistent with the policies of the Regional Plan.

Town's Official Plan

The Town of Halton Hills Official Plan identifies the objectives of the Premier Gateway Phase 2B Employment area as follows:

- to accommodate employment growth for the 2021 to 2031 planning period;
- to provide for the expansion of the Premier Gateway Employment Area in order to enhance its development as a major employment area; and,
- to ensure that the urban design of the new development in the area enhances the area's location as a gateway into the Town of Halton Hills and is sensitive to the character of the area.

It also establishes the following requirements that need to be fulfilled in advance of approving development within this designation:

- a Joint Infrastructure Staging Plan;
- a Secondary Plan;
- a Subwatershed Study appropriately scoped to the Phase 2B Employment Area, to the satisfaction of Council;
- the establishment of local phasing of development to the 2031 planning horizon;
- appropriate financial plans and agreements, including any necessary front ending agreements, to the satisfaction of the Region and the Town; and,
- appropriate development charge by-laws, to the satisfaction of Council.

The work completed as part of the Integrated Planning Study for the Premier Gateway Phase 2B Employment Area meets the requirements mentioned above and provides the policy framework to guide future development in the area.

Public Consultation

The five phases of the Premier Gateway Phase 2B Integrated Planning Project (IPP) offered numerous opportunities for public engagement. Throughout the study, over 40 individuals participated in a series of Virtual Open Houses, and over 90 responses were received through various online engagement tools. Additionally, staff met with landowners and residents virtually, by phone and in person, and received input submitted from the public via email, phone, and Let's Talk Halton Hills.

Staff considered all input gathered through engagement events, stakeholder meetings and correspondence in developing the Secondary Plan policies. The majority of engagement was conducted virtually through Zoom and Let's Talk Halton Hills due to the impact of the COVID-19 Pandemic. The community was informed of the Project, Virtual Open Houses, and how to get involved via newspaper ads, email blasts, mail outs and social media posts. It was also emphasized that those community members that could not access the required technology and wanted to provide their input could contact the Planning Department by phone and planning staff would coordinate an alternative way of engagement.

The project launched in May 2020 and a notice was circulated to landowners and residents within 120 m of the Study Area. The Notice outlined the Study Purpose and Area, and the importance of community consultation in preparing the Secondary Plan, related transportation and servicing master plan and the Scoped Subwatershed Study. The notice also highlighted an anticipated initial public engagement session in November 2020.

The first Virtual Open House event was held on November 16, 2020. The purpose of the event was to introduce the project to the community by outlining the study purpose, timelines, technical studies being undertaken and the planning policy framework that provides guidance for the study. Approximately 40 individuals attended the meeting. A series of polling questions were asked of participants to both engage and to provide the project team with context of their knowledge level, interests and priorities. The Open House concluded with a Question-and-Answer period.

The second Virtual Open House event was held on June 28, 2023. The purpose of the event was to provide highlights of the technical reports such as the Agricultural Impact Assessment, Cultural Heritage Impact Assessment, and Supportive Commercial Needs Study in addition to other technical analyses that were on-going at the time such as the Scoped Subwatershed Study, Transportation Study and Servicing Study. Two draft land use options with a description of key components were also presented. Approximately 30 individuals attended the event. Poll questions were asked of participants to provide

the study team with context of interests and priorities, including relationship to the Study Area (i.e. proximity to the Study Area, employer within the area or resident), and preferences toward the land use options.

The third Virtual Open House event was held on March 22, 2023. The purpose of the event was to provide the public with an update on the project with each specialized consulting team addressing their areas of expertise including transportation, municipal servicing, the Scoped Subwatershed analysis, noise, air quality and urban design. The Preferred Land Use Plan was also presented in addition to the policy directions for the Secondary Plan. A total of 73 individuals attended the event. Polling questions were used to determine participants' engagement in the project thus far, and to identify components of the Preferred Land Use Plan participants were satisfied with or wished to see modified. Similar to previous events, the meeting concluded with a Question-and-Answer period.

Since the commencement of the project, Let's Talk Halton Hills (LTHH) was utilized to share documents such technical reports, the Scoped Subwatershed Study, and key public engagement documents such as the presentations of each Virtual Open House, and Meeting Summary Reports. Additionally, the draft Official Plan Amendment, Secondary Plan and Urban Design Guidelines were also shared through this platform. Various engagement tools were used on the platform such as surveys, question & answers, and maps. Following each Virtual Open House, the recording of the meeting was also posted for stakeholders to view and the Frequently Asked Questions widget of the page was updated to include all questions that were asked during each event.

Public Open House and Statutory Public Meeting

A Virtual Public Open House, in-person Drop-in Session, followed by a Statutory Public Meeting before Council, were held on May 29, 2023. The purpose of these events was to hold a discussion on the policies proposed to ensure conformity with Provincial and Regional Plans and to address comments from residents and stakeholders. The Virtual Public Open House and in-person Drop-in Session provided an opportunity for stakeholders to engage and ask questions of the project team. A total of 35 individuals attended these events. The Statutory Public Meeting included a presentation from Melissa Ricci and Lorelei Jones from Macaulay Shiomi Howson Ltd. Approximately fifteen people attended the meeting including staff and consultants. The project team were able to answer questions from the public at the end of the event. Three oral public submissions were made at the Statutory Public Meeting, and five written public comments were received by the June 19, 2023, deadline.

Public Agency Submissions

Region of Halton

Town staff have worked closely with Region of Halton staff through the development of technical reports and the Secondary Plan policies. Regional staff have actively participated as part of the Technical Advisory Committee and have provided substantive comments on the Secondary Plan. Their key comments included:

- Revisions to the Area Servicing Policies and Transportation Policies to ensure consistency with Regional processes.
- Revisions to clarify the Region's Natural Heritage System policies and terminology.
- Modifications to the Land Use Schedule to include two vegetation communities (the Lisgar Vegetation Communities) that will need to be further studied through a site specific Subwatershed Impact Study (SIS) required as part of a future development application.
- Request to reference in the Secondary Plan, guiding principles included in the Scoped Subwatershed Study Report for the identification of enhancement areas for the two Lisgar Vegetation Communities, if it is determined that they are wetlands at the SIS stage.

Regional comments have been carefully considered and where appropriate revisions have been incorporated into the final version of the Secondary Plan and the Scoped Subwatershed Study. As per the requirements of the *Planning Act*, the Plan (OPA No. 50) will be submitted to the Region for final approval.

Conservation Halton (CH)

Conservation Halton has been a key partner through the development of the Scoped Subwatershed Study and policy formation process. Comments from CH included:

- Updates to the policy language to align with Conservation Halton regulations and management of watercourses and natural hazards.
- Request to acknowledge the ongoing Sixteen Mile Creek Flood Hazard Mapping Study.
- Policy clarification regarding surface water storage for regulatory storm events.

Multiple meetings have taken place with CH staff to ensure consensus through the preparation of the Scoped Subwatershed Study and Secondary Plan. CH's comments have been carefully considered and where appropriate revisions have been incorporated into the final version of the Secondary Plan and the Scoped Subwatershed Study.

Credit Valley Conservation (CVC)

CVC has been actively engaged through the Technical Advisory Committee established for the Scoped Subwatershed Study. CVC staff provided minor revisions to the policy language to align with CVC's regulations and the management of watercourses and natural hazards. Comments from CVC have been carefully considered and where appropriate revisions have been incorporated into the final version of the Secondary Plan and the Scoped Subwatershed Study.

Ministry of Transportation and Ministry of Energy

Given that the proposed Hwy 413 and future Northwest GTA Transmission Corridor intersect the Secondary Plan Area, the Hwy 413 team and the Ministry of Energy have been involved in the Secondary Plan process since its commencement.

The Ministry of Energy provided minor revisions to the legend of the Land Use Schedule to acknowledge the Northwest GTA Transmission Corridor Narrowed Area of Interest (NAI). The Ministry of Transportation clarified that development is not permitted within the Focused Analysis Area (FAA) limits at this time as the lands within the FAA may be directly impacted by the Highway 413 transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.

The 413 project team also suggested that an alignment shift of the proposed collector road to the north would assist in crossing over/avoiding conflicts with the future transitway station. The location of the proposed transitway station will be determined through a separate Transit Project Assessment Process (TPAP) in the future. To address this comment, a policy has been added to the Secondary Plan which identifies that the final alignment of the collector road where it crosses the Hwy 413 Corridor, will be subject to approval by the Province and may be modified to reflect the locational needs of the Highway and Transitway station.

Halton Hills Departments

Staff from the Town's Economic Development, Climate Change, Fire, Development Review, Development Engineering and Transportation departments are part of the Secondary Plan Technical Advisory Committee and have been providing continuous and invaluable input. The comments that have been received from these departments suggested minor policy modifications to the Secondary Plan and have been addressed in the final version attached as Appendix A to this report.

Public Submission Comments

Staff received written comments from two landowners within the Study Area, written and verbal comments during the Statutory Public Meeting from three landowners within the study area and written comments from one landowner located outside of the Study Area. The comments primarily requested flexible policies to allow the realignment or removal of sections of the east-west collector road and the removal and relocation of the proposed stormwater management facilities. An additional comment was provided

at the Statutory Public Meeting, from a local resident asking for clarification on the uses that are permitted in the area (commercial versus residential). This comment was addressed verbally by staff at the meeting.

Following the Statutory Public Meeting, a letter was submitted by a landowner located just north of the Study Area raising concerns about a development application in the Premier Gateway Phase 1B Secondary Plan Area which proposes to realign the east-west collector road within the Phase 1B Area (located west of Eighth Line). The letter indicates that the future easterly extension of the realigned collector road as proposed through the development application, runs into the existing rural lots on the east side of Eighth Line. The letter suggests that maintaining the location of the collector road as identified in the approved Phase 1B Secondary Plan (west of Eighth Line) will facilitate future development east of Eighth Line and north of the Phase 2B Secondary Plan Area. Considering that the lands where the proposed collector road and road extension are located are outside of the Phase 2B Secondary Plan Area, these comments are considered to be out of scope and will be addressed as part of the ongoing development application process.

Transportation Analysis in Response to Comments about the Collector Road

The Town, in consultation with Halton Region and other key stakeholders, had a Transportation Study prepared in support of the Secondary Plan. The Study recommended the addition of collector roads that are needed to support the proposed land uses which include approximately 182 hectares allocated to “Prestige Industrial” Uses. The technical work concluded that a new east-west collector road and new north-south collector roads, which connect Steeles Avenue to the east-west collector road, are required to support the new development given the level of traffic that is forecast for Steeles Avenue and the surrounding transportation network.

The technical work which was completed as part of the Transportation Study included modelling to forecast future traffic to 2031 based on the planned road improvements. These improvements included the east-west collector road potentially crossing Highway 413 in order to improve connectivity and provide additional east-west capacity within the transportation network. The Highway 413 crossing will be subject to approval by the Ministry of Transportation if Highway 413 proceeds. The analysis also examined the future road network without the Highway 413 crossing and concluded that while the crossing is desirable, the collector road network would still provide additional east-west transportation capacity.

The east-west collector road is intended to generally be located in a relatively central location, between Steeles Avenue and the northern boundary of the Secondary Plan, except where it would conflict with the Natural Heritage System. The new east-west road will not extend all the way west to Eighth Line however, given the significance of the Natural Heritage System (NHS) associated with the East Sixteen Mile Creek located east of Eighth Line. The location of the collector road, between Eighth and Ninth Lines,

follows the eastern edge of the NHS as much as possible to minimize fragmentation of land.

The requests to delete portions of the east-west collector road and grant individual site access to Steeles Avenue as a way to minimize land fragmentation concerns expressed by landowners have been reviewed. However, based on the results of the Transportation Report, it has been determined that it is fundamentally important to retain the proposed east-west collector road to support the transportation demand within the Secondary Plan Area and ensure that the Transportation network will operate acceptably both within the Secondary Plan Area and beyond, including Steeles Avenue. The collector roads are intended to provide additional capacity and provide access to and from the surrounding land uses.

To provide flexibility, a policy has been added to the Secondary Plan that allows the north-south leg of the east-west collector road to shift to the east if desired where it intersects with Steeles Avenue as long as it meets Regional intersection spacing requirements. The final alignment of new roads will be determined as part of the development approval process. However, in order to avoid any potential impacts to the road network, any proposed additions or deletions to collector roads shown on the Secondary Plan will require a Transportation Impact Study to demonstrate the impacts to the overall road network and an amendment to the Secondary Plan would be required.

It is noted that the Secondary Plan is only intended to identify collector road locations and that additional local roads may be created by plans of subdivision. Proposed accesses to all roadways will be reviewed individually and will require a Traffic Impact Study submitted as part of a development applications, for the Town and Region's approval. A scope of work for the Traffic Impact Study will be provided by the applicant and approved by both the Region and the Town prior to commencing with the study.

The Functional Servicing Study report prepared as part of the Secondary Plan study proposes to utilize the collector road system to accommodate the new water and wastewater infrastructure required to service the area. A looped water main system which will cross Highway 413 in a second location other than just Steeles Avenue, is required to provide appropriate water pressure. As a result, any proposed changes to the collector road system would also need be coordinated with the Region as it relates to water and wastewater services.

Key Revisions to the Secondary Plan since the Public Meeting

Following the Statutory Public Meeting, staff and the project team reviewed all comments received and have addressed them where appropriate. Below is a summary of the key revisions to the Secondary Plan as a result of the feedback received since May 29th, 2023.

Transportation

To address the transportation related comments, policies have been revised to allow shifting the north-south leg of the east-west collector road to the east where it intersects with Steeles Avenue. In addition, additional flexibility has been added to the policy language to allow the east- west collector road to shift north so that it follows Sixteen Mile Creek as it turns east. The Secondary Plan policies were also updated to recognize that such requests need to be assessed and justified by a Transportation Impact Study approved by the Town and Region and that any deletions or additions to the collector road identified will require an amendment to the Plan.

Stormwater Management Facilities

Comments were received regarding including a provision specifically allowing for the relocation or removal of the identified Stormwater Management (SWM) Facilities in the Land Use Schedule without the need for a subsequent amendment to the Secondary Plan, subject to studies satisfactory to the Town. Comments were also received requesting the removal of the identified SWM facilities from the Land Use Plan and the inclusion of a new policy to identify that locations for future facilities will be identified through future land use planning applications.

To address these comments, revisions were made to the Secondary Plan to clarify that the stormwater management facilities identified on the Land Use Plan are conceptual and subject to be relocated without the need for an official plan amendment.

Encouraging Higher Employment Density

Revisions were proposed to Policy H8.7.1.8 which encourages higher density employment uses in the area. Minor changes to grant flexibility were made; however, the policy language remains largely unchanged in order to comply with the Secondary Plan's Guiding principle which aims to prioritize the development of prestige employment uses that diversify and enhance the Town's non-residential assessment base, generate higher density employment, support economic resiliency, raise the Town's economic competitiveness, and provide expanded local employment opportunities. These objectives aligned with the strategic objectives of the Town's Economic Development and Tourism Strategy, Foreign Direct Investment (FDI) Attraction Strategy and Business Concierge program.

Next Steps

Once Council adopts the Secondary Plan through OPA 50, it will be forwarded to the Region of Halton for review and approval and formal Notice of Adoption will be completed as required by the *Planning Act*. After the Region of Halton issues its decision, a statutory 20-day appeal period is provided. Any person or organization that has provided comments to Council prior to the adoption of the OPA, and/or to the Region of Halton prior to issuing its decision, has the right to appeal all or part of the

Official Plan Amendment. Once the OPA is approved and the appeal period ends, the Secondary Plan becomes part of the Official Plan and it would be in full force and effect.

STRATEGIC PLAN ALIGNMENT:

This report aligns to the Town's Strategic plan recognizing the value to foster a prosperous economy, maintain and enhance the economic vitality of the town through the provision of a wide range of opportunities for economic development.

This report also identifies shaping growth as one of the Town's Strategic priorities.

RELATIONSHIP TO CLIMATE CHANGE:

This report impacts and/or helps address climate change and the Town's Net Zero target through climate mitigation.

The Secondary Plan policies and Urban Design Guidelines for the Premier Gateway Phase 2B Employment Area will focus on promoting sustainable development that reflects the Town's leadership in climate change. The refined and enhanced natural heritage system will further support the Town's climate change and sustainability programs.

PUBLIC ENGAGEMENT:

Public Engagement has been conducted as follows: Steering Committee meetings, Technical Advisory Committee meetings, Online Surveys and Public Open Houses as per the Study's Communication and Engagement Strategy.

INTERNAL CONSULTATION:

Planning staff consulted with Town staff from the following departments/divisions throughout the process: Transportation, Development Engineering, Development Review, Economic Development and Climate Change, Fire, Finance and Recreation and Parks.

FINANCIAL IMPLICATIONS:

This report is administrative in nature and does not have any financial implications.

Reviewed and approved by,

Bronwyn Parker, Director of Planning Policy

John Linhardt, Commissioner of Planning & Development

Chris Mills, Chief Administrative Officer