

REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Steve Burke, Manager of Planning Policy

DATE: June 1, 2018

REPORT NO.: PLS-2018-0052

RE: Final Report – Premier Gateway Phase 1B Employment Area
(Official Plan Amendment Nos. 30, 31A and 31B)

RECOMMENDATION:

THAT Report No. PLS-2018-0052, dated June 1, 2018, regarding the final recommended official plan amendments pertaining to the Premier Gateway Phase 1B Employment Area, be received;

AND FURTHER THAT Council endorse the Premier Gateway Phase 1B Scoped Subwatershed Study, in Final Draft form, prepared by Wood PLC, dated June 2018 (provided under separate cover), as the basis for the environmental, natural heritage system and storm water management policies, amongst other matters, of the Secondary Plans (Official Plan Amendment Nos. 31A and 31B);

AND FURTHER THAT Council receive for information, in support of Official Plan Amendment Nos. 30, 31A and 31B to the Town of Halton Hills Official Plan, the complete set of background studies, all of which are in Final Draft form, listed in Schedule 1 to this report, and provided under separate cover;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment Nos. 30, 31A and 31B, dated June 2018 (attached as Schedules 4, 5 and 6 to this report), be adopted as non-exempt local Official Plan Amendments;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment Nos. 30, 31A and 31B be submitted to the Region of Halton for approval;

AND FURTHER THAT Town staff monitor the approval process for Official Plan Amendment Nos. 30, 31A and 31B, and in the event that the Region of Halton post-circulation letter proposes modifications to the Amendments, prepare a report to Council with recommendations concerning any proposed modifications;

AND FURTHER THAT a copy of Report PLS-2018-0052 be sent to the Region of Halton, and the Ministry of Municipal Affairs and Housing.

BACKGROUND:

The Premier Gateway Employment Area (formerly Halton Hills 401 Corridor) is a strategically located employment area benefitting from proximity to 400-series highways (401 and 407ETR). It was originally added to the Urban Area of Halton Hills, between Highway 401 and Steeles Avenue, through the Halton Urban Structure Plan (HUSP) in 1999, and augmented by 340 hectares on the north side of Steeles Avenue through Sustainable Halton in 2009.

The Premier Gateway Employment Area has been very successful to date in attracting prestige manufacturing and logistics uses. As a whole, the Premier Gateway Employment Area was planned to accommodate 18,000 new jobs between 2006 and 2031, representing 75% of all employment growth allocated to the Town over that planning period. However, continued growth in the area has been significantly impacted by Provincial requirements for Corridor Protection

The Halton Hills Premier Gateway Phase 1B Integrated Planning Project (IPP) commenced in 2015. The IPP has been supported by numerous background studies, including a Scoped Subwatershed Study and Transportation Study/Area Transportation Study and has been informed by input received through substantial community engagement. A complete list of detailed planning studies that have been undertaken in support of the project is included in Schedule 1 to this report. It is recommended that Council receive these studies for information.

The primary purpose of the Premier Gateway Phase 1B Integrated Planning Project was to develop a comprehensive Secondary Plan with appropriate land use designations and policies for the Phase 1B Employment Area.

Another key component of the Phase 1B planning exercise was the identification of up to 75 hectares of replacement employment lands in Lot 2, former Township of Esquesing, to compensate for lands south of Steeles Avenue east of the Toronto Premium Outlet Mall and west of Winston Churchill Boulevard that are subject to HPBATS/GTA West Corridor Protection. The need for replacement supply to maintain the integrity of the Town's approved growth management strategy was first identified through Report No PDS-2009-0067 as part of the Sustainable Halton process. The need for the replacement land supply was also integrated into the HPBATS Memorandum of Understanding and Official Plan Amendment (OPA) No. 10, the Town's Growth Plan conformity amendment. It should be noted that the applicable policies in

OPA 10 that address replacement employment supply were not appealed and are in full force and effect.

Statutory Public Meeting – May 7, 2018:

A statutory public meeting was held on the Premier Gateway Phase 1B lands (OPA Nos. 30 and 31) on May 7, 2018. OPA 30 integrates Lot 2 generally located between the Eighth Line and the Sixth Line into the Halton Hills Premier Gateway Phase 1B lands and is contingent upon the approval of ROPA 47. OPA 31 constitutes the Secondary Plan for the Halton Hills Premier Gateway Phase 1B lands in their entirety.

The purpose of this report is:

- To provide an update on the status of Regional Official Plan Amendment (ROPA) No. 47, which is a necessary prerequisite to the Town Official Plan Amendments, as well as the Region's recent decision with respect to water/wastewater servicing in the area;
- To advise Council of the comments received from the public and agencies with respect to draft Official Plan Amendment No. 30 and draft Official Plan Amendment No. 31 (Premier Gateway Phase 1B Secondary Plan), and provide a staff response;
- To highlight key recommended changes to the Town Official Plan Amendments, as a result of public and agency comments; and,
- To present final recommended Official Plan Amendments for the consideration of Council.

COMMENTS:

A. Region of Halton Matters pertaining to the Phase 1B Project

Regional Official Plan Amendment No. 47:

As a complementary process to the Town's IPP, Council requested that Halton Region initiate an amendment to the Regional Official Plan to incorporate the Lot 2 lands into the Urban Area (now known as ROPA 47). ROPA 47 coming into force and effect is a prerequisite to OPA 30 (as well as OPA 31B). ROPA 47 was approved by Regional Council on April 18, 2018, but was subsequently appealed by two parties, and is before the Local Planning Appeals Tribunal. Although the time frame associated with the hearing(s) on this matter is unknown, the appeals do impact the Region's ability to provide timely approvals of OPA 30 and 31B, as discussed later in this report. The two appeals were:

Ministry of Municipal Affairs:

The Ministry appeal takes the position that the addition of Lot 2 lands into the Phase 1B Employment Area is a settlement area expansion that can only occur through a Municipal Comprehensive Review (MCR) in accordance with the Growth Plan for the Greater Golden Horseshoe. This position is contrary to the position of the Region outlined in Report No. LPS-26-18 as endorsed by Regional Council. The Region position on Provincial Plan conformity is outlined below in the context of OPA 30, which implements ROPA 47 at the local level.

8079 Eighth Line Halton Hills Inc. (Hodero Holdings):

Hodero owns lands that are located at the northeast corner of the Eighth Line and Steeles Avenue. These lands are within Phase 2B of the Premier Gateway Employment Area and are not slated for development until post 2021 in accordance with the approved phasing in ROPA 39 and OPA 10. A significant portion of their lands are also subject to HPBATS/GTA West corridor protection by ROPA 43. Citing the Growth Plan and the Provincial Policy Statement, the appeal letter takes the position that the portion of the subject lands not impacted by corridor protection (immediately adjacent to Eighth Line) should have been identified as part of the additional 75 ha added to Phase 1B.

It is noted that a Secondary Plan supported by the necessary studies is required for the Phase 2B lands (located on the north side of Steeles Avenue, between Eighth Line and Winston Churchill Boulevard). A detailed planning exercise for Phase 2B is tentatively scheduled to commence in 2019.

Regional Area Servicing Plan (ASP):

The Region is continuing its work on an Area Servicing Plan (ASP) for the comprehensive Premier Gateway Phase 1B Study Area, which includes both Lot 1 and Lot 2. The detailed modeling for the water and wastewater servicing components of the study are currently being completed. It is anticipated that the ASP will be completed in the last quarter of 2018, ensuring delivery of the necessary water and wastewater servicing infrastructure by the 2021 timeframe as previously committed to by the Region.

At the time of the Council endorsement of the Preferred Land Use Concept for Phase 1B, Council passed a Resolution intended to address long-standing resident concerns with impacts to their wells through the ASP process, which had been expressed before and during the Phase 1B study process. Council requested that the Region investigate the condition of the private wells of properties adjacent to the Phase 1B study area, either through the ASP or a separate investigation, to determine if they should be eligible for the extension of urban services, notwithstanding that they were situated outside the urban area.

On May 23, 2018, a Regional staff report (LPS60-18) was unanimously approved by Regional Council regarding the extension of municipal services outside of the Urban Area boundary in the Hornby area to those specific properties impacted by a large-scale failure of private water systems, consistent with the Region's Urban Services Guidelines.

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

Official Plan Amendment No. 30 designates 75 hectares of employment land to be added to the Town's Urban Area/Premier Gateway Employment Area (Phase 1B), to replace the shortfall of employment lands to the 2021 planning horizon, resulting from lands lost to corridor protection for GTA West Environmental Assessment (now superseded by the Northwest GTA Corridor Identification Study) and the Halton-Peel Boundary Area Transportation Study. OPA 30 designates the subject lands as Phase 1B Employment Area on Schedule A8 of the Official Plan, subject to secondary planning (which was conducted as part of the Phase 1B Integrated Planning Project). In order for OPA 30 to be approved by the Region it must conform to the Region Official Plan, necessitating that ROPA 47 be brought into force and effect.

No comments were received on draft OPA 30 in writing or at the statutory public meeting, and no changes have been made to the amendment, which is being recommended for Council adoption.

Conformity with the PPS, Growth Plan and Regional Official Plan:

Staff is satisfied that OPA 30 conforms to the Provincial Policy Statement (PPS) and Growth Plan. As noted by the Region in Report LPS26-18 adopting ROPA 47, the addition of 75 ha of employment land into the Urban Area in the Premier Gateway Employment Area maintains the integrity of the Region's Growth Strategy (approved by the Province through ROPA 38) by incorporating land necessary to replace the shortfall of employment lands to the 2021 planning horizon in Halton Hills, due to corridor protection for GTA West and now Northwest GTA provincial planning studies. This additional land was identified through the Phase 1B IPP, involving significant public engagement, in an area contiguous to Phase 1B, and within the Future Strategic Employment Area overlay identified in the Region and Town Official Plans, resulting from the Sustainable Halton process.

Section 1.3.2.1 of the Provincial Policy Statement requires planning authorities to “plan for, protect and preserve *employment areas* for current and future uses and ensure that the necessary *infrastructure* is provided to support current and projected needs.” Section 2.2.5.1 (b) of the Growth Plan directs that economic development and competitiveness will be promoted by “ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan (i.e. 2041).” It is the view of staff that ROPA 47 and OPA 30 ensure these policies are appropriately implemented.

With respect to the settlement area expansion policies of the Growth Plan and PPS, Town staff concurs with the Region that ROPA 47/OPA 30 do not constitute a settlement area expansion, but rather a replacement of approved employment lands, which if not for Provincial requirements for corridor protection, would be available to implement the Region's approved MCR. The Town has completed an Agricultural Impact Assessment, Scoped Subwatershed Study, a Functional Servicing Report, and other detailed studies in support of the Phase 1B Secondary Plan, including the 75 ha replacement lands, which would be required to support an MCR process for settlement area boundary expansion.

OPA 30 does not yet conform to the Regional Official Plan, but will conform once ROPA 47 is in force and effect.

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

OPA 31 represents the detailed secondary plan prepared in accordance with OPA 10 for the Phase 1B lands. A summary of the contents of OPA 31 (Draft Premier Gateway Phase 1B Secondary Plan, April 2018) was provided in the Statutory Public Meeting report dated April 19, 2018, and is also attached to this report as Schedule 2.

Separation into 2 Official Plan Amendments:

Given the appeal of ROPA 47 by both the Province and a private landowner, ROPA 47 cannot be brought into force and effect until the appeals are settled or adjudicated at the Local Planning Appeals Tribunal (LPAT). Therefore, OPA 30 which complements ROPA 47 and brings the additional 75 ha into the Urban Area/Premier Gateway Employment Area cannot be approved by the Region at this time. Consequently, while it is recommended that Council adopt OPA 30 and submit it to the Region for approval, the approval status of ROPA 47 has necessitated the separation of OPA 31 (Premier Gateway Secondary Plan) into 2 separate Official Plan Amendments (i.e. Secondary Plans).

One OPA would apply to Lot 1 (currently in the approved Urban Area under the Region and Town Official Plans) and one OPA would apply to Lot 2 (the additional 75 ha currently in the rural area in the Region and Town Official Plans). This approach will ensure that if approval of ROPA 47 and OPA 30 are delayed for some period of time, OPA 31A (Lot 1) can be approved by the Region in a timely manner. Both amendments are supported by the detailed supporting studies completed as part of the Premier Gateway Phase 1B Integrated Planning Project.

Given that OPA 31 was the subject of the statutory public meeting on May 7, 2018, and the Town is simply separating that OPA into 2 parts to facilitate an efficient approval process, the position of staff is that the public notice requirements for both OPA 31A and 31B have been met. The issue of the addition of 75 ha of land in Lot 2 into the Urban Area requiring the approval of both ROPA 47 and OPA 30 before it could form

part of the Phase 1B Employment Area has been discussed in numerous public reports and public meetings, and is well known to the public.

Upon resolution of the appeals to ROPA 47, the intent is that the Lot 1 (OPA 31A) and Lot 2 (OPA 31B) lands would once again be considered the comprehensive Phase 1B Secondary Plan, and planned as a complete, pre-2021 employment area.

Conformity with the PPS, Growth Plan and Regional Official Plan:

Staff is satisfied that OPA 31A and 31B conform to the Provincial Policy Statement (PPS) and Growth Plan. The Lot 1 and Lot 2 secondary plans address the: employment; infrastructure (transportation, water/ wastewater, storm water); and natural heritage, water, agricultural and cultural heritage resource protection policies of the PPS (2014). In particular, with respect to employment, implementation of these amendments will address Section 1.3.1 of the PPS (2014) by providing for an appropriate mix and range of employment uses to meet long-term needs; providing opportunities for a 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; encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities; and ensuring the necessary infrastructure is provided to support current and projected needs.

The Lot 1 and Lot 2 secondary plans also conform to the Growth Plan (2017), and in particular Section 2.2.5, and the Region of Halton Official Plan, and Sections 77(5), 77.1 and 77.4., respectively. The policies addressed include ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan; and planning for employment areas by prohibiting new residential uses, and limiting sensitive and retail land uses that are not ancillary to the primary employment use.

D. Recommended Changes to OPA 31A and 31B:

The following section of this report outlines the more significant recommended changes to Lot 1 and Lot 2 Secondary Plans, organized based on public and agency comments received, and other changes identified by Town staff and the consultant.

D.1 Public Comments:

Six written submissions were received from landowners and residents on the Draft Phase 1B Secondary Plan (OPA 31). Detailed responses to public comments received are contained in the Response Matrix attached as Schedule 3 to this report. Public comments which have resulted in recommended changes to the Secondary Plans are outlined below:

Outdoor Storage:

Comments were received expressing concern with the proposed prohibition on outdoor storage in the Phase 1B area. In addition, clarity was requested on behalf of United Parcel Services (UPS) that the significant truck and trailer parking on their site would not be considered outdoor storage.

It is not the intent of the Secondary Plans to prohibit truck/trailer waiting spaces associated with a permitted manufacturing or warehousing use. The Secondary Plans have been revised to reflect this intent, and it is recommended that this change be supported. In general, it is the vision for the Premier Gateway Employment Area to encourage prestige industrial and supportive commercial uses, and it is the position of staff, consistent with input received from the public, that outdoor storage is not compatible with that vision.

Automotive Commercial Uses:

Comments were received that automotive retailing should be permitted in the Phase 1B area, given the lack of availability of sites permitting such uses elsewhere in Halton Hills and the existence of small, isolated parcels in the Phase 1B area which are too small for prestige industrial uses.

Staff appreciate that there are currently land constraints for automotive commercial uses in Halton Hills. It is noted that the Town intends to conduct an evaluation of retail use permissions through the upcoming Official Plan Review and as input to the Regional Official Plan Review process. However, it is the position of staff that it is appropriate to introduce a limited permission for automotive commercial uses in the Phase 1B area, but only in the Business Commercial designation, and limited to no more than 20 percent of the area, with a prohibition on automotive campuses, auto body shops and wreckers, in order to ensure the overall function of the Business Commercial Area designation is maintained.

Re-alignment of Collector Road 3 at Steeles Avenue:

Based on feedback received from both Halton Region and members of the public, Proposed Collector Road 3 has been moved slightly to the west along Steeles Avenue to address the Halton Region 400 metre spacing requirement with respect to the distance required from the Trafalgar Road and Steeles Avenue intersection. By relocating the road slightly to the west, it also ensures that the existing business at 13329 Steeles Avenue (Bahr Saddlery) is not impacted by the proposed road location. At the time of individual development application, Traffic Impact Studies are required to be submitted in keeping with the policies of the Draft Secondary Plans. Opportunities for minor refinement to the proposed road network may be considered at that time. In addition, at the time of detailed design, the exact road configuration will be determined.

D.2 Agency Comments:

Since the May 7, 2018 Statutory Public Meeting, the Town has met with staff from the Region of Halton to discuss their comments on the earlier draft version of the Premier Gateway Phase 1B Secondary Plan. Staff is satisfied that revisions recommended below address principal areas of concern as found in the comments provided by the Region on the draft policy framework. It is also the view of staff that earlier comments from Conservation Halton have also been addressed in the final recommended version of the Secondary Plans.

Employment Uses Policies of the Secondary Plan:

The Region provided comments that a clearer distinction needed to be made regarding which uses were considered primary employment uses and which uses were considered secondary or supportive employment uses. This was a key area of concern for the Region, given the current policy framework of the Regional Official Plan specifically as it relates to permitted uses within Employment Areas.

To address this concern, various revisions have been made to the draft Secondary Plan policies. The revised policies further identify the differences between which uses are the primary employment uses permitted within the Prestige Industrial Area compared to which uses form the secondary or supportive role, such as secondary commercial uses. In areas where the context was appropriate, to further satisfy the concerns identified by the Region, total floor area caps have been incorporated within the draft policies to further reinforce the supportive function of these secondary employment uses.

Clarification has also been provided in the policies to identify which uses are considered secondary employment uses vs. supportive commercial uses. Where the uses are more commercial in nature and supported by the background work completed in the Tate Economic Research Inc. report, those uses have been clarified and specifically identified as secondary commercial uses. It is the position of staff that these proposed changes address the Region concerns.

Natural Heritage/Environmental Policies of the Secondary Plans:

Comments were received from both Conservation Halton and Halton Region with respect to the proposed Premier Gateway Phase 1B Natural Heritage System draft Secondary Plan policies. These comments have been considered by Town staff and the consulting team. Where appropriate, revisions have been incorporated into the revised draft Secondary Plan policies to respond to the agency comments.

Scoped Subwatershed Study:

As it noted in the recommendations of this report, the Final Draft of the Premier Gateway Scoped Subwatershed Study prepared by Wood PLC and dated June 2018 was an integral component of the Phase 1B Integrated Planning Project and provided the basis for the environmental, natural heritage system and storm water management policies, amongst other matters, of the Secondary Plans.

The Scoped Subwatershed Study was initiated in order to define and establish the constraints and opportunities within the Premier Gateway Phase 1B Secondary Plan lands related to the terrestrial and aquatic ecology, stream systems, and surface water and groundwater resources, refine the Natural Heritage System, assist with development of the land use plan, determine the impacts from development and address the associated requirements and opportunities for mitigation and management.

The Scoped Subwatershed Study was completed in two phases, with the Phase 1 Study Area Characterization Report being completed and submitted in February 2016, followed by the Phase 2 Impact Assessment and Management Strategy Report in September 2017. The Technical Advisory and Steering Committees were circulated on each of the Scoped Subwatershed Study report phases, and comments have been discussed with each respective group and have been generally addressed to the satisfaction of staff and the Town's consulting team.

All new development in the Phase 1B area must generally comply with the recommendations of the Scoped Subwatershed Study. The policies also clarify that no amendments to the Secondary Plans will be required to implement the recommendations of the Scoped Subwatershed Study. Through this report, it is recommended that Council endorse the Final Draft Scoped Subwatershed Study as the basis for the environmental, natural heritage system and storm water management policies, amongst other matters, of the Secondary Plans.

Transportation/Road Network Policies of the Secondary Plan:

Given that Trafalgar Road and Steeles Avenue are both Regional Roads and are key elements of the overall Premier Gateway Phase 1B Secondary Plan transportation network, comments were received from the Region with respect to road capacity; intersection and network improvements; traffic calming measures and truck traffic; and the overall direction in the draft Secondary Plans regarding connections between the local and Regional road networks. Comments were also received from landowners, which have been responded to in the Response Matrix attached as Schedule 3 to this report.

Specific policies are included in the draft Secondary Plans to respond to Regional comments, including road network improvements to address the capacity constraints at the intersection of Trafalgar Road and Steeles Avenue. In addition, a policy regarding the submission of Traffic Impact Studies as part of a development application, which demonstrate that adequate network capacity exists to accommodate the proposed development, as well as identify the need for any road and/or infrastructure improvements, is included in the Secondary Plans.

Premier Gateway West Scoped Area Transportation Study:

The Premier Gateway West Scoped Area Transportation Study (ATS) was initiated to identify the local, Regional and Provincial transportation network improvements required to serve both the Premier Gateway Phase 1B Employment Area and other proposed development outside of the Secondary Plans area. An interim report has been completed that addresses development of lands within the secondary plan area, which includes the technical rationale to support the transportation network and associated policies currently proposed in the Secondary Plans.

The transportation analysis indicates that with the proposed road network (shown conceptually on the land use schedules of OPA 31A and 31B, as well as in Appendix B to both amendments) along with the planned road widening improvements from Halton Region and the Ministry of Transportation, the overall network will operate at an acceptable level of service and support the magnitude of development anticipated with full build-out of the Phase 1B Area. At the intersection of Steeles Avenue and Trafalgar Road it is expected that certain movements will be operating over capacity at certain times of the day.

The Interim Report recommends that development be tied to the provision of required infrastructure improvements, which is addressed in the Lot 1 and Lot 2 Secondary Plans through the requirement for the completion of a Traffic Impact Study (TIS) satisfactory to the Town or other applicable road jurisdiction, in support of development applications in the Phase 1B Employment Area.

As part of the final Premier Gateway West Scoped ATS, the intersection of Steeles Avenue and Trafalgar Road will be reviewed along with other options to provide relief to this intersection, addressing future development of the lands west of Trafalgar Road and south of Steeles Avenue. An option being explored is a “ring road” connection of Collector Road 3 south of Steeles Avenue (as shown conceptually on the Council endorsed Preferred Land Use Concept), west of Trafalgar Road. This option is subject to ongoing discussions with the Ministry of Transportation and the Region, and will be addressed as appropriate in the final ATS.

As development proceeds within the Phase 1B Employment Area, Transportation Demand Management (TDM) should be encouraged with developers to use more sustainable travel modes and minimize vehicular traffic and demands on the road system. Through the work completed to date on the Town Transit Service Strategy, employment growth within this area will attract employees from Acton, Georgetown and our surrounding municipalities such as Brampton, Milton and Mississauga that will generate the demand for transit.

D.3 Other Changes

Additional Cultural Heritage Resources:

As was identified in Report PLS-2018-0029, the cultural heritage policies of the proposed Secondary Plans require 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 of the Secondary Plans discuss the cultural heritage resources 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.

Since the May 7th, 2018 Statutory Public Meeting, revisions have been made to the draft Land Use Schedules to identify the complete list of cultural heritage resources within the Premier Gateway Phase 1B lands. The impact that any future development may have on their cultural heritage value will need to be assessed as part of site specific development applications. Options for conservation for each cultural heritage resource will vary depending on the heritage value of the property in question. These options will range from conservation in-situ to demolition and documentation.

E. Next Steps:

If adopted by Council, Official Plan Amendment Nos. 30, 31A and 31B must be submitted to the Region of Halton as the approval authority. If, through the Regional approval process, modifications of policies or mapping are proposed by the Region, staff will prepare a report to Council with recommendations regarding the proposed modifications for the consideration of Council, prior to a Regional decision to approve one or more of the amendments.

RELATIONSHIP TO STRATEGIC PLAN:

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

This is supported through **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 Ten' Strategic Priorities of the 2014-2018 Council Strategic Action Plan and in particular the following priority which directly relates to the Phase 1B 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:

Legal counsel for the Town was consulted in the preparation of this report.

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 held throughout the Integrated Planning Project. These meetings have contributed to all three levels of the Public Engagement Charter, informing, engaging and consulting 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:

Notification that this report was to be considered by Council at the June 11 Council Meeting was provided to all those who requested notification by requesting that their information be added to the project notification list.

A copy of this report and the attachments, including Official Plan Amendment Nos. 30, 31A and 31B, will be provided to the Region of Halton, as well as to the Ministry of Municipal Affairs and Housing in response to their request.

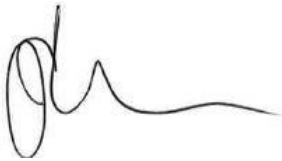
CONCLUSION:

This report has provided an update on the status of ROPA 47, as well as the Region's recent decision with respect to water/wastewater servicing in the area, advised Council of public and agency comments on draft Official Plan Amendment Nos. 30, and 31 (Premier Gateway Phase 1B Secondary Plan), highlighted key recommended changes to the Town Official Plan Amendments, and presented final recommended Official Plan Amendments for the consideration of Council.

It is recommended that Council endorse the Premier Gateway Phase 1B Scoped Subwatershed Study, in Final Draft form, as the basis for the environmental, natural heritage system and storm water management policies, amongst other matters, of the Secondary Plans (Official Plan Amendment Nos. 31A and 31B). It is also recommended that Council receive for information, in support of Official Plan Amendment Nos. 30, 31A and 31B, the complete set of background studies, all of which are in Final Draft form.

Finally, it is recommended that Hills Official Plan Amendment Nos. 30, 31A and 31B, be adopted as non-exempt local Official Plan Amendments, and submitted to the Region of Halton for approval, and that Town staff monitor the approval process for these Official Plan Amendments, and in the event that the Region of Halton post-circulation letter proposes modifications, prepare a report to Council with recommendations concerning any proposed modifications.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read 'John Linhardt', with a long horizontal flourish extending to the right.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to read 'Brent Marshall', written in a cursive style.

Brent Marshall, CAO