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The Chairman & Members of Council
The Regional Municipality of Halton
1151 Bronte Rd.
Oakville, ON. L6M 3L1

Ladies & Gentlemen,

Re: Phase II of 'Sustainable Halton' Planning Program – Project No. 0217

This letter is with regard to the Growth Options recommended in the captioned report vis à vis the lands owned by CN astride its Halton Subdivision trackage in Milton, as shown on Figure 1 attached.

While we are greatly disappointed in the abrupt change between the Phase II Refined Concepts and the references to the CN lands in earlier published materials, in the interests of brevity this morning, we focus attention on what we believe to be two issues of serious concern for future Employment Areas in Halton.

1. The Advantages of the CN Lands in Milton

It is no secret that the prospect of continuing high, or even higher costs for petroleum-based fuels is re-ordering the economics of transportation, including the movement of goods as well as people. Just as the latter is adding further impetus to public transit initiatives, the former is reflected in enhanced demand for employment lands which enjoy direct rail service. Helped by the fact that the long axis of the concession block more or less parallels the mainline trackage, CN's Milton lands offer demonstrable potential for both.

Early in the Sustainable Halton process, this potential was recognized in the November 2007 background report entitled "Urban Structure: Potential Long Term Growth Areas" (Hemson Consulting) which stated on p.6:

"a. Area Surrounding CN Intermodal & Halton Waste Management Site in Milton

The Area around the future CN Intermodal and Halton Waste Management site in southern Milton has existing transportation advantages in its proximity to Highway 407. If the CN Intermodal terminal is built, that would add a very significant additional transportation advantage."

This employment potential of the CN lands was recognized in three of the original nine growth options and was specifically referred to in Section 4.2 Outcomes and Conclusions (p.35) as follows:

"The area around the CN Rail corridor has been considered as a special location that needs to be considered as part of ongoing plans. It is not being regarded as a priority area for new employment areas until such time as more formal plans or proposals come forward."

In fact, the Sustainable Halton Team were made aware in early March 2008 of CN's intention to participate in the consultation process attending discussion of the first set of proposed growth options which, at the time, were expected to be published on April 9th. Specific proposals for the staged development of the CN lands, in pace with internal and external incremental infrastructure improvements, were prepared for submission after that date. Town of Milton staff had been kept abreast of CN's objectives throughout.

2. A Flawed Selection Process

Notwithstanding all of the positive indicators set out above, Sustainable Halton's Phase II Report peremptorily presents a short list of five growth options, all of which wholly ignore the CN lands, and proposes a consultation process which effectively forecloses any further consideration of the employment potential of the CN lands, or of the specific staged development proposals which have been specially prepared for that purpose.

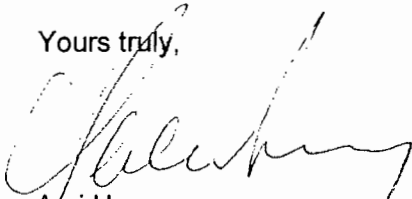
Most disappointingly, neither Section 4.3 of the Phase II Report, which presents the five "Refined Concepts", nor Section 5.0, which announces "Conclusions and Next Steps" offers any rationale for totally dismissing the obvious advantages of the CN lands. Surely those who have followed and participated in the process so far are entitled to have a continuing role in the final selection of future growth areas.

Accordingly, we urge that Council, in directing the next steps in the Sustainable Halton category, ensure that within the Employment Lands category, provision is made for a thorough examination of the potential for the CN Milton lands to address the future economic imperatives of goods transportation for Halton industry and to exploit synergistic opportunities with the major land uses in its immediate vicinity.

Be assured that CN is prepared to put forward its specific plans to do so as soon as can be conveniently arranged with the Sustainable Halton Team and the Town of Milton.

In the meantime, we are obliged for your attention to this submission.

Yours truly,



Ami Haasz
Vice-President & Treasurer

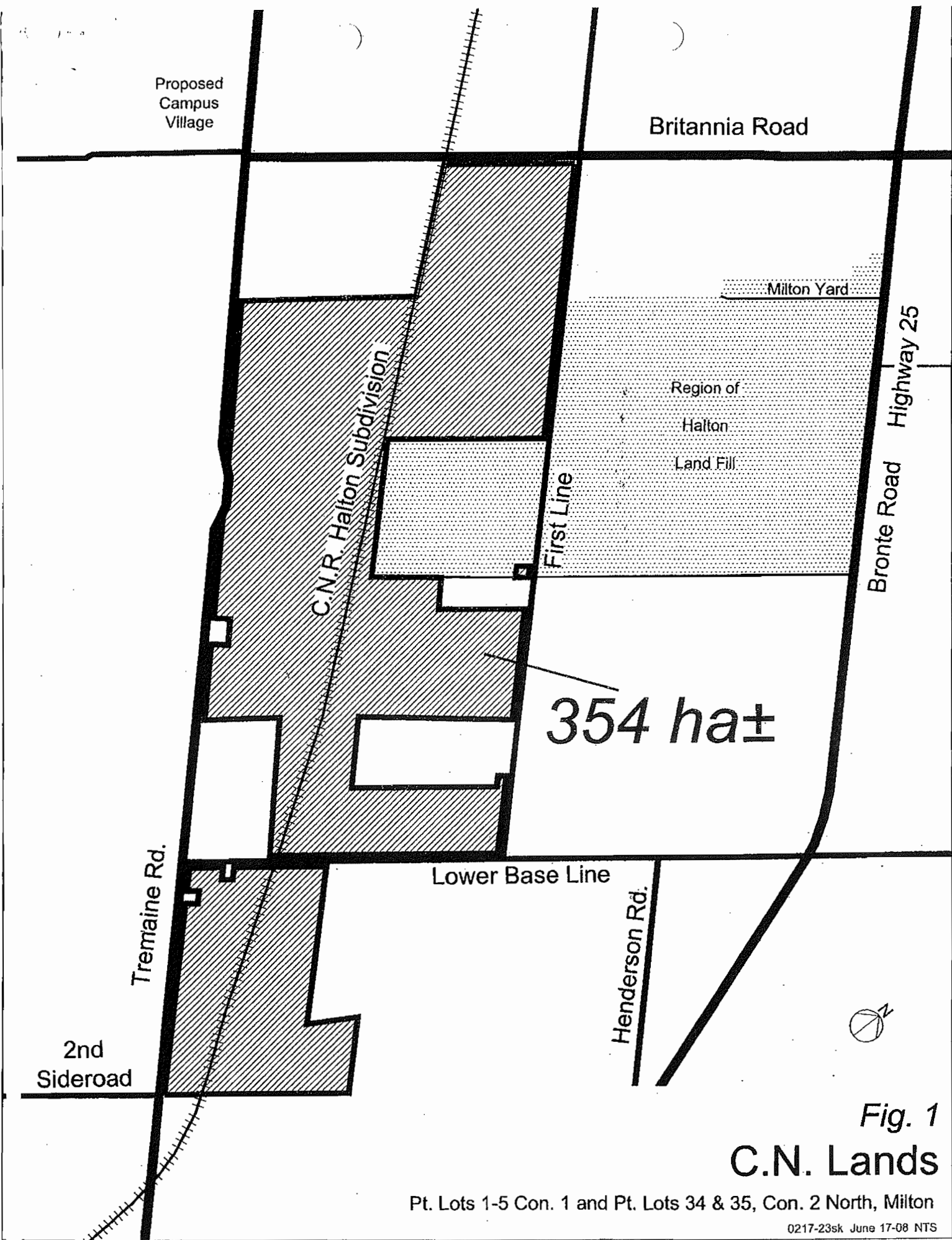


Fig. 1
C.N. Lands

Pt. Lots 1-5 Con. 1 and Pt. Lots 34 & 35, Con. 2 North, Milton

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Sustainable Halton

White Paper on Refined Concepts for Employment Lands



Halton Hills Chamber of Commerce
Economic Development & Planning Committee
Grant Lee, MCIP, RPP., Chair
7/30/2008

Abstract

Under the Sustainable Halton Planning project, a series of studies have been completed to help guide Halton Region in preparing a new growth management strategy. The Region has released Working Paper #1: Locating New Urban Land that presents various arguments and scenarios for growth options designed to assist Halton Hills and Milton councils and citizens in focusing on an option that will guide growth for the next couple of decades. The Halton Hills Chamber of Commerce has an obligation to comment on the Refined Concepts with regards to employment lands that were derived from nine primary concepts.

All Refined Concepts, 2(a), 2(b) 3(a) and 3 (b) accommodate new employment lands in Halton Hills within a strip of land along Steeles Avenue on its north side from a point in Hornby to Winston Churchill Boulevard. The consistency of the Refined Concepts strongly suggest that Halton Hills will have additional lands designated as employment lands in the preferred option to accommodate growth. It is important to support a concept for proposed employment lands north of Steeles Avenue and to suggest to the Region that there may be an option to extend the Steeles Avenue designation to complement the nearby employment lands designations in the Bramwest Secondary Plan, and take advantage of the Peel North South Corridor and Bramwest Parkway. The Parkway may become a connecting link between the province's proposed new east west arterial roadway and the Highways 401 and 407. The Winston Churchill/Steeles Avenue/401 node requires continued study to best develop proposed employment lands in this area to take advantage of a future transportation corridor. Refined Concepts 2a and 2b may also stimulate the development of employment lands associated with the redevelopment of the GO Station in Georgetown, and the historical downtown core of Georgetown in association within the larger context of a GO train expansion from Georgetown to Guelph and Kitchener-Waterloo.

Discussion

There appears to be an emerging preference in Halton Hills for either Concept 2a or 2b under a growth option that would see an additional 20,000 residents in Halton Hills. Both options would see the urban boundaries of the Georgetown Area extended to accommodate residential growth. The growth of Halton Hills by 20,000 residents would have a less radical impact than Concept 3a or 3b which suggests growth of 40,000 residents. Each of the refined concepts accommodates 600 hectares of employment land in Halton Hills and Milton centred on the highway 401 corridor. These concepts also allow for the continued preservation of rural lands for agricultural and agri-business purposes. The Halton Hills Chamber of Commerce agrees that Halton Hills must accommodate growth within the context of the Sustainable Halton plan, but that the pace of growth and place for new employment lands and new residential development needs to be managed in a way that compliments the character and qualities that make up this community. Appropriate mechanisms must also be put in place to monitor the pace of growth and ensure continued compliance to the principles supporting the growth objectives. Although we don't expect development, as outlined in the Sustainable Halton plan, to commence for at least 12 – 15 years, prudent planning now is required to ensure that the values that the residents and businesses of our community wish to endure are built into the planning process.

“Working paper #1: Locating New Urban Land,” notes in concepts indicating new employment land in the vicinity of the Winston Churchill Boulevard and Steeles Avenue intersection that development may be constrained by proposals for a new highway in this area. The scope of the working paper did not reference the Bramwest Secondary Plan and the plans for a North South Corridor and Bramwest Parkway, including a crossing of the Credit River with a new bridge. The Corridor and Bramwest Parkway appears to pass through the proposed employment lands in the

northwest quadrant of Steeles Avenue and Winston Churchill Boulevard to intersect with Highway 401.

Considering that the Bramwest Secondary Plan includes employment lands (business park and prestige industrial), in proximity to the employment land areas suggested in Concepts 2a and 2b and a parkway, there may be opportunity for additional employment land designations further north of Steeles Avenue within the North South Corridor, in association with Concepts 2a and 2b.

To attract business to Halton Hills, the obligation is very much that of the Town of Halton Hills, given that new development charges are set, and the Town must find ways to brand itself as a place where business is welcome and that there is value to being located in Halton Hills.

The Chamber of Commerce would have to rely on the planning expertise of the Region of Halton and Town of Halton Hills and their consultants to determine if extension of the employment lands north of Steeles in association with the Bramwest Secondary Plan makes sense, and can in fact fall within the guidelines of the growth concepts.

Considering the Refined Concepts and the location of potential mixed use/residential development, the Chamber of Commerce identified two elements of concepts 2a and 2b. In concept 2a, residents gaining employment in Halton Hills in the new employment lands would have a shorter private automobile commute and perhaps contribute to mitigating the environmental impacts of new development and the "carbon footprint" brought on by urban growth. There may be energy cost savings associated with short commutes by automobile.

In Concept 2b, there may be a greater positive impact on the use of potential employment lands around the Georgetown GO Station, and stimulation of the Georgetown historical town centre in the context of a GO extension to Guelph and Kitchener. In addition, Concept 2b may enhance the redevelopment of the GO Station lands and public transportation in light of rising energy costs and improved public transit. This is not to say that Concept 2a would contribute any less to the success of the downtown core and GO Station lands, only that close proximity of large population areas to such facilities, generally increase use.

Public debate and the wise counsel of the elected representatives of Halton Hills to Halton Region will determine the best of the Refined Concepts. There is sure to be strong opinions expressed, and positions taken by the two competing developers groups for each of the growth options. In any event, it would appear that the Town of Halton Hills will get more land designated for employment uses, if it approves either concept 2a or 2b. In addition there will be employment opportunities and new businesses established in the many plazas that will be developed in either Concept 2a or 2b. Employment opportunities will be presented to existing employers, as the population of the Georgetown Area grows. The area that remains uncertain is the land around Winston Churchill Boulevard and Steeles Avenue, and perhaps north along Bramwest Parkway within the North South corridor. The type of development for the employment lands is another issue to be dealt with at another time.

Intensification of residential land use in Halton Hills is another element that impacts the decisions that must be made in association with Sustainable Halton. To receive its allotment of new employment lands, Halton Hills must accept expansion of its urban area in Georgetown to accommodate new residential development. In addition to this new development is the directive for

intensification that will place additional demand on infrastructure requirements and services provided by the Town's staff to process the needs of existing and new businesses. While the Chamber of Commerce supports the principle of intensification to accommodate growth in existing urban areas, it does recognize that intensification is not enough to accommodate the growth needs in Sustainable Halton. It is incumbent upon businesses in Halton Hills, including agribusinesses, to engage the planning process of Sustainable Halton and work with Town of Halton Hills council and staff to attract businesses to new employment lands and existing employment facilities that can absorb the skills of Halton Hills residents to make this Town truly sustainable in many ways.

Conclusion

The Chamber of Commerce remains neutral on its preference of the location of potential mixed use/residential lands of Refined Concepts 2a or 2b, but recognizes that Halton Hills must increase its population at a controlled pace. It does support the location of new employment lands along the north side of Steeles Avenue from Hornby to Winston Churchill Boulevard, and would strongly endorse additional employment lands in relation to the employment lands of the Bramwest Secondary Plan and Bramwest Parkway. It would also support new employment opportunities in the new plazas of both concepts, and recognizes that approval of either of the concepts could benefit existing businesses in Halton Hills. It supports the principle of intensification to accommodate growth, but also recognizes that with intensified and new development, lake-based infrastructure is inevitable to compliment the current well-based potable water supply and sewage treatment systems of the Georgetown Area.

Wicklow So, The Manaman Group, August 15, 2008

Hi Anita,

Further to Sustainable Halton Working Paper # 1: Locating New Urban Land; and the Halton Developers Liaison Meeting on July 31, 2008, the Manaman Group respectively submit its comments as follows:

(1) We understand CNR is proposing an intermodal/industrial park on the CN lands at Britannia Road and Tremaine Road. It appears to us that this has not been reflected in the Working Paper. As such, we are of the opinion that this intended use of the CN lands should be reflected in the Working Paper. In addition, given the close proximity of the proposed Education Village along the west side of Tremaine Road, compatible land uses in the vicinity of the CN lands, especially those lands along the west side of Tremaine Road, should also be considered at the same time.

(2) We are of the opinion that the Trafalgar Road Corridor should have priority over other areas in Milton since the major infrastructures are already in place. These infrastructures include the widening of Trafalgar Road to 4 lanes, all the way to Highway 401 from the south; the construction of the CPR overpass north of Derry Road; and the 2nd water feed to Milton, the construction of which is to commence early next year.

If you want to discuss the above, you may give me a call at (905) 940-2373.

Thank you for your attention

