



REPORT

REPORT TO: Mayor R. Bonnette and Members of Council

REPORT FROM: Steve Burke, Manager of Planning Policy

DATE: June 16, 2014

REPORT NO.: PDS-2014-0047

RE: HPBATS/GTA West Corridor Protection and Premier Gateway Employment Lands Re-Phasing – OPA 21 and modifications to OPA 10
File No.: D08/HA HPBATS Corridor Protection OPA

RECOMMENDATION:

THAT Report No. PDS-2014-0047, dated June 16, 2014, regarding the final revised HPBATS/GTA West Corridor Protection Official Plan Amendment (OPA No. 21), and related modifications to Official Plan Amendment No. 10, Growth Plan Conformity (Urban Matters), be received;

AND FURTHER THAT the proposed modifications to Town of Halton Hills Official Plan Amendment No. 10 related to the re-phasing of Halton Hills Premier Gateway Employment Lands, dated June 2014 (provided under separate cover), be endorsed and incorporated into OPA No. 10 as post-Regional circulation modifications;

AND FURTHER THAT staff be directed to consolidate the proposed modifications to Town of Halton Hills Official Plan Amendment No. 10, dated June 2014, with other required modifications to OPA No. 10, to facilitate approval of OPA No. 10, as modified, by the Region of Halton;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 21 (HPBATS/GTA West Corridor Protection), dated June 2014 (provided under separate cover), be adopted as a non-exempt local Official Plan Amendment;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 21 (HPBATS/GTA West Corridor Protection) be submitted to the Region of Halton for approval;

AND FURTHER THAT Town staff monitor the approval process for Official Plan Amendment Nos. 10 and 21, and in the event that the Region of Halton post-circulation letter proposes substantive modifications or deferrals, prepare a report to Council with recommendations concerning any substantive proposed modifications or deferrals;

AND FURTHER THAT a copy of Report PDS-20140-0047 be sent to the Region of Halton, Ministry of Municipal Affairs and Housing, Region of Peel and City of Brampton.

Report Purpose

The purpose of this report is to:

- summarize the results of the statutory public meeting for the proposed modifications to Official Plan Amendment No. 10 and to proposed Official Plan Amendment No. 21;
- provide responses to the agency and public comments received on the proposed modifications to Official Plan Amendment No. 10 and to proposed Official Plan Amendment No. 21;
- summarize recommended revisions to the proposed modifications to Official Plan Amendment No. 10 and to proposed Official Plan Amendment No. 21; and,
- recommend Council adoption of proposed Official Plan Amendment No. 21 and Council endorsement in principle of proposed modifications to Official Plan Amendment No. 10.

BACKGROUND:

1. HPBATS/GTA West Corridor Protection

The purpose of proposed Official Plan Amendment No. 21 is to implement a corridor protection area in Halton Hills and associated land use policies that protect the area for the future GTA West highway corridor and related Halton Peel Boundary Area Transportation Study (HPBATS) transportation improvements, by preventing the approval of development that would preclude such improvements, pending the completion of Phase 2 of the GTA West Environmental Assessment, and subsequent environmental assessments identified in the HPBATS. Development is generally defined as proposals that require approval under the *Planning Act*, including lot creation, a change in land use, or construction of certain buildings or structures.

The Amendment contains the following revisions to the Official Plan necessary to implement corridor protection consistent with Provincial expectations for the GTA West Environmental Assessment and the approved recommendations of the HPBATS:

- Establishment of corridor protection policies related to an HPBATS/GTA West Corridor Protection Area in the Transportation section of the Official Plan;

- Addition of an HPBATS/GTA West Corridor Protection Area as an overlay on the relevant land use schedules of the Official Plan, as well as Schedule B1 – Functional Plan of Major Transportation Facilities.

The lands affected by this Amendment generally include:

- lands within the GTA West Preliminary Route Planning Study Area, in the *Agricultural Area*, east of the rear lot lines of lots fronting on Eighth Line;
- lands within the GTA West Preliminary Route Planning Study Area, in the *Premier Gateway Employment Area*, east of the Toronto Premium Outlets; and,
- lands in the vicinity of Tenth Line and Ten Side Road, including the Southeast Georgetown *Future Residential/Mixed Use Area* lands, identified in the Recommended Road Network of HPBATS.

No changes are proposed to the Town's Comprehensive Zoning By-law 2010-0050 applying to the Agriculture Area as these lands are currently zoned „A“ Agriculture and the uses are therefore limited to agriculture, agriculture-related uses, a single-detached dwelling on an existing lot of record, and legally existing uses within existing buildings. Also, no changes are proposed to Zoning By-law 2000-0138 applying to the existing Premier Gateway Employment Area (east of the Toronto Premium Outlets Mall) as these lands are zoned „G“ Gateway or “M7” Prestige Industrial , but with a „H“ – Holding provision. This holding provision must be lifted by Council before any development can proceed, and the Region will not be extending municipal services to this area while it remains under corridor protection.

2. Employment Land Re-phasing

As a consequence of the implementation of corridor protection on all lands within the GTA West Preliminary Route Planning Study Area, all lands east of the Toronto Premium Outlets within the Premier Gateway (401/407 Corridor) Employment Area phased for development to the 2021 planning horizon will now be unavailable for development until the GTA West EA process determines they are not required for the transportation corridor. It is anticipated that a significant amount of this area will be permanently precluded from development in order to accommodate a large highway interchange.

Therefore, a critical complementary initiative to this HPBATS/GTA West corridor protection amendment is the proposed modifications to Official Plan Amendment No. 10 of the Town of Halton Hills, which will achieve the following:

- Re-phase all employment lands (shown as *Phase 2 Employment Area* in the proposed OPA No. 10 modifications) to the 2021 planning horizon affected by corridor protection, inside the GTA West Route Planning Study Area east of Eighth Line, to between 2021 and 2031;
- Re-phase all employment lands to the 2031 planning horizon outside of the GTA West Route Planning Study Area, west of Eighth Line, to the 2021 planning horizon, thereby permitting the initiation of a secondary planning exercise in 2014 for this area (designated as *Phase 1B Employment Area* in the proposed

modifications to OPA No. 10), to facilitate timely development of these lands as a replacement for those subject to corridor protection;

- Identify all 2031 employment lands subject to corridor protection, and east of Eighth Line, as a second phase of employment lands to the 2031 planning horizon (designated as *Phase 2B Employment Area* in the proposed modifications to OPA No. 10), for which a separate secondary planning exercise and infrastructure planning will be required scheduled to commence in 2018.

Also, since the re-phasing of employment lands described above does not entirely replace the employment lands unavailable for development pending the completion of Phase 2 of the GTA West EA, an important element of the secondary planning exercise for the re-phased 2021 employment lands will be to evaluate alternative locations for the accommodation of the resulting shortfall of employment land, which would be added to the Premier Gateway Employment Area through amendment to the Region and Town Official Plans.

COMMENTS:

1. Public and Agency Comments

a) Agency Comments

Comments on proposed Official Plan Amendment No. 21 were received from both the City of Brampton and the Region of Peel. The comments and a response from Planning staff are contained in Schedule Two to this report.

In general both municipalities requested that the Town of Halton Hills extend the prohibition of development to include agricultural lands, as in their view large-scale agricultural buildings or single detached dwellings permitted under the „A“ – Agriculture Zone could impact GTA West route options.

The position Town staff is that given the very limited range of permitted uses in the Agricultural Area of the Town (i.e. single detached dwellings on existing lots, accessory residential uses on farm properties, bed and breakfast establishments/ home occupations/ cottage industries in single detached dwellings/ home industries and secondary commercial uses on farm properties) changes to Zoning By-law 2010-0050 are not required to implement corridor protection in the Agricultural Area. It is important to note that the Province has not indicated any concerns with the proposed implementation of corridor protection contained in either Regional Official Plan Amendment No. 43 or Halton Hills OPA No. 21. No changes are recommended to the proposed OPA No. 21 or Zoning By-law 2010-0050 with respect to land use permissions in the portion of the Corridor Protection Area within the Town's Agricultural Area.

b) Public Comments

A total of 8 written submissions were received from the public on the proposed Official Plan Amendments. The written submissions, together with a response/recommendation from Planning staff, are contained in Schedule Two to this report. In addition, 8 people provided oral submissions at the public meeting on May 26, 2014. The public meeting minutes are attached as Schedule One to this report. The following is a discussion of the issues raised both at the public meeting and through the written submissions.

Timing for removal of Corridor Protection/Impact on Property Values:

Several property owners expressed concern regarding the amount of time that their properties would be affected by corridor protection, thereby exacerbating uncertainty as to the future use and the impact on property values.

The Town recognizes the need for the GTA West Environmental Assessment process to arrive at a preferred transportation corridor as quickly as possible. The Ministry of Transportation (MTO) has advised that a preferred route will be recommended and taken to the public for their input by the end of 2015. Once the corridor is finalized, the MTO has indicated that areas not needed for the corridor can be progressively removed from corridor protection.

Staff notes that although planning exercises can influence land values, either positively or negatively, property values are not considered to be a legitimate land use planning consideration. The future value of properties in the Route Planning Study Area is dependent on a number of factors, including the identification of certain lands in the area as Future Strategic Employment Area for employment needs beyond 2031, recognizing the locational advantages of a future highway/transit corridor.

Corridor Protection for Southeast Georgetown:

Southeast Georgetown is a 132 acre parcel of land bounded by 10 Side Road, Tenth Line, and the Hamlet of Norval, which was designated „Urban Area“ through Regional Official Plan Amendment No. 38 and „Future Residential/Mixed Use Area“ through Official Plan Amendment No. 10.

The property owner has expressed concern about the impact on property values of corridor protection and noted that the subject property does not form part of the GTA West Route Planning Study Area and therefore is not required for the GTA West transportation corridor. He also stated that the current requirement for the preparation of a secondary plan for the area prior to development occurring provides sufficient protection from premature development of the area, and so inclusion in the Corridor Protection Area is not required.

It is acknowledged that the Southeast Georgetown lands are not required for the GTA West transportation corridor. However, the corridor protection measures contained in OPA 21 (and ROPA 43) are required to implement the obligations of the HPBATS Memorandum of Understanding (MOU), which relate not only to the Halton-Peel

Freeway (now GTA West), but to a set of „Halton-Peel Cross Boundary Improvements“ including the Georgetown-Brampton link (East-West Connection) and the Norval West By-pass, which impact the subject property. All of the HPBATS transportation improvements are important components of a system that will improve mobility in the area and address the needs generated by growth particularly in western Brampton.

Maple Lodge Farms Development Plans:

At present, Maple Lodge Farms maintains an appeal of the Town's Official Plan (2008) and Zoning By-law (2010) due to the fact that in their view the Town has failed to implement corridor protection for the North-South Corridor (now GTA West) in either of those planning instruments. Despite this fact, they have objected to the Town implementing corridor protection for the GTA West Route Planning Study Area through OPA 21, as they take the position it should not include properties fronting on Winston Churchill Boulevard between Steeles Avenue and Embleton Road, including their property. With respect to development re-phasing of the Town's employment lands, they request the consideration of their lands to address the land supply shortfall resulting from the re-phasing.

With respect to the lands included within the corridor protection area, it encompasses the lands required to protect for the HPBATS transportation improvements as well as the GTA West Route Planning Study Area, as required by Provincial and Regional policy. With respect to the employment land supply shortfall, the Town intends to identify additional lands appropriate for incorporation into the Premier Gateway Employment Area through the secondary planning exercise to be initiated in 2014. However, the lands are to be contiguous to the Phase 1B lands in the vicinity of Hornby, and must be outside the Corridor Protection Area in order that they can be made available for development before 2021.

Redevelopment in Hornby:

A development proponent wishing to re-develop 8017 Hornby Road for a gas station/ car wash has supported the proposed re-phasing of the Premier Gateway employment lands as it would permit the development of the subject lands prior to 2021. However, the proponent has already filed re-zoning and site applications with the Town and does not want to await the completion of the secondary plan for the Phase 1B area.

The proposed modifications to Official Plan Amendment No. 10 would have the effect of re-phasing the employment lands containing the subject property to pre-2021, rather than post-2021. Also, development of the area as a whole for urban employment uses would not be permitted until the completion of a comprehensive secondary planning exercise to be initiated in 2014, as well as the introduction of urban services by the Region of Halton. However, with respect to site-specific redevelopment of previously developed properties, such as the subject property, the appropriate mechanism for assessing the merits of a development proposal is the processing of site-specific re-zoning and site plan development applications.

2. Proposed Revisions to Official Plan Amendment No. 21 (Corridor Protection)

The final version of OPA No. 21 has been revised to refer to “urban lands” rather than “urban employment lands”, and to the completion of appropriate environmental assessments (both GTA West and related HPBATS environmental assessments) prior to the removal of lands not needed for transportation corridors. These revisions are consistent with the final version of ROPA No. 43.

3. Proposed Modifications to Official Plan Amendment No. 10 (Employment Land Re-Phasing)

The final proposed modifications to OPA No. 10 include a revision to Schedule A8 – Premier Gateway Employment Area of the Official Plan. The boundary between Phase 1B and Phase 2B has been moved to the Eighth Line, instead of following the boundary of the Corridor Protection Area. The rationale for this change is that Eighth Line is the logical boundary between the 2 phases, notwithstanding that the lots fronting on the east side of Eighth Line are not within the Corridor Protection Area.

RELATIONSHIP TO STRATEGIC PLAN:

This report relates extensively to the broad vision for the community contained in the eight Strategic Directions of the Strategic Plan. In particular, this report relates to the following **Strategic Objectives** and related Strategic Actions:

- 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.
- C.3** To facilitate a rebalancing of the residential to non-residential assessment ratio to provide for the Town’s long-term financial viability.
- G.6** To ensure that sufficient fully serviced employment lands are designated to 2031 to accommodate new and expanded business activities that provide employment opportunities for local residents and provide greater balance between residential and non-residential assessment in the Town.
- I.6** To participate fully in Region-wide initiatives to protect and promote the Town’s objectives.
 - I.6(a) Defend Council decision in ROPA 38/OPA 10 of a moderate scale of growth to the 2031 planning horizon.

FINANCIAL IMPACT:

Council previously approved Capital Project No. P12003 – HPBATS Corridor Protection with a budget of \$53,000.00 in 2012. Council has also committed through the 2014 Capital Budget to advancing the required Secondary Plan and Subwatershed Study for

the employment lands located on the north side of Steeles Avenue, west of the Eighth Line.

The provision of the serviced employment lands in a timely fashion are required to balance the Town's non-residential to residential assessment ratio.

COMMUNICATIONS IMPACT:

Notification that this report was on the June 23, 2014 Council Agenda was provided to all those who requested notification.

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 relationship between this report and the Strategy is summarized below:

Do the report's recommendations advance the Strategy's implementation?

Yes No N/A

Which pillar(s) of sustainability does this report support?

Cultural Vibrancy **Economic Prosperity** N/A
 Environmental Health Social Well-Being

Taking the necessary steps to secure fully serviced replacement employment land supply is closed linked to the Economic pillar of the Town's Integrated Community Sustainability Strategy, as well as the Environmental Health pillar, including:

- Focus Area: Diversified and Resilient Economy
 - Goal: Maximize the industrial benefits from existing and future designated employment lands such as the Highway 401/407 Gateway.
- Focus Area: Balanced Tax Base
 - Goal: Achieve a stronger municipal tax assessment base through a substantial improvement in the ratio of non-residential to residential assessment.
- Focus Area: Land Use
 - Goal: Ensure that future urban areas are developed as a complete community, with compact pedestrian friendly neighbourhoods, a mix of housing types, appropriate employment opportunities, community facilities and open spaces.

Overall, the alignment of this report with the Community Sustainability Strategy is:

Excellent Very Good Good Fair N/A

It is also important to note that the implementation of corridor protection for the GTA West transportation corridor and HPBATS transportation improvements is required by Provincial policy and meets the Town's obligations under the HPBATS Memorandum of Understanding.

CONSULTATION:

The Town's solicitor and the Region of Halton have been consulted on this matter.

CONCLUSION:

This report has outlined the contents of proposed Official Plan Amendment No. 21 (HPBATS/GTA West Corridor Protection) and proposed modifications to Official Plan Amendment No. 10 – Provincial Growth Plan Conformity (2031 Population & Employment Targets, Settlement Area Expansion, and Complementary Matters), reviewed public and agency comments, explained the revisions to the Amendments, and provided recommendations for the consideration of Council.

The proposed modifications to OPA No. 10 are critical to the efforts of the Town of Halton Hills to maintain an adequate supply of employment lands to the 2021 and 2031 planning horizons.

It is recommended that the proposed modifications to Official Plan Amendment No. 10 be endorsed and incorporated into OPA No. 10 as post-Regional circulation modifications. It is also recommended that staff be directed to consolidate the proposed modifications to Town of Halton Hills OPA No. 10, dated June 2014, with other required modifications to OPA No. 10, to facilitate approval of the amendment, as modified, by the Region of Halton.

OPA No. 21 to implement transportation corridor protection for the GTA West and related HPBATS transportation improvements is required by Provincial policy and the Town's obligations under the HPBATS Memorandum of Understanding.

It is recommended that Official Plan Amendment No. 21 be adopted and submitted to the Region of Halton for approval. It is also recommended that Town staff be directed to monitor the approval process for Official Plan Amendment Nos. 10 and 21, and in the event that the Region of Halton post-circulation letter proposes substantive modifications or deferrals, prepare a report to Council with recommendations concerning any substantive proposed modifications or deferrals.

Respectively submitted,

Steve Burke, MCIP, RPP
Manager of Planning Policy

John Linhardt, MCIP, RPP
Director of Planning, Development
and Sustainability

David Smith
Chief Administrative Officer



MINUTES

PUBLIC MEETING-2014-0001

**HPBATS/GTA West Corridor Protection and Premier Gateway Employment
Lands Re-Phasing**

Minutes of the Public Meeting held on Monday, May 26, 2014 at 7:35 p.m., in the Council Chambers, Town of Halton Hills Civic Centre, 1 Halton Hills Drive.

Councillor D. Kentner chaired the meeting.

Councillor D. Kentner advised the following:

The purpose of this Public Meeting is to inform and provide the public with the opportunity to ask questions or express their views with respect to the Town-initiated proposed Official Plan Amendment No. 21 and proposed Modifications to Official Plan Amendment No. 10, pertaining to transportation corridor protection and employment land re-phasing. The Councillors are here to observe and listen to your comments; however, they will not make any decisions this evening.

As the Chair, I am informing you that when Council makes a decision, should you disagree with the decision, the Planning Act provides you with an opportunity to appeal the decision to the Ontario Municipal Board for a hearing. Please note that if a person or public body does not make oral submissions at a public meeting or written submissions to the Town of Halton Hills before the decision is made, the person or public body is not entitled to appeal the decision of the Town of Halton Hills to the Ontario Municipal Board. In addition, if a person or public body does not make oral submission at a public meeting, or make written comments to the Town of Halton Hills before the decision is made the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board, unless, in the opinion of the Board, there are reasonable grounds to do so. You may wish to talk to Planning staff regarding further information on the appeal process.

The Planning Act requires that at least one Public Meeting be held.

The format of this Public Meeting is as follows:

- Town Planning staff will generally explain the purpose and details of proposed Official Plan Amendment 21 and proposed Modifications to Official Plan Amendment 10;
- Next, the public can obtain clarification, ask any questions and express their views on the proposed Amendment and Modifications.

Town staff will attempt to answer questions or respond to concerns this evening. If this is not possible, staff will follow up and obtain this information. Responses will be provided when this matter is brought forward and evaluated by Council at a later date.

This Public Meeting involves Town initiated proposed Official Plan Amendment No. 21 and proposed Modifications to Official Plan Amendment No. 10, pertaining to transportation corridor protection and employment land re-phasing.

Chair D. Kentner asked if there were any persons in attendance who were interested in this public meeting. The Chair noted that there were interested people present.

The Chair stated that following the presentation by Town staff, any questions should be directed to the appropriate person for response.

The Chair then asked Steve Burke, Manager of Planning Policy to please come forward to explain the proposed Amendment and Modifications.

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TOWN'S OPPORTUNITY

S. Burke noted that the Halton Hills process regarding the Official Plan Amendment complements and follows the Region's process regarding Region Official Plan Amendment (ROPA) 43; the employment land re-phasing; and corridor protection for the GTA West Route Planning study area and HPBATS improvements, in particular the East-West connection including the Norval West by-pass. Public notification of this public meeting was provided through notice in the Independent and Free Press on May 1 and May 15, written notice to all property owners within the GTA West route planning study area and Hornby rural cluster, and as well through the joint Town/Region public open house held on May 7th.

Mr. Burke advised that the Halton Peel Boundary Area Transportation Study (HPBATS) was initiated in 2007 by Halton, Peel, Brampton, Halton Hills and Caledon to examine transportation requirements along the Halton-Peel boundary. Council, through a final report in May 2010 endorsed a comprehensive set of road and transit improvements to address mobility in east Halton Hills and west Brampton. The final report recommended a Halton-Peel Freeway from Highway 401/407 to Mayfield Road and an East-West connection from Bovaird Drive to Georgetown which bypasses Norval.

Mr. Burke spoke to the GTA West Environmental Assessment noting that the Ontario Ministry of Transportation (MTO) completed that GTA West Transportation Development Strategy in 2012. The strategy identified the need for a provincial facility generally following the alignment of the Halton-Peel Freeway, by extending the western boundary of the study area from Ninth Line to Eight Line. Provincial policy requires municipalities to protect for transportation corridors where MTO is actively pursuing identification of a corridor. The MTO initiated Stage 2 of the environmental assessment earlier this year. This stage will identify a preferred route for the new transportation corridor, including a 400 series highway and transit way. It is anticipated that there will be public information sessions – one being held late 2014 on route planning alternatives, and a second in late 2015 on a preferred alternative. It is further anticipated that stage 2 will be completed in 2018. Mr. Burke noted that as part of the Norval Secondary Plan Review, Norval residents identified transportation as a major concern. The updated secondary plan includes policies related to transportation and implements corridor protection on a property the Region has purchased pending an environmental assessment for the East-West connection/Norval West by-pass.

In terms of corridor protection, the transportation section of the Official Plan is amended to direct that the processing of applications for development cannot be completed until it is determined that lands are not required for the transportation corridor. More specifically the corridor protection area applies to Southeast Georgetown, agricultural areas south of Georgetown and the Premier Gateway employment area.

Mr. Burke further provided a summary of Employment Land re-phasing – the current phasing and proposed phasing as a consequence of the implementation of the corridor protection; and outlined the next steps in the process including the finalization of OPA 21 and modifications to OPA10, recommendation report to Council following ROPA 43 at Regional council, council consideration and adoption of the OPA and the approval of Terms of Reference and initiation of the Secondary Plan for Phase 1B – land development.

PUBLIC'S OPPORTUNITY

The Chair asked if there were any persons who had questions or required further clarification or information or wished to present their views on the proposed Amendment and Modifications.

T. Cucci, resident of Tenth Line thanked the Mayor for his push to get answers for the public. He noted the unfairness of asking people to just sit tight and wait while their lands are being devalued, without any answers about the future of their land. He asked if anybody has asked the MTO and Region as to why they want to keep on making bottlenecks on our roadways? If there are plans to build more roadways the roads should at least go somewhere. He advised that the Mayors should get together to insist decisions get made quicker.

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M. Chaudhary, resident of Brampton noted he supports the amendment for development. He advised that he runs the gas station at Hornby and Steeles, and spent a lot of money on the land. Should there be prohibitions for future development he would probably end up bankrupt.

A. Stabins, resident of Tenth Line spoke to the rephrasing of acres of land in Hornby and noted that the rephrasing should not go ahead at this time. If the traffic corridor is approved there could be a possibility of 2,000 acres being separated from Town. This would create the potential for a Bermuda triangle for those in the area, which in turn will devalue properties. It would create difficulties in accessing services. He asked that the realignment of employment lands not take place until the highway is decided.

R. Russell, resident of Albert Street spoke to the property his family owns in South East Georgetown. He drew attention of OPA 10 - future residential and mixed uses noting that there are provisions to protect the areas and that all the approvals needed are to protect the area. He noted his issue is that by putting Corridor Protection over lands it will have a negative effect on property values. If this happens then what can be done with properties in the future?

V. Cesselli, resident of Mississauga noted that his parents own land in the area and have owned the land since 1964. Future sale of the land would assist in paying for the future needs of his parents as they age, however what is being proposed will only devalue the property's worth. He noted that his family has already lost four acres due to Highway 407 and another piece of land to the Steeles Avenue revamp. He asked what could happen if there is a change in government given that there is an upcoming provincial election? Could this whole issue go back to square one, or would it come to an end?

C. Englert, resident of Eighth Line advised that her property will be most affected. The future employment lands indicated includes homes on the east side of the street and asked what will happen to these homes, as well as what will happen to her lands. She noted her home currently needs renovations and asked whether she should be putting money into the home at this point? She further asked if her property is going to be devalued. Ms. Englert noted her concern for future estate planning and that no one has the answers. The current traffic bottleneck on the highways is unacceptable, that if there needs to be another highway it should go through to Guelph, not more traffic on the 401.

W. May, of Winston Churchill thanked Planning staff for bringing forward the report, and thanked the Mayor for his insistence in finding answers. He noted that this matter is tying up way too many acres of land for far too long. The corridor protection area needs to be shrunk instead of holding onto such a large swath of land.

R. Grewal, of Ninth Line noted that the massive amount of land the study indicates is far too much and should be narrowed down.

CONCLUSION OF MEETING

The Chair declared the Public Meeting closed. Council will take no action on the proposed Official Plan Amendment and Official Plan Modifications tonight. Staff will be reporting at a later date with a recommendation for Council's consideration.

If you wish to receive further notification of this proposal, please leave your name with a member of staff in the foyer outside this Council Chamber, or with the Town Clerk during regular business hours. Only those persons who leave their names will be provided further notification. If you wish to speak to the proposed Amendment and/or Modifications when they are brought before Council in the future, you must register as a delegation with the Town Clerk prior to the meeting.

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If you wish to make a written submission respecting the proposed Official Plan Amendment No. 21 and proposed Modifications to Official Plan Amendment No. 10, the deadline for comment is June 6, 2014.

The Public Meeting Closed at 8:21 p.m.

 MAYOR
Rick Bonnette

 Deputy
CLERK
Suzanne Jones Renee Brown

SOURCE	COMMENTS	RESPONSE
<p>City of Brampton, dated May 22, 2014</p>	<p>Re: Halton Hills OPA 21</p> <p>Dear Steve:</p> <p>Please accept this letter as the City's submission as part of the public meeting record for OPA 21. The comments stated herein are limited to Part B of the Amendment.</p> <p>We are requesting that Section F6.5.3 of OPA 21 be revised to apply all lands within the HPBATS/GTA West Corridor Protection Area. We are of the opinion that large scale agricultural buildings and single family dwellings could be constructed in the rural area under existing zoning permissions which could impact route alternative options being considered as part of the GTA West Corridor EA. In addition, we are unclear as to the meaning of "specific development applications" and request a definition be added to the OPA.</p> <p>Corridor protection was first implemented in 2003 by the City of Brampton with the adoption of an Interim Control By-Law. This was followed up with corridor protection policies to the Official Plan and Bram West Secondary Plan. We consider this approach as the most effective way to prohibit new development that could potentially prohibit the planning for the GTA West Corridor.</p> <p>The City of Brampton requests notification of any formal proceedings with respect to OPA 21, including Council consideration and adoption of the aforementioned Local Official Plan Amendment.</p>	<p>The position of the Town is that given the very limited range of permitted uses in the <i>Agricultural Area</i> of the Town (i.e. single detached dwellings on existing lots, accessory residential uses on farm properties, bed and breakfast establishments/ home occupations/ cottage industries in single detached dwellings/ home industries and secondary commercial uses on farm properties) changes to Zoning By-law 2010-0050 are not required to implement corridor protection. The reference to "specific development approvals" has been removed from the proposed amendment.</p>
<p>Region of Peel, dated May 21, 2014</p>	<p>Dear Mr. Burke and Ms. Poad:</p> <p>RE: Region of Peel Comments on Halton-Peel Boundary Area Transportation Study/GTA West Transportation Corridor Protection Amendments</p>	

	<p>Thank you for providing us the opportunity to review the Halton Peel Boundary Area Transportation Study (HPBATS)/GTA West Corridor Protection ROPA and OPA from Halton and Halton Hills, respectively.</p> <p>The subject amendments propose corridor protection policies and some alterations to employment lands phasing to account for corridor protection. We are pleased to provide the following comments:</p> <p>General Comments</p> <p>Staff notes that the following Peel Environmental Assessments are ongoing or complete in the area, and protection will be required to ensure adequate right of way (ROW) for road widening purposes.</p> <p>1. Steeles Avenue from Mississauga Road to Winston Churchill Blvd (including intersection of Steeles Ave and Winston Churchill)</p> <ul style="list-style-type: none"> • Completed in 2013 • Widen to 6 lanes • 50.5M ROW at intersection (45 metre mid-block ROW per Region of Peel Schedule F) • Construction of the portion to Winston Churchill anticipated for 2021 • Please contact Gino Delacruz (gino.delacruz@peelregion.ca) for further information. <p>2. Winston Churchill Blvd from Hwy 401 to Embleton Sideroad</p> <ul style="list-style-type: none"> • Ongoing; study commenced in 2014 and is jointly funded with Halton Region • Widen to 6 lanes • Minimum intersection ROW: 50.5 metres (45 metre mid-block ROW per Region of Peel Schedule F) • Construction anticipated 2020/2021 • Please contact Gino Delacruz (gino.delacruz@peelregion.ca) for further information. <p>Our specific comments on the OPA and ROPA are noted below:</p> <p>Halton Region OPA</p> <ul style="list-style-type: none"> • Policy 173(1.4): This policy indicates the ability to remove lands from the corridor protection area by completion of the environmental assessment and/or by 	
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	<p>amendment to the Halton and Halton Hills' Official Plans. We recognize this may correspond to the phased release of lands as the Environmental Assessment Study proceeds, and suggest rewording for clarity. The Region of Peel's comparable policy reads as follows: (5.9.12.2.5) "Recognize that as the Environmental Assessment Act process progresses, any related Official Plan or Secondary Plan may, in consultation with the proponent, include provisions for the phased release of lands that are appropriate to the Environmental Assessment Process".</p> <ul style="list-style-type: none"> • Policy 173(1.4) Further, we note that the Provincial Policy Statement (1.6.8.3) requires that "planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified." However, policy 173(1.4) applies only to "urban employment lands" within the HPBATS/GTA West Corridor Protection Area, and not to agricultural lands. <p>Therefore, we have some concerns regarding the possibility of development of agricultural lands within the corridor protection area within the limits of the zoning by-law. We request that the policies/ mapping be expanded to prohibit all development, regardless of current land use designation, within the corridor protection area.</p> <p>Halton Hills OPA Policy F6.5.3: "Development" is defined in the Provincial Policy Statement, and the Region of Peel has utilized the PPS definition as it relates to our policies, so it is not clear what is meant by "specific" development applications in policy F6.5.3. Please provide clarity or delete this term.</p> <ul style="list-style-type: none"> • Policy F6.5.3: Further, we note that the Provincial Policy Statement (1.6.8.3) requires that "planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified." However, policy F6.5.3 	<p>The term "specific development approvals" has been removed from the proposed amendment.</p> <p>The proposed amendment has been revised to refer to "urban lands" in recognition that the prohibition on development applies to urban lands, whether they are designated for</p>
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	<p>applies only to "urban employment lands" within the HPBATS/GTA West Corridor Protection Area, and not to agricultural lands.</p> <p>Therefore, we <i>have</i> some concerns regarding the possibility of development of agricultural lands within the corridor protection area within the limits of the zoning by-law. We request that the policies/mapping be expanded to prohibit all development, regardless of current land use designation, within the corridor protection area.</p>	<p>employment or mixed use/residential purposes.</p> <p>See above response to City of Brampton.</p>
<p>Folkes Legal Professional Corporation on behalf of Maple Lodge Farms Ltd.</p>	<p>Re: GTA West/Halton Peel Boundary Area Transportation Study Corridor Protection - Halton Hills Premier Gateway Phasing and Replacement Study</p> <p>Attention: John Linhardt. Director of Planning, Development & Sustainability</p> <p>Dear Sir:</p> <p>The writer acts for Maple Lodge Farms Ltd. and related companies which own lands fronting on the West side of Winston Churchill Boulevard between Steeles Avenue West and Embleton Road in the Town of Halton Hills. As such, our clients have a direct interest in modifications to Official Plan Amendment No.10 (OPA No.10) and other necessary amendments to the Town's Official Plan arising as a consequence of implementing the GTA West/HPBATS Corridor Protection and Employment Land Phasing and Replacement.</p> <p>Corridor Study Area Freeze Our clients' representative, Wes May, attended the Town of Halton Hills statutory public meeting on OPA No.10 on May 26th. Our clients agree with a number of the comments made by the Mayor at the meeting that the current proposal for extending the Corridor Study Area and the accompanying freeze as far east as Winston</p>	<p>Provincial requirements set out the obligations of the Region and Town to implement protection for the future GTA West transportation corridor. At this stage of the Environmental Assessment process the entire area must be protected, pursuant to the Provincial Policy</p>

	<p>Churchill Boulevard between Embleton Road and Steeles Avenue West is excessive and unsupportable.</p> <p>In accordance with our clients' presentation made at the Statutory Public Meeting, it appears obvious that there is virtually a zero likelihood that the new North-South Halton/Peel Freeway will be located on the east half of the lots of the properties fronting on the west side of Winston Churchill Boulevard, north of Steeles Avenue West and south of Embleton Road. For this reason it is illogical and poor planning to "freeze" most of the lands belonging to a number of residents, farms and businesses fronting on the west side of Winston Churchill Boulevard in this area.</p> <p>The GTA West Corridor Study has been ongoing since 2007. It will continue for at least another five years before the Ontario Ministry of Transportation and Communications identifies a more precisely defined and realistic location for the projected GTA West Freeway which will eventually run southwest from north of Embleton Road in Brampton to intersect with Highways 407 and 401. A review of Schedule 2 to Report PDS-2014-0029 (page 14) marks the proposed study area for the GTA West Freeway (marked with red cross-hatching). Accordingly, it is highly unlikely that most of the properties fronting on the west side of Winston Churchill Boulevard, except to a very limited extent south of the intersection with Embleton Road, should be included in the freeze. We would urge the Town to refrain from approving the overly extensive freeze area as presented at the Halton Region Statutory Public Meeting on Wednesday, May 21, 2014. The proposed Corridor Protection Area is excessive to its purpose of preservation of land for the GTA West Freeway in an area realistic for its eventual location.</p> <p>Re-phasing of Employment Lands The staff report of April 7, 2014 No. PDS-2014-0029 discusses employment land displacement and reconsideration of the extent of the post-2021 employment lands</p>	<p>Statement and Region Official Plan policy pending the determination of a corridor route through Phase 2 of the EA process currently underway. The Ministry of Transportation has advised that a preferred route alternative is expected to be selected prior to a Public Information Centre planned for the end of 2015.</p> <p>The Province acknowledges that not all of the area will be required for the transportation corridor, and as lands are excluded from consideration for the corridor they will be removed from the route planning study area.</p> <p>It is also important to note that the Corridor Protection Area shown in proposed OPA 21 includes protection for Halton Peel Boundary Area Transportation Study (HPBATS) transportation improvements.</p> <p>Staff acknowledges that the proposed re-phasing of</p>
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	<p>located north of Steeles Avenue and west of the Eighth Line.</p> <p>It is our clients' respectful submission that any reshuffling of employment lands should take into consideration provision for employment lands on the west side of Winston Churchill Boulevard across the road from the industrial lands where the Maple Lodge Farms main plant is presently located. Our clients take the position that lands will be required for expansion of Maple Lodge Farms within the foreseeable future on the Halton side of Winston Churchill Boulevard. The provision of employment lands in this specified area would be good planning for the Region, the Town of Halton Hills, and for our clients.</p>	<p>employment land supply subject to corridor protection does not entirely replace all the lands affected by corridor protection. However, it is important to note that while the Town will be examining options to obtain the remaining lands through the secondary plan exercise for the re-phased lands, the replacement will be obtained in an area contiguous to the re-phased lands, outside of the corridor protection area, and able to be serviced together with the remaining lands.</p>
<p>N. Architecture Inc. on behalf of the owners of 8017 Hornby Road, dated May 22, 2014</p>	<p>RE: Proposed Development. 8017 Hornby Road. Town of Halton Hills. Modifications to Official plan amendment No. 10: Re-Phase town's supply of employment lands.</p> <p>Mr. Burke,</p> <p>Further to the Modifications to Official plan amendment No. 10 (Re-Phase town's supply of employment lands), my client the owner of 8017 Hornby Road, Town of Halton Hills we would like to be notified of the adoption of the same.</p> <ol style="list-style-type: none"> 1. Our client wishes to develop this exiting gas station site. There is a proposal for a new Gas Bar, C-store, Restaurant with Drive thru and a Car wash with its own dedicated Drive-thru. Site plan is attached for your reference. 2. We met with the Town's and Region's representative on March 7, 2013 for a pre-consultation meeting. 3. Based on their recommendations a Zoning By Law amendment and a Site plan application was filed last year. 4. We have been recently informed that this site is rendered undevelopable until 2021, due to changes in the Region's official plan, not to mention Town's OP Amendment # 10. 5. At the same time there has been a separate development- there is a proposed 	<p>The proposed modifications to Official Plan Amendment No. 10 would have the effect of re-phasing the employment lands containing the subject property to pre-2021, rather than post-2021.</p>

	<p>Amendment to the ROP for GTA West Transportation Protection Corridor. Because of which, we have been told that a number of properties North of Steeles might be allowed to develop and might be included in both the Regions ROP GTA West Transportation Corridor and the Town's OP# 10 amendments/ modifications.</p> <p>6. Looking at the fact that the Subject land is far away from the Transportation Corridor protection area and the fact that the Development Approval for this property has reached a mature stage, partially due to the blessings of the Region and the Town, we would like the Subject lands to be included in the above mentioned Modification to the OP Amendment #10. This amendment would allow our client to develop the property prior to 2021.</p> <p>7. As you can see a lot of time, effort, not to mention money has gone into this development and a delay to develop this property until 2021 will leave our client in a state of financial peril.</p> <p>Any support we can get from the Town would be greatly appreciated. Please contact me if you have further questions.</p>	<p>Development of the area as a whole for urban employment uses would not be permitted until the completion of a comprehensive secondary planning exercise to be initiated in 2014.</p> <p>With respect to site-specific redevelopment of previously developed properties, such as the subject property, the appropriate mechanism for assessing the merits of the current development proposal, would be through the development application process.</p>
<p>Lynda Townsend, Weir Foulds LLP on behalf of owners of 16283 Steeles Avenue, dated May 26, 2014</p>	<p>Re: Statutory Public Meeting for Proposed Official Plan Amendment (Report No. PDS-2014-0039) Greater Toronto Area West Corridor Protection and Premier Gateway Employment Lands Re-Phasing</p> <p>Dear Mayor and Members of Council:</p> <p>We represent the Petrelli family who are the owners of the property municipally known as 16283 Steeles Avenue West (the "lands"). Our clients and their planning consultant, Ruth Victor of Ruth Victor and Associates Inc., attended the Public Open House recently hosted by the Town of Halton Hills (the "Town") and the Region of Halton (the "Region") and have reviewed the relevant background material regarding the above-captioned matter.</p> <p>Our clients have owned the lands for many years whereupon they operate a commercial nursery/landscaping business. Our clients</p>	<p>The subject lands are zoned "A" Agriculture in Comprehensive Zoning by-law 2010-0050, which permits only agriculture and</p>

	<p>contacted us as they are very concerned that the policies in the proposed HPBATS Corridor Protection Official Plan Amendment ("proposed amendment") would prevent normal expansion and operational changes to their business.</p> <p>It is acknowledged that the Region and the Town have agreed to take steps to protect the Greater Toronto Area West Corridor area from new uses that would prevent the ultimate achievement of the construction of the new highway. However, the proposed prohibition of all development including the normal and typical expansion of existing uses in the interim is, in our respectful submission, excessively punitive and is unnecessary to achieve the stated goal and purpose of the amendment.</p> <p>We look forward to working with the Town to resolve our clients' concerns.</p>	<p>agriculture-related uses.</p> <p>Through Regional Official Plan Amendment No. 38 and Town Official Plan Amendment No. 10, the subject lands have been added to the Premier Gateway Employment Area to be developed between 2021 and 2031. This area will be subject to comprehensive planning to determine the appropriate urban employment uses that should be permitted.</p>
<p>2273500 Ontario Ltd., 8017 Hornby Road, Part Lot I, Concession 8, dated June 2, 2014</p>	<p>RE: Application for Zoning By-law Amendment and Site Plan 8017 Hornby Road, Town of Halton Hills (the "Property") Part Lot I, Concession 8</p> <p>Dear Mr. Burke,</p> <p>Please be advised that I am the lawyer for 2273500 Ontario Ltd, the owner of the Property. As you are aware, my client owns and operates an existing gas station at the Property. Please see attached my correspondence of May 21, 2014 addressed to Shelley Partridge (Senior Planner) for your information.</p> <p>In addition to my attached correspondence, please be further advised that my client wishes and intends to start redevelopment of the Property as soon as possible. My client has no intention to wait until the proposed amendment is approved as my client has already applied for rezoning (File#ZBA14.001h) and approval of the Site Plan (File# SPA13.017H) for redevelopment, in accordance with the Pre-consultation/Development Review Committee Meeting (the "Meeting").</p> <p>My client is prepared to move forward and</p>	<p>See response to N Architecture above.</p>

	<p>seek its remedies elsewhere to protect its rights and interests.</p> <p>I trust that my client will receive fair treatment with respect to the foregoing and enclosed correspondence, especially given its participation in the Meeting, its adherence to date with all requirements and its significant investment in the Property to date. If you have any questions, please do not hesitate to contact me at my office.</p> <p>Yours very truly,</p> <p>A. PAUL GRIBILAS</p>	
<p>Biagio Banducci/ Louise Pivato 7876 10th Line, Hornby, Ontario LOP 1EO, dated June 9, 2014</p>	<p>Dear Mr. Burke,</p> <p>As residents of this town for 32+ years, and after having attended all of the meetings for the Halton Peel Boundary Area Transportation Study (HPBATS), which have kept us informed of all the proposed dates and projections of Halton Hills transportation plans, we wish to voice our strong objections to the land freeze related to the "Preliminary Route Planning Study Area re-phased 2031.</p>	<p>Comment Noted.</p>
<p>Cory Lavigne 13043 10 SDRD, Ashgrove ON. L7G 455</p>	<p>I would like to go on record as requesting notification of the proposed official plan amendment, and the decision of the Town of Halton Hills on the proposed modifications to the Official Plan Amendment No 10.</p> <p>My objections include the changes to the urban boundary, especially as it is clearly looking to include natural and cultural heritage properties to be included as urban employment lands.</p> <p>I also object to continuing the 2020 phasing restriction in the use of lake water to service employments lands, especially as pertains to Advance Vision 2020 lands and existing employment uses on the north side of Steeles Avenue.</p> <p>Lastly, I object to having all areas continue under restrictions in development when clearly this is not necessary. Removing all phasing restriction in Halton Hills urban</p>	<p>The proposed modifications to OPA 10 do not make changes to the urban boundary, but rather change the timing of the development of lands under corridor protection to post-2021, and lands not under corridor protection to pre-2021.</p> <p>Lands on the north side of Steeles Avenue, east of Eighth Line are located within the GTA West Route Planning Study Area, which the Province requires that the Region and Town protect for a</p>

	<p>areas.</p>	<p>future transportation corridor. Lands north of Steeles Avenue, east of Eighth Line are also phased for development between 2021 and 2031.</p>
<p>Marg & John Teggart 16863 Steeles Ave. Hornby On LOP IE0, dated June 8, 2014</p>	<p>We wish to be notified of the proposed official plan amendment, and the decision of the Town of Halton Hills on the proposed modifications to the Official Plan Amendment No 10.</p> <p>We object to changes in the urban boundary on the key map to extend and include natural and cultural heritage properties as urban employment lands.</p> <p>We request that the 2021 restriction for lake water service for all existing employment lands in the 401 corridor be removed to allow development. The Transportation route planning area is refining and should be removing restrictions. The Advance Vision 2020 lands should also have restrictions removed, and allow servicing of existing employment uses within the route planning study area in the 401 corridor.</p> <p>This GTA West Transportation Corridor study and HPBATS should not restrict development. It appears that the new highway interchange will not require nearly the amount of land that is proposed to be prevented from developing. Since phase 1 of the GTA West Transp. Study has now been completed for 2 years it is has surely refined the proposed route. If development was proposed by a land owner in the route area then it could be turned down. Water supply would allow existing employment uses to expand, and this is achievable via lake water. All "phasing" in employment lands in Halton Hills should be removed.</p>	<p>The proposed modifications to OPA 10 do not make changes to the urban boundary, but rather change the timing of the development of lands under corridor protection to post-2021, and lands not under corridor protection to pre-2021.</p> <p>The re-phased lands will be subject to a comprehensive planning exercise, which will examine the protection of natural and cultural heritage features, consistent with the Region and Town Official Plans.</p> <p>The decision to include the additional lands within the urban area as employment lands was made in 2009 by the Region of Halton after the comprehensive Sustainable Halton process. The proposed modifications to OPA 10 only re-phase the timing of these lands to pre-2021, as opposed to post-2021.</p> <p>The extension of lake-based water and wastewater servicing will be undertaken by the Region of Halton based on the development phasing contained in the Region and Town Official Plans.</p> <p>It is expected that lands under corridor protection will be released from corridor protection as the GTA West Environmental Assessment Phase 2 unfolds.</p>

<p>Edith Teggart 16409 Steeles Ave., Hornby, (Halton Hills) LOP IE0, dated June 8, 2014</p>	<p>I am an existing employment use; I do not think our servicing should have to wait for the development. The highway interchange is not going to impact our lands.</p> <p>Please consider this note as my request to go on record as requesting notification of the proposed official plan amendment, and the decision of the Town of Halton Hills on the proposed modifications to the Official Plan Amendment No 10.</p> <p>I object to changes to the urban boundary with particular respect to including natural and cultural heritage properties to be included as urban employment lands.</p> <p>I further object to continuing the 2020 phasing restriction in the use of lake water to service employments lands, especially as pertains to Advance Vision 2020 lands and existing employment uses on the north side of Steeles Avenue.</p> <p>I also object to having all areas continue under restrictions in development when clearly this is not necessary. Remove all phasing restrictions in Halton Hills urban areas.</p>	<p>See above response.</p>
<p>Lisa C. Teggart 9529 Ninth Line, Norval ON. LOP IKO</p>	<p>To Whom It May Concern;</p> <p>I am requesting notification of the proposed official plan amendment, and the decision of the Town of Halton Hills on the proposed modifications to the Official Plan Amendment No 10.</p> <p>I object to several items:</p> <ol style="list-style-type: none"> 1. I object to changes in the urban boundary on the provided key map to extend and include natural and cultural heritage properties to be included as urban employment lands, this process is not sufficiently robust to adjust the urban boundaries. 2. I object to the 2021 restriction from lake water servicing employment lands on all lands in the 401 corridor. 	<p>See above response.</p>

	<p>3. I object to the lands in the 401 corridor as well as the Advance Vision 2020 lands remaining phased - the restrictions should be removed to allow for development as the Transportation Route Planning Area is refining and will continue to refine and significantly reduce this area. Development should be permitted to proceed based on lake water supply. All phasing in employment lands should be removed, and development permitted to occur where and when it fits.</p>	
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