



REPORT

TO: Mayor Lawlor and Members of Council

FROM: Greg Macdonald, Senior Planner

DATE: September 20, 2024

REPORT NO.: PD-2024-075

SUBJECT: Recommendation Report for a proposed Zoning By-law Amendment to permit 8 industrial buildings at 8250 Eighth Line (Premier Gateway Employment Area)

RECOMMENDATION:

THAT Report No. PD-2024-075, dated September 20, 2024, regarding a “Recommendation Report for a proposed Zoning By-law Amendment to permit 8 industrial buildings at 8250 Eighth Line (Premier Gateway Employment Area)”, be received;

AND FURTHER THAT the Zoning By-law Amendment, to amend Town of Halton Hills Zoning By-law 2010-0050, as amended, for the lands municipally known as 8250 Eighth Line (Premier Gateway Employment Area), as generally shown in SCHEDULE 3 – ZONING BY-LAW AMENDMENT, be approved on the basis that the application is consistent with all applicable Provincial plans, conforms with the Region of Halton Official Plan and the Town of Halton Hills Official Plan, has regard for matters of Provincial interest, and represents good planning for the reasons outlined in Report PD-2024-075, dated September 20, 2024;

AND FURTHER THAT Council endorse the revised alignment of the East/West Collector Road shown as Option 2 in SCHEDULE 4 – EAST/WEST COLLECTOR ROAD ALIGNMENT OPTIONS;

AND FURTHER THAT in accordance with Section 34 (17) of the Planning Act, no further notice is determined to be necessary.

KEY POINTS:

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

- In December 2022 Bentall Green Oak (Canada) Ltd., through their agent MHBC Planning, submitted a Zoning By-law Amendment application (File No. D14ZBA22.012) proposing the development of 8 industrial buildings at 8250 Eighth Line (Premier Gateway Employment Area). The development also includes the construction of an East/West Collector Road to connect Trafalgar Road with Eighth Line that will provide truck access to the subject lands as well as to the employment lands to the south (Prologis).
- The Statutory Public Meeting for the application was held on April 17, 2023; representatives of future employment lands on the east side of Eighth Line spoke at the meeting and provided written comments pertaining to concerns about the proposed alignment of the East/West Collector Road (this concern has since been revoked). Three other written comments were received, one in support of the development and two others to be added to the notification list only.
- The review of all technical studies pertaining to natural heritage matters (a sub-watershed impact study), engineering (servicing and storm water management) and transportation have progressed sufficiently that all outstanding matters can be addressed through the required Site Plan Control process and/or a Holding (H) Provision.
- This report recommends approval of the proposed Zoning By-law Amendment, subject to a Holding (H) Provision.
- Based on the reasons outlined in this report and that no local property owners have expressed concerns about the revised alignment of the East/West Collector Road, this report is also recommending that Council endorse the modified alignment for the roadway indicated as Option 2 in SCHEDULE 4 – EAST/WEST COLLECTOR ROAD ALIGNMENT OPTIONS.

BACKGROUND AND DISCUSSION:

1.0 Location and Site Characteristics:

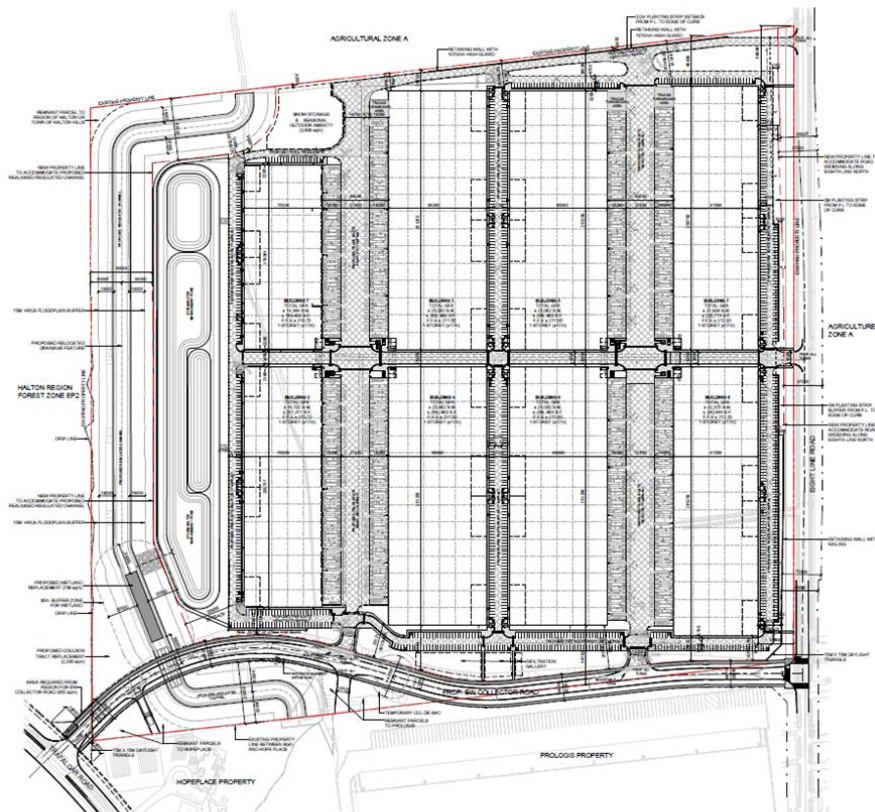
The subject property, known municipally as 8250 Eighth Line, is located within the Premier Gateway Employment Area and abuts Eighth Line; see **SCHEDULE 1 – LOCATION MAP**. The lands have an approximate area of 41.8 hectares (103.4 acres), of which approximately 34.3 hectares (84.7 acres) are proposed for development (the remainder consists of natural heritage protection including a drainage channel, a portion of the East/West Collector Road and other road widenings, woodland compensation and remnant land to be conveyed/sold to adjacent property owners). The property has approximately 612.0 metres (2,008.0 feet) of frontage on Eighth Line and is currently vacant and contains a drainage feature running in a north/south direction on the westerly side of the property.

Surrounding land uses to the subject property include:

- To the North: Farmland (including farm dwelling and various other farm related buildings). Note, lands to the north are now located within the Town's urban boundary and are identified as a new employment area within the Halton Region Official Plan as a result of ROPA 49.
- To the East: Farmland and single detached dwellings. Note, lands to the east, are now located within the Town's urban boundary and are identified as a new employment area within the Halton Region Official Plan as a result of ROPA 49.
- To the South: Employment land under construction for 3 industrial warehouses.
- To the West: Regional Natural Heritage System (NHS) consisting of woodland.

2.0 Development Proposal:

On December 22, 2022, the Town deemed complete a Zoning By-law Amendment Application (File No. D14ZBA22.012) submitted by Bentall Green Oak (Canada) Ltd., through MHBC Planning, seeking to obtain the necessary land use approvals to develop the lands for 8 industrial buildings; see **SCHEDULE 2 – PROPOSED SITE PLAN**.



1 SITE PLAN
1:1500

Figure 1: Proposed Site Plan

Further details about the development are outlined below:

Design Elements	Application Proposal
Gross Floor Area	Building 1 (Phase 1) – 14,344 m ² (154,403 sq. ft.) Building 2 (Phase 1) – 18,702 m ² (201,311 sq. ft.) Building 3 (Phase 2) – 25,082 m ² (269,983 sq. ft.) Building 4 (Phase 2) – 25,082 m ² (269,983 sq. ft.) Building 5 (Phase 3) – 25,082 m ² (269,983 sq. ft.) Building 6 (Phase 4) – 25,082 m ² (269,983 sq. ft.) Building 7 (Phase 3) – 21,904 m ² (235,774 sq. ft.) Building 8 (Phase 4) – 22,375 m ² (240,844 sq. ft.)
Height	1 storey (17 m with permission for 33.5 m only for a frozen cold storage warehouse)
Parking	1,147 spaces
Loading Spaces	352 loading spaces (loading docks)
Vehicular Access Points	2 accesses to Eighth Line for smaller vehicle access only (no large trucks) and 2 accesses to future East/West Collector Road for truck access.

The subject lands are currently zoned Agricultural (A). The Zoning By-law Amendment proposes to rezone approximately 31 hectares (the portion to be developed for industrial uses) to a 401 Corridor Prestige Industrial Zone (M7); the remainder of the property (the westerly most portion of the lands) that is proposed for a storm water management pond and natural heritage protection areas (relocated drainage channel and woodland compensation) would be rezoned to a Conservation Special (O3-1) Zone and Environmental Protection Two (EP2) Zone. There are also two small portions of the property on the south side of the future East/West Collector Road that will be sold or otherwise transferred to abutting property owners to the south (Hope Place and Prologis). The portion to be conveyed to Hope Place will remain zoned Agricultural (A) to be consistent with Hope Place’s existing zoning. Similarly, the portion to be conveyed to Prologis will be rezoned to the (M7-3) Zone to be consistent with the existing site-specific zoning of the Prologis lands; see **SCHEDULE 3 – ZONING BY-LAW AMENDMENT**. The site-specific provisions being requested to facilitate the current proposal are outlined and evaluated within the “Halton Hills Zoning By-law Section” of this report below.

The proposed development also includes the construction of an East/West Collector Road to connect Trafalgar Road with Eighth Line that will provide truck access to the subject lands as well as to the employment lands to the south (Prologis). The new collector road is identified as a requirement under the Phase 1B Secondary Plan; however, the Applicant is proposing an alternate alignment for the road for which they are seeking Council and staff endorsement.

Should the Zoning By-law Amendment be approved the Applicant intends to submit a Site Plan application for the first phase of the development (Buildings 1 and 2), shortly thereafter. It is also through the Site Plan Control application that the design, final

location, securities, and construction details for the East/West Collector Road will be finalized.

3.0 Planning Context and Policy Framework:

The purpose of this section is to evaluate the proposed Zoning By-law Amendment application against the relevant Provincial, Regional and Town policy framework to determine conformity with the applicable policies and guidelines.

a) Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and Provincial Planning Statement:

The 2020 Provincial Policy Statement (PPS) provides broad based policies that promote an appropriate range and mix of employment, including industrial and commercial uses, to meet the long-term needs of residents and make appropriate use of infrastructure to support the development of healthy communities. Policy direction pertaining to employment areas are set out in Section 1.3 of the PPS.

The Growth Plan 2020 directs new growth to locations that make efficient use of transportation and servicing infrastructure and sets out general policies for employment and commercial lands.

Both the 2020 PPS and Growth Plan contain policies addressing the protection of natural heritage features and areas including a requirement that development not be permitted on adjacent land without studies to determine that there would be no negative impact to the natural feature and related ecological functions. As discussed in further detail in an ensuing section of this report, a Subwatershed Impact Study (SIS) has been prepared that appropriately addresses such matters.

It should be noted that the Province announced that the new Provincial Planning Statement 2024 will come into effect on October 20, 2024. The new Provincial Planning Statement will integrate the PPS 2020 and Growth Plan 2020 into a singular province-wide policy document. Although the new Provincial Planning Statement maintains the general intent of the PPS 2020 and Growth Plan 2020 as it pertains to most the main permitted uses typically seen within employment areas, it makes some substantial changes by redefining employment areas to exclude standalone commercial, office, retail and institutional uses. Many of the Town's existing employment areas, including the subject lands, may not fit this new definition. Moving forward, municipalities are required to assess and update employment area policies in their Official Plan to ensure that the designation is appropriate to the planned function of employment areas. This will be further considered as part of the Official Plan review and/or updates to Secondary Plans, as appropriate.

This new Provincial Planning Statement also contains policies addressing the protection of natural heritage features and areas.

Planning staff is of the opinion that the proposed Zoning By-law Amendment application is consistent with the policies of the 2020 PPS, in conformity with the 2020 Growth Plan and is consistent with the new 2024 Provincial Planning Statement.

b) Region of Halton Official Plan

The 2009 Regional Official Plan (ROP) designates the subject lands as Urban Area with an Employment Area overlay and partially as Regional Natural Heritage System (RNHS). Map 1G of the ROP identifies Key Features of the Regional Natural Heritage System and areas identified as enhancement area, linkage and buffer present on or adjacent to the subject property. The property is also directly adjacent to Regional woodlands known as the Coulson Tract, identified as a significant woodland.

Section 76 of the ROP states that the range of permitted uses and creation of lots within the Urban Area are to be in accordance with Local Official Plans and Zoning By-laws.

The ROP includes several objectives that speak to providing an appropriate range and balance of employment uses including industrial, office, retail, and institutional uses to meet the long-term needs. More detailed policies for Employment Areas are set out in Section 77.1 of the ROP. Section 89 of the ROP requires all development within the Urban Area to be on full municipal services.

The portion of the subject property that contains natural heritage features is identified as forming part of the Regional Natural Heritage System (RNHS). The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological function will be preserved and enhanced for future generations. ROP policies direct that there should be no alteration of any component of the RNHS, unless it has been demonstrated that there will be no negative impact on the natural features or their functions. Section 116.1 of the ROP allows for the boundaries of the RNHS to be refined through the submission of an Environmental Impact Assessment (EIA), which could result in additions, deletions and/or boundary adjustments.

As a result of Bill 185, the Town has assumed responsibility for the Regional Official Plan as it pertains to lands within our municipal boundaries. Planning staff are of the opinion that the development conforms to the Urban Area, Employment Area and Natural Heritage System policies of the ROP and that the refinement of the boundaries of the RNHS are supportable, as demonstrated through the environmental studies (Subwatershed Impact Study) submitted in support of the application. While further minor amendments to the Subwatershed Impact Study (SIS) may be needed, staff from the Town, Region and Conservation Halton are satisfied this can be completed through the Site Plan Control application process and Holding (H) Provision removal application.

c) Town of Halton Hills Official Plan

Under the Town's Official Plan, the property is located within the Premier Gateway Employment Area Phase 1B Secondary Plan area. This plan identifies most of the subject lands as being designated "Prestige Industrial Area" which permits a wide range of employment related industrial uses, including warehouses and manufacturing. This

designation generally covers the portion of the property proposed for industrial development.

Additional parts of the property are identified as “Natural Heritage System” for a relocated drainage feature. Policy H5A.8 notes that a Subwatershed Impact Study (SIS) is required in support of any complete development application. The natural heritage system limits are permitted to be refined without an Official Plan Amendment through review of a detailed Environmental Impact Assessment or similar study (including an SIS). The SIS submitted with the application has been reviewed; while further minor amendments to the study may be needed at the Site Plan stage, staff are satisfied that the conclusions of the study are sufficient at this stage to support the Zoning By-law Amendment.

The Official Plan also states that all new development requiring *Planning Act* approval shall conform to the Urban Design policies in Section F2 of the Plan (Section D1.4.1). The proposal must also demonstrate conformity with Section H5A.14 of the Secondary Plan and the Premier Gateway Employment Area Urban Design Guidelines.

The proposed rezoning to a 401 Corridor Prestige Industrial (M7) Zone on most of the lands is considered appropriate and would implement the “Prestige Industrial Area” designation applied through the Secondary Plan process. A drainage feature is proposed to be relocated within lands adjacent to the existing Regional Woodland to the west, which is also contemplated within the Phase 1B Secondary Plan. Both the drainage feature and Regional Woodland will be protected along with the introduction of suitable buffers that will contain naturalized plantings and a woodland compensation block that will be added to the Regional Woodland (more discussion on this under the East/West Collector Road section of the Report below). Policy H5.7.4.11.3 establishes the land use permission for the relocation of this drainage feature subject to the appropriate review of an SIS. Staff is also satisfied that the site and building have been designed in a manner that is consistent with the applicable urban design policies and guidelines.

For the reasons above, Planning staff is of the opinion that the proposed Zoning By-law Amendment will allow for the development of the subject lands in a manner consistent with the Official Plan and Phase 1B Secondary Plan.

It should also be noted that under the Phase 1B Secondary Plan, a new Collector Road that would connect Trafalgar Road to Eighth Line is identified as running generally along the southerly limits of the subject lands. The Applicant is proposing a different alignment for the road as currently shown within the Secondary Plan where the road intersects Eighth Line. The Secondary Plan allows for refinement and modification to the orientation of the East/West Collector Road without an Official Plan Amendment; however, as part of this Report staff have included a recommendation for Council to formally endorse the proposed realignment of the Road. Further discussion regarding the realignment is provided later in the Report.

d) Town of Halton Hills Zoning By-law:

Under Comprehensive Zoning By-law 2010-0050, the subject lands are zoned Agricultural (A). The Zoning By-law Amendment proposes to rezone approximately 34 hectares of the site (the portion to be developed for industrial uses) to a site-specific 401 Corridor Prestige Industrial Zone (M7), which permits employment related industrial uses including warehouses and manufacturing uses. The remainder of the property (the westerly most portion of the lands) that is proposed for a storm water management pond and natural heritage protection areas (relocated drainage channel and woodland compensation) would be rezoned to a Conservation Special (O3-1) Zone and Environmental Protection Two (EP2) Zone. There are also two small portions of the property on the south side of the future East/West Collector Road that will be sold or otherwise transferred to abutting property owners to the south (Hope Place and Prologis). The portion to be conveyed to Hope Place will remain zoned Agricultural (A) to be consistent with Hope Place's existing zoning. Similarly, the portion to be conveyed to Prologis will be rezoned to the M7-3 Zone to be consistent with the existing site-specific zoning of the Prologis lands. The environmental and engineering studies submitted in support of the application have demonstrated the appropriate limits of the proposed zones.

Through the Zoning By-law Amendment, the Applicant is also proposing to modify five of the M7 zone standards. Town staff are recommending approval of four of the proposed site-specific modifications for the following reasons:

Increase in Maximum Height from 14 metres to 17 metres;

- The 17 metre height is more closely aligned with new industry standards that allow for increased ceiling heights interior to the building and is consistent with the maximum 17 metre height recently approved for the Prologis development immediately to the south.
- The proposed site design ensures a setback from both the future East/West Collector Road and Eighth Line Street frontages that would equal or exceed 17 metres, which thus provides a 45-degree angular plane from the building to the street line. Therefore, staff are satisfied that the buildings will not dominate or overpower the streetscapes. Substantive landscape features will be required along all street lines.

Special Increase in Maximum Height only for a Cold (Frozen) Storage Warehouse to a maximum of 33.5 metres.

- While the preliminary site design layout identifies 8 industrial buildings for general employment/industrial uses likely to be warehousing in nature, final building tenants and the final site design are not confirmed at the Zoning application stage of development. To allow for flexibility to attract high quality tenants to the site, it may be that a cold storage warehouse could be located on the lands. Due to their unique building designs with automated storage and retrieval of pallets of frozen food, these buildings are typically much taller than an average warehouse.

As such, the Applicant has required permission for an increase in height that would only apply to such a use.

- As a Cold Storage Warehouse use is a commonly sought after industrial user in prestige business parks and because the limits of the Premier Gateway Employment Area were recently expanded via the ROPA 49 urban boundary expansion process, the subject lands now abut future employment lands both to the north and across Eighth Line to the east. This limits the visual impact of such a facility.
- However, to ensure a tall building does not dominant the streetscape, nor any other abutting property regardless of their use, staff are recommending that the increase in height for a Cold Storage Warehouse only be permitted for any portion of a building located at least 33.5 metres from a property line, which thus also provides a 45-degree angular plane to all street lines and property lines.

Decrease the minimum landscaped open space from 20% of the lot to 18% of the lot:

- Providing sufficient landscaped open space ensures adequate buffer plantings along the roadways, amenity areas for employees and overall good site design along with improvements to both environmental and stormwater management considerations. The proposed decrease is considered minor in nature and only required as the storm water management pond will be zoned differently from the M7 Zone. Through the Site Plan Control stage of development, planning staff will ensure adequate landscaped open space is provided for buffering and amenity purposes.

Decrease the minimum required parking for a Warehouse use from 1/170 sq. m of net floor area to 1/190 sq. m of net floor area:

- The Applicant in its third and most recent submission of materials in support of the proposed Zoning Application sought to include a parking ratio of 1 parking space per 400 sq. m of gross floor area instead of the parking standard contained in the 401 Corridor special zoning standards. However, the reduction sought would represent a parking reduction of approximately 50%, which cannot be supported particularly as no final details on uses and/or tenants is yet available. However, staff acknowledge that opportunity exists to provide some flexibility in the amount of required parking for a Warehouse Use that reflects lower parking demands for modern warehousing type uses and to ensure that final site design considerations do not result in a zoning non-conformity. Therefore, Town staff are supportive of a minor reduction in required parking only for warehouse uses from 1/170 sq. m to 1/190 sq. m of net floor area (subject to a Holding Provision as noted below).

Modifications not being Included in the Implementing By-law:

- The Applicant requested permission for outdoor storage, including but not limited to commercial vehicle trailers. It is noted that the M7 Zone already allows trailer parking on a 1:1 ratio of trailer parking/waiting spaces to loading bays. Therefore, the development is already permitted to have up to 353 trailer parking/waiting spaces. Other outdoor storage uses are expressly prohibited in the Official Plan and no such Official Plan Amendment was proposed to allow other types of outdoor storage.

Also included in the By-law is a site-specific Holding (H) Provision containing conditions related to:

- securing the land and finalizing the engineering details for and the necessary securities, costs and agreements for the construction of the East/West Collector Road;
- finalizing any needed addenda to the Sub-Watershed Impact Study (SIS);
- obtaining the necessary land from the Region of Halton to construct the signalized intersection of the East/West Collector Road and Trafalgar Road; and,
- Submission, review and approval of an addendum to the Transportation Impact Study (TIS) demonstrating that the reduced parking ratio for a warehouse use being recommended in the implementing by-law is acceptable. The most recent TIS does discuss a parking reduction, but at a ratio not acceptable to staff. Therefore, the TIS must be updated to analyze the proposed updated ratio (see discussion above).

4.0 East/West Collector Road Alignment

As noted earlier in the report, as part of the proposed development the Applicant will be responsible for the final design and construction of the required East/West Collector Road between Trafalgar Road and Eighth Line. While it will be Bentall GreenOak constructing the road, they are partnering with Prologis (the owner of lands immediately to the south) on land, financing and engineering matters. The Town of Halton Hills has already received a financial contribution for the portion of the East/West Collector Road on Prologis' land and Prologis will be dedicating to the Town of Halton Hills their portion of the land for the road (similar to Bentall GreenOak).

However, as shown on Figure 1 (see also **SCHEDULE 2**), the concept plan for the proposed development includes an alignment of the East/West Collector Roadway such that it will intersect Eighth Line at the shared property line of Prologis. This differs from the alignment of the Road on the Phase 1B Secondary Plan (see Option 1 on **SCHEDULE 4**) which has an alignment with an additional jog to the north resulting in the Road both cutting through a portion of Bentall GreenOak's lands and intersecting Eighth Line to the north of existing single detached dwellings on the east side of Eighth Line.

As noted in the Policy section of this report, Policy H5.9.1.2 of the Phase 1B Secondary Plan notes that the location of the Road on the plan is approximate and that adjustments to the alignment are permitted subject to municipal review. It is noted that the location of the Road on the Secondary Plan was chosen prior to both Prologis and Bentall GreenOak being active participants in the development of these two large parcels. When the Secondary Plan was being developed (2015-2018), the approved alignment was selected because:

- Existing single detached dwellings on the west side of Eighth Line would have blocked a straight connection to Eighth Line (these lots have since been purchased by Prologis and merged into their development site);
- The further jog to the north would also avoid the Road terminating across from single detached dwellings on the east side of Eighth Line;
- Vehicular traffic heading to or from Georgetown and Highway 401 on Eighth Line can utilize the East/West Collector Road to completely bypass all the lots for single detached dwellings on Eighth Line in this area, reducing traffic in front of these homes; and,
- Through public consultation associated with development of the Secondary Plan residents in the area preferred the additional jog to the north (for the reasons noted in the above two bullet points).

Both Bentall GreenOak and Prologis prefer an alignment of the East/West Collector Road that would result in the Road terminating at Eighth Line at their shared common property line (i.e., a straight connection to Eighth Line without the additional jog to the north). The reasons for the preferred alignment are as follows:

- Bentall GreenOak's concept plan relies on this revised alignment to provide orderly development of their land without the southeast corner of their lands being removed from development potential. If the Road were to jog this would significantly impact the amount of development Bentall could realize on their lands. There would be a portion of land left on Bentall's property southeast of the Road that is too small to be developed by itself and that could not be developed by Prologis to the south as their three buildings are already under construction. Prologis does not need this land to complete its development.
- As Prologis has acquired, demolished, and merged on title the four single detached dwelling lots that used to exist on the west side of Eighth Line, there are no longer any properties blocking a straight alignment.
- To avoid impacting Hope Place (more discussion further below), the road alignment at Trafalgar Road would have an increased radius/bend to the north (see Figure 1) before the southerly curve to bring the road back to the common property line with Prologis. Should an additional jog to the north be included, it would have significant impacts on constructability, sight lines, safety, access point locations and the cost to construct the road and the municipal services within it.
- Planning and Development Department staff consulted with all property owners on Eighth Line via a letter mailed in May 2024 seeking input on whether the

road's alignment should be amended to Bentall's preferred alignment. No comments or concerns were received from the property owners on Eighth Line.

Planning staff as well as Transportation and Public Works staff also concur that the revised alignment has advantages over the existing alignment in the Secondary Plan and support the request from Bentall GreenOak to revise the road design. The updated design would also ensure that full turning movements would be allowed for any driveways to homes on the east side of Eighth Line. As noted earlier, while an Official Plan Amendment is not needed to approve the realignment, as the existing alignment was chosen as part of a public planning process and approved by Council, staff are including a recommendation in this Report that Council formally endorse the revised alignment.

5.0 East/West Collector Road Intersection at Trafalgar Road

To accommodate the preferred East/West Collector Road alignment where it intersects at Trafalgar, Bentall GreenOak are undergoing a process with the Region of Halton to acquire a 347 m² portion of lands owned by the Region of Halton as part of the Coulson Tract Regional Woodland. This portion of the woodlot is made up of mostly successional growth but does result in the new road impacting the woodlot. Bentall had earlier pursued an option that would have the intersection being located slightly further to the south that would not need Region lands to be constructed. However, this would have required land to be purchased from Hope Place. Hope Place is currently proposing an expansion to their facility and as Hope Place relies on private services (i.e. a septic system and well), any loss of land impacts their ability to expand the facility and to provide sustainable on-site private services. As such, Bentall have not been able to finalize agreements to acquire land from Hope Place and instead must rely on a purchase from the Region of Halton. It is expected that Regional Council will decide on the surplus lands and sale to Bentall later in 2024.

As the woodlot would be impacted by the Road, Bentall and the Region of Halton have also been negotiating woodland compensation. As part of the compensation, Bentall will be dedicating to the Region of Halton a 2,300 sq. m block of land to be added to the woodlot that will be planted with restoration plantings. Bentall and the Region of Halton are also reviewing options for further restoration plantings in portions of the existing Coulson Tract itself. As acquiring land from the Region of Halton is pivotal to finalize the East/West Collector Road construction, a Holding (H) Provision is included in the implementing By-law.

6.0 Department and Agency Comments:

Zoning Amendment application D14ZBA22.012 was circulated to Town departments and external agencies for review and comment. Staff from the various departments and agencies have completed their review and have indicated that they have no concerns or objections with the proposed Zoning By-law Amendment being approved subject to various Holding (H) Provision conditions, which are outlined above. Several technical

comments remain outstanding, mostly pertaining to engineering, servicing, landscaping, green development standards, as well as the final design of the East/West Collector Road. These matters will continue to be addressed through the required Site Plan Control application review process.

7.0 Public Comments:

The proposed Zoning By-law Amendment was presented to Council and the Public by way of Report No. PD-2023-028 through a Statutory Public Meeting on April 17, 2023. The representative of the owner of future employment lands on the east side of Eighth Line spoke at the meeting and provided written comments pertaining to concerns about the proposed realignment of the East/West Collector Road (this concern has since been revoked and the property owner did not express any concern in regard to the proposed realignment when the May 2024 letter was mailed to surrounding property owners). Through the application review process three other written comments were received, one in support of the development and two others to be added to the notification list only.

STRATEGIC PLAN ALIGNMENT:

This report identifies a thriving economy 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 Applicant is aware of the Town's Green Development Standards (GDS) Version 3 requirements and is working on a detailed GDS submission for the upcoming Site Plan Control stage of development. As the preliminary site plan is conceptual at this stage and building construction details are not yet known, the GDS will be submitted and reviewed as part of the Site Plan Control stage of development.

PUBLIC ENGAGEMENT:

Public Engagement has been conducted as follows: A Statutory Public Meeting was held on April 17, 2023. This meeting fulfilled the requirements for public participation under the Planning Act, and provided for Transparency, Notification and Participation, as defined in the Town's Public Engagement Charter.

Further, in May 2024 a mailout soliciting public input on the proposed realignment of the East/West Collector Road was mailed to all abutting property owners on Eighth Line.

INTERNAL CONSULTATION:

Planning staff have consulted with the appropriate Town Departments, the Region of Halton and Conservation Halton in preparation of this report.

FINANCIAL IMPLICATIONS:

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

Bentall GreenOak (Canada) Ltd., will be responsible for the costs associated with the design and construction of the East/West Collector Road on behalf of the Town of Halton Hills.

Reviewed and approved by,

Jeff Markowiak, Director of Development Review

John Linhardt, Commissioner of Planning & Development

Chris Mills, Chief Administrative Officer