

**Comments on the Draft Secondary Plan
(as received between May 7, 2018 and May 18, 2018)**

Name and Date of Submission	Submission	Town Response
<p>Riepma Consultants Inc. on behalf of Bentall Kennedy – 8250 Eighth Line</p> <p>May 7, 2018</p>	<p>While in general we are supportive of the proposed official plan amendment, we have some concerns about the details:</p> <p>1) The secondary plan identifies a new East-West collector Road that turns from Trafalgar Road to Eighth Line. We have had a number of discussions with staff about this road and we appreciate that they have taken some of our concerns into account. However, it continues to be our position that this road is not needed for the development of our property. We have asked and continue to ask that the amendment note that a private driveway off Eighth Line is sufficient to service these lands.</p>	<p>1) Street B (Proposed Collector 3 on the proposed Land Use Plan) connects Eighth Line to Steeles Avenue, with an intersection on Trafalgar Road approximately 580 metres north of Steeles Avenue. The new road would intersect Steeles Avenue about 350 metres west of Trafalgar Road.</p> <p>As identified in the Premier Gateway West Scoped Area Transportation Study Interim Report (Secondary Plan), this road is being proposed to address the projected level of service and capacity to 2031. Policies in the Draft Secondary Plan regarding the overall Road Network are found within Section H.5.9.1. These policies require the road system to provide for the safe and efficient movement of people and goods, and note that the location and alignment of new collector and local roads as shown on Schedule H5 are conceptual, and subject to further study as may be required by the Town and/or Region.</p>

	<p>2) Our land is currently accessed from Eighth Line and does not connect to Trafalgar Road. We request confirmation that the existing access off Eighth Line will continue to be acceptable, at least, for the development of these lands.</p> <p>3) The proposed East-West collector road connects to Trafalgar Road through Hope Place Treatment Centre property. While it is known that Hope Place prefers to move to a larger location, there is no guarantee that this will occur in the foreseeable future. Does the Town intend to acquire this land to facilitate this connection and if so what is your expected timing? Since access to 8250 Eighth Line from Trafalgar Road is dependent on a third party, we do want to ensure that development of 100% of our lands can proceed based on a connection to Eighth Line.</p> <p>4) If the East-West collector road is to be built at some point and the land owners are required to plan for this eventuality, we require confirmation that the cost of the road will be funded from development</p>	<p>2) At the time of individual development application, the applicant may propose a private driveway off of Eighth Line if supported by a site specific Traffic Impact Study. This does not provide automatic permission for private driveway access, however. The intent of the Secondary Plan and related supporting studies is to evaluate the overall impacts of development of the Secondary Plan Area comprehensively, not to evaluate potential development applications on a site by site basis.</p> <p>3) The Town has no plans to acquire the Hope Place lands; however, the Town is willing to work with the land owners in the area to assist with cohesive development of the lands, where possible. With respect to Eighth Line access, see above response.</p> <p>4) The proposed road network in the secondary plan is internal to the development and/or is needed to support a specific development, and would therefore be a direct developer</p>
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	<p>charges and that no special assessment be levied against land owners who front onto this road.</p> <p>5) If the East-West collector road is to be built at some point, we request confirmation that land owners will be compensated for any land required for this purpose.</p> <p>6) We note that the East-West collector road curves to the north away from the existing houses along Eighth Line. However, we submit that the relocation of the road to the north of these houses does not assist in their protection and certainly does nothing for the homes on the east side of Eighth Line. Residences within this industrial area will never be compatible with truck traffic and industrial activities, particularly if the road connects to Trafalgar Road. Rather than buffering them, we recommend that a mechanism be created in the plan to protect them in the interim but to ensure their removal and incorporation into the industrial uses in the longer term.</p>	<p>responsibility. Where the road benefits multiple land owners, a cost sharing agreement may be required between the benefitting land owners.</p> <p>5) The proposed road network in the secondary plan is internal to the development and/or is needed to support a specific development, and would therefore be a direct developer responsibility. Where the road benefits multiple land owners, a cost sharing agreement may be required between the benefitting land owners.</p> <p>6) The Residential Special Policy Area is an overlay to the Employment Area designation. The lands in the Residential Special Policy Area on Schedule H5 will be developed in accordance with the underlying land use designation. The Residential Special Policy Area identifies locations where there are existing residential uses which might not redevelop in the short term. To recognize this situation, special policies will apply to those lands.</p>
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	<p>7) There is nothing in the secondary plan about the provision of municipal water and sanitary sewer. We understand that these are Regional services but it would be helpful to have an understanding in the plan about where these services will be located in the area and the estimated timing.</p> <p>8) The parking of trucks and truck trailers has been subject to considerable discussion in the Highway 401 corridor. Because much of this land is expected to be used for industrial warehousing and distribution, it would be helpful to have policy with respect to this subject in the secondary plan</p>	<p>7) Section H5.10.2 of the Draft Secondary Plan discusses municipal water and wastewater services. The policies of the plan are based upon the Functional Servicing Report as prepared by Amec Foster Wheeler, June 2017. Halton Region is also completing an Area Servicing Plan for the Secondary Plan lands, which will provide additional information regarding connections to the future municipal servicing infrastructure in the area.</p> <p>8) Truck/trailer parking is not permitted as a stand alone use, but only as a use associated with permitted uses in the Prestige Industrial Area such as manufacturing, warehousing, distribution facilities etc.</p>
<p>Glen Schnarr & Associates Inc. on behalf of 2226565 Ontario Corporation - land on the north side of Steeles Avenue West, situated west of Trafalgar Road</p>	<p>As discussed at the March 21st meeting, this is to reiterate our request to adjust the future north-south collector road as shown on the Town Council Preferred Land Use Concept dated March 24, 2017. We understand from our meeting that the adjustment to this road was made on the draft Land Use Plan based on input from the Region of Halton to be more mid-block location between Trafalgar Road and Hornby Road and that this adjusted road created larger contiguous Prestige Industrial block internal to</p>	<p>That understanding is confirmed. Halton Region requires appropriate road spacing as per the direction of Regional Road standards/guidelines</p>

May 7, 2018

the Secondary Plan area. However, it is of our opinion that there are impinging land use impacts that would warrant keeping this road where it is shown on the Town Council Preferred Land Use Concept as follows:

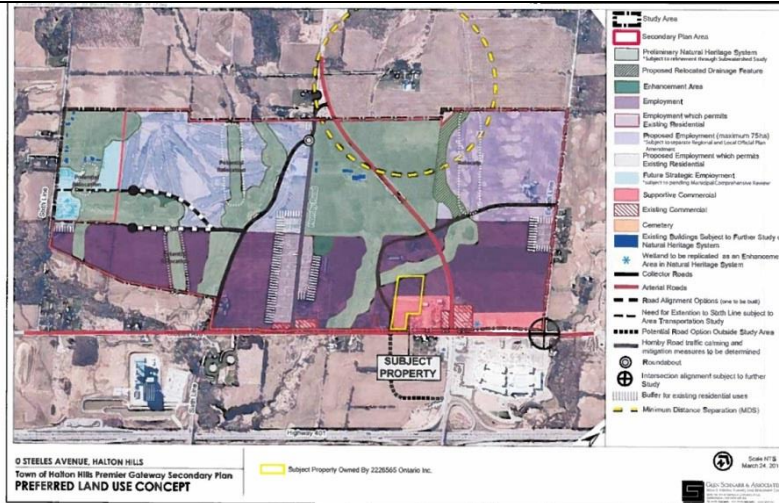
1) It is anticipated that the Region will not allow other direct road access onto Steeles Avenue between Trafalgar and Hornby Road (other than the future north- south collector road in question) such that all future access would have to be from the future north- south collector road. This will result in the need to have a shared internal driveway between properties for the future Business Commercial development to access the future north-south collector road. As such, having this road further west will create more complications and difficulty in obtaining multi-owner agreement and internal driveway access to successfully implement the Town's vision for the Business Commercial Uses;

2) There are two existing commercial businesses between the future east-west collector road shown on the draft Land Use Plan that would impede the appropriate and orderly access arrangement for an internal driveway in the future without some negative

1) The intent of the proposed road network throughout the Draft Secondary Plan is to demonstrate how the future Employment Uses can be accommodated. Policies in the Draft Secondary Plan regarding the overall Road Network are found within Section H.5.9.1. These policies require the road system to provide for the safe and efficient movement of people and goods, and note that the location and alignment of new collector and local roads as shown on Schedule H5 are conceptual, and subject to further study as may be required by the Town and/or Region. The road alignment in the area specifically referred to in the submission may be further refined at the time of site specific development application, per the direction of the policies discussed above.

2) The road has been moved slightly further to the west on the proposed Land Use Plan to ensure that the existing business at 13329 Steeles Ave, (Bahr Saddlery) is not impacted by the proposed road location. At the time of

	<p>impacts to these two commercial businesses thereby complicating the orderly development of the rest of the Business Commercial blocks in the future;</p> <p>3) Relocating the future east-west collector road further west as per the draft Land Use Plan creates a smaller contiguous Prestige Industrial block along Steeles Avenue. Whereas this road alignment does create a larger contiguous Prestige Industrial block more internal to the Secondary Plan area, it does compromise having a larger Prestige Industrial block along Steeles Avenue as provided for in the Town Council Preferred Land Use Concept. It is our opinion that it is economically advantageous to create a larger contiguous Prestige Industrial block on Steeles Avenue to achieve better visibility and accessibility for a high profile/landmark industrial users/tenants; and,</p> <p>4) The future north-south collector road adjacent to our client's westerly property line still allows for the planning of this road to extend northerly perpendicular to Steeles Avenue that would traverse the existing environmental swale to connect to Trafalgar Road.</p>	<p>individual development application, Traffic Impact Studies are required to be submitted in keeping with the policies of the Draft Secondary Plan. Opportunities for minor refinement to the proposed road network may be considered at that time.</p> <p>3) Concerns expressed regarding impacts on the size of the Prestige Industrial Area block must be balanced against the advantages of an optimally-sized and located Business Commercial Area block in this area.</p> <p>4) Comment noted.</p>
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WND associates-
United Parcel
Services of Canada
North east corner of
Trafalgar Road and
Steeles Avenue

1) In Section H5.6, the planning horizon year of 2021, would this provide for the approval of a zoning change on the lands prior to 2021? We believe that this is the case but would want certainty in this regard.

1) Yes, the intent is to have the lands available for employment development in advance of 2021 if possible. This will require that the required Zoning By-law Amendments and related supporting studies be completed and approved where necessary before 2021.

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2) The UPS lands are proposed to be designated Prestige Industrial Area which permits many forms and types of industrial uses, including the UPS type operation. Policy H5.7.1.3 specifically states that “Outdoor storage will not be permitted” in this land use designation. The UPS facility will have extensive truck and trailer parking on-site which technically is not outdoor storage. We request confirmation that the type of truck and trailer storage on the UPS lands will be permitted. If this is not the case we respectfully request an appropriate amendment to allow that component of the UPS use.

3) Section H5.7.4.1 deals with the Natural Heritage System as shown on Schedule H5 (Draft Land Use Schedule). UPS’s environmental advisors continue their work on readying materials for filing of the necessary zoning by-law amendment application and the results of their work may assist in allowing for modification to the plan and/or Schedule H5.

4) Section H5.7.1.4 provides for additional secondary uses within the Prestige Industrial Area designation, including post-secondary education. Such use should not include any allowance for living quarters which would constitute a sensitive land use.

2) The Secondary plan policies in the Prestige Industrial Area have been revised to include language permitting truck/trailer waiting spaces. All other commercial vehicle parking is not permitted as it would be considered outdoor storage.

3) There are specific policies within the Secondary Plan speaking to the requirement for submission of a Subwatershed Impact Study to further assess the feature found on UPS’s lands, in accordance with the management recommendations of the Scoped Subwatershed Study. Any refinements to the feature may be completed without amendment or modification to the Secondary Plan Land Use Schedule

4) New residential uses are not permitted within the Secondary Plan area. Student housing will also not be permitted as part of the Post-Secondary educational uses.

	<p>5) As indicated, UPS is suggesting that consideration be directed to providing for access to Trafalgar Road directly from the UPS lands. This will be beneficial to the overall interest in the transportation system and operations in the vicinity of Eighth Line and Steeles Avenue. Access to Trafalgar Road from the UPS lands would allow for a significant diversion of traffic from the employment lands along the Steeles Avenue Corridor. This may necessitate the inclusion of such reference in Section H5.9.1 of the draft secondary plan.</p> <p>6) Section H5.14.1 deals with urban design guidelines, in particular H5.14.1.2 which seeks building along Steeles Avenue to front onto this roadway. Current plans for the UPS facility, given its scale and optimal functional requirements do not allow for this. In this regard, we would suggest that this section be modified to require landscaping and screening along the Steeles Avenue frontage for the UPS lands.</p>	<p>5) A Traffic Impact Study is required to be approved prior to development of the UPS lands. Approval of any proposed access directly onto Trafalgar Road from the UPS lands is required from Halton Region as the appropriate roadway jurisdiction. Collector Road 3 is intended to provide for the necessary truck access for the UPS lands and lands to the north in Lot 2 (Bentall-Kennedy).</p> <p>6) The Town is completing Urban Design Guidelines for the Premier Gateway Secondary Plan Area, in conjunction with a Zoning By-law Amendment. This item will be assessed during the site specific development application review process and further evaluated to ensure appropriate design considerations along Steeles Avenue.</p>
<p>Doug Penrice 20 Barnes Crescent Georgetown, ON L7G 5T5</p>	<p>1) Outdoor Storage The OP and Zoning Bylaw for the current Premier Gateway prohibit any form of outside storage and in the proposed Secondary Plan this prohibition has been extended. I believe that the general view of</p>	<p>1) Outdoor Storage The Secondary plan policies in the Prestige Industrial Area have been revised to include language permitting trailer waiting spaces. Trailer Waiting Spaces are defined as on-site</p>

<p>May 14, 2018</p>	<p>outside storage by the public and neighbours is that it can be unsightly and not compatible with the nature of Prestige Industrial. This view could be influenced by some of the current illegal uses mainly truck parking on Steeles Ave. east of the 8th Line.</p> <p>Halton Hills is one of the few municipalities that prohibits outdoor storage in employment lands, while we encourage manufacturing uses this prohibition restricts the full potential.</p> <p>I would suggest that outside storage up to 15% of gross floor area be allowed, the storage area must be related to the primary business. Further, that measures in the Zoning Bylaw be considered to reduce the visual impact of the area such as berming, fencing, location in relation to roads etc.</p> <p>I base this suggestion on my experience with past enquiries most of which did not proceed due to the very restrictive nature of the OP and Zoning Bylaw, many of the proposals had serious merit. One such proposal came forward for 8039 5th Line, a manufacturer of auto parts came to the DRC through the building owner to establish an operation that would employ 140 people but needed to store shipping racks outside. This was the kind of valued added manufacturing that is very desirable, higher wages than logistics, greater economic multiplier and higher property taxes. While the Town's development team made every effort to accommodate this use, the company could not rationalize renting an additional</p>	<p>designated commercial vehicle waiting spaces that are restricted in scope and/or extent in the Zoning By-law. Trailer Waiting Spaces do not include loading spaces. No other commercial vehicle parking is permitted, as it would be considered outdoor storage. Outdoor storage is not compatible with the vision for prestige industrial in this area, and was not supported by input from the public.</p>
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20,000 sq. ft. for rack storage. The company found a location in Milton.

As part of the steering committee for this project I had made my concerns known about the outside storage and would like you to review my comments.

2) Automotive Uses

Currently in Halton Hills it is virtually impossible to locate a new automotive retailing facility anywhere. As there are a number of smaller parcels in the Secondary Plan area could there be some consideration for allowing a new car dealer on these small parcels through site specific zoning. While there would be a very limited number of potential users due to distance restrictions between like franchises it would provide a Halton Hills location for some brands.

New car stores are high value buildings due to the standards set by the manufacturers; have higher employment densities when compared to logistics operations and higher average employment wages.

3) Orphaned Land Parcels

There are a number of small parcels that have limited access to roads and I believe that further discussion with those owners is necessary to determine the best

2) Automotive Uses

The Town appreciates that there are land constraints for automotive commercial uses within the Corridor Commercial Area in Georgetown, as such, are supporting a limited permission for such uses in the Business Commercial Area designation. The revised policy allows automotive commercial uses excluding motor vehicle body shops and motor vehicle wreckers to a maximum of 20 percent of the land area within the Business Commercial designation. The policies state that they may not be located in a campus style or adjacent to each other. A comprehensive evaluation of retail permissions will be completed through the Town's Official Plan Review to 2041 and through the input provided to the Region's Official Plan Review process.

3) Orphaned Land Parcels

Comment noted. We will inform our Economic Development Department of this concern. The policies of the draft Secondary Plan also permit

	<p>way to develop these lands. Generally in my experience the large developers/builders are looking for a minimum of 60 contiguous acres that permits building sizes of up to 700,000 sq. ft. Interest in smaller parcels is limited however the Town through the Economic Development Office may be able to work with developers who have experience in small parcel development.</p> <p>4) Cultural Properties While the preservation of cultural properties is important this will be challenging to preserve properties in an employment zone. How can they be integrated, what use will they serve and who will maintain them? Properties in Halton Hills that have been preserved (Georgetown Armoury, Acton Town Hall, Devereaux House) required massive volunteer effort to succeed. The Hornby community is now fragmented and in my opinion is now just a sign on the roads lacking the volunteers and commitment to preserve these properties. More meaningful study and public input is required, we have seen too many properties demolished by neglect in Halton Hills.</p> <p>There is great potential for the Premier Gateway and this expanded area will provide more options for future employment growth.</p>	<p>flexibility in final road configuration, based on the submission and approval of individual Traffic Impact Studies. Through that refinement process, concern regarding these “orphaned land parcels” may be addressed.</p> <p>4) Cultural Properties Through the Secondary Plan process, a number of properties that have historic significance were identified. These structures provide important reference points to the local history of the Town. In any proposal to redevelop these properties, consideration will be given to incorporating these buildings and the surrounding landscaping into the new development as well as providing opportunities for the public to interpret their formal role and function in the Corridor.</p> <p>Comment noted.</p>
P.A.Z. PROPERTIES	1) Efficient Road Alignment	1) Efficient Road Alignment

CORP. David Vrhovnik, Executive Director- two land parcels at the Northwest corner of the intersection of Steeles Avenue and Trafalgar Road

May 18, 2018

On the McDowell parcel we would like to see the road realigned to make more efficient use of the Prestige Industrial area on the north side of Proposed Collector 3, as illustrated in Figure 1.

As currently depicted in the Draft Plan, the land in question would have no practical use. We suggest that the Collector Road be moved further north, towards the James Snow woodlot and the radius reduced.

Figure 1: Area of Concern



2) Practical Zoning Boundaries

The proposed Business Commercial Area should not be limited to property lines but rather aligned to physical/natural boundaries. As shown in Figure 2, we

Staff appreciate the comments provided regarding concerns for the efficient use of the lands on the north side of Proposed Collector Road 3, per the illustration. The intent of the proposed road network throughout the Draft Secondary Plan is to demonstrate how the future Employment Uses can be accommodated on the road network as proposed.

Policies in the Draft Secondary Plan regarding the overall Road Network are found within Section H.5.9.1. These policies require the road system to provide for the safe and efficient movement of people and goods, and note that the location and alignment of new collector and local roads as shown on Schedule H5 are conceptual, and subject to further study as may be required by the Town and/or Region. The road alignment in the area specifically referred to in the P.A.Z. Properties Corp. submission may be further refined at the time of site specific development application, per the direction of the policies discussed above.

2) Practical Zoning Boundaries

The Business Commercial Area designation as currently depicted on the Draft Land Use Schedule does in fact include the additional land

suggest that the Business Commercial Area be extended northward up to the creek crossing the McDowell lands. This additional area would offset the business commercial area originally proposed on the East side of Trafalgar Road fronting on to Steeles Ave.

Figure 2: Business Commercial Extension



3) Prestige Industrial – Permitted Secondary Uses. In addition to allowing Motor Vehicle Service Stations as a secondary use in the Prestige Industrial areas, we

area which had originally been proposed on the east side of Trafalgar Road fronting onto Steeles Avenue. As such, the total quantum of land which can be proposed for Business Commercial Area uses has not changed from that which was originally shown. The quantum has been identified in the background Supportive Commercial Needs Assessment report, prepared by Tate Economic Research. The Tate Report also identified that the most appropriate area to include these Business Commercial Uses is along the Steeles Avenue frontage, which is what the Draft Land Use Schedule proposes.

3) Prestige Industrial – Permitted Secondary Uses
The Town appreciates that there are land

would like to see the inclusion or addition of new automotive retailing facilities. An automotive retailer would make excellent use of some of the smaller parcels that are in the 1B area, and bring highly valued jobs to the area. We suggest the wording of section H5.7.1.4 i), which currently reads as “motor vehicle service stations;” be changed to “motor vehicle service stations and new automotive retail when accompanied by a motor vehicle service station;”

4) Traffic Congestion

We anticipate that the 1B area will generate a large volume of traffic and place additional stress on the already congested Trafalgar Road and Steeles Ave. intersection. It would be imperative that the Town move forward with the construction of Collector Road 3 all the way down to the 401 off-ramp.

constraints for automotive commercial uses within the Corridor Commercial Area in Georgetown, as such, are supporting a limited permission for such uses in the Business Commercial Area designation. The revised policy allows automotive commercial uses excluding motor vehicle body shops and motor vehicle wreckers to a maximum of 20 percent of the land area within the Business Commercial designation. The policies state that they may not be located in a campus style or adjacent to each other. A comprehensive evaluation of retail permissions will be completed through the Town’s Official Plan Review to 2041 and through the input provided to the Region’s Official Plan Review process.

4) Traffic Congestion

Comments regarding the need for future development of the Collector Road 3 extension south of Steeles Avenue to the 401 off-ramp are noted. The Premier Gateway West Scoped Area Transportation Study (ATS) Interim Report (Secondary Plan) evaluates the necessary road network and related improvements required for the interim in order to support development of the Secondary Plan. As part of the final Premier Gateway West Scoped ATS, the intersection of Steeles Avenue and Trafalgar Road will be

		<p>reviewed along with other options to provide relief to this intersection. 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.</p>
<p>Randy Howden (via email) 8024 Hornby Road May 18, 2018 and follow up email May 22, 2018</p>	<p>I am concerned about the creeks and flood plains in the development of the plan. You don't even have the creek that runs through the golf course spring fed on your maps almost ½ of the land is flood plain. Also Hornby Park which was bought by the people of Hornby should not be for sale and remain a park witch my mother looked after and her name was to go on the plaque with Alfie's name. There is a huge underground lake under the farm behind my house that should be protected. The park flooded this year as did the 6TH line you have a left hand turning lane going north into the Ella farm. All of the people who live there have to move no places to rent at current prices most of the Land is ZONED GREEN BELT what's going on. I would like to speak and be informed of further plans. There is a ditch that runs through the field that runs from corner of Steeles and Sixth Line south Ella lane way. It comes up across</p>	<p>Comments noted. The Scoped Subwatershed Study was completed in support of the draft Secondary Plan, which included detailed site visits of the entire area. Photos and related mapping are included in both the Phase 1 and Phase 2 reports identifying all watercourses found within the study area.</p> <p>With regard to Hornby Park and potential flooding, it is conceivable that the park may have flooded earlier this year as a significant portion of the lower part of the park is within the floodplain.</p> <p>Regarding the plaque at the park and having Mrs. Howden's name added to it, Town Parks' staff does not manage the names added to the</p>

that field to the next field then runs up along that fields fence line go east comes up and across our back yards and comes out 3 house north of Steeles Ave on Hornby Road. That ditch runs all the way up to Five Side Road so you cannot fill it in. Should someone want to build on it, it would stop the water flow. What about noise issues and all of that traffic.

plaque, rather understand that there is a local ratepayer group who has been involved in past.

With respect to the "underground lake" it is a significant water supply aquifer and is the buried gravel filled bedrock channel, which has been noted in the Characterization Report of the Scoped Subwatershed Study. The bedrock channel is supplied by a more regional source of groundwater, which is under significant upward pressure, thus creating flowing wells. The Phase 2 report includes specific directions for future studies related to development, to focus on ensuring this condition is characterized and managed properly.

Elements regarding noise attenuation are addressed through individual development applications and related Noise Studies as required through the policies of the draft Secondary Plan. The future development of the Secondary Plan Area is supported by the Premier Gateway West Scoped Area Transportation Study. In addition, Traffic Impact Studies for site specific development applications are also required.