

# PLANNING JUSTIFICATION REPORT

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URBAN BOUNDARY EXPANSION  
OFFICIAL PLAN AMENDMENT  
ZONING BY-LAW AMENDMENT  
9094 REGIONAL RD 25  
TOWN OF HALTON HILLS



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& ASSOCIATES INC.

DECEMBER 9, 2025

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**Prepared for:**  
**Halton Hills One GP Inc.**  
24-231

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# Executive Summary

This Planning Justification Report has been prepared in support of proposed amendments to the Town of Halton Hills Official Plan and Zoning By-law to facilitate an expansion of the urban boundary and permit an industrial/commercial development on the lands municipally known as 9094 Regional Road 25 in the Town of Halton Hills (the subject lands).

The subject lands are generally located on the northwest corner of Regional Road 25 and No. 5 Sideroad in the Town of Halton Hills. They have been utilized for both agricultural uses and a number of recreational uses, including a driving range and the Bob Rumball Association for the Deaf Milton Day Centre since 2005. A building designated under the Ontario Heritage Act is also situated on the subject lands and will be repurposed as part of the proposed development.

The applicant, Halton Hills One GP Inc., is proposing to develop the subject lands for a mixed commercial-industrial development comprised of eleven (11) separate buildings totaling approximately 786,985 square feet (73,113 square metres). The site plan is generally made up of three components – each being generally described as a large format retail use (1 building and gas bar), multi-unit commercial retail plaza (7 buildings) and industrial uses respectively (3 buildings).

The subject lands are currently not located within the urban boundary and are designated for agricultural uses. Therefore, amendments to the Official Plan are required to include the subject lands within the boundaries of the Urban Area and redesignate them to permit the proposed uses. Recent changes to Section 2.3 of the Provincial Planning Statement (PPS) now allow for an expansion to the urban boundary to occur via private applications under the *Planning Act* outside of a Municipal Comprehensive Review (MCR) process.

A comprehensive review and planning analysis of the Provincial and municipal policy and the regulatory framework is provided in this report, which supports and justifies the proposed amendments. In summary, the proposed amendments are consistent with and have regard to Provincial policies and legislation, and demonstrate conformity by meeting the objectives and policies of both the former Region of Halton Official Plan (ROP) and Town of Halton Hills Official Plan (OP). More specifically, it meets the criteria to allow an expansion to the urban boundary and implements the development of a Future Strategic Employment Area while maintaining the integrity of the natural heritage system, prime agricultural areas and cultural heritage resources. In our opinion, this proposal represents good planning in the public interest and should be recommended for approval by the Town of Halton Hills.

# Introduction

## Purpose of Report

This Planning Justification Report has been prepared on behalf of Halton Hills One GP Inc., registered owner of the subject lands located at 9094 Regional Road 25 in the Town of Halton Hills, Regional Municipality of Halton. The purpose of this report is to provide a planning opinion in support of amendments to both the Town of Halton Hills Official Plan (OP) and the Town of Halton Hills Zoning By-Law 2010-0050 to permit the expansion of the urban boundary and allow for the development of commercial retail and industrial uses on the subject lands.

## Site description

The subject lands are generally located on the northwest corner of Regional Road 25 and No. 5 Sideroad in the Town of Halton Hills. They are “L”-shaped, totaling approximately 66.29 acres (26.8 ha) in area, with approximately 950+ feet (290 m) of frontage along each of Regional Road 25 and No. 5 Sideroad (see Figure 1).

**Figure 1 – Location Map**



The lands are rural in nature and have been recently utilized for both agricultural uses and a number of recreational uses, including a driving range. It is also occupied by The Bob Rumball Association for the Deaf Milton Day Centre. Multiple structures are situated across the property and include farm-related

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storage buildings, and a clubhouse situated near the No. 5 Sideroad frontage. These non-agricultural uses have been in operation on the subject lands since 2005.

### **Surrounding Area context**

The area surrounding the subject lands are generally comprised of a mix of urban and rural uses, which is characterized by their location adjacent to the urban area of the Town of Milton, and are summarized as follows:

To the North: Agricultural lands.

To the East: An industrial subdivision (Mansewood Employment Area), comprised of a mix of warehouse and manufacturing businesses including a GO Bus Maintenance Facility.

To the South: Rural residential lots along the No. 5 Sideroad frontage, with large-format industrial warehouse buildings located immediately beyond within the Urban Area of the Town of Milton.

To the West: Rural residential lots along the No. 5 Sideroad frontage and agricultural lands beyond.

### **Natural Heritage Features**

The subject lands, which are located in the Sixteen Mile Creek Watershed and contain natural features that are regulated by Conservation Halton (CH), which include wetland areas, watercourses and floodplain areas.

Two mapped watercourses are present on the subject lands. The main watercourse is a tributary to Sixteen Mile Creek that entered the subject from the west, flowing through the agricultural field into a woodland before crossing No. 5 Sideroad to the south. The second feature enters the subject lands from the north, flowing south through the agricultural field before connecting to the tributary to Sixteen Mile Creek. This feature is considered a non-regulated feature and characterized as a headwater drainage feature (HDF), as confirmed by the accompanying Natural Heritage Evaluation. The area around the main watercourse in the southwest corner of the subject lands are heavily wooded and also considered a woodland and valleyland area, of which limits have been staked in consultation with CH.

Two isolated wetlands were identified within the northeastern portion of the subject lands. Based on the size and composition of the wetland communities, they are not considered significant as confirmed by the accompanying Natural Heritage Evaluation. Additional wetlands have also been identified within the immediate proximity of the main watercourse and woodland areas.

### **Cultural Heritage**

The subject lands are designated under the *Ontario Heritage Act*. – more specifically, an old homestead that is setback from the Regional Road 25 frontage and was constructed in the late 19<sup>th</sup> century (see Figure 2). Known as the Chisholm House, By-law No. 2024-0052 was passed by the Town of Halton Hills to designate this building under Part IV of the *Ontario Heritage Act* as being of cultural heritage value or interest.



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Specifically, the designation by-law describes that the property has physical and design value as a representative of a vernacular expression of the Italianate style within the Scotch Block community in the Town of Halton Hills. The two-storey, L-shaped brick building with hipped roof on a stone foundation on the west side of Regional Road 25 has retained features characteristic of the Italianate style, including its hipped roof, strongly accentuated corners, large round-arched and segmentally arched window openings with brick hood-moulds, and tall brick chimney. The existing house is accessed by a mature-tree-lined drive extending from Regional Road 25, with a coniferous windrow to the north, which adds to its contextual value. It has strong historical significance due to its associations with the Chisholm family.

**Figure 2 – Chisholm House**



Attributes of the property protected under the designation generally include:

- the setback, location, and orientation of the building;
- the tree-lined drive;
- the scale, form, and massing of the two-storey building, its stone foundation with shallow hipped roof with bracketed eaves and brick chimney;
- the materials, including brick exterior and detailing, sills, and wooden bracketed eaves;
- arched door openings and round-arched window openings and brick hood moulds; and,
- one-storey covered wooden porches

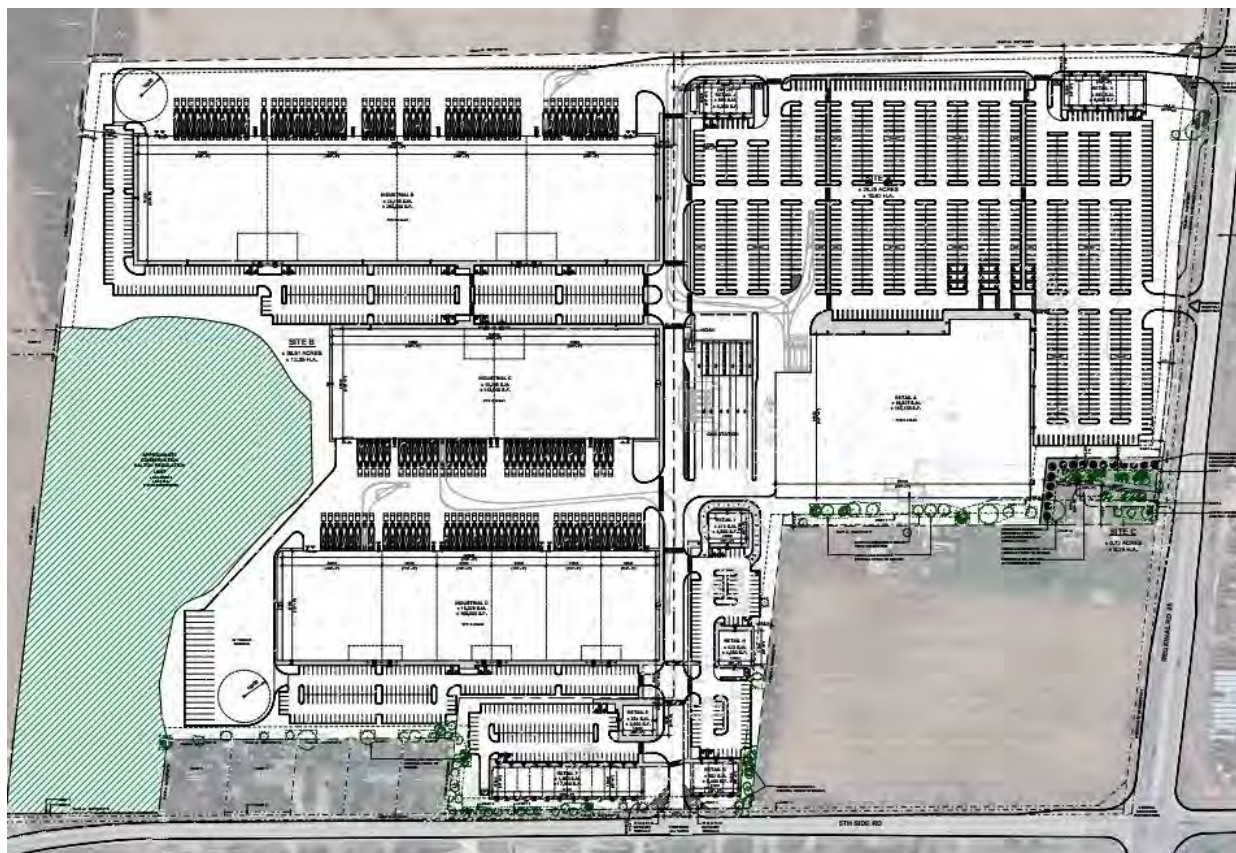
The subject lands are also adjacent the Ligny School House (SS#1), a listed property situated on the north side of No. 5 Sideroad, adjacent the property boundaries of the southwest corner of the subject site. It is currently used as private residence.

# Proposal

## Development Proposal

The proposed development consists of mixed commercial-industrial development comprised of eleven (11) separate buildings totaling 786,985 square feet. The site plan (see Figure 3) is generally made up of three components – each being generally described as a large format retail use (1 building and gas bar), multi-unit commercial retail plaza (7 buildings) and industrial uses respectively (3 buildings).

**Figure 3 – Site Plan**



The large formal retail component involves the erection of a single building totaling approximately 167,000 square feet with an accessory gas bar. It will include over 1,000 parking spaces for customer and employee use. Loading bays to accommodate tractor-trailer deliveries with safe ingress/egress are located at the west end of the building. Access will be provided at two locations on Regional Road 25, including a primary signalized access and a right-in-right-out (RIRO) secondary access located closer to the intersection with No. 5 Sideroad.

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The second component of the proposed development consists of seven (7) multi-unit commercial retail buildings ranging in size from 3,600 to 17,900 square feet. A total of 200 parking spaces will be provided for this phase of the development, with a full moves access proposed at No. 5 Sideroad. Mutual/shared access is also proposed between the other blocks within the development, providing numerous options for ingress and egress to the site.

The final component of the proposed development consists of three (3) industrial buildings ranging in size from 143,000 to 260,000 square feet. A total of 606 parking spaces are proposed. Loading spaces will be located internal to the site, screened appropriately and will not be visible from the public street. It is estimated that nearly 950 new jobs may be generated by the proposed development.

As part of the proposed development, the Chisholm house will be retained and re-located above new foundations, to a new location closer to Regional Road 25.

## **Development Applications**

To facilitate the proposed development and urban boundary expansion, applications for Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) are required. A subsequent application for Site Plan Approval will also be required prior to the issuance of a building permit, however is not included with this application package.

Firstly, amendments to the Town of Halton Hills Official Plan (OP) and former Region of Halton Official Plan (ROP) are required in order to incorporate the subject lands into the urban boundary. As will be discussed in later sections of this report, private applications to expand the urban boundary are now allowed under the new Provincial Plannings Statement (PPS 2024) outside of a Municipal Comprehensive Review (MCR). The OPA also intends to redesignate the subject lands as General Employment Area, Gateway Area and Greenlands A. A Special Policy Area is also proposed to introduce policies related to specific design parameters and implementation of the proposed development.

The proposed land use designations are considered to be appropriate, where the listed permitted uses are in alignment with those proposed on the subject lands, as depicted by the current site plan. Since the location of the subject lands is not considered a community focal point in Acton or Georgetown, the Corridor Commercial designation, as currently defined, would not be appropriate in this context. Alternatively, since the proposed development shares similarities with land uses in the Premier Gateway Employment Area, the commercial use is proposed to be designated as Gateway Area. This designation is more appropriate due to the overall intent of its policies and context within an employment area setting.

A draft OPA has been prepared for Council consideration and is included in **Appendix A** to this report. For the purpose of this application, only an amendment to the Town OP is required as the ROP is now deemed an Official Plan of the Town of Halton Hills. This was confirmed in consultation with Town



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staff. The draft OPA will address both the urban boundary expansion and land use designation changes under a single amendment.

Secondly, a concurrent application for amendments to the Town of Halton Hills Zoning By-law 2010-0050 are required to permit the proposed development and implement the OP amendments described above. The application proposes re-zoning the subject lands from A(9) – Agricultural Zone to an Employment One Exception Zone (EMP1), Employment Transition Exception Zone (ET), Gateway Commercial Exception Zone (GC) and Environmental Protection One Zone (EP1), accordingly. A draft ZBA has also been prepared and is included as **Appendix B** to this report.

For clarity, the draft ZBA includes a proposed “transition zone”, which is intended to act as a placeholder zone to provide flexibility in establishing the boundary between the abutting Employment One (EMP1) Zone and Gateway Commercial (GC) Zone and provide assurance to potential end-users that the appropriate land use entitlements have been secured. At this time, the site plan design for the proposed development has not been finalized. The purpose of this zone is to allow flexibility for delineation of the zone boundaries through an approved application for Site Plan Control.

## **Summary of Technical Reports**

In accordance with the pre-consultation checklist issued by the Town, a number of technical studies have been carried out in support of the applications. This section provides a summary of these studies which demonstrate that the proposed development is appropriate in relation to transportation, municipal infrastructure, the natural environment, cultural heritage, land use compatibility and agricultural impacts. The studies and their conclusions are summarized as follows:

### *Agricultural Impact Assessment*

An Agricultural Impact Assessment (AIA), dated October 2025, has been prepared by Clark Consulting Services in support of the proposed development. This report was prepared to evaluate the potential for impacts to existing farm uses and the extended agricultural community. Their review of the proposed development did not identify any challenges to local farmers, and no mitigation measures were deemed to be necessary as there were no negative impacts to existing or future farm uses.

Their conclusions summarize that although the lands are designated as Prime Agricultural they have accommodated a range of existing non-farm uses for a number of years, notably the existing driving range. They are also generally surrounded by other non-farm uses and are in close proximity to the existing urban area, which limits the potential to establish any new intensive agricultural uses such as livestock facilities on the subject lands.

The AIA also demonstrates conformance with the Town and Region Official Plan policies, and consistency with provincial policy to justify the proposed development and the removal of the subject lands from the Prime Agricultural designation to accommodate an urban boundary expansion.

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### *Archaeological Assessment*

A Stage 1 Archaeological Assessment, dated November 28, 2025, has been prepared by Archaeological Consultants Canada (ACC) to assess the potential for archaeological resources present on the subject lands. The ACC report, which comprised of Stage 1 background research, has determined that the subject lands have general archaeological potential due to the following factors:

- The subject property is largely comprised of well-drained land that is suitable for human habitation;
- The Chisholm House, a historical homestead designated under Part IV of the Ontario Heritage Act, is present on the subject property;
- A small creek runs through the subject property; and,
- There are three archaeological sites within 300 m of the subject property and 24 additional registered archaeological sites within 1 km of the subject property.

The ACC report highlights that 6.3 ha (15.5 acres) or 25 percent of the subject property exhibits low to no potential for the recovery of archaeological resources due to previous disturbance. Given the above criteria, a Stage 2 archaeological assessment will be required to confirm, document and map all areas of low to no potential on the subject lands. Once completed, copies of the Stage 2 assessment (or further assessments, if required) will be provided to both the Town and Ministry of Citizenship and Multiculturalism (MCM) for their records.

### *Heritage Impact Assessment*

A Heritage Impact Assessment (HIA), dated October 17, 2025, has been prepared by Goldsmith Borgal & Company Ltd. Architects (GBCA) in support of the proposed development. As indicated in their report, GBCA reviewed existing documentation made available by the Town of Halton Hills and a site visit was undertaken for the purposes of evaluating and recording the site and building condition of the Chisholm House.

Based on their assessment, the proposed development provides opportunities for the conservation of the Chisholm House building, specifically through its proposed relocation and restoration. Impacts that have been identified will be mitigated by the conservation and rehabilitation of the building, landscaping strategies, and opportunities for future interpretation of the former rural agricultural site, to maintain the cultural heritage value of the Chisholm House. The assessment concludes that the proposed scale of the overall development is setback sufficiently to allow for the adjacent Chisholm to be read as a discrete property.

Prior to the commencement of any works, a detailed Heritage Conservation Plan will be prepared in keeping with the guidelines for conservation outlined within the national Standards and Guidelines for the Conservation of Historic Places in Canada.

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This HIA also concludes that the proposed new development will have some impact on the heritage resource adjacent to the development site (Ligney School House), however those impacts will be mitigated through landscape strategies.

In keeping with the recommendations of the HIA, the Chisholm House is proposed to be retained and re-located above new foundations, to a new location closer to Regional Road 25. The location of the existing drive from Regional Road 25 is proposed to be retained. The tree-lined drive is proposed to be partially conserved, to the east of the relocated farmhouse. Some existing trees are also proposed to be retained and located adjacent the north elevation of the relocated farmhouse. The small wood framed cellar entrance at the northwest elevation is also proposed to be reconstructed at the building's new location. It is planned to be renovated and repurposed for commercial uses.

Upon completion of a subsequent Conservation and Maintenance Plan, heritage permits from the Town will be obtained (if required) prior to the commencement of any relocation and restoration works.

### *Environmental Noise Report*

A Preliminary Environmental Noise Report, dated November 12, 2025, has been prepared by Jade Acoustics Inc. (Jade) to evaluate noise emissions from the proposed industrial and commercial uses and their impact on the adjacent land uses.

Based on their analysis, a number of mitigation measures to address noise levels are recommended to facilitate the proposed development. The Jade report confirms that sound level limits can be met with the incorporation of these mitigation measures, which include restrictions on nighttime deliveries and tractor trailer operations, acoustic barriers and roof parapets to address mechanical equipment.

At the site plan stage, once more detailed design information becomes available including the selection of rooftop mechanical equipment, an updated noise analysis will be required to re-evaluate and confirm the recommendations of this study.

### *Natural Heritage Evaluation*

A Preliminary Natural Heritage Evaluation (NHE), dated October 2025, has been prepared by Dillon Consulting Limited (Dillon) to determine the potential for the development to adversely affect the Town's Natural Heritage System (NHS). The NHE is structured to document existing conditions of the natural environment to the extent possible at this stage, determine the potential limits of development based on existing data, evaluate the potential for environmental impacts associated with the proposed development and associated works and recommend any mitigation, restoration, enhancement measures to enhance, preserve and/or restore natural features or provide compensation in other locations.

A variety of mitigation techniques are recommended to reduce or eliminate impacts identified in the NHE. These measures include the preparation of a restoration plan, inclusion of natural heritage buffers (up to 30m wide where applicable), SWM plan, erosion and sediment control plan, wildlife impact

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mitigation plan and an environmental monitoring plan. Detailed mitigation measures will be finalized as part of the detailed design of the development through restoration and landscape plans.

Recommendations in the NHE include the removal and relocation of two wetland areas, as well as a minor channel realignment in support of the proposed development, which will result in a net gain of 0.008ha of NHS area through the implementation of a restoration area adjacent to the existing features on the west side of the subject lands.

The recommendations from the NHE are also to be implemented through the Subwatershed Study to be discussed in the following sections.

### *Land Needs Assessment*

A Land Needs Assessment (LNA) report, dated December 8, 2025, has been prepared by UrbanMetrics to evaluate the land economics and planning rationale for advancing the timing of introducing the subject lands into the urban boundary in support of the proposed industrial and commercial development.

Of note, this report advises that the previously completed Town-wide LNA (2020) estimated that there will be 44 net hectares of land demand specifically within the adjacent Mansewood Industrial Area, significantly exceeding the current local vacant land supply of 5 hectares. This results in a localized need for approximately 40 hectares of additional employment land, which supports this application.

Furthermore, recognizing that the Premier Gateway has been identified as the priority for employment area growth, and while demand from industrial users will increase due to the construction of Highway 413, much of the land originally intended to meet this demand is unlikely to be developed over the 2025–2041 period. Here, development will be restricted until interchange alignments and highway engineering for the 413 are sufficiently advanced – creating a temporary but significant supply shortfall of large, development-ready industrial parcels in the short term. Bringing the subject lands online through the proposed urban boundary expansion would alleviate this anticipated shortfall.

In addition to the consideration of employment lands, the LNA advises that the need for additional supportive commercial uses on or adjacent to employment lands was identified by previous Commercial Land Needs Studies completed by the Town, supporting the proposed commercial use.

In summary, the LNA advises that the subject lands represent one of the few locations in Halton Hills or Milton with the short-term ability to accommodate a large industrial development and a large format major commercial use. It concludes that the subject lands provide the right land, at the right scale, at the right time to support the Town and Region’s employment objectives, where it is already planned for employment through the FSEA overlay, is unconstrained by Highway 413’s phasing, and delivers high employment density on a parcel that is market ready. Moving this site into the urban boundary allows the Town to meet short-term economic opportunities, maintain competitiveness, and help achieve the industrial and employment growth assumed in previous Land Needs Assessments.

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### *Fiscal Impact Analysis*

A Fiscal & Economic Benefits Analysis, dated December 8, 2025, has been prepared by UrbanMetrics. This study evaluates the one-time and ongoing economic and fiscal benefits and impacts on the Town of Halton Hills and Halton Region coffers resulting from the development of the proposed commercial and industrial space on the subject lands.

In summary, the report concludes that the proposed development is expected to generate a positive net fiscal impact: highlighting a range of economic and fiscal benefits for the municipality and the local economy, including job creation and the collection of development charges and additional tax revenues.

Subject to confirming the required infrastructure and lifecycle costs through future detailed studies, this study opines that when compared to the incremental costs of maintaining the road network and public infrastructure required, the scale of the anticipated revenues suggests that the proposed development will generate a positive net fiscal impact on an annual basis.

### *Retail Market Impact Analysis*

A Retail Market Impact Analysis, dated December 8, 2025, has been prepared by UrbanMetrics to assess the future market demand for the proposed retail uses and evaluate the potential impacts of the introduction of these retail uses on the commercial function of existing commercial areas within the Town and surrounding area. This report demonstrates that the growing market for retail goods and services in Halton Hills and Milton can support the introduction of the commercial space in the proposed development without negatively impacting the function of existing commercial areas.

Their conclusions describe that this support is driven by two primary factors: increases in population growth in the Market Area and a relative lack of large-format retailer competition in the Primary Market Area. The expenditure analysis and sales transfer analysis completed as part of this study demonstrate that the development of a 167,000 square foot large-format general merchandise retailer on the subject lands will not cause significant negative impacts on the function of existing commercial areas or on existing retailers. The associated smaller retail spaces are limited in scale and will serve a distinct market segment of drive-by traffic and employees within the nearby employment area and are not likely to cause any negative impacts to existing business in the market study area.

### *Area Servicing Plan*

An Area Servicing Plan (ASP), dated October 2025, has been prepared by C.F. Crozier and Associates Inc. (Crozier) to demonstrate a potential water and wastewater servicing strategy in conformance with the requirements of the Town and Region. The ASP concludes that the subject lands and overall study area can be serviced in terms of water and sanitary by extensions of the existing infrastructure on either Regional Road 25, Dublin Line, James Snow Parkway or No. 5 Sideroad.

Specifically, the report advises that from a sanitary perspective the subject lands are proposed to be serviced by the existing 300 mm diameter sanitary sewer along Regional Road 25 and the existing 300



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mm diameter sanitary sewer along James Snow Parkway North. The sanitary sewers will be extended north to provide servicing opportunities for the parcels within the study area, which include other adjacent lands. The west portion of the study area is proposed to be serviced by extending the existing sanitary sewer from James Snow Parkway north along Dublin Line, and east along No. 5 Sideroad. The east portion is proposed to be serviced by extending the sanitary sewer north along Regional Road 25. The sanitary sewer will also be extended west along No. 5 Sideroad to service the subject lands.

A downstream sanitary capacity analysis completed as part of the ASP indicates that the proposed sanitary servicing strategy can meet regional servicing requirements and confirms that the existing municipal sanitary sewer infrastructure has adequate capacity to accept sanitary discharge from the subject lands and wider study area, without the need for upgrades or retrofit.

As it relates to water, the west portion of the study area is proposed to be serviced by extending the existing 300 mm diameter watermain from James Snow Parkway north along Dublin Line and east along No. 5 Sideroad. The east portion is proposed to be serviced by extending the 300 mm diameter watermain north along Regional Road 25. The hydraulic analysis for the water distribution system prepared in support of the proposed development was also completed, where the results demonstrate that the subject lands and study area can be serviced from a water servicing perspective while meeting Region design criteria. It also confirms that there is sufficient capacity to supply the estimated domestic demands.

Figures that illustrate the proposed servicing strategy should be referenced directly in the ASP document.

### *Scoped Subwatershed Study*

As required by provincial and municipal policies, a Scoped Subwatershed Study (SWS) dated October 2025 has been prepared by Crozier. The purpose of the scoped SWS is to provide an integrated planning approach to the development of the lands within the Study Area including natural heritage systems, stormwater management, watercourse management and groundwater management.

The scoped SWS provides detailed recommendations and a framework to identify the location, extent, present status, significance and sensitivity of existing natural features and hazards within the Site through field assessments and surveys, define natural heritage and hazard limits and buffer widths to establish overall constraints of development, determine watercourse characteristics and headwater drainage feature classification, recommend refinements to the natural heritage system as appropriate, determine the preferred stormwater management (SWM) strategy, consider the incorporation of low impact development (LID) measures, outline preliminary design requirements for landscaping, buffer enhancement, and restoration areas and establish implementation, monitoring and adaptive management objectives for the during and post-construction phases.

Individual recommendations should be referred to directly in the SWS document, however they summarize that the proposed development and urban boundary expansion can be supported through the implementation of key environmental design and mitigation measures.

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Hydrological, Geotechnical and other related supporting studies were also completed as part of the SWS. Due to their technical nature, they are not discussed in this report and should be referenced through the appendices of the SWS for more detail.

### *Servicing & Stormwater Management Report*

A Servicing & Stormwater Management (SSWM) Report, dated October 2025, has been prepared by Crozier to demonstrate how the proposed development's servicing and stormwater management (SWM) will conform with the requirements of the Town and Region, and implement the final recommendations of the ASP.

Similarly, the SSWM report describes that the proposed development will be serviced by sanitary sewers and a water service connection extending north from 5 Sideroad through the site to service all proposed buildings. A detailed design of the water and wastewater network and building connections will be completed at SPA. Figures that illustrate the preliminary sewer and watermain layout should be referenced directly in the SSWM document.

The stormwater management strategy for the subject lands has been designed based on the criteria outlined in the Scoped Subwatershed Study (SWS) completed to support the development. Quantity control for the subject lands will consist of a combination of rooftop storage and underground storage, while quality control for stormwater runoff will be provided by OGS units. Sizing of the SWM facilities and design of the control structure will be completed at the detailed design stage.

### *Transportation Impact Study*

A Transportation Impact Study (TIS), dated October 2025, has been prepared by Crozier to evaluate the transportation-related impacts of the proposed development on the area road network and to recommend or confirm any required mitigation measures, if warranted. The TIS included a review of the existing transportation network, intersection sightlines, vehicle (truck) maneuverability and loading space accessibility, and parking demand. It also outlines a proposed transportation demand management (TDM) strategy to promote multi-modal transportation options.

The TIS outlines a number of recommendations to address potential impacts and respond to future conditions and trips generated by the proposed development, including:

- Maintaining schedules for planned road widenings, new roundabouts and interchanges;
- Monitoring traffic operations and queues to determine if additional improvements are warranted prior to planned road widenings;
- Consider extending westbound auxiliary left and right turn lanes at James Snow Parkway and Regional Road 25;
- Extending the planned southbound curb lane between No. 5 Sideroad and the full moves access on Regional Road 25, resulting in 2 southbound lanes along site frontage;
- Refining roundabout geometry at No. 5 Sideroad and Regional Road 25;

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- Implementing traffic signals at the full moves access and Regional Road 25;
  - Implementing new auxiliary turn lanes to the site from No. 5 Sideroad; and,
  - Implementing the recommended TDM measures.

The TIS concludes that the proposed development is supportable from a transportation operation, parking, loading, site circulation and safety perspective, with these recommended improvements.

### *Urban Design Brief*

An Urban Design Brief (UDB), dated September 2025, has been prepared by Turner Fleischer Architects Inc. (Turner Fleischer) to establish a comprehensive framework that will guide the design of the proposed development.

The primary objective of the UDB is to align the development vision with municipal planning policies and design guidelines that emphasize sustainability, connectivity, and economic prosperity. The plan adopts a holistic approach—balancing the protection of natural heritage features with the creation of a vibrant and resilient form of development. The framework establishes a connected and legible development pattern, where urban form, high-quality architectural expression, and robust landscape integration come together to reinforce the Town’s vision and policies established in the OP. The UDB also provides guidance on enhancing public realm elements, such as the streetscape, which will be implemented through the site design and landscape plans at the detailed design stage.

## **Policy Analysis**

### **Planning Act**

The *Planning Act* establishes the rules and legal framework for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. The purpose of *the Act* is to outline a fair and transparent process for development and encourage sustainable economic development while protecting the natural environment and the public interest within a provincial policy framework. It also sets the framework for considering matters of provincial interest and creates a framework for preparing official plans and making planning related decisions through streamlined planning processes at the local municipal level. Sections 1 and 2 of the Planning Act must be considered as they provide specific and general direction to all land use planning decisions made in the Province of Ontario.

Section 2 outlines the matters of Provincial interest to which all decisions made under the authority of the *Planning Act* shall have regard for. Some of the key matters of Provincial Interest outlined in Section 2 of the *Planning Act* applicable to this development are described below:

- the protection of ecological systems, including natural areas, features and functions;
- the protection of the agricultural resources of the Province;

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- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
  - the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
  - the orderly development of safe and healthy communities;
  - the accessibility for persons with disabilities to all facilities, services and matters to which this *Act* applies;
  - the adequate provision of employment opportunities;
  - the protection of the financial and economic well-being of the Province and its municipalities;
  - the protection of public health and safety; and,
  - the appropriate location of growth and development.

As information, recent changes to the definition of an “Area of Employment” in Section 1 of the *Planning Act* now excluded uses from employment areas such as institutional and commercial, including retail and office not associated with the primary employment use. This definition is carried forward through implementing provincial policy, including the Provincial Planning Statement (PPS) which is described in the following section.

As will be explained in subsequent sections of this report, although the subject lands are identified and reserved as a strategic site for investment and future employment use, they are not currently designated as an employment area. It is our opinion that inclusion of the commercial uses in the proposed development will not be in contravention of this new definition and policy, as they will be separately designated as employment-supportive commercial uses through the OPA, and supported by the applicable studies as required by applicable policy sections to be discussed in this report.

A detailed analysis of *Planning Act* legislation relevant to the proposed development is included in **Appendix C** to this report. In summary, the proposed development and expansion to the urban boundary has regard for matters of Provincial Interest under the *Planning Act* and it is our opinion that this test has been satisfied.

The *Planning Act* also gives authority to the province to issue policy statements and provincial plans, of which any planning decisions made by a municipality must either be consistent with those statements or demonstrate conformity with any provincial plans. The applicable provincial policy statements and plans applicable to this development proposal are described in the following sections.

### **Provincial Planning Statement (2024)**

On August 20, 2024, the Ministry of Municipal Affairs and Housing (MMAH) released the new Provincial Planning Statement 2024 (PPS), which came into effect on October 20, 2024. The PPS replaced the former Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019), which have since been repealed.

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The PPS provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating development and use of land and supports the provincial goal to enhance the quality of life for all. All decisions made under the *Planning Act*, and more specifically the adoption of municipal Official Plans, must be consistent with the policies of the new PPS, which is now focused on intensification and freeing up new land for development, the optimization of infrastructure and also include minimum density targets that are intended to implement the Province's mandate to build more housing and create jobs.

A key change under the new PPS now allows for urban boundary expansions to occur outside of a Municipal Comprehensive Review (MCR), with no maximum area requirements. Privately initiated applications for urban boundary expansions can be permitted where a specific set of policies under section 2.3.2 of the PPS are met - specifically:

- a) In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:
  - (a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
  - (b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;
  - (c) whether the applicable lands comprise specialty crop areas;
  - (d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;
  - (e) whether the new or expanded settlement area complies with the minimum distance separation formulae;
  - (f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and
  - (g) the new or expanded settlement area provides for the phased progression of urban development.
- b) Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.

The proposed expansion to the urban boundary meets all of the above criteria, more notably avoiding impacts to the agricultural system and providing a phased progression of urban development, while addressing a local need for additional employment lands as noted in the LNA. As confirmed in the ASP prepared by Crozier, the required water and wastewater infrastructure are available to the subject lands, with sufficient capacity to accommodate the proposed use. Major infrastructure upgrades are not required.



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Section 2.8 of the PPS speaks to Employment Areas, where policies under section 2.8.1.1 aim to promote economic development and competitiveness by directing municipalities to:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

Although Section 2.8.2.5 allows for the removal of lands from designated employment areas, this policy does not apply in the context of this application. The subject lands may be identified and reserved as a strategic site for investment and future employment use, however they are not currently designated as an employment area. The inclusion of the proposed employment-supportive commercial uses therefore does not constitute as a removal. This is also justified through the supporting studies, described in the previous section, where they have been determined not to negatively impact the overall viability of the employment area.

Furthermore, Chapter 4 of the PPS speak to the protection of natural heritage features, prime agricultural and specialty crop areas, and cultural heritage resources when planning for development. Consistency with these policies is demonstrated in more detail through review of the supporting studies included with this application, where it is confirmed that the integrity of these resources will be maintained.

A fulsome analysis of the PPS and other relevant policies are provided in **Appendix C** to this report. In summary, it is our opinion that the proposed development and urban boundary expansion are consistent with the policies of the PPS.

## **Greenbelt Plan**

For clarity, the purpose of this section is to identify that the subject lands are not located within the boundaries of the Provincial Greenbelt Plan. The proposed development and corresponding applications to expand the urban boundary therefore do not require the removal of any lands from the Greenbelt. An analysis of Greenbelt Plan policies was not completed as part of this report.

## **Halton Regional Official Plan (2022)**

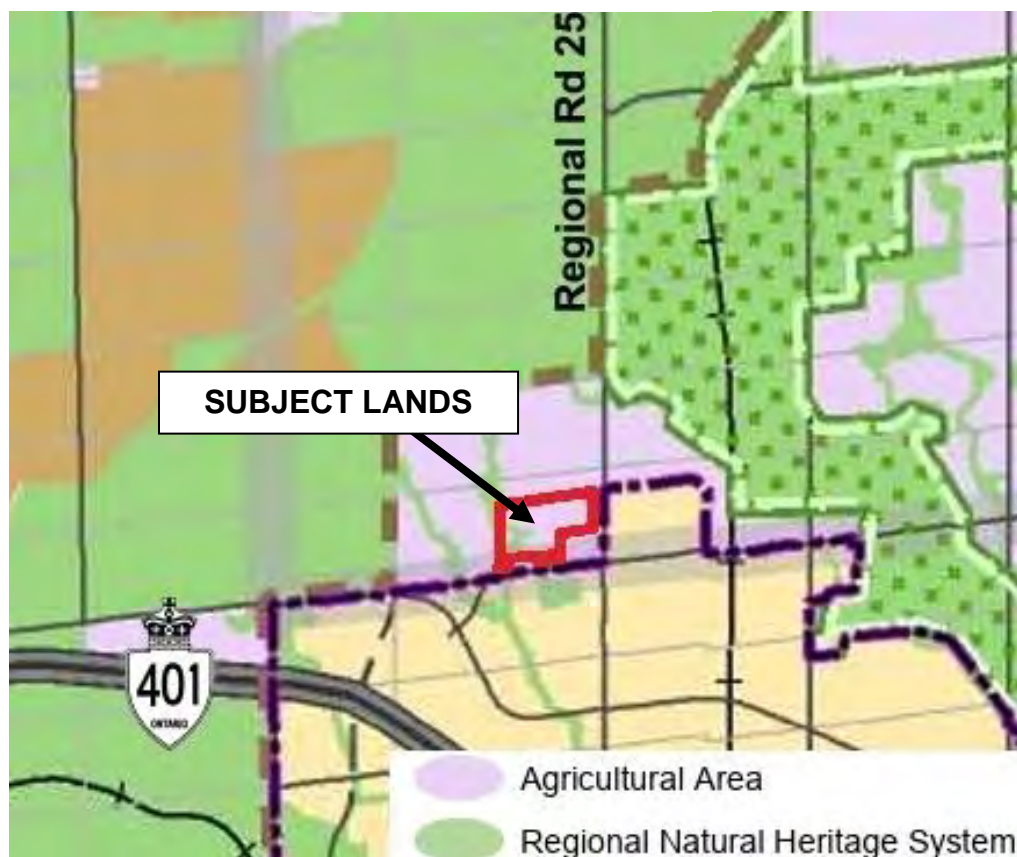
The Halton Region Official Plan (ROP) outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051. The ROP was adopted by Regional Council on

June 15, 2022, and subsequently approved on May 16, 2024 by the provincial government when Bill 162 received Royal Assent – placing the ROP in force and effect with further modifications.

As stipulated by Ontario Bill 23 (More Homes Built Faster Act, 2022) and Bill 185 (Cutting Red Tape to Build More Homes Act, 2024), the ROP, as of July 1, 2024, was deemed to constitute an official plan of Halton Region’s lower-tier municipalities. Although the Halton Region Official Plan is no longer an ROP, the following policies as described are still in effect as it relates to the subject lands under the jurisdiction of the Town of Halton Hills who will administer the enclosed OPA.

During the development of the current ROP, a Municipal Comprehensive Review (MCR) process was completed to determine the amount of land required to accommodate growth to the year 2051. However, the subject lands were not captured during that assessment, and ultimately not included within the updated Regional Urban Boundary.

**Figure 4 – ROP Map 1**



The subject lands are generally designated as “Agricultural Area” on Map 1 – Regional Structure of the ROP (see Figure 4) and are located outside the Regional Urban Boundary. They are further designated as “Prime Agricultural Areas” on Map 1E. A small portion of the lands in the southwest corner are designated “Regional Natural Heritage System” to reflect the existing tributary to Sixteen Mile Creek. However, the subject lands are also identified to be within one of the Region’s “Future Strategic Employment Areas” as shown on Map 1C (see Figure 5).

Figure 5 – ROP Map 1C



For clarity, Future Strategic Employment Areas are not considered a land use designation in the ROP and do not allow any additional permitted uses. This “overlay” designation is intended to identify and protect certain lands from incompatible uses that are strategically located with respect to major transportation facilities and existing Employment Areas and are best suited for employment beyond the planning horizon of the ROP. As it relates to the implementation of these areas, section 139.7 of the ROP states that it is the policy of the Region to:

- Investigate, as part of the Joint Infrastructure Staging Plan, the feasibility and costs to service the Future Strategic Employment Areas but the provision for servicing these lands, including the over-sizing of certain infrastructure components, are subject to other policies of this Plan, and
- Consider the inclusion of any land within the Future Strategic Employment Areas into the Urban Area in accordance with Section 77(7).

Since the ROP came into effect prior to the new PPS 2024, section 77 (7) provides that the Region may introduce, as an amendment to the ROP, an expansion to the Regional Urban Boundary based on a municipal comprehensive review (MCR) undertaken under Section 26 of the Planning Act. However, for clarity an MCR is no longer required. Following criteria listed in section 77 (8), where the need for

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an expansion of the Regional Urban Boundary has been justified in accordance with section 77 (7), the feasibility and the most appropriate location of an expansion area can be considered when:

- a) existing or planned infrastructure, public service facilities, and human services required to accommodate the proposed expansion have sufficient capacity to support the proposed expansion and can be provided in a financially and environmentally sustainable manner, based on a financing plan, demonstrating financial viability over the full life cycle of these assets, communicated to the public and subsequently approved by Council;
- b) the proposed expansion is informed by applicable water and wastewater master plans or the equivalent, and stormwater master plans or the equivalent, as appropriate;
- c) the proposed expansion, including associated water, wastewater and stormwater servicing, are planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;
- d) the proposed expansion avoids key hydrologic areas and the Growth Plan Natural Heritage System, where possible;
- e) the proposed expansion avoids Prime Agricultural Areas, as shown on Map 1E, where possible, and, to support the Agricultural System, alternative locations across the Region have been evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System in accordance with the following:
  - i. the lands do not comprise specialty crop areas;
  - ii. there are no reasonable alternatives that avoid Prime Agricultural Areas; and
  - iii. there are no reasonable alternatives on lower priority agricultural lands within the Prime Agricultural Areas;
- f) the proposed expansion is in compliance with the Minimum Distance Separation formulae;
- g) any adverse impacts on the agri-food network from the proposed expansion, including impacts from the expansion on agricultural operations adjacent or close to the Urban Area, are avoided, or if avoidance is not possible, are minimized and mitigated as determined through an agricultural impact assessment;
- h) the proposed expansion is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe;
- i) the proposed expansion is located outside of and will meet the requirements of the Niagara Escarpment Plan and the Greenbelt Plan, and will meet the requirements of the applicable source protection plans;
- j) the proposed expansion is logical, contiguous to the existing urban area with readily identifiable boundaries, supportive of the efficient use of existing and planned infrastructure, public service facilities, and human services, including access and connection to Provincial Highways and planned inter-regional public transportation systems, and consistent with goals, objectives and policies of this Plan;
- k) the proposed expansion is consistent with the goals, objectives and policies of this Plan and are based on, among other things, the following:
  - i. alternative development scenarios and their implications with respect to efficient use of urban infrastructure, ease of access to existing and planned transportation facilities,

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- community services, retail requirements, mineral aggregate resources, agriculture, and the natural and social environments, and the consistency of the alternative scenarios with the criteria set out in Section 77(8)a) to 77(8)j) inclusive,
  - ii. a fiscal impact analysis of the new growth on the Region and the Local Municipalities,
  - iii. criteria for evaluating such scenarios and the evaluation thereof,
  - iv. an extensive public consultation program throughout the comprehensive review,
  - v. preparation or update of a multi-year master plan for the phasing in of urban services and transportation facilities, and
  - vi. the identification of employment lands within the proposed expansion area that should be designated and protected for the long-term due to their proximity to major transportation facilities and infrastructure.

Furthermore, subsection 77 (9) allows for the Region to adjust the Regional Urban Boundary through an amendment to this Plan outside of a municipal comprehensive review, provided:

- a) there will be no net increase in the land within the Regional Urban Boundary;
- b) the adjustment would support the Region's ability to meet the intensification and density targets of this Plan;
- c) the location of any lands added to the Regional Urban Boundary satisfies the applicable requirements of Section 77(8);
- d) the location of any lands added to the Regional Urban Boundary are not in the Greenbelt Plan area; and
- e) the lands to be added to the Regional Urban Boundary are serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands.

As information, Table 2 of the ROP summarizes the employment area density targets, where they are listed as 24 jobs per hectare in the Town and 26 jobs per hectare overall for the Region. The proposed development will exceed these targets with an employment area density of more than 35 jobs per net hectare, supplying nearly 950 new jobs, as confirmed by the LNA and supporting studies prepared by UrbanMetrics.

For additional reference, Section 77(5) stipulates that secondary plans or area-specific plans are required for major growth areas to refine land use patterns, establish permitted densities and phasing, and define a transportation network and infrastructure strategy. Due to the size and overall scale of the proposed development it would not be considered as a major growth area and does not warrant its own secondary plan, which you be more applicable to an area such as Vision Georgetown that requires more comprehensive planning over a larger area. Alternatively, the study requirements identified under section 77(5) have been completed in support of the proposed application and include a wider study area to ensure that the needs of the adjacent community are addressed and impacts are minimized.

Additional sections of the ROP speak to requirements for employment areas (section 83), the delivery of municipal infrastructure and servicing (section 89), the promotion of economic development (section 169), the protection of the Regional Natural Heritage System (section 116-118), the protection of



agricultural areas (sections 101 and 139.9), and the protection of cultural heritage resources (section 167). A fulsome analysis of the ROP and these relevant policies are provided in **Appendix C** to this report, where conformity is demonstrated.

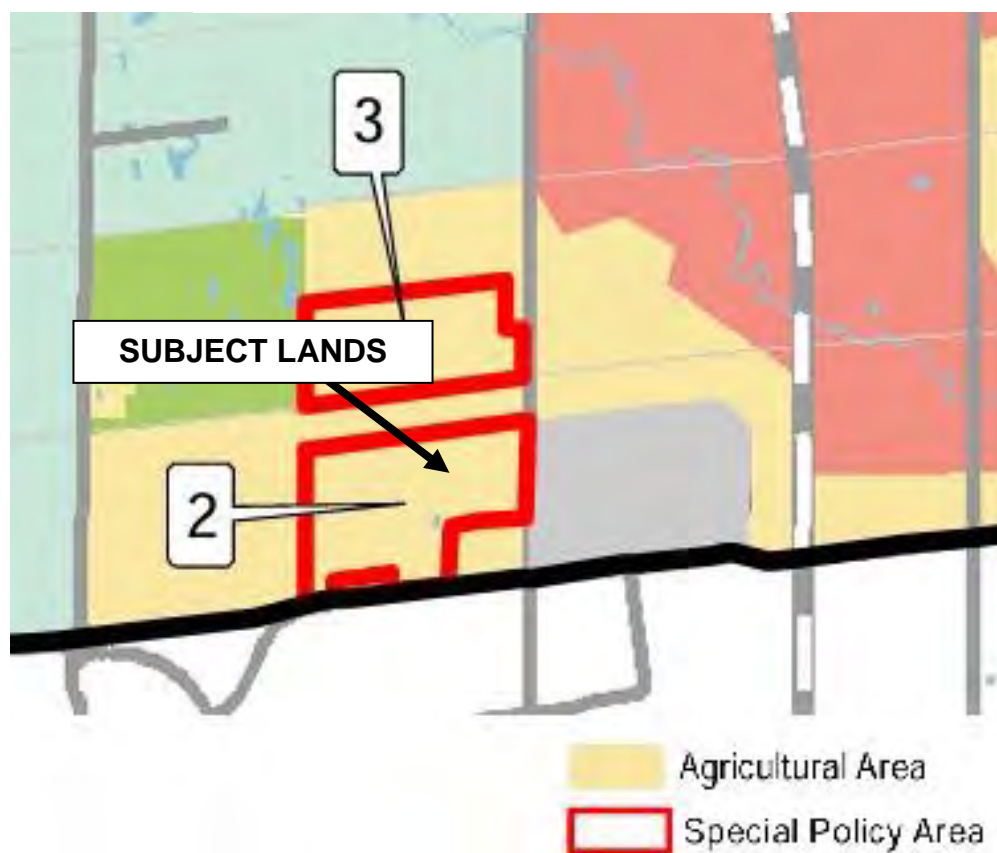
To facilitate the proposed expansion of the Regional Urban Boundary, an amendment to the ROP (now as an amendment to the Town OP) is required. A draft OPA has been prepared and is included in as **Appendix A** to this report for reference.

### **Halton Hills Official Plan (2006)**

The Town of Halton Hills Official Plan was adopted by Town Council in September 2006, approved by Halton Region in March 2008. An OP Review was recently initiated by the Town to maintain conformity with the ROP, this summary will focus on the current in effect OP.

The Subject Lands are designated as “Agricultural Area” on Schedule A1 – Land Use Plan of the OP as shown in Figure 6, which generally limits permitted uses agricultural and agricultural-related uses. For additional context, the lands immediately to the west and opposite Regional Road 25 are located within the Urban Area and are designated for industrial use.

**Figure 6 – Official Plan Schedule A1**



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The subject lands are also identified to be within Special Policy Area 2 as shown on Schedule A1, which permits “a day use activity centre” and a “commercial driving range”. In accordance with the base Agricultural Area designation, permitted uses on the eastern and western portions of the property shall be limited to agricultural uses and a permanent second non-farm residence.

To maintain conformity with the proposed amendments to the ROP, which propose to bring the subject lands into the Regional Urban Boundary, subsequent amendments to the OP are required to add these lands to the Urban Area, modifying the applicable schedules. Amendments will also be required to change the land use designations to permit the proposed industrial and commercial uses.

The subject lands are proposed to be redesignated to “General Employment”, “Gateway Area” and “Greenlands A”, where the General Employment designation will allow a wide range of industrial uses and the Greenlands A designation will implement the protection of the Regional Natural Heritage System.

Although not located within the Premier Gateway Secondary Plan Area, the Gateway Area designation is appropriate for the proposed commercial uses as it follows the principles of OP policy D.3.5.4.2, where it is located at a visually attractive points of entry into the Town that will provide commercial services in support of the employment area that are important to the support of the primary industrial function of the area including and opportunities for shopping.

As information, the Town has initiated a review of the OP to ensure conformity with Provincial policy, legislation and regulations, incorporate appropriate recommendations of recent Master Plans and studies related to land use planning, and guide land use planning in the Town to the year 2051. The OP review is expected to be completed by mid-2026.

To facilitate the proposed development, an amendment to the Official Plan (OPA), facilitated under Section 22 of the Planning Act is required. As described earlier in this report, a draft OPA has been prepared and is included in as **Appendix A** to this report, which proposes to redesignate the subject lands to the appropriate uses and bring the subject lands into the urban boundary. A fulsome analysis of the OP and its relevant policies are provided in **Appendix C** to this report, where conformity is demonstrated and an explanation to how policy objectives are met are provided.

### **Town of Halton Hills Zoning By-Law 2010-0050**

The subject lands are zoned A(9) – Agricultural Zone in the Town of Halton Hills Zoning By-law 2010-0050, limiting permitted use of the subject lands to agricultural and agricultural related uses. However special exception 9 allows the additional permitted use of the day use activity centre and driving range as described in the OP designation. It also permits a second residential dwelling on the property.

An amendment to the Zoning By-law (ZBA), facilitated under Section 34 of the Planning Act is required to permit the proposed industrial/commercial uses and demonstrate conformity with the proposed

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amendments to the ROP and OP. A draft by-law has been prepared for the Town's consideration and is included in as **Appendix B** to this report.

The draft ZBA proposes to rezone the subject lands to an Employment One Exception Zone (EMP1), Employment Transition Exception Zone (ET), Gateway Commercial Exception Zone (GC) and Environmental Protection One Zone (EP1), accordingly.

## Urban Boundary Expansion

### Land Needs Assessment

A Land Needs Assessment (LNA) is prepared to assess and calculate the area of land required to accommodate a projected increase of the population. This assessment is required by section 2.3.2.1 of the PPS.

As discussed earlier in this report, the completed LNA advises that the subject lands represent one of the few locations in Halton Hills or Milton with the short-term ability to accommodate a large industrial development and a large format major commercial use to meet a localized need. It concludes that the subject lands provide the right land, at the right scale, at the right time to support the Town and Region's employment objectives, where it is already planned for employment through the Future Strategic Employment Areas overlay, is unconstrained by Highway 413's phasing, and delivers high employment density on a parcel that is market ready. Moving this site into the urban boundary allows the Town to meet short-term economic opportunities, maintain competitiveness, and help achieve the industrial and employment growth assumed in previous Land Needs Assessments.

### Minimum Distance Separation

As mentioned through criteria listed under the PPS 2024, new land uses, including the creation of lots and new or expanding livestock facilities must comply with the Minimum Distance Separation (MDS) formulae and guidelines. The MDS formulae and guidelines are land use planning tools that determine setback distances between livestock barns, manure storages or anaerobic digesters and surrounding land uses, with the objective of minimizing land use conflicts and nuisance complaints related to odour. Demonstrating that an MDS setback can be met, may be required before a land use planning approval or building permit can be issued in proximity to these uses.

As identified in the Agricultural Impact Assessment (AIA) the subject lands are generally surrounded by other non-farm uses and are in close proximity to the existing urban area, which limits the potential of any intensive agricultural uses such as livestock facilities. Only one barn was identified within the MDS study area (1,500m), however it is located more than 1km from the subject lands and is well beyond the minimum distance requirements. The proposed development is also not proposing sensitive land uses, so the MDS generally do not apply in this context.

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## **Land Use Compatibility**

As mentioned previously, a Preliminary Environmental Noise Report was prepared to evaluate noise emissions from the proposed industrial and commercial uses and their impact on the adjacent land uses. Land use compatibility will be addressed through the implementation of the recommendations from the Noise Report, which include the erection of acoustic barriers and landscape buffers to protect adjacent and nearby existing rural residential uses.

At this time, the ultimate use of the proposed industrial buildings has not been confirmed. If any future tenants intend to use these buildings for more intense uses, a detailed Land Use Compatibility assessment will be completed at the site plan approval or building permit stage. This future assessment will follow Halton Region's Land Use Compatibility Guidelines, which provide a framework for the assessment of land use compatibility within the Region under the context of the MECP's D-Series Guidelines

## **Provincial Policy Framework**

The key policy under the new Provincial Planning Statement (PPS 2024) is 2.3.2.1, which sets out the framework and criteria to evaluate the merits of an urban boundary expansion – whether initiated by the municipality through an MCR process, or privately by a landowner through an application to amend the Official Plan (OPA). The seven criteria were previously described in the policy analysis section of this report.

The proposed expansion to the urban boundary to incorporate the subject lands into the Urban Area meets all of the criteria and is consistent with section 2.3.2.1 of the PPS, which can be summarized as follows:

- a) The Land Needs Assessment (LNA) prepared by UrbanMetrics confirms a localized need for additional employment land in the Mansewood Employment Area. The need for additional supportive commercial uses is also determined in this analysis, and supported by the related market impact studies.
- b) As demonstrated through the Area Servicing Plan prepared by Crozier, it has been confirmed that there is sufficient capacity in the existing water and wastewater infrastructure – no major infrastructure upgrades are required;
- c) The Agricultural Impact Assessment (AIA) prepared by Clark confirms that the subject lands do not comprise of specialty crop area;
- d) The AIA determined that the subject lands are the preferred site for development, as opposed to alternative agricultural sites, since the subject lands are already utilized for non-farm uses. The AIA therefore determines the lands to be considered low priority, and their current designation as Prime Agricultural Lands is not supported. Furthermore, the subject lands have already been pre-designated for urban uses by the future strategic employment areas overlay in the ROP;
- e) The AIA confirms that the MDS requirements are met as more than 4 non-farm uses separate the subject lands from the nearest barn and/or livestock facility, which is beyond the minimum distance requirement. Sensitive land uses are not proposed;

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- f) The AIA also confirms that there are no anticipated impacts to the agricultural system and that no mitigation measures were deemed to be necessary;
  - g) The expanded settlement area provides for the phased progression of urban development as the subject lands are contiguous and immediately adjacent to Urban Areas in both the Town of Halton Hills to the east and the Town of Milton to the south, where servicing infrastructure is available without the need for significant upgrades.

Based on the above, it is our opinion that the proposed expansion of the urban boundary meets the criteria set out by the PPS. The remainder of our opinion and justification for the proposed urban boundary expansion is provided in the following section.

## Rationale and Opinion

As demonstrated through the background review and analysis, in our opinion, the proposed expansion to the urban boundary and proposed development are consistent with the PPS, and in general conformity with the ROP and the Town of Halton Hills OP – meeting their objectives and policies. As mentioned previously, a fulsome analysis of relevant policies is provided in **Appendix C** to this report, however the paragraphs below summarize our rationale and opinion.

Firstly, the proposed development and urban boundary expansion is consistent with the PPS. Not only does it satisfy the criteria for settlement area boundary expansions under section 2.3.2.1 as described previously, but the proposal is also consistent with the infrastructure policies under section 3 of the PPS, which encourages that existing infrastructure and public service facilities should be available and optimized for more efficient use. It is also consistent with section 4 of the PPS, maintaining the integrity of natural heritage features, agricultural land supply and cultural heritage resources.

Most importantly, the proposed development is consistent with the employment policies listed under section 2.8. The proposed development will provide additional opportunities for employment adjacent to an existing employment area, with employment supportive commercial uses adding to population related employment generating a total of nearly 950 new jobs. Furthermore, it is consistent with the municipal requirements in the PPS for protecting employment lands by activating already reserved strategic employment lands. In this context, the supporting LNA confirms that the expansion also addresses a localized need for additional employment land.

As it relates to the recent change to the definition of employment lands in the *Planning Act* and PPS (which now prohibit the inclusion of non-employment uses), although they are currently reserved for and not designated as employment lands, the commercial use can be considered as a supportive use and a compatible interface with the adjacent land uses. It should be recognized that the Future Strategic Employment Area overlay as outlined in the ROP was approved under a previous policy regime that allowed for and anticipated these types of non-employment uses, that would later be defined in a local OP – similar to that of the Town’s Premier Gateway Secondary Plan area. In this context, the proposed commercial uses are appropriate for this location.

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Secondly, the proposed urban boundary expansion conforms to the policies of the Halton Region Official Plan (ROP), where it implements a Future Strategic Employment Area, and is in general conformity with its policies relating to economic development and employment density targets, protecting natural heritage features and cultural resources, and ensuring that the required infrastructure is available and/or fiscally responsible.

The proposed expansion to the Regional Urban Boundary also meets the requirements and framework as set out in section 77 of the ROP, where it avoids prime agricultural and key natural heritage features, and by protecting and enhancing the Sixteen Mile Creek watershed. Furthermore, it has demonstrated that there is sufficient capacity in the existing infrastructure and it is considered to be a logical, contiguous extension to the existing urban area. It also demonstrates conformity with the ROP as the proposed expansion is required to be consistent with the PPS, as demonstrated above, and the subject lands are not located in the Greenbelt Plan area.

Lastly, and similar to that of the PPS, the proposed development conforms with the policies of the ROP that protect and maintain the integrity of the Regional Natural Heritage System, prime agricultural lands and cultural heritage resources. It also conforms with similar policies outlined in the Town of Halton Hills OP.

Furthermore, the proposed changes in the land use designations and respective zones are appropriate to permit the proposed development, given the permitted uses and overall intent of the base designation and zone, and context of the subject lands being an employment gateway into the Town. The proposed site-specific policies are appropriate to implement the proposed development in an efficient and orderly manner. Overall, the proposed OPA and ZBA will demonstrate conformity and consistency with upper level policies by implementing the applicable urban area policies on the subject lands.

## Summary

This Planning Justification Report has been prepared in support of proposed amendments to the Town of Halton Hills Official Plan (OP) and Town of Halton Hills Zoning By-law (2010-0050) to facilitate an expansion of the urban boundary and permit an industrial/commercial development on the lands municipally known as 9094 Regional Road 25 in the Town of Halton Hills.

For the reasons set out in this report, the proposed development and expansion to the urban boundary is consistent with and has regard for Provincial policies and legislation, and generally conforms to the ROP and Town of Halton Hills OP – meeting the intent of their objectives and policies. In our opinion, this proposal represents good planning in the public interest and should be recommended for approval by the Town of Halton Hills.

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# Appendix A

## Draft Official Plan Amendment



**BY-LAW NO. 2025-XXXX**

A By-law to adopt Amendment No. XX to the Official Plan of the Town of Halton Hills  
and of the former Official Plan of the Region of Halton

9094 Regional Road 25

Being Part of Lot 6, Concession 2 Esquesing, except for Part 1 on Plan 20R-909; except for Parts 1 & 2  
on Plan 20R-11484; Except Parts 2 & 3 on Plan 20R-3009; and Except Part 1 on Plan PM-293, Town of  
Halton Hills, Regional Municipality of Halton.

(File No. \_\_\_\_\_)

**WHEREAS** the Council of the Corporation of the Town of Halton Hills is empowered to enact this By-law  
by virtue of the provisions of the Planning Act, R.S.O. 1990, c. P.13, as amended;

**AND WHEREAS** Town of Halton Hills Official Plan Amendment No. XX also amends the applicable land  
use schedules of the former Region of Halton Official Plan as pursuant to Bill 23, More Homes Built  
Faster Act, 2022, the Town of Halton Hills has assumed responsibility for administration and  
implementation of the Region of Halton Official Plan and that the Regional Municipality of Halton is no  
longer the approval authority for an Amendment to the Town of Halton Hills Official Plan;

**AND WHEREAS** on XXX ##, 2025, Council for the Town of Halton Hills approved Report No. PD-2025-  
XXX, dated XXX ##, 2025, in which certain recommendations were made regarding amending the Town  
of Halton Hills Official Plan and amending the former Region of Halton Official Plan to modify the land  
use designations on the lands municipally known as 9094 Regional Road 25 and adding them to the  
Town's Urban Area.

**NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF  
HALTON HILLS ENACTS AS FOLLOWS:**

1. That Amendment No. XX to the Official Plan of the Town of Halton Hills and the former Official  
Plan of the Region of Halton, being the attached text and schedules is hereby approved; and,
2. That the Town Clerk is hereby authorized to circulate the Official Plan Amendment as provided  
for by the Planning Act, R.S.O. 1990, c. P. 13, as amended, regarding the appeal process.

**BY-LAW** read and passed by the Council for the Town of Halton Hills this ##th day of XXX, 2025.



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MAYOR – ANN LAWLOR

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TOWN CLERK – VALERIE PETRYNIAK

**OFFICIAL PLAN AMENDMENT No. XX**  
**TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS**

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**PART A: THE PREAMBLE** does not constitute part of this Amendment

**PART B: THE AMENDMENT** consisting of the following text constitutes Amendment No. XX to the Official Plan for the Town of Halton Hills and to the former Official Plan for the Region of Halton.

**AMENDMENT NO. XX TO THE OFFICIAL PLAN  
OF THE TOWN OF HALTON HILLS**

The attached text and schedules constitute Amendment No. XX to the Official Plan  
of the Town of Halton Hills and to the former Official Plan of the Region of Halton,  
which was adopted by the Council of the Town of Halton Hills by By-law 2025-00XX  
in accordance with the provisions of the  
Planning Act, 1990. R.S.O., c.P. 13, as amended;

THE CORPORATION OF THE TOWN OF HALTON HILLS

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MAYOR – ANN LAWLOR

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CLERK – VALERIE PETRYNIAK

## **PART A – THE PREAMBLE**

### **PURPOSE OF THE AMENDMENT**

This Amendment is intended to facilitate the development of a commercial and industrial development on the lands municipally known as 9094 Regional Road 25 currently within the Rural Area of the Town of Halton Hills.

The subject property is designated Agricultural Area and is subject to Special Policy Area 2 in the Town of Halton Hills Official Plan. The Agricultural Area designation allows for agricultural and agricultural related uses. Special Policy Area 2 permits existing additional uses of a day use activity centre and a commercial driving range and limits permitted uses on the eastern and western portions of the property to agricultural uses and a permanent second non-farm residence. The subject property is also identified as a Future Strategic Employment Area in the former Region of Halton Official Plan, where they are also designated as Agricultural Area and part of the Regional Natural Heritage System.

The Amendment modifies the Town of Halton Hills Official Plan and the former Region of Halton Official Plan to bring the subject lands into the Town's Urban Area, and designate the subject lands as Gateway Area, General Employment Area and Greenlands A.

### **LOCATION AND SITE DESCRIPTION**

The subject lands are municipally known as 9094 Regional Road 25, located in the Rural Area and located to the north-west corner of 5 Side Road and Regional Road 25, just north of the boundary of the Town of Milton. The lot has an area of approximately 26.8 hectares (66.3 acres) with frontage of approximately 290 metres (950 ft.) on each of 5 Side Road and Regional Road 25.

Surrounding lands uses to the subject site include:

To the North: Agricultural Lands

To the East: Industrial Subdivision (Mansewood Employment Area), comprised of a mix of warehouse and manufacturing businesses including a GO Bus Maintenance Facility

To the South: Rural residential lots located within the limits of the Town of Milton, with large format warehouse buildings located immediately beyond.

To the West: Rural residential lots fronting onto 5 Side Road and Agricultural Lands

### **BASIS FOR THE AMENDMENT**

The following planning and land use considerations have been identified and are considered appropriate to allow for expansion of the urban boundary, and to develop the proposed commercial and employment uses:

1. The proposal is consistent with the Provincial Planning Statement and conforms to the former Region of Halton Official Plan;
2. The proposal satisfies the criteria set out in Section 77(7) of the former Halton Region Official Plan to allow an expansion to the Regional Urban Boundary;

3. The proposal satisfies the goals, objectives and policies of the Town of Halton Hills Official Plan relating to providing appropriate growth, increasing the employment options available in the community, and establishing new commercial uses;
4. The proposal achieves the intent of the Future Strategic Employment Area, by utilizing strategically located lands that have been protected from incompatible uses that are in close proximity to major transportation facilities and existing employment areas and are best suited for employment related and ancillary uses.
5. Council is satisfied that the conceptual site plan submitted demonstrates that the site can be developed without the requirement of a Secondary Plan by demonstrating an appropriate delineation of the proposed land uses, it integrates appropriately into the adjacent and surrounding neighbourhood, it addresses area sub-watershed and servicing requirements, and can properly function from a transportation perspective.

## **PART B – THE AMENDMENT**

All of this part of the document consisting of the following text constitutes Amendment No.XX to the Official Plan for the Town of Halton Hills and the former Official Plan for the Region of Halton.

### **DETAILS OF THE AMENDMENT**

The Official Plan for the Town of Halton Hills and former Official Plan of the Region of Halton are amended as follows:

1. That Schedule A1 – Land Use Plan (of the Town of Halton Hills Official Plan) is hereby amended by redesignating the subject lands as “General Employment Area”, “Gateway Area” and “Greenlands A” by colour-coding the subject lands with the corresponding colour as shown in Schedule ‘1’ to this amendment.
2. That Schedule A2 – Greenbelt Plan (of the Town of Halton Hills Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by colour-coding the subject lands with the corresponding colour as shown in Schedule ‘2’ to this amendment.
3. That Schedule A17 – Future Strategic Employment Areas (of the Town of Halton Hills Official Plan) is hereby amended by redesignating the subject lands as “Urban Area” by colour-coding the subject lands with the corresponding colour as shown in Schedule ‘3’ to this amendment.
4. That Schedule B1 – Functional Plan of Major Transportation Facilities (of the Town of Halton Hills Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by colour-coding the subject lands with the corresponding colour as shown in Schedule ‘4’ to this amendment.
5. That Schedule B2 – Right of Way Classifications (of the Town of Halton Hills Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by colour-coding the subject lands with the corresponding colour as shown in Schedule ‘5’ to this amendment.

6. That Appendix X1A – Environment Natural Areas (of the Town of Halton Hills Official Plan) is hereby amended by relocating the Urban Boundary line to include the subject lands as shown in Schedule ‘6’ to this amendment.
7. That Appendix X1B – Environment Water Resource Areas (of the Town of Halton Hills Official Plan) is hereby amended by relocating the Urban Boundary line to include the subject lands as shown in Schedule ‘7’ to this amendment.
8. That Appendix X2 – High Potential Mineral Aggregate Resource Areas (of the Town of Halton Hills Official Plan) is hereby amended by relocating the Urban Boundary line to include the subject lands as shown in Schedule ‘8’ to this amendment.
9. That Appendix X3 – Waste Disposal Sites (of the Town of Halton Hills Official Plan) is hereby amended by relocating the Urban Boundary line to include the subject lands as shown in Schedule ‘9’ to this amendment.
10. That Section D3.5.4.2 Gateway Area is hereby amended as follows:

“Lands primarily within, but not limited to, the Premier Gateway Employment Area Phases 1A and 2A in the immediate vicinity of James Snow Parkway, Winston Churchill Drive and Trafalgar Road have been designated as Gateway Area on Schedules A1 and A8 to this Plan. The objective of this designation is to:

- a) establish visually attractive points of entry into the Town of Halton Hills that will provide commercial services in support of the Prestige Industrial Area;
- b) draw the travelling public off Highway 401/407, and other major roadways, allowing an introduction to the Town of Halton Hills and its attractions and amenities beyond the Premier Gateway Employment Area or other Employment Areas; and,
- c) provide a location for services that are important to the support of the primary industrial function of the Employment Area such as hotels, financial services and opportunities for shopping.”

11. That Section D2.5.7.8 Special Policy Areas (of the Town of Halton Hills Official Plan) is hereby amended by adding a new Special Policy Area for the subject lands which shall read as follows:

**“D2.5.7.8.2 Special Policy Area 2**

The lands designated as General Employment and Gateway Area and identified as Special Policy Area 2, as shown on Schedule A1 of this Plan, shall be developed in accordance with the following criteria:

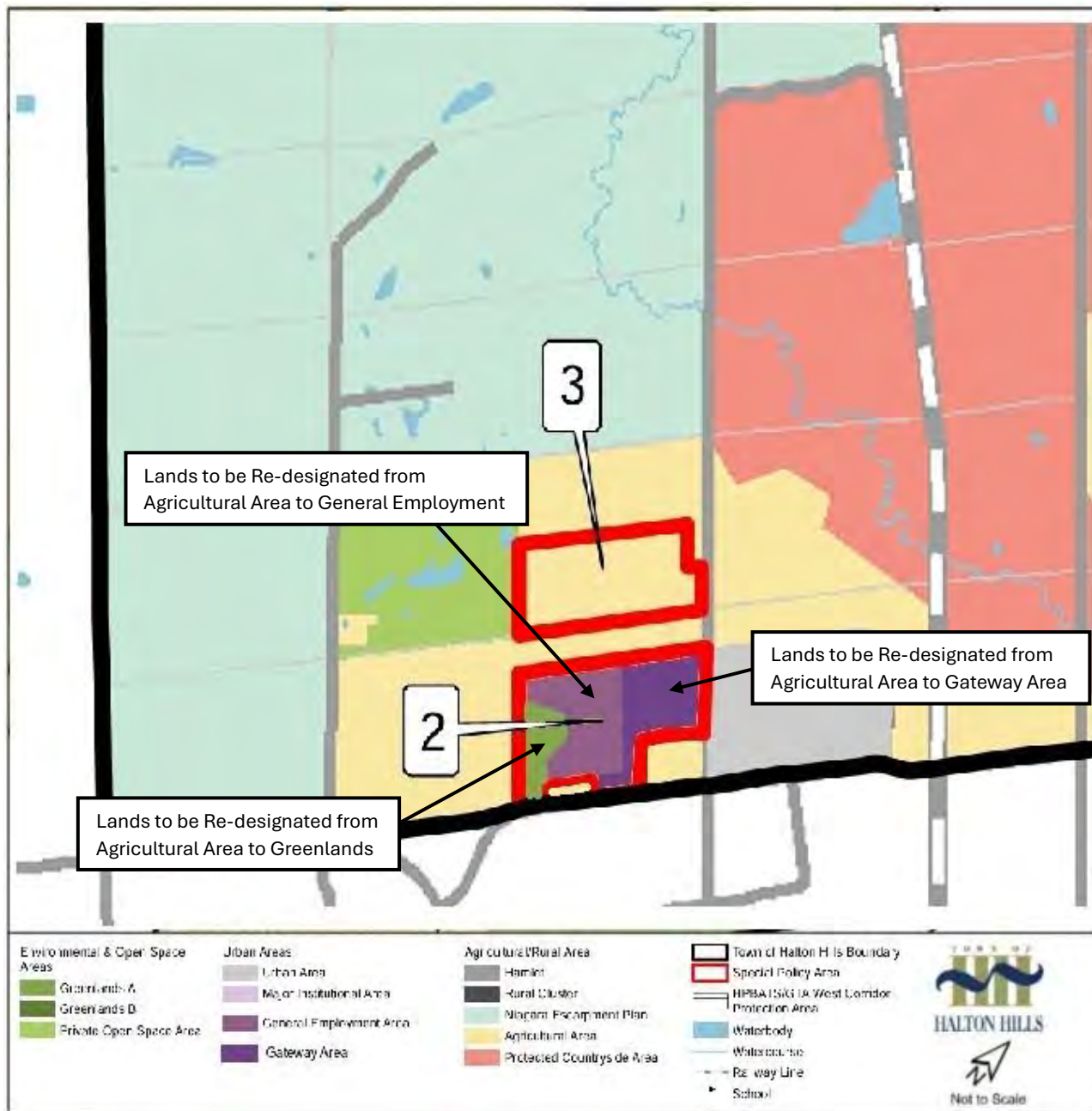
- a) Notwithstanding policy D3.5.4.2.1 b) Permitted Uses, retail commercial uses within the Gateway Area shall be permitted with no maximum floor space.
- b) The boundary between the General Employment and Gateway Area designations on the subject lands is intended to be flexible, and will be formally established through an implementing Zoning By-law and approved application for Site Plan Control.”

12. That Section E1.6.2 Special Policy Area 2 (of the Town of Halton Hills Official Plan) is hereby deleted.
13. That Map 1 – Regional Structure (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘10’ to this amendment.
14. That Map 1B – Parkway Belt Transportation and Utility Corridors (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘11’ to this amendment.
15. That Map 1C – Future Strategic Employment Areas (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and identifying the western portion of the subject lands as “Employment Area” and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘12’ to this amendment.
16. That Map 1D – Municipal Wellhead Protection Zones (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘13’ to this amendment.
17. That Map 1E – Agricultural system (of the former Region of Halton Official Plan) is hereby amended by redesignating the subject lands from “Prime Agricultural Areas” to “Urban Area”, relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘14’ to this amendment.
18. That Map 1F – Identified Mineral Resource Areas (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘15’ to this amendment.
19. That Map 1G – Key Features within the Greenbelt and Regional Natural Heritage Systems (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘16’ to this amendment.
20. That Map 1H – Regional Urban Structure (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and identifying the western portion of the subject lands as “Employment Area” and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘17’ to this amendment.
21. That Map 3 – Functional Plan of Major Transportation Facilities (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘18’ to this amendment.

22. That Map 4 – Right-of-Way Requirements of Arterial Roads (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area” by relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘19’ to this amendment.
23. That Map 5 – Regional Phasing (of the former Region of Halton Official Plan) is hereby amended by identifying the subject lands as “Urban Area with Regional Phasing between 2021 and 2051”, relocating the Regional Urban Boundary line and colour-coding the subject lands with the corresponding colour as shown in Schedule ‘20’ to this amendment.

## SCHEDULE 1 TO OPA No. XX

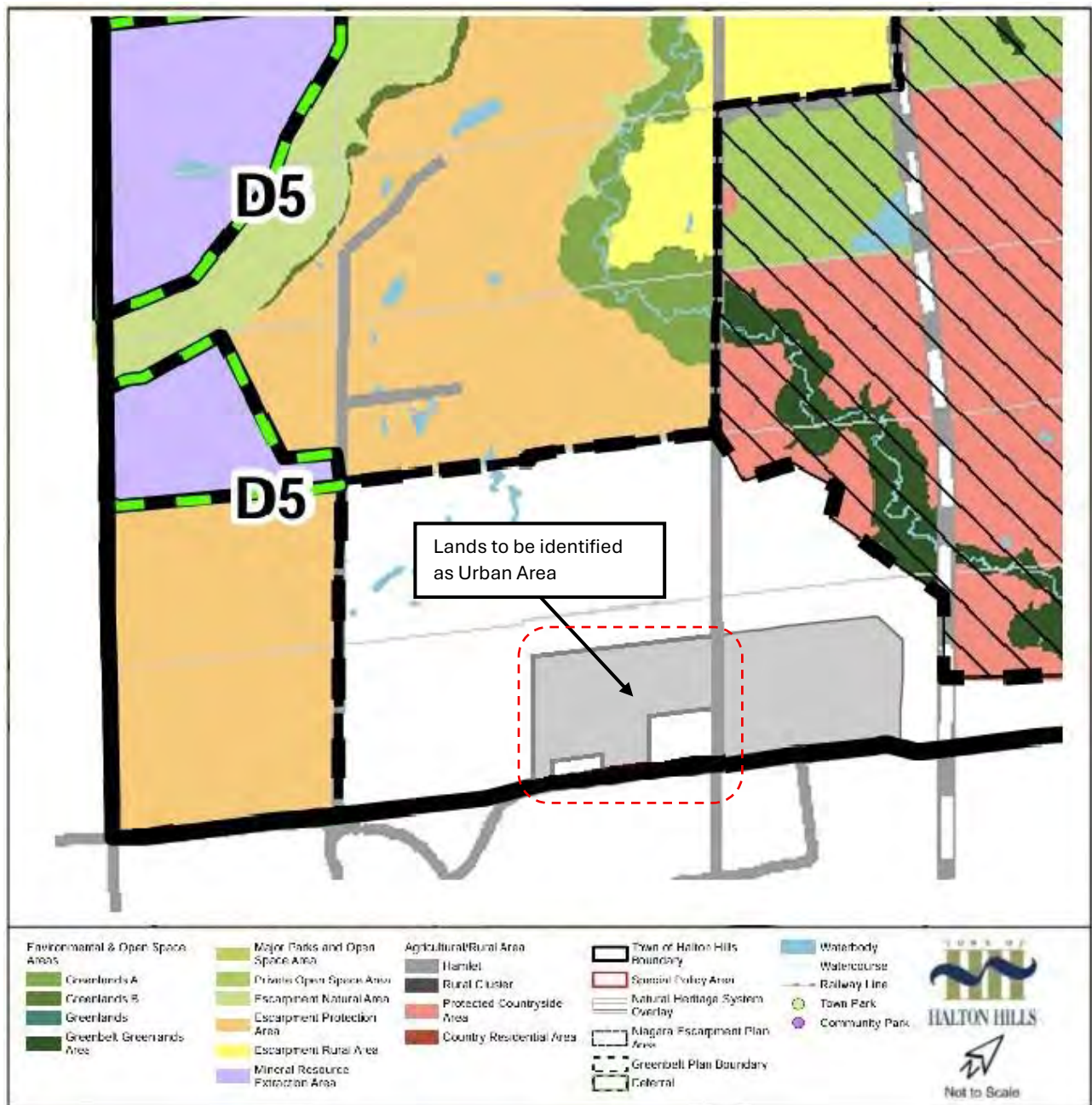
### Excerpt of Schedule A1 – Land Use Plan (Town of Halton Hills Official Plan)





## SCHEDULE 2 TO OPA No. XX

### Excerpt of Schedule A2 – Greenbelt Plan (Town of Halton Hills Official Plan)



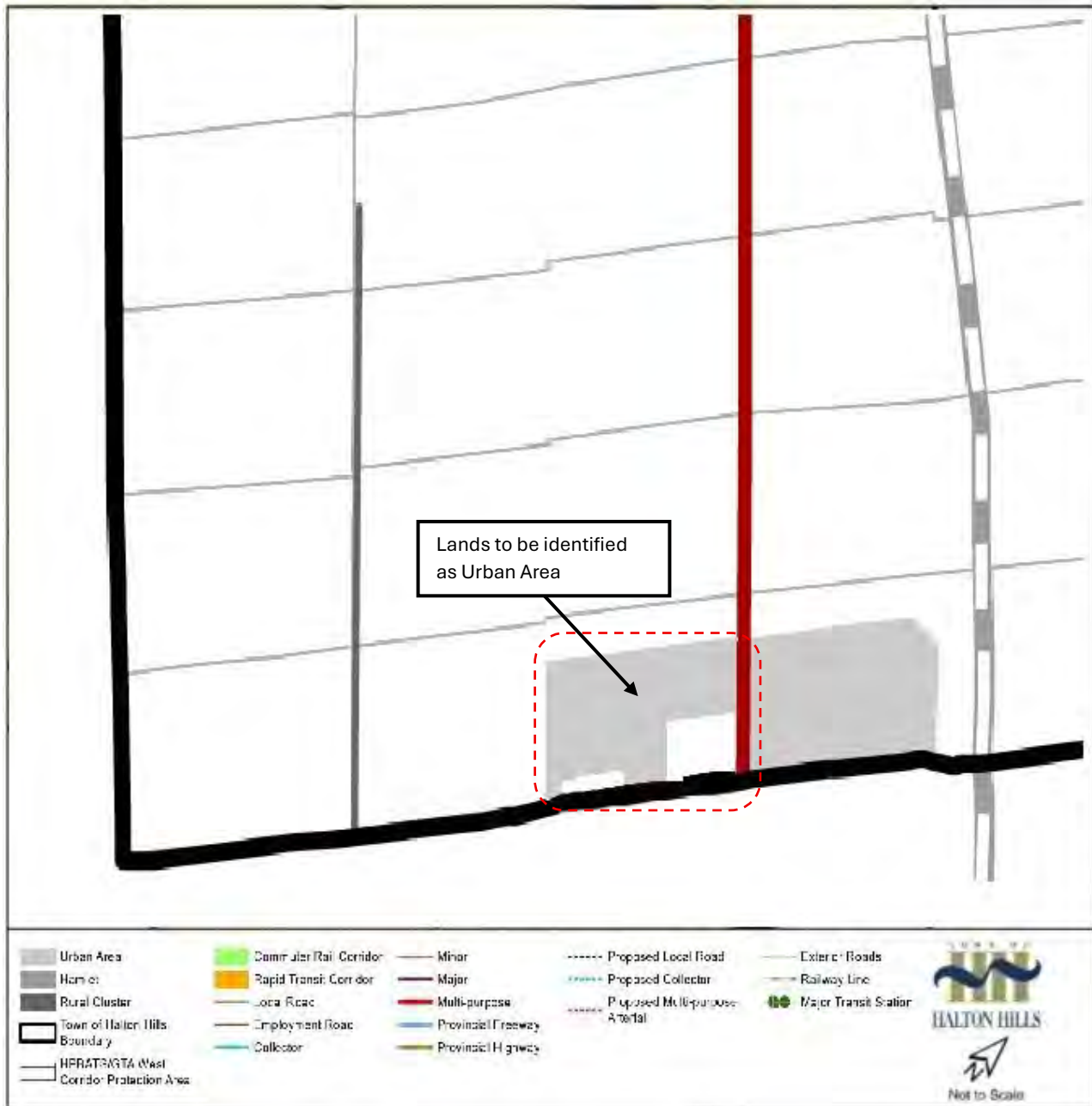
## SCHEDULE 3 TO OPA No. XX

### Excerpt of Schedule A17 – Future Strategic Employment Areas (Town of Halton Hills Official Plan)



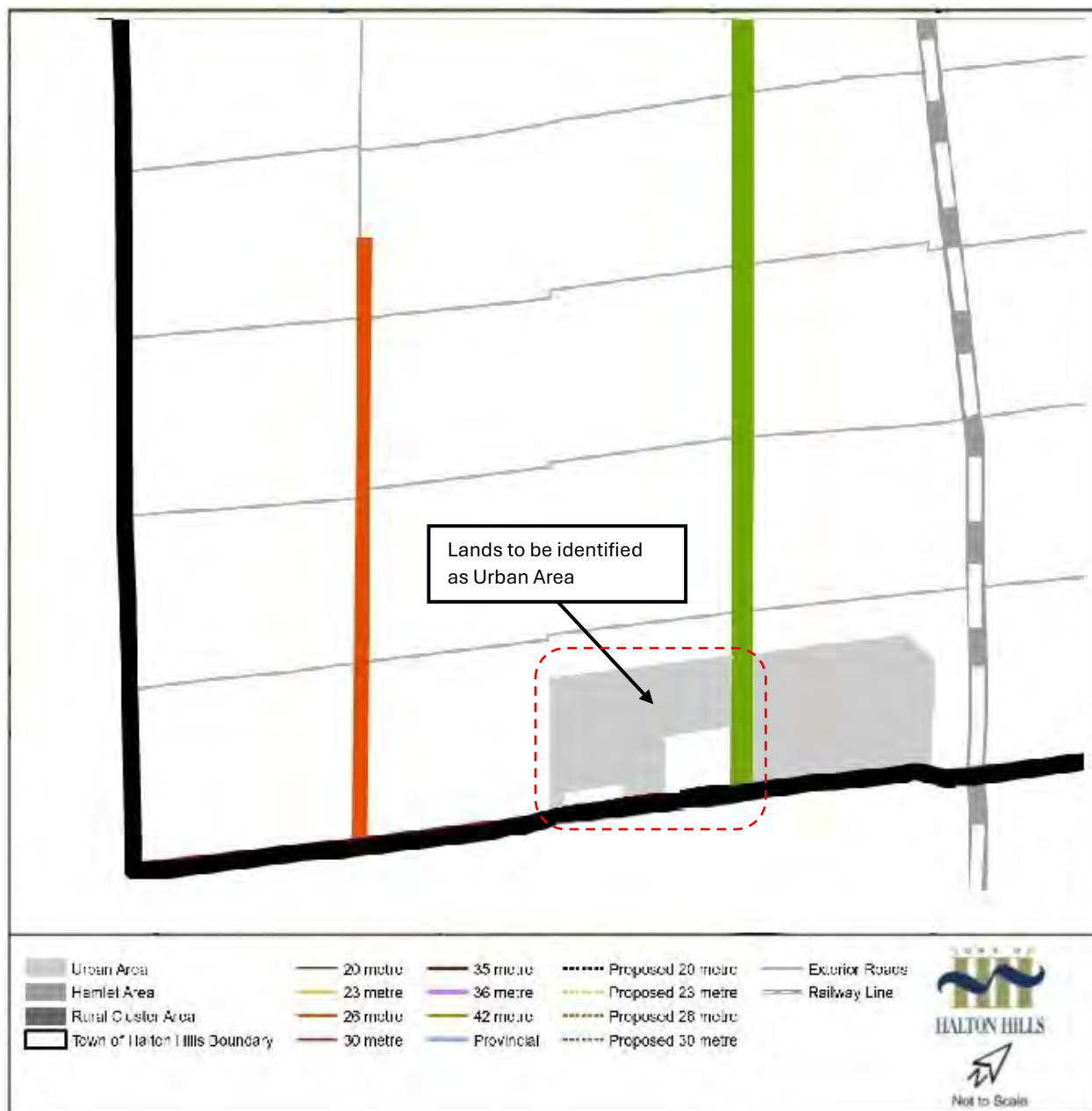
## SCHEDULE 4 TO OPA No. XX

### Excerpt of Schedule B1 – Functional Plan of Major Transportation Facilities (Town of Halton Hills Official Plan)



# SCHEDULE 5 TO OPA No. XX

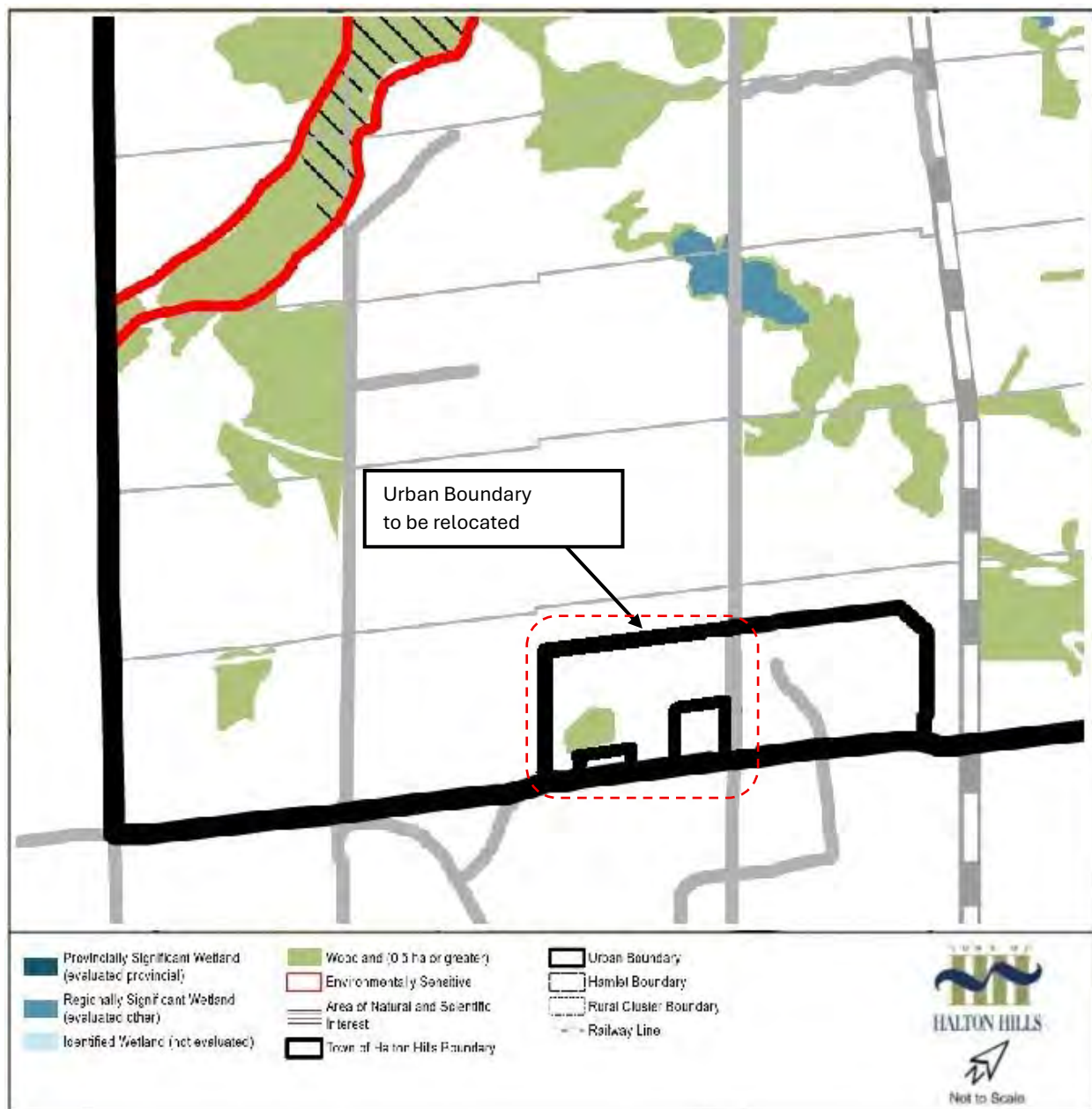
## Excerpt of Schedule B2 – Right-of-Way Classifications (Town of Halton Hills Official Plan)





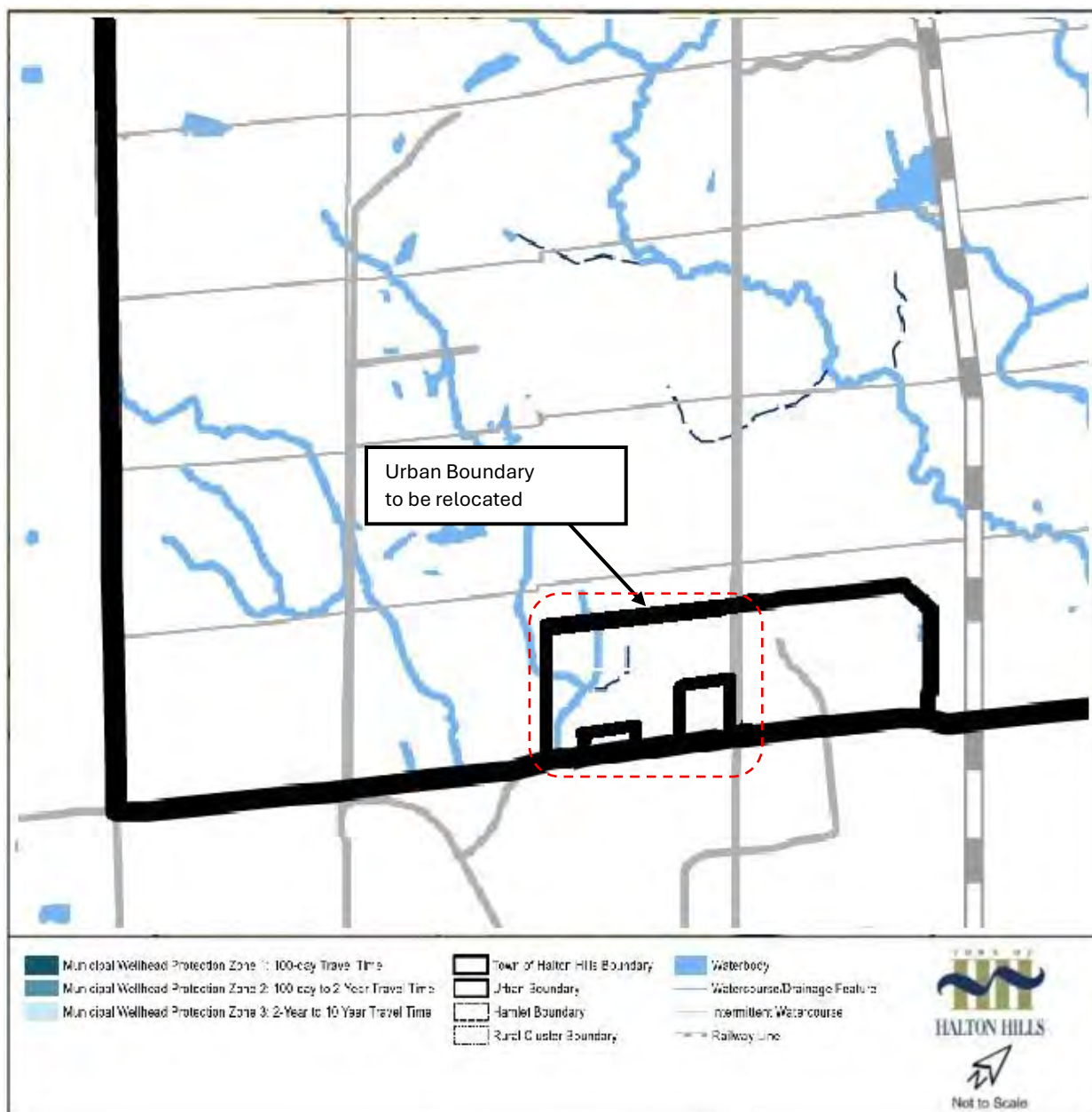
## SCHEDULE 6 TO OPA No. XX

### Excerpt of Appendix X1A – Environment Natural Areas (Town of Halton Hills Official Plan)



## SCHEDULE 7 TO OPA No. XX

### Excerpt of Appendix X1B – Environment Water Resource Areas (Town of Halton Hills Official Plan)



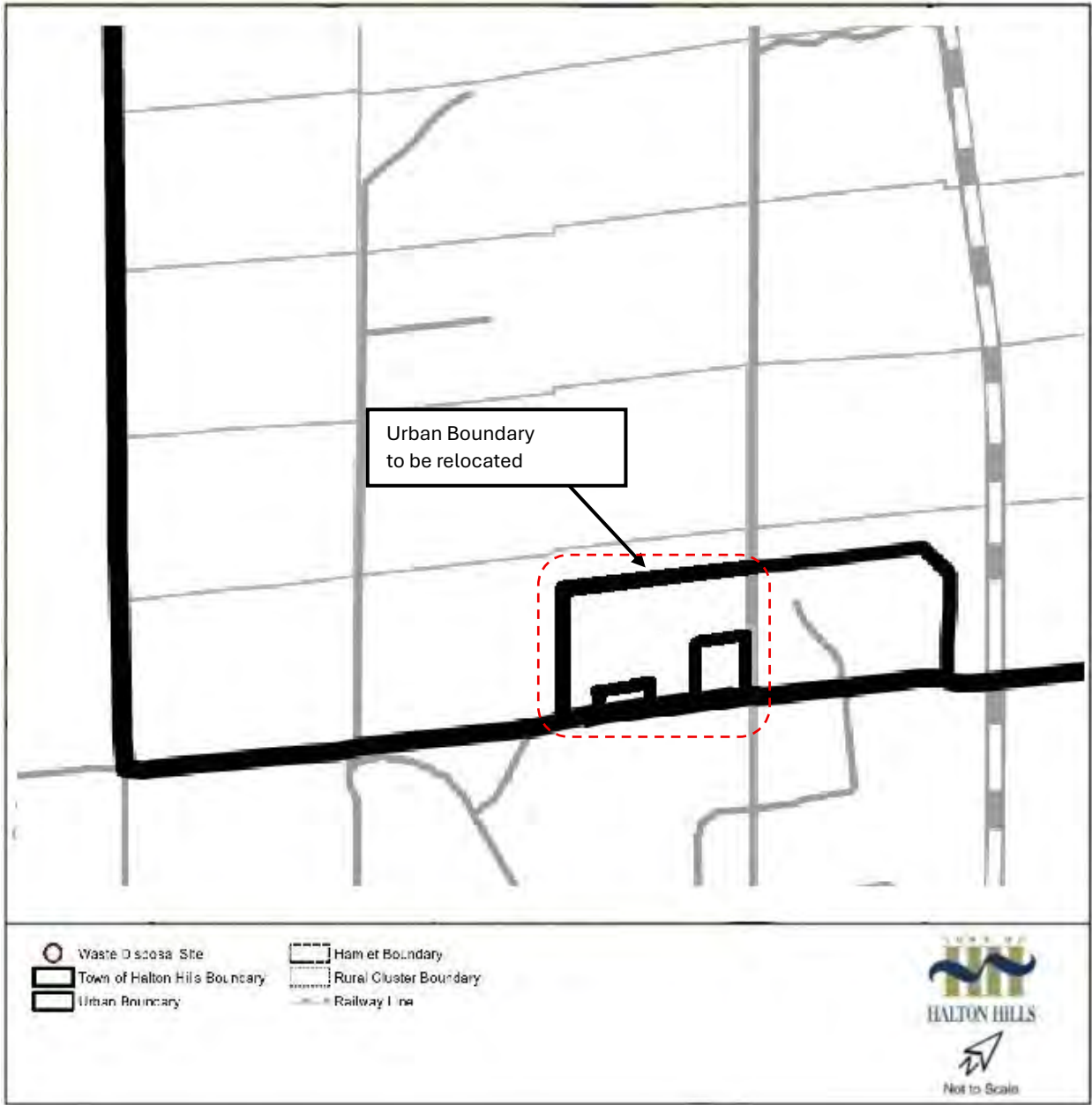
## SCHEDULE 8 TO OPA No. XX

### Excerpt of Appendix X2 – High Potential Mineral Aggregate Resource Areas (Town of Halton Hills Official Plan)



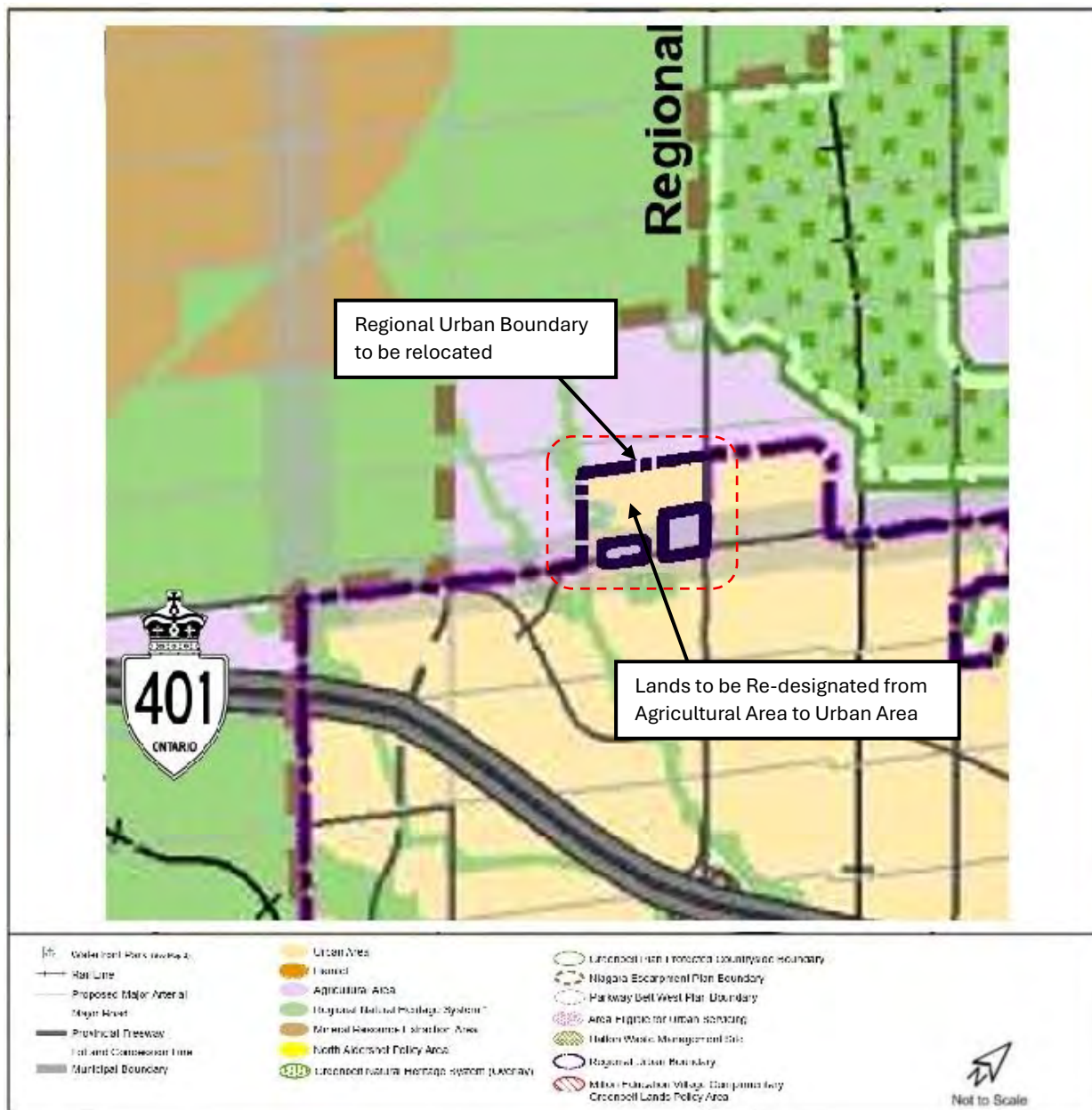


SCHEDULE 9 TO OPA No. XX



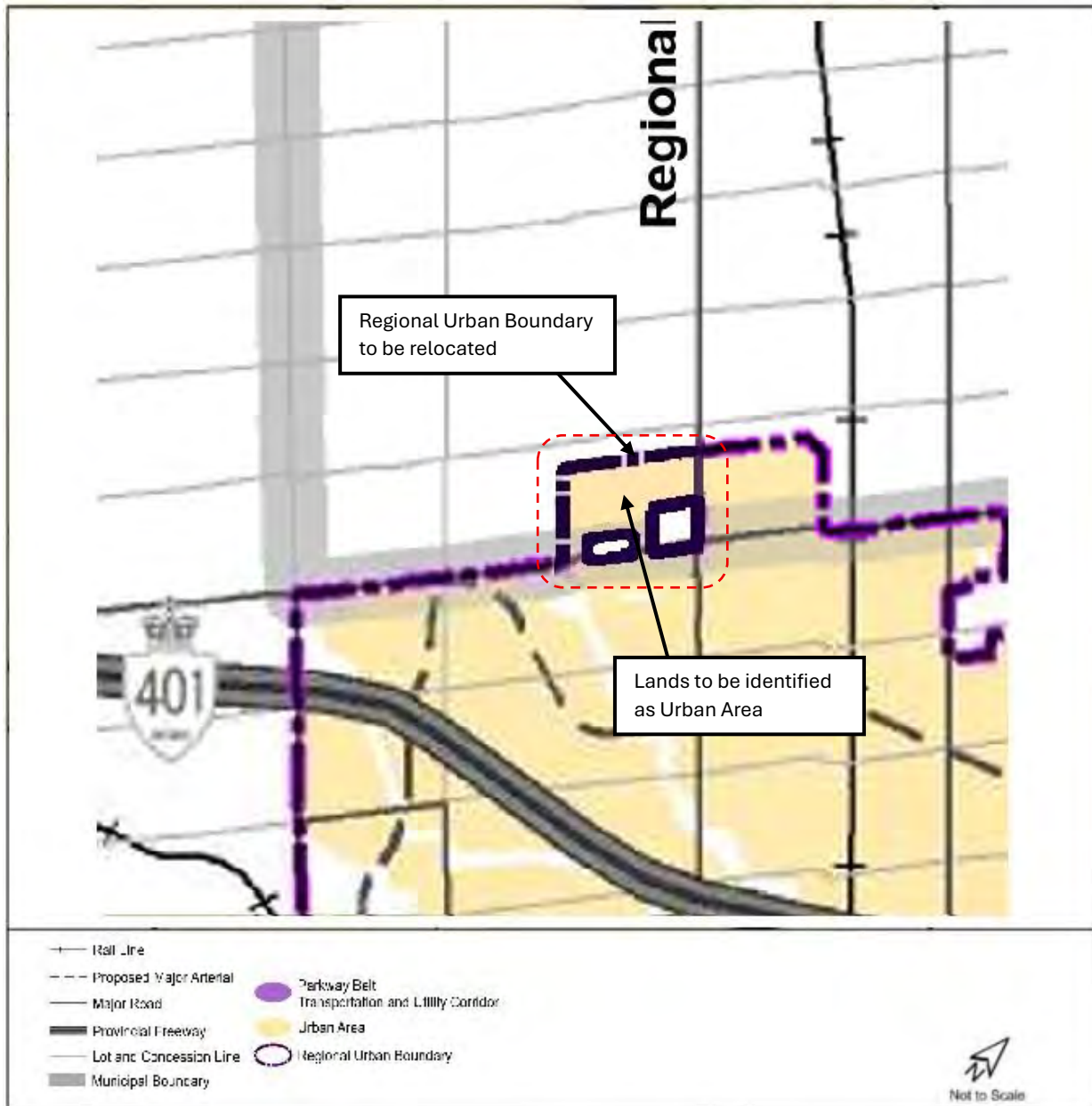
# SCHEDULE 10 TO OPA No. XX

## Excerpt of Map 1 – Regional Structure (former Region of Halton Official Plan)



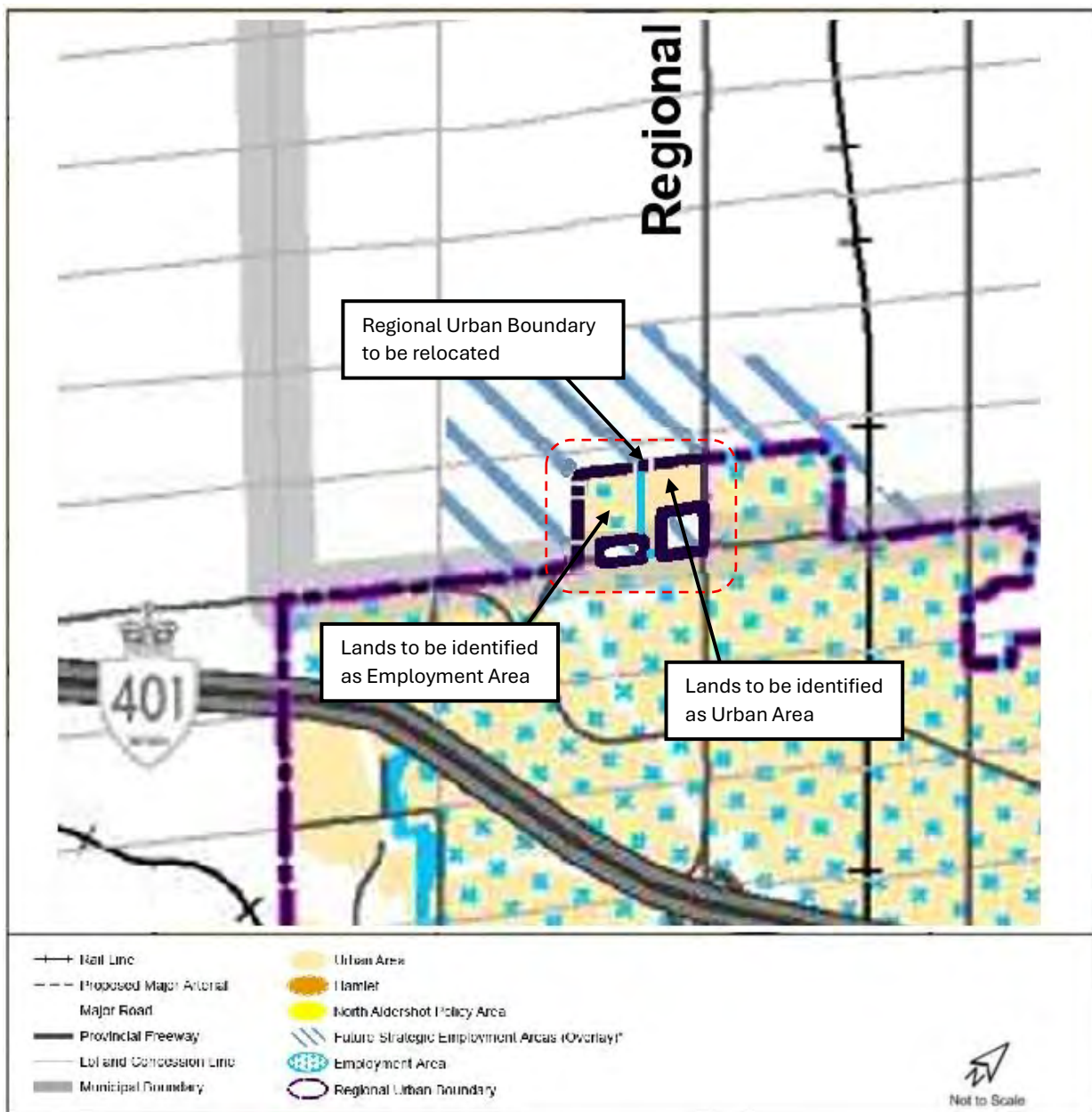
## SCHEDULE 11 TO OPA No. XX

### Excerpt of Map 1B – Parkway Belt Transportation and Utility Corridors (former Region of Halton Official Plan)



## SCHEDULE 12 TO OPA No. XX

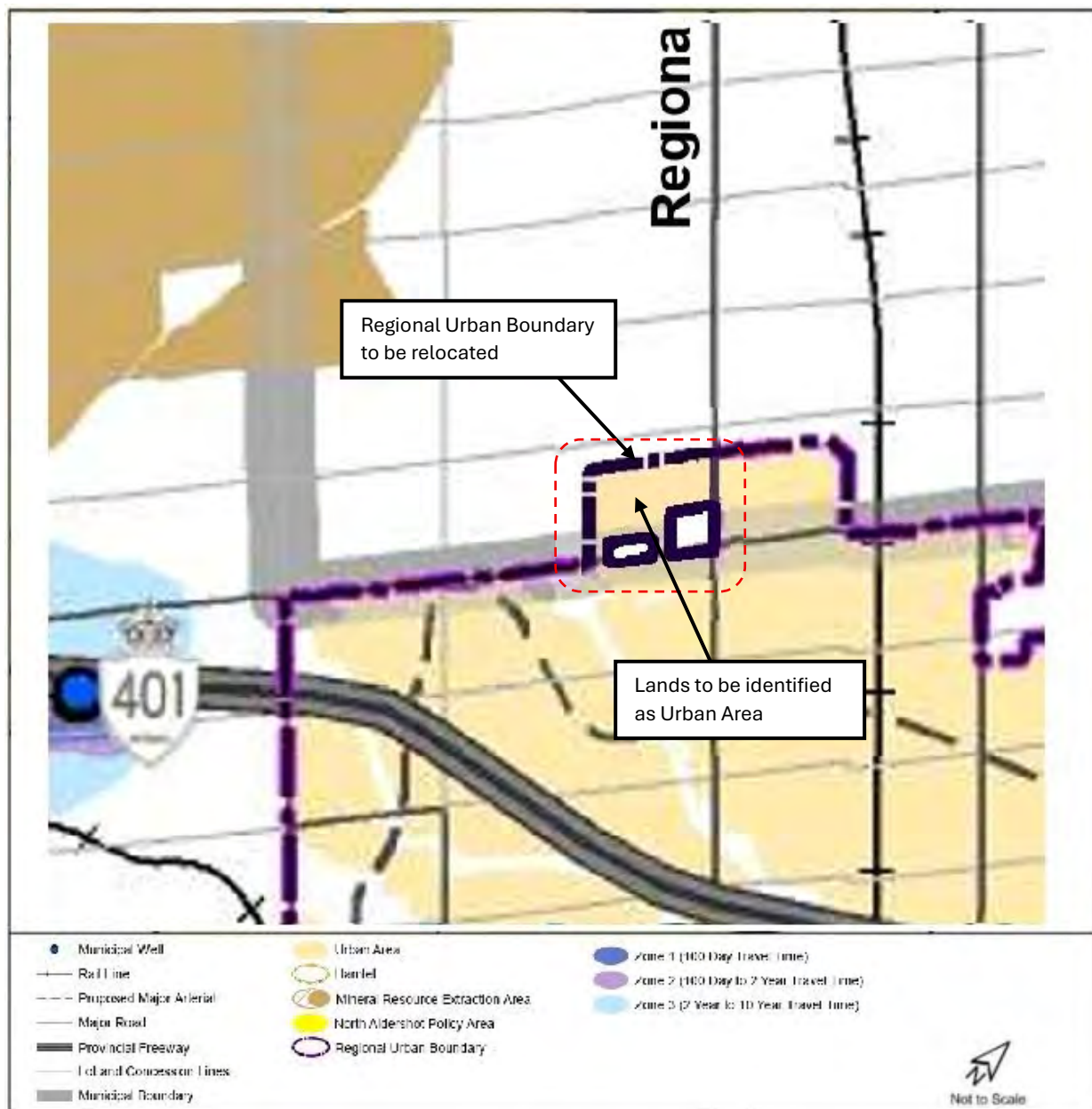
### Excerpt of Map 1C – Future Strategic Employment Areas (former Region of Halton Official Plan)





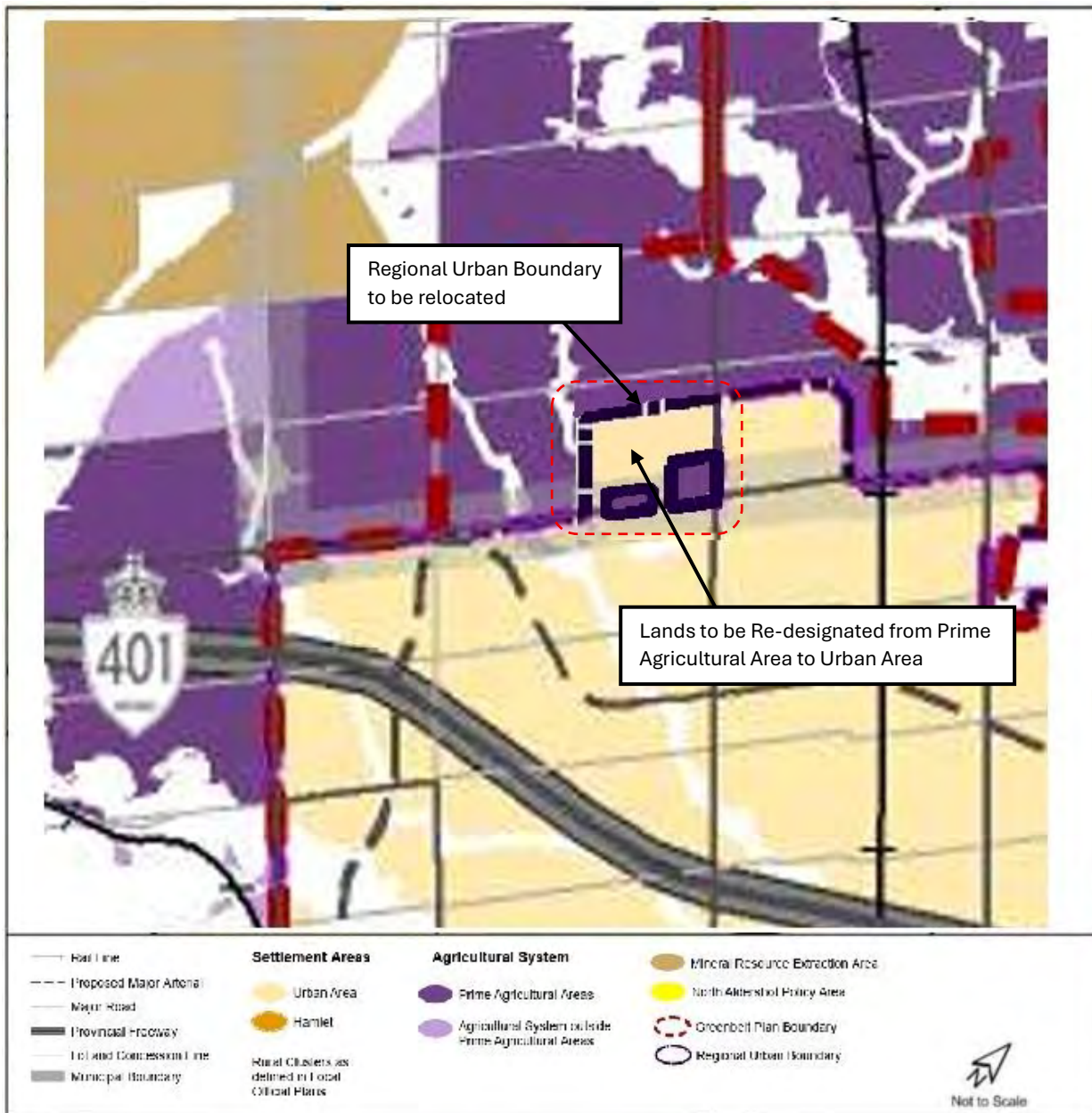
## SCHEDULE 13 TO OPA No. XX

### Excerpt of Map 1D – Municipal Wellhead Protection Zones (former Region of Halton Official Plan)



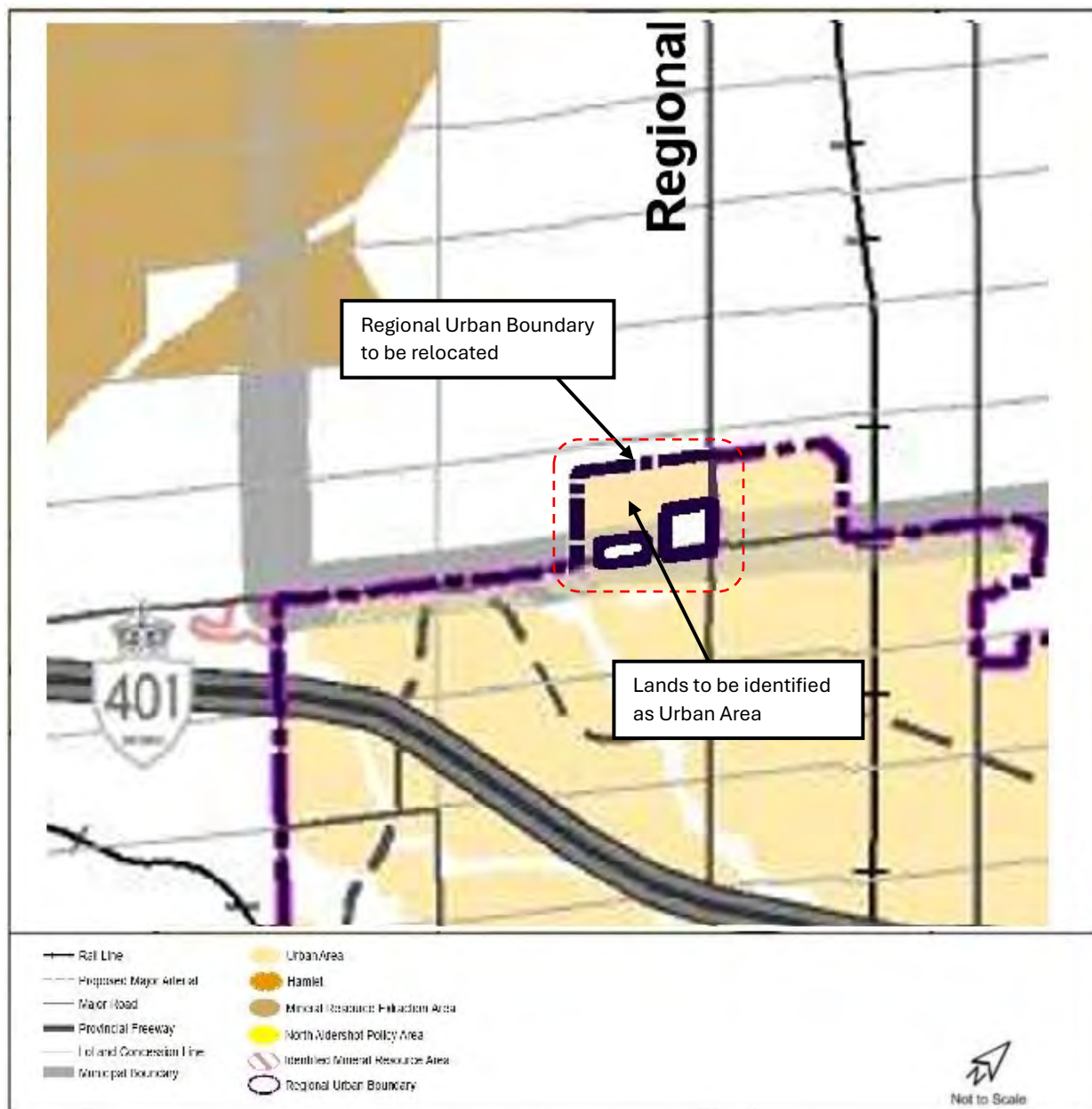
## SCHEDULE 14 TO OPA No. XX

### Excerpt of Map 1E – Agricultural System and Settlement Areas (former Region of Halton Official Plan)



## SCHEDULE 15 TO OPA No. XX

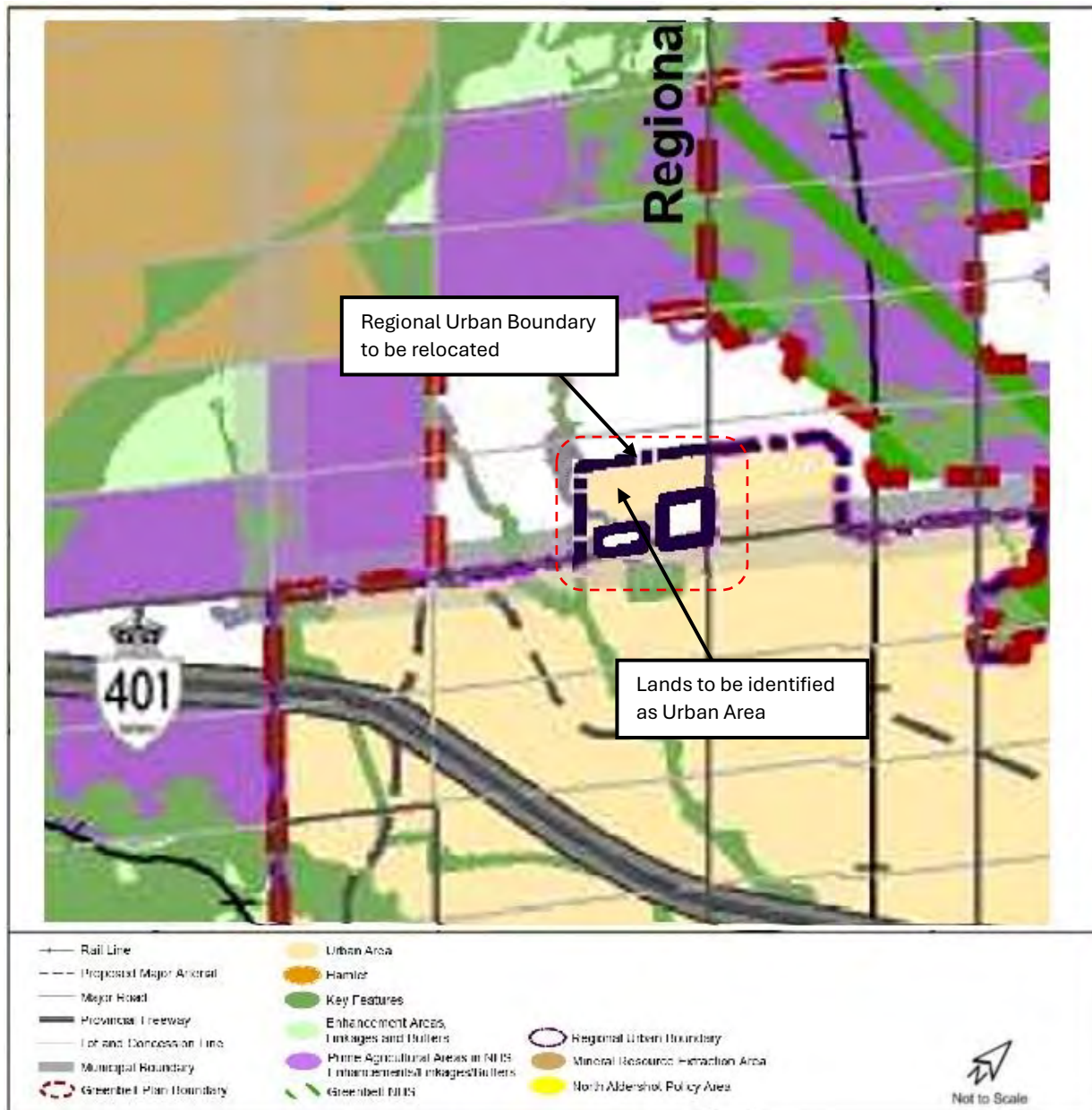
### Excerpt of Map 1F – Identified Mineral Resource Areas (former Region of Halton Official Plan)





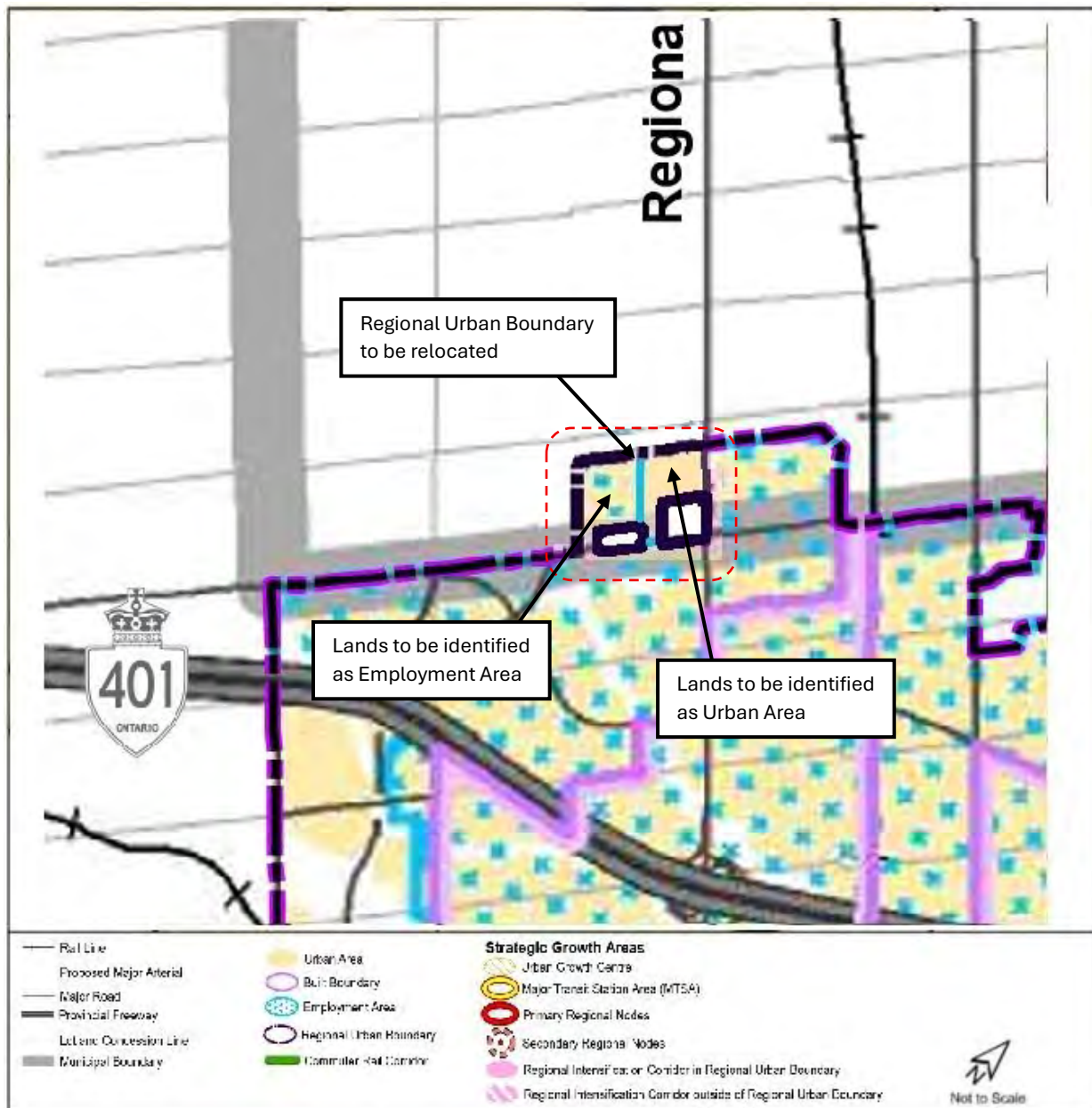
## SCHEDULE 16 TO OPA No. XX

### Excerpt of Map 1G – Key Features within the Greenbelt and Regional Natural Heritage Systems (former Region of Halton Official Plan)



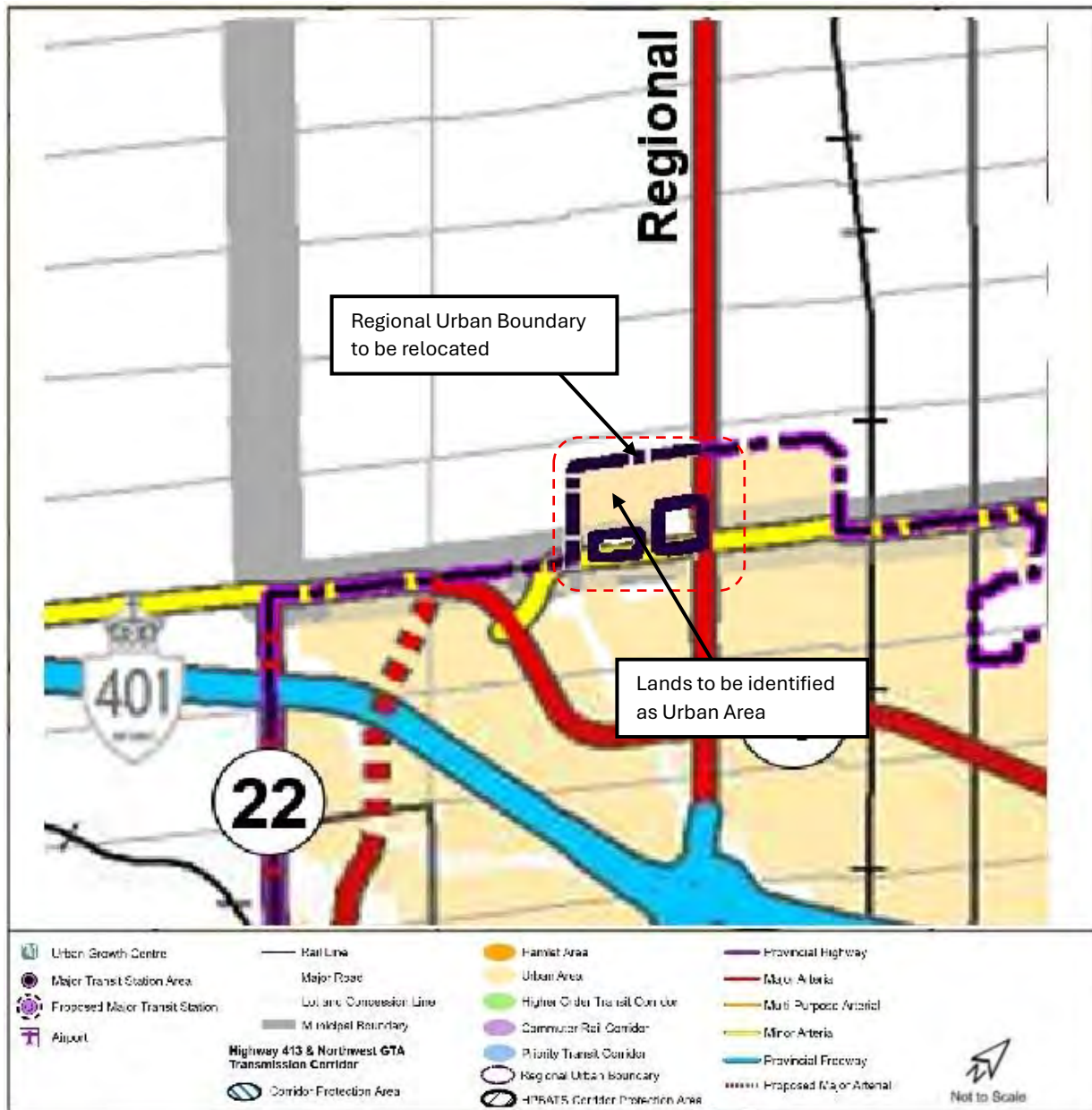
## SCHEDULE 17 TO OPA No. XX

### Excerpt of Map 1H – Regional Urban Structure (former Region of Halton Official Plan)



## SCHEDULE 18 TO OPA No. XX

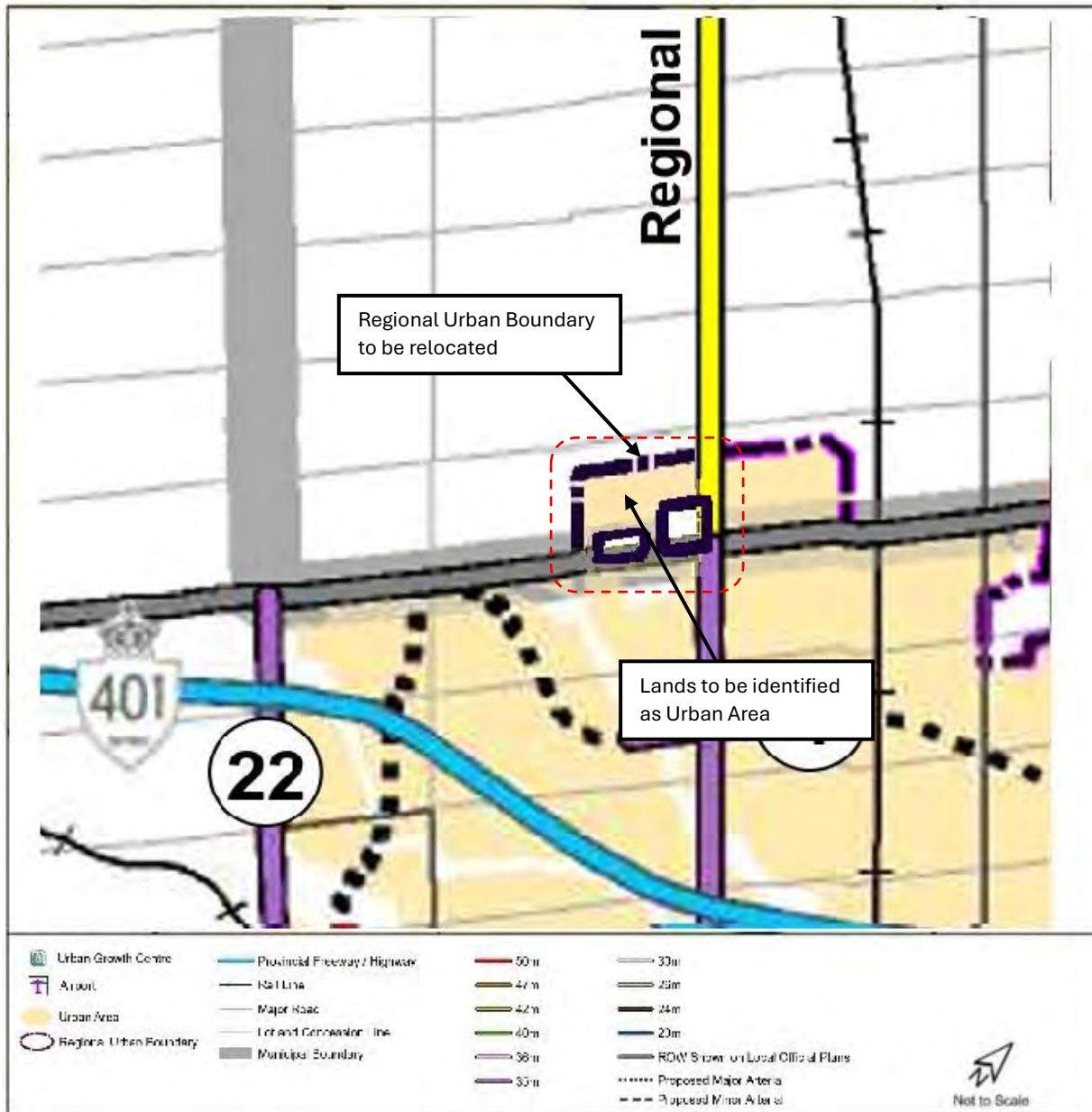
### Excerpt of Map 3 – Functional Plan of Major Transportation Facilities (former Region of Halton Official Plan)





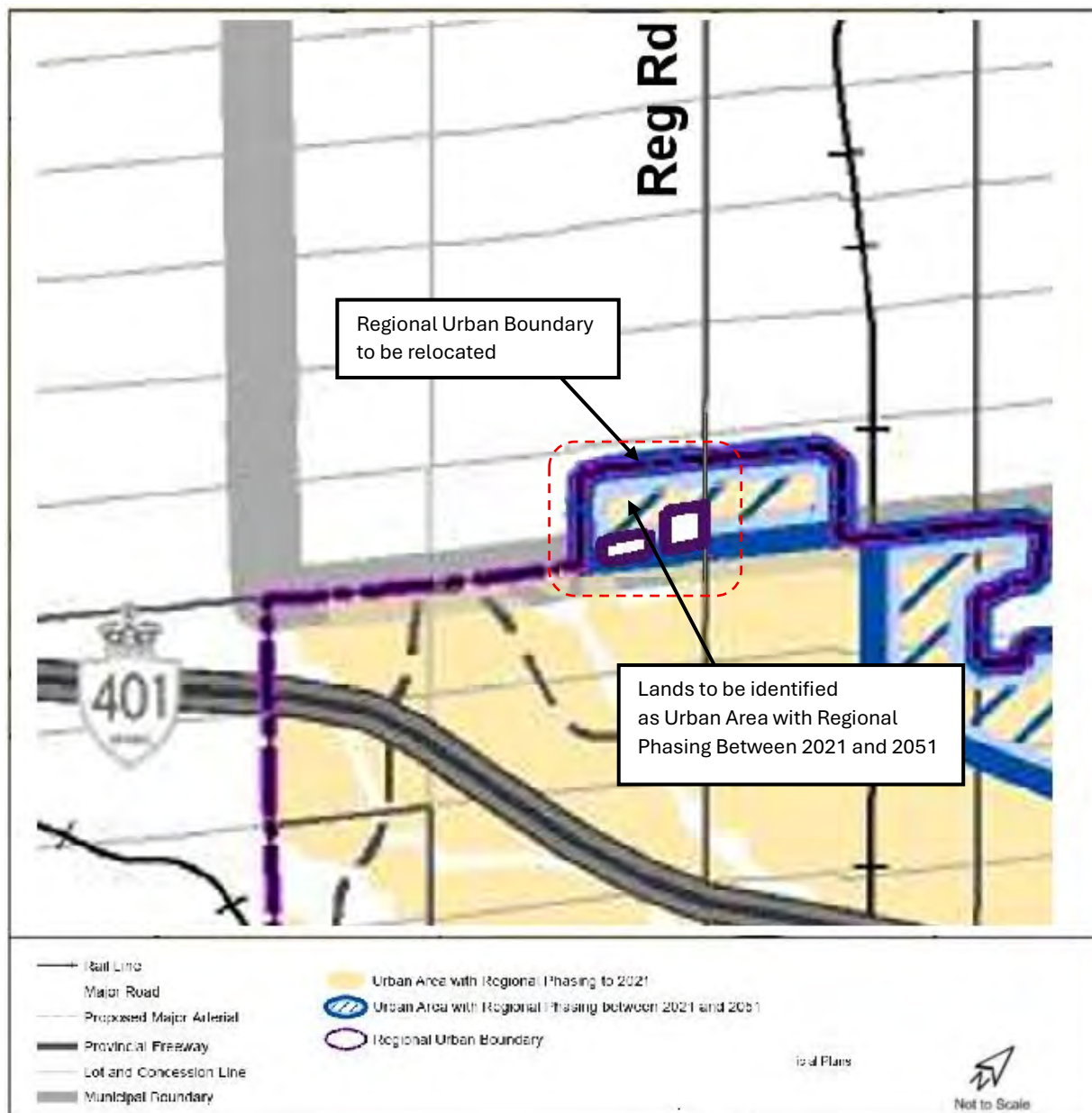
## SCHEDULE 19 TO OPA No. XX

### Excerpt of Map 4 – Right-of-Way Requirements of Arterial Roads (former Region of Halton Official Plan)



## SCHEDULE 20 TO OPA No. XX

### Excerpt of Map 5 – Regional Phasing (former Region of Halton Official Plan)



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# Appendix B

## Draft Zoning By-law Amendment



**BY-LAW NO. 2025-XXXX**

A By-law to Amend Zoning By-law 2010-0050, as amended

9094 Regional Road 25

Being Part of Lot 6, Concession 2 Esquesing, except for Part 1 on Plan 20R-909; except for Parts 1 & 2 on Plan 20R-11484; Except Parts 2 & 3 on Plan 20R-3009; and Except Part 1 on Plan PM-293, Town of Halton Hills, Regional Municipality of Halton.

**WHEREAS** the Council of the Corporation of the Town of Halton Hills is empowered to enact this By-law by virtue of the provisions of the Planning Act, R.S.O. 1990, c. P.13, as amended;

**AND WHEREAS** on XXX ##, 2025, Council for the Town of Halton Hills approved Report No. PD-2025-XXX, dated XXX ##, 2025, in which certain recommendations were made relating to amending Zoning By-law 2010-0050;

**AND WHEREAS** Council has recommended that Zoning By-law 2010-0050 be amended as hereinafter set out;

**AND WHEREAS** said recommendation will conform to the Official Plan for the Town of Halton Hills;

**NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:**

1. That Schedule "A1" of Zoning By-law 2010-0050, as amended, is hereby further amended by rezoning the lands described as Part of Lot 6, Concession 2 Esquesing, except for Part 1 on Plan 20R-909; except for Parts 1 & 2 on Plan 20R-11484; Except Parts 2 & 3 on Plan 20R-3009; and Except Part 1 on Plan PM-293, Town of Halton Hills, Regional Municipality of Halton, municipally known as 9094 Regional Road 25, from Agricultural Exception Zone 9, A(9) to an Employment One Exception Zone XX, EMP1(XX), Employment Transition Exception Zone XX, ET(XX), Gateway Commercial Exception Zone XX, GC (XX) and Environmental Protection One Zone, EP1, as shown on Schedule "A" attached to and forming part of this By-law;
2. That Section 2.1 of Zoning By-law 2010-0050 is hereby amended by adding the Gateway Commercial Zone, with the symbol GC, under Urban Commercial Zones.
3. That Section 2.1 of Zoning By-law 2010-0050 is hereby further amended by adding the Employment Transition Zone, with the symbol ET, under Urban Employment Zones

4. That Table 7.1: Part A (Permitted Residential Uses in Urban Commercial Zones) of Zoning By-law 2010-0050 is hereby amended by adding the Gateway Commercial (GC) Zone and permitted uses contained in Schedule “B” attached to and forming part of this by-law;
5. That Table 7.2: Part B (Permitted Non-Residential Uses in Urban Commercial Zones) of Zoning By-law 2010-0050 is hereby amended by adding the Gateway Commercial (GC) Zone and permitted uses contained in Schedule “B” attached to and forming part of this by-law;
6. That Table 7.3: Standards for Urban Commercial Zones of Zoning By-law 2010-0050 is hereby amended by adding the Gateway Commercial (GC) Zone and zone standards contained in Schedule “B” attached to and forming part of this by-law;
7. That Part 8 (Urban Employment Zone) of Zoning By-law 2010-0050 is hereby amended by adding the following section:

#### 8.3 Transition Zone

The Employment Transition Zone (ET) was established as a placeholder zone to provide flexibility in establishing the boundary between an abutting Employment One (EMP1) Zone and Gateway Commercial (GC) Zone. In an ET zone, no person shall use or permit the use of any land, or erect, alter, enlarge, use or maintain any building or structure until such time a definitive boundary between the two zones is delineated through an approved application for Site Plan Control.

Only the permitted uses and zone standards that apply to the abutting EMP1 or GC Zone are applicable in each respective zone. In no case shall both the EMP1 and GC permitted uses and zoning standards apply to the same area of land in an ET Zone.

The ET zone will be implemented by an Exception Provision found in Table 13.1 of this by-law.

8. That Table 13.1: Exceptions of Zoning By-law 2010-0050 is hereby amended by adding the Exception Provisions contained in Schedule “C” attached to and forming part of this By-law; and

**BY-LAW** read and passed by the Council for the Town of Halton Hills this ##th day of XXX, 2025.

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MAYOR – ANN LAWLOR

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TOWN CLERK – VALERIE PETRYNIAK



SCHEDULE A to By-law 2025-XXXX



- 9094 Regional Rd 25
- Zone Change from Agricultural (A) Zone to Gateway Commercial (GC)
- Zone Change from Agricultural (A) Zone to Employment One (EMP1)
- Zone Change from Agricultural (A) Zone to Employment Transition (ET)
- Zone Change from Agricultural (A) Zone to Environmental Protection One (EP1)



## SCHEDULE B to By-law 2025-XXXX

**Table 7.1: Part A (Permitted Residential Uses in Urban Commercial Zones)**

USE	DC1	DC2	GCN1	GCN2	GCN3	SNC	CC	LC	GC
<i>Accessory Dwelling Unit</i>	X (13)	X (13)							
<i>Dwelling Units in a Non-Residential Building</i>	X (17)	X (17)							
<i>Street Townhouse Dwelling Units</i>	X (15)	X (15)							
<i>Multiple Dwelling Units</i>	X (15)	X (15)							
<i>Apartment Dwelling Units</i>	X (15)	X (15)							
<i>Bed and Breakfast Establishments</i>	X (2)	X (2)							
<i>Group Homes Type 1</i>		X (16)							
<i>Home Occupations</i>	X (12)	X (12)							
<i>Long Term Care Facilities</i>	X (15)	X (15)							
<i>Retirement Homes</i>	X (15)	X (15)							
<i>Single Detached Dwellings</i>	X (11)	X (11)							
<i>Semi Detached Dwellings</i>	X (11)	X (11)							
<i>Second Level Lodging Homes</i>	X (18)	X (18)							
<i>Treatment Centres</i>		X (14)							

**Table 7.2: Part B (Permitted Non-Residential Uses in Urban Commercial Zones)**

USE	DC1	DC2	GCN1	GCN2	GCN3	SNC	CC	LC	GC
<i>Adult Specialty Stores</i>	X(1)(10)		X	X	X	X	X		X
<i>Adult Video Stores</i>							X(5)		X(5)
<i>Animal Clinics</i>	X		X	X	X	X	X	X(9)	X
<i>Art Galleries</i>	X	X(7)					X		X
<i>Banquet Halls</i>	X		X	X					
<i>Business Offices</i>	X	X(7)	X(6)	X	X	X	X	X(9)	X
<i>Building Supply Outlets</i>							X		X
<i>Commercial Fitness Centres</i>	X		X	X		X	X	X(9)	X
<i>Commercial Parking Lots</i>	X								
<i>Community Centres</i>						X			
<i>Day Nurseries</i>	X	X(7)	X	X	X	X	X	X(9)	X
<i>Department Stores</i>			X						X
<i>Financial Institutions</i>	X(1)		X	X	X	X	X		X
<i>Funeral Homes</i>	X								
<i>Gas Bars</i>						X	X		X
<i>Hotels</i>	X	X(7)	X	X			X		X
<i>Libraries</i>	X					X			
<i>Medical Offices</i>	X(1)	X(7)	X	X	X	X	X	X(9)	X
<i>Motor Vehicle Repair Establishments</i>				X(19)			X		X
<i>Motor Vehicle Sales and/or Rental Establishments</i>				X			X		X
<i>Motor Vehicle Washing Establishments</i>				X(19)		X	X		X
<i>Museums</i>	X	X(7)							
<i>Open Air Farmers Markets</i>	X								

USE	DC1	DC2	GCN1	GCN2	GCN3	SNC	CC	LC	GC
<i>Outdoor Display and Sales, Accessory</i>	X	X	X	X	X	X	X	X	X
<i>Parking Garages</i>	X								
<i>Parks, Public</i>	X	X	X	X	X	X	X	X	X
<i>Places of Amusement</i>			X						
<i>Places of Entertainment</i>	X		X			X	X		X
<i>Places of Worship</i>	X	X(7)				X	X		X
<i>Private Clubs</i>	X		X	X			X		X
<i>Private Home Daycare</i>	X	X							
<i>Restaurants, Restaurants Take-out</i>	X(1)	X(7)	X	X	X	X	X	X(9)	X
<i>Retail Stores</i>	X(1)	X(7)	X	X	X	X(8)	X	X(9)	X
<i>Schools, Commercial</i>	X	X(7)	X	X	X	X	X	X(9)	X
<i>Schools, Private</i>	X	X(7)	X	X	X	X	X	X(9)	X
<i>Service Commercial Uses</i>	X	X(7)	X	X	X	X	X	X(9)	X
<i>Service Shops</i>	X	X(7)	X	X	X	X	X	X(9)	X
<i>Specialty Food Stores</i>	X(3)		X	X	X	X	X	X(9)	X
<i>Supermarkets</i>	X(3)		X(4)	X(7)		X(7)	X(7)	X(3)	X
<i>Theatres</i>	X		X	X		X	X		X
<i>Trade and Convention Centres</i>			X	X			X		X

**Table 7.3: Standards for Urban Commercial Zones**

ZONE	Minimum Lot Frontage	Minimum Required Front Yard	Minimum Required Rear Yard	Minimum Required Interior Side Yard	Minimum Required Exterior Side Yard	Maximum Height
DC1(8)	0.0m	0.0m (5)	0.0m (4)(5)	0.0m (4)(5)	0.0m (5)	13.0m
DC2(8)	15.0m	6.0m (1)	7.5m	1.2m	3.0m(1)	11.0m
GCN1	0.0m	0.0m (2)(7)	0.0m (4)	0.0m (4)(6)	0.0m (2)(7)	25.0m(3)
GCN2	0.0m	0.0m (2)(7)	0.0m (4)	0.0m (4)(6)	0.0m (2)(7)	25.0m(3)
GCN3	0.0m	0.0m (2)(7)	0.0m (4)	0.0m (4)(6)	0.0m (2)(7)	13.0m(3)
SNC	0.0m	0.0m (7)	0.0m (4)	0.0m (4)(6)	0.0m (7)	11.0m
CC	0.0m	0.0m (7)	0.0m (4)	0.0m (4)(6)	0.0m (7)	11.0m
LC	0.0m	0.0m (7)	0.0m (4)	0.0m (4)(6)	0.0m (7)	11.0m
GC	0.0m	0.0m (7)	0.0m (4)	0.0m (4)(6)	0.0m (7)	11.0m

## SCHEDULE C to By-law 2025-XXXX

**Table 13.1: Exceptions**

1	2	3	4	5	6	7
Exception Number	Zone	Municipal Address	Additional Permitted Uses	Only Permitted Uses	Uses Prohibited	Special Provisions
XX	EMP1	9094 Regional Road 25				(i) Maximum required Height- 15 m (ii) The Front Yard is defined as Regional Road 25
XX	GC	9094 Regional Road 25				(i) Maximum required height- 15 m (ii) The Front Yard is defined as Regional Road 25
XX	ET	9094 Regional Road 25	All uses permitted in the EMP1 and GC Zones			(i) No development shall be permitted until a boundary between the EMP1 and GC zones is delineated through an approved application for Site Plan Control. (ii) Only the permitted uses and zone standards that apply to the abutting EMP1 or GC Zone are applicable in each respective zone. In no case shall both the EMP1 and GC permitted uses and zoning standards apply to the same area of land. (iii) The applicable exception provisions attached to the EMP1 and GC zones shall also apply to each respective zone category identified in this zone. (iv) The boundary between the EMP1 and GC zones may be modified by amendment to the approved Site Plan.

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# Appendix C

## Detailed Policy Analysis

## Detailed Policy Analysis

Policy		Analysis
Planning Act, R.S.O. 1990, Chapter P.13 (September 8, 2025)		
<b>Provincial Interest</b>		
2. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as		
(a)	the protection of ecological systems, including natural areas, features and functions;	The proposed development accounts for the protection of the woodlot and watercourse, among other key natural areas, along the western boundary of the subject lands by preserving and enhancing the features and incorporating the required buffers as recommended by the NHE.
(b)	the protection of the agricultural resources of the Province;	As concluded in the AIA prepared by Clark Consulting, the proposed development will not have a significant impact on the limited adjacent agricultural uses. The subject lands are already utilized for non-farm uses.
(c)	the conservation and management of natural resources and the mineral resource base;	<i>Not applicable to this application.</i>
(d)	the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	<p>The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.</p> <p>A Stage 1 Archaeological Assessment prepared by ACC advises that the subject lands may have general archaeological potential. A Stage 2</p>

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		assessment will be completed to confirm, document and map all areas of low to no potential prior to any disturbance of the subject lands.
(e)	the supply, efficient use and conservation of energy and water;	The development will be connected to the existing municipal infrastructure system. Low-impact development (LID) opportunities will be confirmed at the detailed design stage to maintain water balance.
(f)	the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The proposed development will be connected to the existing municipal infrastructure system. As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure.
(g)	the minimization of waste;	<i>Not applicable to this application.</i>
(h)	the orderly development of safe and healthy communities;	The proposed development is located directly adjacent to an existing urban area, functioning as a logical extension and connection.
(h.1)	the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	The proposed development will be designed to meet AODA requirements at the detailed design stage.
(i)	the adequate provision and distribution of educational, health, social, cultural and recreational facilities;	<i>Not applicable to this application.</i>
(j)	the adequate provision of a full range of housing, including affordable housing;	<i>Not applicable to this application.</i>

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(k)	the adequate provision of employment opportunities;	The proposed development will add approximately 950 jobs to the local community.
(l)	the protection of the financial and economic well-being of the Province and its municipalities;	Infrastructure upgrades and/or extensions required to facilitate the proposed development will be funded by the applicant. The Fiscal & Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the municipality on an annual basis.
(m)	the co-ordination of planning activities of public bodies;	<i>Not applicable to this application.</i>
(n)	the resolution of planning conflicts involving public and private interests;	<i>Not applicable to this application.</i>
(o)	the protection of public health and safety;	The proposed development will protect the public by being located outside of floodplain areas, and at the detailed design stage will incorporate safety features for transportation infrastructure and the safe travel of pedestrians.
(p)	the appropriate location of growth and development;	The proposed development is located directly adjacent to an existing urban area and along a Regional arterial road, where it will function as a logical extension and connection to the community, with no negative impact to the limited adjacent agricultural land base.
(q)	the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	Appropriate Urban Design Measures will be implemented at the detailed design stage to provide a



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		walkable built form, and attractive pedestrian environment. The TIS prepared by Crozier includes TDM measures that will help encourage the use of public transit and other modes of active transportation to this development.
(r)	the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;	Appropriate Urban Design Measures will be implemented at the detailed design stage to provide a walkable built form, and attractive pedestrian environment.
(s)	the mitigation of greenhouse gas emissions and adaptation to a changing climate.	The applicant is committed to incorporating energy efficient and green building elements into their development plan. This will be considered further at the detailed design stage.
<b>Provincial Planning Statement (2024)</b>		
<b>2.3 Settlement Areas and Settlement Area Boundary Expansions</b>		
<b>2.3.1 General Policies for Settlement Areas</b>		
1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.		The proposed application aims to bring the subject lands into a settlement area to allow for development and will demonstrate consistency with this policy once implemented.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which: (a) efficiently use land and resources; (b) optimize existing and planned infrastructure and public service facilities; (c) support active transportation; (d) are transit-supportive, as appropriate; and (e) are freight-supportive.		The proposed development provides a mix of employment and commercial uses in proximity to an existing urban area where water, wastewater and transportation infrastructure are available and existing

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		infrastructure will be optimized.
<u>2.3.2 New Settlement Areas and Settlement Area Boundary Expansions</u>		
1. In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:		
(a)	the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;	The Land Needs Assessment (LNA) prepared by UrbanMetrics confirms a localized need for additional employment land in the Mansewood Employment Area. The need for additional supportive commercial uses is also determined in this analysis.
(b)	if there is sufficient capacity in existing or planned infrastructure and public service facilities;	As demonstrated through the Area Servicing Plan prepared by Crozier, it has been confirmed that there is sufficient capacity in the existing water and wastewater infrastructure;
(c)	whether the applicable lands comprise specialty crop areas;	The subject lands do not comprise of any specialty crop areas as confirmed by the AIA prepared by Clark Consulting. The subject lands are currently utilized for non-farm uses.
(d)	the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;	The AIA determined that the subject lands are the preferred site for development, as opposed to alternative agricultural sites, since the subject lands are already utilized for non-farm uses. The AIA therefore determines the lands to be considered low priority, and their current

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		designation as Prime Agricultural Lands is not supported. Furthermore, the subject lands have already been pre-designated for urban uses by the future strategic employment areas overlay in the ROP;
(e)	whether the new or expanded settlement area complies with the minimum distance separation formulae;	The AIA confirms that the MDS requirements are met as more than 4 non-farm uses separate the subject lands from the nearest barn and/or livestock facility and are beyond the minimum distance requirements.
(f)	whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and priority agricultural lands in prime agricultural areas; mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and	As concluded in the AIA prepared by Clark Consulting, the proposed development will not have a significant impact on the limited adjacent agricultural uses. The subject lands are already utilized for non-farm uses.
(g)	the new or expanded settlement area provides for the phased progression of urban development.	The expanded settlement area provides for the phased progression of urban development as the subject lands are contiguous and immediately adjacent to existing Urban Areas in both Halton Hills and the Town of Milton, where servicing infrastructure is available without the need for significant upgrades.
2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.		As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and

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		wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
<b>2.8 Employment</b> <u>2.8.1 Supporting a Modern Economy</u> 1. Planning authorities shall promote economic development and competitiveness by:		
(a)	providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;	The proposed development will provide additional opportunities for employment adjacent to an existing employment area, with complementary commercial uses, which will support population related employment opportunities.
(b)	providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;	The proposed development will provide additional opportunities for employment adjacent to an existing employment area, with complementary commercial uses, which will support population related employment opportunities.
(c)	identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;	The subject lands have been identified as a future strategic employment area in the Regional Official Plan. The proposed development will implement the utilization of these reserved lands for employment.
(d)	encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and	The proposed development provides a mix of employment and commercial uses in

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		proximity to an existing urban area.
(e)	addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.	Land use compatibility will generally be achieved by imposing buffers and additional setbacks to nearby residential dwellings. Specific mitigation and compatibility measures will be addressed at the detailed design stage.
2.8.2 Employment Areas		
1. Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.		The subject lands have been identified as a future strategic employment area in the Regional Official Plan. The proposed development will implement the utilization of these reserved lands for employment.
2. Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.		The subject lands are located along a Regional arterial road, Regional Road 25, which has proximate access to Highway 401 to the south.
3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:		
(a)	planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;	The subject lands have been identified as a future strategic employment area in the Regional Official Plan. The proposed development includes industrial buildings as well as supporting retail uses that will implement the development lands reserved for this purpose.

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(b)	prohibiting residential uses, commercial uses, public service facilities and other institutional uses;	Residential uses are not included in the proposed development. The proposed commercial uses will be designated separately from the designated employment area, unless ancillary to an industrial use.
(c)	prohibiting retail and office uses that are not associated with the primary employment use;	The proposed commercial uses will be designated separately from the designated employment area, unless ancillary to an industrial use.
(d)	prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and	Sensitive lands uses are not included in the proposed development.
(e)	including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.	Appropriate buffers and setbacks will be incorporated to ensure land use compatibility, which will be confirmed and specified at the detailed design stage.
4. Planning authorities shall assess and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.		Land use compatibility will generally be achieved by imposing buffers and additional setbacks to nearby residential dwellings. Additional mitigation and compatibility measures will be specified at the detailed design stage.
5. Planning authorities may remove lands from employment areas only where it has been demonstrated that:		
(a)	there is an identified need for the removal and the land is not required for employment area uses over the long term;	Although the subject lands are identified as a future strategic employment area in the Regional Official Plan, they are not currently designated employment

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		lands. Therefore, employment land is not required to be removed to accommodate the proposed commercial uses. The commercial uses will be employment-supportive as confirmed by the Land Needs Assessment prepared by UrbanMetrics.
(b)	the proposed uses would not negatively impact the overall viability of the employment area by: 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5; 2. maintaining access to major goods movement facilities and corridors;	The proposed commercial uses will not have any impacts on the proposed or existing employment uses, as confirmed in the market studies prepared by UrbanMetrics.
(c)	existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and	As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
(d)	the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.	Overall, the proposed development will be adding lands to the municipal employment lands inventory. The employment density is anticipated to be above the minimum employment area target in the ROP.
<b>3.1 General Policies for Infrastructure and Public Service Facilities</b>  1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:		Infrastructure upgrades (extensions) required to facilitate the proposed development will be funded and constructed by the applicant. The Fiscal &



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<p>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</p> <p>b) leverage the capacity of development proponents, where appropriate; and</p> <p>c) are available to meet current and projected needs.</p>	<p>Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the municipality on an annual basis.</p> <p>The development will be connected to the existing municipal infrastructure system which has confirmed available capacity, per the Crozier reports.</p>
<p>2. Before consideration is given to developing new infrastructure and public service facilities:</p> <p>a) the use of existing infrastructure and public service facilities should be optimized; and</p> <p>b) opportunities for adaptive re-use should be considered, wherever feasible.</p>	<p>The development will be connected to the existing municipal infrastructure system which has confirmed available capacity, optimizing its use.</p>
<p><b>3.6 Sewage, Water and Stormwater</b></p>	
<p>1. Planning for sewage and water services shall:</p>	
(a)	<p>accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;</p> <p>The development will be connected to the existing municipal infrastructure system which has confirmed available capacity.</p>
(b)	<p>ensure that these services are provided in a manner that:</p> <ol style="list-style-type: none"> <li>1. can be sustained by the water resources upon which such services rely;</li> <li>2. is feasible and financially viable over their life cycle;</li> <li>3. protects human health and safety, and the natural environment, including the quality and quantity of water; and</li> <li>4. aligns with comprehensive municipal planning for these services, where applicable</li> </ol> <p>Infrastructure upgrades (extensions) required to facilitate the proposed development will be funded and constructed by the applicant. The Fiscal &amp; Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the municipality on an annual basis.</p>

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		The development will be connected to the existing municipal infrastructure system which has confirmed available capacity, as per the Crozier reports.
(c)	promote water and energy conservation and efficiency	The development will be connected to the existing municipal infrastructure system. Low-impact development (LID) opportunities will be confirmed at the detailed design stage to maintain water balance.
(d)	integrate servicing and land use considerations at all stages of the planning process;	The required servicing is already in place and available to support the proposed development, subject to the required connections/extensions, which will be funded and constructed by the applicant.
(e)	consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and	The development will be connected to the existing municipal infrastructure system which has confirmed available capacity, optimizing its use.
(f)	be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.	The development will be connected to the existing municipal infrastructure system, as confirmed above.
2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems		The development will be connected to the existing municipal infrastructure system, as confirmed above.
7. Planning authorities may allow lot creation where there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity.		Although the proposed development is not creating a new lot, it has been

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		demonstrated in the SSWM report prepared by Crozier that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
8. Planning for stormwater management shall:		
(a)	be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;	The preliminary SWM strategy has been developed together with the sewage and water services in a comprehensive SSWM report and ASP prepared by Crozier for the proposed development
(b)	minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;	As determined in the Crozier report, quantity controls are recommend to maintain pre-development and appropriate volumes/loads.
(c)	minimize erosion and changes in water balance including through the use of green infrastructure;	As determined in the Crozier report, LID measures and erosion controls are recommend to minimize erosion and changes to water balance
(d)	mitigate risks to human health, safety, property and the environment;	As determined in the Crozier report, the proposed SWM strategy will address flood risk management to protect the subject lands and those further downstream. Appropriate buffers from natural flood hazards will also be established as recommended by the NHE and SWS.
(e)	maximize the extent and function of vegetative and pervious surfaces;	The Crozier report identifies low-impact

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		development (LID) opportunities, which will be confirmed at the detailed design stage to maintain water balance.
(f)	promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and	The Crozier report identifies low-impact development (LID) opportunities, which will be confirmed at the detailed design stage to maintain water balance.
(g)	align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.	As determined in the Crozier report, the SWM strategy will be designed to ensure compliance with Regional and Municipal design standards and guidelines.
<b>4.1 Natural Heritage</b>		
1. Natural features and areas shall be protected for the long term.		As summarized by the NHE report prepared by Dillon, the identified features (Woodland, Wetland and Watercourse) will be protected for the long term. They will be conveyed to public ownership following completion of the development with appropriate buffers established.
2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.		The proposed development accounts for the protection of the woodlot and watercourse, among other key natural features, along the western boundary of the subject lands by preserving and enhancing the features and incorporating the required buffers as recommended by the NHE.

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<p>8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>The proposed development accounts for the protection of the woodlot and watercourse, among other key natural features, along the western boundary of the subject lands by preserving and enhancing the features and incorporating the required buffers as recommended by the NHE. This is evaluated and confirmed in the NHE prepared by Dillon.</p>
<p><b>4.3 Agriculture</b>  <u>4.3.1 General Policies for Agriculture</u></p> <p>2. As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.</p>	<p>As concluded in the AIA prepared by Clark Consulting, the proposed development will not have a significant impact on the limited adjacent agricultural uses. Although designated as prime agricultural lands, the subject lands are already utilized for non-farm uses.</p>
<p>3. Specialty crop areas shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the prime agricultural area, in this order of priority.</p>	<p>The subject lands do not comprise of any specialty crop areas as confirmed by the AIA prepared by Clark Consulting. The subject lands are currently utilized for non-farm uses.</p>
<p><u>4.3.4 Removal of Land from Prime Agricultural Areas</u></p> <p>1. Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 2.3.2.</p>	<p>The AIA prepared by Clark Consulting concludes that the proximity of other non-farm uses limits the potential to establish any new intensive agricultural uses such as livestock facilities on the subject lands. The subject lands are also already utilized for non-farm uses. Therefore, the subject lands can be</p>

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	excluded from prime agricultural areas.
<b>4.6 Cultural Heritage and Archaeology</b>	
1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.
2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.	A Stage 1 Archaeological Assessment prepared by ACC advises that the subject lands may have general archaeological potential. A Stage 2 assessment will be completed to confirm, document and map all areas of low to no potential prior to any disturbance of the subject lands.
3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA. A heritage permit will be issued by the municipality to facilitate the proposed works (if applicable).
<b>5.2 Natural Hazards</b>	
2. Development shall generally be directed to areas outside of: <ul style="list-style-type: none"> <li>a) hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;</li> <li>b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and</li> </ul>	As determined in the SWS prepared by Crozier, the existing floodplain will be mitigated and reduced to accommodate and protect the proposed development through engineering

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c) hazardous sites.		(cut/fill and creek realignment).
<b>Halton Regional Official Plan (2022)</b>		
<b>Halton's Planning Vision</b>		
32	Halton recognizes the importance of a sustainable and prosperous economy and the need for its businesses and employers to compete in a world economy. Towards this end, Halton will actively maintain, develop and expand its economic and assessment base through economic development strategies, timely provision of infrastructure, cost-effective delivery of services, strong fiscal management, proactive planning policies, and support for development opportunities that respond to the vision and policies of this Plan	The proposed development presents an opportunity for Halton Region to expand its economic and assessment base, through the use of existing infrastructure helping achieve this goal.
<b>Halton and the Local Municipalities</b>		
45	The Planning Act requires that Local Municipalities' Official Plans and Zoning By-laws be amended to conform with this Plan.	A local Official Plan Amendment is included in this proposal that will implement the amendments required to maintain conformity with the ROP to expand the urban boundary and establish the noted employment and urban uses.
<b>Halton's Regional Structure</b>		
50.2	The Regional Structure implements Halton's planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories: (1) Settlement Areas, consisting of the Urban Areas within the Regional Urban Boundary as well as Hamlets and Rural Clusters, as shown on Map 1	The application proposes to add the subject lands to the settlement area to permit the development of urban uses.
51	The Regional Structure consists of the following mutually exclusive land use designations: (1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development, (2) Agricultural Area, within which the primary activity is agricultural operation,	The application proposes to amend the Regional Structure on the subject lands, changing them from Agricultural Area to Urban Area to permit the development of urban uses and the extension of urban services.



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51.3	(2) Regional Employment Areas that are subject to policies and/or conditions for development as described in Section 83 to 83.2 of this Plan and which are shown on Map 1H.	The subject lands are adjacent to an existing regional employment area, and is intended to be developed as an extension of such, with complementary and employment supportive adjoining uses.
<b>Development Criteria</b>		
57	Development is directed to environmentally suitable areas with the appropriate land use designation in accordance with the goals, objectives and policies of this Plan.	The proposed development will avoid and be buffered from environmentally sensitive areas as recommended by the NHE. The developable portion of the subject lands will be assigned a suitable land use designation, similar to uses in the adjacent urban area.
<b>Urban Area and the Regional Urban Structure</b>		
72.1 (1)	To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.	The proposed development will achieve this objective by contributing to the Region's economic prosperity while also protecting the natural environment.
(2)	To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.	Being located adjacent to the existing urban area, and more specifically the community of Milton, the proposed development will achieve this objective. The TIS prepared by Crozier includes TDM measures that will help encourage the use of public transit (if/when available) and other modes of active transportation to these lands.

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(3)	To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.	Being located in proximity to the existing urban area and community of Milton, the proposed development will offer opportunities for work and leisure to existing residents.
(4)	To ensure that growth takes place commensurately both within and outside the Built Boundary.	The proposed development is located at the periphery of an existing urban area, where the proposed urban boundary expansion is appropriate for orderly growth.
(5)	To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan	The proposed development is located at the periphery of an existing urban area, where the proposed urban boundary expansion is appropriate for orderly growth. It will further implement a Future Strategic Employment area already identified by the Region for future growth.
(6)	To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.	The subject lands have been identified as a future strategic employment area in the Regional Official Plan. The proposed development will implement the utilization of these reserved lands for employment.
(7)	To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.	The proposed development will provide additional opportunities for employment adjacent to an existing employment area where a localized need has been identified, with supportive commercial uses. It will add

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		approximately 950 jobs to the local community.
(8)	To promote the adaptive re-use of brownfield and greyfield sites.	<i>Not applicable to this application.</i>
(9)	To facilitate and promote intensification and increased densities.	<i>Not applicable to this application.</i>
(10)	To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs	The proposed development includes industrial buildings as well as commercial uses that will support additional population related employment.
(10.1)	To direct where employment uses should be located and to protect areas designated for such uses	The subject lands are adjacent to an existing regional employment area, and is intended to be developed as an extension of such. They are identified in the ROP as a Future Strategic Employment Area.
(11)	To provide opportunities for post-secondary education facilities to locate within Halton.	<i>Not applicable to this application.</i>
74	The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities	The application proposes to amend the Regional Structure on the subject lands, changing them from Agricultural Area to Urban Area to permit the development of urban uses and the extension of urban services.
77 (7)	It is the policy of the Region to: Introduce, only by amendment(s) to this Plan, an expansion to the Regional Urban Boundary based on a municipal comprehensive review undertaken under Section 26 of the Planning Act, provided that it can be demonstrated that: a) sufficient opportunities to accommodate the distribution of population and employment in Table 1, based on the minimum intensification and density targets in Table 2 and 2b, are not available within the Regional Urban Boundary;	Since the ROP came into effect prior to the new PPS 2024, a municipal comprehensive review (MCR) is no longer required. However, to demonstrate compliance with this policy:

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	<p>b) the expansion makes available sufficient lands to accommodate population and employment growth not exceeding the time horizon of this Plan, based on a land needs assessment, while minimizing land consumption; and</p> <p>c) the timing of the expansion and the phasing of development within the new Designated Greenfield Areas will not adversely affect the achievement of the minimum intensification and density targets in Table 2 and 2b, the Regional phasing in Table 2a, and other policies of this Plan.</p>	<p>a) The proposed development will accommodate additional employment opportunities in an area already identified for future employment areas where servicing is readily available.</p> <p>b) As confirmed by the Land Needs Assessment prepared by UrbanMetrics, the will make available additional lands to address an identified shortfall in the adjacent Mansewood Employment Area.</p> <p>c) The timing will not adversely affect the achievement of employment density targets, but will contribute to the overall delivery of employment opportunities to the community to help the municipality achieve that target.</p>
(8)	Where the need for an expansion of the Regional Urban Boundary has been justified in accordance with Section 77(7), the feasibility and the most appropriate location of the expansion area will be determined based on the relevant policies of this Plan, including the following:	
	a) existing or planned infrastructure, public service facilities, and human services required to accommodate the proposed expansion have sufficient capacity to support the proposed expansion and can be provided in a financially and environmentally sustainable manner, based on a financing plan, demonstrating financial viability over the full life cycle of these assets, communicated to the public and subsequently approved by Council;	Infrastructure upgrades (extensions) required to facilitate the proposed development will be funded and constructed by the applicant. The Fiscal & Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the

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		<p>municipality on an annual basis.</p> <p>The development will be connected to the existing municipal infrastructure system which has confirmed available capacity per the Crozier reports.</p>
	b) the proposed expansion is informed by applicable water and wastewater master plans or the equivalent, and stormwater master plans or the equivalent, as appropriate;	<p>An Area Servicing Plan (ASP) prepared by Crozier confirms the available infrastructure and will inform the detailed design of the proposed servicing strategy for the subject lands.</p>
	c) the proposed expansion, including associated water, wastewater and stormwater servicing, are planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;	<p>The ASP and SWS prepared by Crozier provide recommendations and design considerations to avoid and/or mitigate negative impacts where applicable.</p>
	d) the proposed expansion avoids key hydrologic areas and the Growth Plan Natural Heritage System, where possible;	<p>The proposed development accounts for the protection of the woodlot and watercourse, among other key natural features, along the western boundary of the subject lands by preserving and enhancing the features and incorporating the required buffers as recommended by the NHE. This is evaluated and confirmed in the NHE prepared by Dillon.</p>
	e) the proposed expansion avoids Prime Agricultural Areas, as shown on Map 1E, where possible, and, to support the Agricultural System, alternative locations across the Region have been evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System in accordance with the following: [i] the	<p>The subject lands do not comprise of any specialty crop areas as confirmed by the AIA prepared by Clark Consulting. The subject lands are currently utilized</p>

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	lands do not comprise specialty crop areas; [ii] there are no reasonable alternatives that avoid Prime Agricultural Areas; and [iii] there are no reasonable alternatives on lower priority agricultural lands within the Prime Agricultural Areas;	for non-farm uses and therefore do not support the Prime Agricultural designation. The subject lands are the preferred site for development as alternative locations for the proposed development would not be adjacent to the existing settlement area, and therefore not suitable. The AIA also concludes that the proximity of other non-farm uses limits the potential to establish any new intensive agricultural uses such as livestock facilities on the subject lands.
	f) the proposed expansion is in compliance with the Minimum Distance Separation formulae;	The AIA confirms that the MDS requirements are met as more than 4 non-farm uses separate the subject lands from the nearest barn and/or livestock facility, which is located beyond the minimum distance required.
	g) any adverse impacts on the agri-food network from the proposed expansion, including impacts from the expansion on agricultural operations adjacent or close to the Urban Area, are avoided, or if avoidance is not possible, are minimized and mitigated as determined through an agricultural impact assessment;	As concluded in the AIA prepared by Clark Consulting, the proposed development will not have a significant impact on the limited adjacent agricultural uses – mitigation is not required. The subject lands are already utilized for non-farm uses.
	h) the proposed expansion is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe;	The proposed expansion meets the criteria under Section 2.3.2.1 of the PPS, as described in the previous section. As explained in

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		other sections, overall it is consistent with the PPS.
	i) the proposed expansion is located outside of and will meet the requirements of the Niagara Escarpment Plan and the Greenbelt Plan, and will meet the requirements of the applicable source protection plans;	<i>Not applicable to this application.</i>
	j) the proposed expansion is logical, contiguous to the existing urban area with readily identifiable boundaries, supportive of the efficient use of existing and planned infrastructure, public service facilities, and human services, including access and connection to Provincial Highways and planned inter-regional public transportation systems, and consistent with goals, objectives and policies of this Plan;	The expanded settlement area provides for the phased progression of urban development as the subject lands are contiguous and immediately adjacent to existing Urban Areas in both Halton Hills and the Town of Milton. It has direct frontage on to Regional Road 25, a regional arterial road, which has access to the Highway 401 corridor. Major expansions to public infrastructure are not required to facilitate the proposed development.
	k) the proposed expansion is consistent with the goals, objectives and policies of this Plan and are based on, among other things, the following: [i] alternative development scenarios and their implications with respect to efficient use of urban infrastructure, ease of access to existing and planned transportation facilities, community services, retail requirements, mineral aggregate resources, agriculture, and the natural and social environments, and the consistency of the alternative scenarios with the criteria set out in Section 77(8)a) to 77(8)j) inclusive, [ii] a fiscal impact analysis of the new growth on the Region and the Local Municipalities, [iii] criteria for evaluating such scenarios and the evaluation thereof, [iv] an extensive public consultation program throughout the comprehensive review, [v] preparation or update of a multi-year master plan for the phasing in of urban services and transportation facilities, and [vi] the identification of employment lands within the proposed	Although an MCR is no longer required, the proposed expansion is consistent with the goals, objectives and policies of the ROP as it allows for the efficient use of existing infrastructure and the fiscally responsible extensions where required (to be funded by the applicant). The Fiscal & Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the municipality on an annual basis.



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	expansion area that should be designated and protected for the long-term due to their proximity to major transportation facilities and infrastructure.	It will also include public consultation as part of the application process per the statutory requirements under the <i>Planning Act</i> . The added employment lands within the expansion area will be protected for the long term through enforcement of the Town's Official Plan. Additional lands will remain under the protection of the Future Strategic Employment Areas overlay in the ROP.
(9)	Notwithstanding Section 77(7) of this Plan, the Region may adjust the Regional Urban Boundary through an amendment to this Plan outside of a municipal comprehensive review, provided:	This policy may not directly apply to this application as it is not an "adjustment" however, the following analysis is included for added context:
	a) there will be no net increase in the land within the Regional Urban Boundary;	There will be a slight increase to the net land area within the Regional Urban Boundary, which can be justified by the implementation of the Region's Future Strategic Employment area policies where the subject lands are located. Such expansions can be considered under Section 77(7) of this plan as justified in the previous section.
	b) the adjustment would support the Region's ability to meet the intensification and density targets of this Plan;	As confirmed in the LNA prepared by UrbanMetrics, the proposed development will exceed the Region's required employment density by providing 34 jobs per net hectare. Therefore, the Region's

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		ability to meet its targets are supported.
	c) the location of any lands added to the Regional Urban Boundary satisfies the applicable requirements of Section 77(8);	This policy is met as outlined in the previous section.
	d) the location of any lands added to the Regional Urban Boundary are not in the Greenbelt Plan area; and	The subject lands are not located within the Greenbelt plan area.
	e) the lands to be added to the Regional Urban Boundary are serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands.	As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
(15)	Require the development industry to absorb its share of the cost of the provision of infrastructure, public service facilities, and human services as permitted by applicable legislation and that any financial impact of new development or redevelopment on existing taxpayers be based on a financing plan communicated to the taxpayers and subsequently approved by Council. Such a financing plan may provide measures such as staging or contingent provisions to demonstrate that the provision of infrastructure and public service facilities under the Joint Infrastructure Staging Plan by Provincial and Federal Governments and other service providers are co-ordinated with those by the Region and Local Municipalities so that the health and well-being of the community is advanced in a fiscally responsible manner.	Infrastructure upgrades to service the development will be funded and constructed by the applicant. The Fiscal & Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the municipality on an annual basis.
(17)	Require the following prior to the Local Municipality approving development within any Regional phase and prior to the progression of development from one Regional phase to the next as set out on Map 5 as modified: a) approval by Regional Council of a financial and implementation plan, including financial commitment by the private development sector to absorb its share of the cost of the provision of the necessary infrastructure, public service facilities, and human services as permitted by applicable legislation. The financial and implementation plan shall be based on:	Infrastructure upgrades to service the development will be funded and constructed by the applicant. The Fiscal & Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the

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	<p>[i] Area-Specific Plans or a generalized land use map in the Local Official Plan that meets the requirements of Section 77(5) showing land use designations and community structure approved by the Local Municipality, and</p> <p>[ii] the municipal portion of the Joint Infrastructure Staging Plan as described in Section 77(12);</p> <p>b) approval of applicable development charge by-laws;</p> <p>c) determination by Regional Council that the intensification targets in Table 2, and the Regional phasing in Table 2a as monitored through Sections 77(2.2) and 77(2.3), can be reasonably achieved;</p> <p>d) Regional phasing, as outlined in Table 2a, shall be used as a guiding principle for the movement between phases of development and shall apply to Sections 77(5), 77(12) and 77(15);</p> <p>e) unused Regional phasing from Table 2a will be carried forward to following years to achieve the Regional phasing outlined in Table 2a.</p>	<p>municipality on an annual basis.</p>
(21)	<p>Co-ordinate the planning and approval process of large-scale major retail uses whose primary trade area extends beyond the boundary of the Local Municipality where it is proposed by ensuring:</p> <p>a) any affected Local Municipalities are engaged early in the planning process and consulted throughout the approval process;</p> <p>b) there is a need for the proposed use in both the short term and the long term and for the Local Municipality itself and the Region as a whole;</p> <p>c) existing retail uses within the primary trade area, especially historic ones such as those in the downtown areas, are not unduly affected;</p> <p>d) appropriate studies on the impact of the proposed use on the surrounding area are carried out as required by and to the satisfaction of the Local Municipality and the Region;</p> <p>e) the proposed location of the use supports the intensification and healthy communities principles of this Plan and does not displace existing or planned non-retail employment uses near highway interchanges;</p> <p>f) the use is incorporated by amendment to the Local Official Plan with its own separate designation; and</p> <p>g) all Local and Regional policies and requirements, financial or otherwise, are met.</p>	<p>The proposed development includes a large-scale major retail use that will serve the Halton Hills community, as well as nearby Milton. The proposed use will be supported by its own land use designation, and will not adversely effect existing businesses within local community. Rather, it will reduce congestion at other locations that are already frequented by local consumers. The proposed retail use does not displace any planned non-retail employment uses, as the subject lands are not currently designated for employment uses. A Retail Market Impact Study prepared by UrbanMetrics confirms that the existing market can support the additional commercial</p>

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		space, which will not cause significant impact on the function of existing commercial areas or retailers.
(22)	Require the Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.	The proposed development does not involve the redevelopment or conversion of employment lands. The proposed retail uses will be employment supportive and complement the additional lands that will be added to the Town's employment land base.
<b>Regional Urban Structure</b>		
78.1 (4)	The objectives of the Regional Urban Structure are: To identify Regional Employment Areas and protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.	The proposed development provides the opportunity to implement the Region's policies for Future Strategic Employment lands, which have protected the subject lands for this type of use.
<b>Employment Areas</b>		
83 (1)	The objectives of the Employment Areas are: To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton's and its Local Municipalities' economic competitiveness.	The proposed development will provide additional lands to accommodate economic growth and support the economic competitiveness of Halton Hills.
(2)	To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses	The proposed development will provide a range of employment opportunities through industrial, as well as other opportunities for population related employment through the commercial use.

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(3)	To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.	The proposed development is located on Regional Road 25, a major arterial road, with proximate access to Highway 401 to the south.
(4)	To recognize the changing nature of employment and to recognize the role of Employment Areas in accommodating a diverse range of innovative employment uses and supporting the overall Regional Urban Structure.	The proposed development will provide a range of employment opportunities through industrial, as well as other opportunities for population related employment through the commercial use.
83.2 (1)	It is the policy of the Region to: Plan for Employment Areas by: a) prohibiting residential uses;	Residential uses are not included in the proposed development.
	b) prohibiting major retail uses;	The proposed development does not involve the redevelopment or conversion of employment lands. The proposed commercial uses will be designated separately and support the additional lands that will be added to the Town's employment land base.
	c) permitting a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses;	The proposed development includes industrial buildings as well as large format retail uses that will support population related employment. The proposed employment designation will permit a wide range of uses, which will be specified at the detailed design stage.
	d) permitting a range of ancillary uses that are associated with an employment use or supportive of the overall Employment	The proposed development includes industrial buildings, which can

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	Area, as identified in Local Official Plans in accordance with Section 83.2(6)b) of this Plan	accommodate ancillary uses.
	<p>e) limiting sensitive land uses, including institutional uses, by only permitting such uses where they:</p> <p>[i] are an ancillary use that is associated with an employment use or that is supportive of the overall Employment Area;</p> <p>[ii] are located at the periphery of the Employment Area and/or identified within an appropriate Local Official Plan designation;</p> <p>[iii] address land use compatibility considerations in accordance with Section 143(12) of this Plan;</p> <p>[iv] support achieving the employment forecast in Table 1 and the density target for Employment Areas in Table 2 of this Plan; and,</p> <p>[v] do not contain a residential component or function where individuals reside on a temporary or permanent basis, such as long-term care facilities, retirement homes, or boarding schools;</p>	Sensitive land uses are not included in the proposed development.
	f) recognizing existing uses.	Existing land uses nearby and adjacent to the proposed development will continue to be recognized and protected through design mitigation measures. Land use compatibility will generally be achieved by establishing setbacks and buffers to nearby residential dwellings. These measures will be specified at the detailed design stage.
(2)	Plan for, protect and preserve the Employment Areas for current and future use. Development in proximity to major facilities are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.	The proposed development provides the opportunity to implement the Region's policies for Future Strategic Employment lands, which have protected the subject lands for this type of use. Land use compatibility will be specified at the detailed design stage.

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(3)	Ensure the necessary infrastructure is provided to support the development of the Employment Areas in accordance with policies of this Plan	As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
(4)	Prohibit the conversion of lands within the Employment Areas to non-employment uses including major retail uses unless through a municipal comprehensive review where it has been demonstrated that: a) there is a need for the conversion; b) the conversion will not compromise the Region's or Local Municipality's ability to meet the employment forecast in Table 1 and Table 2a; c) the conversion will not adversely affect the overall viability of the Employment Area, and achievement of the intensification and density targets of Table 2 and other policies of this Plan; d) there are existing or planned infrastructure and public service facilities to accommodate the proposed conversion; e) the lands are not required for employment purposes over the long term; f) cross-jurisdictional issues have been considered; and g) all Regional policies and requirements, financial or otherwise, have been met.	Although the subject lands are identified as a future strategic employment area in the Regional Official Plan, they are not currently designated employment lands. Therefore, land is not required to be removed/converted to accommodate the proposed commercial retail uses.
(5)	Require development within the Employment Areas to support achieving the density target identified in Table 2 of this Plan.	As confirmed in the LNA prepared by UrbanMetrics, the proposed development will exceed the Region's required employment density by providing 34 jobs per net hectare. Therefore, the Region's ability to meet its targets are supported.
(6)	Require Local Municipalities to plan for Employment Areas by: a) delineating and protecting the Employment Areas as identified on Map 1H of this Plan; b) developing policies and land use designations for lands within the Employment Areas	The additional employment lands added as part of this urban boundary expansion will be added to Map 1H



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	that: [i] support accommodating forecast employment growth as identified in Table 1 and achieving the Employment Area density targets identified in Table 2 of this Plan; [ii] identify a range of employment uses, ancillary uses, and sensitive land uses, as appropriate for the planned function of the specific land use designations and their role within the Regional Urban Structure and Local Urban Structures; [iii] require land use compatibility studies for sensitive land uses in accordance with Section 143(12) of this Plan; and [iv] ensure an appropriate interface is provided between the Employment Areas and adjacent non-employment areas and between specific employment designations in the Local Official Plan to maintain land use compatibility. c) promoting intensification and increased densities in both new and existing Employment Areas by facilitating compact, transit-supportive built form, development of active transportation networks, and minimizing surface parking.	and protected and implemented through the policies of the Town of Halton Hills Official Plan. The remaining Future Strategic Employment Areas adjacent to the subject lands will remain protected. These policies are carried forward in the Town OP.
<b>Urban (Water Supply and Wastewater Treatment) Services</b>		
89	It is the policy of the Region to:	
(1)	Provide urban services only within the Regional Urban Boundary as delineated on Map 1 of this Plan, unless otherwise permitted by specific policies of this Plan.	The application proposes to add the subject lands to the Regional Urban Boundary to permit the development of urban uses and extension of urban services.
(3)	Require that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.	The development will be connected to the existing municipal infrastructure system which has confirmed available capacity.
(21)	Prohibit the extension within the Region of urban services beyond the boundaries of the Urban Area, with the following exceptions: a) [Section number not in use.] b) The provision of water infrastructure may be permitted from remote water supply sources such as wells or reservoirs, and where in accordance with other policies of this Plan, from municipalities adjacent to Halton Region. c) The Hamlets of Norval and Glen Williams when the Region, in consultation with the Town of Halton Hills, considers it prudent and feasible to provide such services. d) Connections existing or approved by Council on the day of adoption of this Plan by Council.	The application proposes to add the subject lands to the Regional Urban Boundary to permit the development of urban uses and extension of urban services.

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	<p>e) Designated locations within the North Aldershot Policy Area as shown on Map 1 and in accordance with Section 139(3).</p> <p>f) The Beaufort Heights subdivision, which consists of Registered Plans 509, 1297 and 20M-151, and those lots municipally known as 1315, 1321, 1401 and 1405, Beaufort Drive, 1296 Dundas Street, and 1311 Harbour Court, located west of Brant Street and south of Dundas Street in the City of Burlington.</p> <p>h) The Halton Waste Management Site, municipally known as 5400 Regional Road 25 in the Town of Milton. i) The Biosolids Management Centre, municipally known as 4449 Regional Road 25 in the Town of Oakville.</p> <p>j) The Milton Works Yard, municipally known as 5600 Regional Road 25 in the Town of Milton.</p> <p>k) The Robert C. Austin Operations Centre, municipally known as 11618 Trafalgar Road including the Trafalgar Sports Park, municipally known as 11494 in the Town of Halton Hills.</p>	
<b>Agricultural System and Agricultural Area</b>		
101 (1.6)	<p>It is the policy of the Region to:</p> <p>Recognize and protect lands within the Agricultural System as an important natural resource to the economic viability of agriculture and to this end:</p> <p>a) Direct non-farm uses to the Urban Area, Hamlets and Rural Clusters unless specifically permitted by policies of this Plan.</p>	The proposed non-farm uses are being directed to an extension of the Urban Area, which will remove the subject lands from the Agricultural system and the associated policies will no longer be applicable. The subject lands are currently occupied by non-farm uses.
(1.7)	Require that new land uses, including the creation of lots, and new or expanding livestock facilities within the Agricultural System comply with the provincially developed Minimum Distance Separation formulae.	The AIA confirms that the MDS requirements are met as more than 4 non-farm uses separate the subject lands from the nearest barn and/or livestock facility.
(1.8)	Require an Environmental Impact Assessment for new development in accordance with Sections 118(3), 118(3.1) and 139.3.7(4).	An NHE (EIS or EIA) prepared by Dillon has been included with the proposed application, which recommends the protection and enhancement of key features on the subject lands and supports the proposed development.

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Regional Natural Heritage System		
116.1	<p>The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:</p> <ul style="list-style-type: none"> <li>a) a Sub-watershed Study accepted by the Region and undertaken in the context of an Area-Specific Plan;</li> <li>b) an individual Environmental Impact Assessment accepted by the Region, as required by this Plan; or</li> <li>c) similar studies based on terms of reference accepted by the Region. Once approved through an approval process under the Planning Act, these refinements are in effect on the date of such approval. The Region will maintain mapping showing such refinements and incorporate them as part of the Region's statutory review of its Official Plan.</li> </ul>	<p>The NHE prepared by Dillon has recommended refined limits of the features through realignment and mitigation, and recommends establishing appropriate buffers for their long-term protection.</p>
118 (1.1)	<p>It is the policy of the Region to:</p> <p>Require Local Municipalities, when undertaking the preparation of Area-Specific Plans, Zoning By-law amendments and studies related to development and/or site alteration applications, to protect, through their Official Plans and Zoning By-laws, the Key Features listed in Section 115.3(1) but not mapped on Map 1G in accordance with policies of this Plan.</p>	<p>The Key Features identified on the subject lands will be protected through the implementing Zoning By-law Amendment as an EP Zone, which forms part of the proposed application.</p>
(3)	<p>Require the proponent of any development or site alteration that meets the criteria set out in Section 118(3.1) to carry out an Environmental Impact Assessment (EIA), unless:</p> <ul style="list-style-type: none"> <li>a) the proponent can demonstrate to the satisfaction of the Region that the proposal is minor in scale and/or nature and does not warrant an EIA,</li> <li>b) it is a use conforming to the Local Official Plan and permitted by Local Zoning By-laws;</li> <li>c) it is a use requiring only an amendment to the Local Zoning By-law and is exempt from this requirement by the Local Official Plan; or</li> <li>d) exempt or modified by specific policies of this Plan.</li> </ul> <p>The purpose of an EIA is to demonstrate that the proposed development or site alteration will result in no negative impacts to that portion of the Regional Natural Heritage System or unmapped Key Features affected by the development or site alteration by identifying components of the Regional Natural Heritage System as listed in Section 115.3 and their associated ecological functions and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall,</p>	<p>An NHE (EIS or EIA) prepared by Dillon has been included with the proposed application, which recommends the protection and enhancement of key features on the subject lands, resulting in a net benefit with mitigated impacts and therefore supports the proposed development.</p>

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	as a first step, identify Key Features on or near the subject site that are not mapped on Map 1G.	
(12)	Require that Local Zoning By-laws impose for development appropriate setbacks from Regulated Flood Plains, based on the kind, extent and severity of existing and potential hazard to public safety. Special consideration should be given to agriculture-related buildings, including dwellings, to maintain the long term viability of existing agricultural operations, without compromising the safety of such buildings or their occupants.	Any floodplain areas identified and refined by the NHE on the subject lands will be protected through the implementing Zoning By-law Amendment as an EP Zone, which forms part of the proposed application.
<b>Future Strategic Employment Areas</b>		
139.7 (1)	It is the policy of the Region to: Prohibit the re-designation of lands within the Future Strategic Employment Areas to uses that are incompatible with employment uses in the long term, especially non-farm uses such as institutional and recreational uses.	The proposed development does not include incompatible uses. The proposed commercial uses are compatible and will complement and support the adjacent and proposed employment uses.
(2)	Require Local Official Plans and Zoning By-laws to include mapping and policies for the Future Strategic Employment Areas in accordance with policies of this Plan.	The proposed development provides the opportunity to implement the Region's policies for Future Strategic Employment lands, and will be reflected in the local Official Plan and Zoning By-law amendments. Additional lands to the north and west will remain identified as FSEA on the applicable mapping.
(3)	Investigate, as part of the Joint Infrastructure Staging Plan, the feasibility and costs to service the Future Strategic Employment Areas but the provision for servicing these lands, including the over-sizing of certain infrastructure components, are subject to other policies of this Plan.	Infrastructure upgrades to service the development will be funded and constructed by the applicant. The Fiscal & Economic Benefits Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the

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		municipality on an annual basis.
(4)	Consider the inclusion of any land within the Future Strategic Employment Areas into the Urban Area in accordance with Section 77(7).	The proposed development proposes to implement this policy by adding the subject lands (located in the FSEA) to the Urban Area.
<b>Prime Agricultural Areas</b>		
139.9.2 (3)	It is the policy of the Region to: Outside the Greenbelt Plan Area, permit the removal of land from Prime Agricultural Areas only where the following have been demonstrated through appropriate studies to the satisfaction of the Region:	
	<ul style="list-style-type: none"> <li>a) necessity for such uses within the planning horizon for additional land to be designated to accommodate the proposed uses;</li> <li>b) amount of land area needed for such uses;</li> <li>c) reasons for the choice of location;</li> <li>d) justification that there are no reasonable alternate locations of lower capability agricultural lands;</li> <li>e) no negative impact to adjacent agricultural operations and the natural environment;</li> <li>f) there are no reasonable alternatives that avoid Prime Agricultural Areas as shown on Map 1E, and</li> <li>g) the land does not comprise a specialty crop area.</li> </ul>	The subject lands do not comprise of any specialty crop areas as confirmed by the AIA prepared by Clark Consulting. The subject lands are currently utilized for non-farm uses and therefore do not support the Prime Agricultural designation. The subject lands are the preferred site for development and alternative locations for the proposed development would not be adjacent to the existing settlement area, and therefore unsuitable. The AIA also concludes that the proximity of other non-farm uses limits the potential to establish any new intensive agricultural uses such as livestock facilities on the subject lands.
<b>Cultural Heritage Resources</b>		
167 (3)	It is the policy of the Region to:	The development proposes to relocate, repurpose and

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	<p>Require that development proposals on adjacent lands to protected Cultural Heritage Resources:</p> <p>a) study and consider the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;</p> <p>b) incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details; and</p> <p>c) express the Cultural Heritage Resources in some way, including: display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses.</p>	<p>restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.</p>
<b>Economic Development</b>		
169 (1.4)	<p>The objectives of the Region are:</p> <p>To protect an adequate land base to support Halton's and its Local Municipalities' economic competitiveness and to serve long term employment land needs in Halton, especially at strategic locations along major transportation corridors.</p>	<p>The proposed development will provide additional lands to accommodate economic growth and support the economic competitiveness of Halton Hills. It is located in a strategic location along a Regional arterial road, proximate to Highway 401, and adjacent to the existing urban area.</p>
(4)	<p>To provide necessary infrastructure, as permitted by the Region's financial capability, in support of the timely development of Employment Areas and Halton's economic base</p>	<p>The development will be connected to the existing municipal infrastructure system. As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.</p> <p>The Fiscal &amp; Economic Benefits Analysis prepared by UrbanMetrics confirms</p>

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		that there will be a net positive fiscal impact to the municipality on an annual basis.
170 (3)	It is the policy of the Region to: Ensure, through municipal comprehensive reviews described under Section 77(7) and through provisions in Local Official Plans and Zoning By-laws, a ten-year supply of employment lands at all times for the Region as a whole.	Since the ROP came into effect prior to the new PPS 2024, a municipal comprehensive review (MCR) is no longer required. Private applications to expand the urban boundary are now permitted under section 2.3.2.1 of the PPS.
(4)	Encourage the Local Municipalities to phase the development of employment lands concurrent with nearby residential lands.	There are no plans for nearby residential development. The proposed development will function as an extension to the existing employment area located to the east.
(4.2)	Protect employment lands for economic development during the current planning period to 2051 in accordance with Sections 83, and 83.1, of this Plan	The proposed development provides the opportunity to implement the Region's policies for Future Strategic Employment lands, which have protected the subject lands for this type of use. Remaining lands to the north and west will continue to be protected for future employment uses.
<b>Town of Halton Hills Official Plan (2006)</b>		
<b>A2.2 Growth and Settlement</b>		
2.2.1	To direct most forms of development to urban areas where full wastewater and water services are available and to support the efficient use of land in these areas.	The application proposes to add the subject lands to the urban area to permit the development of urban uses. The development will be connected to the existing municipal infrastructure system. As illustrated



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		through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
2.2.2	a) To direct the majority of new residential and employment growth to Urban Areas, where full services exist;	The application proposes to add the subject lands to the urban area to permit the development of urban uses. The development will be connected to the existing municipal infrastructure system. As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
	f) To encourage the establishment of an optimum balance between residential and nonresidential assessment in the Town;	The proposed development will add lands to the employment/non-residential base, reducing the tax burden on the residential assessment base.
	i) To ensure that all urban development is appropriately phased and in conjunction with required infrastructure improvements where appropriate.	Infrastructure upgrades (extensions) required to facilitate the proposed development will be funded and constructed by the applicant. The development will be connected to the existing

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		municipal infrastructure system which has confirmed available capacity. Major infrastructure improvements are not required.
<b>A2.3 Urban Character</b>		
2.3.1	To protect and enhance the character of existing urban areas and to maintain them as diverse, livable, safe, thriving and attractive communities.	The subject lands are adjacent to an existing regional employment area, and are intended to be developed as an extension of such. The character and streetscape of the area will be enhanced with landscape treatment at the detailed design stage, in accordance with the submitted Urban Design Brief.
2.3.2	b) To ensure that all new urban development has a positive contribution on urban life in the Town;	The proposed development will add much needed jobs, and a highly desired commercial use that is supported by the community.
	d) To ensure that all urban streets are defined by buildings and public spaces wherever possible and appropriate;	Building orientation and urban design elements will be confirmed at the detailed design stage in accordance with the Urban Design Brief.
	e) To encourage a high quality of site and building design for all forms of development within the Town;	Building orientation and urban design elements will be confirmed at the detailed design stage in accordance with the Urban Design Brief.
	f) To exercise appropriate municipal development control in order to achieve a consistently high standard of site, building and landscape design;	Building orientation and urban design elements will be confirmed at the detailed design stage in accordance

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		with the Urban Design Brief.
	g) To ensure that new development areas are integrated into the fabric of the existing community;	The subject lands are adjacent to an existing regional employment area, and are intended to be developed as an extension of such. The character and streetscape of the area will be enhanced with landscape treatment at the detailed design stage in accordance with the Urban Design Brief.
	i) To foster a sense of civic identity and pride through a high standard of urban design in all future developments	Building orientation and urban design elements will be confirmed at the detailed design stage in accordance with the Urban Design Brief. There will be an opportunity to consider the subject lands as a major gateway into the Town.
<b>A2.6 Cultural Heritage</b>		
2.6.1	To identify, conserve and enhance the Town's cultural heritage resources and promote their value and benefit to the community.	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.
2.6.2	a) To enhance the character of the Town by protecting and maintaining the Town's cultural heritage resources;	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.
	b) To encourage the retention of cultural heritage resources wherever possible to provide continuity between the past and the present;	The development proposes to relocate, repurpose and restore the existing heritage

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		designated building, in accordance with the recommendations of the HIA prepared by GBCA.
	c) To foster civic pride by recognizing the contribution that cultural heritage resources make to the rural and urban fabric of the Town;	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA. It will be relocated to a new location with higher visibility and accessibility from the public realm.
	d) To use the preservation of cultural heritage resources as a tool to enhance the character and vitality of neighbourhoods and districts;	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.
	f) To ensure that the nature and location of cultural heritage and archaeological resources are known and considered before land use decisions are made;	<p>The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA. The protected heritage resource will be relocated closer to the street edge for better accessibility to the public.</p> <p>A Stage 1 Archaeological Assessment prepared by ACC advises that the subject lands may have general archaeological potential. A Stage 2</p>

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		assessment will be completed to confirm, document and map all areas of low to no potential prior to any disturbance of the subject lands.
	h) To prevent demolition, destruction, inappropriate alteration or use of designated cultural heritage resources;	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.
	k) To consult with Heritage Halton Hills and other established heritage organizations when making decisions regarding the conservation of cultural heritage resources in the Town	A heritage permit will be sought by the owner (if required) to facilitate the proposed relocation and alterations of the protected heritage resource.
<b>A2.7 Economic Development</b>		
2.7.1	To provide opportunities for economic development in a manner that fosters competitiveness and a positive business environment.	The proposed development will provide additional lands to accommodate economic growth and support the economic competitiveness of Halton Hills. It is located in a strategic location along a Regional arterial road, proximate to Highway 401, and adjacent to the existing urban area.
2.7.2	a) To ensure that the quality and character of life in the Town is sustained and improved in context of the Greater Toronto Area and the global economy;	The proposed development will bring new jobs and support the economic competitiveness of Halton Hills in the GTA Region.
	b) To facilitate opportunities to provide a range of goods and services to the public within Halton Hills through the use of a flexible policy regime;	The proposed development includes industrial buildings as well as commercial uses, which supports this policy.

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	c) To facilitate the establishment of a competitive business environment that is able to easily adapt to changing circumstances and priorities;	The proposed development will provide additional lands to accommodate economic growth and support the economic competitiveness of Halton Hills. This is supported by the Retail Market Impact Analysis prepared by UrbanMetrics.
	d) To encourage the development of the business infrastructure required to attract uses that will contribute to the quality of life in the Town;	The subject lands are located adjacent to a Regional arterial road, which will attract business opportunities to the subject lands.
	e) To promote the establishment of more live-work relationships that reduce commuting;	The proposed development will provide additional opportunities for employment adjacent to an existing employment area, with complementary mixed uses. It will add approximately 950 jobs within close proximity to the local community.
	f) To establish, maintain and enhance employment areas that provide a range of job opportunities and a broad range of commercial and service facilities that meet the needs of residents of the Town and the wider area;	The proposed development will provide additional opportunities for employment adjacent to an existing employment area, with complementary mixed uses.
	h) To ensure that a sufficient supply of serviced employment generating lands is available for development at all times;	The proposed development provides the opportunity to implement the Region's policies for Future Strategic Employment lands, which have protected the subject lands for this type of use. They are ready and available for development.
<b>A2.8 Infrastructure</b>		

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2.8.1	To provide infrastructure that meets the needs of present and future residents and businesses in an efficient, environmentally-sensitive, cost effective and timely manner.	The development will be connected to the existing municipal infrastructure system which has confirmed available capacity, optimizing its use. Major infrastructure improvements are not required as confirmed by the ASP.
2.8.2	a) To consider the economics of providing services to the people of the Town as part of the review of any development proposal to ensure that the development pattern is efficient and does not lead to a decline in the level of municipal service;	The development will be connected to the existing municipal infrastructure system which has confirmed available capacity, optimizing its use.
	b) To ensure that all necessary infrastructure required to serve the urban area is built as necessary prior to, or coincident with, urban development;	The development will be connected to the existing municipal infrastructure system. As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant.
	e) To ensure that the construction of all infrastructure, or expansions to existing infrastructure, occurs in a manner that is compatible with adjacent land uses and with a minimum of social and environmental impact;	Construction of any infrastructure extensions and connections will occur with as little impact as possible to the community. Details will be provided at the detailed design stage through review with municipal and Regional staff.
	f) To encourage the provision of infrastructure that is energy efficient, promotes water conservation and water efficiencies, and supports improvements to air quality; and,	The development will be connected to the existing municipal infrastructure



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		system. The Crozier report identifies low-impact development (LID) opportunities, which will be confirmed at the detailed design stage to maintain water balance.
<b>A2.11 Sustainable Community Development</b>		
2.11.1	To promote community development in a manner that is sustainable for present and future generations	The Crozier report identifies low-impact development (LID) opportunities, which will be confirmed at the detailed design stage to maintain water balance.
2.11.2	a) To develop an energy efficient mix of land uses in urban areas by integrating land use planning with energy conservation practices that take into account community layout, building types and densities, mix of uses and other factors that contribute to creating efficient, vibrant, compact, complete and healthy communities;	The proposed development is located directly adjacent to an existing urban area and along a Regional arterial road. It will function as an extension to the nearby employment area, and provide jobs and commercial opportunities to the existing community.
	b) To reduce the consumption of energy, water and land, and non-renewable resources;	The applicant is committed to incorporating energy efficient and green building elements into their development plan. This will be considered further at the detailed design stage.
	c) To promote sustainable site and building design and construction techniques in new development that reduce energy and water consumption, improve air and water quality, encourage alternative modes of transportation, provide for enhanced natural environment conditions, and improve waste management;	The Crozier report identifies low-impact development (LID) opportunities, which will be confirmed at the detailed design stage to maintain water balance.
	d) To promote a total and per capita reduction in energy and water consumption in all sectors by encouraging retrofitting of existing buildings and facilities.	The existing heritage designated building will be renovated, repurposed and retrofitted to reduce energy

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		consumption. The applicant is also committed to incorporating energy efficient and green building elements into the overall development plan. This will be considered further at the detailed design stage.
<b>C1 Environmental Management Objectives</b>		
	a) recognize watercourses in the Town and protect them through the planning process from development that may have an impact on their function as an important component of the Natural Heritage System;	An NHE prepared by Dillon has been included with the proposed application, which recommends the protection and enhancement of key features on the subject lands and supports the proposed development.
	b) ensure that development does not occur on lands that are unstable or susceptible to flooding;	The developable area of the proposed development will be located outside of any floodplain areas and established buffers, which may be refined as recommended by the NHE.
	c) encourage improvements to air quality wherever possible, through facility management, land use planning, transportation management, roadway design, operation and maintenance, and other complementary programs;	Although the proposed development will encourage automobile and truck use, there will be opportunities through facilities design at the detailed design stage to reduce emissions and improve the environment.
	e) ensure that land use change is managed on the basis of approved watershed and sub-watershed studies;	A Sub-Watershed Study (SWS) prepared by Crozier has been included with this application for staff consideration in accordance with this policy.
	f) achieve integrated watershed management through partnership with stakeholders within the watershed;	Conservation Halton will be consulted and a permit will be obtained if required for any works within the

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		regulated area, however the watercourse features will be maintained.
	g) ensure that development does not occur on or near hazardous slopes;	Buffers will be established from hazard areas (floodplains) and key features. Any development will occur outside of these areas in accordance with the recommendations of the NHE and SWS.
	i) protect the quality and quantity of water available for drinking water purposes;	A well monitoring report will be completed by the applicant at a later stage in the development process.
	j) protect water resources as an integral component of the natural environment;	Buffers will be established and any development will occur outside of these areas, if applicable.
	k) ensure that the integrity of the Town's watersheds are maintained or enhanced;	The ASP and SWS prepared by Crozier provide recommendations and design considerations to avoid and/or mitigate negative impacts to the watershed where applicable.
	l) encourage the further study of natural heritage features and related ecological functions to provide information that may assist in determining appropriate measures to protect them;	An NHE prepared by Dillon has been included with the proposed application, which recommends the protection and enhancement of key features on the subject lands and supports the proposed development.
	m) encourage the regeneration of natural areas near watercourses;	An NHE prepared by Dillon has been included with the proposed application, which recommends the protection and enhancement of key features on the subject lands and will include restoration plans.

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	n) preserve trees and wooded areas and facilitate the planting of trees, to the extent practicable, including through the development process;	Buffers will be established and be enhanced by restoration plans as recommended by the NHE and any development will occur outside of these areas. An Arborist Report and Tree Protection Plan have been provided with this application for reference.
	q) identify the tools that are required to evaluate an application for development in or adjacent to natural heritage features and related ecological functions that are considered to be an integral component of the Natural Heritage System of the Town;	Conservation Halton will be consulted and a permit will be obtained if required for any works within the regulated area, however the watercourse features will be maintained.
	r) identify what information is required to support an application that may have an impact on the hydrological features of the Town;	A Hydrogeological Assessment has been prepared by Soil Engineers as part of this application. A corresponding well monitoring report will be completed by the applicant at a later stage in the development process to support this policy.
<b>C2 Environmental Impact Studies</b>		
	Where the policies of this Plan require that an Environmental Impact Study (EIS) be prepared, such an EIS shall be prepared in accordance with the requirements of this section and Terms of Reference approved by the Town and the Region, in consultation with the appropriate Conservation Authority and the proponent. In the preparation of an EIS, reference shall be made to the Environmental Impact Assessment Guidelines of the Region of Halton.	An NHE (EIS) prepared by Dillon has been included with the proposed application, which recommends the protection and enhancement of key features on the subject lands and will include restoration plans.
<b>C3 Watercourses</b>		
3.2	Protection of watercourses	
	It the policy of this Plan to encourage the regeneration of natural areas near watercourses and the protection of headwater areas for maintaining natural hydrological processes within a watershed	The proposed development accounts for the protection and enhancement of watercourse features along

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		the western boundary of the subject lands by preserving the features and incorporating the required buffers as recommended by the NHE.
	In addition, it is the policy of this Plan that evaluations of the ecological function of watercourses, as shown on Appendix X1B, through a Subwatershed Study or in the absence of a Subwatershed Study, an Environmental Impact Study, be prepared to support Planning Act applications. Based upon the findings of an approved Subwatershed Study or Environmental Impact Study, additional watercourses may be incorporated into the Greenlands System by an amendment to this Plan.	A Sub-Watershed Study (SWS) prepared by Crozier has been included with this application for staff consideration in accordance with this policy. The proposed development accounts for the protection and enhancement of watercourse features along the western boundary of the subject lands by preserving the features and incorporating the required buffers as recommended by the NHE (EIS).
<b>C4 Natural Hazards</b>		
4.1	Development below the stable top of bank and in Floodplains	
	<p>It is the intent of this Plan to not permit new development or site alteration below the stable top of bank of a valley/watercourse.</p> <p>In addition, it is also the policy of this Plan to not permit new development within the floodplain of a watercourse in accordance with the One-Zone concept. Areas that are within the Regulatory Floodplains determined and mapped by the appropriate Conservation Authority are located within the Greenlands A designation. The intent of this policy is to minimize and eliminate any risks to life and property resulting from flooding and other natural hazards, such as erosion and slope failure</p>	The developable area of the proposed development will be located outside of any floodplain areas. The watercourse and hazard areas as defined by the NHE report will be designated as Greenlands A through this application and zoned as an EP Zone.
	In order to implement the objectives of this Plan, the implementing Zoning By-law shall place all lands within the Regional Storm floodplain and all lands below the stable top of bank of any valley/watercourse in an appropriate Environmental Zone consistent with the applicable land use designation in this Plan. Uses permitted in this Environmental Zone shall be limited to agricultural operations that existed on	The implementing Zoning By-law will also zone the Lands EP1 to protect the watercourse and floodplain areas. No development will be permitted in this zone.

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	the date the implementing Zoning By-law is passed by Council and open space uses, excluding those uses that necessitate tree cutting. No buildings or structures, with the exception of essential structural works required for flood and/or erosion or sediment control, will be permitted in this Zone	
4.3	<p>It is the policy of this Plan that all new lots be located a minimum of 15 metres from the stable top of bank of a major valley/watercourse and a minimum of 7.5 metres from the stable top of bank of a minor valley/watercourse. These setback requirements must be met by all development unless more appropriate setbacks are recommended in accordance with an approved Subwatershed study, Environmental Impact Study or Geotechnical study in consultation with the appropriate Conservation Authority. Setback requirements for the Premier Gateway Employment Area Phases 1A and 2A shall be in accordance with Section D3.5.4.3.3 of this Plan.</p> <p>In all cases where development is proposed adjacent to a watercourse, Council shall be satisfied that the proposed development can be safely accommodated without there being a negative impact on the features and functions of the watercourse and its associated valley corridor.</p>	<p>A Geotechnical Investigation has been prepared by Soil Engineers as part of this application. Appropriate setbacks (min. 15m) will be confirmed through detailed review of this and subsequent studies (SWS/NHE) during the later stages of the development process.</p>
<b>C5 Water Resource Management</b>		
	At the present time, many of the Town's residents obtain drinking water from private wells. It is a policy of this Plan to protect existing sources of drinking water for future use.	A well monitoring report will be completed by the applicant at a later stage in the development process.
	On this basis, all major applications for development in close proximity to development serviced by private wells shall be supported by a Hydrogeological Report. Major applications shall include any development requiring an Amendment to this Plan. In addition, a Hydrogeological Report may be required for other applications in accordance with the policies of this Plan.	A Hydrogeological Assessment has been prepared by Soil Engineers as part of this application.
	The Report shall be prepared to the satisfaction of the Town and the Region of Halton. The purpose of the Hydrogeological Report is to investigate the impacts of the proposed development on water quality and quantity and provide recommendations	A Hydrogeological Assessment has been prepared by Soil Engineers as part of this application. We welcome feedback on review from the Town and Region.
<b>C6 Groundwater Management</b>		
6.1	Policies	

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	<p>Policies based on the Aquifer Management Plan have been incorporated into the Region of Halton Official Plan. These include identifying Municipal Wellhead Protection Zones based on the groundwater flow patterns within the vicinity of each of the active wells supplying water to the Region. Municipal Wellhead Protection Zones that are located within Halton Hills are identified on Appendix X1B to this Plan. It is the policy of this Plan:</p>	<p>The subject lands are not located in a Wellhead Protection Zone.</p>
<b>C7 Watershed Planning</b>		
7.5	Implementation	
	<p>Relevant recommendations contained in Watershed and Subwatershed Plans shall be incorporated by Amendment into this Plan. A Subwatershed Plan shall be in place prior to the approval of a Secondary Plan that implements an Urban or Hamlet expansion. In addition, all applications for development shall conform with the recommendations made in an approved Watershed or Subwatershed Plan that have been incorporated by Amendment into this Plan. Within the Credit Valley Watershed, where an approved Subwatershed Plan is in place, an Environmental Implementation Report (EIR) may be required to implement the Subwatershed Plan. Where an Environmental Implementation Report is required, this may supersede the requirement for an EIS in accordance with Section C2 of this Plan, with the approval of the Town and the Region, in consultation with the appropriate Conservation Authority.</p>	<p>The subject lands are not located in a Secondary Plan area, an ASP and SWS have been prepared in support of the proposed development for staff consideration.</p>
<b>C8 Stormwater Management</b>		
	<p>All commercial, industrial, institutional, recreational and residential development proposals shall be supported by a Stormwater Management (SWM) report unless waived by the Town through a pre-consultation process in accordance with Section G12 of this Plan. The content and scope of the SWM report shall be determined when the development is proposed or through the completion of an EIR where required by an approved Subwatershed Plan.</p>	<p>A SSWM report has been prepared by Crozier and is included with this application.</p>
	<p>All stormwater management facilities in a Plan of Subdivision shall be placed in an appropriate Environmental Zone in the implementing Zoning By-law to reflect the potential for these lands to be flooded and to ensure that their intended use is recognized. Stormwater management facilities for condominium developments and other large single uses may be privately owned and maintained. Agreements with the Town</p>	<p>A standalone SWM facility is not included in the proposed development and therefore this requirement is not applicable. The SWM strategy will be managed through a combination of storage tanks and low-</p>



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	shall be required as a condition of approval, to provide for their continued maintenance.	impact development (LID) measures to be confirmed at the detailed design stage.
<b>C9 Tree Preservation/Planting</b>		
	It is the policy of this Plan to support the enactment of a tree conservation by-law by the Region of Halton to regulate tree cutting, including the requirement of a permit for the removal of trees, within the Greenlands System as shown on the Schedules to this Plan and woodlands 0.5 hectares or larger outside of the Greenlands System.	A tree inventory and preservation plan has been prepared by MHBC under the requirements of the Regional Tree By-law. A permit will be obtained from the Region and any compensation will be addressed at the detailed design stage.
	There are wooded areas within the Town that are not within the Greenlands System, primarily because of their small size or their location within urban areas. However, these areas also contribute to the character of the community. It is the policy of this Plan that:	The wooded area of the NHS will be protected as indicated on the tree preservation plan prepared by MHBC.
a	treed areas outside of the Greenlands System shall be retained in their natural state and additional trees shall be planted in accordance with good forestry management practice, whenever possible and appropriate, as a condition of development approval. To this end, all development proposals shall be accompanied by a tree inventory and preservation plan and proposed planting program;	A tree inventory and preservation plan has been prepared by MHBC under the requirements of the Regional Tree By-law. A permit will be obtained from the Region and any compensation will be addressed at the detailed design stage.
b	the Region and Town, in making public work decisions, shall have regard to the existence of trees and make every reasonable effort to protect them. If trees will be lost due to a public work, it is a policy of this Plan that replanting programs be initiated to compensate for the loss of trees;	A tree inventory and preservation plan has been prepared by MHBC under the requirements of the Regional Tree By-law. A permit will be obtained from the Region and any compensation will be addressed at the detailed design stage.
c	the Town require the planting of trees of appropriate quality, size and variety as a condition of development approvals wherever possible. Particular attention will be paid to surface	A conceptual landscape plan prepared by MHBC is included in this submission to demonstrate compliance

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	parking lots and the softening of their visual impact on abutting lands and streets;	with this policy. It will be updated at the detailed design stage.
d	Council may undertake a tree-planting program along arterial and collector roads wherever possible to create, over time, a canopy of trees that will enhance the character of the community and contribute to the aesthetics of the area;	Per the conceptual landscape plan prepared by MHBC, street trees are included in the development proposal.
e	Council promote the development of vegetative cover along watercourses.	A restoration plan will be prepared for the watercourse and buffer areas at the detailed design stage.
<b>C10 Erosion and Sedimentation Control</b>		
a	It is the policy of this Plan to: encourage the preparation of a Site Alteration By-law in accordance with the Municipal Act that regulates the removal of topsoil, restricts the stripping or mining of agricultural soils and restricts activities that erode, deplete, render inert or contaminate soils; and	An ESC plan will be submitted and approved at the detailed design stage. Preliminary ESC measures are described in the SSWM report prepared by Crozier.
b	encourage development and construction practices that minimize the levels of soil erosion and siltation.	The developer acknowledges this and will minimize soil erosion and traction from the site. A site-alteration permit will be obtained from the Town if deemed required.
<b>C17 Solid Waste Management</b>		
	Solid waste management is the responsibility of the Region of Halton and is subject to detailed policies in the Regional Official Plan. It is the policy of this Plan to support local and Regional efforts to promote the principles of reduce, reuse and recycle including the recycling of aggregate wastes (including used concrete and used asphalt) and solid wastes.	Private waste collection is proposed for the proposed development. Details will be provided at the detailed design stage.
<b>C19 Green Development</b>		
	To ensure that the goals and strategic objectives of this Plan to facilitate sustainable development practices are addressed through development applications, all applicable development applications in the Town shall promote the following goals through the use of technologies, innovations, features,	The development will be connected to the existing municipal infrastructure system. The Crozier report identifies low-impact development (LID)

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	<p>landscaping, site plans, subdivision plans and any other means available to the developer:</p> <ul style="list-style-type: none"> <li>• Energy conservation;</li> <li>• Water conservation and quality;</li> <li>• Natural environment;</li> <li>• Air quality;</li> <li>• Waste management;</li> <li>• Communication; and,</li> <li>• Transportation and/or community design</li> </ul>	<p>opportunities, which will be confirmed at the detailed design stage to maintain water balance.</p> <p>The applicant is committed to incorporating energy efficient and green building elements into their development plan. This will be considered further at the detailed design stage.</p>
<b>D2 Community Areas</b>		
2.2	Location	
	<p>The Community Area designation applies to lands that serve primarily as community focal points in Acton and Georgetown. The Community Area is divided into the following designations:</p> <p>Corridor Commercial Area;</p>	<p>A new designation will be assigned for this use as it not considered a community focal point in Acton or Georgetown. Since the site context shares similarities with the Premier Gateway Employment Area, the commercial use is proposed to be designated as Gateway Area, which is more appropriate.</p>
2.3	Need for market Impact Studies	
	<p>If an Amendment to this Plan is required to permit the development of new commercial uses, Council shall require the preparation of a market impact study where:</p> <p>a) a commercial use with a gross leasable floor area for Department Store Type Merchandise (DSTM) and/or Food and Convenience Type Merchandise (FCTM) in excess of 4,645 square metres is proposed in the Georgetown Urban Area;</p> <p>b) a commercial use with a gross leasable floor area for DSTM and/or FCTM in excess of 2,322 square metres is proposed in the Acton Urban Area; and,</p> <p>c) a new supermarket or department store is proposed within the Georgetown and Acton Urban Areas.</p>	<p>A Retail Market Impact Study prepared by UrbanMetrics confirms that the existing market can support the additional commercial space, which will not cause significant impact on the function of existing commercial areas or retailers.</p>
2.4	Urban Design	

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	<p>It is the intent of this Plan to improve the vibrancy and aesthetics of all Community Areas in the Town.</p> <p>On this basis, the approval of any development proposal pursuant to the Planning Act will be dependent on Council being satisfied that:</p> <ul style="list-style-type: none"> <li>a) improvements to the aesthetics of the public realm (roads, parks, and sidewalks) will occur as a condition of development, or will be made possible as a result of the development, as appropriate.</li> <li>b) the sitting, scale and massing of buildings contributes to a safe and attractive pedestrian environment and streetscape.</li> <li>c) parking facilities are designed to not dominate the streetscape; and,</li> <li>d) landscaping is used to buffer adjacent uses and improve the overall aesthetics of the development</li> </ul>	<p>Building orientation, parking design and urban design elements will be confirmed at the detailed design and site plan approval stages in accordance with the Urban Design Brief.</p>
	<p>All new developments requiring a <i>Planning Act</i> approval shall conform to Section F2 (Urban Design) of this Plan as appropriate.</p>	<p>Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.</p>
<b>D3 Employment Areas</b>		
3.3.1	Employment Land Conversions	
	<p>It is the policy of this Plan to prohibit the conversion of lands within the Employment Area designation to non-employment uses, including major retail uses, unless through a municipal comprehensive review where it has been demonstrated that:</p> <ul style="list-style-type: none"> <li>a) there is a need for the conversion;</li> <li>b) the conversion will not compromise the ability of the Town to meet the employment targets contained in Table A1A of this Plan;</li> <li>c) the conversion will not adversely affect the overall viability of the Employment Area and achievement of the Built Boundary total intensification target contained in Table D5.1 and the density targets contained in Section D6.2 of this Plan;</li> <li>d) the conversion will not compromise the ability of the Town to meet the Regional Phasing specified in Section F10.4 of this Plan;</li> </ul>	<p>Although the subject lands are identified as a future strategic employment area in the Regional Official Plan, they are not currently designated employment lands. Therefore, land is not required to be removed/converted to accommodate the proposed commercial uses.</p>

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	<ul style="list-style-type: none"> <li>e) adequate infrastructure exists or is planned to accommodate the proposed conversion;</li> <li>f) the conversion will not negatively impact the suitability of adjacent lands to be used or continue to be used for employment purposes;</li> <li>g) the lands are not required in the long-term for employment purposes,</li> <li>h) cross-jurisdictional issues have been addressed.</li> </ul>	
3.3.2	Non-employment uses in Employment Areas	
	<p>It is the policy of this Plan to prohibit residential and other non-employment uses, including major retail uses, in the Employment Area designation, except:</p> <ul style="list-style-type: none"> <li>a) to recognize permitted uses within the Prestige Industrial Area and Gateway Area designations within Phases 1A and 2A as shown on Schedule A8 of this Plan;</li> <li>...</li> </ul>	As mentioned above, the subject lands are currently not designated as employment lands. A separate commercial designation is to be carved out in the Official Plan Amendment to facilitate the proposed development.
<b>D7 Future Strategic Employment Areas</b>		
<b>7.3</b>	<b>Policies</b>	
<b>7.3.1</b>	<b>Re-designation</b>	
	The re-designation of lands within the Future Strategic Employment Areas to uses that are incompatible with employment uses in the long term, especially non-farm uses such as institutional and recreational uses, is prohibited	The proposed development does not include uses that are incompatible with the proposed employment uses.
<b>7.3.2</b>	<b>Servicing</b>	
	It is the intent of this Plan that the Town will participate with the Region in an investigation of the feasibility and cost to service the Future Strategic Employment Areas, as part of the Joint Infrastructure Staging Plan specified in Section F10.4 of this Plan.	The proposed development will be connected to existing municipal services. As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure. Required extensions to any infrastructure will be funded and constructed by the applicant. Similarly, a Fiscal & Economic Benefits Analysis prepared by UrbanMetrics confirms that

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		there will be a net positive fiscal impact to the municipality on an annual basis.
<b>7.3.3</b>	<b>Urban Area Expansion</b>	
	The inclusion of lands within the Future Strategic Employment Areas into the Urban Area before 2031 will only be considered through a municipal comprehensive review, as part of the Region's and Town's five-year reviews of their respective Official Plans, if it can be demonstrated that the Region and Town will not be able to meet their 2031 employment targets through development within the Urban Area.	Since the ROP came into effect prior to the new PPS 2024, a municipal comprehensive review (MCR) is no longer required. Private applications to expand the urban boundary are now permitted under section 2.3.2.1 of the PPS.
<b>7.3.4</b>	<b>Existing Rural Residential Concentrations</b>	
	At such time as an area identified as Future Strategic Employment Area is proposed for re-designation to urban employment uses, through a municipal comprehensive review, existing rural residential concentrations shall be identified, and policies incorporated into this Plan, requiring an examination of ways to mitigate the impacts of urban employment development on these areas	Existing land uses nearby and adjacent to the proposed development will continue to be recognized and protected through design mitigation measures. Land use compatibility will generally be achieved by implementing buffers and setbacks to nearby residential dwellings. These measures will be specified at the detailed design stage.
<b>F2 Urban Design</b>		
<b>2.2</b>	<b>Urban Design Policies</b>	
	The following policies shall apply, as appropriate, to all developments requiring a Planning Act approval within the Urban Areas. Additional policies for certain areas of the Town, such as the Downtown Area, are contained within the appropriate sections of the Plan containing the land use designations.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>2.2.1</b>	<b>Public Realm</b>	

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	The look, feel and treatment of public areas such as roads, parks, and public open spaces are a key component of what makes up the character of the community. Therefore, high quality design in the public realm shall be encouraged in the development of all public parks and open spaces, roads, buildings and engineering projects. The development of new public buildings shall be in accordance with relevant provisions of Sections F2.2.2 of this Plan. The following additional policies shall apply to the design of these public areas and to the public works carried out in these areas.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>2.2.1.1</b>	<b>Streetscape</b>	
a	An integrated design and treatment of streetscape features shall be promoted throughout the municipality. Specialized streetscape designs and treatments may be adopted for particular areas of the Town in accordance with area, or site-specific, Council-adopted Urban Design Guidelines.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
b	Streetscape features located within public rights-of-way, such as lighting fixtures, directional and street signs, parking meters, transit shelters, and street furniture shall be complementary in their design and located in an integrated manner, so as to avoid visual clutter.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
c	Gateway features shall be established at strategic locations within the municipality, as identified in Council-adopted Secondary Plan policies and/or Urban Design Guidelines and may include specialized boulevards, landscape medians, decorative street lightings, and/or decorative signage treatments	The subject lands provide a unique opportunity to incorporate a gateway feature. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
d	Planned road reconstruction shall be encouraged to include improvements to the existing streetscape consistent with the policies of this Plan or any Council-adopted Urban Design Guidelines.	Any required road improvements will be coordinated at the design stage, and implemented through a development agreement.



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<b>2.2.2</b>	<b>Private Realm</b>	
	A high quality of design of the private realm shall be required in all new development and redevelopment.	The site plan for the proposed development will incorporate high quality design. Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
<b>2.2.2.1</b>	<b>Site Design</b>	
a	Site design incorporates the built form of structures, landscaping, services and the layout of all amenities. Site design shall promote an appropriate design relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics, in order to promote an environment that is pleasant and attractive to the community.	The site plan for the proposed development will incorporate high quality design. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
b	Site design shall address compatibility between differing adjacent land uses in context of density, height and massing through appropriate site layout, building locations and landscape treatments.	Landscape buffers and other treatments will be incorporated into the site plan design. Conformity will be demonstrated at the detailed design and site plan approval stages as described above in accordance with both the approved Noise Study and Urban Design Brief.
c	The design of sites adjacent to parks, woodlots and watercourses shall be sensitive to these features. In these instances, appropriate setbacks shall be maintained between buildings and sensitive natural areas, while on-site landscaping shall be well integrated with natural areas.	Buffer enhancements with restoration plans will be included as part of the site plan design. Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
d	Continuous, highly visible, well-articulated and landscaped connections between building(s) and	Safe pedestrian access will be provided on the proposed site plan. Conformity will be demonstrated at the

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	the street should be provided to establish appropriate pedestrian linkages between the sidewalk and building entrances and generally improve access for public transit users.	detailed design and site plan approval stages as described above.
e	Site design along major roads should also consider the integration of future public transit access.	The owner will work with municipal staff to incorporate public transit access, if applicable, as desired by staff. Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
f	Along collector and arterial roads within Urban Areas and Hamlet Areas, reverse frontage residential lots shall be minimized through techniques such as window streets and where reverse frontage lots are provided, shall incorporate a substantial landscape buffer to improve the visual amenity of such areas	<i>Not applicable to this application.</i>
g	On large sites, efforts shall be made to encourage pedestrian linkages between uses and adjacent sites.	Pedestrian crossings can be coordinated with traffic improvements wear feasible, through the site plan design. Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
<b>2.2.2.2</b>	<b>Building Design and Siting</b>	
a	The design of new buildings should achieve a complementary design relationship to existing buildings, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.	Building orientation and urban design elements will be confirmed at the detailed design stage. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
b	The design of all buildings shall have regard to pedestrian safety and direct street access. Buildings should be massed to recognize pedestrian scale and provide an appropriate street wall height at the street line and be architecturally articulated to provide visual variety and interest, yet be sensitive to high wind speeds, and long periods of shadowing. Generally, building articulation features such as canopies, cornice lines	Although there will be some large-scale buildings, safe pedestrian access will be provided on the proposed site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described

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	and varying façade materials should be used to reinforce a pedestrian scale.	above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
c	Buildings shall be encouraged to present their principal building facades with an appropriate building design and fenestration to the public street. The design of corner buildings shall take into account exposure to multiple street frontages and high public exposure; as well as incorporate elements such as increased height, fenestration and roof features, and well articulated entrances.	Building orientation and urban design elements will be confirmed at the detailed design stage. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
d	Buildings located at major vista terminations in their urban setting, or on view corridors within the development site, shall be given special treatment through the use of massing and building articulation strategies, such as added height, special roof treatments, and use of special cladding materials.	<i>Not applicable to this application.</i>
e	The protrusion of garages on residential buildings into the front yard, beyond the main front building wall, shall be discouraged.	<i>Not applicable to this application.</i>
f	Building functions that do not directly serve the public, such as loading areas, shall not face a public street and should be located away from noise sensitive land uses, such as residential areas, and buffered as necessary.	Loading areas will be screened from public view through development of the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
g	Buildings should employ devices such as awnings, canopies, building cantilevers / overhangs to minimize uncomfortable high winds which may be associated with the height or placement of buildings, and generally improve the level of pedestrian comfort. Sheltered building entrances should be provided at primary building entrances to high-density residential, public, recreational, industrial, office and commercial buildings, where necessary.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
h	When a development is located adjacent to existing, or planned residential areas, sufficient building setbacks should be provided to minimize potential height and massing impacts such as overlook, shadowing and high wind speeds. Massing strategies such as stepping down towards buildings of lower height should be employed to minimize impacts. Site Plan	Building orientation and height, landscape buffers and other treatments will be incorporated into the site plan design. Conformity will be demonstrated at the

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	applications may be required to submit wind and/or shadow studies to address such potential conditions.	detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
i	Roofscapes shall be an integral part of the design of a building and harmonize with the design of the rest of the building. On this basis, roof top mechanical units shall be organized and screened with complementary materials, colours and finishes as necessary to provide a skyline with desirable visual attributes.	Rooftop mechanical units will be screened where appropriate, and will serve a dual purpose for noise mitigation. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
j	Freestanding buildings for retail, restaurants and services, as well as office and residential buildings, shall be located at the street edge where possible, to encourage their use by pedestrians.	Building orientation and urban design elements will be confirmed at the detailed design stage. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
k	Buildings on corner lots shall be located in close proximity to the street rights of way. Corner lots should emphasize their important urban presence by employing appropriate strategies for major landscape treatments as well as building massing and articulation that emphasize the corner condition.	<i>Not applicable to this application.</i>
l	Building entrances shall be located to be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways.	Safe pedestrian access will be provided on the proposed site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.

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2.2.2.4	Landscaping	
a	Landscaping is a major contributor to a vibrant streetscape. A high quality of landscape design shall be required to enhance the visual aesthetics of development and to enhance the site and land use compatibility.	A high quality landscape design will be included in the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy. For the purpose of this application, conceptual landscaping plans prepared by MHBC are included to demonstrate conformity with these policies.
b	Landscaping within private lands shall be complementary to streetscape design and materials within the public realm.	A high quality landscape design will be included in the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
c	Where appropriate, planted landscaping strips and fencing shall be used to buffer development from adjacent uses and mitigate on-site operational activities such as loading and waste storage facilities;	Loading areas will be screened from public view through development of the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
d	Landscape materials shall be selected for their aesthetic, ecological, disease-tolerance and maintenance characteristics	A high quality landscape design will be included in the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design

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		brief prepared by Turner Fleischer shall satisfy this policy.
e	Hard and soft landscaping shall be used for the spaces between the street line and buildings to enhance the streetscape, as well as provide a buffering function when on-site parking is placed close to the street or in side yards. To help create a strong landscape presence that also screens surface parking, a generously sized area and/or low decorative fencing should be provided along the street line to allow for an aesthetically pleasing view from the street into the site.	A high quality landscape design will be included in the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
f	Vehicular entrances often present opportunities for landscaping that highlight entry points into the site. Therefore, appropriate landscaping shall be provided on either side of driveway entrances, particularly at the main entrances	A high quality landscape design will be included in the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
g	The use of berms along public street frontages shall generally be avoided due to their tendency to isolate buildings from the street.	Berms are not proposed along the street frontage. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
h	Landscaping can play an important role in delineating a site's side yards and often provides a visual break in large asphalted areas. In this regard, landscape strips planted with trees and/or shrubs and flowers shall be used to separate each development and the associated parking areas. The presence of significant trees on a development site shall be determined through a tree survey and, where appropriate, preserved, maintained and integrated into the new landscape design.	A high quality landscape design will be included in the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.

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i	Native, non-invasive species shall be used on lands that are adjacent to the Greenlands System.	Native species will be incorporated in the landscape design. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>2.2.2.5</b>	<b>Parking</b>	
a	The location of parking is a major determinant for the layout of a development that is pedestrian friendly and transit supportive. Where appropriate, the Town shall encourage the provision of surface parking areas in locations not visible from the public street, such as in rear yards and/or well-landscaped side yards.	Due to the nature of the large-format retail use and parking demand, this scenario cannot be avoided, but can be mitigated through site plan design and design elements such as streetscaping and planting strips. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
b	Where surface parking areas are situated adjacent to a public street in the front yard, their layout should be subdivided into smaller areas to avoid large monotonous asphalt surfaces. In these cases, a certain percentage of the frontage should be reserved for landscaping between the buildings and the street line. The parking areas may be partially buffered and/or screened from the street through the use of landscaping, tree planting, pedestrian facilities, lighting, fencing and/or other landscape elements in order to enhance the visual aesthetics of, and pedestrian activity within, such parking areas.	Landscaped islands will be included in the site plan design. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
c	Clearly defined pedestrian accesses between parking and adjacent buildings and entrances should be provided with well-delineated walkways using decorative paving surfaces.	Safe pedestrian access will be provided on the proposed site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described

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		above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
d	Surface parking lots shall be linked to the streets and other public areas with well-delineated walkways, utilizing decorative paving treatments.	Safe pedestrian access will be provided on the proposed site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>2.2.2.6</b>	<b>Signage, Display and Lighting</b>	
a	All signs shall be in accordance with the Town's Sign By-law and designed as an integral element of the site layout and/or building design that does not dominate the overall development character. Signs on designated heritage properties or within Heritage Conservation Districts pursuant to the Ontario Heritage Act are encouraged to be compatible with the architecture and character of the property or district.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
b	Some land uses require outside display areas such as sales outlets for vehicles and garden supply stores. Display areas should be designed to make a positive contribution to the streetscape and the overall site development. Generally, there shall be a limited percentage of site frontage devoted to outside display areas. Architectural and/or landscaping components shall be used as appropriate, to provide well-defined display areas that work in harmony with adjacent buildings and display areas. Some of these treatments include extensions of building facades, colonnades and canopies, planting, pergolas and decorative walls.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
c	All lighting shall be internally oriented so as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky shall be encouraged.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
<b>2.2.2.7</b>	<b>Services, Utilities, Outside Processing and storage</b>	
a	Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be located and/or screened from public streets and adjacent residential areas or other sensitive land uses, in order	Service areas will be screened from public view through development of the site plan. Conformity will be demonstrated at the



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	to buffer their visual and operational effects. Waste storage areas should be integrated into the main building on the lot. Waste storage areas external to the main building shall be enclosed and shall not face a public street.	detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
b	Site access, service areas and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses, sidewalks and both on-site, and off-site, pedestrian routes and shall be visually screened as necessary from public views. Screening should be designed to use landscaping and/or solid fencing. Loading and service areas should be buffered for noise impacts, particularly when located against residential areas. Buffering strategies include berms, tree and shrub planting and opaque noise walls and fences.	Service areas will be screened from public view through development of the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
c	It is recognized that in some developments, there will be a need to accommodate outside processing and storage areas, particularly for uses such as building supply centres and some industrial operations. These storage areas should be organized and placed to reduce their potential negative impacts on the streetscape. Open processing and storage areas should be located in the rear or side yards and screened from public view, or from views from adjacent properties, using fencing and/or landscaping.	Service areas will be screened from public view through development of the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
d	Storage areas should be paved with hard surfaces such as asphalt, concrete or interlocking pavers where possible to reduce dust.	Hard surfaces will be incorporated into the site plan design where appropriate. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>F2.2.2.8</b>	<b>Access and Circulation</b>	
a	The number of vehicular access points into a site and their width could potentially have detrimental effects on street frontages by reducing available areas for landscaping and by	The site plan has been optimized to allow vehicle circulation between the employment and

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	creating large expanses of asphalt. On this basis, joint access driveways shall be considered on adjacent sites.	commercial uses to minimize access to public streets and reduce conflicts on municipal and regional roads. This will be finalized through the detailed design.
b	To ensure safety and promote their priority over vehicular traffic, major pedestrian routes on the site should be identified and delineated with paving materials that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the street. The use of soft landscaping is also encouraged along major pedestrian routes.	Safe pedestrian access will be delineated on the proposed site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
c	Generously sized walkways shall be provided along buildings, particularly in areas with large pedestrian traffic. These walkways should be connected to other pedestrian routes on the site and linked to major pedestrian entry points at the street, and where appropriate to adjacent developments	Safe pedestrian access will be delineated on the proposed site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>F2.2.3</b>	<b>Natural Heritage</b>	
	Development shall be designed to be compatible with, and complementary to, existing natural heritage features.	The proposed development accounts for the protection and enhancement of key features along the western boundary of the subject lands by preserving the feature and incorporating the required buffers as recommended by the NHE.
<b>F2.2.4</b>	<b>Cultural Heritage</b>	
	Development shall be designed to incorporate, conserve and enhance identified cultural heritage resources as distinct elements and/or focal points, and incorporate these features into the overall site and building design.	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the

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		recommendations of the HIA prepared by GBCA.
<b>F2.2.5</b>	<b>Safety</b>	
	Personal safety for individuals for new development shall be promoted including the provision of:	
a	<ul style="list-style-type: none"> <li>a) appropriate lighting, visibility and opportunities for public surveillance for parking lots, walkways, parking garages and open space area;</li> <li>b) unobstructed views into parks and open spaces from adjoining streets;</li> <li>c) design and siting of new buildings shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open space;</li> <li>d) views into and out of publicly accessible buildings shall be encouraged;</li> <li>e) landscaping that maintains views for safety and surveillance; and,</li> <li>f) clear and appropriately located signage, which precludes entrapment or the perception of entrapment.</li> </ul>	Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>F2.2.6</b>	<b>Barrier-free Access</b>	
a	Barrier-free access for persons using walking or mobility aids shall be provided in all public and publicly-accessible buildings and facilities and along major pedestrian routes. Such barrier-free access features may include level surfaces, ramps and curb cuts, railings, automatic door openers and rest areas	Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
b	Barrier free features shall be integrated with the functional and design components of the site and/or buildings.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
<b>F2.3.1</b>	<b>Urban Design Guidelines</b>	
	The Town may require the preparation of detailed Urban Design Guidelines for selected areas within the municipality, where appropriate, and shall require Urban Design Guidelines and/or Architectural Control Guidelines for those areas identified in Sections F2.3.1 a) and F2.3.1 b). In addition, Urban Design Guidelines shall be prepared where new, or reviews of existing, local Secondary Plans are undertaken/	An Urban Design brief prepared by Turner Fleischer has been included with this application.
	Urban Design Guidelines shall be adopted by Council and then shall be employed in the design and construction of all public projects and the evaluation of all development applications.	The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
<b>F2.3.2</b>	<b>Development Approvals</b>	

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a	The urban design policies of this Plan, and any Council-adopted Urban Design Guidelines, shall be employed in the evaluation of all development applications within the Town.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above. The Urban Design brief prepared by Turner Fleischer shall satisfy this policy.
b	The Town shall exercise its powers of zoning and site plan approval to encourage a high quality of building and landscape design and shall review and amend its Site Plan Manual and Zoning By-law in order to implement the Urban Design policies of this Plan and any Council-adopted Urban Design Guidelines.	A high quality landscape design will be included in the site plan. Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
c	For development requiring site plan approval, the Town may request the applicant to prepare design guidelines in conjunction with the submission of site plan application, where the context of the development area is sensitive in nature.	An Urban Design brief prepared by Turner Fleischer has been included with this application.
d	The Town shall exercise control over signs and fences in accordance with applicable legislation and shall ensure that its municipal by-laws are regularly reviewed and amended to reflect the Urban Design policies of this Plan and any Council-adopted Urban Design Guidelines.	Conformity will be demonstrated at the detailed design and site plan approval stages as described above.
<b>F5 Cultural Heritage Resources</b>		
	<p>It is the intent of this Plan that the Town's cultural heritage resources be identified, conserved and enhanced whenever practical and that all new development occur in a manner that respects the Town's rich cultural heritage. The heritage resources of the Town generally include:</p> <ul style="list-style-type: none"> <li>A) built heritage, such as buildings, structures, monuments or remains of historical, cultural and/or architectural value;</li> <li>B) cultural heritage landscapes, such as rural, hamlet and urban areas that are of historic and scenic interest; and,</li> <li>C) archaeological resources.</li> </ul>	<p>The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.</p> <p>A Stage 1 Archaeological Assessment prepared by ACC advises that the subject lands may have general archaeological potential. A Stage 2 assessment will be completed to confirm, document and map all areas of low to no potential prior</p>

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		to any disturbance of the subject lands.
<b>F5.1</b>	<b>General Policies</b>	
<b>F5.1.2</b>	<b>Cultural Heritage Impact Statements</b>	
	Council shall require the submission of a Cultural Heritage Impact Statement (CHIS) to support an application for development if the affected lands are the site of an identified or significant cultural heritage resource or are located in close proximity to a significant cultural heritage resource or are on adjacent lands to a significant cultural heritage resource. The purpose of the CHIS is to determine what impacts the development will have on the resource and whether the application for development will conform to the goals, objectives and policies of this Plan and/or the area-specific policies or zoning regulations described in Section F5.1.1 of this Plan.	An HIA has been prepared by GBCA and is included with the proposed application.
	Development or site alteration may be permitted on adjacent lands to a protected heritage property where a CHIS has demonstrated that the heritage attributes of the protected heritage property will be conserved, including the use of mitigation measures and/or alternative development approaches.	A heritage permit will be issued by the municipality (if required) to facilitate the proposed works.
<b>F5.1.4</b>	<b>Mitigation of Impacts on Cultural Heritage Resources</b>	
	Council may impose as a condition of any development approval the retention and conservation of cultural heritage resources identified in a CHIS or the CHMP, or the implementation of appropriate mitigation measures, to minimize the impact of the development on the cultural heritage resource.	A heritage permit will be issued by the municipality (if required) to facilitate the proposed works. A Conservation and Management Plan will be provided at a later stage of the development process.
<b>F5.2</b>	<b>Built Heritage and Cultural Landscape Resources</b>	
<b>F5.2.7</b>	<b>Retention of Built Heritage Structures</b>	
	Council shall encourage the retention of buildings of significant cultural heritage and protected heritage structures in their original locations whenever possible. All options for on-site retention shall be considered before approval is given for relocation to another site. These options include: integration within new development areas, adaptive re-use of the building in its original location (e.g. use as a community centre within a residential subdivision), and relocation of the building on the development site.	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.
<b>F5.2.8</b>	<b>Prevention of Demolition of Built Heritage Structures</b>	

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	Pursuant to the Ontario Heritage Act, and as part of an overall strategy to conserve built heritage resources, Council may refuse to permit the demolition of heritage buildings or structures that have been designated under the Ontario Heritage Act.	The development proposes to relocate, repurpose and restore the existing heritage designated building, in accordance with the recommendations of the HIA prepared by GBCA.
<b>F5.3</b>	<b>Archaeological Resources</b>	
F5.3.1	Archaeological Assessment Requirements	
	<p>Council recognizes that there are archaeological remnants of prehistoric and early historic habitation as well as areas of archaeological potential within the Town. Archaeological sites and resources contained within these areas can be negatively impacted by any future development.</p> <p>Council shall therefore require archaeological impact assessments and the preservation or excavation of significant archaeological resources in accordance with Provincial requirements and the Halton Region Archaeological Master Plan.</p> <p>Archaeological assessment reports by licensed archaeologists are to be in compliance with guidelines set out by the Ministry of Citizenship, Culture and Recreation, as well as licensing requirements referenced under the Ontario Heritage Act.</p> <p>Council may conserve the integrity of archaeological resources by adopting zoning by-laws under Section 34 of the Planning Act, to prohibit land uses on sites where an identified significant archaeological resource exists.</p>	<p>A Stage 1 Archaeological Assessment prepared by ACC advises that the subject lands may have general archaeological potential. A Stage 2 assessment will be completed to confirm, document and map all areas of low to no potential prior to any disturbance of the subject lands.</p>
<b>F6 Transportation</b>		
<b>F10 Development Phasing Strategies</b>		
<b>F10.2</b>	<b>General Phasing Criteria</b>	
	Development in the Urban Area shall be phased in accordance with the following criteria:	
a	the proposal contributes to the protection and enhancement of natural heritage features and ecological functions and provides opportunities for public ownership of these lands;	The proposed development accounts for the protection and enhancement of key features along the western boundary of the subject lands by preserving the feature and incorporating the required buffers as recommended by the NHE.

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b	the proposal represents the logical completion or extension of the existing urbanized area, roads and other infrastructure to avoid scattered development patterns;	The proposed development is located directly adjacent to an existing urban area, functioning as a logical extension and connection. Local extensions to existing water and wastewater infrastructure are feasible as determined by the ASP.
c	the proposal can be adequately and economically serviced by municipal water and wastewater services and storm drainage facilities;	The proposed development will be connected to existing municipal services. As illustrated through the SSWM report prepared by Crozier, it has been demonstrated that there is sufficient capacity in the existing water and wastewater infrastructure;
d	the proposal will provide park sites, school sites and portions of a community wide trail system;	Cash-in-lieu of Parkland will be provided at the time of development.
e	the proposal provides an opportunity for both employment and residential uses in order to encourage improved live/work relationships and to attract non-residential assessment;	The proposed development will add lands to the employment/non-residential base, reducing the tax burden on the residential assessment base.
f	where appropriate, proposals for residential development provide a mix and range of housing to accommodate the Town's housing needs as set out in the Municipal Housing Statement;	Residential uses are not appropriate to be incorporated into the proposed development. Compatibility and mitigation will be addressed for existing residential uses nearby at the detailed design stage.
g	the proposal can be accommodated within the financial capabilities of the Town to provide the necessary services without decreasing the level of service to existing development;	Infrastructure upgrades required to facilitate the proposed development will be funded and constructed by the applicant. The Fiscal & Economic Benefits



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		Analysis prepared by UrbanMetrics confirms that there will be a net positive fiscal impact to the municipality on an annual basis.
h	the proposal participates in local or Regional servicing and financial agreements pursuant to the Development Charges Act; and,	Infrastructure upgrades will be secured through a development agreement
i	the proposal contributes to achieving the density targets of this Plan and the Regional Phasing set out in Section F10.4.	As confirmed in the LNA prepared by UrbanMetrics, the proposed development will exceed the Region's required employment density by providing 34 jobs per net hectare. Therefore, the Region's ability to meet its targets are supported.
	More detailed phasing strategies shall be included in Secondary Plans and where appropriate, Block Plans.	<i>Not applicable to this application.</i>
<b>F10.4</b>	<b>General Phasing Policies</b>	
<b>G2 Official Plan Administration</b>		
<b>G2.3</b>	<b>Growth Management</b>	
	In addition to the requirements of the Regional Official Plan, the expansion of any urban boundary may only be considered provided that:	
a	the expansion area serves as a logical extension to the existing built up area;	The proposed development is located directly adjacent to an existing urban area, functioning as a logical extension and connection. It provides for the phased progression of urban development as the subject lands are contiguous and immediately adjacent to existing Urban Areas in both Halton Hills and the Town of Milton, where servicing infrastructure is available without the need for significant upgrades



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b	the expansion area can be easily integrated with the fabric of the existing built up area;	The proposed development will function as an extension to the existing employment area located to the east.
c	the expansion area can be appropriately serviced;	The development will be connected to the existing municipal infrastructure system which has confirmed available capacity by the SSWM report.
d	an appropriate housing mix, as determined by the Municipal Housing Statement, is provided for on the lands;	<i>Not applicable to this application.</i>
e	new employment lands are an integral component of the expansion;	New employment lands are a significant part of the proposed development and boundary expansion.
f	the lands can be easily accessed by existing arterial roads and will not contribute to traffic congestion within the existing community;	The subject lands have direct frontage and access to a major Regional arterial road, Regional Road 25. Secondary access will be to No. 5 Sideroad. They are also proximate to Highway 401.
g	prime agricultural lands shall only be included if no reasonable alternative exists;	The subject lands are the preferred site of development as alternative locations for the proposed development would not be adjacent to the existing settlement area, and would not satisfy the other requirements of this section. The AIA prepared by Clark Consulting concludes that the proximity of other non-farm uses limits the potential to establish any new intensive agricultural uses such as

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		livestock facilities on the subject lands.
h	the expansion area shall conform with the 'environment-first' objectives of this Plan;	The proposed development accounts for the protection and enhancement of key features along the western boundary of the subject lands by preserving the features and incorporating the required buffers as recommended by the NHE.
i	the lands are not located within the Protected Countryside Area designation; and,	The subject lands are not located within the Protected Countryside Area designation
j	the scale of the expansion is in keeping with the Community Vision, Goals and Strategic Objectives of this Plan	The proposed development achieves the goals and objectives of the OP by directing growth to the Urban Area, and expanding employment opportunities to create a more livable community while protecting the natural heritage system and the town's cultural heritage resources. The proposed expansion provides a modest increase to the Town's urban area, in a scale that is appropriate for its immediate context.
<b>G2.4</b>	<b>Public Participation</b>	
	<p>It is policy of this Plan that public participation be an integral component of any land use planning process. On this basis, before making any planning decisions, Council shall be satisfied that:</p> <ul style="list-style-type: none"> <li>a) Adequate public notice has been given;</li> <li>b) Enough information to enable a person to reasonably understand the nature of the proposal and its impact is available prior to any public meeting;</li> <li>c) All public and agency comments have been assessed and analyzed by staff; and,</li> </ul>	The public engagement process will be carried out as per the statutory requirements under the <i>Planning Act</i> .

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	d) Their decision will appropriately balance the overall public interest against the private interest expressed in the application	
	Proponents shall be encouraged to pre-consult with neighbouring landowners to obtain their views before a formal application is submitted.	The public engagement process will be carried out as per the statutory requirements under the <i>Planning Act</i> .
	<p>Notification to the residents of the Town of public meetings held by Council shall be given a minimum of 20 days prior to the public meeting, unless additional notice is required at the discretion of the Town, in accordance with the following procedures:</p> <ul style="list-style-type: none"> <li>A) Notice of any privately initiated application requiring notice shall be provided through on-site signage, which is to be provided along each frontage of the subject lands so that it is visible from the street and is in a location that ensures safe sight lines. If posting a sign on the property is impractical, posting will be required at a nearby location chosen by the clerk of the municipality;</li> <li>B) Notice of any privately initiated application requiring notice shall be provided by prepaid mail to every owner of land, or condominium owner, and to those people who have requested notice, within 120 metres of the subject lands;</li> <li>C) Notice of any publicly initiated application requiring notice shall be provided through digital and online channels as appropriate, or other means as deemed appropriate by Town staff.</li> </ul>	Notice will be provided to the public under the requirements of the <i>Planning Act</i> .
<b>G4 Zoning By-Laws</b>		
<b>G4.2</b>	<b>Holding Provisions</b>	
	<p>Council may pass a Zoning By-law that identifies a use of land, but prohibits the actual development of the land until a later date when identified conditions have been met. These conditions are set out in the policies applying to the land use designations in this Plan. The objective of utilizing a Holding Provision is to ensure that:</p> <ul style="list-style-type: none"> <li>A) the appropriate phasing of development or redevelopment occurs;</li> <li>B) development does not proceed until community services and facilities such as water and wastewater services, stormwater management and utilities are available to service the development;</li> </ul>	A Holding Provision is not necessary for the proposed development as it represents appropriate phasing, can immediately serviced by municipal services, has access to existing transportation facilities and a development agreement can be entered into with the Town/Region to facilitate any required improvements.

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	<p>C) development does not proceed until adequate transportation facilities and/or access arrangements are available; and,</p> <p>D) agreements respecting the design of the proposed development and/or the services that are to be provided by Council and/or the Region are entered into.</p> <p>Council, at any time, may designate any Zone or part of a Zone as a Holding Zone by placing an “H” in conjunction with the Zone symbol in order to meet one of the above-mentioned objectives. During the interim period, when the Holding Zone is in place, uses permitted on the affected lands are limited to existing uses only.</p>	
<b>G7 Site Plan Control</b>		
	<p>All areas of the Town are designated as proposed Site Plan Control areas under the provisions of the Planning Act. Specific uses subject to site plan control shall be identified in the Town’s Site Plan Control By-law passed under the provisions of the Planning Act. Reference shall be made to the Town’s Site Plan Manual and Development Manual for guidance on the site plan standards of the Town. Prior to the consideration of an application for Site Plan approval, the Commissioner of Planning &amp; Development or designate shall be satisfied that the proposal conforms to Section 41(4) of the Planning Act, as amended” The intent of a Site Plan Agreement is to ensure that any proposed development is designed to be compatible with adjacent development, appropriately serviced and accessed and otherwise in conformity with the intent of this Plan. Any required site plan agreement shall deal with the following, as appropriate:</p> <ul style="list-style-type: none"> <li>a) road widenings;</li> <li>b) location of vehicular access points;</li> <li>c) loading, parking and driveway locations;</li> <li>d) the surfacing of loading, parking and driveway areas;</li> <li>e) the location and design of walkways and walkway ramps,</li> <li>f) the location, massing and conceptual design of any buildings and structures;</li> <li>g) the location and type of lighting and landscaping;</li> <li>h) the location and type of garbage storage;</li> <li>i) the location and nature of easements;</li> <li>j) the grade and elevation of the land;</li> <li>k) the type and location of storm, surface and wastewater disposal facilities;</li> <li>l) the location and type of snow removal facilities; and,</li> </ul>	<p>An application for site plan control will be submitted to facilitate the proposed development.</p>

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	m) the location of any natural heritage features and hazardous lands.	
<b>G12 Pre-consultation and Complete Application Requirements</b>		
G12.1	Pre-consultation	
	Prior to the submission of an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, Consent or Site Plan application, applicants, landowners or agents are required to pre-consult with the Town. Pre-consultation is encouraged for all other applications requiring Planning Act approval. The Region of Halton is encouraged to participate in the Town's pre-consultation process as appropriate.	A pre-consultation meeting was held with the Town on July 10, 2025.
	For Zoning By-law Amendment applications, including those filed in conjunction with an Official Plan Amendment and/or Plan of Subdivision application, the applicant is strongly encouraged to hold a public consultation meeting to obtain preliminary feedback from the community regarding the proposal in advance of filing the formal application.	The public engagement process will be carried out as per the statutory requirements under the <i>Planning Act</i> .