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PREMIER GATEWAY EMPLOYMENT AREA PHASE 1B LOT 1 & 2 SECONDARY PLAN

H5.1 PURPOSE

The purpose of the Premier Gateway Employment Area Phase 1B Secondary Plan is to implement the policy directions that have been developed by the Town of Halton Hills, through a series of studies and public meetings. 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 more detailed policies will guide new employment uses as well as address the interface between those new uses and the existing residential uses and the natural heritage system. The Plan incorporates the recommendations of the 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 and surrounding agricultural uses. It is also intended to ensure financial sustainability to meet the long-term strategic goals of the Town.

H5.2 STRUCTURE OF THE SECONDARY PLAN

All of this part of the document, consisting of the following text and Schedule H5 constitutes Amendment No. 31A and 31B 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.

H5.3 LOCATION

The Secondary Plan affects all lands as shown on Schedule H5, which is generally bounded by:

- a) Steeles Ave to the south
- b) Eighth Line to the east
- c) Sixth Line and the boundary of the Greenbelt Plan to the west
- d) The northern limit of Lot 1, Concessions 7 and 8.

The Secondary Plan area contains approximately 279 hectares (689 acres) of land.

H5.4 VISION STATEMENT

The Secondary Plan Area will be a high quality, comprehensively planned, prestige employment area that forms a key component of the Town's strategic gateway. It will diversify and enhance the Town's economic base and increase employment options. Visually attractive and sustainable development will enhance the stature of the area and improve resiliency. The natural heritage resources, which help to define the character of the area, will be protected, enhanced and where possible, restored. Access and connectivity will be improved, and attractive and comfortable streetscapes will encourage active transportation and support future public transit. Development will proceed based on full municipal services that meet the needs of businesses and existing residents.

H5.5 GUIDING PRINCIPLES

- H5.5.1 Provide for significant employment growth on full municipal services to create a dynamic, accessible, and economically competitive employment area that can accommodate large and small-scale employment uses, provide a broad range of job opportunities and expand the Town's assessment base.
- H5.5.2 Encourage high quality 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.
- H5.5.3 Establish urban design guidelines and other measures, including zoning regulations that provide specific direction on the creation of high quality development and an attractive public realm. Ensure consistency with development in the other phases of the Premier Gateway Employment Area to provide a cohesive and coordinated employment area. Recognize that individual areas may develop their own specific character but will conform to the general vision for the Employment Area.
- H5.5.4 Work with the Region to ensure that the Trafalgar Road and Steeles Avenue intersection reflects its role as major gateway to Halton Hills that functions efficiently, provides a comfortable and engaging environment, and promotes a distinct visual presence and sense of arrival.
- H5.5.5 Provide for a variety of employment uses including light industrial, office and research facilities as primary uses as well as accessory retail and service uses that meet the needs of existing and future businesses to function in a supportive environment. The permitted uses will reinforce a diversified economic base.

- H5.5.6 Recognize that the Natural Heritage System within the Sixteen Mile Creek watershed is an important part of the community. Protect, enhance and where possible restore the natural heritage features and functions and connect the natural heritage systems with the Natural Heritage System within the Town, and the Provincial Greenbelt to the west and south.
- H5.5.7 Respect the existing low density residential and institutional uses within and adjacent the Secondary Plan area and recognize their right to continue to exist but prohibit new residential uses and restrict institutional uses in order to create a stable operating environment for businesses. Allow the creation of office and home based businesses in existing residential uses. Provide for 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.
- H5.5.8 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. The transportation system will 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.
- H5.5.9 Establish an appropriate interface between new employment uses and adjacent existing agricultural areas to allow existing farming operations to continue to function effectively and efficiently.
- H5.5.10 Recognize important existing cultural heritage resources and integrate them into future land use development through retention of heritage attributes that express the resource's cultural heritage significance in Lot 1. Recognize important existing cultural heritage resources and retain the heritage attributes that express the resource's cultural heritage significance in Lot 2.
- H5.5.11 Ensure that the full urban infrastructure necessary to support the employment uses and to supply municipal services to existing residential uses is provided in a timely manner in advance of, or in conjunction with, new development.
- H5.5.12 Ensure that development occurs in an orderly and phased manner in order to address the cost-effective and timely supply of major capital projects including municipal services and transportation network upgrades as the area develops.
- H5.5.13 Promote sustainable site and 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.

- H5.5.14 Encourage a development framework that streamlines the approval process to facilitate development that takes advantage of the area's strategic location.

H5.6 GENERAL POLICIES

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

- a) Part F General Development Policies, particularly F1 Subdivision of Land, F2 Urban Design, F5 Cultural Heritage Resources, F6 Transportation, F7 Public Parkland, F8 Community Facilities and Services, and F10 Development Phasing Strategies; and,
- b) Part G Plan Implementation and Administration, particularly G3 Secondary Plans and More Detailed Plans, G8 Site Plan Control, G12 Pre-Consultation and Complete Application Requirements, and G13 Interpretation.
- c) The planning horizon year for the employment land uses in this Plan is 2021 although the policies themselves are intended to address a 20 year time frame.

H5.6.1 Employment Targets

- H5.6.1.1 The employment target for the Secondary Plan area at full build out is 2700 jobs in Lot 1 and 1800 jobs in Lot 2.

- H5.6.1.2 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.

- H5.6.1.3 Any site-specific Official Plan or zoning by-law amendment to convert lands to non-employment uses including *major retail* uses is prohibited unless it is part of a Municipal Comprehensive Review that has been undertaken by the Region of Halton.

- H5.6.1.4 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 H5 of this Plan;
 - b) for institutional uses as a result of 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 H5.13;
- iii) the use is located at the periphery of the Premier Gateway Employment Area; and,
- 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 and F10 of this Plan.

H5.6.1.5 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 how much supportive commercial floor space and acreage might be required. As the Secondary Plan develops, the Supportive Commercial Needs Assessment study, as amended from time to time, will be used as a guide in evaluating individual applications that include permitted secondary uses and/or preparing the implementing zoning by-law for such uses to ensure they do not detract from the Main Permitted Uses in the Prestige Industrial Area.

H5.7 LAND USE DESIGNATIONS

H5.7.1 Prestige Industrial Area

- H5.7.1.1 The Secondary Plan area is part of a larger Premier Gateway Employment Area that is located in close proximity to Highways 401 and 407 where other lands are also designated *Prestige Industrial Area* and are intended to form an economically competitive, high quality employment area. Industrial and business operations which can benefit from the area's good accessibility will be encouraged.
- H5.7.1.2 Within the Secondary Plan where lands are identified as *Prestige Industrial Area* on Schedule H5 to this Plan, the predominant use of the land will be for employment uses. 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.
- H5.7.1.3 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) research and development facilities excluding those that produce biomedical wastes;
- e) printing and associated service establishments; and,
- f) 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.

H5.7.1.4 Permitted Secondary Uses

The following secondary uses that are predominantly 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, 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 Major Arterial Roads or Collector Roads;
- f) limited retail sales of goods and materials manufactured, or substantially assembled, on the premises;
- g) limited institutional and post-secondary education facilities in accordance with the requirements of Part H5.6.1.4;
- 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.

H5.7.1.5 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 H5.7.2.1 for Lot 1 and H5.7.1.5 a) for Lot 2, these uses will be encouraged to locate in the *Business Commercial Area* within Premier Gateway Phase 1B Secondary Plan Area. Secondary commercial uses are subject to the following:

- a) Individual retail and service commercial uses permitted in section H57.1.4b) 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 Major Arterial Roads with 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.

H5.7.1.6 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 Trafalgar Road in the Premier Gateway Phase 1B Lot 1 Secondary Plan Area. Where heights in excess of 3 storeys are proposed adjacent to residential and institutional uses, appropriate transitions and buffering will be provided in accordance with the Urban Design Guidelines.

H5.7.1.7 The property at 8173 Trafalgar Road currently contains a residential treatment facility. The subject lands may be zoned to permit the existing use. Any new

development or expansion of the existing facility will require rezoning which will be reviewed by the Town in the context of the Secondary Plan policies.

H5.7.2 Business Commercial Area

H5.7.2.1 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 the gateway function of the area such as hotels, business and professional offices and limited service commercial uses in easily accessible and central locations. 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 undertaken by the Region of Halton.

H5.7.2.2 Permitted Uses within *Business Commercial Area* are limited to:

- a) hotels including full service hotels with conference, exhibition and banquet facilities;
- b) business and professional offices in free-standing buildings or as part of an industrial mall;
- c) research and development facilities excluding those that produce biomedical wastes;
- d) limited retail and service commercial uses that are ancillary to and serve the main permitted uses such as take-out restaurants, banks and financial institutions and services, convenience stores and commercial fitness centres. Limited retail and service commercial uses do not include *major retail* or supermarkets, specialty food stores, department stores, general merchandise stores, and fashion retailers;
- e) motor vehicle service stations, but no new ones will be permitted within 200 metres of the intersection of Steeles Avenue with Trafalgar Road;
- f) printing and associated service establishments;
- g) full service restaurants;
- h) industrial malls, containing one or more of the uses permitted in this designation;
- i) automotive commercial uses excluding motor vehicle body shops and motor vehicle wreckers. The total floor area for an individual automotive commercial use shall not exceed 1500 sq m. A maximum of 20 percent of the land area

within the Business Commercial designation may be permitted for automotive commercial uses and they may not be located in a campus style or adjacent to each other;

- j) 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.

H5.7.2.3 Development within the *Business Commercial Area* is subject to the following:

- a) All individual retail and service commercial uses permitted in section H5.7.2.2b) 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.

H5.7.2.4 The maximum height of any buildings or structures within the *Business Commercial Area* will not exceed six storeys except for hotels which may be permitted up to eight 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 residential and institutional uses, appropriate transitions and buffering will be provided in accordance with the Urban Design Guidelines.

H5.7.3 Residential Special Policy Area

H5.7.3.1 The Residential Special Policy Area is an overlay to the *Prestige Industrial Area* designation. The lands in the Residential Special Policy Area on Schedule H5 will be

developed in accordance with the underlying land use designation. The Residential Special Policy Area identifies locations where there are existing residential uses which might not redevelop in the short term. 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 H5, within the Residential Special Policy Area, the Town may 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 H5.13.

H5.7.4 Natural Heritage System

H5.7.4.1 The goal of the *Natural Heritage System* is:

- a) to protect areas which have been identified as having environmental significance or contain natural hazards including valleylands, woodlands, wetlands, watercourses and other hazardous lands, based on the functional recommendations of the Premier Gateway Scoped Subwatershed Study, 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.

H5.7.4.2 The Natural Heritage System is a critical component of a healthy community and helps to define the character of the area. The Natural Heritage System reflects the systems approach taken to ensure the protection, preservation and enhancement of *natural features* and to maintain biological diversity and *ecological functions* of the area.

H5.7.4.3 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 Halton 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, wildlife 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*.

H5.7.4.4 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.

H5.7.4.5 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.

H5.7.4.6 The *Natural Heritage System* shown on Schedule H5 is 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*,

Key Features that have been identified are shown on Schedule H5. There may exist other *Key Features* that are not shown on Schedule H5 or that may exist in other land use designations. These unmapped *Key Features*, if found during detailed study, shall be protected through appropriate development approvals in accordance with Section H57.4.10.

- 2) *Enhancements to the Key Features*,
- 3) *Linkages*,
- 4) *Buffers*,
- 5) *Watercourses* that are within Conservation Halton Regulation Limit or that provide a *linkage* to a *wetland* or a *significant woodland*, and
- 6) *Wetlands* other than those considered *significant*.
- 7) Regulated *Flood Plains* as determined, mapped and refined from time to time by Conservation Halton are also included within the *Natural Heritage System*.

The boundaries of the *Natural Heritage System* may be refined in accordance with Section H5.7.4.10c).

- H5.7.4.7 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 which provide 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.
- H5.7.4.8 The *Natural Heritage System* in the Secondary Plan area connects with the natural heritage system within the Town, and the Provincial Greenbelt to the west and south. 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.
- H5.7.4.9 *Buffers* for natural heritage features have been included within the *Natural Heritage System* illustrated on Schedule H5, 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.
- a) *Watercourse Corridors*: Generally greater of 15 metres from the greatest hazard (Regional Storm flood plain, meander belt or stable top of bank) or 30 metres from the bankfull channel of cold, cool and warm water sportfish watercourses. Where a trail is planned, it may be located within the buffer subject to section H5.7.4.17.
 - b) *Significant woodlands*: Generally 30 metres from the drip line. Where a trail is planned, it may be located within the *buffer* subject to section H5.7.4.17.
 - c) *Wetlands*: Generally 30 metres from the *wetlands* limits. The size and significance of the *wetland* is subject to *wetland* delineation and the Ontario Wetland Evaluation System as part of the Subwatershed Impact Study.
 - d) *Significant wildlife habitat*: Generally 30 metres from the boundary of the habitat unit.
 - e) *Significant habitat of endangered or threatened species*: Generally 30 metres from the boundary of the habitat unit as determined by Ministry of Natural Resources and Forestry in accordance with provincial requirements under the Endangered Species Act, 2007.

- H5.7.4.10 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 and areas* or their *ecological functions*;
 - c) Refining the boundaries of the *Natural Heritage System*, including additions, deletions, and/or boundary adjustments, through a Subwatershed Impact Study in accordance with Section H5.8 and accepted by the *Town* and *Region*, an individual Environment Impact Assessment accepted by the Town and Region, or similar studies based on terms of reference accepted by the *Town* and *Region*;
 - 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. The requisite planting and seeding plans will be established at the time of subdivision or site plan approval.
 - e) Requiring the proponent of any *development* or *site alteration*, including public works, that are located wholly or partially within 120m of the *Natural Heritage System* to carry out an Environmental Impact Assessment (EIA), unless:
 - i) the proponent can demonstrate to the satisfaction of the *Town* and *Region* that the proposal is minor in scale and/or nature and does not warrant an EIA;
 - ii) the proponent can demonstrate to the satisfaction of the *Town* and *Region* that a Subwatershed Impact Study prepared in accordance with Section H5.8 that adequately addresses the purpose of an EIA;

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 H5.7.4.6 and their associated *ecological functions* and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify *Key Features* on or near the subject site that are not mapped on Schedule H5.

H5.7.4.11 Watercourses and Headwater Drainage Features

- H5.7.4.11.1 The watercourses within the Secondary Plan area are part of the *Natural Heritage System* and as noted above, the corridor width will be determined as part of the Subwatershed Impact Study and will contain the watercourse, associated hazards and buffer.

- H5.7.4.11.2 The location of Headwater Drainage Features identified for protection or conservation, and the width of associated *buffers* will be determined as part of the Subwatershed Impact Study.
- H5.7.4.11.3 Schedule H5 illustrates locations where regulated *watercourses* and headwater drainage features may be suitable for relocation. In some cases, the conceptual relocation area has been illustrated on Schedule H5 based on the preliminary work undertaken in the Scoped Subwatershed Study (“Relocated”) and in other cases, the matter has been left to the Subwatershed Impact Study (“Potential Relocation”). Where relocation occurs, the feature should be moved to an area where its form and function can be replicated and 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 will be determined through the Subwatershed Impact Study (“Potential Relocation”) submitted in accordance with Section H5.8 as part of a development application and should be further supported by a Natural Channel Design Brief at the detailed design stage which will generally include:
- a) Details related to the natural channel design principles applied to the detailed design of the watercourse;
 - b) Fluvial geomorphological analysis of the proposed watercourse design;
 - c) Rationale for selection of plantings within the riparian zone and floodplain;
 - d) Details regarding any enhancements proposed within the adjacent watercourse;
 - e) Detailed hydrologic and hydraulic analyses of proposed watercourse 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 watercourse to aquatic habitat and fish species; and
 - h) Detailed design of the drainage for proposed watercourse and corridor.
- H5.7.4.11.4 As shown on Schedule H5, a headwater drainage feature which is located northeast of the Steeles Avenue and Trafalgar Road intersection is associated with a *wetland*. The Subwatershed Impact Study prepared as part of the development application will be required to further assess this feature in accordance with the management recommendations of the Scoped Subwatershed Study. As also identified in H5.7.4.13.2, a determination will be made through the Subwatershed Impact Study as to whether to retain the headwater drainage feature and *wetland* in their current location with

appropriate *buffers* or to relocate and replicate them in a different location addressing the requirements in H5.7.4.11.3 and the requirements of the management recommendations of the Scoped Subwatershed Study.

H5.7.4.12 Woodlands

- H5.7.4.12.1 The Woodlands identified within the Secondary Plan area were considered *significant* at the time of the Scoped Subwatershed Study.
- H5.7.4.12.2 The Subwatershed Impact Study will identify or refine the boundaries of *significant woodlands* and implement measures to protect and enhance such *significant woodlands* including refining the width of *buffer*.

H5.7.4.13 Wetlands

- H5.7.4.13.1 *Wetlands* within the Secondary Plan area were not identified as provincially significant at the time of the Scoped Subwatershed Study; however all *wetlands* will be evaluated 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.
- H5.7.4.13.2 As shown on Schedule H5, a *wetland* has been identified at the northeast corner of the Steeles Avenue and Trafalgar Road intersection which is associated with a headwater drainage feature. This *wetland* is regulated by Conservation Halton and will require a development setback based on delineation and evaluation in the Subwatershed Impact Study. Further, Conservation Halton regulations do not permit interference with *wetlands* including removal and replication. As noted in H5.7.4.11.4, the Subwatershed Impact Study prepared as part of the development application will further assess this feature in conjunction with the headwater drainage feature in this location. A determination will be made through the Subwatershed Impact Study as to whether to retain the *wetland* in situ and protect it with appropriate *buffers* or to relocate and replicate it in a different location.

H5.7.4.14 Significant Wildlife Habitat

- H5.7.4.14.1 *Significant Wildlife Habitat* has been identified within the Secondary Plan area and included in the *Natural Heritage System* resulting in an expansion of some areas beyond the boundaries of the Regional Natural Heritage System. Further assessment and mitigation requirements for *Significant Wildlife Habitat* are required in the Subwatershed Impact Study. Any additional *Significant Wildlife Habitat* identified as part of a Subwatershed Impact Study should be incorporated into the Natural Heritage System along with appropriately sized *buffers* to ensure its protection and enhancement.

H5.7.4.15 Species at Risk

- H5.7.4.15.1 Species at Risk were observed within the Secondary Plan area although habitats for those species noted are not considered optimal. Further assessment and mitigation requirements for Species at Risk habitat will be addressed through the Subwatershed Impact Study. Boundaries of any *significant* habitat for endangered and threatened species identified as part of the Subwatershed Impact Study should be delineated in consultation with MNRF in accordance with provincial requirements under the ESA, 2007. The boundaries of this habitat and any buffers deemed necessary through the Subwatershed Impact Study should also be incorporated into the *Natural Heritage System* to ensure its protection and enhancement.

H5.7.4.16 Road Crossings and Alignments

- H5.7.4.16.1 New roads are intended to be located outside of the *Natural Heritage System* and its associated *buffers* to the extent possible and to minimize road crossings in order to reduce impacts on the natural heritage features. The approach to be taken in addressing road locations will be to first avoid impacts if possible, and then minimize, mitigate and finally compensate for any resulting impacts. Only *essential* road infrastructure may be permitted in the *Natural Heritage System* and only after all other alternatives have been considered through an appropriate study. 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 will be addressed as part of the detailed design. This is to include appropriate *buffers* to the road alignment.
- H5.7.4.16.2 A new north-south road has been illustrated west of Hornby Road which may be located slightly outside of the Secondary Plan area within the Greenbelt Plan in order to align with Sixth Line south of Steeles Avenue. The alignment for this road will be determined through an Environmental Assessment, Subwatershed Impact Study or an equivalent comprehensive study taking into consideration the Greenbelt Plan policies, Conservation Halton Regulations and other applicable legislation.
- H5.7.4.16.3 As noted in section H5.9.1.8, two options have been identified for proposed Collector Road 1 as shown on Schedule H5. Only one of these options was considered necessary at the time of the Scoped Subwatershed Study. The preferred option, its alignment and measures to minimize impact will be determined as part of the Subwatershed Impact Study.

H5.7.4.17 Trails

- H5.7.4.17.1 A trail system should be established along the edge of the *Natural Heritage System* where lands are being put into public ownership to allow public use and access. 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 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.
- H5.7.4.17.2 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 natural heritage features should be discouraged and trails should avoid the restored amphibian breeding habitat near Hornby Road, south of the Regional Forest, in order to protect this habitat from further disturbance impacts.

H5.8 SUBWATERSHED STUDY

- H5.8.1 The Premier Gateway 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*, assist with development of the land use plan, determine the 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 the Premier Gateway Scoped Subwatershed Study. No amendments to the Secondary Plan will be required to implement the recommendations of the Premier Gateway Scoped Subwatershed Study.
- H5.8.2 A Subwatershed Impact Study will be required in support of a complete development application. 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, in conjunction with Conservation Halton and the Region of Halton.

- H5.8.3 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 conjunction with Conservation Halton and the Region of Halton.
- H5.8.4 Notwithstanding Section H5.8.2, in some circumstances, a Subwatershed Impact Study may not be required where the proponent can demonstrate to the satisfaction of the Town, the *Region* and *Conservation Halton*:
- a) a Subwatershed Impact Study that applies to the subject lands has already been completed to the satisfaction of the *Town*, the *Region* and *Conservation Halton*, and on this basis it is more appropriate to complete a Subwatershed Impact Study Update or an Environmental Impact Assessment in accordance with section H5.7.4.10; or
 - b) the proposal is minor in scale and/or nature and does not warrant a Subwatershed Impact Study or Subwatershed Impact Study Update and considerations related to the *Natural Heritage System* are addressed in accordance with H5.7.4.10.

H5.9 TRANSPORTATION

The Secondary Plan area will provide an integrated, holistic, multi-modal transportation network that is well connected to other lands within the Premier Gateway Employment Area, and provides easy access to major population areas within the Town as well as key transportation corridors. The transportation system is based on the work undertaken through the Secondary Plan Study process including the Premier Gateway West Scoped Area Transportation Study (ATS). The Premier Gateway West Scoped ATS was initiated to identify the local, Regional and Provincial transportation network improvements required to serve both the Premier Gateway Phase 1B Employment Area Secondary Plan and other proposed development outside of the Secondary Plan area. 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 which identify the road network and provide direction regarding its implementation, apply:

H5.9.1 Road Network

H5.9.1.1 Context

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, will be provided in accordance with Table F6 (Function of Transportation Facilities) of this Plan. The overall road network for the Phase 1B Employment Area as a whole is shown in **Schedule H5**. As development occurs within Lot 1, the Town will ensure such development considers and supports the implementation of the overall road network as shown Schedule H5 on Appendix B. The Premier Gateway West Scoped ATS also identified the need for transportation infrastructure improvements outside of the Secondary Plan area which are shown for reference on Schedule H5 Appendix B. The Town will identify a process for implementing these improvements to ensure they are in place to support the development of the Secondary Plan area in a timely manner. In the interim, development may commence in accordance with the Secondary Plan, provided each Traffic Impact Study prepared in accordance with Section H59.1.6 demonstrates sufficient capacity within the road network. Should the results of a Traffic Impact Study show that capacity is no longer available, the Town and/or Region may not support the development until the improvements required to address the capacity constraints are implemented.

H5.9.1.2 Road Alignments and Implementation

The location and general alignment of new collector roads as shown on Schedule H5 are approximate. These roads, and their connections to other roads to form a network, are necessary to ensure appropriate overall function of a transportation system that can support the planned development of the area and therefore cannot be changed without an amendment to this Secondary Plan. However, adjustments to the precise alignment of these roads, provided they maintain their function and connections to other roads in accordance with the intent of this Secondary Plan may be permitted and shall be determined through municipal studies or during the consideration of studies prepared in support of development applications. Such studies shall confirm that the alignment:

- a) supports the overall function of the road network for the Phase 1B Secondary Plan area as identified on Schedule H5;
- b) addresses the requirements related to the Natural Heritage System as set out in Section H57.4.16;
- c) addresses any applicable further study identified as required in Section H59.1.8 and shown on Schedule H5;
- d) supports the delivery of water and wastewater infrastructure; and

- e) addresses any additional requirements as determined by the Town and/or Region.

To facilitate the development of an effective road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters related to the road network including the distribution of costs and the provision of infrastructure facilities.

H5.9.1.3 Other Employment Roads

Other Employment Roads are not identified on Schedule H5. The provision of local such roads, where deemed necessary, may be determined as part of the development approval process and will be in accordance with the requirements of Section F6 of the Official Plan. In addition, the identification of other employment roads will be based on the following principles:

- a) designed to augment the existing system,
- b) improve connectivity within the Secondary Plan area and to adjacent areas,
- c) provide opportunities to relieve pressure on key intersections,
- d) facilitate access to individual properties in a coordinated manner that supports and does not preclude access to other properties within the Secondary Plan Area; and
- e) reduce driveway accesses onto arterial roads.

To facilitate the development of an effective local road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters including but not limited to the road network including the distribution of costs and the provision of infrastructure facilities.

H5.9.1.4 Spacing

All roadway and driveway spacings will conform to standard roadway engineering practices and will be approved by the respective roadway jurisdiction.

H5.9.1.5 Access

Access to the Regional Road network should be limited to the connections with the road network identified for the Secondary Plan area as shown on Schedule H5. Access to the Regional Road network from a private property shall only be permitted where access to a local road is not feasible as demonstrated through a Traffic Impact Study that considers all reasonable alternative access locations, types and designs and identified an access that conforms to the Regional Access Management Guidelines to the satisfaction of the Region in consultation with the Town. To

facilitate the development of an effective local road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters including but not limited to accessing the local road network.

H5.9.1.6 Traffic Impact Studies

As part of any development application, a Traffic Impact Study that is approved by the respective roadway jurisdiction may be required to demonstrate the following:

- a) that adequate network capacity exists to accommodate the proposed development,
- b) the need for road and/or intersection improvements (such as traffic signals, turn lanes, access construction, illumination etc.) and the timing for such improvements;
- c) the development supports the overall function of the road network for the Phase 1B Secondary Plan area as identified on Schedule H5;
- d) any additional requirements as determined by the Town and/or Region.

The Traffic Impact Study shall be completed in accordance with the Region's Transportation Impact Study Guidelines.

- H5.9.1.7** In order to ensure that the Trafalgar Road and Steeles Avenue intersection functions efficiently within the Secondary Plan area, the capacity available at this intersection will be monitored through each individual Traffic Impact Study completed in accordance with Section H5.9.1.6. Should the results of a Traffic Impact Study show that capacity is no longer available, the Town and/or Region may not support the development until the required improvements to address the capacity constraints at the intersection of Trafalgar Road and Steeles Avenue are implemented.

H5.9.1.8 Areas Subject to Further Study

Certain components of the road network were identified as requiring further study through the Premier Gateway West Scoped ATS. These areas are identified below and shown on Schedule H5. The implementation of these components of the road network may be advanced through municipal studies or during the consideration of studies prepared in support of development applications as set out in Section H5.9.1.2.

a) **Steeles Avenue & Eighth Line**

Given the future projected traffic volumes, it is anticipated that improvements will be required around the intersection of Steeles Avenue and Eighth Line. There are currently cemeteries located on both the northeast and northwest corners of this intersection and as a result, further analysis will be required to determine the most appropriate means to address future traffic volumes in this area.

b) Collector Road 1 & Sixth Line

Two alternative east-west collector road options have been provided east of Sixth Line as illustrated in Schedule H5. Only one of these alternatives will be built and the appropriate option will be determined when development applications are brought forward, taking into consideration the impacts on the Natural Heritage System as identified in section H5.7.4.16.1.

c) Collector Road 2 & Steeles Avenue

A new collector road is proposed to extend north from Sixth Line south of Steeles Avenue in order to provide access to the employment area while avoiding truck traffic on Hornby Road where there are existing residential uses. The intersection of Sixth Line South and Steeles Avenue is proposed to be located slightly outside of the Secondary Plan area and on the north side of Steeles Avenue; it is located within the Greenbelt Plan. As noted in section H5.7.4.16.2, the alignment of this road will be subject to study.

d) Ring Road Connection

The Premier Gateway West Scoped ATS identified the need for and benefit of a Ring Road connection from the Trafalgar Road and Highway 401 north ramp terminal to Proposed Collector Road 3 at Steeles Avenue, on lands outside the Secondary Plan area as shown on Schedule H5 ~~and Appendix B~~. The implementation of this new connection would improve forecasted traffic operations within the Secondary Plan area. Given the importance of this Ring Road connection and its location outside the Secondary Plan area, the Town and Region will work with the relevant stakeholders to ensure that an appropriate process for implementing this critical improvement occurs in order to support the development of the Secondary Plan area and provide the required support to the transportation network as shown on Schedule H5.

H5.9.1.9 Design Considerations

- a) The Trafalgar Road and Steeles Avenue intersection should be designed to reflect its role as major gateway to Halton Hills. As such, the intersection will include enhanced streetscape design, landscaping, signage and lighting.
- b) Truck traffic on Hornby Road north of Steeles Avenue should be restricted and traffic calming measures near existing residential uses may be considered.

H5.9.2 Active Transportation

- H5.9.2.1 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.

- H5.9.2.2 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.
- H5.9.2.3 The Town's Cycling 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.
- H5.9.2.4 The Region of Halton Active Transportation Master Plan also identifies regional cycling and walking networks. Within the Secondary Plan area, on-road Bike Lanes and multi-use trail have been identified on Steeles Avenue, to be confirmed through a future Municipal Class Environmental Assessment and a paved shoulder has been identified on both sides of Trafalgar Road along with a multiuse path on the east side of Trafalgar Road.
- H5.9.2.5 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.

H5.9.3 Transit

- H5.9.3.1 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 services are provided. Future transit stops should be designed to capture the majority of development within a 10-minute walk.
- H5.9.3.2 The Region of Halton has identified Trafalgar Road and Steeles Avenue as Transit Priority Corridors and the intersection of Trafalgar Road and Steeles Avenue as a Proposed Transit Node in their Mobility Management Strategy for Halton. As the Region undertakes further work, the form and function of the node and corridors may be updated.

H5.9.4 Transportation Demand Management

- H5.9.4.1 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 promote the use of active transportation modes, car-sharing and/or carpooling, public transit when it becomes available, and travel during off-peak hours.

H5.9.5 Parking

- H5.9.5.1 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 F2.2.2.5, with clearly defined pedestrian connections between the parking area and the building entrances.

H5.10 SERVICING

H5.10.1 Functional Servicing Study

- H5.10.1.1 A Functional Servicing Study will be prepared as part of the subdivision or site plan approval process, which will generally include:
- a) Location and preliminary sizing of wastewater sewers;
 - b) Location and preliminary sizing of storm sewers;
 - c) Location and preliminary sizing of watermains;
 - d) Preliminary site grading plan;
 - e) Location and preliminary sizing of stormwater management facilities;
 - f) Location where Low Impact Development Best Management Practices may be considered;
 - g) Location and preliminary sizing of hydraulic structures (i.e. bridges and culverts);
 - h) Preliminary channel grading plans and supporting analyses; and
 - i) Assessment of riparian storage for existing channel and preliminary channel designs.

The report will be prepared to the satisfaction of the Town and the Region in consultation with the appropriate agencies in accordance with the policies in Section C8 and G12 of this Plan.

H5.10.2 Municipal Water and Wastewater Services

- H5.10.2.1 All new development will occur on the basis of full municipal services. Background analysis has confirmed that the Region's water distribution system and wastewater collection system have sufficient capacity to support development within the Secondary Plan area. The Region of Halton is preparing a water and wastewater Area Servicing Plan to develop a detailed infrastructure plan for the Secondary Plan area. The Area Servicing Plan will set out the framework for infrastructure requirements for servicing the Secondary Plan area. Functional Servicing Studies in support of development applications will be prepared and reviewed in accordance with the Area Servicing Plan.
- H5.10.2.2 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. 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.

H5.10.3 Stormwater Management

- H5.10.3.1 The Stormwater Management Facilities shown on Schedule H5 represent the general locations for stormwater management facilities within the Secondary Plan Area. 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 Trafalgar Road and Steeles Avenue drainage. 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 from the facility to the receiving *watercourse* may be permitted. Stormwater Management Facilities will be located and designed to the satisfaction of the Town and Conservation Halton, and should be integrated with the open space system. Final details including 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 headwater drainage feature alterations.
- H5.10.3.2 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 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.

- H5.10.3.3 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 measure to the satisfaction of the Town and Conservation Halton in order to manage water budget and maintain groundwater recharge.
- H5.10.3.4 In accordance with the Greenbelt Plan, stormwater management systems are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones except for those portions of the Protected Countryside within the Greenbelt Plan that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario. In those areas, notwithstanding the restriction on the components of stormwater management facilities within the Natural Heritage System as set out in Section H5.10.3.1, components of naturalized stormwater management facilities beyond those that are essential for conveying stormwater to a receiving watercourse may be permitted within the vegetation protection zone of a significant valleyland, in accordance with the following:
- i) they are located a minimum of 30 metres from wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands and they are located outside of the vegetation protection zone of any other key natural heritage feature or key hydrologic feature;
 - ii) they conform to the policies in Section 4.2.1 and 4.2.3 of the Greenbelt Plan;
 - iii) they are determined to be essential in accordance with the Regional Official Plan; and,
 - iv) through the Subwatershed Impact Study and Functional Servicing Study it is demonstrated that the Natural Heritage System in the surrounding area will be enhanced and integrated with the naturalized stormwater management system to the satisfaction of the Town, Region and Conservation Halton.

H5.10.4 Utilities

- H5.10.4.1 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.

H5.11 AGRICULTURE

- H5.11.1 The full range of existing and new agricultural, agriculture-related, and secondary uses are permitted within the Secondary Plan Area until lands are developed in accordance with the policies in the Secondary Plan.
- H5.11.2 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 and will be required to address Minimum Distance Separation One formula, as amended with respect to setbacks from agricultural operations. The identified Minimum Distance Separation is illustrated on Schedule H5 and will be reflected in the Zoning By-law.

H5.12 CULTURAL HERITAGE

- H5.12.1 The Secondary Plan area was historically an agricultural area and it also provided transportation and automotive services around the Hornby historic settlement area and the intersection of Steeles Avenue and Trafalgar Road. The cultural heritage resources reflect that history.
- H5.12.2 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, particularly the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Building Code Act, and the Municipal Act in implementing and enforcing the cultural heritage policies of the Town.
- H5.12.3 The following properties within the Secondary Plan area are currently listed on the Town's Municipal Heritage Register and shown on Schedule H5 as locations of Cultural Heritage Value:
- Former Loyal Orange Lodge, 12927 Steeles Avenue;
 - Wesleyan Cemetery, 8002 Eighth Line
 - Coulson Cairn, 8315 Hornby Road
 - Former James Snow farmstead, 8585 Trafalgar Road.

They may be considered appropriate for municipal designation under the Ontario Heritage Act.

H5.12.4 Other cultural heritage resources have been identified as candidates for conservation and are shown on Schedule H5 as locations of Cultural Heritage Value. These comprise:

- 8140 Hornby Road;
- 8156 Hornby Road;
- Former Hornby General Store, 12993 Steeles Avenue;
- Former Hornby School, 13029 Steeles Avenue; and
- 13571 Steeles Avenue.

The abovementioned cultural heritage resources retain historical and associative, design and architectural and/or contextual value. Council, with advice from its Municipal Heritage Committee, will consider whether they should be included on the Town's Municipal Heritage Register. They may also be considered appropriate for municipal designation under the Ontario Heritage Act.

H5.12.5 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 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.

H5.12.6 The Town will require a Cultural Heritage Impact Statement (CHIS) 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 Statement (CHIS) 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 H5.12.3 and H5.12.4.

- H5.12.7 The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where appropriate.
- H5.12.8 New development should achieve a compatible relationship with 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.
- H5.12.9 The Town may take additional steps to recognize the heritage of Hornby, including:
a) the use of interpretative plaques and displays; and
b) the commemoration of historic persons, families and events in the naming of public buildings, streets, parks and other public places.
- H5.12.10 Development that impacts on areas identified for potential archaeological significance will require assessment in accordance with Provincial requirements and the Regional Archaeological Management Plan to determine the presence of archaeological resources and, if required, provide recommendations for mitigation and conservation. Development and site alteration may be permitted after the significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration, which maintains the heritage integrity of the site, will be permitted.

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H5.13 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 H5 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 Halton Region and Ministry of Environment and Climate Change 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.

H5.13.1 Noise and Vibration

- H5.13.1.1 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.
- H5.13.1.2 A Noise and/or Vibration Impact Study will be required in accordance with Ministry of Environment and Climate Change guidelines and Halton Region “Noise Abatement Guidelines” to the satisfaction of the Town and 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 and Climate Change noise criteria without the need for other costly or operationally restrictive mitigation measures.
- H5.13.1.3 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.

H5.13.2 Air Quality

- H5.13.2.1 Air quality studies will be required in support of Class II industrial development in accordance with Region of Halton and Ministry of Environment and Climate Change guidelines. 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.
- H5.13.2.2 Effective fugitive dust management will be required in support of Class II industrial development in accordance with Ministry of Environment and Climate Change 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.

H5.13.3 Other Compatibility Issues

- H5.13.3.1 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.
- H5.13.3.2 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.
- H5.13.3.3 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.
- H5.13.3.4 *Sensitive land uses*, if proposed within the Secondary Plan area, shall require the completion of a land use compatibility assessment to ensure that the use is appropriate and the location and design of the use can minimize and mitigate any adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

H5.14 URBAN DESIGN

H5.14.1 Urban Design Policies

H5.14.1.1 The Secondary Plan area is intended to reflect its role as a high profile gateway into the Town from Highway 401 and to ensure that future development reflects high quality architectural and urban design standards. 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 Trafalgar Road and Steeles Avenue intersection, in order to promote a distinct visual presence and sense of arrival.

Commented [TJ2]: In Lot 1 Plan

H5.14.1.2 The zoning by-law and site plan approval process will assist in controlling development along Trafalgar Road and Steeles Avenue to ensure a high quality of site design. In particular:

Commented [TJ3]: In Lot 1 Plan

- 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.

H5.14.1.3 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.

H5.14.1.4 Development will support sustainable site and building design and construction practices.

H5.14.2 Urban Design Guidelines

H5.14.2.1 Urban Design Guidelines will be 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. The Urban Design Guidelines will focus on the creation of unique, well connected gateway to the Town that includes high quality streetscape design and urban design which is supportive of transit and active transportation.

- H5.14.2.2 The Urban Design Guidelines will be based on the following principles:
- a) Enhancing Natural Features and mitigating impacts;
 - b) Achieving a Strong Visual Identity for Trafalgar Road and Steeles Avenue;
 - c) Developing Nodes at the 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 Heritage Elements; and
 - g) Encouraging the Construction of Sustainable Buildings.
- H5.14.2.3 The Urban Design Guidelines will address matters related to site plan design, built form design, and environment and open space.

H5.15 SUSTAINABLE DEVELOPMENT

- H5.15.1 This Plan is intended to facilitate development by addressing such matters as: energy conservation; water conservation and quality; natural environment; air quality; waste management; communication; and, transportation and/or community design. References are made throughout this Secondary Plan to where sustainable development practices may be considered or encouraged. Further guidance and recommendations will be provided in the Urban Design Guidelines.
- H5.15.2 Section C19 addresses how development will have been deemed to have met the goals for sustainable or green development.

H5.16 PHASING

- H5.16.1 Development should occur in a logical and orderly manner in order 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.
- H5.16.2 Development within the Secondary Plan area shall occur in accordance with the Premier Gateway West Scoped Area Transportation Study and the Area Servicing Plan which generally articulate required infrastructure improvements and their timing. Some flexibility may be permitted at the development stage if a proposal is supported by updated studies that are to the satisfaction of the Town and the Region.
- H5.16.3 Development within the Secondary Plan area shall be in accordance with the policies of this Plan and the following criteria:

- a) the proposal can be adequately and economically serviced by municipal water, wastewater, stormwater, and transportation infrastructure;
- b) if required, the proposal participates in Local or Regional servicing and financial agreements pursuant to the Development Charges Act, or, where applicable, in a private cost sharing agreement or agreements amongst landowners to address the distribution of costs of development for the provision of matters such as infrastructure facilities; and
- c) appropriate development charge and/or community benefit charge by-laws are in place to the satisfaction of Council.

H5.17 IMPLEMENTATION

H5.17.1 The Secondary Plan will be implemented and interpreted in accordance with the provisions of Part G - Implementation and Administration of this Plan.

H5.17.2 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.

H5.17.3 Definitions

Buffer means an area of land located adjacent to *Key Features* or *watercourses* and usually bordering lands that are subject to *development* or *site alteration*. The purpose of the *buffer* is to protect the features and *ecological functions* of the Natural Heritage System by mitigating impacts of the proposed *development* or *site alteration*. The extent of the *buffer* and activities that may be permitted within it shall be based on the sensitivity and significance of the *Key Features* and *watercourses* and their contribution to the long term *ecological functions* of the Natural Heritage System as determined through a Subwatershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area.

Enhancements to the Key Features means ecologically supporting areas adjacent to *Key Features* and/or measures internal to the *Key Features* that increase the ecological resilience and function of individual *Key Features* or groups of *Key Features*.

Essential means that which is deemed necessary to the public interest after all alternatives have been considered and, where applicable, as determined through the Environmental Assessment process.

Forest management or forestry means the wise use and management of forests for the production of wood and wood products, to provide outdoor recreation,

to maintain, restore, or enhance environmental conditions for wildlife, and for the protection and production of water supplies.

Key features mean key natural heritage and hydrological features described in section H57.4.6.

Linkage means an area intended to provide connectivity supporting a range of community and ecosystem processes enabling plants and animals to move between **Key Features** over multiple generations. **Linkages** are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long term sustainability of the **Natural Heritage System**. They are not meant to interfere with *normal farm practice*. The extent and location of the *linkages* can be assessed in the context of both the scale of the proposed *development or site alteration*, and the *ecological functions* they contribute to the **Natural Heritage System**.

Major Creek or Certain Headwater Creek means, as it applies to subsection (4) of the definition for **significant woodland**, all *watercourses* within a **Conservation Authority** Regulation Limit as of the date of the adoption of this Plan and those portions of a *watercourse* that extend beyond the limit of the **Conservation Authority** Regulation Limit to connect a **woodland** considered **significant** based on criteria under subsections (1), (2), and (3) of the definition for **significant woodland**, and/or **wetland** feature within the **Natural Heritage System**. The extent and location of *major creeks* or *certain headwater creeks* will be updated from time to time by the appropriate **Conservation Authority** and as a result may lead to refinements to the boundaries of **significant woodlands**.

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

Natural Features or Natural Heritage Features and Areas means features and/or areas which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Negative Impacts means:

- 1) in regard to water, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive *development or site alteration* activities;
- 2) in regard to *fish habitat*, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and

- 3) in regard to other components of the Natural Heritage System, degradation that threatens the health and integrity of the *natural features or ecological functions* for which an area is identified due to single, multiple or successive *development or site alteration* activities.

Public Authority means any federal, provincial, regional, county or municipal agency including any commission, board, authority or department established by such agency exercising any power or authority under a Statute of Canada or Ontario.

Significant means:

- 1) in regard to wetlands, an area as defined in the definition of Significant Wetlands in this Secondary Plan;
- 2) in regard to the habitat of endangered species and threatened species, the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;
- 3) in regard to woodlands, an area as defined in the definition of Significant Woodlands in this Secondary Plan; and,
- 4) in regard to other components of the Natural Heritage System, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

Significant wetlands means:

- 1) for lands within the *Natural Heritage System* but outside the Greenbelt Plan Area, *Provincially Significant Wetlands* and *wetlands* that make an important ecological contribution to the *Natural Heritage System*; and,
- 2) outside the *Natural Heritage System*, *Provincially Significant Wetlands*.

Significant woodland means a Woodland 0.5ha or larger determined through a *Watershed Plan*, a *Sub-watershed Study* or a site-specific Environmental Impact Assessment to meet one or more of the four following criteria:

- 1) the *Woodland* contains forest patches over 99 years old,
- 2) the patch size of the *Woodland* is 2 ha or larger if it is located in the Urban Area, or 4 ha or larger if it is located outside the Urban Area but below the *Escarpment Brow*, or 10 ha or larger if it is located outside the Urban Area but above the *Escarpment Brow*,
- 3) the *Woodland* has an interior core area of 4 ha or larger, measured 100m from the edge, or
- 4) the *Woodland* is wholly or partially within 50 m of a *major creek or certain headwater creek* or within 150m of the *Escarpment Brow*.

Trailer Waiting Spaces is defined as 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.

Utility means a water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power including renewable energy systems, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

Watercourse means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.

Watershed management means the analysis, protection, development, operation and maintenance of water, water-related features, terrestrial resources and fisheries of a drainage basin.

Wetlands means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

APPENDIX A

Subwatershed Impact Study Matters to Be Addressed

Subwatershed Impact Study

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 regulated areas based on site specific topographic survey information and detailed technical studies regarding watercourses, flooding hazards (eg. floodplain analysis), erosion hazards (e.g. physical top of bank staking, geotechnical slope stability and/or meander belt erosion assessments) and wetlands (wetland limit staking and Ontario Wetland Evaluation System);
- 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 “protection” or “conservation” rated headwater drainage features;
- e) Confirm presence of turtle nesting habitat and amphibian breeding habitat in areas not surveyed in the Scoped Subwatershed Study;
- f) Conduct Species at Risk surveys and follow Endangered Species Act regulations in consultation with the Ministry of Natural Resources and Forestry, where required;
- g) Confirm the watercourse constraint ranking and Headwater Drainage Feature classification;
- h) Determine the preferred servicing plan;
- i) Determine the road layout;
- j) Develop and define integration of stormwater management facilities;
- k) Define phasing in areas of multiple ownership;
- l) Establish and fulfill terrestrial and aquatic natural heritage and groundwater monitoring requirements 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 mitigation techniques;
- 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;

- 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.

