



MEMORANDUM

TO: Mayor Lawlor and Members of Council

FROM: Melissa Ricci. Senior Policy Planner

DATE: June 2, 2025

MEMO NO.: PD-2025-002

SUBJECT: OPA 50 (Premier Gateway Phase 2B Secondary Plan) Ontario Land Tribunal Settlement

PURPOSE:

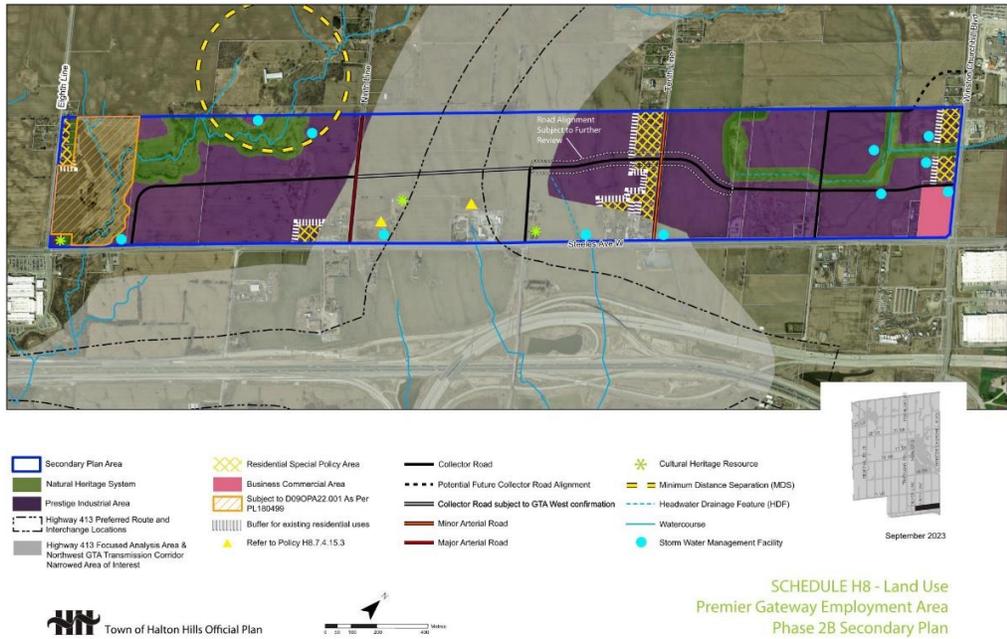
The purpose of this memorandum is to inform Council that the two appeals to OPA 50 (Premier Gateway Phase 2B Employment Area Secondary Plan), filed by Sigma Group and First Gulf, have been settled at the Ontario Land Tribunal (OLT). As such, OPA 50 is now in effect.

BACKGROUND:

The Town adopted OPA 50 (the Premier Gateway Phase 2B Secondary Plan) in October 2023. The purpose of the Secondary Plan is to establish a high quality, comprehensively planned prestige employment area that will form a key component of the Premier Gateway Employment Area in the Town Official Plan. The Phase 2B Secondary Plan Area, located north of Steeles Avenue, generally between Eighth Line and Winston Churchill Boulevard, provides a significant component of the Town's 2031 future employment growth and will diversify and enhance the Town's economy. OPA 50 consists of the text and Land Use Schedule H8. Schedule H8 establishes the land use designations within the Secondary Plan. The appendices contain additional information that support the policies of the Plan, but do not form an operative part of the Secondary Plan.

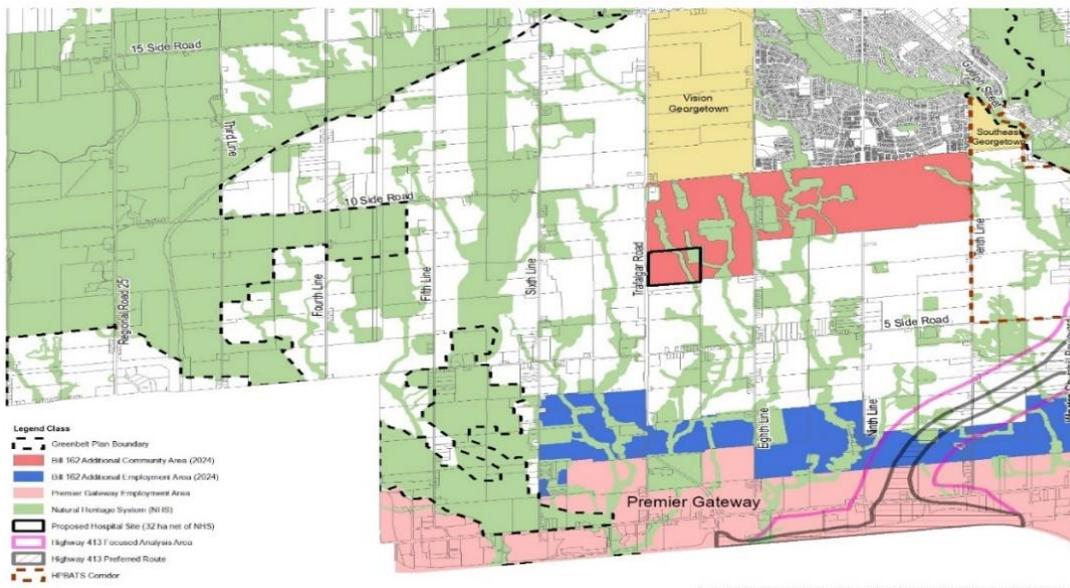
In March 2024, the Region of Halton, as the former approval authority, approved OPA 50 with minor modifications. Following the Secondary Plan approval, two appeals were filed by Sigma Group and First Gulf, owners of adjoining properties fronting Steeles Avenue, located west of (and partially within) the proposed 413 Highway Corridor. The appeals argued that the future collector road, shown on Schedule H8 to the Secondary Plan, would bisect each property, therefore impacting the development of their lands for warehouse uses.

Figure 1: Schedule H8 as Adopted by Council



Through the development of the Secondary Plan, the Town’s position was that the east-west collector road would be required to service the Phase 2B lands and was appropriately located in accordance with the detailed studies prepared in support of the Secondary Plan. However, subsequent to the adoption of the Secondary Plan, the Ministry of Municipal Affairs and Housing approved further modifications to ROPA 49 that among other matters, expanded the boundary of the Premier Gateway. This included the lands immediately north of the Premier Gateway Phase 2B lands, between Winston Churchill Boulevard and Eighth Line, as depicted in blue on Figure 2.

Figure 2: ROPA 49 Urban Boundary Expansion Area



Town and Regional staff participated in the OLT assisted mediation to explore potential resolutions to the two appeals beginning early September 2024. Through mediation, the appellants agreed to prepare traffic and servicing studies to evaluate the impacts of removal of the portion of the proposed east-west collector road located west of Ninth Line and realign it north of the Premier Gateway Phase 2B Secondary Plan Area, within the newly added urban expansion area.

COMMENTS:

In late April 2025, final versions of the Traffic Impact Study (TIS), prepared by Dillon Consulting, and Servicing Study, authored by Stantec Consulting Inc., were submitted to the Town and the Region of Halton. The transportation report concludes that the east-west collector road is not required for the two properties to function as per the proposed concept plans. The study proposes the deletion of the east-west collector road west of Ninth Line, and the future assessment of a realigned east-west collector road serving the Phase 2B and ROPA 49 lands. The servicing study concludes that the provision of water and wastewater services from Steeles Avenue is feasible and available without the collector road.

The TIS and Servicing Study provided a substantive basis for the settlement of the traffic and servicing issues raised in the two appeals of OPA 50. A settlement to reconfigure the collector road shown in OPA 50, to extend north of the First Gulf and Sigma lands, achieves an outcome which will implement the objectives of the Premier Gateway Phase 2B Employment Area Secondary Plan and integrate this area with the newly added employment lands directly to the north.

As part of the settlement process, the Secondary Plan policies were modified to reflect the recommendations of the transportation and servicing studies. Specifically, policies H8.9.2.2 – H8.9.2.3 (inclusive), confirm that the location of the east-west collector road is conceptual only, and subject to further study, to be undertaken at the time of the preparation of a Secondary Plan for the ROPA 49 Additional Employment Lands. This is also reflected in revised Schedule H8 which identifies the proposed Hwy 413 flyover as "subject to further review" and removes the section of the Collector Road located west of Ninth Line. Appendix B to OPA 50 has also been included in the Secondary Plan which shows the shift in the location of the collector road, and future study of the location of the road within the envelope. The Secondary Plan, Schedule H8 and Appendices as fully approved by the OLT have been attached as Attachment A to this Memorandum.

Other minor revisions to the Secondary Plan include the following:

- For consistency with Regional intersection requirements, policy H8.9.2.7 has been added, which specifies that only one full movement intersection will be permitted on Ninth Line within the Secondary Plan Area.

- The Secondary Plan Area has also been modified to slightly shift the area of the Plan north, to reflect the existing property ownership of the First Gulf appellant.
- Additional text outlining the requirements for considering alternative servicing provisions has been added under Section H8.10.1.1 Servicing – to address the servicing report.

CONCLUSION:

On May 7th, 2025, the Ontario Land Tribunal issued an oral decision at the Settlement Hearing approving the Secondary Plan as modified. The written decision followed on May 8, 2025. The final Secondary Plan is now in effect and development can proceed accordingly in the area.

The shift in the location of the east-west collector road will be the subject of future study through Secondary Plan exercises for the new Employment Areas. Landowners within this area will receive notice as part of any future study to establish a Secondary Plan for the area.

Reviewed and approved by,

Bronwyn Parker, Director of Planning Policy

John Linhardt, Commissioner of Planning & Development

Bill Andrews, Commissioner of Transportation & Public Works and Acting Chief
Administrative Officer