

Ontario Land Tribunal
Tribunal ontarien de l'aménagement
du territoire



ISSUE DATE: May 08, 2025

CASE NO(S).:

OLT-24-000369

PROCEEDING COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	2607503 Ontario Inc.
Appellant:	First Gulf Halton Steeles Limited and Sun Life Assurance Company of Canada
Subject:	Proposed Official Plan Amendment
Description:	To facilitate development of land for employment purposes
Reference Number:	OPA 50
Property Address:	Lands within the Premier Gateway Employment Area Phase 2B Secondary Plan
Municipality/UT:	Halton Hills/Halton
OLT Case No.:	OLT-24-000369
OLT Lead Case No.:	OLT-24-000369
OLT Case Name:	First Gulf et al. v Halton (Region)

Heard: May 7, 2025 by Video Hearing

APPEARANCES:

Parties

2607503 Ontario Inc.

First Gulf Halton Steeles Limited and Sun Life Assurance Company of Canada

Counsel

R. Cheeseman

M. Bassani

Regional Municipality of Halton

K. Yerxa

Town of Halton Hills

S. Floras

**MEMORANDUM OF ORAL DECISION DELIVERED BY S. BRAUN ON MAY 7, 2025
AND ORDER OF THE TRIBUNAL**

[Link to Order](#)

BACKGROUND

[1] This was a hearing to consider a proposal to settle appeals by 2607503 Ontario Inc. (“Sigma Group”) and First Gulf Halton Steeles Limited and Sun Life Assurance Company of Canada (“First Gulf”), (collectively, “Appellants”), arising from the decision of the Regional Municipality of Halton (“Region”) to approve Official Plan Amendment 50 (“OPA 50”).

[2] OPA 50 is a Secondary Plan to establish a comprehensive planning framework for Phase 2B of the urban employment area identified in the Town of Halton Hills (“Town”) Official Plan (“Town OP”) as the Premier Gateway Employment Area. The Secondary Plan Area is approximately 254 hectares in size, bounded by Steeles Avenue to the south, Winston Churchill Boulevard to the east, Eighth Line to the west and a line parallel to, and approximately 0.6 kilometres north of, Steeles Avenue to the north. The Secondary Plan Area represents a significant component of the Town’s 2031 future employment growth and is intended to help ensure the long-term financial stability of the Town.

[3] OPA 50 was adopted by Town Council on October 10, 2023 through Zoning By-law No. 2023-0089 and was approved, with modifications, by the Region on March 5, 2024. The appeals were submitted on March 22, 2024, and thereafter, changes to the *Planning Act* (“Act”) removed planning responsibilities from the Region. The Region remained a Party to these proceedings and participated in discussions aimed at

resolving the appeals, which ultimately led to the settlement proposal presently before the Tribunal.

THE HEARING

[4] Bronwyn Parker, a Registered Professional Planner and Director of Planning Policy for the Town, was qualified by the Tribunal to provide land use planning opinion evidence. She provided a sworn Affidavit and oral evidence in support of the proposed settlement.

[5] For context, Ms. Parker noted that the Secondary Plan Area is bisected by the Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor (“Highway Corridor”), and as such, the policies of OPA 50 specify that any development in the area requires approval of the Ministry of Transportation to avoid interference with the Highway Corridor.

[6] The Tribunal heard that the appeals of OPA 50 by Sigma Group and First Gulf centered primarily around a future east-west collector road to be located approximately 300 metres north of Steeles Avenue, extending west from Winston Churchill Boulevard, across the Highway Corridor and through the north section of the First Gulf lands, before turning southerly through the Sigma Group lands and ending at Steeles Avenue east of East Sixteen Mile Creek. In the view of Sigma Group and First Gulf, the location of that collector road would divide their lands, thereby precluding intended development of those lands with proposed warehouse uses.

[7] However, Ms. Parker explained that, following the adoption of OPA 50, the urban boundaries in the Region and Town Official Plans were expanded to include additional employment areas through Regional Official Plan Amendment 49 (“ROPA 49”) as part of Bill 162, *Get it Done Act* (“Bill 162”). This provided a reason for the Town to revisit the location of the east-west collector road, independent of the issues raised in the two appeals.

[8] Following the passage of Bill 162, the Town recommended study of an alternative alignment of the collector road, and to that end, the Town, Region, and Appellants formed a working group to arrive at terms of reference for traffic and servicing studies. As part of those studies, concept plans provided by the Appellants showing the proposed warehouse development were considered.

[9] The traffic study considered an alternative alignment of the east-west collector road, curving to the north in the vicinity of the future Highway 413, continuing west to Eighth Line and Trafalgar Road via another collector road, to be established in the additional ROPA 49 employment area lands. While a specific alignment for that collector road was not identified between Eighth Line and Ninth Line, an approximate envelope was established which is capable of accommodating a range of potential alignments. Overall, the study concluded that the foregoing would result in acceptable traffic operations, provided that traffic signals are installed or turn lanes constructed when intersections are developed. A servicing study similarly concluded the feasibility and availability of alternative water and wastewater servicing from Steeles Avenue, without the proposed east-west collector road.

[10] The study conclusions were presented to Town Council in a confidential solicitor's report on March 24, 2025, with Town staff indicating that the submitted studies were acceptable, subject to minor edits with final studies to be submitted to the Town and Region for acceptance. Town Council endorsed the report and issued a direction to support the implementation of the study's conclusions and settlement of the appeals of OPA 50. Regional staff received the same direction.

[11] Final versions of the traffic and servicing studies were circulated on April 24, 2025, which, *inter alia*, addressed Region and Town staff concerns with access points for development on the Appellants' lands as shown on the concept plans. Region and Town staff required the inclusion of a caveat making clear that the concept plans are not approved in the settlement of these appeals, that only one full access onto Ninth Line may be considered by the Region, and any access onto Regional Roads within OPA 50 will be required to comply with a policy in OPA 50 (H.8.9.2.7) which addresses future access to the Regional Road Network.

[12] Ms. Parker testified that all of the modifications proposed to OPA 50 (as reflected in Attachment 1 hereto) address the issues raised in the two appeals and incorporate all aspects of OPA 50, as approved. She opined that the most important modification is the addition of a new policy (H8.9.2.2), which discusses the technical analysis undertaken in relation to the realignment of the collector road and the conclusions of same as outlined at paragraphs [7] and [8] above, and specifies that the collector road envelope will be subject to further study as part of a future Secondary Plan exercise for the additional ROPA 49 employment area lands.

[13] Overall, she opined that the proposed modifications to OPA 50 meet all necessary legislative tests, noting in particular, consistency with all employment policies found in s. 2.8 of Provincial Planning Statement, 2024. She further noted that the proposed settlement assists in the integration and coordination of planning for transportation and servicing and furthers the purpose and intent of the Town OP.

[14] On the uncontested planning evidence presented, the Tribunal finds the proposed modifications to OPA 50 are representative of good planning in the public interest and meet all necessary legislative tests. In making its findings the Tribunal has given regard to the original decision of the Region, as well as the subsequent decisions of the Town and the Region to endorse the proposed settlement.

ORDER

[15] **THE TRIBUNAL ORDERS THAT** the appeals by First Gulf Halton Steeles Limited and Sun Life Assurance Company of Canada and 2607503 Ontario Inc. are allowed in part and Official Plan Amendment 50 is hereby modified and approved in accordance with **Attachment 1** to this Order, and that Official Plan Amendment 50, as modified, is hereby in full force and effect.

"S. Braun"

S. BRAUN
VICE-CHAIR

Ontario Land Tribunal

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The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal ("Tribunal"). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

ATTACHMENT 1

**Town of Halton Hills
Premier Gateway
Employment Area
Phase 2B Secondary Plan**



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PREMIER GATEWAY EMPLOYMENT AREA PHASE 2B SECONDARY PLAN

H8.1 PURPOSE

The purpose of the Premier Gateway Employment Area Phase 2B Secondary Plan is to develop land use designations and policies for a portion of the Premier Gateway Employment Area needed to accommodate employment lands needs for the 2031 planning horizon. The Secondary Plan will establish a more comprehensive planning framework for the area in support of the general policy framework provided by the Official Plan. The policies will guide new employment uses as well as address the interface between new uses and the existing uses and Natural Heritage System. The Plan incorporates the recommendations of the Phase 2B Scoped Subwatershed Study including the provision of updated Natural Heritage System mapping. It integrates transportation system updates, servicing policies, and land use compatibility directions, and addresses cultural heritage resources, surrounding agricultural uses and urban design. It is also intended to help ensure the long-term financial sustainability of the Town.

H8.2 STRUCTURE OF THE SECONDARY PLAN

All of this part of the document, consisting of the following text and Schedule H8 constitutes Amendment No. 50 to the Official Plan for the Town of Halton Hills. The appendices contain additional information that supports the policies of this Plan but do not form an operative part of the Plan.

H8.3 LOCATION

The Secondary Plan affects all lands as shown on Schedule H8, which is generally bounded by:

- a) Steeles Avenue to the south
- b) Winston Churchill Boulevard to the east
- c) Eighth line to the west
- d) A line parallel to, and approximately 0.6 kilometers north of, Steeles Avenue to the north.

The Secondary Plan area contains approximately 254 hectares (628 acres) of land.

H8.4 VISION STATEMENT

The Secondary Plan Area will be a high quality, comprehensively planned, prestige employment area that forms a key component of the Premier Gateway Employment Area. The area will provide the majority of the Town's future employment growth. It will diversify and enhance the Town's economy, increase assessment, and expand local employment opportunities. Development will leverage Halton Hills' strategic location in close proximity to major transportation networks and shipping hubs.

The area will provide quality prestige employment uses that align with the Town's strategic objectives. It will be a leading and thriving Green Economy Innovation and Employment Hub that focuses on advanced manufacturing, food and beverage processing, clean technology and renewable energy, research and development, office, major hospitality and tourism, and related employment uses. The permitted uses will reinforce a more intensive economic base that will amplify synergies between the Town's economic development, land use planning and climate change objectives.

Visually attractive and sustainable development that reflects the Town's leadership in climate change and its 2030 Net Zero target will improve resiliency. The refined and enhanced Natural Heritage System will further support the Town's climate change and sustainability programs.

Access and connectivity will be improved, and attractive and comfortable streetscapes will encourage active transportation and support future public transit. Development should proceed on full municipal services that meet the needs of businesses and existing residents.

H8.5 GUIDING PRINCIPLES

H8.5.1 Prioritize the development of prestige employment uses that diversify and enhance the Town's non-residential assessment base, generate higher density employment, support economic resiliency, raise the Town's economic competitiveness, and provide expanded local employment opportunities, aligned with the strategic objectives of the Town's Economic Development and Tourism Strategy, Foreign Direct Investment (FDI) Attraction Strategy and Business Concierge program, as updated.

H8.5.2 Attract and serve as the primary location for the Town's target sectors of advanced manufacturing, food and beverage processing, clean technology and renewable energy, and agri-business as well as higher density employment uses such as, research and development, office, major hospitality and tourism related uses.

H8.5.3 Encourage eco-industrial activities including, but not limited to:

- a. Mutually supportive business relationships between industries through resource sharing;
 - b. Re-use of industrial by-products;
 - c. Sharing of services and facilities, including transportation and demand management strategies;
 - d. Sustainable and energy efficient net-zero climate resilient building infrastructure that focuses on renewable energy and co-generation opportunities including district energy, and supports an integrated energy distribution system;
 - e. Integration of climate change mitigation and adaptation techniques; and
 - f. Leveraging partnerships between public and private organizations that support the area emerging as a major regional Green Economy Innovation and Employment Hub.
- H8.5.4 Attract a post-secondary education institution to locate in the area to support, generate and drive innovation, research and workforce development in order to support a leading and thriving Green Economy Innovation and Employment Hub.
- H8.5.5 Encourage development of multi-tenant industrial malls that can accommodate tenants of various sizes in order to support the growth of emerging and innovative uses.
- H8.5.6 Support accessory retail and service commercial uses that assist existing and future businesses and reinforce a diversified economic base.
- H8.5.7 Facilitate the creation of high quality development and an attractive public realm through the use of urban design guidelines and other measures, including zoning regulations. Ensure development is consistent with the other phases of the Premier Gateway Employment Area in order to provide a cohesive and coordinated employment area. Allow individual areas to develop their own specific character while ensuring they fit with the general vision for the Employment Area.
- H8.5.8 Encourage high standards of built form, site design and landscape treatments with a strong visual identity in a sustainable environment that supports the area's gateway location. Ensure a consistent level of quality on both public and private lands with the highest quality of development at key locations.
- H8.5.9 Collaborate with the Regions of Halton and Peel to ensure that the Winston Churchill Boulevard and Steeles Avenue intersection reflects its gateway role by promoting a distinct visual presence and sense of arrival as well as providing a comfortable and engaging environment.

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- HR.S.10 Strengthen the *Natural Heritage System*, located within both the Sixteen Mile Creek and Credit River watersheds, by protecting, enhancing and where possible restoring the natural heritage features and functions, and by connecting it with the *Natural Heritage System* within the Town.
- HR.S.11 Respect the existing low density residential and institutional uses within and adjacent to the Secondary Plan area, recognize their right to continue to exist and allow office and home-based businesses. Prohibit new residential uses and restrict institutional uses in order to create a stable operating environment for businesses. Provide appropriate buffering to minimize impacts on sensitive land uses from adjacent employment uses, while recognizing that the primary and long term use of the area is for employment.
- HR.S.12 Collaborate with the Region of Halton, Halton Hills Community Energy Corporation and other private and public stakeholders to ensure the expeditious provision of soft and hard infrastructure including a leading edge telecommunication service that is required to attract and retain innovative employment uses in the Green Economy Innovation and Employment Hub and to supply municipal services to existing residential uses in advance of, or in conjunction with, new development.
- HR.S.13 Recognize that the proposed Highway 413 which traverses through the Secondary Plan area may enhance exposure and visibility but may also impact internal connectivity and existing sensitive land uses. Ensure transportation, servicing and land use frameworks do not preclude or negatively affect the planning and/or implementation of the proposed Highway 413 while providing alternative options should it not proceed.
- HR.S.14 Create a safe, efficient and integrated transportation network that provides public road access to all parcels, meets the needs of all modes of travel and promotes active transportation. Facilitate connections to major transportation corridors as well as urban development areas within the Town to maximize connectivity to key markets and major areas of population.
- HR.S.15 Ensure appropriate interfaces between new employment uses and adjacent existing agricultural areas to allow existing farming operations to continue to operate effectively and efficiently.
- HR.S.16 Integrate significant existing cultural heritage resources into future land use development through retention of heritage attributes that express the resource's cultural heritage value.
- HR.S.17 Collaborate with the Region of Halton to monitor and phase development in an orderly manner in order to address the cost-effective and timely supply of major

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capital projects including municipal services and transportation network upgrades as the area develops.

- H8.5.1B Promote sustainable site and net-zero climate resilient building design and construction techniques to reduce energy and water consumption, encourage alternative modes of transportation, protect and enhance the natural environment, protect air and water quality, and improve waste management.

H8.6 GENERAL POLICIES

The general policies of the Official Plan will apply to the Secondary Plan area, particularly:

- a) General Development Policies, particularly Subdivision of Land, Urban Design, Cultural Heritage Resources, Transportation, Public Parkland, Community Facilities and Services, and Development Phasing Strategies; and,
- b) Plan Implementation and Administration, particularly Secondary Plans and More Detailed Plans, Site Plan Control, Pre-Consultation and Complete Application Requirements, and Interpretation
- c) The development of employment land uses in this Plan is intended to occur in a timely and orderly manner. Build out of the Phase 2B lands is anticipated to occur over a ten to fifteen year period although the policies address a twenty year time frame.

H8.6.1 Employment Targets

- H8.6.1.1 The employment target for the Secondary Plan area at full build out is 3570 jobs assuming a density of 25 jobs per net hectare.
- H8.6.1.2 In order to achieve this target, compact development within the Prestige Industrial and Business Commercial Areas will be encouraged. It will also be important to ensure that critical linkages such as access to markets, service providers, and available labour pools are maintained.

- H8.6.1.4** It is the policy of this Plan to prohibit new residential uses and other non-employment uses, including major retail uses, in the *Prestige Industrial Area* and *Business Commercial Area* designations, except:
- a) to recognize existing uses within the *Prestige Industrial Area* and *Business Commercial Area* as shown on Schedule H8 of this Plan;
 - b) for institutional uses which have provided a detailed study that sets limits on, and establishes criteria for, such uses based on the following principles:
 - i) the use is small scale, and collectively such uses within the *Prestige Industrial Area* and/or *Business Commercial Area* designations do not change the character of that designation;
 - ii) the location and design of the use addresses land use compatibility in a manner based upon Regional Guidelines and the policies in section H8.13;
 - iii) the use is located near the periphery of the Premier Gateway Employment Area;
 - iv) such uses do not collectively displace employment from the *Prestige Industrial Area* and *Business Commercial Area* designations to an extent that the supply of land within the *Prestige Industrial Area* and *Business Commercial Area* designations are insufficient to meet the employment target contained in Tables A1A (Population and Employment Targets) and F10 (Regional Phasing) of the Official Plan, and,
 - 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.
 - c) Notwithstanding H8.6.1.2 b), post-secondary education facilities will be permitted provided they undertake a land use compatibility study that has been approved by the Town in consultation with the Region, which indicates that they will not adversely affect the overall viability of the employment area.
- H8.6.1.5** 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 the amount of supportive commercial floor space and land area which might be required. As the Secondary Plan area develops, the *Supportive Commercial Needs Assessment* study should be used as a guide in evaluating individual applications that include permitted secondary uses.

H8.7 LAND USE DESIGNATIONS

H8.7.1 Prestige Industrial Area

H8.7.1.1 The Secondary Plan area is part of a large Premier Gateway Employment Area that is located in close proximity to Highways 401 and 407 and the proposed Highway 413 where other lands are also designated *Prestige Industrial Area* and are intended to form an economically competitive, high quality employment area.

H8.7.1.2 Within the Secondary Plan, where lands are identified as *Prestige Industrial Area* on Schedule H8 to this Plan, the predominant use of the land will be for employment uses. Advanced manufacturing, food and beverage processing, clean technology and renewable energy, research and development and office will be encouraged.

H8.7.1.3 Development will be designed to reflect and enhance the prominent location of the area through the creation of well-designed and sustainable buildings, structures and landscaping in a visually attractive environment.

H8.7.1.4 The main permitted uses within the *Prestige Industrial Area* will be limited to:

- a) business and professional offices in free-standing buildings or as part of an industrial mall;
- b) industrial uses, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities located primarily within wholly enclosed buildings. Outdoor storage will not be permitted. For the purposes of this Secondary Plan, trailer waiting spaces are not considered outdoor storage;
- c) computer, electronics and data processing facilities;
- d) clean technology and renewable energy;
- e) research and development facilities;
- f) post-secondary education facilities excluding residential accommodation subject to policy H8.6.1.4 c);
- g) printing and associated service establishments; and,
- h) industrial malls, containing one or more of the main uses permitted in this designation.

New residential uses are prohibited. No use will be permitted that causes, or is likely to cause air pollution, offensive odours, ground or surface water pollution, or noise in excess of Provincial regulations or guidelines.

H8.7.1.5 Permitted Secondary Uses

The following secondary uses, which are intended to be ancillary to and supportive of the main permitted uses, may be permitted in the *Prestige Industrial Area*:

- 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 uses, such as service commercial uses excluding personal service uses, take-out or full-service restaurants, financial institutions, convenience stores, and commercial fitness centres. *Major retail* uses will not be permitted;
- c) commercial or trade school facilities;
- d) public parks and recreational facilities, in accordance with Section F7 (Parkland) of this Plan;
- e) limited private parks and recreational facilities located on lands adjacent to Arterial or Collector roads;
- f) limited retail sales of goods and materials manufactured, or substantially assembled, on the premises;
- g) limited institutional in accordance with the requirements of Part H8.6.1.4;
- h) motor vehicle service stations; and,
- 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.

H8.7.1.6 Development Policy for Secondary Commercial Uses

The development of new secondary commercial uses will be limited to those uses that serve the *Prestige Industrial Area* and as noted in H8.7.2.1, these uses will be encouraged to locate in the *Business Commercial Area*. Secondary commercial uses are subject to the following:

- a) Individual retail and service commercial uses permitted in section H8.7.1.5 b) 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.
- b) Full-service restaurants, commercial fitness centres and financial institutions may be integrated into industrial malls and/or free-standing 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.
- c) Take-out restaurants and convenience stores will be integrated into industrial malls or free-standing office buildings.

- d) Two or more full-service restaurants may be developed in a "campus" development at the intersection of arterial roads with arterial or collector roads, subject to a comprehensive site development plan in order to achieve well-designed and integrated development, including:
 - 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;
- e) A high quality of building and landscaping design will be required for all commercial uses to ensure compatibility with adjacent development.

HS.7.1.7 The maximum height of all buildings or structures within the *Prestige Industrial Area* will not exceed six storeys although this policy does not apply to signs, utility towers or other non-habitable structures. The greatest heights will be encouraged to locate adjacent to Steeles Avenue and Winston Churchill Boulevard. Where heights in excess of 3 storeys are proposed adjacent to institutional and existing residential uses, appropriate transitions and buffering will be provided in accordance with the Premier Gateway Employment Area Urban Design Guidelines.

HS.7.1.8 To fulfill the vision and guiding principles of the Secondary Plan, which encourage a variety of higher density employment uses, prior to considering any application, Council shall be satisfied that:

- a) the development provides a land use which contributes to achieving the required density targets as prescribed by Provincial and Regional Policy;
- b) the development is planned to encourage shared use of land, secondary uses such as office spaces, efficient use of multi-storey buildings (full or partial), and to maximize the space to encourage higher employment densities;
- c) elements of the public realm which will serve both employees and the community alike will be improved as a condition of development/ redevelopment; and
- d) low density development such as warehousing/storage does not preclude intensification in the future. Therefore, a plan must be submitted that demonstrates how the site and buildings could feasibly transition to higher density employment uses in accordance with market demands/trends and in keeping with the Town's objective to pursue investment that generates the greatest community benefits, including a higher number of jobs per sq. ft. of gross floor area.

HE.7.2 Business Commercial Area

HE.7.2.1 The purpose of the Business Commercial Area is to provide services that are important to support the primary employment function of the Prestige Industrial Area and help to promote a gateway function. These include such uses such as hotels, business and professional offices and limited service commercial uses. Hotels are only permitted in the Business Commercial Area and while ancillary service commercial uses are also permitted within the Prestige Industrial Area designation, they will be encouraged to locate in the Business Commercial Area. Development will be designed to reflect and enhance the visible location of the land within the Business Commercial Area through the creation of well-designed and sustainable buildings, structures and landscaping in a visually attractive environment. The designation of new Business Commercial Area sites will only be permitted as part of a Municipal Comprehensive Review.

HE.7.2.2 Permitted Uses within Business Commercial Area are limited to:

- a) hotels including full service hotels with conference, exhibition, banquet and amenity facilities;
- b) business and professional offices in free-standing buildings or as part of an industrial mall;
- c) research and development facilities;
- d) limited retail and commercial uses which are ancillary to and serve the main permitted uses including banks, financial institutions and services; take-out restaurants subject to the policies in section HE.7.2.3 c), full service restaurants, convenience stores and commercial fitness centres. Limited retail and commercial uses do not include major retail or supermarkets, specialty food stores, department stores, general merchandise stores, fashion retailers, and personal service uses;
- e) motor vehicle service stations;
- f) printing and associated service establishments;
- g) industrial malls, containing one or more of the uses permitted in this designation;
- h) 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.

HE.7.2.3 Development within the Business Commercial Area permitted by HE.7.2.2 is subject to the following:

- a) All individual retail and service commercial uses permitted in Section HE.7.2.2 d) will not exceed 750 sq m in total floor area within the Business Commercial Area designation. The total retail and service commercial space

on individual sites designated Business Commercial Area will not exceed 2500 sq m in total floor area.

- b) Full-service restaurants, financial institutions and commercial fitness centres may be integrated into industrial malls and/or free-standing 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.
- c) Take-out restaurants and convenience stores will be integrated into industrial malls or free-standing office buildings.
- 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:
 - 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.
- 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.

HS.7.2.4 The maximum height of any buildings or structures within the Business Commercial Area will not exceed six storeys except for hotels and free-standing office buildings which may be permitted up to ten storeys. This policy does not apply to signs, utility towers or other non-habitable structures. Where heights in excess of 3 storeys are proposed adjacent to institutional and existing residential uses, appropriate transitions and buffering will be provided in accordance with the Urban Design Guidelines.

HS.7.3 Residential Special Policy Area

HS.7.3.1 While it is the intent of the Secondary Plan that over time, existing uses will be replaced by uses contemplated in accordance with the land use designations and provisions of the Secondary Plan, the Residential Special Policy Area identifies locations where existing residential uses might not redevelop in the short term. The Residential Special Policy Area is an overlay to the Prestige Industrial Area designation and new development in the Residential Special Policy Area on Schedule HS will be in accordance with the underlying land use designation. To recognize this situation, the following special policies will apply to those lands:

- a) The existing residential uses may be recognized in the Implementing Zoning By-law. Any new development will require rezoning which will be reviewed by the Town in the context of the Secondary Plan policies.
- b) In addition to the uses permitted in the underlying land use designation on Schedule HB, within the Residential Special Policy Area, the Town may rezone lands to permit the use of the existing residential dwelling, including additions to such dwellings, for office uses, home occupations or other uses which are compatible with the adjacent residential uses and uses permitted by the underlying employment land use designation.
- c) Where development is proposed on lands abutting a building being used for residential purposes in the Residential Special Policy Area, the Town may require the provision of landscaping and other buffering on the boundary of the residential use in accordance with the provisions in section HB.13.

HB.7.4 *Natural Heritage System*

HB.7.4.1 The goal of the Natural Heritage System is:

- a) to protect areas which have been identified as having environmental significance or which contain natural hazards such as valleylands, wetlands, watercourses and other hazardous lands, based on the functional recommendations of the Phase 2B Scoped Subwatershed Study and applicable Conservation Authority Regulations; and
- b) to ensure that the Natural Heritage System will be resilient to the impacts of the adjacent urban development and climate change by achieving enhanced ecological and hydrologic features and functions.

HB.7.4.2 The Natural Heritage System reflects the systems approach taken to ensure the protection, preservation and enhancement of the natural heritage features, and to maintain biological diversity and ecological functions of the area. The Natural Heritage System is a critical component of a healthy community and helps to define the character of the area.

HB.7.4.3 Lands within the Natural Heritage System will be protected and enhanced over time, and the following uses may be permitted in accordance with the objectives of the Secondary Plan and subject to, other policies of this Plan, applicable Zoning By-laws, and Conservation Authority Regulations:

- a) existing agricultural operations;
- b) single detached dwellings on existing lots;
- c) passive non-motorized recreational uses, such as nature viewing and pedestrian trail activities, only on publicly owned lands;
- d) forest management, wildlife management and fisheries management;
- e) archaeological activities;

- f) essential transportation and utility facilities; and
- g) essential watershed management and flood and erosion control projects carried out or supervised by a public authority.

HS.7.4.4 Where any land within the *Natural Heritage System* designation is held under private ownership, this Plan will not be construed as implying that such areas are free and open to the general public. The Town will seek to obtain dedication of these lands through the development review process.

HS.7.4.5 Where new development is proposed on a site, part of which is designated *Natural Heritage System*, such lands shall not be considered acceptable as part of the dedication for park purposes as required by the *Planning Act*.

HS.7.4.6 The land in the *Natural Heritage System* shown on Schedule H8 is based on a systems approach to protecting and enhancing natural features and functions and consists of the following components:

- 1) Key Features, which include:
 - a) habitat of endangered and threatened species,
 - b) significant wetlands,
 - c) significant woodlands,
 - d) significant valleylands,
 - e) significant wildlife habitat,
 - f) significant areas of natural and scientific interest,
 - g) fish habitat,
- 2) Enhancements to the Key Features,
- 3) Linkages,
- 4) Buffers,
- 5) Watercourses that are within Conservation Halton or Credit Valley Conservation Regulation Limits or drainage features that provide a linkage to a wetland or a significant woodland,
- 6) Wetlands other than those considered significant, and
- 7) Natural Hazards which include flooding hazards, erosion hazards and/or hazardous lands as determined, mapped and refined from time to time by Conservation Halton or Credit Valley Conservation.

Key Features that have been identified are included in the *Natural Heritage System* shown on Schedule H8. The boundaries and/or characterization of these features may be refined through the Subwatershed Impact Study identified in Section H8.8. The Subwatershed Impact Study may also identify other Key Features that are not within the *Natural Heritage System* shown on Schedule H8 and if found, these unmapped Key Features will be protected through appropriate development approvals in accordance with Section H8.7.4.7.

- H8.7.4.7 A systems based approach to implementing the *Natural Heritage System* will be applied by:
- a) 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;
 - b) Not permitting the alteration of any components of the *Natural Heritage System* unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, and hydrologic functions if applicable;
 - c) Refining the boundaries of the *Natural Heritage System*, including additions, deletions, and/or boundary adjustments, during site specific applications through a Subwatershed Impact Study in accordance with Section H8.8 accepted by the Town, applicable Conservation Authority and the Region, an individual Environmental Impact Assessment (EIA) accepted by the Town and the Region, or similar studies based on terms of reference accepted by the Town in consultation with the Region. Such refinements may occur without an amendment to the Secondary Plan on a site-specific basis;
 - d) Restoring and enhancing, where feasible, natural features and areas within the *Natural Heritage System*. Where areas are not in a natural state, they should be naturalized and planted with native, non-invasive species.
 - e) Requiring the proponent of any development or site alteration, including public works, that are located within the *Natural Heritage System* or on adjacent lands within 120 m of the *Natural Heritage System* to carry out an Environmental Impact Assessment (EIA), unless:
 - i) the proponent demonstrates to the satisfaction of the Town, applicable Conservation Authority and the Region that the proposal is minor in scale and/or nature and does not warrant an EIA; or
 - ii) the proponent demonstrates to the satisfaction of the Town, Conservation Authority and the Region that a Subwatershed Impact Study, prepared in accordance with Section H8.8, adequately addresses the purpose of an EIA.
 - f) 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 *Natural Heritage System* or unmapped *Key Features* affected by the development or site alteration by identifying components of the *Natural Heritage System* as listed in Section H8.7.4.6 and their associated ecological functions, and by assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA will identify any *Key Features* on or near the subject site that are not mapped on Schedule H8.

- H8.7.4.8** The *Natural Heritage System* may include additional lands beyond identified natural heritage features and their buffers, which are identified through an approved Subwatershed Impact Study as being a *Key Feature* and/or providing additional enhancement to the system. These enhancements provide for increased ecological services such as wildlife habitat and movement opportunities, increased buffering to natural heritage features, and restoration opportunities including additional vegetation plantings.
- H8.7.4.9** The *Natural Heritage System* in the Secondary Plan area connects with the natural heritage system within the Town. This connectivity is important to support natural processes and provide corridors that allow species to move and adapt, thereby ensuring a healthy and resilient ecosystem that protects biodiversity for the long term.
- H8.7.4.10** Buffers for natural heritage features have been included within the *Natural Heritage System* illustrated on Schedule H8, so additional buffers should not be required except where unmapped *Key Features* have been identified through an approved Subwatershed Impact Study and/or requirements to address any Endangered or Threatened species may be applicable. The following buffer widths are provided for general guidance but the final buffer 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 in accordance with Section H8.7.4.10.1.
- 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. The hazard limits shall be determined as per policy H8.7.4.18 Watercourses and Natural Hazards. Where a trail is planned, it may be located within the buffer subject to section H8.7.4.20.
 - b) **Woodlands:**
Generally 30 metres from the drip line for significant woodlands and 10 metres for other woodlands. Where a trail is planned, it may be located within the buffer subject to section H8.7.4.17.
 - c) **Wetlands:**
Generally 30 metres from the wetlands limits. The size and significance of the wetlands are subject to wetland delineation and the Ontario Wetland Evaluation System as part of the Subwatershed Impact Study.
 - d) **Significant Valleylands:**

The East Sixteen Mile Creek valleyland is considered significant and is included in the *Natural Heritage System*. The valleyland boundaries will be defined by the long term stable top of slope and natural heritage features that overlap with the top of slope boundary. The overlapping surveyed feature boundaries and appropriate buffers will determine the Significant Valleyland boundary as part of the Subwatershed Impact Study.

- e) Significant wildlife habitat
Generally 30 metres from the boundary of the habitat unit.
- f) Significant habitat of endangered or threatened species Generally 30 metres from the boundary of the habitat unit or as determined through the permitting process under the Endangered Species Act, 2007.
- g) Fish Habitat
Generally 30 metres from the boundary of the habitat unit.
- h) Linkages
Generally 60 metres when associated with a wetland area

168.7.4.10.1 The Phase 2B Scoped Subwatershed Study, as interpreted in accordance with the policies of Section 168.7.4.10, represents an initial assessment and recommendation of buffer widths based on general information on land uses contemplated adjacent to the *Natural Heritage System*.

The final buffer width is to be determined through a Subwatershed Impact Study or Environmental Impact Assessment at the development stage when additional information is available to determine the nature of adjacent uses and related impacts on the system and may include refinements to the buffer widths.

Through the Subwatershed Impact Study or Environmental Impact Assessment buffer widths may be refined through the consideration of the nature of abutting land uses in relation to the adjacent key features and the significance of those key features. In particular, the intensity of the abutting land uses as illustrated through specific plans for such uses (i.e. grading, setbacks, maintenance, servicing, built form including height, location of buildings and structures and other activities) will be evaluated. In all cases, the final buffer widths must have regard for the following:

- Maintain or improve the level of certainty regarding buffer function effectiveness post refinement including factors such as the timing of planting and certainty regarding the nature of the abutting development;
- Achieve no negative impacts to the *Natural Heritage System* key features

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and their ecological functions;

- The ecological functions, characteristics, significance and sensitivity of the *Natural Heritage System* key features which will ultimately determine the final buffer width through the Subwatershed Impact Study or Environmental Impact Assessment; and
- Adhere to the relevant goals, objectives and policies of this Plan, Regional Official Plan and relevant Provincial policies to the satisfaction of the Town, and Region, and in consultation with the applicable Conservation Authority.

H8.7.4.11 *Natural features and areas including Linkages within the Natural Heritage System, should be restored and enhanced, where feasible, and where areas are not in a natural state, they should be naturalized and planted with native, non-invasive species. The requisite planting and seeding plans will be established at the time of subdivision or site plan approval.*

H8.7.4.12 *Through the Subwatershed Impact Study or detailed design stage, areas not suitable for development that are created through the irregular *Natural Heritage System* boundary, should be included in the *Natural Heritage System* and naturalized to provide an enhancement to the proposed system. Where the provision of enhancement measures as well as open space uses such as stormwater management and Low Impact Development are to be provided, they will be encouraged to locate on lands adjacent to the *Natural Heritage System*.*

H8.7.4.1 *Headwater Drainage Features:*

H8.7.4.13.1 *The location of Headwater Drainage Features identified through the Phase 2B Scoped Subwatershed Study for protection or conservation, and the width of the associated buffers will be determined as part of the Subwatershed Impact Study.*

H8.7.4.13.2 *The Phase 2B Scoped Subwatershed Study management recommendations dealing with drainage features indicates that some headwater drainage features may be suitable for relocation or compensation if they are classified as "Mitigation" or "Conservation", are not regulated by a Conservation Authority, and are outside of the *Natural Heritage System*. The hazard limits shall be determined as per policy H8.7.5 Watercourses and Natural Hazards. Where relocation occurs, the feature should be moved to an area where its form and function can be replicated and where it is contiguous with other natural features where possible, in order to provide overall benefit to the natural heritage feature and the wildlife that use and inhabit them.*

Final determination as to whether the relocation is appropriate for headwater drainage features will be determined through the Subwatershed Impact Study submitted in accordance with H8.8 as part of a development application and may be further supported by a design report, or inclusion within a Natural Channel Design Brief for the subject lands at the detailed design stage which may include:

- a) Details related to the natural channel design principles applied to the design of the feature;
- b) Fluvial geomorphological analysis of the proposed feature design;
- c) Rationale for selection of plantings within the riparian zone and floodplains;
- d) Details regarding any enhancements proposed within the adjacent feature;
- e) Detailed hydrologic and hydraulic analyses of proposed feature and hydraulic structures to demonstrate impacts to floodplains, and freeboard under proposed conditions, maintenance of riparian storage post-development;
- f) Detailed groundwater analysis to demonstrate that the groundwater seepage function can be replicated in proposed condition;
- g) Detailed assessment of impacts of proposed feature to aquatic habitat and fish species; and
- h) Detailed design of the drainage for proposed feature and corridor.

H8.7.4.13.3 As noted in H8.7.4.13.2, a headwater drainage feature located within the Mullet Creek watershed is associated with a wetland. It is included in the Natural Heritage System and as such, is not intended to be removed. The Subwatershed Impact Study prepared as part of the development application will be required to further assess this wetland in accordance with H8.7.4.6 and the requirements of the management recommendations of the Phase 2B Scoped Subwatershed Study to determine the exact configuration and width of the headwater drainage feature and to address the opportunity to also utilize the feature for flood protection purposes.

H8.7.4.14 *Woodlands*

H8.7.4.14.1 The Woodlands associated with the Eastern Sixteen Mile Creek valley were considered significant at the time of the Phase 2B Scoped Subwatershed Study and included in the Natural Heritage System. Retention of other woodlands, hedgerows and individual trees will be encouraged where possible. Tree removal must take into consideration the Migratory Birds Convention Act and the Endangered Species Act with regards to breeding birds and Species at Risk bats.

HB.7.4.14.2 The Subwatershed Impact Study will identify or refine the boundaries of woodlands and implement measures to protect and significant woodlands as described in the recommendations of Phase 2B Scoped Subwatershed Study including refining the width of buffer in accordance with Section HB.7.4.10.1.

HB.7.4.15 *Wetlands*

HB.7.4.15.1 Wetlands within the Secondary Plan area may require further evaluation as part of the Subwatershed Impact Studies as per the Ontario Wetland Evaluation System. Where wetlands exist, they have been incorporated into the *Natural Heritage System*.

HB.7.4.15.2 An unevaluated wetland was identified to the east of Tenth Line and north of the proposed collector road. This wetland is regulated by Credit Valley Conservation and will require a development setback based on delineation and evaluation in the Subwatershed Impact Study. In accordance with HB.8.3, the Subwatershed Impact Study prepared as part of the development application will further assess this feature in conjunction with the headwater drainage feature that will connect the wetland to the Mullet Creek.

HB.7.4.15.3 Within the lands located east of Ninth Line, north of Steeles Avenue that are part of the larger drainage area, the Scoped Subwatershed Study has identified two vegetation communities that require further assessment during the Subwatershed Impact Study. The general locations of these two areas are shown on Schedule HB. They have not been included in the *Natural Heritage System* based on their lack of provincial or regional significance or their connection to other natural heritage features or areas as determined by the Phase 2B Scoped Subwatershed Study. If either of these areas are determined to be wetlands, the potential for them to be removed and replicated elsewhere may be considered through the Subwatershed Impact Study to the satisfaction of the Town Halton Region and Conservation Halton. The potential removal and replication shall have regard for the recommendations in the Phase 2B Scoped Subwatershed Study. The Corridor Protection Area of the proposed Highway 413 traverses this area and these potential wetlands will also be evaluated through that Environmental Assessment process.

HS.7.4.10 Significant Wildlife Habitat

- HS.7.4.10.1 Significant Wildlife Habitat has been identified within the Secondary Plan area and included in the *Natural Heritage System*. Further assessment and mitigation requirements for Significant Wildlife Habitat are required in the Subwatershed Impact Study. Any additional Significant Wildlife Habitat identified as part of a Phase 2B Subwatershed Impact Study should be considered for incorporation into the *Natural Heritage System* where appropriate along with appropriately sized buffers to ensure its protection and enhancement.

HS.7.4.12 Species at Risk

- HS.7.4.12.1 Species at Risk were observed within the Secondary Plan area. Further assessment and mitigation requirements for Species at Risk habitat will be addressed through the Subwatershed Impact Study. Boundaries of any habitat for endangered and threatened species identified as part of the Subwatershed Impact Study should be delineated in consultation with the Ministry of Environment, Conservation and Parks 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 be incorporated into the *Natural Heritage System* where appropriate, to ensure its protection and enhancement.

HS.7.4.18 Watercourses and Natural Hazard Lands

- HS.7.4.18.1 Watercourses and natural hazard lands within the Secondary Plan area are part of the *Natural Heritage System*.
- HS.7.4.18.2 The delineation and regulation of watercourses and natural hazard lands is administered by either Conservation Halton or Credit Valley Conservation. The approximate limits of these lands are included in the *Natural Heritage System* as shown on Schedule HII but may be subject to change until such time as the limits are delineated through a Subwatershed Impact Study (SIS). The studies and resulting delineation of the watercourses, natural hazards and their associated regulatory allowances and buffers will be to the satisfaction of the Town and the applicable Conservation Authority and new development will be located outside these limits.
- HS.7.4.18.3 As part of the development approval process, watercourses, natural hazards and their associated regulatory allowances and buffers will be zoned to an appropriate natural areas zoning category.

HS.7.4.19 Road Crossings and Alignments

- HS.7.4.19.1** New roads, are intended to be located outside of the *Natural Heritage System* including its buffers in order to reduce impacts on the natural heritage features and only essential road infrastructure may be permitted after all other alternatives have been considered through an appropriate study. The approach to be taken in addressing road locations will be to first avoid impacts if possible, and then minimize, mitigate and finally compensate for any remaining impacts. 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 negative impacts. Best management practices to facilitate fish and wildlife passage across road crossings and appropriate buffers from alignments, will be addressed as part of the detailed design.

HS.7.4.20 Trails

- HS.7.4.20.1** A trail system should be established along the edge of the *Natural Heritage System*, including linkages, where lands are being put into public ownership to allow public use and access. The trails and associated activities 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 ensuring that proper regard is given to avoiding trespassing on private properties. For all trails proposed within *Natural Heritage System* buffers and enhancement areas, trail siting should be located outside the Conservation Authority Regulated Area where possible and close to the development side of the buffer 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.
- HS.7.4.20.2** Fencing should be considered along the edge of the *Natural Heritage System* irrespective of ownership in order to restrict access from people and pets. Public access to the *Key Features* should be discouraged and trails should avoid ecologically sensitive features.

HS.8 SUBWATERSHED STUDY

- HS.8.1** The Phase 2B Scoped Subwatershed Study was undertaken in conjunction with preparation of this Secondary Plan in order to characterize the terrestrial and aquatic ecology, stream systems and surface water and groundwater resources, refine the *Natural Heritage System*, achieve a greater level of detail for natural

hazards, assist with development of the land use plan, determine the expected impacts from development and address the associated requirements and opportunities for mitigation and management. All new development in the Secondary Plan area will generally comply with the recommendations of Premier Gateway Phase 2B Scoped Subwatershed Study except for the land at 8029 Eighth Line identified on Schedule H8 as subject to settlement decision D09DPA22.001 at the Ontario Land Tribunal under file PLE80499 which is subject to a separate Scoped Subwatershed Study. No amendments to the Secondary Plan will be required to implement the recommendations of the Phase 2B Scoped Subwatershed Study.

- H8.B.2** A Subwatershed Impact Study will be required in support of a complete development application unless it has been demonstrated to the satisfaction of the Town and applicable Conservation Authority in consultation with the Region that either the proposal is minor in nature and does not warrant a study, or the issues have been or will be addressed through other studies such as an Environmental Impact Study and that matters related to the Natural Heritage System are addressed in accordance with H8.7.4.7.
- H8.B.3** The goal of the Subwatershed Impact Study will be to achieve a greater level of detail in the integration of land use, servicing, stormwater management and the Natural Heritage System. The study area for the Subwatershed Impact Study should be based on subcatchment areas but could be modified or consolidated subject to the approval of the Town, and the applicable Conservation Authority in consultation with the Region of Halton.
- H8.B.4** Greater detail regarding the matters to be addressed by the Subwatershed Impact Studies is outlined in Appendix A and should be incorporated into the Terms of Reference for the Subwatershed Impact Study. The Terms of Reference will be refined on an individual basis and subject to the approval of the Town, in consultation with the applicable Conservation Authority and the Region of Halton.

H8.9 TRANSPORTATION

The Secondary Plan area will provide a safe, 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. 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. All future development will be tied to the provision of these 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:

H8.9.1 Highway 413 and the Northwest GTA Transmission Corridor

- H8.9.1.1** The Highway 413 Focused Analysis Area and the Northwest GTA Transmission Corridor Narrowed Area of Interest are to be protected as planned corridors for the purpose(s) for which they are identified.
- H8.9.1.2** Development within the Highway 413 Focus Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest shown on Schedule H8 of this Plan will not preclude or negatively affect the planning and/or implementation of the planned corridors for the purpose(s) for which they are identified.
- H8.9.1.3** Lands shown on Schedule H8 as being within the Highway 413 Corridor Protection Area, have an underlying Prestige Industrial Area designation. When the final location of Highway 413 and Northwest GTA Transmission Corridor has been determined by the Province, all lands not required for Highway 413 or the Northwest GTA Transmission Corridor may develop in accordance with the Prestige Industrial Area designation and policies of this Plan without an amendment to this Secondary Plan.

H8.9.2 Road Network

- H8.9.2.1** The road network will provide for the safe and efficient movement of people and goods. Road right of way widths shown on Schedule B2 to this Plan and Map 4 of the Region of Halton Official Plan or the most up to date Regional Transportation Master Plan requirements, will be provided in accordance with Table F6 (Function of Transportation Facilities) of this Plan and in accordance with Policy 173 (5) of the Region of Halton Official Plan.
- The location and general alignment of the new collector roads as shown on Schedule H8 are conceptual and approximate, 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. Where the east-west collector road crosses Highway 413 and the Northwest GTA Transmission Corridor, the final alignment will be subject to approval by the Province and may be modified to reflect the locational needs of the Highway and Transitway station. Any proposed additions or deletions to collector roads identified will require an amendment to this plan.
- H8.9.2.2** Following adoption of this Secondary Plan by Council, through Regional Official Plan Amendment 49 additional employment lands were incorporated into the Urban Area immediately to the north of the Premier Gateway Phase 2B Secondary Plan Area. As a result, additional technical analysis was undertaken with respect to the transportation network with a focus on the location of the

east-west collector road. Through this analysis, it was deemed appropriate to realign the collector road west of Highway 413 onto lands to the north in accordance with the east-west collector road envelope as shown on Appendix B to this Plan. The east-west collector road envelope will be subject to further study as part of a future Secondary Plan exercise for the additional employment lands.

48.9.2.3 All roadway and driveway spacings will conform to standard roadway engineering practices and will be approved by the respective roadway jurisdiction. The provision of additional local roads, where deemed necessary, may be determined as part of the development approval process. The road network will be designed to augment the existing system, improve connectivity within the Secondary Plan area and to adjacent areas, provide opportunities to relieve pressure on key intersections, facilitate access to individual properties, and reduce driveway accesses onto arterial roads.

Access to Regional Roads shall be in accordance with the most current Halton Region Access Management Guidelines and by-laws.

Only one full movement intersection will be permitted on Ninth Line within the Secondary Plan area.

As part of the Staging and Monitoring Plan for the Secondary Plan area, an Access Management Strategy must be developed to ensure interim and ultimate access during implementation is achieved through landowner coordination and in conformity with the Town's and Region's requirements (for example, Access Management Guideline and By-law NO. 32-17).

- H8.9.2.4 The Town will work with the Region of Halton to ensure that Steeles Avenue functions efficiently as a major route into and through the Secondary Plan area. Given the future projected traffic volumes, improvements will be required at all Steeles Avenue intersections within the Secondary Plan in order to address the capacity issues. The Region of Halton will be undertaking a Municipal Class Environmental Assessment for improvements to Steeles Avenue from Trafalgar Road to Winston Churchill Boulevard. A range of multi-modal options for corridor improvements will be considered, such as widening of the roadway, cross-sectional requirements, active transportation, transit infrastructure improvements, intersection improvements, and overall traffic operations.
- H8.9.2.5 As part of any development application, a Traffic Impact Study may be required in order to demonstrate
- a) that adequate network capacity exists to accommodate the proposed development;
 - b) the need for new collector road segments;
 - c) the need for road and/or intersection improvements (such as traffic signals, turn lanes, access construction, illumination etc.) and the timing for such improvements;
 - d) the development supports the overall function of the road network for the Phase 2B Secondary Plan area;
 - e) any additional requirements as determined by the Town and/or Region.
- The Traffic Impact Study shall be completed in accordance with the Town and Region's Transportation Impact Study Guidelines.
- H8.9.2.6 The Winston Churchill Boulevard and Steeles Avenue intersection should be designed to reflect its role as major gateway to Halton Hills. As such, the intersection should include enhanced streetscape design, landscaping, signage and lighting in accordance with all jurisdictional guidelines, as applicable

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- H8.9.2.7 Future access to the Regional Road Network will be restricted and/or controlled, should be limited to the connections with the road network identified for the Secondary Plan area, and will be based on a Traffic Impact Study. Access to Regional roads will be subject to Regional Access Management Guidelines, and By-Law 32-17, a By-Law to Prohibit, Restrict, and Regulate Access to the Regional Road System.
- H8.9.2.8 A new east-west collector road with several new north-south collector road connections is shown through the Secondary Plan area on Schedule H8 as conceptual and subject to further traffic study and coordinated with the Region as it relates to water and wastewater. A scope of work for the Transportation Impact Study must be completed in accordance with the Town's and Region's most up to date guidelines and policies. The location of the road must be coordinated with the Region as it relates to water and wastewater services to ensure that the infrastructure aligns with the Area Servicing Plan and the Wastewater Servicing Feasibility Study for the Secondary Plan area.
- A terms of reference for a Transportation Impact Study is required and must be approved by the Town and the Region in advance if undertaking any analysis. All studies must be completed in accordance with the Town's and Region's most up to date guidelines and policies.
- H8.9.2.9 The new east-west collector road is intended to cross Tenth Line in a relatively central location between Steeles Avenue and the northern boundary of the Secondary Plan. The location of the new east-west collector road will be subject to further review at the time of development applications taking into consideration the existing residential houses on the west side of Tenth Line and the final location of the Natural Heritage System east of Tenth Line.
- H8.9.3 Active Transportation**
- H8.9.3.1 Development will be based on facilitating the use of walking, cycling and lightly motorized modes of travel within the Secondary Plan area in order to assist the Town in achieving its environmental stewardship goals and to encourage increased activity levels regardless of age, fitness, or ability as a component of healthy living by those who live and work within the Town.
- H8.9.3.2 The transportation system will be designed to maximize connectivity, safety and comfort for pedestrians, cyclists, those with accessibility issues and those using lightly motorized modes of travel both within the Secondary Plan area and between the Secondary Plan area and other activity areas within the Town.

- H8.9.3.3 The Town's Active Transportation Master Plan, which supports and promotes an increased level of cycling within the Town, has identified a two-tiered cycling network that provides for both on-road opportunities such as bike lanes and off-road opportunities such as trails and multi-use paths.
- H8.9.3.4 The Halton Region Active Transportation Master Plan also identifies regional cycling and walking networks for Regional Roads. Detailed facility types will be confirmed through a future Municipal Class Environmental Assessment.
- H8.9.3.5 In addition to the infrastructure identified, Council will also:
- a) require the provision of sidewalks as new roads are created or existing roads are redeveloped in the Secondary Plan area;
 - b) ensure the provision of safe and convenient on-site pedestrian connections and adequate bicycle storage facilities in the review of development applications;
 - c) require barrier-free design of all new pedestrian facilities; and
 - d) ensure that lands for bicycle, pedestrian and lightly motorized facilities are included with the land requirements for roads.

H8.9.4 Transit

H8.9.4.1 Although the Town does not have a full transit system, all development within the Secondary Plan area will be designed to promote transit supportive land use in order to facilitate its use when full services are provided. Future transit stops should be designed to capture the majority of development within a 10-minute walk.

H8.9.4.2 The Region of Halton has identified Steeles Avenue as a Transit Priority Corridor in their Mobility Management Strategy for Halton and the Defining Major transit Requirements for Halton. As the Region undertakes further work, the form and function of the corridor may be updated.

H8.9.5 Transportation Demand Management

H8.9.5.1 In support of the creation of a multi-modal transportation system, the Town will actively work with developers and businesses to develop and implement Transportation Demand Management measures that aim to reduce motorized vehicular trips and that promote and enable the use of active transportation modes, car-sharing and/or carpooling, use of existing Steeles Avenue public transit and other transit routes when they become available, and travel during off-peak hours.

H8.9.6 Parking

- H8.9.6.1 Surface parking will be minimized in order to reduce large expanses of hard surfaces and to encourage the use of alternative means of transportation. Where surface parking is provided, it should be appropriately landscaped and screened from the street in accordance with F.2.2.5, with clearly defined pedestrian connections between the parking area and the building entrances. Consideration will also be given to addressing the Premier Gateway Employment Area Urban Design Guidelines and the Town's Green Development Standards.

H8.10 SERVICING**H8.10.1 Functional Servicing Study**

- H8.10.1.1 A Functional Servicing Study will be prepared as part of the subdivision or site plan approval process, which will generally include:
- a) Location (including depth) and preliminary sizing of wastewater sewers;
 - b) Location and preliminary sizing of storm sewers;
 - c) Location and preliminary sizing of watermain;
 - d) Preliminary site grading plan;
 - e) Preliminary analysis of where infrastructure will be constructed below the water table and identification of mitigation measures to be used for dewatering during construction and post construction;
 - f) Location and preliminary sizing of stormwater management facilities;
 - g) Location where Low Impact Development Best Management Practices may be considered;
 - h) Location and preliminary sizing of hydraulic structures (i.e. bridges and culverts);
 - i) Preliminary channel grading plans and supporting analyses; and
 - j) Assessment of riparian storage for existing channel and preliminary channel designs.

The Region may accept a deviation to allow local water and wastewater servicing within Steeles Avenue. Detailed justification must be included in the report for any local water and wastewater mains (and associated servicing connections) to be installed within the Steeles Avenue right-of-way.

The report will be prepared in accordance with the approved Area Servicing Plan to the satisfaction of the Town, Region and applicable Conservation Authority in accordance with the policies in Section C8 and G.12 of this Plan.

H8.10.2 Municipal Water and Wastewater Services

- H8.10.2.1 The Region is responsible for the development of water treatment and distribution as well as wastewater collection and treatment infrastructure. All water treatment, water distribution, wastewater collection and wastewater treatment infrastructure servicing the Secondary Plan area shall be developed in accordance with the Water and Wastewater Master Plan and Development Charges Background Study, as further refined by the Area Servicing Plan.
- H8.10.2.2 All new development will occur on the basis of full municipal services. Extension of the Region of Halton's water distribution and wastewater collection systems will be required to support development within the Secondary Plan area in accordance with the approved Area Servicing Plan. Notwithstanding the requirement for development to proceed on the basis of full municipal services, due to the significant economic benefits associated with development in the Phase 2B Secondary Plan Area and in lieu of the Region's water and wastewater services being available, temporary private water and wastewater services may be considered on a limited basis subject to the requirements of the Region's Urban Services Guidelines and other considerations.
- H8.10.2.3 New servicing to the Secondary Plan area will generally be developed from west to east to allow for an efficient and cost-effective progression of services. Private front-end construction of water and waste water services to accommodate development west of the GTA West Corridor ahead of the implementation of the Region's planned infrastructure may be considered on a case-by-case basis. The availability of water flows and adequate pressure and wastewater system capacity must be confirmed with the Region. The design of front-ended infrastructure must be to the satisfaction of the Region.
- H8.10.2.4 The extension of water and waste water services will need to cross the proposed Highway 413 and the construction of a looped watermain system will be required.
- H8.10.2.5 Existing houses in the area are currently serviced by individual water wells. Houses within the Secondary Plan area will be eligible for connection to full municipal services as part of the provision of municipal services to the employment area in accordance with the Region's Urban Services Guidelines. The use of Best Management Practices to protect local aquifer and water supply wells will be required for all development within the Secondary Plan area.
- H8.10.2.6 The extension of municipal services on the lands north of the East Sixteen Mile Creek may not be permitted to cross the main branch of the East Sixteen Mile

Creek given the significance of the *Natural Heritage System* in that area. This could delay development of the lands north of the East Sixteen Mile Creek until servicing is available to be extended from lands to the north which are outside of the Secondary Plan area.

H8.10.3 Stormwater Management

- H8.10.3.1 The Stormwater Management Facilities shown on Schedule H8 represent the general locations for stormwater management facilities within the Secondary Plan Area and relocation of these facilities or refinement of the number of facilities will not require an amendment to the Secondary Plan. These locations are intended to maintain the supply of runoff to receiving systems and to minimize requirements for operation and maintenance by the Town. Stormwater Management Facilities will accommodate the ultimate drainage from arterial roads. Notwithstanding the location of these designations, such facilities will be permitted in all designations except the *Natural Heritage System* where only those components of such facilities that are essential for conveying stormwater to the receiving watercourse may be permitted. Stormwater Management Facilities will be located and designed to the satisfaction of the Town, the Region, and the applicable Conservation Authority, and should be integrated with the open space system. Final details such as location and design criteria for stormwater management facilities, including Low Impact Development are to be determined through the Subwatershed Impact Study and Functional Servicing Study taking into account any proposed watercourse and/or headwater drainage feature alterations.
- H8.10.3.2 All new development will be supported by a Stormwater Management (SWM) report unless waived by the Town through a pre-consultation process. The purpose of the report is to demonstrate capability and compliance with the principles and criteria in the Phase 2B Scoped Subwatershed Study as well as the Subwatershed Impact Study. It will identify the specific stormwater management infrastructure to be implemented, and the details related to its design, maintenance and subsequent monitoring requirements.
- H8.10.3.3 In preparing stormwater management plans, a treatment train approach is recommended in order to address requirements for water quality, erosion control, flood control, thermal mitigation and water budget. Low Impact Development Best Management Practices such as bioswales/biofilters with underdrains, infiltration trenches, rain gardens and perforated pipes will be encouraged in addition to wet end-of-pipe facilities. Consideration will be given to minimizing the size of storm water management facilities through the use of such measures as roof top storage, parking lot storage, infiltration galleries, modified pond design

standards, and other appropriate measures to the satisfaction of the Town in consultation with the applicable Conservation Authority.

HS.10.3.4 Where regulatory storm controls are required, and the Town has determined that a publicly owned facility is not feasible, the Town and the applicable Conservation Authority will evaluate the use of privately owned regulatory storm control facilities on a case-by-case basis. If the Town and the applicable Conservation Authority determine that a privately owned regulatory storm control pond or other appropriate stormwater management system may be permitted, the owner will be required to address the terms for its construction and maintenance through the development application process.

HS.10.3.5 The stormwater management plans for land within the proposed Highway 413 corridor will not be integrated with the rest of the lands within the Secondary Plan area and will be determined through the Environmental Assessment and detailed design of the highway.

HS.10.3.6 Stormwater management facilities for the lands within the area covered by Settlement Decision D090PA22.001 at the Ontario Land Tribunal under file PL180499 are subject to a separate Scoped Subwatershed Study and will be addressed through a site specific development application process.

HS.10.8 UTILITIES

HS.10.4.1 The Town will confirm with all utility providers that adequate servicing networks are, or will be established to serve the anticipated and existing development, and that these networks can be phased in a manner that is cost-effective and efficient. The Town will encourage the establishment of high speed internet services to the area.

HS.11 AGRICULTURE

HS.11.1 The full range of existing and new agricultural, agriculture-related, and secondary uses/ on-farm diversified uses are permitted within the Secondary Plan Area until lands are developed in accordance with the policies in the Secondary Plan.

HS.11.2 Nothing in this Plan will limit the ability of farmers to carry out normal and reasonable farm practices in accordance with the Farming and Food Production Protection Act. All new development, including development on existing lots of record, will be sensitive to existing agricultural uses, including minimizing potential

impacts and will be required to address Minimum Distance Separation One formula, as amended, with respect to setbacks from agricultural operations.

H8.12 CULTURAL HERITAGE

- H8.12.1** The Secondary Plan area was historically an agricultural area and the cultural heritage resources reflect that history.
- H8.12.2** It is an objective of the Town to conserve significant cultural heritage resources and to ensure that all new development and any site alteration conserves significant cultural heritage resources. They shall be maintained and integrated into new development, where appropriate and feasible. The Town will exercise the powers and apply the tools provided by legislation, including the Ontario Heritage Act, in implementing and enforcing the cultural heritage policies of the Town.
- H8.12.3** The following properties within the Secondary Plan area are currently listed on the Town's Municipal Heritage Register and shown on Schedule H8 as locations of Cultural Heritage Value:
- Hornby Presbyterian Cemetery at 8021 Eighth Line (corner of Steeles Avenue);
 - Theodore Brain House at 15145 Steeles Avenue
- H8.12.4** Another cultural heritage resource has been identified as a candidate for conservation at 15625 Steeles Avenue and is shown on Schedule H8 as a location of Cultural Heritage Value. This cultural heritage resource retains historical and associative, design and architectural and/or contextual value associated with the late-nineteenth-century farmstead with a farmhouse, two barns and agricultural fields. The property should be included on the Town's Municipal Heritage Register and should be prioritized for research and evaluation for potential designation under the Ontario Heritage Act.
- H8.12.5** In evaluating development applications, the Town:
- a) Will encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site; or
 - b) May, where resources which are not designated and are not to be conserved, request the documentation of such resources in a cultural heritage evaluation report with a detailed property history, architectural description and photographic recording.

The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development.

- HS.12.6** The Town will require a Cultural Heritage Impact Assessment be prepared in accordance with section F5.1.2 of this Plan to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures be prepared where development or redevelopment is proposed:
- a) on, within, adjacent to, or in the immediate vicinity of any designated cultural heritage resource; or
 - b) on a property listed on the Town's Heritage Register.

The Town may require a Cultural Heritage Impact Assessment be prepared in accordance with section F5.1.2 of this Plan to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures for any development or redevelopment proposal that affects any of the cultural heritage resources mentioned above in policies HS.12.3 and HS.12.4.

- HS.12.7** The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where feasible.
- HS.12.8** New development should be compatible with, legible from and subordinate to cultural heritage resources in their context (both those within and those adjacent to the Secondary Plan area) through consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression.
- HS.12.9** Development that impacts 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.

HS.13 LAND USE COMPATIBILITY

The Official Plan recognizes that residential and institutional uses are sensitive to noise, vibration, odour, dust or other emissions, particulates or contaminants from industrial, transportation and utility sources. Schedule H8 has identified that the need for buffering

and/or mitigation must be addressed adjacent to existing residential uses. Where new facilities are proposed in proximity to existing sensitive uses, a proponent will be required to undertake the necessary impact analysis and implement, as a condition of approval, the appropriate abatement measures, in accordance with Ministry of Environment, Conservation and Parks guidelines and the Halton Region Land Use Compatibility Guidelines. The potential for impacts (Air and Noise) associated with new facilities will be addressed by provincial permitting and review tools such as Environmental Compliance Approvals, Environmental Activity and Sector Registry, or Environmental Assessments.

HS.13.1 Noise and Vibration

HS.13.1.1 Noise can be expected to vary significantly within the Secondary Plan area and will occur from both stationary sources (the employment and commercial land uses) and transportation sources within and in the vicinity of the Secondary Plan area.

HS.13.1.2 A Noise and/or Vibration Impact Study will be required in accordance with Ministry of Environment, Conservation and Parks guidelines and the Halton Region Land Use Compatibility Guidelines to the satisfaction of the Town in consultation with the Region and will address Environmental Protection Act requirements with respect to existing sensitive land uses. The Noise Impact and/or Vibration Study will consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing. The Study will be provided early in the site plan approval process to assist in determining the most efficient way to mitigate noise emissions. Changes such as building orientation can significantly affect noise impacts at nearby sensitive land uses and address applicable Ministry of Environment, Conservation and Parks noise criteria without the need for other costly or operationally restrictive mitigation measures.

HS.13.1.3 Design measures to avoid queuing or traffic congestion such as strategic siting of entrances and exits and a reasonable setback from sensitive land uses may be required as part of site plan approval in order to limit nuisance effects associated with the truck traffic.

HS.13.2 Air Quality

HS.13.2.1 Air quality studies will be required in support of Class II industrial development in accordance with Ministry of Environment, Conservation and Parks guidelines and the Halton Region Land Use Compatibility Guidelines unless it can be demonstrated using a screening that no potential air quality effects are likely.

Odour may be caused by discharges from a variety of sources including stationary sources such as buildings, outdoor sources, or fugitive sources such as equipment leaks. As a result, odour assessment, and odour management plans and control measures that are specific to the facility that is being proposed should be required at the Site Plan application stage to avoid odour release and off-site effects.

- HS.13.2.2 Effective fugitive dust management will be required in support of Class II industrial development (including warehouse/distribution facilities) in accordance with Ministry of Environment, Conservation and Parks guidelines. A Best Management Plan outlining procedures and practices to prevent nuisance effects and deposition of fugitive dust should be prepared in support of development applications.

HS.13.3 Other Compatibility Issues

- HS.13.3.1 All development applications will be required to identify means to minimize and mitigate light pollution and should consider International Dark Sky guidelines. The Town may consider developing a strategic lighting master plan that addresses both private lighting of facilities and municipal lighting of roadways and supporting facilities such as future transit stops in order to address:
- Light intrusion or light trespass of unwanted light onto adjacent properties and the Natural Heritage System;
 - Timing of lighting; and
 - Light intensity, spectrum, clutter and glare.
- HS.13.3.2 Construction activities can be a source of emissions and should be managed to control effects from these emissions, with consideration of scheduling, monitoring and mitigation.
- HS.13.3.3 Effective communication with residents during planning and construction phases will be encouraged and the Town may consider establishing a public liaison committee to encourage resident participation.
- HS.13.3.4 New or expanding sensitive land uses, if proposed within the Secondary Plan area, will 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. Land use compatibility requirements in the Provincial Policy Statement must be achieved for development in proximity to major facilities.

H8.14 URBAN DESIGN

H8.14.1 Urban Design Policies

- H8.14.1. The Secondary Plan area is intended to reflect its role as a high profile gateway into the Town and to ensure that future development reflects high quality architectural and urban design standards that support the corporate image envisaged for it. All development within the Secondary Plan area will address the Urban Design objectives and policies in section F2 of this Plan, which are intended to ensure an attractive public realm, a comfortable and engaging environment and a consistent level of quality on both public and private lands. The highest quality of development will occur at key locations, particularly at the Winston Churchill Boulevard and Steeles Avenue intersection, in order to promote a distinct visual presence and sense of arrival.
- a) The view of the Town from the proposed Highway 413 will be significant in presenting an image of the community for both residents and visitors. In order to enhance that image, the following policies apply to lands that abut the proposed Highway 413:
- i) The Town will expect a high level of architectural design and finish on the facades of buildings that are visible from the highway;
 - ii) Properties that abut the highway must be designed to have two "faces", one to the internal street network, and one to the highway;
 - iii) High quality, well maintained landscaping, will be required along all lot lines that abut the highway; and
 - iv) Parking and loading facilities will be permitted between the highway right of way and the building, but these must be limited in nature, and screened from view of the highway.
- H8.14.1.2 The zoning by-law and site plan approval process will assist in controlling development along Winston Churchill Boulevard and Steeles Avenue to ensure a high quality of site design. In particular:
- a) buildings will be designed to front on these roads;
 - b) parking including the parking of transport trucks and trailers and delivery trucks regularly used in the business operation will be at least partially screened from these streets by berms and landscaping;
 - c) the majority of service and loading facilities will be screened from these roads; and,
 - d) safe and functional vehicular and pedestrian access will be provided.

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H8.14.1.3 Development standards, including zoning provisions and urban design guidelines, will be coordinated with the other phases of the Premier Gateway Employment Area in order to provide a cohesive built environment and an overall unified employment area.

H8.14.1.4 Development will support sustainable site and building design and construction practices.

H8.14.2. Urban Design Guidelines

H8.14.2.1 The Premier Gateway Employment Area Urban Design Guidelines have been prepared to establish a planning framework that will help the Town achieve its goal to create a dynamic, accessible, and economically competitive employment area that includes sustainable development practices and have been updated to include the Phase 2B lands. The Premier Gateway Employment Area Urban Design Guidelines provide guidance on the creation of high quality streetscape design and urban design which is supportive of transit and active transportation.

H8.14.2.2 The Premier Gateway Employment Area Urban Design Guidelines are based on the following principles:

- a) Enhancing Natural Features and mitigating impacts;
- b) Achieving a Strong Visual Identity for Trafalgar Road, Steeles Avenue and Winston Churchill Boulevard;
- c) Developing Nodes at three Gateway Locations;
- d) Ensuring a High Quality of Built Form and Landscape Development;
- e) Providing Flexible Development to Accommodate Evolving Needs;
- f) Encouraging the Protection and Adaptive Reuse of Significant Cultural Heritage Resources; and
- g) Encouraging the Construction of Sustainable Buildings.

H8.14.2.3 The Premier Gateway Employment Area Urban Design Guidelines address matters related to site plan design, built form design, and environment and open space.

H8.15 SUSTAINABLE DEVELOPMENT

H8.15.1 This Plan is intended to facilitate development by addressing such matters as: energy and water; ecology; air quality; resiliency; transportation; and innovation. References are made throughout this Secondary Plan to where sustainable development practices may be considered or encouraged. Further guidance is provided in the Premier Gateway Urban Design Guidelines and the Town's Green Development Standards.

HS.15.2 The Green Development Standards Section in the Official Plan addresses how development will have been deemed to have met the goals for sustainable or green development.

HS.16 PHASING

HS.16.1 Development should occur in a logical and orderly manner to ensure that major capital projects including municipal services and transportation network upgrades are provided in a cost-effective and timely manner as the area develops. Development is generally expected to occur from west to east as municipal servicing becomes available.

HS.16.2 Development on full municipal services will only be permitted to proceed if servicing capacity is available. Until commissioning of the proposed Eighth Line/Trafalgar Trunk Wastewater Sewer occurs, there are downstream capacity constraints that may impact servicing allocation to proposed development within the Premier Gateway Employment Area lands.

HS.16.3 Prior to the development of land east of the proposed Highway 413, construction of the Steeles Avenue trunk watermain east of the proposed Highway 413 will be required, as well as a looped watermain system that includes the crossing of the proposed Highway 413 in association with the planned east-west collector road. If the timing of the Steeles Avenue trunk watermain is delayed, the feasibility of an alternative water supply may be considered.

HS.16.4 Lands located east of the proposed Highway 413 will require the ultimate waste water servicing solution to be constructed by the Region to discharge into local sewers, the component of Steeles Avenue trunk sewer constructed to west of the proposed Highway 413 or directly into the Eighth Line Trunk Sewer.

HS.16.5 Updated Municipal Class Environmental Assessments or Amendments to the existing approved Municipal Class Environmental Assessments may be required for projects impacted by the proposed Highway 413. Future Municipal Class Environmental Assessments may be completed through Integration with Planning Act Applications.

HS.16.6 A more detailed implementation plan for servicing and transportation infrastructure improvements should be prepared once the Region has completed the updates to the Water and Waste Water Master Servicing Plan and Transportation Master Plan in order to articulate any updates to the required improvements or their timing. The availability of water and wastewater services may also be impacted by decision related to the proposed Highway 413.

H8.16.7 Private front-end construction of water and waste water services to accommodate development ahead of the Region of Halton planned implementation may be considered as part of development applications.

H8.16.8 Landowners within the Secondary Plan Area may be required to enter into a private cost sharing agreement or agreements amongst themselves to address the distribution of costs of development for the provision of servicing or transportation infrastructure. Cost sharing agreements should consider best management practices.

H8.17 IMPLEMENTATION

H8.17.1 The Secondary Plan will be implemented and interpreted in accordance with the provisions in the Official Plan pertaining to the administration and implementation of the Plan.

H8.17.2 The Town, at its discretion, may request a peer review of any of the reports, plans and/or studies required in support of complete applications.

H8.17.3 Glossary

The following terms are defined to assist in understanding the intent of this Plan.

Major Retail means a large scale or large format stand alone retail stores or retail centres that have the primary purpose of commercial activities.

Trailer Waiting Spaces means an on-site designated commercial vehicle waiting spaces that are restricted in scope and/or extent in the Zoning By-law. Trailer Waiting Spaces do not include loading spaces. No other commercial vehicle parking is permitted, as it would be considered outdoor storage.

Regulatory allowance means the distance from a hazard prescribed in the Conservation Authority's Regulation.

H8.17.4 For the purposes of the Plan, any italicized terms in this Plan reference defined terms in the Region of Halton Official Plan.

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SCHEDULE H8

Premier Gateway Employment Area
Phase 2B Secondary Plan Land Use
Plan



APPENDIX A
Subwatershed Impact Study
Matters to Be Addressed

The Subwatershed Impact Study will:

- a) Update the characterization of features that are recommended to be integrated in the *Natural Heritage System*;
- b) Refine the natural heritage and natural hazard limits reflecting the *Natural Heritage System* objectives and other intentions of the subwatershed study (i.e. final staking of *Natural Heritage System* features; and buffers, calculation of riparian storage volumes, etc.);
- c) Delineate the location of key *Natural Heritage System* features, and Conservation Halton and Credit Valley Conservation regulated areas based on site specific topographic survey information and detailed technical studies regarding watercourses, flooding hazards (eg. floodplain analysis), erosion hazards (eg. physical top of bank staking, geotechnical slope stability and/or meander belt erosion assessments) and wetlands (wetland limit staking and Ontario Wetland Evaluation System). This includes addressing policy HL.7.4.15.3 where applicable;
- d) Conduct feature-based wetland and pond water balance assessments for those features that have been identified as Significant Wildlife Habitat and/or associated with watercourses or any "protection" or "conservation" rated headwater drainage features;
- e) Confirm presence of turtle nesting and wintering habitat, snake hibernacula, and amphibian breeding habitat in areas not surveyed in the Phase 2B Scoped Subwatershed Study;
- f) Conduct Species at Risk surveys and follow Endangered Species Act regulations in consultation with the Ministry of Environment, Conservation and Parks, where required;
- g) Confirm the watercourse constraint ranking and Headwater Drainage Feature classification and which may include a Natural Channel Design Brief if relocation is being proposed;
- h) Determine the preferred servicing plan;
- i) Determine the road layout;
- j) Verify and refine, as appropriate, the location and sizing criteria for stormwater management facilities;
- k) Define phasing in areas of multiple ownership;
- l) Establish and fulfil terrestrial and aquatic natural heritage and surface water and groundwater monitoring requirements including duration, methodology and purpose for the components being monitored for pre, during and post development and define cost sharing for monitoring programs;
- m) Refine the meander belt width delineation, hazard setbacks and regulatory setbacks;
- n) Refine the limits of the *Natural Heritage System* with respect to updated watercourse corridor widths;
- o) Develop further characterization of the groundwater resources associated protection measures, and establish mitigation techniques to ensure pre to post water balance is provided to maintain hydrological form and function long term;

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- p) Verify the appropriate management of the water budget based on the proposed development and stormwater management plan;
- q) Determine the detailed road alignment and configuration of watercourse and valley crossings, determine the potential impacts on these features and establish the appropriate mitigation measures to ensure the form and function is maintained;
- r) Prescribe site specific standards and preliminary design for landscaping, implementation and the management of corridors, wetland creation areas, buffers, and restoration areas;
- s) Develop strategies to enable construction phasing while allowing rescue of biota from small isolated habitats, and maintenance of the Natural Heritage System resources and functioning through the construction period;
- t) Develop the use of Low Impact Development measures;
- u) Undertake a preliminary analysis of the stream corridor dimensions required to maintain the pre-development riparian strategy; and
- v) Determine the location and design of any trail system.

As stated in section H8.8.3, the applicant will consult with the Town, the applicable Conservation Authority and the Region of Halton in order to finalize the Terms of Reference before undertaking a Subwatershed Impact Study (SIS).

It is noted that within Sixteen Mile Creek, the flood hazard limits will be based on the Subwatershed Study modelling, refined as necessary through a SIS or other subsequent detailed study, until such a time that the CH Sixteen Mile Creek Flood Hazard Mapping (FHM) Study is substantially completed. Flood hazard delineations may be required to use the updated modelling from the Sixteen Mile FHM study, once it becomes available, and the stormwater design strategy will use the criteria within the Town's Subwatershed Study, refined as necessary, by the SIS. Once the Sixteen Mile Creek FHM is substantially complete, applicants may be required to use the updated modelling from this study to demonstrate the proposed stormwater management strategy will have no unacceptable impacts to flood hazards.

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APPENDIX B

Premier Gateway Employment
Area Phase 2B Secondary Plan
Collector Road Envelope

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Schedule 1 to OPA 50

