



File Number: Halton Hills OPA 31A **Date of Decision:** February 23, 2021
Municipality: Town of Halton Hills **Date of Notice:** February 23, 2021
Subject Lands: Premier Gateway Phase 1B Lot 1 **Last Date of Appeal:** March 15, 2021

NOTICE OF DECISION
With respect to an Official Plan Amendment
Section 17(35) of the Planning Act

A decision was made by the Regional Municipality of Halton on February 23, 2021 to approve, with modifications, Amendment No. 31A, "Premier Gateway Employment Area Phase 1B Lot 1 Secondary Plan" to the Town of Halton Hills Official Plan.

Purpose and Effect of the Official Plan Amendment

The purpose and effect of Official Plan Amendment No. 31A (OPA 31A), adopted by Halton Hills Town Council through By-Law No. 2018-0035 enacted and passed on June 11, 2018, is to implement a Secondary Plan for the lands within Lot 1 of the Premier Gateway Employment Area Phase 1B Secondary Plan area.

Effect of Written Submissions on Decision

The written submissions received by Halton Region regarding OPA 31A were considered as a part of the Region's review process. Through the Region's decision, modifications are made related to permitted uses, the natural heritage system, stormwater management, transportation, and phasing and implementation, as well as for general clarity and readability.

When and How to File an Appeal

Any appeal to the Local Planning Appeal Tribunal must be filed with Halton Region no later than 20 days from the date of this notice, shown above as the "Last Date of Appeal".

The notice of appeal should be sent to the attention of the Regional Clerk at the address shown below and it must:

- 1) set out the reasons for the appeal,
- 2) set out the specific part or parts of the proposed Official Plan Amendment to which the appeal applies, and
- 3) be accompanied by the fee required by the tribunal and as directed by the tribunal.

If the appellant intends to argue that the appealed decision is inconsistent with a policy statement issued under subsection 3(1), fails to conform with or conflicts with a provincial plan, or fails to conform with the Regional Official Plan, the notice of appeal must also explain how the decision is inconsistent with, fails to conform with or conflicts with the other document.

Address for Filing a Notice of Appeal

By Mail: Office of the Regional Clerk
Regional Municipality of Halton
1151 Bronte Road
Oakville ON L6M 3L1

Submit Notice of Appeal to the attention of:
Graham Milne, Regional Clerk

By E-mail: RegionalClerk@halton.ca

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal a decision of the approval authority to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The decision of the Regional Municipality of Halton is final if a notice of appeal is not received on or before the Last Date of Appeal.

Getting Additional Information

Additional information about the amendment and the decision is available for public inspection by appointment. The Office of the Regional Clerk can be contacted at RegionalClerk@halton.ca or by dialing 311.

Other Related Applications

- Halton Hills OPA 30
- Halton Hills OPA 31B



DECISION

**with respect to Official Plan Amendment No. 31A
to the Town of Halton Hills Official Plan
Section 17(34) of the Planning Act**

Town of Halton Hills –Official Plan Amendment No. 31A (OPA 31A)

Official Plan Amendment No. 31A – “Premier Gateway Employment Area Phase 1B Lot 1 Secondary Plan” to the Town of Halton Hills Official Plan is modified as set out in Schedule “A” to this Decision and approved with these modifications by the Director of Planning Services and Chief Planning Official for the Regional Municipality of Halton, pursuant to Section 17(2) of the *Planning Act*, R.S.O. 1990 as amended. If no notice of appeal is filed, OPA 31A will come into effect on March 16, 2021, being the day following the last day for filing a notice of appeal.

A handwritten signature in black ink, appearing to read "Curt Benson", is written over a horizontal line.

Curt Benson MCIP RPP
Director of Planning Services & Chief Planning Official

February 23, 2021

Date

Schedule “A” – Regional Municipality of Halton Modifications

Additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~.

Region No.	Section No.	Modification	Explanation of Modification
	H5A.6	General Policies	
1)	H5A.6a)	Is modified by adding the words <u>“F5 Cultural Heritage Resources.”</u> after the words “F2 Urban Design”.	To add a reference to an additional part of the Town’s Official Plan.
2)	H5A.6b)	Is modified by deleting the word “and” before the word “G12” and further by adding the words <u>“, and G13 Interpretation”</u> at the end of the policy.	To add a reference to an additional part of the Town’s Official Plan.
3)	H5A.6.1.4	Is modified to read as follows: “It is the policy of this Plan to prohibit new residential uses and <u>other non-employment uses, including major retail uses</u> and to limit other non-employment uses, in the Prestige Industrial Area and Business Commercial Area designations, except:”	To conform to the language in the Regional Official Plan.
4)	H5A.6.1.5 [New]	A new Section H5A.6.1.5 is added to read as follows: <u>“It is the policy of this Plan to permit supportive commercial and secondary uses and services that enhance the Premier Gateway as set out in Business Commercial and the Prestige Industrial Area designations. Such uses are particularly encouraged to locate in the Business Commercial Area designation. The policy framework for these secondary uses was informed by a Supportive Commercial Needs Assessment study which provided estimates of how much supportive commercial floor space and acreage might be required. As the Secondary Plan develops, the Supportive Commercial Needs Assessment study, as amended from time to time, will be used as a guide in evaluating individual applications that include permitted secondary uses and/or preparing the implementing zoning by-law for such uses to ensure they do not detract from the Main Permitted Uses in the Prestige Industrial Area.”</u>	To clarify the role of secondary uses in supporting the main permitted uses within the Premier Gateway Phase 1B Secondary Plan area.
	H5A.7	Land Use Designations	
	H5A.7.1	Prestige Industrial Area	
5)	H5A.7.1.3	Is modified by adding the word <u>“main”</u> before the words “permitted uses”.	To reinforce the role of primary uses within an Employment Area.
6)	H5A.7.1.3f)	Is modified to read as follows: “industrial malls, containing one or more of the <u>main</u> uses permitted in this designation.”	To clarify industrial malls must contain a main permitted use.
7)	H5A.7.1.4	Is modified to read as follows: “The following secondary uses <u>that are predominantly ancillary to and supportive of the main permitted uses</u> may be permitted in the <i>Prestige Industrial Area</i> : a) administrative office uses accessory to, and located on the same lot as a permitted industrial use; b) limited commercial uses which are ancillary to the main permitted industrial uses, such as <u>service commercial uses</u> , take-out or full-service restaurants, financial institutions,	To clarify and reinforce the role of secondary uses within an Employment Area.

Region No.	Section No.	Modification	Explanation of Modification
		<p>convenience stores, and commercial fitness centres. <i>Major retail</i> uses will not be permitted;</p> <p>c) commercial or trade school facilities;</p> <p>d) public parks and recreational facilities, in accordance with Section F7 (Parkland) of this Plan;</p> <p>e) limited private parks and recreational facilities <u>located on lands adjacent to Major Arterial Roads or Collector Roads</u>;</p> <p>f) limited retail sales of goods and materials manufactured, or substantially assembled, on the;</p> <p>g) limited institutional and post-secondary education facilities in accordance with the requirements of Part H5A.6.1.4;</p> <p>h) motor vehicle service stations; and,</p> <p>i) uses that legally existed at the date of adoption of this Plan and expansions or alterations thereto which conform to the intent of this Plan and the implementing Zoning By-law.”</p>	
8)	H5A.7.1.5	<p>Is modified to read as follows:</p> <p>“The development of new secondary commercial uses will be limited to those uses that serve the Prestige Industrial Area and as noted in H5A.7.2.1, these uses will be encouraged to locate in the Business Commercial Area. Secondary commercial uses are subject to the following:</p> <p>a) Individual retail and service commercial uses <u>permitted in section H5A7.1.4b)</u> will not exceed 400 sq m in total floor area within the Prestige Industrial Area unless they are located within a freestanding office building where they will be located on the ground floor and will not exceed 750 sq m in total floor area. The total retail and service commercial space on individual sites designated Prestige Industrial Area will not exceed 2000 sq m in total floor area.</p> <p>b) Full-service restaurants, <u>commercial fitness centres, and financial institutions</u> may be integrated into industrial malls and/or freestanding office buildings, or may be developed as free-standing buildings provided that the building design is consistent and compatible with the overall design of the adjacent development.</p> <p>c) Take-out restaurants and convenience stores will be integrated into industrial malls or free-standing office buildings.</p> <p>d) Two or more full-service restaurants may be developed in a “campus” development <u>at the intersection of Major Arterial Roads with Collector Roads</u>, subject to a comprehensive site development plan in order to achieve well- designed and integrated development, including:</p> <p>i) integrated internal circulation and parking areas;</p> <p>ii) coordinated access points, in order to minimize the number of access points to abutting roads;</p> <p>iii) compatible building design and location;</p> <p>iv) complementary landscaping; and,</p> <p>v) consistent signage and lighting facilities.</p>	To clarify the permitted uses to which these policies apply and to clarify and reinforce the role of secondary uses within an Employment Area.

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		<p>ee) A high quality of building and landscaping design will be required for all commercial uses to ensure compatibility with adjacent development.”</p>	
	H5A7.2	Business Commercial Area	
9)	H5A.7.2.1	Is modified by adding the word “ <u>service</u> ” before the words “commercial uses” in the first and second sentences of the section.	To update terminology for consistency through the Secondary Plan.
10)	H5A.7.2.2	<p>Is modified to read as follows:</p> <p>“Permitted Uses within Business Commercial Area are limited to:</p> <p>a) hotels including full service hotels with conference, exhibition and banquet facilities;</p> <p>b) business and professional offices in free-standing buildings or as part of an industrial mall;</p> <p>c) research and development facilities excluding those that produce biomedical wastes;</p> <p>d) limited retail and service commercial uses that are ancillary to and serve the main permitted <u>industrial</u> uses such as <u>take-out restaurants, banks and financial institutions and services</u>, convenience stores, and commercial fitness centres. Limited retail and service commercial uses do not include <i>major retail</i> or supermarkets, specialty food stores, department stores, general merchandise stores, and fashion retailers;</p> <p>e) — banks and financial institutions and services;</p> <p>fe) motor vehicle service stations, but no new ones will be permitted within 200 metres of the intersection of Steeles Avenue with Trafalgar Road;</p> <p>gf) printing and associated service establishments;</p> <p>h) — take-out restaurants subject to the policies in section H5A.7.2.3 c);</p> <p>ig) full service restaurants;</p> <p>jh) industrial malls, containing one or more of the uses permitted in this designation;</p> <p>ki) automotive commercial uses excluding motor vehicle body shops and motor vehicle wreckers. <u>The total floor area for an individual automotive commercial use shall not exceed 1500 sq m.</u> A maximum of 20 percent of the land area within the Business Commercial designation may be permitted for automotive commercial uses and they may not be located in a campus style or adjacent to each other;</p> <p>li) uses that legally existed at the date of adoption of this Plan and expansions or alterations thereto, which conform to the implementing Zoning By-law.”</p>	To clarify and reinforce the role of secondary uses within an Employment Area.
11)	H5A.7.2.3	<p>Is modified to read as follows:</p> <p>“Development within the <i>Business Commercial Area</i> is subject to the following:</p> <p>a) All individual retail and service commercial uses <u>permitted in section H5A7.2.2b)</u> will not exceed 750 sq m in total floor area within the Business Commercial Area designation <u>except for</u></p>	To clarify the permitted uses to which these policies apply.

Region No.	Section No.	Modification	Explanation of Modification
		<p>automotive dealerships which may have a total floor area not exceeding 1500 sq m. The total retail and service commercial space on individual sites designated <i>Business Commercial Area</i> will not exceed 2500 sq m in total floor area.</p> <p>b) Full-service restaurants, <u>financial institutions, and commercial fitness centres</u> may be integrated into industrial malls and/or freestanding office buildings, or may be developed as free-standing buildings provided that the building design is consistent and compatible with the overall design of the adjacent development.</p> <p>c) Take-out restaurants and convenience stores will be integrated into industrial malls or free-standing office buildings.</p> <p>d) Two or more full-service restaurants may be developed in a "campus" development, subject to a comprehensive site development plan in order to achieve well-designed and integrated development, including:</p> <ul style="list-style-type: none"> i) integrated internal circulation and parking areas; ii) coordinated access points, in order to minimize the number of access points to abutting roads; iii) compatible building design and location; iv) complementary landscaping; and, v) consistent signage and lighting facilities. <p>e) Building and landscaping design will be required to meet the objectives of the Urban Design Guidelines to ensure appropriate design considerations along the Regional Major Arterial, Local Minor Arterial and Local Collector Road frontages."</p>	
	H5A7.3	Residential Special Policy Area	
12)	H5A.7.3.1a)	<p>Is modified to read as follows:</p> <p>"The subject lands may be zoned to permit the existing residential uses including home occupations <u>may be recognized in the Implementing Zoning By-law.</u> Any new development will require zoning which will be reviewed by the Town in the context of the Secondary Plan policies."</p>	To address comments from the Ministry of Municipal Affairs and Housing regarding existing residential uses within the Premier Gateway Employment Area.
13)	H5A.7.3.1b)	<p>Is modified to read as follows:</p> <p>"In addition to the uses permitted in the underlying land use designation on Schedule H5A, <u>within the Residential Special Policy Area,</u> the Town may rezone lands to permit the use of the existing residential dwelling, including additions to such dwellings, for office <u>uses, home occupations,</u> or other uses which are compatible with the adjacent residential uses and uses permitted by the underlying employment land use designation."</p>	To address comments from the Ministry of Municipal Affairs and Housing regarding existing residential uses within the Premier Gateway Employment Area.
	H5A7.4	Natural Heritage System	
14)	H5A.7.4.1a)	Is modified by adding the word " <u>woodlands,</u> " after the words "including valleylands".	To achieve conformity with the natural heritage system policies in the Regional Official Plan.
15)	H5A.7.4.2	Is modified to read as follows:	To achieve conformity with the natural heritage system policies in the Regional Official Plan.

Region No.	Section No.	Modification	Explanation of Modification
		<p>“The Natural Heritage System is a critical component of a healthy community and helps to define the character of the area. The Natural Heritage System reflects the systems approach taken to ensure the protection, preservation and enhancement of <i>natural features</i> the key features, buffers, linkages and enhancement areas and to maintain biological diversity and <i>ecological functions of the area</i>. The Natural Heritage System is a critical component of a healthy community and helps to define the character of the area.”</p>	
16)	H5A.7.4.3	Is modified by adding the words “ <u>and subject to</u> ” after the words “Secondary Plans,” and further by adding the words “ <u>, applicable Zoning By-laws,</u> ” after the words “policies of this Plan”.	To clarify the other considerations permitted uses may be subject to.
17)	H5A.7.4.3d)	Is modified by italicizing the words “ <i>forests</i> ”, “ <i>wildlife</i> ”, and “ <i>fisheries management</i> ”.	To italicize defined terms.
18)	H5A.7.4.3f)	Is modified by italicizing the words “ <i>essential</i> ” and “ <i>utility</i> ”.	To italicize defined terms.
19)	H5A.7.4.3g)	Is modified by italicizing the words “ <i>essential</i> ”, “ <i>watershed management</i> ”, and “ <i>public authority</i> ”.	To italicize defined terms.
20)	H5A.7.4.6	<p>Is modified to read as follows:</p> <p>“The lands in the <i>Natural Heritage System</i> shown on Schedule H5A <u>is a systems approach to protecting and enhancing <i>natural features and functions</i> and consists of the following <i>components</i></u> <u>Key Features and functions:</u></p> <ol style="list-style-type: none"> 1) <u><i>Key Features</i></u>, which include: <ol style="list-style-type: none"> a) significant <u><i>significant</i></u> habitat of endangered and threatened species, b) <u><i>significant wetlands</i></u>, c) <u><i>significant woodlands</i></u>, d) <u><i>significant</i></u> valleylands, e) <u><i>significant</i></u> wildlife habitat, f) <u><i>significant</i></u> areas of natural and scientific interest, g) <u><i>fish habitat</i></u>, <p><u><i>Key Features that have been identified are shown on Schedule H5A. There may exist other Key Features that are not shown on Schedule H5A or that may exist in other land use designations. These unmapped Key Features, if found during detailed study, shall be protected through appropriate development approvals in accordance with Section H5A7.4.10.</i></u></p> 2) <u><i>Enhancements to the Key Features</i></u>, 3) <u><i>Linkages</i></u>, 4) <u><i>Buffers</i></u>, 5) <u><i>Watercourses</i></u> that are within Conservation Halton Regulation Limit or that provide a <u><i>linkage</i></u> to a <u><i>wetland</i></u> or a <u><i>significant woodland</i></u>, and 6) <u><i>Wetlands</i></u> other than those considered <u><i>significant</i></u>. 7) <u><i>Regulated Flood Plains as determined, mapped and refined from time to time by Conservation Halton are also included within the Natural Heritage System.</i></u> 	To achieve conformity with the policy framework for natural heritage in the Regional Official Plan.

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		The characterization boundaries of these features the <i>Natural Heritage System</i> may be refined through the Subwatershed Impact Study identified in Section H5A.8 in accordance with Section H5A.7.4.10c.)”	
21)	H5A.7.4.7	Is modified by italicizing the words “ <i>buffers</i> ” and “ <i>Key Feature</i> ”.	To italicize defined terms.
22)	H5A.7.4.9	<p>Is modified to read as follows:</p> <p>“<i>Buffers</i> for natural heritage features have been included within the <i>Natural Heritage System</i> illustrated on Schedule H5A, so additional <i>buffers</i> should not be required except where unmapped <i>Key Features</i> have been identified through an approved Subwatershed Impact Study and/or requirements to address any Endangered or Threatened species may be applicable. The following <i>buffer</i> widths are provided for general guidance but the final <i>buffer</i> widths, which may be smaller or larger, will be determined in the Subwatershed Impact Study based on an analysis of the feature sensitivity and proposed adjacent land uses.</p> <p>a) Watercourse Corridors: Generally greater of 15 metres from the greatest hazard (Regional Storm flood plain, meander belt or stable top of bank) or 30 metres from the bankfull channel of cold, cool and warm water sportfish watercourses. Where a trail is planned, it may be located within the buffer subject to section H5A.7.4.17. Notwithstanding any policies within this Plan, where stormwater management facilities be permitted under section H5A.7.4.3f), they may be no closer than 15 m from the greatest watercourse hazard.</p> <p>b) <i>Significant woodlands:</i> Generally 30 metres from the drip line. Where a trail is planned, it may be located within the <i>buffer</i> subject to section H5A.7.4.17.</p> <p>c) <i>Wetlands:</i> Generally 30 metres from the <i>wetlands</i> limits. The size and significance of the <i>wetland</i> is subject to wetland delineation and the Ontario Wetland Evaluation System as part of the Subwatershed Impact Study.</p> <p>d) <i>Significant</i> wildlife habitat: Generally 30 metres from the boundary of the habitat unit.</p> <p>e) <i>Significant</i> habitat of threatened or endangered <i>endangered or threatened</i> species: Generally 30 metres from the boundary of the habitat unit as determined by Ministry of Natural Resources and Forestry in accordance with provincial requirements under the Endangered Species Act, 2007.”</p>	To italicize defined terms, correct terminology, and clarify the policy framework related to stormwater management facilities within the Natural Heritage System.
23)	H5A.7.4.10	Is modified by deleting the section in its entirety and relocating it in part to a new Section H5A.7.4.10d).	To improve the structure and readability of the policy framework.
24)	H5A.7.4.10 [New]	<p>A new Section H5A.7.4.10 is added to read as follows:</p> <p>“<u>A systems based approach to implementing the Natural Heritage System will be applied by:</u></p> <p>a) <u>Prohibiting development and site alteration within significant wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;</u></p> <p>b) <u>Not permitting the alteration of any components of the Natural Heritage System unless it has been demonstrated that there</u></p>	To achieve conformity with the policy framework for natural heritage in the Regional Official Plan.

Region No.	Section No.	Modification	Explanation of Modification
		<p><u>will be no <i>negative impacts on the natural features and areas or their ecological functions</i>:</u></p> <p>c) <u>Refining the boundaries of the <i>Natural Heritage System</i>, including additions, deletions, and/or boundary adjustments, through a <i>Subwatershed Impact Study</i> in accordance with Section H5A.8 and accepted by the <i>Town and Region</i>, an individual <i>Environment Impact Assessment</i> accepted by the <i>Town and Region</i>, or similar studies based on terms of reference accepted by the <i>Town and Region</i>;</u></p> <p>d) <u>Restoring and enhancing, where feasible, <i>natural features and areas</i> within the <i>Natural Heritage System</i>. Where areas are not in a <i>natural state</i>, they should be <i>naturalized and planted</i> with native, non-invasive species. The requisite <i>planting and seeding plans</i> will be established at the time of <i>subdivision or site plan approval</i>.</u></p> <p>e) <u>Requiring the proponent of any <i>development or site alteration</i>, including public works, that are located wholly or partially within 120m of the <i>Natural Heritage System</i> to carry out an <i>Environmental Impact Assessment (EIA)</i>, unless:</u></p> <p><u>[i] the proponent can demonstrate to the satisfaction of the <i>Town and Region</i> that the proposal is minor in scale and/or nature and does not warrant an <i>EIA</i>;</u></p> <p><u>[ii] the proponent can demonstrate to the satisfaction of the <i>Town and Region</i> that a <i>Subwatershed Impact Study</i> prepared in accordance with Section H5.8 that adequately addresses the purpose of an <i>EIA</i>;</u></p> <p><u>The purpose of an <i>EIA</i> is to demonstrate that the proposed <i>development or site alteration</i> will result in no <i>negative impacts</i> to that portion of the <i>Natural Heritage System</i> or unmapped <i>Key Features</i> affected by the <i>development or site alteration</i> by identifying components of the <i>Natural Heritage System</i> as listed in Section H5A.7.4.6 and their associated <i>ecological functions</i> and assessing the potential environmental impacts, requirements for <i>impact avoidance and mitigation measures</i>, and opportunities for <i>enhancement</i>. The <i>EIA</i>, shall, as a first step, identify <i>Key Features</i> on or near the subject site that are not mapped on Schedule H5A.”</u></p>	
25)	H5A.7.4.11.2	<p>Is modified to read as follows:</p> <p><u>“The location of <i>Headwater Drainage Features</i> identified for protection or conservation, and the width of associated <i>buffers</i> The buffer widths for <i>Headwater drainage features</i> will be determined as part of the <i>Subwatershed Impact Study</i>.”</u></p>	To provide further context with respect to <i>Headwater Drainage Features</i> .
26)	H5A.7.4.11.3	<p>Is modified by italicizing the word “<i>watercourses</i>” after the word regulated, by adding the word “(“<i>Relocated</i>”)” after the words “<i>Scoped Subwatershed Study</i>”, by adding the words “(“<i>Potential Relocation</i>”)” after the words “<i>Subwatershed Impact Study</i>”, and further by adding the words “<i>in accordance with Section H5A.8</i>” after the word “<i>submitted</i>”.</p>	To italicize defined terms and provide further context with respect to <i>Headwater Drainage Features</i> .
27)	H5A.7.4.11.4	<p>Is modified to read as follows:</p> <p>“As shown on Schedule H5A, a <i>headwater drainage feature</i> which is located northeast of the <i>Steeles Avenue</i> and <i>Trafalgar Road</i> intersection is associated with a small <i>wetland</i>. The <i>Subwatershed Impact Study</i> prepared as part of the <i>development application</i> will <u>be required to</u> further assess this feature in accordance with the <i>management recommendations</i> of the <i>Scoped Subwatershed</i></p>	To italicize defined terms, remove a qualifier from a description of a <i>wetland</i> , and provide a reference to the <i>management recommendations</i> of the <i>Scoped Subwatershed Study</i> .

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		Study. As also identified in H5A.7.4.13.2, a determination will be made through the Subwatershed Impact Study as to whether to retain the headwater drainage feature and <u>wetland</u> in their current location with appropriate <u>buffers</u> or to relocate and replicate them in a different location addressing the requirements in H5A.7.4.11.3 <u>and the requirements of the management recommendations of the Scoped Subwatershed Study.</u> "	
28)	H5A.7.4.12.1	Is modified by italicizing the word " <u>significant</u> ".	To italicize a defined term.
29)	H5A.7.4.12.2	Is modified by italicizing the words " <u>significant woodlands</u> " and " <u>buffer</u> ".	To italicize defined terms.
30)	H5A.7.4.13.1	Is modified to read as follows: " <u>Wetlands</u> within the Secondary Plan area were not identified as provincially significant at the time of the Scoped Subwatershed Study; however all <u>wetlands may be subject to re-evaluation will be evaluated</u> as part of the Subwatershed Impact Studies <u>as per the Ontario Wetland Evaluation System should circumstances change</u> . Where <u>wetlands</u> exist, they have been incorporated into the Natural Heritage System."	To italicize defined terms, clarify wording, and provide a reference to the Ontario Wetland Evaluation System.
31)	H5A.7.4.13.2	Is modified by deleting the word " <u>small</u> " after the word "Schedule H5A" and further by italicizing the words " <u>wetland</u> ", " <u>wetlands</u> ", and " <u>buffers</u> ".	To italicize defined terms and remove a qualifier from a description of a wetland.
32)	H5A.7.4.14.1	Is modified to read as follows: " <u>Significant</u> Wildlife Habitat has been identified within the Secondary Plan area and included in the Natural Heritage System resulting in an expansion of some areas beyond the boundaries of the Regional Natural Heritage System. Further assessment and mitigation requirements for <u>Significant</u> Wildlife Habitat are required in the Subwatershed Impact Study. <u>Any additional Significant Wildlife Habitat identified as part of a Subwatershed Impact Study should be incorporated into the Natural Heritage System along with appropriately sized buffers to ensure its protection and enhancement.</u> "	To italicize defined terms and provide additional policy direction regarding significant wildlife habitat in the context of a Subwatershed Impact Study.
33)	H5A.7.4.15.1	Is modified to read as follows: "Species at Risk were observed within the Secondary Plan area although habitats for those species noted are not considered optimal. Further assessment and mitigation requirements for Species at Risk habitat will be addressed through the Subwatershed Impact Study. <u>Boundaries of any significant habitat for endangered and threatened species identified as part of the Subwatershed Impact Study should be delineated in consultation with MNRF in accordance with provincial requirements under the ESA, 2007. The boundaries of this habitat and any buffers deemed necessary through the Subwatershed Impact Study should also be incorporated into the Natural Heritage System to ensure its protection and enhancement.</u> "	To provide additional policy direction regarding species at risk in the context of a Subwatershed Impact Study.
34)	H5A.7.4.16.1	Is modified to read as follows: "New roads are intended to be located outside of the Natural Heritage System and its associated <u>buffers</u> to the extent possible and to minimize road crossings in order to reduce impacts on the natural heritage features. The approach to be taken in addressing road locations will be to first avoid impacts if possible,	To italicize defined terms, to clarify wording, and to provide additional policy direction regarding road infrastructure and the Natural Heritage System.

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		and then minimize, mitigate and finally compensate for any resulting impacts. <u>Only essential road infrastructure may be permitted in the Natural Heritage System and only after all other alternatives have been considered through an appropriate study.</u> Crossings and alignments within or in close proximity to the Natural Heritage System will need to be assessed through an Environmental Assessment, Subwatershed Impact Study, or an equivalent comprehensive study to address <u>negative impacts.</u> Best management practices to facilitate fish and wildlife passage through <u>across road crossings and appropriate buffers from alignments</u> will be addressed as part of the detailed design. <u>This is to include appropriate buffers to the road alignment.</u> "	
35)	H5A.7.4.16.2	Is modified to read as follows: "A new north-south road has been illustrated west of Hornby Road which may be located slightly outside of the Secondary Plan area within the Greenbelt Plan in order to align with Sixth Line south of Steeles Avenue. The alignment for this road will be determined through an Environmental Assessment, Subwatershed Impact Study or an equivalent comprehensive study taking into consideration the Greenbelt Plan policies, <u>Conservation Halton Regulations</u> and other applicable legislation. <u>It will be located a minimum of 30 metres from the watercourse and 15 metres from associated natural hazards and measures to minimize impacts of this road will be addressed through the Environmental Assessment process, the Subwatershed Impact Study or equivalent comprehensive study.</u> "	To simplify the policy direction regarding road infrastructure and the Natural Heritage System.
36)	H5A.7.4.17.1	Is modified to read as follows: "A trail system should be established along the edge of the Natural Heritage System where lands are being put into public ownership to allow public use and access, <u>and</u> <u>†</u> The trails <u>and associated activities</u> will not negatively impact ecologically sensitive areas. Where possible, the trail system should be constructed at the start of development, to provide immediate access and connection with the natural environment, while discouraging the establishment of footpaths and <u>ensure ensuring</u> that proper regard is given to avoiding trespassing on private properties. For all trails proposed within <i>Natural Heritage System</i> <u>buffers</u> and enhancement areas, trail siting should be located close to the development side of the <u>buffer</u> to provide as much area as possible for naturalization plantings between the development and key natural heritage features. Adjacent landowners potentially affected by the trails will be consulted."	To italicize defined terms and achieve conformity with the Regional Official Plan policies regarding trails in the Natural Heritage System.
	H5A.8	Subwatershed Study	
37)	H5A.8.2	Is modified by deleting the word " <u>consultation</u> " after the words "approval by the Town," and replacing it with the word " <u>conjunction</u> ".	To clarify the role of Halton Region and Conservation Halton in relation to Subwatershed Impact Studies.
38)	H5A.8.3	Is modified by deleting the word " <u>consultation</u> " after the words "approval by the Town," and replacing it with the word " <u>conjunction</u> ".	To clarify the role of Halton Region and Conservation Halton in relation to Subwatershed Impact Studies.
39)	H5A8.4 [New]	A new section H5A.8.4 is added to read as follows: " <u>Notwithstanding Section H5A.8.2, in some circumstances, a Subwatershed Impact Study may not be required where the</u>	To clarify the applicability of the requirement for a Subwatershed Impact Study.

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		<p><u>proponent can demonstrate to the satisfaction of the Town, the Region and Conservation Halton:</u></p> <p>a) <u>a Subwatershed Impact Study that applies to the subject lands has already been completed to the satisfaction of the Town, the Region and Conversation Halton, and on this basis it is more appropriate to complete a Subwatershed Impact Study Update or an Environmental Impact Assessment in accordance with section H5A.7.4.10; or</u></p> <p>b) <u>the proposal is minor in scale and/or nature and does not warrant a Subwatershed Impact Study or Subwatershed Impact Study Update and considerations related to the Natural Heritage System are addressed in accordance with H5A.7.4.10.”</u></p>	
	H5A.9	Transportation	
40)	H5A.9	<p>Is modified to read as follows:</p> <p>“The Secondary Plan area will provide an integrated, holistic, multi-modal transportation network that is well connected to other lands within the Premier Gateway Employment Area, and provides easy access to major population areas within the Town as well as key transportation corridors. The transportation system is based on the work undertaken through the Secondary Plan Study process including the Premier Gateway West Scoped Area Transportation Study (ATS) <u>Interim Report</u>. The Premier Gateway West Scoped ATS was initiated to identify the local, Regional and Provincial transportation network improvements required to serve both the Premier Gateway Phase 1B Employment Area Secondary Plan and other proposed development outside of the Secondary Plan area. <u>As a result of this work, a road network as well as a number of transportation infrastructure improvements were identified as required to support the development of the Secondary Plan area. An interim report has been completed that addresses development of lands within the secondary plan area. As part of the final Premier Gateway West Scoped ATS, the intersection of Steeles Avenue and Trafalgar Road will be reviewed along with other options to provide relief to this intersection.</u> All future development will be tied to the provision of <u>these</u> required infrastructure improvements. The Transportation policies of Section F6 of this Plan are applicable to the Secondary Plan area and in addition, the following policies, <u>which identify the road network and provide direction regarding its implementation</u>, apply.”</p>	To update the description of the Premier Gateway West Scoped Area Transportation Study.
41)	H5A.9.1.1	<p>Is modified to read as follows:</p> <p>“Context</p> <p>The road <u>network system</u> will provide for the safe and efficient movement of people and goods. Road right of way widths shown on Schedule B2 to this Plan, will be provided in accordance with Table F6 (Function of Transportation Facilities) of this Plan. The overall <u>recommended</u> road network for the Phase 1B Employment Area as a whole is shown in Appendix B for information purposes <u>while the road network within Lot 1 of the Phase 1B Employment Area is shown on Schedule H5A. As development occurs within Lot 1, the Town will ensure such development considers and</u></p>	To update the overall context, the description of the road network, and overall policy direction based on the outcome of the Premier Gateway West Scoped Area Transportation Study.

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		<p><u>supports the implementation of the overall road network as shown on Appendix B. The Premier Gateway West Scoped ATS also identified the need for transportation infrastructure improvements outside of the Secondary Plan area which are shown for reference on Appendix B. The Town will identify a process for implementing these improvements to ensure they are in place to support the development of the Secondary Plan area in a timely manner. In the interim, development may commence in accordance with the Secondary Plan, provided each Traffic Impact Study prepared in accordance with Section H5A9.1.6 demonstrates sufficient capacity within the road network. Should the results of a Traffic Impact Study show that capacity is no longer available, the Town and/or Region may not support the development until the improvements required to address the capacity constraints are implemented. The location and alignment of new collector and local roads as shown on Schedule H5A are conceptual, and subject to study as may be required by the Town and/or the Region but are necessary to ensure appropriate overall functioning of a transportation system that can support development of the area.</u></p>	
42)	H5A.9.1.2	Is modified by deleting the section in its entirety and relocating it in part to a new Section H5A9.1.4 and a new Section H5A.9.1.3	To clarify the structure of the transportation policies in the Secondary Plan.
43)	H5A.9.1.2 [New]	<p>A new Section H5A9.1.2 is added, relocated in part from Section H5A.9.1.1, to read as follows:</p> <p><u>“Road Alignments and Implementation</u></p> <p><u>The location and general alignment of new collector roads as shown on Schedule H5A are approximate. These roads, and their connections to other roads to form a network, are necessary to ensure appropriate overall function of a transportation system that can support the planned development of the area and therefore cannot be changed without an amendment to this Secondary Plan. However, adjustments to the precise alignment of these roads, provided they maintain their function and connections to other roads in accordance with the intent of this Secondary Plan may be permitted and shall be determined through municipal studies or during the consideration of studies prepared in support of development applications. Such studies shall confirm that the alignment:</u></p> <ul style="list-style-type: none"> <u>a) supports the overall function of the road network for the Phase 1B Secondary Plan area as identified on both Schedule H5A and Appendix B;</u> <u>b) addresses the requirements related to the <i>Natural Heritage System</i> as set out in Section H5A7.4.16;</u> <u>c) addresses any applicable further study identified as required in Section H5A9.1.8 and shown on Schedule H5A and/or Appendix B;</u> <u>d) supports the delivery of water and wastewater infrastructure; and</u> <u>e) addresses any additional requirements as determined by the Town and/or Region.</u> <p><u>To facilitate the development of an effective road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters related to the road network</u></p>	To clarify the structure of the transportation policies in the Secondary Plan and provide clear direction regarding road alignments and implementation.

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		<u>including the distribution of costs and the provision of infrastructure facilities.”</u>	
44)	H5A.9.1.3	Is modified by deleting the section in its entirety and relocating it in part to a new Section H5A.9.1.6.	To clarify the structure of the transportation policies in the Secondary Plan.
45)	H5A.9.1.3 [New]	<p>A new Section H5A9.1.3 is added, relocated in part from Section H5A.9.1.2, to read as follows:</p> <p><u>“Other Employment Roads</u></p> <p><u>Other Employment Roads are not identified on Schedule H5A.</u> The provision of <u>additional</u> local <u>such</u> roads, where deemed necessary, may be determined as part of the development approval process <u>and will be in accordance with the requirements of Section F6 of the Official Plan. In addition, the identification of other employment roads network will be based on the following principles:</u></p> <ul style="list-style-type: none"> <u>a) designed to augment the existing system,</u> <u>b) improve connectivity within the Secondary Plan area and to adjacent areas,</u> <u>c) provide opportunities to relieve pressure on key intersections,</u> <u>d) facilitate access to individual properties in a coordinated manner that supports and does not preclude access to other properties within the Secondary Plan Area, and</u> <u>e) reduce driveway accesses onto arterial roads.</u> <p><u>To facilitate the development of an effective local road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters including but not limited to the road network including the distribution of costs and the provision of infrastructure facilities.”</u></p>	To clarify the structure of the transportation policies in the Secondary Plan and provide clear direction regarding local roads.
46)	H5A.9.1.4	Is modified by deleting the section in its entirety and relocating it in part to a new Section H5A.9.1.7.	To clarify the structure of the transportation policies in the Secondary Plan.
47)	H5A.9.1.4 [New]	<p>A new Section H5A9.1.4 is added, relocated in part from Section H5A.9.1.2, to read as follows:</p> <p><u>“Spacing</u></p> <p><u>All roadway and driveway spacings will conform to standard roadway engineering practices and will be approved by the respective roadway jurisdiction.”</u></p>	To clarify the structure of the transportation policies in the Secondary Plan and provide clear direction regarding spacing.
48)	H5A.9.1.5	Is modified by deleting the section in its entirety and relocating it to a new Section H5A.9.1.9a).	To clarify the structure of the transportation policies in the Secondary Plan.
49)	H5A.9.1.5 [New]	<p>A new Section H5A9.1.5 is added, relocated in part from Section H5A.9.1.6, to read as follows:</p> <p><u>“Access</u></p> <p><u>Access to the Regional Road network should be limited to the connections with the road network identified for the Secondary Plan area as shown on Schedule H5A and Appendix B. Access to the Regional Road network from a private property shall only be</u></p>	To clarify the structure of the transportation policies in the Secondary Plan and provide clear direction regarding access.

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		<p><u>permitted where access to a local road is not feasible as demonstrated through a Traffic Impact Study that considers all reasonable alternative access locations, types and designs and identified an access that conforms to the Regional Access Management Guidelines to the satisfaction of the Region in consultation with the Town. To facilitate the development of an effective local road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters including but not limited to accessing the local road network.”</u></p>	
50)	H5A.9.1.6	Is modified by deleting the section in its entirety and relocating it in part to a new Section H5A.9.1.5.	To clarify the structure of the transportation policies in the Secondary Plan.
51)	H5A.9.1.6 [New]	<p>A new Section H5A9.1.6 is added, relocated in part from Section H5A.9.1.3, to read as follows:</p> <p><u>“Traffic Impact Studies</u></p> <p><u>As part of any development application, a Traffic Impact Study that is approved by the respective roadway jurisdiction may be required to demonstrate the following:</u></p> <ul style="list-style-type: none"> <u>a) that adequate network capacity exists to accommodate the proposed development,</u> <u>b) the need for road and/or intersection improvements (such as traffic signals, turn lanes, access construction, illumination etc.) and the timing for such improvements;</u> <u>c) the development supports the overall function of the road network for the Phase 1B Secondary Plan area as identified on both Schedule H5A and Appendix B;</u> <u>d) any additional requirements as determined by the Town and/or Region.</u> <p><u>The Traffic Impact Study shall be completed in accordance with the Region’s Transportation Impact Study Guidelines.”</u></p>	To clarify the structure of the transportation policies in the Secondary Plan and provide clear direction regarding transportation impact studies.
52)	H5A.9.1.7	Is modified by deleting the section in its entirety and relocating it to a new Section H5A.9.1.8a).	To clarify the structure of the transportation policies in the Secondary Plan.
53)	H5A.9.1.7 [New]	<p>A new Section H5A9.1.7 is added, relocated in part from Section H5A.9.1.4, to read as follows:</p> <p><u>“In order to ensure that the Trafalgar Road and Steeles Avenue intersection functions efficiently within the Secondary Plan area, the capacity available at this intersection will be monitored through each individual Traffic Impact Study completed in accordance with Section H5A9.1.6. Should the results of a Traffic Impact Study show that capacity is no longer available, the Town and/or Region may not support the development until the required improvements to address the capacity constraints at the intersection of Trafalgar Road and Steeles Avenue are implemented.”</u></p>	To clarify the structure of the transportation policies in the Secondary Plan and provide clear direction regarding the importance of the Trafalgar Road and Steeles Avenue intersection and the need to monitor its capacity through each individual Traffic Impact Study and evaluate appropriate actions on this basis.
54)	H5A.9.1.8	Is modified by deleting the section in its entirety and relocating it to a new Section H5A.9.1.8b).	To clarify the structure of the transportation policies in the Secondary Plan.
55)	H5A.9.1.9	Is modified by deleting the section in its entirety and relocating it to a new Section H5A.9.1.8c).	To clarify the structure of the transportation policies in the Secondary Plan.

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56)	H5A9.1.8 [New]	<p>A new Section H5A9.1.8 is added, relocated in part from Sections H5A.9.1.7, H5A.9.1.8, and H5A.9.1.9 to read as follows:</p> <p><u>“Areas Subject to Further Study</u></p> <p><u>Certain components of the road network were identified as requiring further study through the Premier Gateway West Scoped ATS. These areas are identified below and shown on Schedule H5A. The implementation of these components of the road network may be advanced through municipal studies or during the consideration of studies prepared in support of development applications as set out in Section H5A9.1.2.</u></p> <p>a) <u>Steeles Avenue & Eighth Line</u></p> <p><u>Given the future projected traffic volumes, it is anticipated that improvements will be required around the intersection of Steeles Avenue and Eighth Line. There are currently cemeteries located on both the northeast and northwest corners of this intersection and as a result, further analysis will be required to determine the most appropriate means to address future traffic volumes in this area.</u></p> <p>b) <u>Collector Road 1 & Sixth Line</u></p> <p><u>Two alternative east-west collector road options have been provided east of Sixth Line as illustrated in Appendix B. Only one of these alternatives will be built and the appropriate option will be determined when development applications are brought forward, taking into consideration the impacts on the Natural Heritage System as identified in section H5A.7.4.16.1.</u></p> <p>c) <u>Collector Road 2 & Steeles Avenue</u></p> <p><u>A new collector road is proposed to extend north from Sixth Line south of Steeles Avenue in order to provide access to the employment area while avoiding truck traffic on Hornby Road where there are existing residential uses. The intersection of Sixth Line South and Steeles Avenue is proposed to be located slightly outside of the Secondary Plan area and on the north side of Steeles Avenue; it is located within the Greenbelt Plan. As noted in section H5A.7.4.16.2, the alignment of this road will be subject to study.</u></p> <p>d) <u>Ring Road Connection</u></p> <p><u>The Premier Gateway West Scoped ATS identified the need for and benefit of a Ring Road connection from the Trafalgar Road and Highway 401 north ramp terminal to Proposed Collector Road 3 at Steeles Avenue, on lands outside the Secondary Plan area as shown on Schedule H5A and Appendix B. The implementation of this new connection would improve forecasted traffic operations within the Secondary Plan area. Given the importance of this Ring Road connection and its location outside the Secondary Plan area, the Town and Region will work with the relevant stakeholders to ensure that an appropriate process for implementing this critical improvement occurs in order to support the development of the Secondary Plan area and provide the required support to the transportation network as shown on Schedule H5A.”</u></p>	To clarify the structure of the transportation policies in the Secondary Plan and provide clear direction regarding components of the road network within and adjacent to the Secondary Plan area that require further study.
57)	H5A9.1.10	Is modified by deleting the section in its entirety and relocating it to a new Section H5A.9.1.9b).	To clarify the structure of the transportation policies in the Secondary Plan.

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58)	H5A.9.1.9 [New]	A new Section H5A9.1.9 is added, relocated in part from Sections H5A.9.1.5 and H5A.9.1.10 to read as follows: <u>“Design Considerations</u> a) <u>The Trafalgar Road and Steeles Avenue intersection should be designed to reflect its role as major gateway to Halton Hills. As such, the intersection will include enhanced streetscape design, landscaping, signage and lighting.</u> b) <u>Truck traffic on Hornby Road north of Steeles Avenue should be restricted and traffic calming measures near existing residential uses may be considered.”</u>	To clarify the structure of the transportation policies in the Secondary Plan by grouping these existing policies under a new section titled ‘Design Considerations’.
59)	H5A.9.2.1	Is modified by deleting the word “is” and replacing it with the word “in” after the words “assist the Town”.	To correct a typographical error.
60)	H5A.9.2.4	Is modified to read as follows: “The Region of Halton Active Transportation Master Plan also identifies regional cycling and walking networks. Within the Secondary Plan area, on-road Bike Lanes and multi-use trail have been identified on Steeles Avenue, <u>to be confirmed through a future Municipal Class Environmental Assessment</u> and a <u>multi-use path has paved shoulder has</u> been identified on <u>both sides of Trafalgar Road along with a multiuse path on the east side of Trafalgar Road.</u> ”	To reflect the most up to date information regarding Regional active transportation infrastructure.
	H5A.10	Servicing	
61)	H5A.10.1.1	Is modified by adding the words “ <u>and the Region</u> ” after the words “to the satisfaction of the Town” in the trailing paragraph of this section.	To clarify the Region’s role in reviewing Functional Servicing Studies prepared in support of development applications.
62)	H5A.10.3.1	Is modified by adding the words “ <u>except the Natural Heritage System, where only those components of such facilities that are essential for conveying stormwater from the facility to the receiving watercourse may be permitted. Stormwater Management Facilities</u> ” after the words “such facilities will be permitted in all designations” in the fourth sentence of this section.	To clarify the policy framework regarding stormwater management facilities and the Natural Heritage System.
63)	H5A.10.3.4	Is modified to read as follows: “ <u>In accordance with the Greenbelt Plan, stormwater management systems are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones except for those portions of the Protected Countryside within the Greenbelt Plan that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario. In those areas, notwithstanding the restriction on the components of stormwater management facilities within the Natural Heritage System as set out in Section H5A.10.3.1, components of naturalized stormwater management facilities beyond those that are essential for conveying stormwater to a receiving watercourse may be permitted within the vegetation protection zone of a significant valleyland, in accordance with the following:</u> i) they are located a minimum of 30 metres from wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands and they are located outside of the vegetation protection zone of any other key natural heritage feature or key hydrologic feature;	To clarify the policy framework regarding stormwater management facilities and the Natural Heritage System.

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		<p>ii) <u>they conform to the policies in Section 4.2.1 and 4.2.3 of the Greenbelt Plan;</u></p> <p>iii) <u>they are determined to be essential in accordance with the Regional Official Plan; and,</u></p> <p>iv) <u>through the Subwatershed Impact Study and Functional Servicing Study it is demonstrated that the Natural Heritage System in the surrounding area will be enhanced and integrated with the naturalized stormwater management system to the satisfaction of the Town, Region and Conservation Halton.</u></p>	
	H5A.12	Cultural Heritage	
64)	H5A.12.10 [New]	<p>A new Section H5A.12.10 is added to read as follows:</p> <p><u>“Development that impacts on areas identified for potential archaeological significance will require assessment in accordance with Provincial requirements and the Regional Archaeological Management Plan to determine the presence of archaeological resources and, if required, provide recommendations for mitigation and conservation. Development and site alteration may be permitted after the significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration, which maintains the heritage integrity of the site, will be permitted.”</u></p>	To add policy direction regarding archaeological resources consistent with the Provincial Policy Statement and the Regional Official Plan.
	H5A.13	Land Use Compatibility	
65)	H5A.13.3.4 [New]	<p>A new Section H5A.13.3.4 is added to read as follows:</p> <p><u>“Sensitive land uses, if proposed within the Secondary Plan area, shall require the completion of a land use compatibility assessment to ensure that the use is appropriate and the location and design of the use can minimize and mitigate any adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.”</u></p>	To include policy direction related to sensitive land uses within an employment area.
	H5A.16	Phasing	
66)	H5.A.16.1	Is modified by deleting the word “ phases ” and adding the words “ <u>a logical and orderly manner</u> ” after the words “should occur in”.	To clarify the policy direction regarding the phasing of development.
67)	H5.A.16.2	<p>Is modified by deleting the section in its entirety and replacing it with a new Section H5.A.16.2 to read as follows:</p> <p><u>“Development within the Secondary Plan area shall occur in accordance with the Premier Gateway West Scoped Area Transportation Study and the Area Servicing Plan which generally articulate required infrastructure improvements and their timing. Some flexibility may be permitted at the development stage if a proposal is supported by updated studies that are to the satisfaction of the Town and the Region.”</u></p>	To add further direction regarding the phasing of development and requirements that must be satisfied prior to development occurring within the Secondary Plan area.
68)	H5A.16.3 [New]	<p>A new Section H5A.16.3 is added to read as follows:</p> <p><u>“Development within the Secondary Plan area shall be in accordance with the policies of this Plan and the following criteria:</u></p>	

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		<p>a) <u>the proposal can be adequately and economically serviced by municipal water, wastewater, stormwater, and transportation infrastructure;</u></p> <p>b) <u>if required, the proposal participates in Local or Regional servicing and financial agreements pursuant to the Development Charges Act, or, where applicable, in a private cost sharing agreement or agreements amongst landowners to address the distribution of costs of development for the provision of matters such as infrastructure facilities; and</u></p> <p>c) <u>appropriate development charge and/or community benefit charge by-laws are in place to the satisfaction of Council."</u></p>	
	H5A.17	Implementation	
69)	H5A.17.3	<p>A definition for the term "<u>buffer</u>" is added to read as follows:</p> <p><u>"BUFFER means an area of land located adjacent to Key Features or watercourses and usually bordering lands that are subject to development or site alteration. The purpose of the buffer is to protect the features and ecological functions of the Natural Heritage System by mitigating impacts of the proposed development or site alteration. The extent of the buffer and activities that may be permitted within it shall be based on the sensitivity and significance of the Key Features and watercourses and their contribution to the long term ecological functions of the Natural Heritage System as determined through a Sub-watershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area."</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
70)	H5A.17.3	<p>A definition for the term "<u>enhancements to the key features</u>" is added to read as follows:</p> <p><u>"ENHANCEMENTS TO THE KEY FEATURES means ecologically supporting areas adjacent to Key Features and/or measures internal to the Key Features that increase the ecological resilience and function of individual Key Features or groups of Key Features."</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
71)	H5A.17.3	<p>A definition for the term "<u>essential</u>" is added to read as follows:</p> <p><u>"ESSENTIAL means that which is deemed necessary to the public interest after all alternatives have been considered and, where applicable, as determined through the Environmental Assessment process."</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
72)	H5A.17.3	<p>A definition for the term "<u>forest management or forestry</u>" is added to read as follows:</p> <p><u>"FOREST MANAGEMENT or FORESTRY means the wise use and management of forests for the production of wood and wood products, to provide outdoor recreation, to maintain, restore, or enhance environmental conditions for wildlife, and for the protection and production of water supplies."</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
73)	H5A.17.3	<p>A definition for the term "<u>key features</u>" is added to read as follows:</p> <p><u>"KEY FEATURES means key natural heritage and hydrological features described in section H5A7.4.6."</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
74)	H5A.17.3	<p>A definition for the term "<u>linkage</u>" is added to read as follows:</p>	To add a defined term necessary to read and implement policies related to natural heritage.

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		<p><u>“LINKAGE means an area intended to provide connectivity supporting a range of community and ecosystem processes enabling plants and animals to move between Key Features over multiple generations. Linkages are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long term sustainability of the Natural Heritage System. They are not meant to interfere with normal farm practice. The extent and location of the linkages can be assessed in the context of both the scale of the proposed development or site alteration, and the ecological functions they contribute to the Natural Heritage System.”</u></p>	
75)	H5A.17.3	<p>A definition for the term “<u>major creek or certain headwater creek</u>” is added to read as follows:</p> <p><u>“MAJOR CREEK OR CERTAIN HEADWATER CREEK means, as it applies to subsection (4) of the definition for significant woodland, all watercourses within a Conservation Authority Regulation Limit as of the date of the adoption of this Plan and those portions of a watercourse that extend beyond the limit of the Conservation Authority Regulation Limit to connect a woodland considered significant based on criteria under subsections (1), (2), and (3) of the definition for significant woodland, and/or wetland feature within the Natural Heritage System. The extent and location of major creeks or certain headwater creeks will be updated from time to time by the appropriate Conservation Authority and as a result may lead to refinements to the boundaries of significant woodlands.”</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
76)	H5A.17.3	<p>A definition for the term “<u>natural features or natural heritage features and areas</u>” is added to read as follows:</p> <p><u>“NATURAL FEATURES or NATURAL HERITAGE FEATURES AND AREAS means features and/or areas which are important for their environmental and social values as a legacy of the natural landscapes of an area.”</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
77)	H5A.17.3	<p>A definition for the term “<u>negative impacts</u>” is added to read as follows:</p> <p><u>“NEGATIVE IMPACTS means:</u></p> <p><u>(1) in regard to water, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;</u></p> <p><u>(2) in regard to fish habitat, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and</u></p> <p><u>(3) in regard to other components of the Natural Heritage System, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.”</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
78)	H5A.17.3	<p>A definition for the term “<u>public authority</u>” is added to read as follows:</p>	To add a defined term necessary to read and implement policies related to natural heritage.

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		<p><u>“PUBLIC AUTHORITY means any federal, provincial, regional, county or municipal agency including any commission, board, authority or department established by such agency exercising any power or authority under a Statute of Canada or Ontario.”</u></p>	
79)	H5A.17.3	<p>A definition for the term <u>“significant”</u> is added to read as follows:</p> <p><u>“SIGNIFICANT means:</u></p> <p><u>(1) in regard to wetlands, an area as defined in the definition of Significant Wetlands in this Secondary Plan;</u></p> <p><u>(2) in regard to the habitat of endangered species and threatened species, the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;</u></p> <p><u>(3) in regard to woodlands, an area as defined in the definition of Significant Woodlands in this Secondary Plan; and,</u></p> <p><u>(4) in regard to other components of the Natural Heritage System, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.”</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
80)	H5A.17.3	<p>A definition for the term <u>“significant wetlands”</u> is added to read as follows:</p> <p><u>“SIGNIFICANT WETLANDS means:</u></p> <p><u>(1) for lands within the Natural Heritage System but outside the Greenbelt Plan Area, Provincially Significant Wetlands and wetlands that make an important ecological contribution to the Natural Heritage System; and,</u></p> <p><u>(2) outside the Natural Heritage System, Provincially Significant Wetlands.”</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.
81)	H5A.17.3	<p>A definition for the term <u>“significant woodland”</u> is added to read as follows:</p> <p><u>“SIGNIFICANT WOODLAND means a Woodland 0.5ha or larger determined through a Watershed Plan, a Sub-watershed Study or a site-specific Environmental Impact Assessment to meet one or more of the four following criteria:</u></p> <p><u>(1) the Woodland contains forest patches over 99 years old,</u></p> <p><u>(2) the patch size of the Woodland is 2 ha or larger if it is located in the Urban Area, or 4 ha or larger if it is located outside the Urban Area but below the Escarpment Brow, or 10 ha or larger if it is located outside the Urban Area but above the Escarpment Brow,</u></p> <p><u>(3) the Woodland has an interior core area of 4 ha or larger, measured 100m from the edge, or</u></p> <p><u>(4) the Woodland is wholly or partially within 50 m of a major creek or certain headwater creek or within 150m of the Escarpment Brow.”</u></p>	To add a defined term necessary to read and implement policies related to natural heritage.

Region No.	Section No.	Modification	Explanation of Modification
82)	H5A.17.3	A definition for the term “ <u>utility</u> ” is added to read as follows: “ <u>UTILITY means a water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power including renewable energy systems, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.</u> ”	To add a defined term necessary to read and implement policies related to natural heritage.
83)	H5A.17.3	A definition for the term “ <u>watercourse</u> ” is added to read as follows: “ <u>WATERCOURSE means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.</u> ”	To add a defined term necessary to read and implement policies related to natural heritage.
84)	H5A.17.3	A definition for the term “ <u>watershed management</u> ” is added to read as follows: “ <u>WATERSHED MANAGEMENT means the analysis, protection, development, operation and maintenance of water, water-related features, terrestrial resources and fisheries of a drainage basin.</u> ”	To add a defined term necessary to read and implement policies related to natural heritage.
85)	H5A.17.3	A definition for the term “ <u>wetlands</u> ” is added to read as follows: “ <u>WETLANDS means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.</u> ”	To add a defined term necessary to read and implement policies related to natural heritage.
Schedules			
86)	H5A – Land Use Plan	Is modified by revising the Legend to delete the words “ <u>Need for Extension to Sixth Line subject to Area Transportation Study</u> ” and replace them with the words “ <u>Alignment Shown for Reference and/or Subject to Further Study in accordance with Section H5A.9.1.8</u> ” as identified on the modified version of Schedule H5A shown herein as Attachment #1.	To provide a more appropriate Legend description and provide a cross-reference to the relevant Secondary Plan policy.
87)	H5A – Land Use Plan	Is modified by revising the Legend adding the words “ <u>in accordance with Section H5A.9.1.8</u> ” after the words “Intersection alignment subject to further study” as identified on the modified version of Schedule H5A shown herein as Attachment #1.	To provide a more appropriate Legend description and provide a cross-reference to the relevant Secondary Plan policy.
88)	H5A – Land Use Plan	Is modified by identifying, for reference purposes, the components of the road network within the Lot 2 Secondary Plan area or outside/adjacent to the Secondary Plan area, as identified on the modified version of Schedule H5A shown herein as Attachment #1.	To provide visual references to parts of the road network identified through the Premier Gateway West Scope Area Transportation Study in order to enable a fulsome understanding of the network connections within the Secondary Plan area in its entirety (Lot 1 and Lot 2) and to areas adjacent to the Secondary Plan area.

Region No.	Section No.	Modification	Explanation of Modification
		Appendix A	
89)	Subsection f)	Is modified to read as follows: "Conduct Species at Risk surveys and establish mitigation measures in follow <u>Endangered Species Act regulations in consultation with the Ministry of Natural Resources and Forestry</u> , where required;"	To address a typographical error and ensure correct reference to the Endangered Species Act.
		Appendix B	
90)	H5 – Land Use Plan	Is modified by revising the Legend to delete the words " Need for Extension to Sixth Line subject to Area Transportation Study " and replace them with the words " <u>Alignment Shown for Reference and/or Subject to Further Study in accordance with Section H5A.9.1.8</u> " as identified on the modified version of Schedule H5 shown herein as Attachment #2.	To provide a more appropriate Legend description and provide a cross-reference to the relevant Secondary Plan policy.
91)	H5 – Land Use Plan	Is modified by revising the Legend adding the words " <u>in accordance with Section H5A.9.1.8</u> " after the words "Intersection alignment subject to further study" as identified on the modified version of Schedule H5 shown herein as Attachment #2.	To provide a more appropriate Legend description and provide a cross-reference to the relevant Secondary Plan policy.
92)	H5 – Land Use Plan	Is modified by identifying, for reference purposes, the components of the road network outside/adjacent to the Secondary Plan area, as identified on the modified version of Schedule H5 shown herein as Attachment #2.	To provide visual references to parts of the road network identified through the Premier Gateway West Scope Area Transportation Study in order to enable a fulsome understanding of the network connections within the Secondary Plan area in its entirety (Lot 1 and Lot 2) and to areas adjacent to the Secondary Plan area.



