



February 28, 2019

Mr. Charles O'Hara  
Ontario Growth Secretariat  
Ministry of Municipal Affairs  
c/o Business Management Division, 17<sup>th</sup> floor  
777 Bay Street  
Toronto, ON  
M5G 2E5

Dear Mr. O'Hara

**Re: PROPOSED AMENDMENT TO THE GROWTH PLAN FOR THE GREATER  
GOLDEN HORSESHOE (2017) – ERO NUMBER 013-4504**

CB Land Management Inc. (CBLM) is currently retained by 2283353 Ontario Inc., the owner of 4092 Fourth Line (the 'Subject Lands') in the Town of Oakville, (the "Town") Regional Municipality of Halton (the "Region").

The subject lands are approximately 4.5 hectares in size and are located within the North Oakville Secondary Plan. The subject lands are bound by the 407 highway to the north, Fourth Line to the east, Burnhamthorpe Road to the south and lands designated Natural Heritage to the west.

Due to areas highway accessibility, Metrolinx, in cooperation with the Ministry of Transportation has proposed a major transit station area (MTSA) and accompanying transit corridor located immediately east of the subject lands. The MTSA will be bound by highway 407 to the north, Neyagawa Boulevard to the east, Burnhamthorpe Road to the south and Fourth Line to the west.

The final location and configuration of the 407 Transitway is currently being addressed through an Environmental Assessment in which 2283353 Ontario Inc. have been active participants.

As determined by the Town and Region's official plans, the subject lands are by their locational attributes important to the realization of the Region's and the Town's Growth Plan allocated population and employment projections. Moreover, the subject lands in our view are important

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as they afford the Region and the Town the opportunity to attract employers to this area which meets the employer's priority locational needs and occupancy requirements of a mixed-use complete community.

Accordingly, we appreciate the opportunity to comment on Amendment 1 and herewith express support for the proposed amendment. Notwithstanding our support we would like to address a refinement to mapping (Zone 18, 401-407 Meadowvale) provided as part of Amendment 1 based on local conditions and circumstance.

Specifically, we request and recommend the Minister correct the mapping referenced above to depict the MTSA and surrounding lands, including the subject lands incorporated in the transition regulation and approved as to conformity with the Growth Plan. As noted in Amendment 1 an MTSA can now include the area within a 500 to 800 metre radius of a station would include the subject lands.

The corrected mapping should depict lands located west of Neyagawa Boulevard outside of the currently proposed Provincially Significant Employment Zone.

This mapping correction will resolve a policy interpretation that subordinated the MTSA policies of the Growth Plan to one which prioritized employment policies over all others. This interpretation triggered the requirement for a costly and time consuming Municipal Comprehensive Review (MCR) to 'convert' employment lands within an MTSA and surrounding lands to mixed use.

With regard to the proposed Transit Corridor and Station Area policy we support 2.2.4 as written.

We thank the Ministry for the collaborative approach taken with this process and look forward to a positive response to this letter submission.

Yours Truly,

A handwritten signature in black ink, appearing to read 'P. Brown', with a long horizontal flourish extending to the right.

**CB Land Management Inc.**

Paul Brown  
Partner

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