

Response to Public Comments on the Premier Gateway Phase 2B Secondary Plan

Name	Comment	Response
Corbett Land Strategies for Gilbach (Halton Hills) Inc (location 8079 Eighth Line)	<ul style="list-style-type: none"> • Agree that the land uses for the lands at 8079 Eighth Line should be dealt with by the application submitted for the property. • Recommend that stormwater management ponds locations be removed from the plan for the property. • As the Subwatershed Study for Phase 1B is not completed further comments may be made. 	<ul style="list-style-type: none"> • Noted. • Stormwater management pond locations that are west of the Sixteen Mile Creek, (which is where the site specific Subwatershed Study has been carried out) have been removed. One pond location east of Sixteen Mile Creek remains on the Gilbach lands but policies provide flexibility on the pond location. • Noted
KLM Planning for Crownvetch Development Inc, (location near the NW corner of Steeles & Winston Churchill)	<ul style="list-style-type: none"> • Concerned about the location of proposed collector roads in the eastern portion of the Secondary Plan and the potential lack of access to their site until the collector road shown west of their property is built. • Four SWM ponds are shown on the property. Seeking wording that the symbols can be removed without the need to amend the Secondary Plan, subject to studies satisfactory to the Town. 	<ul style="list-style-type: none"> • The location of the collector road connection to Steeles Ave has been chosen to coordinate with the intersection of Tenth Line South but the final alignment will be determined as part of development applications. Additional local road access can also be considered as part of a development application, as long as it meets Regional Access Management Guidelines and by-laws. • Wording has been added to the Secondary Plan to state that “refinement of the number of facilities will not require an amendment to the Secondary Plan.”

<p>First Gulf (location 14829 Steeles Ave - west of Ninth Line)</p>	<ul style="list-style-type: none"> • Concern over the location of the collector road as it creates barriers that impacts their ability to build the gross floor area desired by future tenants. They intend to develop the land as a single parcel with large format buildings and therefore the collector road is not necessary. Access can be better served by private accesses points across from Eighth Line south and along Ninth Line north that are connected to internal driveways. It reduces costs for the Town as they don't need to maintain a collector road. 	<ul style="list-style-type: none"> • It is the professional opinion of the Town's transportation staff and traffic consultant that a collector is important to overall transportation movements (including non motorized modes) in the Secondary Plan area and to relieve some of the traffic pressure on Steeles Ave. In order to address the concerns, new wording has been added to the Secondary Plan that states "A shift north to the location of the east-west segment of the collector road could be considered so that it follows Sixteen Mile Creek as it turns east only if such a request is assessed and justified by a Transportation Impact Study and approved by the Town and Region. The location of the new east-west collector road must be coordinated with the Region as it relates to the water and wastewater services. A terms of reference for a Transportation Impact Study is required and must be approved by the Town and the Region in advance if undertaking any analysis. All studies must be completed in accordance with the Town's and Region's most up to date guidelines and policies."
<p>Weston Consulting for Sigma Group (location Steeles Ave east of Sixteen Mille Creek)</p>	<ul style="list-style-type: none"> • Support the land use designations. • Support draft policies providing flexibility in refining the NHS but suggest modification to policy H8.7.4.7 c) • Support draft policies providing flexibility in dealing with where the east-west collector road connects to Steeles Ave east of Eighth 	<ul style="list-style-type: none"> • Noted • Policy H8.7.4.7 c) modifications accepted. • Policy H8.9.2.7A modification accepted along with further clarification on the scope of work for the Transportation Impact Study and that it must coordinate with Servicing Feasibility Study • Policy H8.10.2.2 has been modified slightly to address Regional comments and Policy H8.10.2.3

	<p>Line but suggest modification to policy H8.9.2.7A</p> <ul style="list-style-type: none"> • Support policies H8.10.2.2 and H8.10.2.3 allowing temporary private servicing. • Suggest modification to policy H8.7.1.8 regarding intensification of uses. • Suggest modification to policy H8.7.3.10 indicating buffers can be addressed through a Subwatershed Study or other similar studies. • Suggest modification to policy H8.7.4.18.2 indicating hazards can be addressed through a Subwatershed Study or other similar studies. 	<p>has been modified to restrict temporary servicing to land west of proposed Highway 413 at the request of the Region</p> <ul style="list-style-type: none"> • Some of the proposed modifications to Policy H8.7.1.8 have been accepted. The wording already allows for flexibility. A plan rather than written statement continues to be required in order to make it clearer how the site could be laid out/function. • The policies in H8.7.4.7 c) dealing with refinement to the NHS already indicate that the boundaries, including additions, deletions, and/or adjustments, will be dealt with through a Subwatershed Impact Study, an individual Environmental Impact Assessment (EIA), or similar studies and that such refinements may occur without an amendment to the Secondary Plan. As buffers are part of the NHS no wording modification is deemed necessary in H8.7.4.10. • Similar comments relating to H8.7.4.10 above, hazards lands are part of the NHS, and no modification is deemed necessary.
GSAI for Anatolia Capital Corp (location east side of Eighth Line north of Secondary Plan area)	Support the Town's preferred collector road location in the Phase 1B Secondary Plan on the west side of Eight Line. Its good planning to consider the collector network wholistically as they affect the Phase 1B, 2B and future employment lands given the natural heritage system constraints and rural lots on Eighth Line.	No changes to the Phase 2B Secondary Plan would be necessary to address these concerns. 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.