

Halton Hills

# PREMIER GATEWAY PHASE 1B SECONDARY PLAN STUDY

Public Open House  
Summary Report

July 2016

BrookMcIlroy/



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# 1. OVERVIEW





## 1.1 Study Overview

The Premier Gateway Employment Area is currently **the Town of Halton Hills' major employment area.** It is located between Steeles Avenue and Highway 401. The Town, in conformity with the Halton Region Official Plan, had proposed through Town Official Plan Amendment 10 (OPA 10) to designate an additional 340 gross hectares (840 acres) of land for employment uses on the north side of Steeles Avenue. However, the Region and the Town have since had to reconsider the location of the proposed expansion of the Employment Area as a result of the introduction of corridor protection for the GTA West Transportation Corridor.

The Premier Gateway Phase 1B Employment Area Secondary Plan Study will develop appropriate land use designations and policies for the Phase 1B Employment Area and identify the location of up to 75 hectares of additional land to be designated for employment and added to the Premier Gateway Employment Area to replace the shortfall of designated employment lands to the current 2021 planning horizon in the Town. A Subwatershed Study is also being undertaken as part of the project to address the predicted impacts from planned urbanization and establish a preferred stormwater and environmental management strategy.

## 1.2 Study Area

The Study Area is illustrated on the map below, including the Phase 1B Area and the lands which are to be considered for the location of up to 75 hectares of additional employment land.

-  Premier Gateway Employment Area Study Area Boundary
-  Phase 1B Study Area Boundary





### 1.3 Meeting Overview

On June 22, 2016 the second in a series of Public Open Houses and Workshops was undertaken for the Premier Gateway Phase 1B Employment Area Secondary Plan Study. The meeting, which was scheduled from 6:30pm to 8:30pm, was held at the Hornby Glen Golf Club, at 8286 Hornby Road in the Town of Halton Hills.

A total of approximately 50 persons attended the meeting, including local residents, stakeholders, members of the Project Team, Town Staff, Steering Committee, and Town Council. Doors opened at 6:30pm, at which time participants were asked to sign-in, and were provided with information handouts. Between 6:30pm and 6:45pm, participants were given the opportunity to review a series of presentation panels, which were distributed throughout the meeting room. Members of the Project Team were available to answer questions and facilitate discussion.

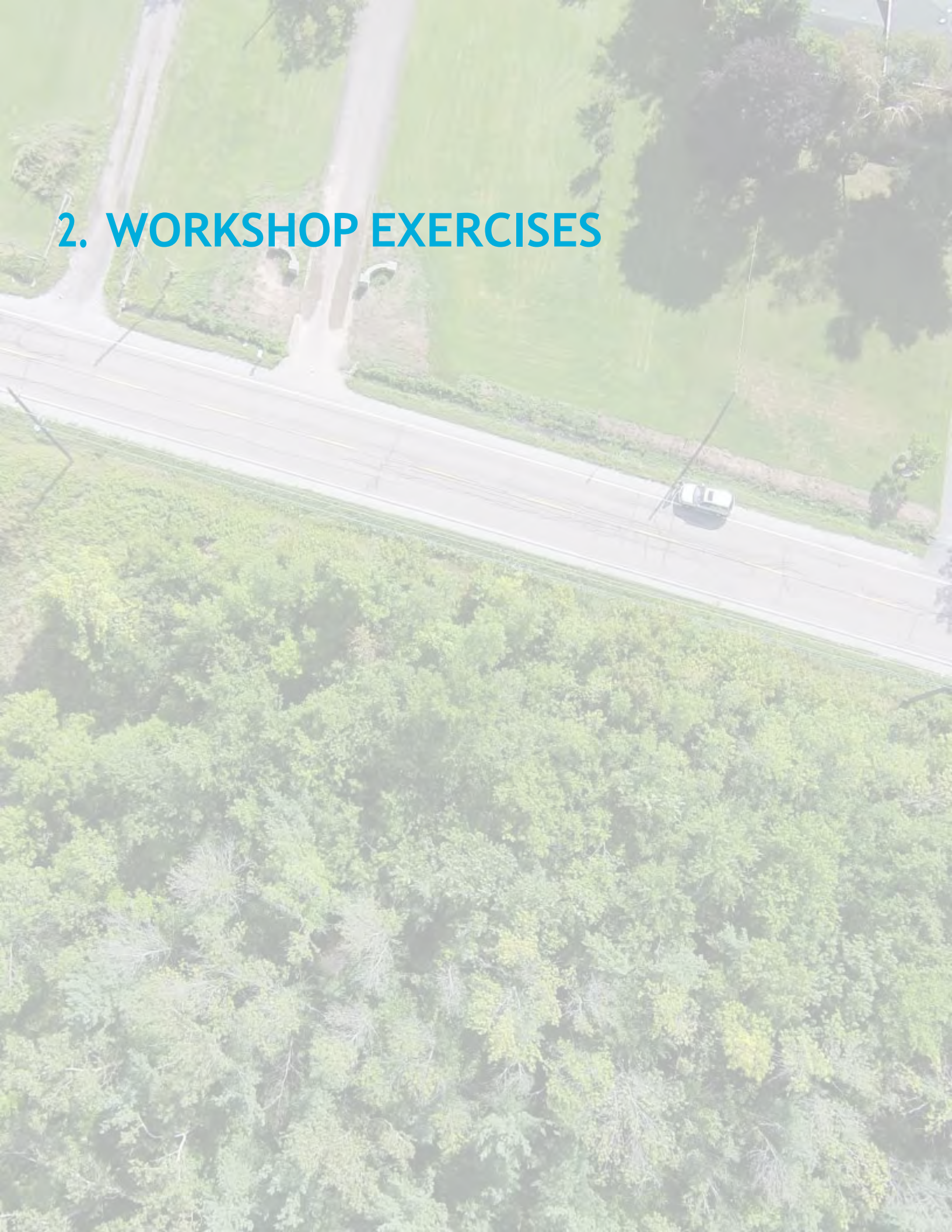
From 6:45pm to 7:30pm, members of the Project Team conducted a presentation which introduced the study process, provided an overview of existing available background information, outlined two preliminary concept plans for the Premier Gateway Phase 1B Secondary Plan Study, and summarized next steps in the study process.

From 7:30pm to 7:45pm, the Project Team facilitated a question and answer period with participants. A number of important questions were raised, which will be considered and addressed throughout the course of the study process.

From 7:45pm to 8:15pm, participants worked with one another in a group-based setting to complete a series of workshop exercises. The results of the workshop are summarized in Section 2.0.

From 8:15pm to 8:30pm, representatives from each group were asked to report back key findings of the group-based workshop exercises. Members of the Project Team outlined next steps in the study process, and made concluding remarks.

## 2. WORKSHOP EXERCISES





## 21 Exercise Overview

From 7:45pm to 8:15pm, participants worked with one another in a group-based environment, around 7 tables, to complete a series of workshop exercises. Participants were asked to introduce themselves to the other participants at their table, and to assign a note taker to document and present back the **group's** discussions and findings at the end of the session. Within their group, participants were asked to answer four questions in the space provided on their worksheet. Participants were also asked to illustrate their ideas, using the markers and pens provided, on the preliminary concept plans which were included on the worksheet.

## 22 Key Findings

### Exercise 1: Supportive Commercial

The intent of the preliminary concept plans is to focus Supportive Commercial uses along Steeles Avenue. Option 1 illustrates a cluster of Supportive Commercial uses with the emphasis on the west side of Trafalgar Road, while Option 2 illustrates a cluster focused on the east side of Trafalgar Road. Participants were asked to indicate which option they preferred, and why. The following points summarize the feedback which was received.

- Table 2 preferred Option 2, but indicated that commercial uses should be considered along Eighth Line in order to provide UPS with direct access via Steeles Avenue, to protect the existing residential cluster, and to provide existing residents with the opportunity to sell their land to commercial developers. The concern with Option 2, as shown, is that existing residential clusters will become land-locked.

- Table 3 preferred Option 2, indicating a preference to mitigate the potential for additional vehicle traffic on Steeles Avenue.

### Exercise 2: Proposed Road Network

Part A: Options 1 and 2 illustrate schematic locations for a proposed east-west collector road with two different access locations onto Sixth Line. Participants were asked to indicate which option they preferred, and why.

- Table 3 indicated a preference to locate the proposed east-west collector road immediately north of the study area, in order to mitigate disruptions to existing residential clusters.
- Table 4 indicated a preference to remove the east-west collector road in order to mitigate the potential for vehicle congestion along Sixth Line. An observation was made that the collector road could be replaced with a series of cul-de-sacs, which would be accessed via Steeles Avenue, and that this is a common occurrence within employment areas in surrounding jurisdictions.
- Table 5 indicated a preference for the east-west collector road alignment which is illustrated in Option 1.
- Table 6 indicated a preference to remove the east-west collector road in favour of providing an east-west service road, to be located immediately north of Highway 401. An observation was made that similar solutions have been implemented along the QEW throughout the Greater Toronto Area and Greater Golden Horseshoe. This could be augmented by an east-west collector road, located immediately north of the study area.

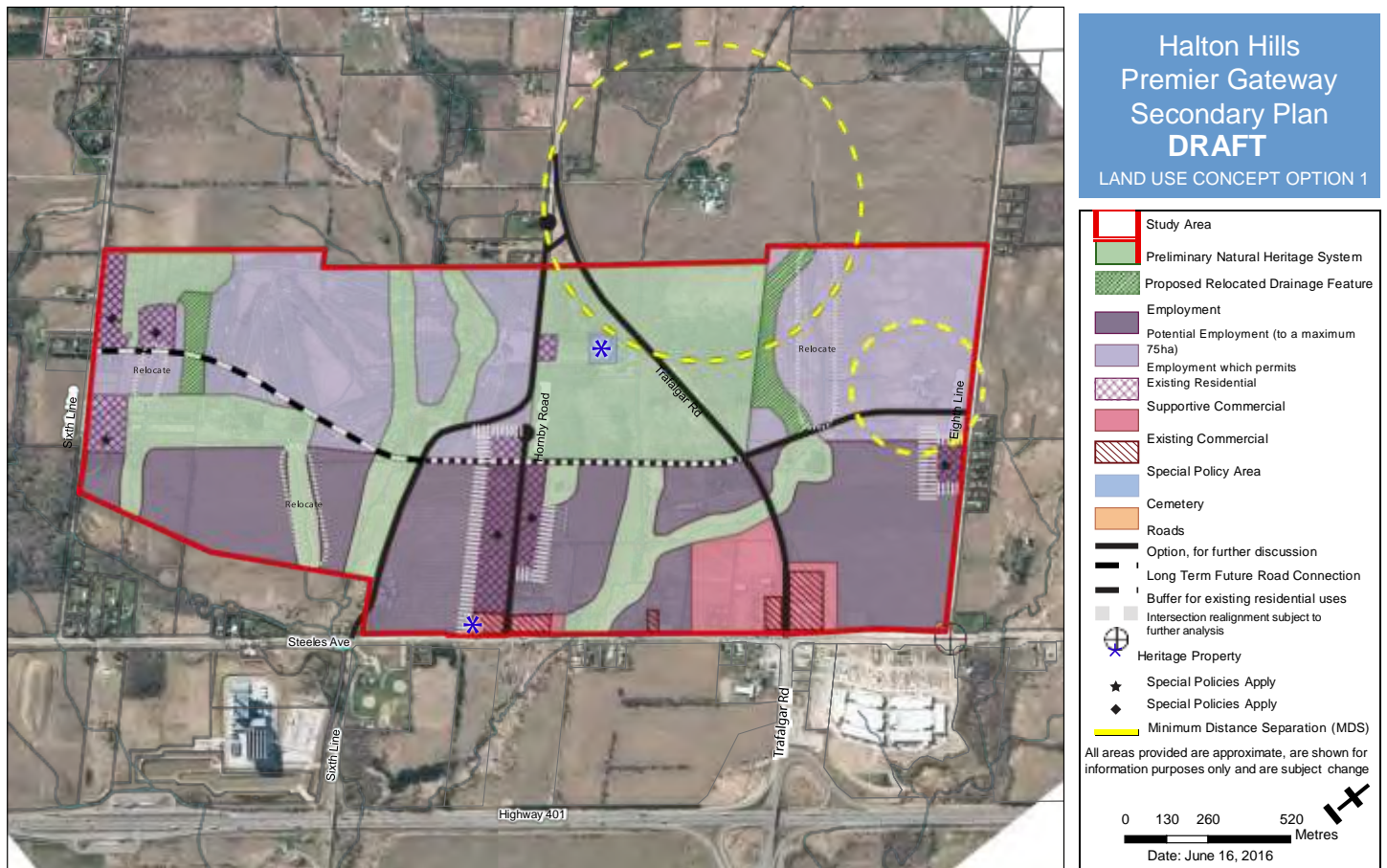
- Table 7 indicated concern over the alignment of the east-west collector road, and the impact it would have on existing residential clusters. An observation was made that property values would be impacted, and that resulting expropriation or easements could fragment properties, and would place existing dwellings too close to the proposed road.
- Some participants expressed concern over the prospect of the proposed east-west collector road splitting Hornby Road.

Part B: Option 2 shows an alternative intersection at Eighth Line and Steeles Avenue. Participants were asked which option they preferred, and why.

- Tables 2 and 4 preferred Option 2, which would facilitate the re-alignment of Eighth Line around the existing cemetery.

Part C: Options 1 and 2 illustrate a cul-de-sac on Hornby Road at the north end of the existing residential cluster in order to discourage truck traffic. Participants were asked whether they agreed that Hornby Road should have a cul-de-sac, or whether it should remain open.

- Table 5 indicated a concern that the proposed cul-de-sac condition may not prevent trucks from using Hornby Road, even if appropriate signage is provided to prevent them from doing so.

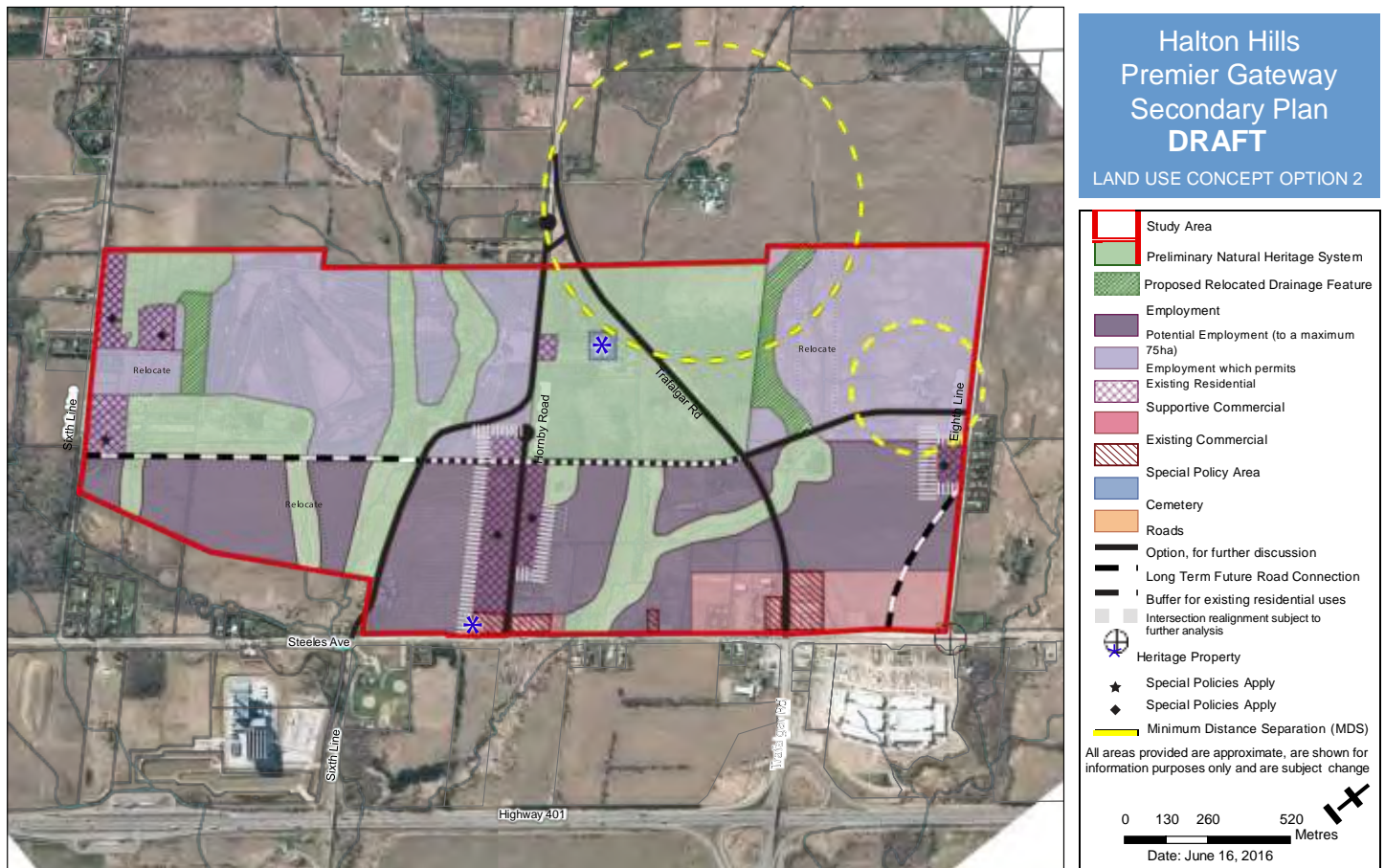


Preliminary Land Use Concept - Option 1.



- Table 6 indicated that the proposed cul-de-sac should be located south of the proposed east-west collector road, in order to mitigate potential noise and traffic impacts on existing residential clusters. However, an observation was made that this configuration would not address existing residential clusters located north of the proposed east-west collector road.
- Table 7 indicated a preference for the proposed cul-de-sac along Hornby Road.
- Several participants, who reside in a cluster of properties which comprise the centre and northern end of Hornby Road, wish to stay within their homes, but expressed concerns about

potential noise and traffic impacts. An observation was made that the alignment of the proposed north-south collector road could be altered. This would shift the right-of-way further west, away from existing residential clusters along Hornby Road. The proposed cul-de-sac condition, along Hornby Road, could then be extended further north, closer to Trafalgar Road, in order to service additional residential dwellings. In this scenario, buffer treatments should be extended further north along Hornby Road.



Preliminary Land Use Concept - Option 2.

### Exercise 3: Existing Residential

It is proposed to allow all existing residential uses to continue and to permit home occupations and home industries on those properties. Existing residential uses are proposed to be buffered from new employment uses. Some residents have expressed a desire to remain in their homes, and others are interested in relocating. Participants were asked whether all existing residences should be protected, or whether some residential clusters should be encouraged to redevelop.

- Table 2 indicated a preference to allow for commercial and multi-use development within existing residential clusters, along Sixth Line, and indicated that all residential clusters should be protected with appropriate setbacks and buffering, which should be determined through further discussions between residents and Town Staff.
- Table 3 indicated a preference to redevelop some residential clusters.
- Table 4 indicated that it was difficult to visualize potential impacts on existing residential clusters, because property boundaries were not illustrated on either of the two preliminary concept plans. However, an observation was made that the onus should be on individual property owners to work with Town Staff in order to determine whether their lands should be protected. A general concern was given that additional consideration needed to be given to potential impacts on housing values.

- Table 4 encouraged the Town to consider the expropriation of some existing residential clusters, and indicated that a larger buffer is required for existing residential clusters along Sixth Line.
- Table 5 indicated a concern about potential impacts on existing residential clusters along Sixth Line.
- Table 6 included residents who live on Steeles Avenue, between Sixth Line and the proposed north-south collector road, and wish to be included in the Phase 1B Employment Lands.
- Generally, participants had mixed views on whether to remain in their homes, or to sell and relocate.

### Exercise 4: Other Comments

Participants were asked to provide any additional comments or suggestions.

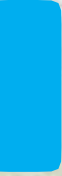
- Table 2 indicated that the term “**Buffering**” requires further explanation, and that residential clusters should be buffered through the use of appropriate setbacks, berming, fencing and landscaping, in order to mitigate potential noise and light impacts, while retaining existing quality of life standards.
- Table 6 voiced concerns over the potential loss of privacy, and increasing safety and security concerns resulting from future development.
- Several residents voiced concerns over the potential for negative impacts on property values and quality of life, resulting from the introduction of the proposed east-west collector road, the



incremental development of employment uses within the vicinity of their homes, and the potential for resulting noise and traffic impacts.

- Several residents voiced concerns at the potential for future development to be dominated by warehouse uses, blank walls, aesthetically unpleasing architectural designs, large surface parking areas, outdoor storage areas, and other unsightly elements.
- Some participants inquired about the anticipated implementation timelines and phasing of servicing and transportation infrastructure, and how existing residents would be impacted.
- Some participants expressed frustration that the Town should provide financial compensation to mitigate the potential loss of property values.
- Some participants requested advanced notification for future public meetings.

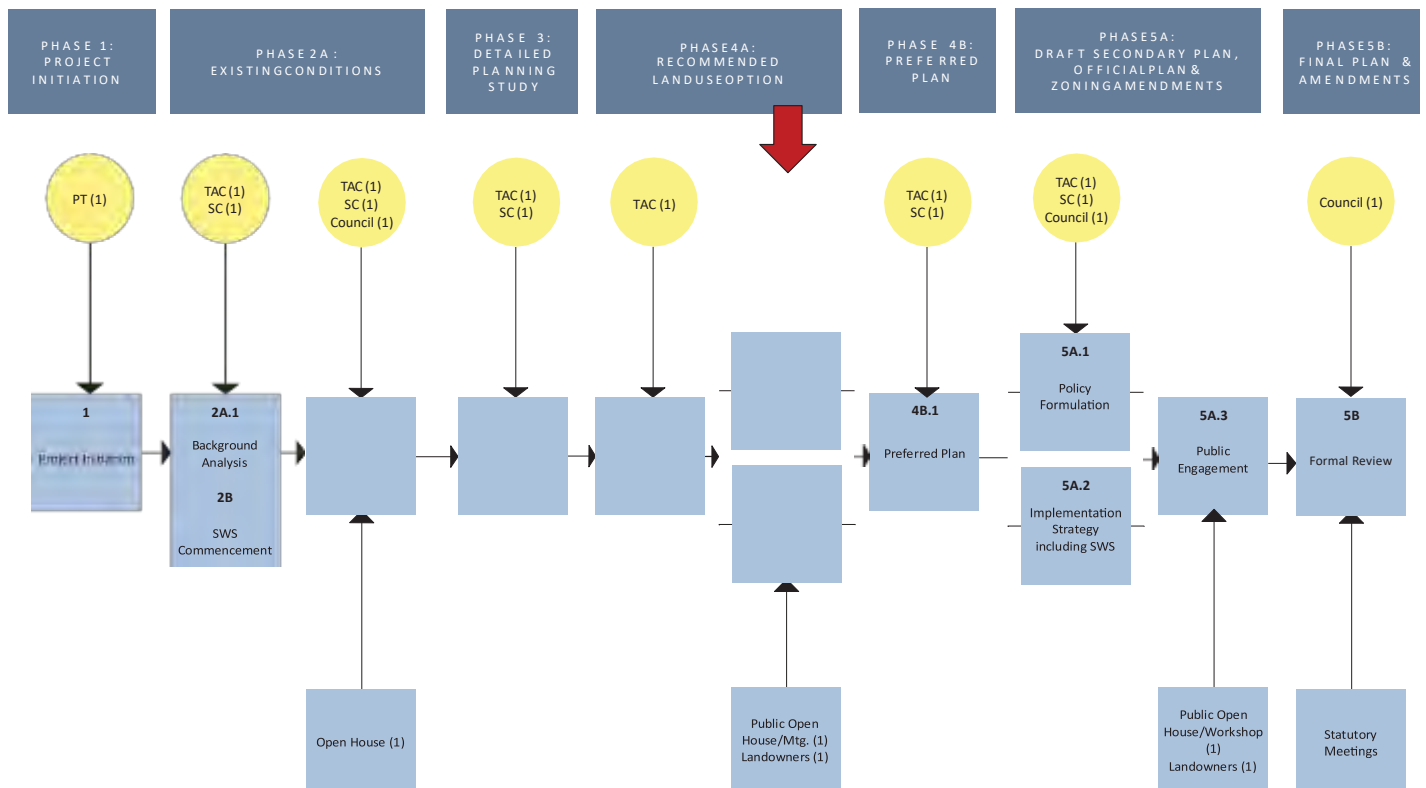
# 3. NEXT STEPS





The following summarize the next steps in the study process:

1. Review consultation findings;
2. Conduct follow-up discussions with residents and key stakeholders as required;
3. Prepare a draft preferred concept plan;
4. Undertake technical analysis using the preferred land use concept; and
5. Prepare draft policy recommendations and implementation strategies and take the preferred concept plan to Town Council for endorsement.



Project Schedule.

