



REPORT

REPORT TO: Mayor R. Bonnette and Members of Council

REPORT FROM: Steve Burke, Senior Planner - Policy

DATE: June 7, 2010

REPORT NO.: PDS-2010-0060

RE: **Final Report** – Growth Plan Conformity (Urban Matters)
Official Plan Amendment
File No.: D08/OF Growth Plan Conformity (Urban Matters)

RECOMMENDATION:

THAT Report No. PDS-2010-0060, dated June 7, 2010, regarding the final revised Growth Plan Conformity (Urban Matters) Official Plan Amendment, be received;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 10 - Growth Plan Conformity (Urban Matters), dated June 2010 (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. 10 - Growth Plan Conformity (Urban Matters) Official Plan Amendment be submitted to the Region of Halton for approval;

AND FURTHER THAT Town staff monitor the approval process for Official Plan Amendment No. 10, and in the event that the Region of Halton post-circulation letter proposes modifications or deferrals, prepare a report to Council with recommendations concerning any proposed modifications or deferrals;

AND FURTHER THAT Planning staff be directed to undertake a review of Town processes for public notification and communication, with respect to long-range land use planning exercises, and report back to Council on the outcome of the review;

AND FURTHER THAT the recommendations of the Halton-Peel Boundary Area Transportation Study that have implications for the Town's Official Plan be addressed through a separate planning process, in concert with a corresponding Regional Official Plan Amendment;

AND FURTHER THAT a copy of Report PDS-2010-0060 be sent to the Region of Halton, Ministry of Energy and Infrastructure, Region of Peel and City of Brampton.

BACKGROUND:

Report Purpose:

The purpose of this report is:

- to advise Council of the outcome of public consultation with respect to the draft Official Plan Amendment – Growth Plan Conformity (Urban Matters), and provide a recommendation regarding the current public notification and communication process on long-range land use planning exercises;
- to advise Council of the comments received from the public and agencies with respect to the draft Official Plan Amendment – Growth Plan Conformity (Urban Matters), and provide a response and staff recommendation; and,
- to present a revised Official Plan Amendment No. 10 for the consideration of Council, which incorporates recommended changes in response to public and agency comments received.

Context:

Official Plan needs to be revised to conform to the Growth Plan

The Town of Halton Hills Official Plan was adopted by Council on September 16, 2006 and subsequently approved with modifications by the Region of Halton on March 28, 2008. Save and except for Policy D3.5.3.3 (401/407 Employment Corridor Area, General Development Policies, Transportation) and Policy F6.5 (Inter-Municipal Transportation Studies) which are before the Ontario Municipal Board and certain deferrals, the Official Plan is in force. Given the timeframes associated with the last Official Plan review, the Official Plan did not include a Growth Plan conformity component. However, as referenced in Section A1 (Community Vision) of the Official Plan, it was always anticipated that additional revisions would be required.

Growth Plan Conformity is to be achieved by June 16, 2010

There is a statutory obligation under the *Places to Grow Act* to bring Official Plans into conformity with the Growth Plan for the Greater Golden Horseshoe. The initial deadline was June 16, 2009, which is three years from the approval of the Growth Plan. Recognizing that Sustainable Halton was not going to be completed until the end of 2009 and in response to a specific request from the Town, by way of a letter dated July 2, 2009, the Minister of Energy and Infrastructure granted the Town an extension to June 16, 2010 to complete our Growth Plan conformity exercise (see **Schedule 1** to this report).

Local Conformity Exercise was referenced in the ROPA No. 25 Settlement

In addition to the foregoing, Council may recall that just prior to the commencement of an Ontario Municipal Board hearing on ROPA No. 25, a settlement was reached with the two Georgetown developer groups. The essence of the settlement was the deferral of their urban boundary expansion appeals to allow for the Region's Sustainable Halton Plan process to be undertaken over the 2006-2009 period leading to the adoption of a new or amended Regional Official Plan that is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the 2005 Provincial Policy Statement. The settlement also stipulates that "*Halton Hills will work with Halton to ensure its direct involvement in the Comprehensive Work Program and will coordinate the completion of its Conformity Exercise with Halton's*".

ROPA No. 38 Has Been Adopted

On December 16, 2009, Regional Council adopted Regional Official Plan Amendment No. 38 (ROPA 38). This Amendment has been submitted to the Ministry of Municipal Affairs and Housing for approval. ROPA 38 implements the Growth Plan, the Greenbelt Plan and the 2005 Provincial Policy Statement in a Halton context. In turn, new policy direction contained in ROPA 38 must be implemented into the Halton Hills Official Plan.

Draft Official Plan Amendment:

OPA No. 10 amends the schedules of the Halton Hills Official Plan and provides preliminary policy direction for the urban expansion areas, which will be followed by comprehensive Secondary Plan and Block Plan exercises to formulate planning visions and detailed land use planning frameworks for these areas.

The Amendment does not address the following:

- Intensification Areas and Policies, pertaining to the Built-up Area within the Urban Area, which are addressed in a separate amendment (OPA No. 9); and,
- Policy and mapping changes that primarily pertain to the Rural System, specifically rural settlement areas, the Regional Natural Heritage System (NHS) contained in ROPA 38, mineral aggregate resources and agricultural matters. These matters will be addressed by subsequent amendments to the Official Plan, upon approval of ROPA 38.

The Amendment contains the following revisions to the Official Plan necessary to achieve conformity to the Provincial Growth Plan and ROPA 38:

- the replacement of the current 2021 planning horizon with a new 2031 planning horizon;
- the identification of a 2031 population of 94,000 people for Halton Hills as a whole, and employment of 43,000 jobs for Halton Hills as a whole;
- the expansion of the Georgetown Urban Area to include Southwest Georgetown bounded by Trafalgar Road, Fifteen Side Road, Eighth Line (Main Street) and 10 Side Road; Southeast Georgetown bounded by the Tenth Line, 10 Side Road

and the Hamlet of Norval and the existing Hamlet of Stewarttown along with adjacent lands bounded by the CN Railway line and the Protected Countryside Area of the Greenbelt Plan;

- the expansion of the 401/407 Employment Corridor by 340 gross hectares northwest of Steeles Avenue;
- the incorporation of the Regional Natural Heritage System within the Georgetown Urban Area, and the 401/407 Employment Corridor, expansion areas into the Greenlands designation of the Halton Hills Official Plan;
- the integration of the existing Rural (Mansewood) Industrial Area into the Urban Area designated as General Employment Area;
- the inclusion of a minimum Designated Greenfield Area density target of 39 residents and jobs per gross hectare, which is a blended figure that includes both Georgetown and the 401-407 Employment Corridor;
- updates to the housing unit mix;
- the designation of the urban expansion areas of Georgetown and the 401/407 corridor as Future Residential/Mixed Use Area and Future Employment Area, respectively, and the inclusion of preliminary policy direction for those areas;
- the inclusion of additional policy direction regarding employment land conversions;
- the identification of Future Strategic Employment Areas (FSEA) and accompanying policies;
- the inclusion of additional direction on phasing policies as per ROPA 38; and, the inclusion of additional policy direction regarding the preparation of Secondary Plans as per ROPA 38.

In addition, the Amendment contains some minor housekeeping changes pertaining to the Urban Areas of the Official Plan.

Public Process:

Through Report PDS-2010-0035, Council received the proposed Provincial Growth Plan Conformity (2031 Population & Employment Targets, Settlement Area Expansion, and Complementary Matters) Official Plan Amendment, and authorized the following public consultation process, pursuant to the Planning Act:

- Public Open House - April 29, 2010;
- Statutory Public Meeting - May 11, 2010.

The opportunities for public input were advertised in the local newspaper, consistent with Planning Act notification requirements. A number of residents and landowners attended the 2 meetings, and several oral and written submissions were received. The comments received have been reviewed and are addressed in this report.

Several of the public submissions made at the 2 meetings concerned, in their view, the inadequacy of notification in a newspaper to rural residents within the proposed Future Employment Area (FEA) and Future Strategic Employment Area (FSEA). Consequently, Ward 2 Councillor Lewis requested that Town staff provide direct written notification to all property owners within these two areas, informing them of the changes contained in OPA No. 10, and inviting them to contact Planning staff directly or attend a public information meeting on May 31, 2010 to receive further information and ask questions.

As a result, over 300 notices were delivered or sent to all properties within the FEA and FSEA areas. On May 31st, approximately 100 residents attended the public information meeting. Display boards showing the draft OPA No. 10 mapping, as well as mapping relating to the Halton Peel Boundary Area Transportation Study and the GTA West Corridor Environmental Assessment (EA) were available for review. Town and Region Planning Staff were in attendance to answer questions. Town Planning staff also provided a detailed presentation outlining:

- the Provincial planning context (Greenbelt Plan, Growth Plan, GTA West Corridor EA);
- the Regional planning context (Halton Peel Boundary Area Transportation Study and Sustainable Halton, including employment lands location, and public consultation opportunities);
- Regional Official Plan Amendment No. 38;
- Local (Halton Hills) context (Town Strategic Plan, local public consultation opportunities); and,
- Official Plan Amendment No. 10, focused on employment land (FEA/FSEA).

The information presented with respect to public consultation opportunities by the Region (in Halton Hills only)¹, and by the Town is summarized in the table below. Staff notes that this level of public consultation goes well beyond the minimum requirements of the Planning Act, which requires one public open house and one statutory public meeting for Official Plan Amendments, with one additional public meeting for Official Plan Amendments to achieve Growth Plan conformity.

Sustainable Halton – Public Consultation Opportunities	
R = Region; HH = Town	Date
(R) Phase 1 – Input on overall program	June 20, 2006
(R) Phase 2 – Background Report Findings	June 20, 2007
(R) Phase 2 – Location of Residential & Employment Land	September 25, 2007

¹ The Region hosted a number of other public consultation opportunities on Sustainable Halton and ROPA 38, which were advertised locally, but held at the Region HQ in Oakville, including a Section 26 public meeting, and public meeting on ROPA 38, held on September 30 and December 2, 2009.

Sustainable Halton – Public Consultation Opportunities	
R = Region; HH = Town	Date
(HH) Town Input to Proposed Regional Growth Scenarios	October 15, 2007
(R) Phase 2 – Final Evaluation Framework	January 24, 2008
(HH) Town Workshop on Growth Concepts	September 8, 2008
(R) Phase 2 – Five Growth Concepts	September 16, 2008
(R) Phase 3 – Technical Reports 2009)	April 30, 2009
(HH) Town Input on Growth Options	May 12, 2009
(R) Phase 4 – Public Input on Proposed ROPA No. 38	October 15, 2009
(HH) Farm Community Workshop	November 9, 2009
(R) Phase 4 – Public Open House on ROPA No. 38	November 10, 2009
(HH) Special Council Meeting on Review of Town Official Plan to achieve Growth Plan conformity (Section 26 of Planning Act)	April 12, 2010
(HH) Public Open House on Draft Official Plan Amendment	April 29, 2010
(HH) Public Meeting on Draft Official Plan Amendment	May 11, 2010

During the question period, a number of specific questions and concerns were raised, which are addressed in **Schedule 2** to this report. In general, the theme of the public comments was the public notification issue, and a concern about adverse impacts on property values of either designation as Future Employment Area or identification as Future Strategic Employment Area, and/or fears that the Town may expropriate their properties.

With respect to the public notification issue, Mayor Bonnette at the meeting committed to working to develop more effective ways to communicate with residents regarding major Town initiatives in the future. Staff notes that this review would not be expected to address public notification of the GTA West Corridor or Halton Peel Boundary Area Transportation Study (discussed later in this report), which are the responsibility of the Province and the Regions of Halton and Peel.

Staff explained that the Town would not be expropriating any property for employment land development. Decisions made by the Province/road authority with respect to the Halton-Peel Freeway or the GTA West transportation corridor, once the corridor has been defined through the Environmental Assessment process, could result in the

Province/road authority commencing negotiations with property owners to acquire the necessary land.

With respect to property values, staff advised that the impact, either positive or negative, on property values of designation from Agricultural Area to an urban employment designation, is not known. Staff notes that although planning exercises can influence land values, property values are not considered to be a legitimate land use planning concern. The test of good land use planning involves matters such as: conformity with Provincial Plans and policy statements, and Regional and Local Official Plans. In addition the intent of the Town is to ensure the Future Employment Area is planned and developed in a manner that maintains and enhances the area, through the secondary plan and zoning by-law implementation processes.

Other Related Planning Matters:

Halton Peel Boundary Area Transportation Study (HPBATS)

The HPBATS was initiated in March 2007 in response to commitments made by the Region of Halton through the Minutes of Settlement for Regional Official Plan Amendment (ROPA) 25. This study is a joint initiative between the Region of Halton, Region of Peel, City of Brampton, Town of Caledon and the Town of Halton Hills. A proposed transportation network to satisfy the population and employment needs to 2031, as identified in ROPA 38, was developed through the HPBATS process.

The HPBATS report contains a preferred network solution to address the transportation deficiencies along the Halton-Peel boundary to 2031. The complete system of improvements is required to accommodate the traffic expected to be generated by development in both the Halton and Peel. The HPBATS recommends the following system of new road facilities, within the Town of Halton Hills (see **Schedule 3** for the HPBATS Recommended Road Network, 2031):

- Halton-Peel Freeway from Highways 401 and 407 ETR in Halton Region to Bovaird Drive in Peel Region constructed to 8 lanes by 2031;
- Norval By-pass (East-West connection) from Highway 7 (Guelph Street) to Bovaird Drive (or alternative), constructed to 4 lanes by 2021;
- Norval West By-pass from Highway 7 to 10 Side Road constructed to 4 lanes by 2016;
- Winston Churchill Boulevard By-pass from north of 5 Side Road to 10 Side Road/Norval West Bypass constructed to 4 lanes by 2016;
- Adamson Road North By-pass from Bovaird Drive to Winston Churchill Boulevard constructed to 4 lanes by 2021.

Through Report INF-2010-0017, Council endorsed the HPBATS as a long term Transportation Master Plan for the subject area, to be used as an input to the Halton Hills Transportation Master Plan, commencing in summer 2010. The conceptual alignment of the potential Halton-Peel Freeway traverses the FSEA between Tenth Line

and Winston Churchill Boulevard, south of Norval to Lot One north of Steeles Avenue, and therefore has implications for the land use planning of this area.

GTA West Planning and Environmental Assessment Study

In April 2010, the Ministry of Transportation (MTO) released a Draft Area Transportation System Alternatives Report to complete Stage 1 of an Environmental Assessment Study for the Greater Toronto Area (GTA) West Corridor. The study is examining the long term transportation problems and opportunities, and considering alternative solutions to provide better linkages between urban growth centres in the Greater Toronto Area and Guelph/Kitchener-Waterloo. A public information centre to present the report results is scheduled for June 16, 2010.

The draft report presents a range of road network alternatives, including: widening existing highways, and a new transportation corridor from Highway 400 through the Greenbelt north of Georgetown and Acton to Guelph. The alternatives that are the most preferred at this time include: Alternative 4-2 that proposes a new transportation corridor from Highway 400 across north Brampton/south Caledon, then following the proposed North-South Corridor (recommended in HPBATS) and connecting to the Highway 401/407 interchange; and, Alternative 4-3 that proposes a new transportation corridor from Highway 400 across north Brampton/south Caledon, then crossing into Halton Hills in the vicinity of the North-South Corridor, then extending through south Halton Hills (in the vicinity of Five Side Road) to connect to Highway 401 in Milton (see **Schedule 4** to this report). The latter alternative traverses the FSEA, particularly in the Mansewood Area (Five Side Road), and therefore has implications for the land use planning of this area.

COMMENTS:

Resident Submissions:

Eighth Line Residents (Future Employment Area)

Two oral submissions (one also provided in writing) were received from residents on the Eighth Line in the Future Employment Area located in Lot One of the former Esquesing Township, north of Steeles Avenue. One written submission was also received from a resident on Winston Churchill Boulevard, south of the Hamlet of Norval.

Also a concern was the potential for a negative effect on property values due to a change from rural residential to urban employment designation. As discussed above, staff notes that although planning exercises can influence land values, property values are not considered to be a legitimate land use planning concern. In addition the intent of the Town is to ensure the Future Employment Area is planned and developed in a manner that maintains and enhances the area, through the secondary plan and zoning by-law implementation processes.

The planning rationale for the inclusion of the area to be designated Future Employment Area through OPA 10 (Lot One, Esquesing Township) was established through the Sustainable Halton process, in which areas with the highest potential for employment uses were identified (see **Schedule 5** to this report). The lands in proximity to Highway 401, both in Milton and Halton Hills, were identified as having the highest strategic priority for designation as employment lands to accommodate employment land needs to the 2031 planning horizon.

Residents within the Future Employment Area designation also expressed concerns regarding the impact of adjacent employment uses on rural residents, if they chose to remain in the area. The residents requested that the impact on rural residents of adjacent employment uses be given consideration in any decisions regarding the future land use planning of the Future Employment Area.

OPA 10 is an amendment to the Official Plan to implement ROPA 38. Detailed secondary planning must still take place to define specific land use designations and policies, which will then be implemented through future amendment(s) to the zoning by-law. The objective will be to complement and enhance the existing 401 Employment Corridor, which is restricted to prestige industrial uses.

Notwithstanding that the secondary planning stage is the most appropriate time to address these issues, staff is recommending a revision at this time to OPA 10 that would formally identify existing concentrations of rural residential lots in the Future Employment Area on the land use schedule. While these areas remain designated Future Employment Area, wording has been incorporated into OPA 10, recognizing these concentrations, and directing that specific policies be included in subsequent Secondary Plan(s) to address matters such as: adequate setbacks and/or greenspace/landscape buffers between employment uses and remaining residential clusters; zoning as residential to retain legal conforming status; policies permitting interim uses such as offices, which are compatible with both residential and employment areas, and consideration of possible road network solutions.

Residents of the Future Strategic Employment Area

A number of written submissions were received from residents in the area proposed to be identified in OPA 10 as Future Strategic Employment Area (FSEA). A primary concern was lack of notification. This issue was discussed earlier in this report.

The written submissions and comments at the May 31st information meeting, also raise questions with the appropriateness of the Mansewood Area for urban employment uses, and the effect the change will have on existing rural residents (see **Schedule 6**).

Staff notes that the area is not proposed for re-designation to urban employment uses at this time, but has been identified for protection for potential future employment land needs beyond the 2031 planning horizon. This identification recognizes the strategic location of the lands in proximity to Highway 401 and an existing urban employment area in the Town of Milton. It should also be noted that the potential of this area was

recognized early in the Sustainable Halton process through a Phase One report Urban Structure: Potential Long-Term Growth Areas (November 2007) (see **Schedule 5** to this report). This report also recognized the potential of the area west of Winston Churchill Boulevard, south of Norval, as although the report preceded HPBATS, the City of Brampton had identified a North-South transportation corridor to accommodate future Brampton population and employment growth.

The FSEA remains designated as Agricultural Area, and permits a range of agriculture-related uses. OPA 10 does include a new policy, in conformity with ROPA 38, which prohibits uses incompatible with urban employment uses in the area. This includes uses such as aggregate extraction, golf courses, places of worship, etc. It is not known at this time whether all of the area identified as FSEA will be needed for urban employment purposes in the foreseeable future, as this must be studied as part of a future municipal comprehensive review.

Residents within the Future Employment Area designation also expressed concerns regarding the impact of adjacent employment uses on rural residents, if they chose to remain in the area.

Although the land use designation of the area identified as Future Strategic Employment Area remains Agricultural Area, in order to address the concerns of rural residents, staff recommends that a policy be incorporated into OPA No. 10 that directs the municipal comprehensive review to identify existing rural residential concentrations (e.g. Mansewood, Highway 25, Hornby Road, Tenth Line, South Norval, etc.) and policies incorporated into the Halton Hills Official Plan, requiring an examination of ways to mitigate the impacts of urban employment development on these areas.

Land Developer Submissions:

South Georgetown Landowners Group (SGLG)

SGLG appeared as a delegation at the May 11th public meeting, and also provided their submission in writing. Their submission takes the position that the Region and Town have not upheld the terms of the ROPA 25 settlement, which require that the SGLG lands be properly considered for incorporation into the Georgetown Urban Area, based upon a comprehensive evaluation of all infrastructure alternatives and financing options. SGLG advises that if the SGLG lands are not included upon approval of the proposed Official Plan Amendment, they intend to refer the matter to the Ontario Municipal Board.

Staff notes that the decision on the Preferred Growth Option contained in ROPA 38 and the proposed OPA 10, was the result of the comprehensive Sustainable Halton process. OPA 10 implements the Preferred Growth Option and ROPA 38 in the local Official Plan context, as required by the Provincial Growth Plan and ROPA 38.

South West Georgetown Landowners Group & Mattamy Homes

Delta Urban Inc. on behalf of the South West Georgetown Landowners Group provided a submission requesting clarification on several policies contained in the proposed

Amendment. Staff has responded to each issue in the table contained in **Schedule 6** to this report. A letter from Mattamy Homes supported the comments made on behalf of the South West Georgetown Landowners Group.

With respect to the possibility of the phasing of development in the Future Residential/Mixed Use Area to occur before 2021, staff has noted that this area is intended to accommodate growth between 2021 and 2031. Also, the detailed phasing of development for the urban expansion areas in Milton and Halton Hills awaits a subsequent Regional Official Plan amendment based on the recommendations of master plans in progress for water/wastewater servicing and transportation.

In relation to the implementation of the Regional Natural Heritage System (NHS), staff notes that the Town has utilized the Regional NHS mapping, and incorporated the NHS shown on Map 1 of ROPA 38, as required by the policies of ROPA 38.

United Parcel Service (UPS)

Blakes on behalf of UPS has submitted similar comments as Delta Urban, but in relation to timing of the development and the NHS for the Future Employment Area, rather than the Future Residential/Mixed Use Area. Their submission relates to their property located in the northeast quadrant of Steeles Avenue and Trafalgar Road. The staff response is the same as the response to the South West Georgetown Landowners Group, with respect to the requirements of ROPA 38.

Great Lands Corporation

A submission received from Great Lands Corporation objects to the fact that their 50 acre property at the northwest corner of Sixth Line and Steeles Avenue has been excluded from the expansion to the 401 Corridor Employment Area contained in OPA 10.

Staff notes that the subject lands were included within the Protected Countryside of the Greenbelt Plan established by the Province in 2005. The Greenbelt Plan does not permit expansion of urban areas into the Protected Countryside, except through the 10-year review of the Plan.

South Georgetown Shopping Centres Limited (SGCL)

Goodmans provided a submission on behalf of SGCL in which they make several points for which staff have prepared a response in **Schedule 6**. Firstly, they take the position that the recommended Georgetown urban expansion is flawed because it does not consider future major retail needs of the growing community. Secondly, they argue that the Southwest Georgetown lands within OPA 10 are not sufficient to accommodate Georgetown's planned population growth to 2031.

Staff notes that Council considered Report PDS-2010-0053 on May 25, 2010 which presented the conclusions of the Retail Commercial Demand Study undertaken by Scott

Morgan. The Study concluded that approximately 60 acres of land is needed to accommodate a new major retail destination to meet forecasted retail demand.

Although detailed secondary plan work has not yet begun for the Southwest Georgetown area, staff is of the opinion that a suitable site for a major retail use can be found within the Future Residential/Mixed Use Area of the expanded urban area of Georgetown. With respect to the sufficiency of land for residential uses, staff relies on the land budget analysis undertaken by the Region through Sustainable Halton that has determined the 20,000 population, as well as supporting land uses (e.g. retail) can be accommodated on the lands contained within the Preferred Growth Option in ROPA 38, and now proposed OPA 10.

Agency Submissions:

Region of Halton

Regional staff has provided preliminary comments on proposed Official Plan Amendment No. 10, and has indicated that they will undertake an additional review of the amendment upon its submission to the Region for approval, after its adoption by Town Council.

Staff has responded to each Regional comment in the table contained in **Schedule 6** to this report. The following changes are recommended to the proposed OPA 10 to address the Region's comments:

- The use of the term "targets" in relation to population and employment numbers to the 2031 planning horizon, rather than the term "forecasts";
- Clarification of the policies pertaining to down-designation inside and outside Intensification Areas;
- Clarification that the municipal comprehensive review pertaining to Future Strategic Employment Areas must involve a 5-year review of the Regional and Town Official Plans, to achieve conformity to ROPA 38;
- Changes to the rental housing conversion policy to achieve conformity to ROPA 38, by introducing a minimum threshold 3% rental vacancy rate for both conversions to ownership tenure and the demolition of rental housing.

City of Brampton/Region of Peel

Staff of the City of Brampton has provided comments on the proposed Amendment relating to the Halton-Peel Boundary Area Transportation Study (HPBATS). Similar comments with respect to corridor protection within OPA 10 have been made by the Region of Peel. They have commented that the Town should incorporate corridor protection policies in the Official Plan at this time, based upon the conclusions of the HPBATS.

Staff notes that the Town must coordinate its efforts with the Region of Halton, and address this matter through a Memorandum of Understanding (MOU) that is to be developed between the Town, Brampton, Peel Region, Halton Region and Caledon, as

set out in Report INF-2010-0017, and both Brampton and Peel acknowledge this in their comments on OPA 10. This MOU is anticipated to define specific timelines for implementing appropriate corridor protection measures as set out in the final HPBATS report, which has been endorsed by Council. A separate planning process with public notice will be required to implement the study findings.

Brampton also views the identification of Future Strategic Employment Areas (FSEA) in the Official Plan as premature in advance of transportation planning, and not supported by the Growth Plan. Staff notes that the proposed OPA 10 implements ROPA 38, flowing from the Sustainable Halton process. This identification of strategic employment lands is not a designation, and any designation of these lands and inclusion in the urban area is subject to a municipal comprehensive review, and subsequent amendments to the Region and Town Official Plans.

Other Revisions to OPA No. 10:

At the public information meeting, residents also raised questions regarding 2 areas on Schedule A17 – Future Strategic Employment Areas, which appeared to be designated as Agricultural Area. Upon review, staff determined that these were mapping errors, and should therefore be shown as part of the FSEA. These areas are: 1) along Winston Churchill Boulevard south of the Hamlet of Norval; and 2) along Highway 25, outside of the Niagara Escarpment Plan Area and the Protected Countryside of the Greenbelt Plan.

RELATIONSHIP TO STRATEGIC PLAN:

The Strategic Plan sets out a broad vision for the community contained in eight strategic directions. This report relates extensively to the following Strategic Directions:

- Foster A Healthy Community
- Preserve, Protect and Enhance our Environment
- Foster a Prosperous Economy
- Achieve Sustainable Growth
- Provide Sustainable Infrastructure & Services
- Provide Responsive, Effective Municipal Government

In particular, issues addressed in this report relate to Strategic Direction F - **Achieve Sustainable Growth**, and the Goal to ensure that growth is managed so as to ensure a balanced, sustainable, well planned community that meets the needs of its residents and businesses, and the following Strategic Objectives:

- F.1** To provide for a moderate scale of growth that is in keeping with the Town's urban and rural character.

- F.2** To ensure that new urban areas are appropriately sized and phased relative to planned growth to 2031 and in conjunction with required infrastructure improvements.
- F.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.
- F.8** To promote the identification of strategic employment land reserves to accommodate employment growth beyond 2031.

FINANCIAL IMPACT:

There is no immediate financial impact associated with this report.

COMMUNICATIONS IMPACT:

It is recommended that a copy of this report be posted on the Town's website and be forwarded to the Ministry of Energy and Infrastructure, the Region of Halton, the Region of Peel and the City of Brampton. Notification of the adoption of Official Plan Amendment No. 10 will be provided in accordance with statutory obligations under the Planning Act.

ENVIRONMENTAL IMPACT:

There will be both direct and indirect environmental benefits realized through Growth Plan implementation such as more compact development patterns and improved live work relationships.

CONSULTATION:

The contents of this report were discussed with the Town Solicitor and Senior Management Group of the Town of Halton Hills. Changes to OPA No. 10 with respect to the road network in the Future Employment Area were discussed with Infrastructure Services staff.

CONCLUSION:

This report has outlined the contents of 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 Amendment that are recommended in response to comments received, and provided recommendations for the consideration of Council.

OPA No. 10 is an important component of the efforts of the Town of Halton Hills to achieve conformity with the Provincial Growth Plan for the Greater Golden Horseshoe (Places to Grow), and Regional Official Plan Amendment No. 38, which implements the results of Sustainable Halton, a comprehensive planning exercise undertaken by the Region of Halton to achieve conformity with the Provincial Growth Plan.

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

In addition, it is recommended that:

- Planning staff be directed to undertake an examination of Town processes for public notification and communication, with respect to long-range land use planning exercises, and report back to Council on the outcome of the review; and,
- the recommendations of the Halton-Peel Boundary Area Transportation Study that have implications for the Town's Official Plan be addressed through a separate planning process, in concert with a corresponding Regional Official Plan Amendment.

Respectfully submitted,

Steve Burke, MA (PI), MCIP, RPP
Senior Planner - Policy

Bruce MacLean, BA, MCIP, RPP
Director of Planning, Development
and Sustainability

Dennis Y. Perlin
Chief Administrative Officer

**Minister of Energy
and Infrastructure**

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JUL 02 2009

His Worship Rick Bonnette
Mayor
Town of Halton Hills
1 Halton Hills Drive
Halton Hills ON L7G 5G2

Dear Mayor Bonnette:

Thank you for your letter, along with a copy of *Sustainable Halton – Progress Report and Extension Deadline*, requesting an extension to the deadline to bring the Town of Halton Hills Official Plan into conformity with the Growth Plan for the Greater Golden Horseshoe, 2006.

The Growth Plan for the Greater Golden Horseshoe, 2006 was prepared and approved under the *Places to Grow Act, 2005*, and took effect on June 16, 2006.

Section 12(2) of the *Places to Grow Act, 2005* requires that a municipal official plan be amended to conform with a growth plan within three years of a growth plan coming into effect. The act also provides me the authority under Section 12(3) to provide a different date for this requirement.

I recognize that you are facing circumstances which result in the Town of Halton Hills being unable to achieve conformity by June 2009. Under the authority granted to me in Section 12(3) of the *Places to Grow Act, 2005*, I am pleased to provide a new deadline of June 16, 2010 for the Town of Halton Hills to amend its official plan to conform with the Growth Plan.

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His Worship Rick Bonnette

I would ask that you provide a brief work plan to achieve conformity by June 16, 2010.
This information can be sent to:

Brad Graham
Assistant Deputy Minister
Ontario Growth Secretariat
Ministry of Energy and Infrastructure
777 Bay Street, 4th Floor, Suite 425
Toronto ON M5G 2E5

I look forward to continuing to work with you to implement the Growth Plan for the
Greater Golden Horseshoe, 2006.

Sincerely,



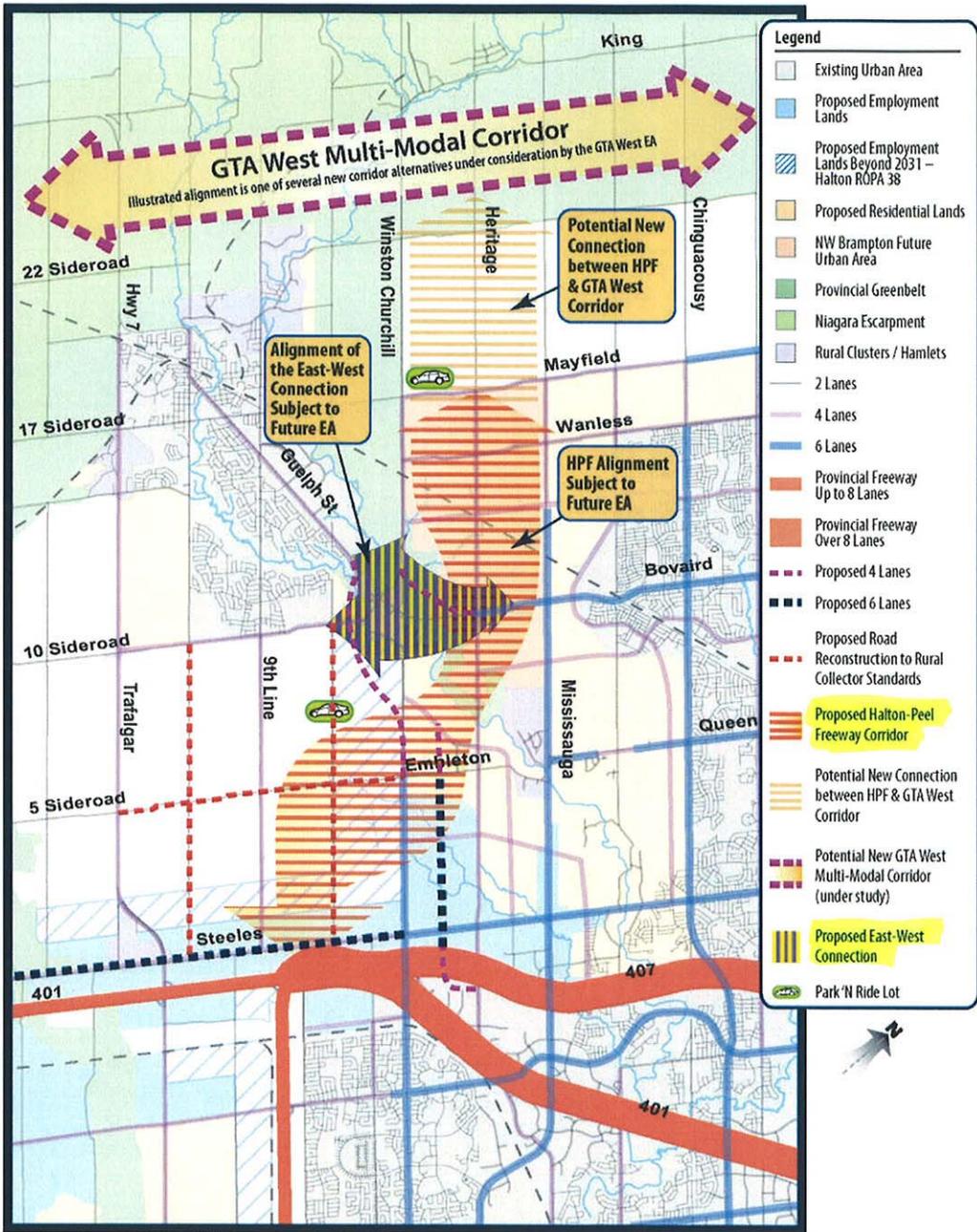
George Smitherman
Deputy Premier, Minister

- c: Hon. Jim Watson, Minister of Municipal Affairs and Housing
Gary Carr, Regional Chair, Regional Municipality of Halton
Ron Glenn, Director of Planning and Chief Planning Official, Regional
Municipality of Halton
Brad Graham, Assistant Deputy Minister, Ministry of Energy and Infrastructure

Issues raised at May 31 Public Information Meeting		
	Issue	Staff Response
1	Why were residents not notified sooner, and directly? Newspaper notification is not adequate. Notice should be in tax bill.	Newspaper notification is the standard procedure for Town-wide planning initiatives, and meets the requirements of the Planning Act. This report recommends a review of Town notification procedures.
2	Why was the notice for the public information meeting not put on the Town website?	Notice was by direct mail delivery. Notwithstanding, this report recommends a review of Town notification procedures.
3	What is the geographic extent of the Future Employment Area (Lot One, Esquesing Township) (i.e. distance from Steeles Avenue)?	Lot One extends 600 metres north of Steeles Avenue.
4	Are the survey ribbons on properties along Tenth Line related to the Halton-Peel Freeway?	No. Engineering staff advise that they are Bell Canada utility locates associated with the Town re-surfacing project.
5	Increased traffic and speeding on rural roads (e.g. Eighth Line, Ninth Line, Tenth Line, Winston Churchill Boulevard, Steeles Avenue). What is being done?	Councillor Lewis has followed up with the Police to enforce speed limits on rural roads. The Town and Region Transportation Master Plan processes will address road improvements to accommodate growth to 2031.
6	Timing of road widenings (e.g. Steeles Avenue, Highway 25, Eighth Line) and impacts on rural residential properties, including existing trees	The Environmental Assessments for individual roads will examine the issue of tree protection. The precise timing of road improvements depends on the outcome of the Town & Region Transportation Master Plans, and municipal budgets.
7	When will residents be expected to move/leave their homes? Will the Town be expropriating rural properties to allow for employment lands development? Why is there a difference in land values depending on whether a property is expropriated versus purchased by a private developer?	There will be no expropriation for employment lands development. With respect to future highways, once the corridor has been defined through the Environmental Assessment process, the Province/road authority would commence negotiations to acquire the necessary lands.
8	What is the timing for the GTA West Corridor?	Stage 1 of the GTA West Environmental Assessment process is complete, but a preferred alternative has yet to

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		be chosen. Actual construction of a highway corridor is many years in the future.
9	Does Future Strategic Employment Area identification “freeze” the lands from development?	The FSEA identification does prohibit incompatible urban uses, but not compatible rural uses.
10	What is the difference between zoning changes proposed for rural properties, as part of the Comprehensive Zoning By-law review, and the changes proposed by OPA 10?	The Comprehensive Zoning By-law is implementing the current approved Official Plan, while OPA 10 amends the Official Plan, which will necessitate future zoning changes to conform to the amended Official Plan.
11	Where will the water come from to service the new growth areas?	This matter is being addressed presently through the Region’s Water and Wastewater Master Plan process.
12	Why was a study not done to examine the impact on rural residents of designating rural land for urban employment uses?	This issue was not examined separately as part of Sustainable Halton as other broader issues were focused upon. OPA 10 has been revised to ensure this issue will be addressed at the secondary planning stage.
13	If the Future Strategic Employment Area is intended for growth after 2031, will the Mansewood area remain as it is until 2031?	It is likely that the Mansewood area will remain as Agricultural Area to 2031, but the timing of the municipal comprehensive review is expected to be sooner. The municipal comprehensive review is a detailed study that may recommend changes.
14	Is this land needed to accommodate Brampton growth?	The land budget determined by Sustainable Halton was to accommodate the growth forecast to 2031 in the Growth Plan for Halton Region.
15	What is the justification for additional employment land when much of the 401 Corridor remains undeveloped?	The additional employment land is needed to accommodate forecasted 2031 employment growth, while the existing 401 Corridor is planned to accommodate forecasted 2021 employment growth.
16	Will there be an opportunity for public input on the Region and Town	Yes. Residents should visit the Town and Region websites, or

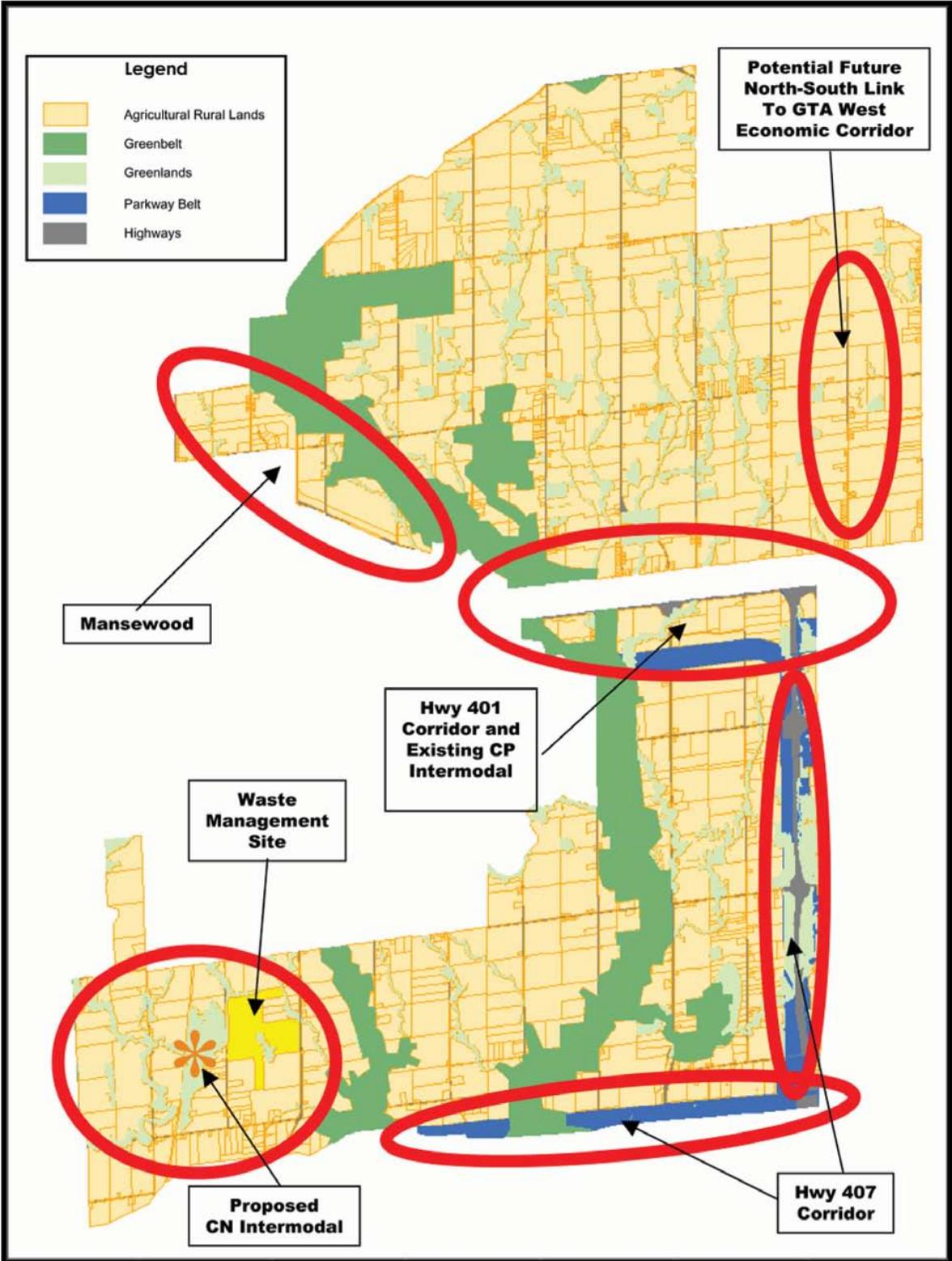
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	Issue	Staff Response
	Transportation Master Plans?	contact staff in order to obtain information on opportunities for public input.
17	Is there still a chance that OPA 10 will not be approved by Council?	Council has not yet made a decision on OPA 10. A decision is expected at General Committee on June 14, and Council on June 28, 2010.



Subject to future Environmental Assessment studies

Exhibit 8-3: HPBATS Recommended Road Network, 2031

Potential Future Employment Areas



Source: Hemson Consulting Ltd. and Region of Halton

Source: Sustainable Halton. Urban Structure: Potential Long-Term Growth Areas. November 2007.

Response Table for Written Submissions on Draft Official Plan Amendment		
Name	Comment	Staff Response
Region of Halton	<p>Thank-you for the opportunity to comment on the Town's draft Official Plan Amendment No. 10 "Provincial Growth Plan Conformity – Urban Matters" (2031 Population and Employment Targets, Settlement Area Expansion, and other Complementary Matters). Based on staff report PDS-2010-0035, it is Regional staff's understanding that Town staff has proposed three Amendment Categories to achieve conformity with the Provincial Growth Plan and Regional Official Plan Amendment No. 38 (ROPA 38). It is also our understanding that Amendment No. 10 is a Category 1 Amendment which implements specific urban issues including, the Sustainable Halton Growth Option, planning and employment targets to 2031, and minimum density targets for designated Greenfield areas to bring the Town's Official Plan into conformity with the Provincial Growth Plan by the June 16, 2010 deadline and certain sections of ROPA 38.</p> <p>Staff report PDS-2010-0035 also recognizes that a number of Category 3 Amendments (i.e. amendments addressing matters pertaining to the rural system, natural heritage system etc.) will follow once ROPA 38 is approved by the Minister of Municipal Affairs and Housing. Furthermore, staff report PDS-2010-0034 identifies additional amendments that may be necessary to reflect the Town's Community Sustainability Plan initiative. As Amendment No. 10 is focused on urban matters, Regional staff recommends that Town staff clarify, in its report to Town Council regarding the adoption of Amendment 10, that any future amendments will also address conformity with other sections of ROPA 38.</p>	<p>Comment Noted.</p> <p>This staff report includes the explanation requested by Regional staff.</p>
Region of Halton	<p>Item 15 (now 16), Table A1A refers to the "population and employment forecasts contained in Table A1A" and Table A1A is titled, "Table A1A: Population and Employment Forecast". Table 1 of Regional Official Plan Amendment No. 38 (ROPA 38) refers to</p>	<p>Change recommended.</p> <p>Notwithstanding that the Growth Plan uses the term "forecasts", staff acknowledges that ROPA 38 uses "targets" and so it would be appropriate to use that terminology in the</p>

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	<p>the numbers as “targets” to reflect the Region’s commitment to achieving these targets by 2031.</p> <p>Therefore, Regional staff recommends that the word “forecast” in Item 15 be changed to “targets” and the title of Table A1A be changed to “Population and Employment Targets” and that any other related references to “forecasts” in Amendment No. 10 be changed to “targets”.</p>	<p>Halton Hills Official Plan.</p> <p>See Item 16 of OPA 10.</p>
Region of Halton	<p>Item 25 (now 27) replaces the first paragraph of Section D1.4.7 of the Official Plan to show the housing mix target to be achieved by 2031 and the housing mix target for the period of 2006 to 2031. The second paragraph of Section D1.4.7 is retained and states that, “Official Plan Amendment applications that propose the down-designation of sites for medium and high density housing shall be discouraged...”</p> <p>However, Section D5.4 e) of Amendment No. 9 (Intensification Opportunities and Policies) states that “Any site-specific Official Plan or Zoning By-law amendment to reduce development density within an intensification area is prohibited by this Plan, unless it is part of a municipal comprehensive review of the Official Plan or a review of the Secondary Plan for Intensification Area”. Regional staff recommends that Section D1.4.7 be clarified to avoid any confusion with Section D5.4 of Amendment No. 9.</p>	<p>Change recommended.</p> <p>ROPA 38 Section 81(7) c) prohibits down-designation <u>in Intensification Areas</u>, as does the proposed HH OPA 9 policy.</p> <p>In order to ensure clarity, staff recommends that wording be added that clarifies the “discourage” policy <u>applies only outside of Intensification Areas</u>. As most areas that are <u>currently</u> designated HD or MD Residential are within Intensification Areas, the prohibition policy applies to most such areas.</p> <p>See Item 28 of OPA 10.</p>
Region of Halton	<p>Item 39 (now 43), Urban Area Expansion, states that “The inclusion of Future Strategic Employment Areas into the Urban Areas before 2031 will only be considered through a municipal comprehensive review, if it can be demonstrated that the Region and the Town will not be able to meet their 2031 employment targets through development within the Urban Area.”</p> <p>Regional staff are of the opinion that Section D7.3.3 does not conform with Section 139.7(4) of ROPA 38 which requires the municipal comprehensive</p>	<p>Change recommended.</p> <p>Municipal Comprehensive Review as defined in the draft Amendment addresses the issue of the employment targets established by the Regional Official Plan. However, staff agrees that reference to the Region’s 5-Year Review in this policy, consistent with ROPA 38 Section 139.7(4) is appropriate.</p>

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	review to be part of the Region's five-year review of its Official Plan. Staff recommend that policy D7.3.3 be modified to include this section of ROPA 38 Policy 139.7(4).	See Item 43 of OPA 10.
Region of Halton	Section 86(19) of ROPA 38 requires "Local Municipalities to use a rental housing vacancy rate of 3 percent as the minimum threshold to permit the conversion of existing rental housing to ownership tenure or other uses or the demolition of such housing". Regional staff recommends this policy be included in the Town's Official Plan to ensure conformity with ROPA 38.	Change recommended. Staff recommends a change to Section D1.4.8 to introduce the 3% vacancy rate, as well as reference to the demolition, in addition to conversion, of rental housing. See Item 29 of OPA 10.
Mattamy Development Corporation	Mattamy Homes would like to complement staff on their efforts in preparing and completing this important Official Plan Amendment and we look forward to continuing to working cooperatively with the Town to achieve our common objectives. As Council is aware we are a member of the South West Landowners Group who made a submission dated May 10 th , 2010. We would like to indicate to Council and staff that we are supportive of the comments included in this submission.	Comments noted. See response to Delta Urban submission on behalf of the South West Landowners Group.
Delta Urban on behalf of South West Georgetown Landowners Group	Section D6.3.3 encourages planning for future growth to be conducted in a comprehensive manner that could be achieved via secondary plans, and the establishment of staging and phasing policies to a 2031 planning horizon . We do note however that the policies contained in section <i>F10.4, General Phasing Policies</i> , indicate that "development is phased to an intermediate year of <u>2021</u>and does not include the Future Residential/Mixed Use Area shown on Schedule A3, and the Future Employment Area shown on Schedule A8..." While we appreciate the linkage of this policy to the ROPA 2031 phasing policies, we are of the view that this phasing approach may be problematic to the Town in achieving the intended balanced growth contemplated by the Regional and Town amendments	No change recommended. The proposed Amendment implements the phasing policies contained in ROPA 38. Section 77(16) of ROPA 38 requires the Town to phase development to the intermediate target year of 2021. Through a subsequent amendment to the Regional Official Plan, phasing for all Designated Greenfield Areas will be implemented. This amendment awaits the completion of master water/wastewater and transportation plans by the Region.

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	In our view, a comprehensive planning approach should include the development of Greenfield areas in the contemplation of development in both the 2021 and 2031 timeframes. The policy in Section F.10.1 excludes the designated Future Residential/Mixed Use Area and Future Employment Area in the period prior to 2021-2031.	
Delta Urban on behalf of South West Georgetown Landowners Group	We also seek clarification as to the definitions of “human service agency and human services”, as referred to in <i>Section F10.4.1</i> . Again this is a matter which we have identified as problematic in our submissions to the Region with respect to ROPA 38.	<p>No change recommended.</p> <p><i>Human Services</i> are defined in ROPA 38 as “services relating to health, education, culture, recreation, public safety and social services.”</p> <p>This section of the proposed Amendment is intended to implement Section 77(12) of ROPA 38 pertaining to the requirements for a Joint Infrastructure Staging Plan.</p>
Delta Urban on behalf of South West Georgetown Landowners Group	With respect to <i>Section B1, Greenland System</i> , the amendment appears to suggest that a single tier system would implement the Natural Heritage System as identified in ROPA 38 on Map 1G. There are differences between the Town’s and Region’s mapping with respect to the key features identified for conservation. If the Town is relying upon Map 1G in ROPA 38 to identify the Greenlands system in Schedule A3 these should be consistent with ROPA 38 and the related policy and allowances, as required by policy 118 in ROPA 38.	<p>No change recommended.</p> <p>Staff notes that the Region developed the Natural Heritage System through the Sustainable Halton process, and this mapping has been utilized in the Town’s proposed Amendment.</p> <p>The mapping shown on the proposed Schedule A3 – Georgetown Land Use is consistent with the single-tier Natural Heritage System mapping contained on Map 1 of ROPA 38. Map 1G of ROPA 38 is intended to provide additional information with respect to the Natural Heritage System, and may be incorporated into the Halton Hills Official Plan through a subsequent amendment.</p>
Blakes for United Parcel Services of Canada (“UPS”)	Our client, United Parcel Services of Canada (“UPS”) owns a parcel of land in the northeast quadrant of the intersection of Steeles Avenue and Trafalgar Road in the Town of Halton Hills. The lands are approximately 70	<p>No change recommended.</p> <p>See response relating to development phasing under the response to Delta Urban.</p>

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	<p>acres in area with frontage on Trafalgar Road, Steeles Avenue and Eighth Line.</p> <p>UPS acquired these lands and has held them with the intention that they would be developed for employment and employment related uses, including a facility to be developed by UPS.</p> <p>UPS is a world class provider of logistics and delivery systems. The company has considered the Halton Hills location as an important element in its Canadian and North American system. The Halton Hills location in the initial phase would likely consist of approximately 250,000 sq. ft of development with 400 to 600 employees. While the schedule for development at this location has not been finally determined, UPS would hope to be able to advance the development more quickly than contemplated by the Region's ROPA 38 and the Town's proposed development.</p> <p>The UPS lands are shown as Future Employment Area on Schedule A8. UPS is therefore pleased to see that their lands have been included in the Highway 401/407 Employment Area on Schedule A1, Land Use Plan.</p> <p>UPS is, however, concerned with the general phasing policies of the proposed amendment which indicate that development is to be phased to an intermediate year of 2021 and effectively exclude development of the UPS lands before 2021.</p> <p>UPS wishes to convey their basic position that the entirety of its lands at Steeles Avenue and Trafalgar Road should be included within an appropriate policy framework to allow these strategically owned lands to be designated and made available for employment and related uses prior to the 2021 time frame.</p> <p>The Town's proposed amendment to the Official Plan, which addresses the conformity with the Provincial Growth Plan, is clearly contingent upon the approval of the Regional Official Plan Amendment No. 38 (ROPA 38). We</p>	

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	<p>understand that ROPA 38 is awaiting final review by the Province as the Approval Authority. We have filed a letter with the Region on behalf of UPS indicating some concerns with the amendment particularly in respect to phasing for development to an intermediate time frame.</p> <p>Given the relationship of ROPA 38 to the Town's proposed conformity amendment, we are advising the Town that UPS is not supportive of policies which would not allow their lands to be developed for employment uses prior to 2021.</p> <p>Section D6.3.3 encourages planning for future growth to be conducted in a comprehensive manner that could be achieved via secondary plans, and the establishment of staging and phasing policies to a 2031 planning horizon. We do note however that the policies contained in section <i>F10.4, General Phasing Policies</i>, indicate that "development is phased to an intermediate year of <u>2021</u>....and the Future Employment Area shown on Schedule A8..." While we appreciate the linkage of this policy to the ROPA 2031 phasing policies, we are of the view that this phasing approach may be problematic to the Town in achieving the intended balanced growth contemplated by the Regional and Town amendments. In our view, a comprehensive planning approach should include the opportunity for development of employment uses on the north side of Steeles Avenue in the contemplation of development in both the 2021 and 2031 timeframes.</p> <p>In our view, employment opportunities should be encouraged and allowed for in the Future Employment Area in the 401 Corridor Employment Area prior to 2021. These lands will contribute to the Town's inventory of employment land at an earlier point, and allow for potential employment uses appropriately sharing the transportation network and servicing which will be available in this area. As recognized in the plan, the UPS lands logically form part of the employment</p>	

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	land inventory.	
Blakes for United Parcel Services of Canada ("UPS")	With respect to Section B1, Greenland System, the amendment indicates that a single tier system would implement the Natural Heritage System as identified in ROPA 38 on Map 1G. There are differences between the Town's and Region's mapping with respect to the key features identified for conservation on the UPS lands. If the Town is relying upon Map 1G in ROPA 38 to identify the Greenlands system in Schedule A3, these should be consistent with ROPA 38 and the related policy and allowances.	<p>Comment noted.</p> <p>See response relating to the NHS under the response to Delta Urban.</p>
Goodmans on behalf of South Georgetown Shopping Centres Limited ("SGCL")	Our client believes that the Sustainable Halton planning exercise was flawed because the recommended urban expansion area for Georgetown (known as Area 2b) does not take into account Georgetown's need for lands for major retail uses. Our client's market analyst, Tate Economic Research, has identified that approximately 60 hectares will be needed to accommodate the retail and service space required to address Georgetown's current deficiency and service the new population. We outlined this concern in our presentation to Halton Hills Council on April 12, 2010 and suggested that a decision respecting Georgetown's urban expansion should await the completion of the Scott Morgan study initiated by the Town to assess its retail commercial needs (which may also result in an amendment to the Town's official plan).	<p>No change recommended.</p> <p>Staff notes that through Report PDS-2010-0053, the Scott Morgan Retail Commercial Demand Study – Acton and Georgetown Trade Areas was presented to Council on May 25, 2010.</p> <p>The Study concluded that under a scenario involving the Georgetown Urban Area expansion, as well as intensification, the land requirement is sufficient to support a major retail destination in the urban expansion area, requiring approximately 60 acres (24 ha) of land.</p> <p>Staff relies on the land budget analysis of Sustainable Halton and the conclusion that the lands added to Georgetown as Future Residential/Mixed Use Area are sufficient to accommodate the above land requirement, as well as the 20,000 population target. In addition, although detailed secondary plan work has not been completed for this area, staff is of the opinion that a suitable site could be found for a major retail use within</p>

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		<p>the Future Residential/Mixed Use Area.</p> <p>The SGCL lands are not situated within the Future Residential/Mixed Use Area chosen for urban expansion through Sustainable Halton.</p>
<p>Goodmans on behalf of South Georgetown Shopping Centres Limited ("SGCL")</p>	<p>Another flaw with the Sustainable Halton process relates to the sufficiency of Area 2b to meet Georgetown's planned residential growth. Significant portions of Area 2b comprise natural heritage systems and are therefore unavailable for development. A detailed land needs analysis undertaken by our client's consultant, Malone Given Parsons, suggests that there will be a shortfall of approximately 70 hectares when the natural heritage features in Area 2b are accounted for.</p>	<p>No change recommended.</p> <p>Town staff relies upon the land budget analysis completed by the Region of Halton as part of the Sustainable Halton process. This analysis concluded that the 20,000 population and associated uses serving this population could be accommodated on the lands proposed to be designated Future Residential /Mixed Use Area through this Amendment.</p>
<p>City of Brampton</p>	<p>As noted in the City's October 5, 2009 ROPA 38 comments, City staff continue to consider the inclusion of a future strategic employment area with the Region of Halton's Official Plan and the subsequent Halton Hills OPA to be premature. In our view, identifying lands that are beyond the 2031 planning horizon is not supported by the Growth Plan and also lacks solid planning justification in the absence of having identified the transit infrastructure necessary to support it, such as the Halton-Peel Freeway.</p>	<p>No change recommended.</p> <p>The proposed OPA 10 implements ROPA 38, flowing from the Sustainable Halton process. This identification of strategic employment lands is not a designation, and any designation of these lands and inclusion in the urban area is subject to a municipal comprehensive review, and amendments to the Region and Town Official Plans.</p>
<p>City of Brampton</p>	<p>The Town's draft Official Plan Amendment does not contain policies relating to future transportation networks throughout Halton Hills such as the GTA West and the Halton-Peel Freeway Corridors. With the results from the HPBATS Study now known and approved by the Councils of both the Region of Halton and the Town of Halton Hills, among others, City staff maintain that it should now be beyond contention that the inclusion of a corridor protection area in the Official Plan for southeast Halton represents</p>	<p>No change recommended.</p> <p>Staff notes that the Town must coordinate its efforts with the Region of Halton, and address this matter through a MOU that is to be developed between the Town, Brampton, Peel Region, Halton Region and Caledon, as set out in Report INF-2010-0017. This MOU is anticipated to define specific timelines for implementing appropriate corridor</p>

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	<p>good planning. It would be consistent with the Memorandum of Understanding now being drafted for execution by the various parties to it, namely, the Region of Halton, the Town of Halton Hills, the City, Peel Region and the Town of Caledon.</p> <p>Please note that the comments on corridor protection herein are included as a precaution to protect the City's rights on an interim basis pending the adoption of the MOU by Brampton, Halton Hills and the other Councils. The hope and expectation continues to be that such issues will be resolved to our mutual satisfaction through that process.</p>	<p>protection measures as set out in the final HPBATS report, which has been endorsed by Council. A separate planning process with public notice and opportunities for public consultation will be required to implement the study findings.</p>
City of Brampton	<p>City staff are of the view that the Town should engage the City and the Region of Peel during the course of the Town's infrastructure planning, including but not limited to those projects that are considered inter-regional in scope.</p>	Comment noted.
City of Brampton	<p>City staff are also requesting that the Town ensure that any new development which is adjacent to the Halton Hills/Brampton boundary along Winston Churchill Boulevard be sensitive to the existing land uses and character of the area, and recognize the long-range planning objectives of the Brampton Official Plan.</p>	<p>Comment noted.</p> <p>The only interface which will occur as the result of OPA 10 is the Future Employment Area in Lot 1 at Winston Churchill Boulevard. The Brampton side of the road is planned for employment uses.</p> <p>Staff notes that at the secondary planning stage, policies can be incorporated that address an appropriate interface between the employment areas in Halton Hills and Brampton.</p>
Region of Peel	<p>Peel staff has reviewed the above referenced draft official plan amendment and offers the following comments for your consideration:</p> <p>As you are aware, the Halton Peel Boundary Area Transportation Study (HPBATS) has just recently been completed and endorsed by the municipal councils for all five study partners. A Memorandum of Understanding (MOU) is currently being</p>	<p>No change recommended.</p> <p>See above response to the City of Brampton on corridor protection.</p>

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	<p>drafted by the partner municipalities to establish a framework for moving forward on the HPBATS recommendations.</p> <p>Based on the HPBATS findings and the intent of the MOU, it is recommended that transportation corridor protection policies be included in this Town of Halton Hills official plan amendment, to address the identified need for a future Halton-Peel Freeway and a potential GTA West Corridor.</p> <p>In particular, it is noted that the amendment proposes to expand the 401/407 Employment Corridor to include lands north of Steeles Avenue as a <i>Future Employment Area</i>. Some of the lands within this <i>Future Employment Area</i> have been identified on a preliminary basis as being of interest to a future Halton-Peel Freeway corridor and interchange.</p> <p>Please note that these comments have only been provided as a formality, to protect the Region of Peel's interests, pending the adoption the above referenced MOU by the respective municipal councils.</p> <p>In the spirit of partnership, it is highly anticipated that the issues identified in this letter will be resolved to our mutual satisfaction through the MOU process.</p>	
Great Lands Corporation	<p>We have had an opportunity to conduct a review of the proposed Plan schedules and advise that the Land Use Schedules and Natural Heritage boundary, as they relate to our site, are unacceptable, as our property has been excluded from the proposed expansion of the Employment Area north of Steeles Avenue. Our site is a prime location for future industrial or commercial uses as it has direct frontage on Steeles Avenue, at a corner location that would be a logical location for a future signalized intersection.</p> <p>We recognize that a creek runs through a portion of the property and there is</p>	<p>No change recommended.</p> <p>Staff notes that the subject property is located within the Protected Countryside of the Provincial Greenbelt Plan Area. The subject property contains a tributary of Sixteen Mile Creek that forms a major corridor within the Protected Countryside. This area was established by the Province through the passage of the Greenbelt Plan in 2005.</p> <p>The Greenbelt Plan does not permit expansion of urban areas into the Protected</p>

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	<p>forest associated with this creek, and there would be some development restrictions; however the southerly portion of the lot is clear, and for the most part is currently being farmed. There was a large brick bungalow at the southwest corner of the property that was recently demolished. We do not understand the scientific basis that the Town has chosen to use a roadway boundary such as Steeles Avenue as an environmental boundary, and ask for an explanation of the basis of this boundary.</p>	<p>Countryside, except through the 10-year review of the Plan. Therefore the subject area was not an option under consideration through the Sustainable Halton process, which was commenced in 2006/07.</p>
<p>Michael & Angela Dowhan, Side Road 5</p>	<p>It is only by sheer luck that my wife and I became aware of the draft plan of an amendment to the Official plan when we recently returned from vacation and read the local Independent and Free Press newspaper a couple of days before the intended public meeting on May 11 2010. We get this newspaper thrown on our driveway sometimes twice a week sometimes not at all and don't regard it as a reliable way to inform the public about such matters, especially when it relates directly to the residents of properties connected to or in the areas immediately affected by such planning actions.</p> <p>At the Public meeting we were informed that the information was posted in the newspapers as required and placed on the Towns web site in accordance with the Planning Act but we don't think this is adequate or ethically/morally sufficient. Many people still do not use computers. We would like to know why Town planning is not obligated to inform residents /property owners that planning matters directly affecting them are taking place- individually by <u>letter</u> in sufficient time that appropriate responses and input can be made. We believe this kind of information sharing is more in keeping with the Town's motto "Working Together - Working for you".</p> <p>We posted our own notification in residents mailboxes many of whom have since told us that they have had</p>	<p>Comments Noted.</p> <p>The Sustainable Halton process led by the Region of Halton, and involving the Town of Halton Hills has been ongoing since 2007. Over the 4-phase process there has been numerous opportunities provided for public input by the Region and the Town.</p> <p>The notification of these opportunities was by the standard means for making the public aware of large-scale planning exercises, which in this case affected the entire Region of Halton, namely publication of notices in the local newspapers and on the Region and Town websites.</p> <p>Notwithstanding the above, the Town hosted an information meeting on May 31, 2010, and invited all property owners within the Future Employment Area and Future Strategic Employment Area.</p>

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	<p>the same lack of information and who wish it known that they also regard this as unacceptable. They have asked us to speak for them also and contact details are attached. Please note because of your deadline for comments these residents were the ones we were able to speak with in the short amount of time since the meeting on May 11.</p> <p>Regarding the Official Plan Amendment currently in draft and to go before the Town Council on the 14 June, the part that affects us most and which gives us great concern is the proposal to identify our homes/properties and the lands behind/adjacent to us as "Future Strategic Employment Lands". As we see it the designation whilst not immediately identifying our land as Industrial or Commercial land, effectively earmarks the area for the future to be used to meet employment targets in 2031 and beyond if other areas (already identified) are insufficient. We are being told that the amendment in question will effectively prohibit any future use which in the long term is deemed to be incompatible with employment uses. This can mean many things which are not at all clear at this point in time.</p> <p>There are many reasons we wish to put forward as to why this is not in the best interests of residents, the local community or even for the population in general.</p> <p>1. Firstly the number of residents directly affected by the proposal to be identified as "Future Strategic employment lands" is not small. There are by our count 18 properties on the east side of Dublin line , 18 properties on the north side of No 5 Side Road between Dublin Line and Regional Road 25 and 14 properties on the west side of Regional Road 25. To the north west of the area is the Granite Ridge golf course as far as we can identify on the Map Schedule18 referenced in the OPA text file.</p>	<p>The purpose of the identification of Future Strategic Employment Areas is to ensure they are protected from uses incompatible with employment use. Therefore, ROPA 38 prohibits the re-designation of these lands to uses such as institutional or recreational uses, and this policy must be carried forward into OPA 10.</p> <p>The area in question is designated Agricultural Area in the Region and Halton Hills Official Plans. Staff acknowledges that over time a number of other uses have located in this area including: rural industrial area, aggregate operations, rural residences, churches, and golf courses. This is in part</p>

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	<p>2. Most of us are residents of long standing in the area (many in excess of 30 years some 50 years plus) having relocated to this area to enjoy quiet country living and the closeness and views of the beautiful Niagara escarpment and it's related woodlands, green space, natural habitat, hikes and walks. What is being proposed in this amendment could ultimately change this enjoyment for us forever.</p> <p>3. We have invested much time and money to build up our homes which for most of us will be the single largest investment we will ever make in our lifetime. It is also for many of us a major part of our retirement planning in that downsizing eventually would release further funds for retirement when our children have left home. This proposed amendment if it is adopted and then needed will ultimately affect our property values downwards, which by some estimates could be as much as 30-50%. Indeed in some eyes it could affect the value immediately. We cannot absorb this kind of reduction in our property values.</p> <p>4. It traditionally takes longer to sell a rural property because there are fewer potential buyers and having this "Future Strategic Employment Area" threat hanging over us will further reduce the number of buyers with a consequent additional downward pressure on property values.</p> <p>5. It is our opinion that identifying the area bounded by Dublin Line, No5 Side Road and Regional Road 25 north to Granite Ridge golf Course to" Future Strategic Employment area" is inconsistent and out of place with the existing buffers offered by the so called Protected Countryside areas and agricultural areas immediately adjacent to the Niagara Escarpment Plan area across the Town of Halton Hills. In</p>	<p>due to the area's proximity to the urban area of Milton and Highway 401.</p> <p>Through the Sustainable Halton process, the area was identified as a strategic location to accommodate employment uses (see Schedule Three for a map taken from the Sustainable Halton Phase 1 report entitled <u>Urban Structure: Potential Long-Term Growth Areas (November 2007)</u>).</p> <p>While the Sustainable Halton plan process determined the area was not needed to accommodate employment uses to the 2031 planning horizon, the area's location attributes will continue to place pressure on the area to accommodate urban uses.</p> <p>The immediate and long-term positive or negative effect, of the identification of this area as a Future Strategic Employment Area, on property values, is not known. Staff notes that although planning exercises can influence land values, property values are not considered to be a legitimate land use planning concern. The test of good land use planning involve matters such as conformity with Provincial Plans and policy statements, and Regional and Local Official Plans.</p> <p>Staff observes that the appropriateness of the area for urban employment uses becomes more apparent when viewed in the context of the Region of Halton and the</p>

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	<p>fact the area in question sticks out like a sore thumb on the Map Schedule 18. Why is it even being considered?</p> <p>6. Much of the development (warehousing /distribution etc.) that has occurred in this general area to date in our opinion has not lead to what may be regarded as very significant job creation. In fact warehousing and distribution centres today are widely automated and do not result in acceptable jobs to land use area ratio. To potentially waste these very beautiful countryside/farm lands for such use is in our opinion not a legitimate use and practically irreversible. The use of agricultural lands so close to the Niagara escarpment for industrial/commercial use has long been a point of contention with the people in our area. There are many other areas of lesser agricultural value and which do not encroach on the Niagara escarpment and the enjoyment of it.</p>	<p>Greater Toronto Area as a whole. It is recognized that on the other side of 5 Side Road is a designated urban employment area within the Town of Milton, and that in close proximity is Highway 401, a major 400-series highway providing access to North American markets .</p>
<p>Guiseppe & Lena DalBello, 5 Side Road</p>	<p>We are writing this letter to inform the Town of Halton Hills Planning Department that we strongly oppose the Official Plan Amendment – Growth Plan Conformity as presented at the Public Open House on May 11, 2010. We have reviewed the Town of Halton Hills Official Plan for Future Strategic Employment Areas as outlined in Schedule 7-Scheduel A18, and have noted that our principal residence at ___ 5 Side Road is directly impacted. The amendment is proposing to identify the area specifically between Dublin Line and Regional Road 25 on the north side of 5 Side Road (where our home is located) as “Future Strategic Employment Area”.</p> <p>We are quite confused as to why the Town of Halton Hills is proposing that this small area be identified as “Future Strategic Employment Area”, as all along 5 Side Road, Dublin Line, Regional Road 25, and there are many residential homes. There are in fact 18</p>	<p>Comments Noted. See above response.</p>

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	<p>properties on the east side of Dublin Line, 18 properties on the north side of 5 Side Road between Dublin Line and Regional Road 25, and 14 properties on the west side of Regional Road 25.</p> <p>We originally purchased our home in 1963 and specifically chose this quiet rural area surrounded by the Niagara Escarpment to raise our family. We invested money into our home over the years with the plan on living here in our retirement years and eventually passing it on to our children and our grandchildren. We feel that once this proposed area is identified as a "Future Strategic Employment Area", this will only lead to a rezoning of Employment Lands for business and industrial use. Why else would the Town of Halton Hills propose to identify this area as "Future Strategic Employment Area"? The identification of this small area as "Future Strategic Employment Area" alone will significantly devalue our home and the surrounding homes on 5 Side Road, Dublin Line, and Regional Road 25. Most of the residents in the area have lived here their entire lives. Many residents like ourselves have lived here more than 30 to 40 years. Significant decreases in property values will have severe economic consequences for all the residents in this proposed area.</p> <p>This proposal will also severely devalue the natural surrounding of the Niagara Escarpment and the Protected Countryside, and change the landscape of this setting forever. There must be better areas to identify as a "Future Strategic Employment Area", areas that are not completely surrounded by the Niagara Escarpment and Protected Countryside.</p> <p>We are also asking that any further information regarding this proposal be communicated directly to the residents on 5 Side Road, Dublin Line, and Regional Road 25 as many of the residents (including ourselves) were not even aware of the May 11, 2010 Public Open House. This proposal has such a significant impact on the homeowners</p>	<p>Staff acknowledges that the area in question is adjacent to, but located outside of, the Niagara Escarpment Plan Area and the Protected Countryside Area.</p> <p>However, the area is also immediately adjacent to an urban employment area within the Town of Milton, and</p>

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	who reside on 5 Side Road, Dublin Line, and Regional Road 25 that we believe we deserve proper communication on this issue.	is strategically well located for future employment use, if needed, beyond the 2031 planning horizon
Douglas Millar 5 Side Road	<p>I was only recently advised (yesterday) through correspondence of a neighbour of the proposed amendments to the Official Plan of Halton Hills which, if enacted, would have a significant and profound affect on my property.</p> <p>I would first like to express my disappointment in the way that this matter was brought to my attention. In my opinion the Town of Halton Hills has an obligation to inform me directly as a property owner and tax payer of any proposed changes which would significantly affect the usage, enjoyment of value of my property. I suspect that the town will rely on legal obligations of notice, however if the town really cared to allow their tax payers to have an opportunity to voice their opinions, then the town would take the necessary steps to provide direct notice to the affected residents.</p> <p>I moved from the town of Milton with my late wife 3 years ago. My wife and I were fed up with the ill planned growth and expansion in Milton and wanted more space in a country setting. We located our current property on the 5 Sideroad and eventually purchased the property for the view and the privacy afforded by this setting. I am strenuously opposed to any amendments to the Official Plan of Halton Hills which would diminish my enjoyment, privacy, value and the vista which I currently enjoy .the very reasons why we purchased the property.</p> <p>Any change to the Official Plan changing potential land usage to "Future Strategic Employment Area" will in all likelihood have a significant impact on the property value now and in the future. Our residential properties represent our single largest individual asset and to have the town affect changes which would affect</p>	<p>Comments Noted.</p> <p>See above response.</p>

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	<p>our assets is certainly not in the best interests of these tax payers the ones which pay the salaries of the politicians and all town staff.</p> <p>I would ask that you please assure that my vehement opposition to any changes to the Official Plan involving the land surrounding and encompassing my property to be communicated to the highest levels within the Town of Halton.</p>	
Ron & Barb Dellaire, Dublin Line	<p>I am a concerned resident of Dublin Line. We bought our house to be in a quiet rural setting. Yes we were aware of the quarry but we also knew that the quarry is due to become a conservation area when it closes in a few years or so. There are over 20 residents on Dublin Line that will be affected by either being appropriated or loss of enjoyment.</p> <p>We enjoy living where we are and there are lots of children in our area. It is a nice family neighborhood. It would be very upsetting to have it broken apart.</p>	<p>Comments Noted.</p> <p>See above response.</p>
Elinore Shannon, Regional Road 25	<p>It has just been brought to my attention that this council wants to take more of our green space and turn it into industry. Why can't industry be promoted in the north where land is not agriculture? People would move where the jobs are.</p> <p>Would you please let me know exactly what parcel of land that we are talking about. What about the Green Belt? Does council have the right to reverse the Green Belt area?</p> <p>I am not in favour of anything but farming in my area.</p> <p>Please let me know in simple language exactly what all this means.</p>	<p>Comments Noted.</p> <p>The area including your land has been added to what is known as a "Future Strategic Employment Area" in the Region of Halton Official Plan. It is now proposed to be added to the Halton Hills Official Plan. This area remains designated as Agricultural Area to the 2031 planning horizon, but is to be protected for employment land needs beyond 2031, subject to a 5-year review of the Regional Official Plan.</p> <p>The lands affected are bounded by 5 Side Road, the Niagara Escarpment Plan Area and the Greenbelt Plan Area.</p> <p>Municipal Councils cannot amend the Greenbelt Plan, which is a Provincial Plan governed by Provincial</p>

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		legislation.
Doug Vandendor, Dublin Line	<p>My name is Doug Vandendor and I live with my family on Dublin Line, just north of the 5th sideroad. I recently found out that our home is in the designated area for the 'Future Strategic Employment Lands'.</p> <p>I would be greatly concerned if this meant that the town would force us to sell our property. Would we be properly compensated as we have spent considerable time and expense in adding upgrades to our home? I would be equally concerned if business buildings surrounded us as this would devalue our property.</p> <p>In addition, I believe it would also be tragic for this scenic area to become industrialized. Cyclists often use the 5th sideroad as it is very pretty, especially with the escarpment in view. The quarry at the end of Dublin Line is planned to be a conservation area when the mining is completed. I'm sure it would be fitting for Dublin Line to keep it's natural beauty rather than industrialize it so that the entire area would be a haven for those that would like to enjoy it. If anyone of the decision makers on the 'Future Strategic Employment Lands' has not been to Dublin Line and the 5th sideroad, I would like to ask them to do so and hope that they would see the beauty of this spot and could choose an alternate location for development.</p>	<p>Comments Noted.</p> <p>The Future Strategic Employment Area is not a land use <u>designation</u>, but an identification of lands to be protected for <u>potential future designation</u> for employment uses to accommodate employment land needs beyond 2031.</p>
Malinda Bubas, Regional Road 25	<p>We are fairly new residents to the area and were quite surprised by the notice that briefly describes the Future Strategic Plan and Growth Plan set for 2031 left in our mailbox. I have a few questions which I am hoping you can answer to give us peace of mind.</p> <p>By definition, what does "employment corridor" for highways 401/407 mean?</p>	<p>Comments Noted.</p> <p>"Employment Corridor" refers to the 401/407 highway</p>

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	<p>What implications could it have on our lives and property given the location of our house which is directly north of Steeles Ave and 5 Sideroad?</p> <p>When does the city anticipate these changes will take place? Is it confirmed?</p> <p>Where can I go or to whom can I place a call to receive more information?</p> <p>Is there anything Jon and I can do to help?</p>	<p>corridor, and is an area which has strategic value for employment uses due to the highway proximity.</p> <p>The area including your land has been added to what is known as a "Future Strategic Employment Area" in the Region of Halton Official Plan. It is now proposed to be added to the Halton Hills Official Plan. This area remains designated as Agricultural Area to the 2031 planning horizon, but is to be protected for employment land needs beyond 2031, subject to a 5-year review of the Regional Official Plan.</p>
Andrew & Karen Marks, Third Line	<p>As a resident/property owner at [REDACTED] Third Line, Halton Hills, my wife Karen and I respectfully object to the proposed re-designation of lands as outlined in the letter we received dated May 18th, 2010, RE: Growth Plan Conformity Official Plan Amendment – May 31, 2010 Information Meeting.</p> <p>We understand that a Public meeting was held on May 11, 2010, the notice of which was published only in the local newspaper on May 6th, and only 5 days notice of the meeting was given.</p> <p>Firstly, why wasn't a notice like the one received last week regarding the upcoming meeting, (May 31) delivered to area residents regarding the Public meeting held May 11?, and secondly the Planning Act, Part III, Section 17, Paragraph 19, clearly states; Timing of public meeting <i>(19) The public meeting required under clause (15) (d) shall be held no earlier than 20 days after the requirements for giving notice have been complied with. 2006, c. 23, s. 9 (2).</i></p> <p>Please respond to the above</p>	<p>Comments Noted.</p> <p>Staff notes that with respect to notice, the requirements of Section 17(19) of the Planning Act were complied with. Notice was published in the Georgetown Independent on Tuesday, April 20, 2010. The notice on May 6, 2010 was an additional courtesy notice not required by the Planning Act.</p> <p>Section 17(17) of the Act requires notice to be as prescribed in regulations, which specify options for giving notice including publication in a newspaper that is of sufficiently general circulation in the municipality. This is the general practice of the Town for official plan amendments that generally affect the entire Town, such as the Growth Plan Conformity amendment.</p>

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	<p>questions in writing,</p> <p>This, again, is an attempt by Halton Hills Town Council to force upon the residents of this rural area changes that are not appreciated or welcomed. We are opposed to the Proposed Plan Amendment.</p>	
<p>Norman & Lois Dredge, 5 Side Road</p>	<p>We are not in favour of the re-designation of Agricultural Rural Area to Urban Employment Area through Regional Council Dec. 2009.</p> <p>Lot 2 Conc. 6 is where we live about approximately one kilometer from the escarpment and would like to see it remain left as greenlands for the future generations. We have stayed here only because of our beautiful view and have put up with quarry trucks running past our door for forty some years. The thought of looking out on industry is devastating to us.</p>	<p>Comments Noted.</p> <p>See above responses.</p>
<p>Elaine Nikolic, Winston Churchill Boulevard</p>	<p>I had the opportunity to attend the meeting last night regarding the Future Strategic Employment areas in Halton Hills and I had a few questions for you if you don't mind.</p> <p>1) My address is [REDACTED] Winston Churchill Blvd. There is a very small yellow spot on the map for Future Strategic Employment Areas along Winston Churchill – does my house fall into the yellow area? Also why is that small yellow area singled out?</p> <p>2) Can you tell me what type of development will be permitted under this future zoning?</p> <p>3) Will taxes change if my home becomes zoned different and if so will it be more or less comparatively?</p> <p>4) Typically what can I expect to happen if this zoning becomes a reality?</p> <p>5) Has the department of planning really taken into consideration the number of homes living in this area? While Employment areas are often positioned along major transportation corridors, the top end of Winston Churchill, Norval in particular is very residential already and such a zoning change will drastically impact the</p>	<p>Comments Noted.</p> <p>The small yellow area on the draft schedule was a mapping error and has been corrected to show as Future Strategic Employment Area.</p> <p>We are not yet at the zoning stage, and in fact OPA 10 does not even re-designate the area shown as Future Strategic Employment Area. It remains designated as Agricultural Area, and the permitted uses are related to agriculture.</p> <p>Taxation is based upon actual use of the property rather than the zoning, and is not effected by long term planning considerations.</p> <p>Protection of the residential character of the Hamlet of Norval will be considered in any long-term planning for</p>

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	<p>residents, the environment, volume of transportation flow and the whole hamlet feel of Norval. Norval is not just the four corners at Hwy7 and Adamson – it is so much more. The BATS Peel Halton Transportation Study took all of this into consideration when making their decisions and this is why the Norval by pass made so much sense. It took the transportation away from the top end of Norval (on Winston Churchill). The Peel Zoning study's also show that the land east of Winston Churchill at the top end (Norval) is designated for executive residential. Would it not make more sense to designate the region east of the Norval Bypass (but still within the Future Strategic Employment Area to something other than that). Employment in that area will most certainly change the whole look and feel of what is an environmentally rich and historic part of the region. With so much open farmland in the region it seems heartbreaking to push this zoning section right up to 10th side road. Perhaps taking it to the proposed Norval Bypass and over to 10th line and leaving the top right section of the grid (separated by the bypass) as residential would be a huge benefit for all. I know my family feels that way and so do all of my neighbors.</p> <p>6) What can we do as citizens of Halton to influence the decision making in this regard?</p>	<p>this area, as was done in the HPBAT Study. The relationship of employment lands to residential lands in the area adjacent to Norval will be affected by the location of planned transportation facilities such as the Norval By-pass, as identified in the HPBAT Study.</p>
<p>Vic Hendrickson, Eighth Line</p>	<p>My name is Vic Hendrickson and I live at [REDACTED] Eighth Line just north of Steeles Avenue among a small group of 13 homes.</p> <p>I have lived there for 30 years and, for the most part have had quiet enjoyment of the rural zoning and setting.</p> <p>My understanding is that part of this Official Plan Amendment will rezone lands to the north of Steeles Avenue as 'Employment Lands' and these lands include my residence.</p> <p>Specifically, my concern is that this rezoning will devalue my residential property.</p>	<p>Change Recommended.</p> <p>OPA 10 proposes to re-designate the area in conformity to Regional Official Plan Amendment No. 38. More detailed official plan designations and policies will follow through a secondary</p>

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	<p>This issue will not only affect me but all residents in Lots 1 and 2 on all concessions included in this amendment.</p> <p>I, with some of my neighbours, attended the public meeting on April 29, 2010 and we did receive, with thanks, some clarification of the proposal and the process and answers to some of our questions.</p> <p>Tonight I would like to address 3 specific areas: property devaluation; zoning requirements: and property assessment.</p> <p>With respect to property devaluation, I refer you to an MLS listing for property at 16408 Steeles Avenue near 10th Line south. This property fronts on Steeles Avenue, is currently zoned prestige industrial, consists of 10 acres and contains a house and an out building</p> <p>This property is listed at \$350,000 per acre and has been listed for quite some time without a sale. There are other properties on the MLS but generally for less value per acre.</p> <p>If this value represents what will be attached to my residence once it is zoned industrial it is a massive 30% plus reduction in value. My neighbours will, I expect be equally affected.</p> <p>A home, for most of us, is the largest single expenditure we will make in our lifetime. It is also, for many of us, a cornerstone of retirement planning.</p> <p>I cannot recover from a 30% reduction in the value of my residence.</p> <p>With this Official Plan amendment it is my understanding my property will be rezoned to 'industrial legal non-conforming residential'.</p> <p>Traditionally it has taken longer to sell a rural residence because there were fewer potential buyers. In my opinion this zoning will reduce the number of residential buyers and put significant downward pressure on prices.</p> <p>With this zoning we may have added</p>	<p>plan exercise. No amendment to the Zoning By-law is proposed at this time, but any future zoning change would have to conform to the Official Plan designation.</p> <p>Staff notes that although planning exercises can influence land values, property values are not considered to be a legitimate land use planning concern. The test of good land use planning involve matters such as conformity with Provincial Plans and policy statements, and Regional and Local Official Plans.</p> <p>In addition, the intent of the Town is to ensure the Future Employment Area is planned and developed in a manner that maintains and enhances the area, through the secondary plan and zoning by-law implementation processes.</p>

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	<p>an industrial developer/buyer but such a buyer will only be willing to pay industrial land prices minus the cost to raze the buildings and remediate the land hence my reference to 16408 Steeles Avenue.</p> <p>We live in a country, a province, a community that is attractive for many reasons and we will experience growth in population and employment. I acknowledge that we will have to accommodate that growth. We must, however, accommodate that growth in a reasonable and responsible manner.</p> <p>What should be the accommodation here?</p> <p>Perhaps the answer is zoning and green space.</p> <p>I understand that it is early in the process to define zoning specifics for these additional employment lands and I am somewhat comforted by the suggestion by the Planning, Development and Sustainability Department that the zoning of the prestige industrial lands in the 401 Corridor would provide guidance for zoning in these additional lands.</p> <p>Specifically, I am requesting that the gateway and prestige industrial zoning in the 401 Corridor be carried forward to the additional employment lands.</p> <p>I am also requesting that the 15 meter setback in those zonings be changed as it is not sufficient to preserve the value of the residential properties. There exists the concept of green lands in the official plan and sufficient green space could be designated around the existing residential properties to preserve their value. A trail, a park, a municipal forest or even a small golf course should work.</p> <p>The cost of this space should be paid by the people who benefit from the new employment lands - not the town or the residents.</p> <p>We must ensure that green will be green and that means no driveways, no</p>	<p>OPA 10 is an amendment to the Official Plan to implement ROPA 38. Detailed secondary planning must still take place to define specific land use designations and policies, which will then be implemented through future amendment(s) to the zoning by-law. The objective will be to complement and enhance the existing 401 Employment Corridor, which is restricted to prestige industrial uses.</p> <p>In terms of the concerns expressed by a number of residents in the Future Employment Area, staff recommends a revision to OPA 10 that would formally identify existing concentrations of rural residential lots in the Future Employment Area on the land use schedule. While these areas would remain designated Future Employment Area, wording would be incorporated into OPA 10, which would recognize the existence of these concentrations, and ensure that policies are included in subsequent Secondary Plans to address</p>

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	<p>parking areas, augmentation of existing trees and no removal of existing trees unless they are replaced with trees of equal size or greater.</p> <p>I am also requesting that no outside storage means 'no outside storage' including the parking of trucks and trailers.</p> <p>Because it is essential for the preservation of values, words must be incorporated in this amendment to ensure the accommodation agreed to by this committee and Council be realized.</p> <p>With respect to property assessment, with a 30% plus reduction in value of my property will my assessment and property taxes be reduced accordingly?</p> <p>Thank you for your consideration. I look forward to working with you to preserve existing values.</p>	<p>matters such as adequate setbacks and/or greenspace/ landscape buffers between employment uses and remaining residential clusters, interim zoning, and consideration of road network solutions, in order to minimize the impact on existing rural residents.</p> <p>The Future Employment Area contains the enhanced Natural Heritage System developed through Sustainable Halton and contained in ROPA 38. This system will be implemented through the detailed secondary plan exercise and zoning by-law.</p>