

AMENDMENT NO. 94

TO THE OFFICIAL PLAN

FOR THE TOWN OF HALTON HILLS

D08 - 401 Corridor

AMENDMENT NO. 94

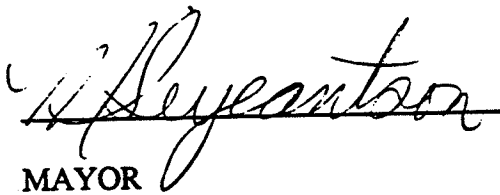
TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

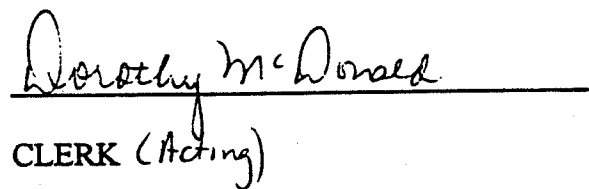
PART A - THE PREAMBLE, does not constitute part of the Amendment.

PART B - THE AMENDMENT, consisting of the following text, constitutes Amendment No. 94 to the Official Plan for the Town of Halton Hills.

PART C - THE APPENDICES, does not constitute part of the Amendment, but is included for information purposes only.

THE CORPORATION OF THE TOWN OF HALTON HILLS


MAYOR


CLERK (Acting)

THE CORPORATION OF THE TOWN OF HALTON HILLS

BY-LAW NO. 00-043

A By-law to adopt Amendment No. 94 to the
Official Plan of the Town of Halton Hills
- 401 Corridor.

WHEREAS the Council of the Corporation of the Town of Halton Hills, in accordance with the provisions of the Planning Act, R.S.O. 1990 as hereby passed Amendment No. 94 to the Official Plan for the Town of Halton Hills;

AND WHEREAS the Regional Municipality of Halton, as the approval authority has exempted this Official Plan Amendment from their approval;

NOW, THEREFORE, THE COUNCIL FOR THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. That Amendment No. 94 to the Official Plan for the Town of Halton Hills, being the attached text, is hereby adopted.
2. That the Clerk is hereby authorized to circulate the Official Plan Amendment as provided for the Planning Act regarding the appeal process.

BY-LAW read and passed by the Council for the Town of Halton Hills, this 27th day of March, 2000.


MAYOR


ACTING CLERK

Part A - The Preamble

1. Purpose of the Amendment

The purpose of this Amendment is to implement recommendations resulting from the 401 Corridor Industrial Area Study and the 401 Integrated Planning Study (November 1994 and June 1999 respectively) regarding the designations of, and policies for, lands within the 401 Corridor Industrial Area.

2. Location

The lands affected by this Amendment encompass the area bounded by:

- Winston Churchill Boulevard, on the east;
- The municipal boundary between the Towns of Halton Hills and Milton, on the west;
- Highway 401, on the south; and,
- Steeles Avenue on the north, except between the Milton Boundary and the Sixteen Mile Creek watershed, where the lands extend north to the southern limit of the main branch of the watershed.

3. Basis of the Amendment

3.1 Halton Hills Official Plan

In the early 1980s, the Town of Halton Hills identified the potential of the 401 Corridor Industrial Area to be developed for industrial purposes, due to its location adjacent to a major transportation corridor (Highway 401), and in relation to planned industrial developments within the Town of Milton to the west and the City of Mississauga to the east.

In 1982, the Town of Halton Hills adopted an Official Plan which designated the majority of these lands "Prestige Rural Industrial," "Rural Industrial," "Highway Commercial," and "Rural Cluster Area." The lands situated between Tenth Line and Winston Churchill Boulevard were designated "Rural Area."

The purpose of the industrial designations was to permit "rural" or "dry" industrial development on private services. Such uses would not use significant amounts of water in their production processes and therefore, could appropriately be serviced with private water and waste disposal systems. The commercial designations were located at the intersection of existing/planned Regional (i.e. arterial) roads and were intended to provide commercial uses serving the travelling public. The rural cluster designation recognized existing, small rural settlement areas.

During the Provincial approval process of the Official Plan, concerns were raised by the Ministry of Agriculture and Food regarding both the need for rural industrial lands, and the agricultural capability of these lands.

Upon Ministerial approval of the Town's Official Plan in 1985, the industrial land use designations were deferred and the underlying, approved designation continued to be "Rural" (in accordance with the previous Oakville Official Plan).

Subsequent to the Minister's approval of the Official Plan, a number of development applications have been approved; wherein, the deferral of the Official Plan has been withdrawn on these specific sites and the rural industrial designation approved by the Minister. In addition, two further site-specific Official Plan Amendments (Numbers 9 and 13) have also been approved to provide for the development of commercial and industrial uses.

3.2 Halton Urban Structure Plan

In 1986, the Region of Halton commenced the "Halton Urban Structure Review," the purpose of which was to prepare a comprehensive growth management strategy for future urban expansion within each of the local municipalities. In addition to recommending the expansion of both the Milton and Oakville Urban Areas, the Plan provides for an urban separator along the extent of Sixteen Mile Creek (east of Milton).

The study also determined that the Highway 401 frontage lands within the Town of Halton Hills provided an important opportunity for the provision of high quality development lands for industry on full municipal services, which could provide both employment opportunities and contributions to the commercial-industrial assessment base. Accordingly, with regard to the 401 Corridor Industrial Area, the Halton Urban Structure Plan recommended:

- The inclusion of the westerly portion of the 401 Corridor Industrial Area lands (i.e. between the municipal boundary and Sixteen Mile Creek) into the "Milton-Centred Expansion Area";
- The provision of an "Urban Separator," focussing on Sixteen Mile Creek; and,
- The identification of an "Urban Corridor Area" for the balance of the 401 Corridor Industrial Area, extending easterly to Winston Churchill Boulevard.

The Region of Halton adopted Official Plan Amendment No. 8 which designates the 401 Corridor within the "Urban Area" designation. This amendment came into effect on June 29, 1999 with the exception of a policy that was modified and approved by the Ontario Municipal Board in December 1999.

3.3 401 Corridor Industrial Study

The Town of Halton Hills recognized that the recommendations of the Halton Urban Structure Plan would significantly influence the type and form of development that may proceed in the 401 Corridor Industrial Area. Specifically, that the provision of urban municipal services would affect both the types and density of land uses which could proceed. Council authorized that a detailed study be conducted to review the Town's previous land use planning framework for this area.

In June 1997, Halton Hills Council directed that the Official Plan policy requirements for the 401 Corridor Area proceed, in order that the long-range planning framework for these lands, as identified in the 401 Corridor Industrial Study, could be co-ordinated with the implementation of the Halton Urban Structure Plan and the intra-regional servicing agreements. However, given the imminence of the Regional approval of the HUSP amendments, Council deferred the approval of the amendment subject to the more detailed planning work being completed.

3.4 401 Corridor Integrated Planning Study

The 401 Corridor Integrated Planning Study brings together a broad range of technical work, both existing and new, with the intent of creating a detailed planning framework for the Corridor. The study evaluates in detail the environmental, transportation, design, land use planning, physical servicing and financial implications of developing the Corridor.

A major component of the work is a scoped subwatershed study that examined and mapped the current terrestrial and aquatic habitats, hydrology and geomorphologic conditions of the watershed systems both up stream and downstream of the Corridor. The study has developed policy recommendations that protect the integrity of the local ecosystems as a first principle in directing development on the adjacent tablelands. Council also authorized the following studies as part of the 401 Corridor Integrated Planning Study:

- Urban Design Guidelines
- Fiscal Impact Analysis
- Secondary Plan
- Official Plan Amendment and Zoning By-law
- Subdivision Concept Plans
- Implementation Plan

This work is intended to build on the analysis that has been conducted both by the Town and the Region through the HUSP process in planning for the 401 Corridor. The salient elements of each of the studies are contained within the Background Report.

Part B- The Amendment

All of this part of the document entitled PART B - THE AMENDMENT, consisting of the following text, constitutes Amendment No. 94 to the Official Plan for the Town of Halton Hills.

Details of the Amendment

1. Schedule 1: Land Use is amended by revising the land use designations for the lands comprising part or all of Lots 1 and 2 Concession V and part or all of Lot 1 Concession VI and Lot 15, Concessions V to XI inclusive, as shown on Schedule "1" attached to and forming part of Amendment No. 94.
2. Schedule 1: Land Use is further amended by deleting all references to Special Site Polices for the lands comprising part or all of Lot 15, Concessions V to XI inclusive
3. That Schedule 9 Phasing and Schedule 10 Transportation Plan attached to and forming part of this amendment is hereby added to the Official Plan for the Town of Halton Hills
4. That Section 6.5 - Goals of the Official Plan is amended by adding thereto the following sub-section:

6.5.29 To recognize the 401 Industrial Corridor as an important employment area within the Town of Halton Hills and to encourage high quality development which recognizes the area's strategic location within the Town of Halton Hills and the Regional Municipality of Halton.

5. Section 7.2.5 is amended by adding the words "Prestige Industrial, Gateway" between the words "Rural Industrial Areas" and "and"
6. Section 10.4.4 is hereby amended by adding the words "Prestige Industrial, Gateway" between the words "Urban Area" and "and".
7. That new Sections 7.18 and 7.19 be added to the Official Plan as follows:

7.18 The 401 Industrial Corridor

7.18.1 General

The 401 Corridor is graphically illustrated on Schedule 1 to this Amendment. The 401 Corridor represents an important employment area within the Town of Halton Hills and shall be developed with a range of compatible industrial, office, commercial and institutional uses on full municipal services.

Development shall comprise of visually attractive buildings in aesthetically pleasing and sustainable environments. Future development will be shaped around the three main tributaries of the Sixteen Mile Creek watershed system that cross the 401 Corridor. These natural systems are a central element in helping to define the Corridor, reflecting the rural nature and benefits of the Town of Halton Hills.

Schedule 1 to this Amendment identifies land use designations that apply to the 401 Corridor. The policies that direct the range of permitted uses and the conditions by which land development will be permitted are described in the following sections.

7.18.2 Public Utilities

Development shall proceed on the basis of full municipal services consistent with Section 10 of this Plan.

The Regional Municipality of Halton is responsible for the extension of municipal water and wastewater services. Development within the 401 Corridor is intended to occur in two phases as illustrated on Schedule 9, as market demands dictate and the Town of Halton Hills and the Regional Municipality of Halton are satisfied that a sustainable financial strategy is in place for each phase and that development proceeds in a rational and orderly manner.

Schedule 1 to this Amendment shows the approximate location of stormwater management ponds. It is also recognized that interim stormwater management ponds may be required to facilitate development. For both interim and permanent facilities, the exact location and design will be subject to the precise nature of the development proposed and the approval of the Town of Halton Hills and the Conservation Halton. The detailed design of these facilities will also be subject to the criteria contained in the Scoped Subwatershed Plan for the 401 Corridor and Section "10.4 Storm Water Management" of this Plan.

For all other public utilities, the policies of Section 10 of this plan will apply.

7.18.3 Urban Design

A high standard of building and subdivision design and site planning will be required for all development, in accordance with the 401 Corridor Urban Design Guidelines and the following:

- a) during the processing of development proposals within the 401 Corridor, Council shall apply site plan controls pursuant to the *Planning Act*;
- b) where feasible, existing natural and heritage features will be incorporated into the building and landscaping design to enhance their visual and environmental character; and,
- c) where development is proposed adjacent to areas designated as Greenlands, reference should be made to the Scoped Subwatershed Plan for direction on the restoration of valleylands.

7.18.4 Importation of Soil and Soil Contamination

Prior to any development on land where there is evidence of contamination due to the:

- a) the importation of fill; and/or,
- b) the nature of past land uses,

the owner shall undertake an environmental audit by a qualified consultant in accordance with the Ministry of the Environment's Guideline for Use at Contaminated Sites in Ontario.

7.18.5 Transportation

Schedule 10 outlines the future road system anticipated with the full development of the 401 Corridor. Development applications shall reflect the future road pattern in the site plan submission.

Future access to Steeles Avenue should occur at the points identified as "possible intersection locations/improvements." Alternative intersections and subdivision designs may be allowed, without amendment to this plan where staff at the Town of Halton Hills and the Regional Municipality of Halton are satisfied that the proposed access is consistent with all other aspects of this plan and does not in the opinion of the Town of Halton Hills and the Regional Municipality of Halton:

- create unacceptable levels of congestion;
- create unsafe conditions; and /or,
- limit the ability for the logical development of adjacent parcels.

Reference should also be made to the 401 Corridor Urban Design Guidelines for direction on treatment of lands within and adjacent to the right-of-way with respect to landscaping, sidewalks, cycling trails and lighting.

No access will be permitted from Fifth Line except as generally identified on Schedule 10 without an amendment to the Plan.

Development adjacent Provincial Highway 401 and 407 will be setback from both the right of way widths a minimum of 25 metres. Prior to any development proceeding along Provincial Highways, applicants may be required by the Ministry of Transportation to submit a Site Drainage Report and Traffic Impact Study.

7.18.6 Cultural and Natural Heritage

Schedule 1 to this Amendment identifies buildings that have historic significance. These structures provide important reference points to the local history of Halton Hills. In any proposal to redevelop these properties, consideration should be given to incorporating these buildings and the surrounding landscaping into the new development as well as providing opportunities for the public to interpret their former role and function in the Corridor.

Woodlots and tree rows within the Corridor perform not only environmental functions but are also important physical links to the agricultural heritage of the area. It is an important objective of this Plan to retain these features. Reference should be made to Sections 7.18.10 and 7.19.3 of this Plan in developing lands containing woodlots.

7.18.7 Archaeology

The 401 Corridor has been identified as having a moderate to high potential for areas of archaeological significance given its relatively undeveloped nature, the presence of known sites, and its location between the Credit River Valley and the Niagara Escarpment where numerous Native sites and villages are located.

Prior to the development of lands within the 401 Corridor a Stage 2 Field Assessment, as outlined in the Provincial Archaeological Assessment Technical Guidelines 1993, will be required to determine the presence of archaeological resources and, if necessary, provide mitigative recommendations.

7.18.8 Noxious Uses

No use which does, or is likely to cause air pollution, offensive odours, ground or surface water pollution, or noise in excess of Provincial regulations or guidelines shall be permitted.

7.18.9 Land Division

The division of land will generally occur by plan of subdivision. Consent to a severance may be granted where the Town of Halton Hills does not deem a subdivision appropriate in consideration of the future use of the site.

7.18.10 Protection and Restoration of Valleylands and Natural Features

Valleylands that have been identified as flood susceptible, adjacent to woodlots and unstable slope areas are designated as *Greenlands* on Schedule 1 to this Amendment. These areas are recognized as generally unsuitable for development given their importance to the ecosystem as well as in terms of protecting human health and property from flooding.

It is a policy of this plan to provide for the protection and enhancement of these features through:

- the limitations of permitted uses;
- the provision of building setback requirements;
- the application of restoration techniques for water courses, wet lands, riparian areas, unstable slopes, and other natural areas discussed within the Scoped Subwatershed Study for the 401 Corridor; and,

- the potential requirement for more detailed study for permitted developments within the Greenlands designation as set out in section 7.19.3 of this amendment.

Where development is proposed adjacent to sites identified on Schedule 1 to this Amendment as "Potentially Unstable Slopes" a geotechnical study will be required to define the 100-year erosion limits.

Lands not designated as *Greenlands* may still have valuable natural features that should be considered for protection and enhancement. This is especially true for the wooded areas throughout the corridor. These wooded areas perform important ecological functions both individually and as a whole that assists in erosion control, mitigates the impacts of wind and dust, provides habitat for local fish and wildlife and improves the area aesthetics. Applications for Site Plan and Subdivision Approval must therefore be accompanied by a strategy to address the protection and compensation of the wooded areas identified within the Scoped Subwatershed Plan.

7.18.11 Protection of Residential Groundwater Supplies

Prior to any development adjacent to residential areas serviced by private water supply systems, a hydrogeology study will be conducted to ensure that existing water supplies are not impacted in terms of either water quantity or quality.

7.19 401 Corridor Land Use

7.19.1 Prestige Industrial

Where lands are identified as *Prestige Industrial* on Schedule 1 to this Amendment, the predominant use of the land will be for employment uses, located in well-designed buildings and structures established on landscaped lots in a visually attractive environment.

7.19.1.1 Permitted Uses

The main permitted uses shall include:

- a) business and professional offices in free-standing buildings;
- b) industrial uses within wholly enclosed buildings, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities;
- 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 uses permitted in this designation.

7.19.1.2 Secondary Uses

The following uses, which are secondary to the main permitted uses, shall be permitted:

- a) administrative office uses accessory to, and located on the same lot as a permitted industrial use;
- b) limited commercial uses which are ancillary to the main permitted industrial uses, such as take-out or full-service restaurants, financial institutions, convenience stores, and private sports clubs;
- c) commercial or trade school facilities;
- d) public parks and recreational facilities, in accordance with Section 11 of this Plan;
- e) limited private parks and recreational facilities;
- f) limited retail sales of goods and materials manufactured, or substantially assembled, on the premises;
- g) post-secondary education and other institutional facilities;
- h) automotive service stations; and,
- i) uses which existed at the date of adoption of this Amendment and expansions or alterations thereto which conform to the Zoning By-law which existed at the date of adoption of this Amendment;

7.19.1.3 Commercial Uses

Limited commercial uses shall conform to the following:

- a) a high quality of building and landscaping design will be required for all commercial uses to ensure compatibility with adjacent development;
- b) full-service restaurants 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 shall 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) co-ordinated 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.

7.19.1.4 Private Parks and Recreational Uses

This Plan recognizes that many employers wish to provide private open space areas as well as facilities such as baseball diamonds and soccer fields for the exclusive use of employees. There is also a growing trend within the private sector in providing public recreation facilities for activities such as ice-skating. These types of uses are permitted in accordance with the following:

- a) the use reflects the high quality of development planned for the area; and,
- b) the development contributes to the visually attractive, landscaped setting of the area and shall be subject to site plan approval pursuant to Section 41 of the *Planning Act* and the "401 Corridor Urban Design Guidelines."

7.19.1.5 Height

The height of any buildings or structures within the Prestige Industrial designation shall not exceed four storeys, or six storeys within 150 metres of the Provincial Highways 407 and 401. North of Steeles Avenue, building heights should not exceed two storeys. This policy does not apply to signs, utility towers or other non-habitable structures.

7.19.2 Gateways

Lands within the 401 Corridor in the immediate vicinity of James Snow Parkway, Winston Churchill Drive and Trafalgar Road have been identified as *Gateway* on Schedule 1. The purpose of this designation is to:

- a) establish visually attractive points of entry into the Town of Halton Hills that will provide commercial services in support of the *Prestige Industrial* designation;

- b) draw the travelling public off Highway 401 allowing an introduction to the Town of Halton Hills and its attractions and amenities beyond the 401 Corridor; and,
- c) provide services important to the support of the primary industrial function of the corridor such as hotels, financial services and opportunities for shopping.

7.19.2.1 Permitted Uses

The main permitted uses within the *Gateway* designation are:

- a) full service hotels including full service hotels with conference and exhibition facilities;
- b) retail commercial uses not exceeding individual areas of 2,750 square metres in floor space and a total area of up to 10,000 square metres within the *Gateway* designation; ^{29,601}
- c) Council may pass by-laws to permit individual retail commercial uses of individual stores over 2,750 square metres and over 10,000 square metres in total retail space within the *Gateway* designation providing the use meets the purposes of the designation and:
 - i) is supported by studies addressing the regional market and transportation impacts;
 - ii) an Urban Design Study outlining how the project can meet the objectives contained in this Plan and the 401 Corridor Urban Design Guidelines; and,
 - iii) any other studies requested by the Town.
- d) banks and financial institutions and services; ^{167,842}
- e) automotive service centres, but not within 200 metres of the intersection of Steeles Avenue with Trafalgar Road and James Snow Parkway; ^{156 ff}
- f) business and professional offices in free-standing buildings;
- g) computer, electronics and data processing facilities;
- h) research and development facilities excluding those that produce biomedical wastes;
- i) printing and associated service establishments;
- j) take out restaurants providing they are incorporated into larger developments and are ancillary to the primary use;
- k) full service restaurants;

- l) theatres, cinemas and similar places for entertainment but not an adult entertainment establishment; and,
- m) uses which existed at the date of adoption of this Amendment and expansions or alterations thereto, which conform to the Zoning By-law which existed at the date of adoption of this Amendment.

7.19.2.2 Height

Buildings within the *Gateway* designation are not subject to specific height restrictions. However, the height of proposed buildings will be addressed through site plan control. This policy does not apply to signs, utility towers or other non-habitable structures.

7.19.3 Greenlands

7.19.3.1 Purpose

The purpose of the *Greenlands* designation is:

- a) To identify lands which are flood susceptible for the protection of life and property;
- b) To protect the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of the 401 Corridor and Greenland System in Halton Hills;
- c) To maintain the water quality and natural flow regime of rivers, streams and wetlands within the 401 Corridor of Halton Hills;
- d) To provide opportunities, where appropriate, for passive outdoor recreational activities;
- e) To contribute to a continuous natural open space system to provide a visual separation of communities and to provide continuous corridors between ecosystems;
- f) To protect significant scenic and heritage resources;
- g) To achieve no loss of function or area of Provincially Significant Wetlands; and,
- h) To maintain or enhance fish and wildlife habitats.

7.19.3.2 Criteria for Designation

The *Greenlands* designation includes only land and water areas that meet one or more of the following criteria:

- a) Areas included in the Regulatory Flood Plains, as determined and mapped by the appropriate Conservation Authority, and refined from time to time, as shown on Schedule 1 of this Plan;
- b) Significant valley lands or significant portions of the habitat of endangered and threatened species, as determined by the Town, the Region, the appropriate Conservation Authority and the Ministry of Natural Resources, as refined from time to time; and,
- c) Woodlots that are directly associated with valleylands identified with the *Greenlands* designations

7.19.3.3 Setbacks

Although not considered to be part of the *Greenlands* designation, a general lot line set back of a minimum of 7.5 metres from the stable top of bank of the valley features or from the dripline for woodlots designated *Greenlands* outside of a valley feature, which ever is greater, shall be required for all development, unless a subwatershed study, environmental impact study or geotechnical study recommends more appropriate setbacks based on the natural features and functions of the area.

7.19.3.4 Permitted Uses

The *Greenlands* designation on Schedule 1 to this Amendment means that the following uses may be permitted subject to the policies of this Plan:

- a) existing agricultural operations;
- b) non-intensive recreation uses such as nature viewing and pedestrian trail activities only on publicly owned lands;
- c) forest, wildlife and fisheries management;
- d) archaeological activities;
- e) essential transportation and utility facilities; and,
- f) essential watershed management and flood and erosion control projects carried out or supervised by a public authority.

7.19.3.5 Zoning

The boundaries of the *Greenlands* are delineated in a conceptual manner on Schedule 1. The extent and exact location of the boundaries shall be delineated in the implementing Zoning By-law in accordance with the detailed flood plain mapping provided by the appropriate Conservation Authority and Provincial agencies, and will not require an amendment to this Plan.

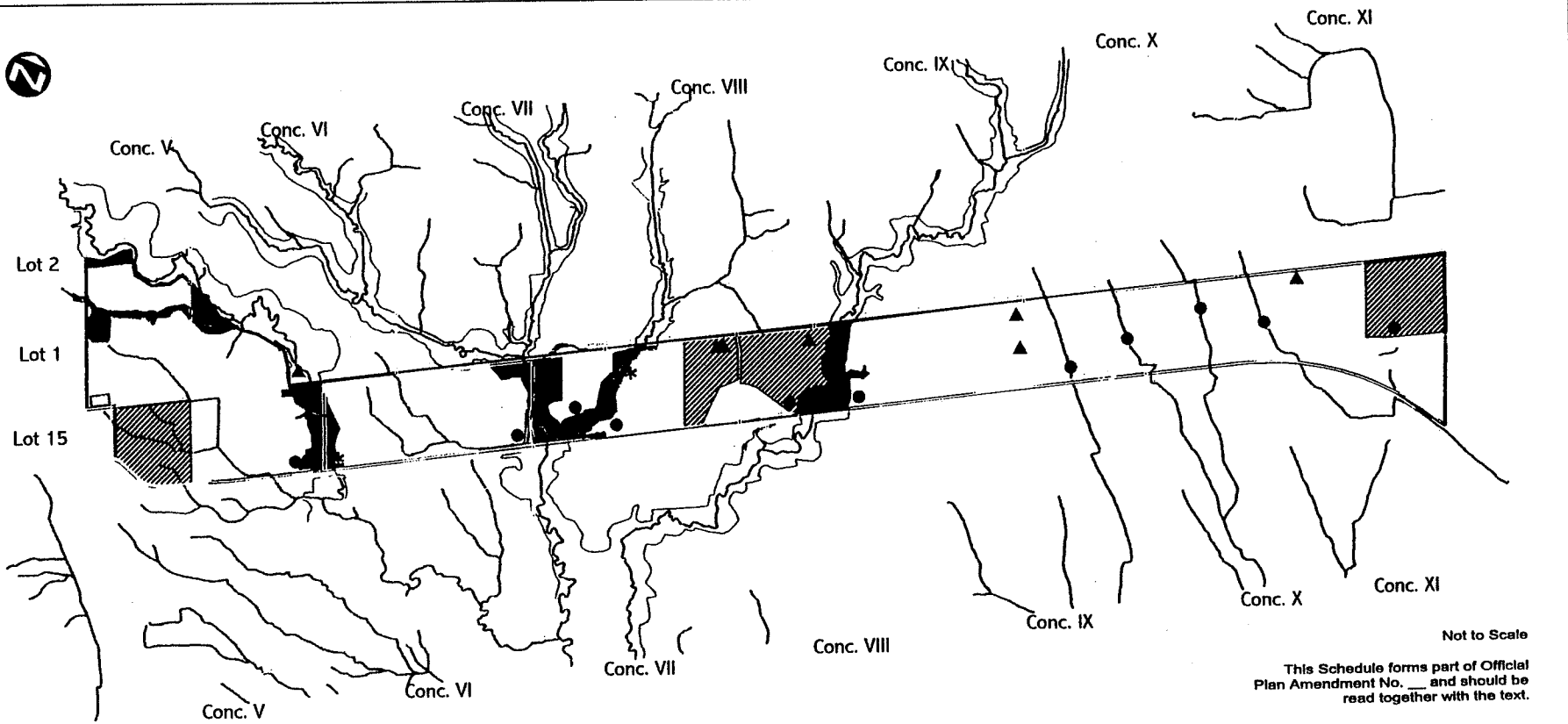
The zoning by-law shall also incorporate general setbacks for lot lines, buildings, structures, parking areas and other similar facilities from the *Greenlands* designation in relation to the extent and severity of the natural environmental features and ecological functions of the area. This general setback will be evaluated for specific development applications by the Town and the Region of Halton in consultation with the appropriate conservation authority, and as established in the Zoning By-law, to provide the appropriate setback required to protect the area from the impacts of construction. A greater setback may be required to reflect specific circumstances.

7.19.3.6 Ownership

Where any land designated as Greenlands Area is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that the lands shall be purchased by the Town or other public agency; although the Region and the Town shall ensure that consideration be given to the acquisition of the critical parts of the Greenlands System through the development approval process as permitted by legislation. Existing agricultural operations within the Greenlands System will be recognized and can continue.

7.19.3.7 Parkland Dedication

Where new development is proposed on a site, part of which is designated Greenlands Area, such lands shall not be considered acceptable as part of the dedication for park purposes as required by the *Planning Act* unless special arrangements are made with the Town.



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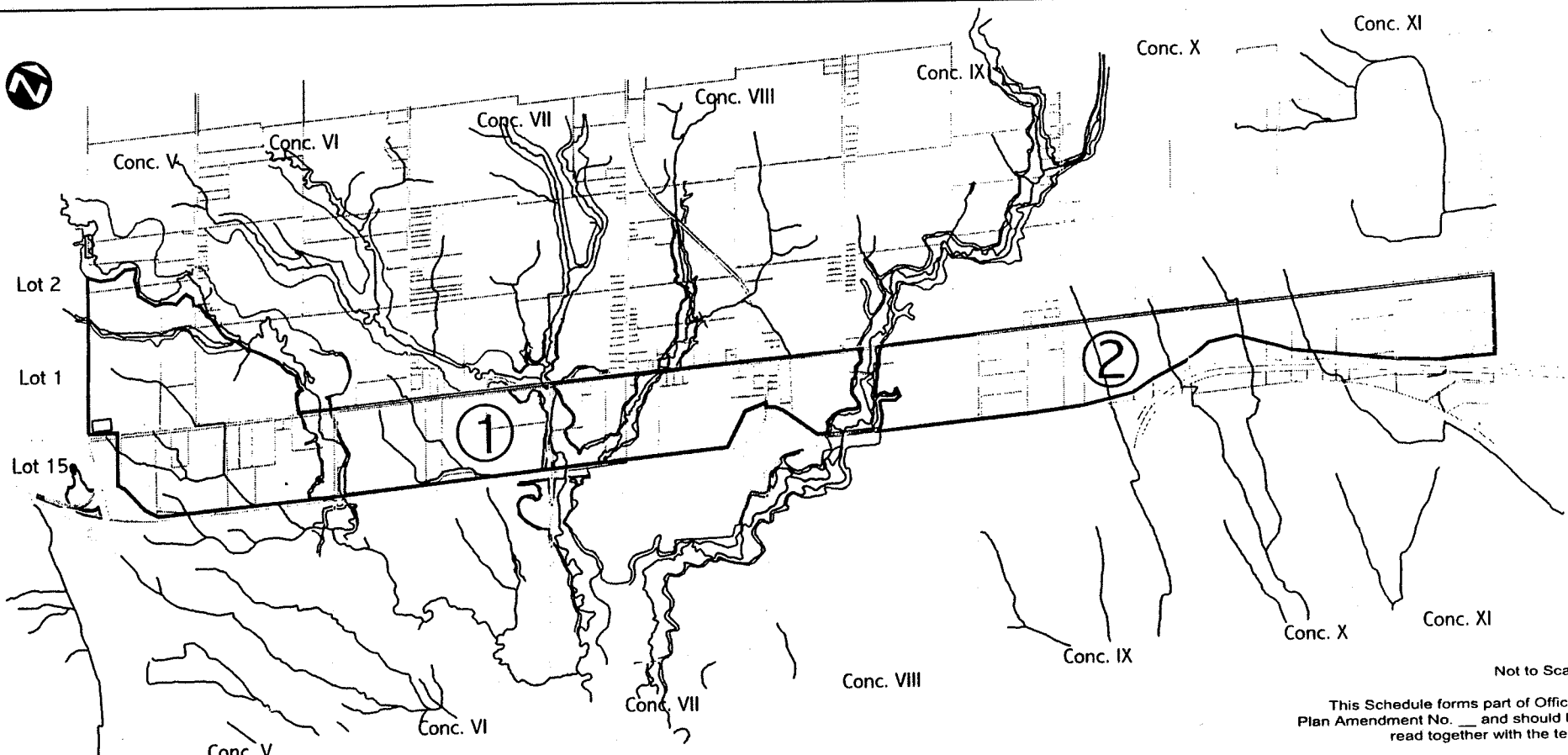
This Schedule forms part of Official Plan Amendment No. ___ and should be read together with the text.

- Prestige Industrial
- Gateway
- Greenlands
- Potentially Unstable Slopes
- Major Open Space
- Storm Water Management Ponds
- Buildings with Historical Significance

Schedule 1
Land Use / Environmental Plan

The Town of Halton Hills
401 Industrial Corridor





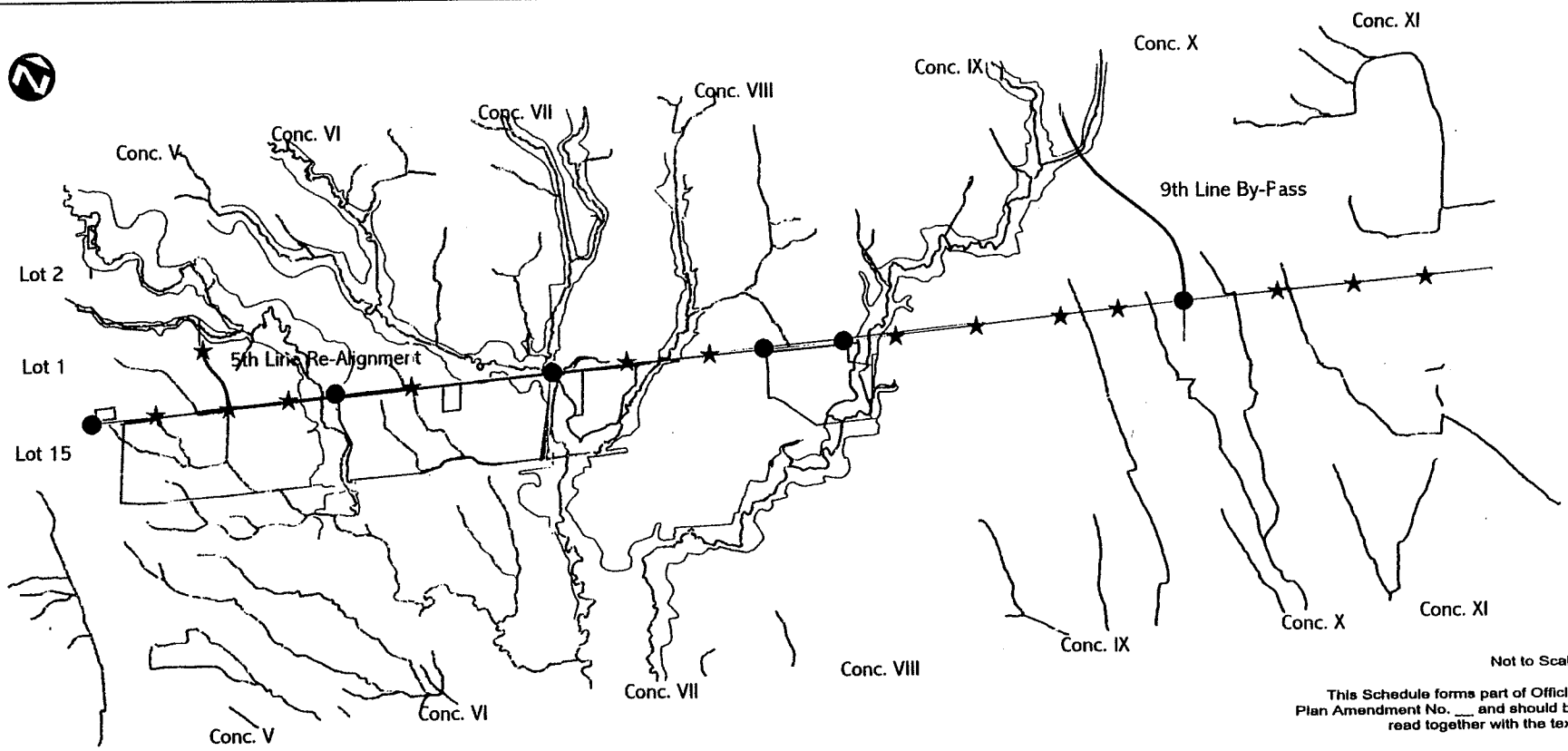
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This Schedule forms part of Official
Plan Amendment No. ___ and should be
read together with the text.

Schedule 9
Phasing Plan

The Town of Halton Hills
401 Industrial Corridor





Not to Scale

This Schedule forms part of Official Plan Amendment No. ___ and should be read together with the text.

- Existing Intersection to be Retained
- ★ Possible Intersection Locations/Improvements

Schedule 10 Transportation

The Town of Halton Hills
401 Industrial Corridor



PART C - THE APPENDICES

APPENDIX 1 - Notice of Public Meeting

APPENDIX 2 - Minutes of Public Meeting

Independent / Free Press
 1999-08-25

PUBLIC MEETING

401 CORRIDOR INTEGRATED PLANNING PROJECT

Council for the Town of Halton Hills will conduct a Public Meeting to examine and discuss the 401 Corridor Integrated Planning Project, including a proposed Secondary Plan, Urban Design Guidelines and Scoped Sub-Watershed Plan, as well as amendments to the Town of Halton Hills Official Plan and Zoning By-law for the 401 Corridor. The subject area is indicated on the map with this advertisement.

The material has been available in the Planning Department over the summer for public review and comment. Planning staff and the Town's consultants will provide additional information at the Public Meeting. The public is invited to attend the meeting to ask questions and provide comments on this important initiative for the future well being of Halton Hills.

Regional Council has recently approved a change in the Regional Official Plan land use designation to permit urban development in the 401 Corridor. The work completed for the Town of Halton Hills provides further direction and detail on how the area can be developed for industrial development, retaining the environmental character and respecting the Homby community.

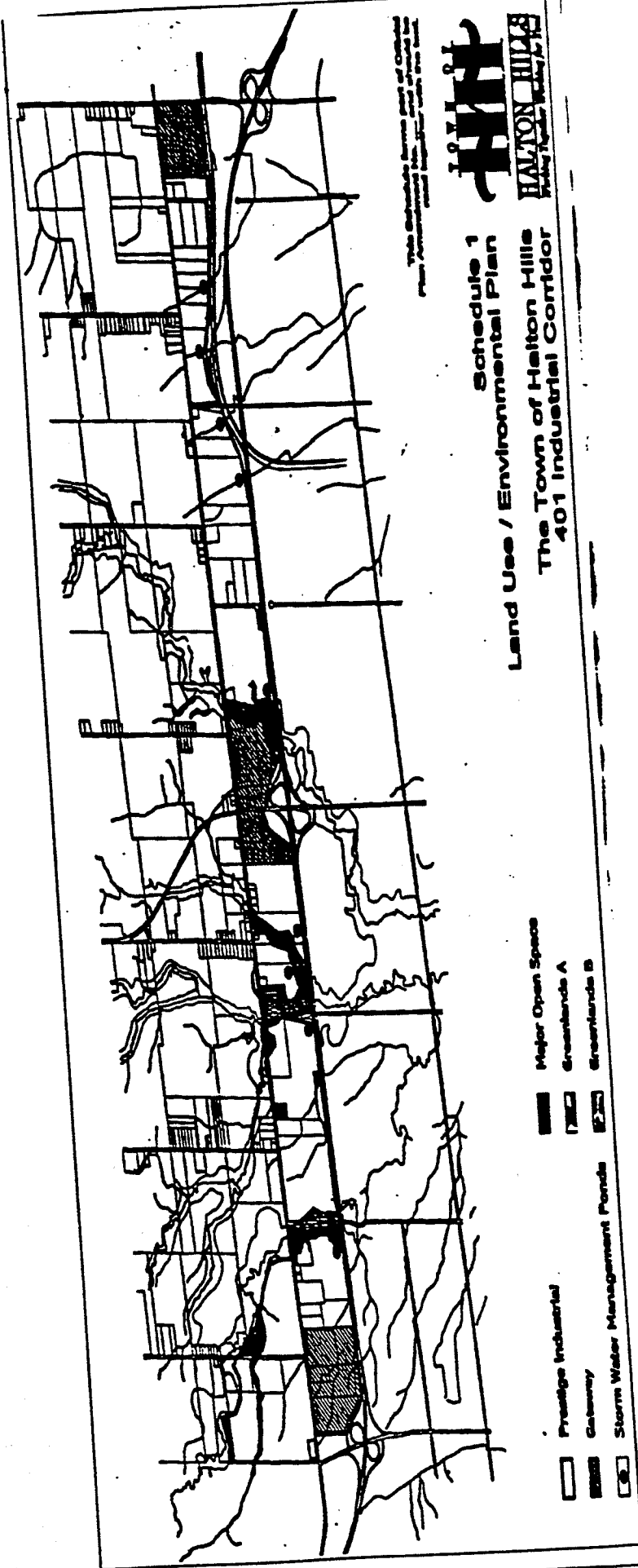
Please note your attendance at the meeting is important because if a person or public body that files an appeal of a decision of the approval authority does not make oral submissions at the Public Meeting, or make written submissions before a decision, the Ontario Municipal Board may dismiss the appeal.

Copies of the background studies, Secondary Plan, Urban Design Guidelines, Official Plan Amendment and Zoning By-Law are available for public review in the Planning Department.

ALL INTERESTED CITIZENS ARE WELCOME

DATE/TIME: Tuesday, Sept. 28, 1999, 7:00 p.m.
 LOCATION: Council Chambers, Civic Centre
 FILE NO: D08/401 Secondary Plan
 See map at bottom of ad.

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TOWN OF
HALTON HILLS
 Halton Hills, Ontario

Schedule 1
 Land Use / Environmental Plan
 The Town of Halton Hills
 401 Industrial Corridor

- Major Open Spaces
- Greenlands A
- Greenlands B
- Storm Water Management Ponds
- Gateway
- Prestige Industrial
- Industrial

MINUTES

PUBLIC MEETING

File Name: D14/401 Corridor

Minutes of the Public Meeting held on 1999 09 28, at 7:00 p.m., in the Council Chambers, Municipal Civic Centre, 1 Halton Hills Drive.

MEMBERS PRESENT: Mayor M.E. Serjeantson, Councillors R. Bonnette, R. Chatten, J. Day, N. Elliott, J. Fogal, K. Gastle, M. Johnson, C. Somerville.

REGRETS: Councillors B. Inglis, and K. Kuiack.

STAFF PRESENT: S. Andrews, Town Administrator; B. MacLean, Planning Director; B. Shynal, Director, Recreation and Parks; A. Prasad, Project Manager; and D. McDonald, Deputy Clerk.

Mayor M. Serjeantson chaired the meeting.

The Chairman opened the meeting and advised that this was a meeting which had been called in accordance with the Planning Act with respect to a proposal to amend the Town of Halton Hills Official Plan and Zoning by-law to permit prestige industrial uses, gateway commercial uses and open space corridors in the 401 Corridor.

The Chairman stated that the purpose of Public Meetings was to inform and provide the public with the opportunity to ask questions, or to express views regarding this proposal. Members of Council were to observe and listen to comments; however, they would not make any decisions at this meeting.

The Chairman informed the public that if they disagree with the decision that Council makes at a future date, the Planning Act provides them with an opportunity to appeal to the Ontario Municipal Board for a hearing. However, an appeal may be dismissed if an individual or group appealing has not provided Council with oral submissions at this Public Meeting or written submissions. They may wish to talk to Planning staff regarding further information on the appeal process.

The format of this Public Meetings will be as follows. The Town will generally provide an overview. Next, the consultants will present details of the studies and amendments, following which the public can obtain clarification, ask any questions and express their views on the proposal.

The Town's consultants and staff will attempt to answer questions or respond to concerns at this meeting. If this is not possible, staff will follow-up and obtain this information. Responses will be provided when this matter is brought forward and evaluated by Council at a later date.

The Chairman inquired if there were any persons in attendance who are interested in this proposal. There was an interest identified by some of the persons in attendance.

An opportunity will be provided at the end of this meeting for those members of the public who may wish further notice, to leave their name, address, postal code and telephone number with the Clerk.

The Chairman requested, following the presentation of staff and the consultants, that any questions be directed through the Chair in order that they might be directed to the appropriate person for response.

The Chairman then called on staff to explain the proposal, its purpose, the reasons for it, the manner in which the amendments will accomplish this purpose and the method of notice given for the public meeting.

Mr. Arvin Prasad, Project Manager responsible for the 401 Corridor, advised that the necessary public meeting notice, relative to the application, and in accordance with the provisions of the Planning Act, had been placed in the Georgetown Independent on August 25th, 1999 and individual notices were mailed to property owners within the 401 Corridor and within 400 feet of the corridor. A Courtesy Notice was also placed in the Georgetown Independent on September 22nd, 1999.

Mr. Prasad noted that the proposal by the Town is to designate a significant portion of the lands within the 401 Corridor as prestige industrial, gateway commercial and open space corridors. The 401 Corridor consists of the lands between Steeles Avenue and the 401 and bounded by the James Snow Parkway in the west and Winston Churchill Boulevard in the east.

He advised that several workshops, Open Houses, and individual meetings have been held. He thanked those who participated and noted that their assistance helped develop the Plan.

Mr. Prasad indicated that the consultant has prepared the study, the Urban Design Guidelines, the scoped watershed plan, and the Official Plan and Zoning By-law amendments. These documents have been circulated to the various agencies and have been made available to the public for comment. The final report will address outstanding concerns, the agency comments and will place the Official Plan and Zoning By-law amendment before Council for their consideration.

Mr. Mark Conway, Dillon Consulting Limited, provided an overview of the process to date which can be broken down into five areas, namely:

- Review of the Consultation process
- Key findings
 - environmental
 - market
 - planning
 - financial
- The recommended plan
- Implementation, and
- Urban Design Guidelines

The Consultation process involved a bus tour with Council, site tours with the Technical Steering Committee, three Workshops held during the winter, Public Open Houses - Presentation of the Final Concepts in April, a Public Meeting with Council in May, over 30 individual meetings with stakeholders, two progress meetings with the Region, meetings with Milton and Brampton staff and submission of a report in June for consideration by staff, agencies and the public.

Under the Environmental Findings, it is recommended to:

- protect watersheds by establishing a 7.5 metre setback,
- protect larger woodlots by requiring adjacent development to incorporate into development,
- suggestion to incorporate existing tree rows for environmental and aesthetic reasons,
- suggestion that stream restoration for development adjacent to watersheds, and
- incorporation of the Region's Greenland A - Greenland B policy.

Mr. Conway noted that the primary planning issues are:

- What type of industrial development?
 - The nature of industrial development was driven by:
 - public concerns for noise, dust, odours and aesthetics,
 - ability to fund infrastructure costs,
 - concerns related to increase truck traffic; and
 - Council and community vision of a high quality employment area.
- How can we implement the Regional concept of an Urban Separator?
 - implement as proposed in HUSP,
 - setback and development control within the urban separator,
 - building on the natural and cultural features in the area to make the entire Corridor function as an area distinctive from the Milton and Brampton Urban Areas.
- What level of retail use is reasonable?
 - some level of retail and commercial services needed to support employment function,
 - need to establish that the 401 Corridor development should act to draw the travelling public into Halton Hills and introduce the community,
 - large, single purpose retail uses not permitted,
 - smaller stores, up to 2,750 sq. m (30,000 sq. ft.) permitted up to a total retail area of 10,000 sq. m permitted focus for commercial uses in gateways.
- What is the likely impact on Hornby and other surrounding lands?
 - pressure for intensification,
 - interest by a group of land owners north of Steeles Avenue has already been expressed,
 - without a plan, there will be conflicts,
 - conversion of homes to commercial uses,
 - overtime the land use context will change,
 - need to monitor as development proceeds,
 - review plan once 25% of the first phase is absorbed.
- The "triangle lands".
 - concerns expressed by local residents with respect to:
 - traffic,
 - access,
 - integrity of water supply,
 - aesthetics, and
 - security.

The approach to the triangle lands that is recommended is:

- maximum height of two storeys,
- 20 metre building setback,
- setback from edge of environmental areas,
- require groundwater studies,
- require an environmental impact statement that:
 - establishes the exact boundaries of the woodlot,
 - evaluates the impact of the proposed development on the woodlot, and
 - provides a Plan that illustrates how the integrity of the local ecosystems and woodlot can be preserved,
- prohibit outdoor storage,
- restrict access from 5th Line.

Implementation

- articulate a concise, focused and distinct vision
- resist all interim development applications not consistent with the vision,
- take an aggressive marketing stance,
- take a proactive role with developers,
 - establishing an owners working group to advise on the new land use permissions and development opportunities;
 - using staff resources to assist in the development of more detailed draft plans of subdivisions,
 - providing incentives such as the waiving of fees and expeditious approvals; and
 - assisting in joint marketing efforts.
- consolidate Zoning By-law.

Mr. Joseph Bogden reviewed the Urban Design Guidelines and it was noted that the purpose of the Guidelines is to:

- develop a conceptual plan based on:
 - a series of design principles,
 - a design vision that emanates from them
- develop guidelines defining a consistent approach for:
 - individual sites,
 - public streetscapes,
 - open space system
 - specific areas.

The six major design principles were defined as:

- enhancement of natural features,
- Steeles Avenue,
- development nodes at principal gateways,
- quality of development,
- flexibility of development
- heritage sites.

The Guidelines are structured in four major areas:

- site planning,
- built form,
- open space,
- site specific guidelines.

The Implementation of the Urban Design Guidelines would be used in conjunction with the Official Plan and Zoning, and be a flexible tool with diversity being encouraged. The design guideline tool for stages of approval would be:

- draft plan of subdivision
- site plan review
- building permit.

Mr. Conway summarized by reviewing the project status. He noted that the documents are in circulation for review, and comments have been received from the Halton Region Conservation Authority, Grand River Conservation Authority, the Ministry of Transportation, Halton Region and Town of Halton Hills staff. The nature of the comments are largely technical in nature, with no serious issues being identified. The consultant are awaiting formal comments from the Town that will allow for the preparation of the final documents for Council's consideration.

The Chairman provided an opportunity for members of the public to ask questions and/or to make comments in favour or in opposition to this development proposal, as follows:

Ms. Jan Scott, resident of the 5th Line north of Steeles Avenue inquired as to the meaning of a "local road" as noted in the presentation. She wondered whether they would be new roads similar to the existing lines and crossroads.

Mr. Conway advised that the "local roads" will be internal roads to serve the development.

Ms. Scott also inquired about comments she had submitted in June regarding a proposed truck terminal proposal for the north side of Steeles Avenue.

Mr. Prasad noted that no application has been received at the present for that proposal.

Mr. Ken Lawday, Steeles Avenue indicated that he felt the process has been handled quite well, and wondered about the servicing of the lands on the north side of Steeles Avenue.

Mayor Serjeantson advised that the Region is servicing the south side of Steeles Avenue at this time, and services will not be available for the north side at this time.

Mr. Prasad further advised that the services are a Regional issue. The Region recently passed Official Plan Amendment No. 8 which has been appealed to the Ontario Municipal Board. The Hearing will be held at the Region of Halton commencing on December 1st, 1999 for three (3) days.

Mr. Mike Dorkin, Truck Terminal Warehouse inquired how much time he would be given to close down his operation if the Town intends to expropriate his lands to allow for the prestige industrial uses.

Mr. Prasad noted that the existing uses will be allowed to continue as legal non-conforming uses under the proposal.

Mr. Dorkin inquired about his application for expansion, and whether he was wasting his time. He questioned the timing and status of his application.

Mr. Prasad advised that that was a business decision and that staff are working on his application. Staff will contact Mr. Dorkin directly regarding this matter.

Mr. John James, Steeles Avenue advised that his property includes some of the "green fingers" and wondered what are the uses allowed for those areas.

Mayor Serjeantson advised that the areas cannot be built upon under any proposal.

Mr. Conway indicated that the Province imposes significant guidelines for floodplain areas and couldn't have been developed anyway. He noted the woodlots need protection, but there is flexibility to allow for replacement.

Mayor Serjeantson further advises that the woodlots are buffers and there is a value in retaining them.

Mr. Conway noted that development adjacent to woodlots is possible, but the proposal needs to be detailed and studies must be carried out.

Mr. Bill Mountain, 5th Line south of 5 Sideroad sought clarification on the setbacks from the creeks. He questioned whether the 20 metre setback included the 7.5 metre.

Mr. Conway indicated that the 20 m setback includes the 7.5 metre setback. To clarify the additional setbacks, cold water streams require a 30 metre setback, but warm water streams require a 20 metre setback. The branch of the Mansewood creek is a warm water stream and therefore a 20 metre setback is required.

Mr. Mountain questioned the viability of some of the triangle lands if the setbacks are 30 metres.

Mr. Conway noted that if a 30 metre setback is required, it could limit the type of development.

Mr. Rob Muir further clarified the setback requirements indicating that some setbacks are measured from the creek bed, while others are measured from the top of the valley.

Mr. Mountain inquired whether the residents would have any input into the building design.

Mr. Prasad indicated that all development within the 401 Corridor will require site plan approvals, and it is the Town's practice to advise all owners within 400 feet of site plan applications to obtain their input.

Mr. Mountain further inquired as to who MclD Masters are.

Mayor Serjeantson advised that it is a prestigious world wide company with offices in Georgetown that manufacture computer component. They have purchased land in the Trafalgar Road/Steeles Avenue area.

Mr. John Zdunic, a property owner on Steeles Avenue inquired whether impact studies had been done on the functional operation of properties on the north side of Steeles Avenue, i.e. traffic.

Mr. Prasad noted that the Terms of Reference not only required a review of the 401 Corridor, it was to review the surrounding area as well.

Mr. Conway advised that a significant portion of the study dealt with transportation and what type of traffic will be generated. The Region has noted that Steeles Avenue will be a 4 lane road and will have the capacity to keep traffic moving.

Mr. Zdunic questioned whether the services to be installed are being paid for with public money.

Mayor Serjeantson indicated that a major portion of the cost of the services will be coming from Development Charges and the developers, and are not to impact the existing residents. The impact will have a minimal impact.

Mr. Zdunic advised that he is part of a consortium that is providing a significant amount of the money, but the balance is coming from the Region of Halton. He expressed concern that the Official Plan amendment seems to be favouring those property owners on the south side of Steeles Avenue, and the property owners on the north side may lose their wells and be excluded from the Public Utilities Act. He sought clarification on his understanding that the development on the south side was to be "dry" industry.

Mr. Prasad noted that the servicing of the lands is an issue under the jurisdiction of the Region of Halton, and is outside of the Town of Halton Hills control. Council for the Town of Halton Hills are implementing the Region's decision to service the lands on the south side of Steeles. The Halton Hills Official Plan had designated these lands as rural industrial, however, the Ontario Ministry of Agriculture, Food and Rural Affairs was successful in having the lands deferred. The designation had been lifted in some site specific areas in the past.

Mr. Barry Lyon, Lyon Consulting noted that the small area is unusual for the GTA, but the Region of Halton determined that the servicing would stop at Steeles Avenue. Council and staff will be under pressure for development as the lands are in demand.

Mr. Bruce MacLean, Planning Director indicated it has taken 17 years to realize this vision, and public money has been involved, but the majority is coming from the developers. The Region will be advancing some of the money, but it will be recouped from the developers.

Mr. John James, Steeles Avenue inquired as to who will own the lands marked as hazard lands.

Mayor Serjeantson advised that sometimes the lands are conveyed to the Conservation Authority or to the Town, and sometimes the lands remain with the developer. The lands can't be developed and there is criteria regarding their use.

Mr. Bruce Wenham, President, Halton Hills Chamber of Commerce inquired with the loss of the Georgetown South industrial lands, is there any thought of expanding the Corridor to include some lands to the north.

Mayor Serjeantson indicated that expansion would be incremental and the study indicates that once 25% of the inventory is developed, then it would be time to look at expansion.

James Snow, Hornby Road advised that staff and the consultants have done an excellent job. He noted that there has been some talk about the appeals. He noted that he was one of appellants. The appeal is based on two issues. One, the cost of servicing the narrow strip of land on the south side of Steeles. It makes sense to oversize the pipes at this time rather than having to dig up the pipes in the future, and two, the Regional Official Plan Amendment is seeking an exemption from the Public Utilities Act. The Act allows that if services are built past a property, a property owner has the right to connect. The Region is seeking an exemption that this Act doesn't apply.

Mr. Prasad indicated that the Town is aware of the appeals, and at this time has not taken a position, but staff will be reporting back to Council on the matter.

Mr. MacLean advised that the message has been clear from the Region to not allow additional connections. The current Official Plan does have exemption from connection. He noted that the future must be reviewed in light of the Master Servicing Scheme.

Mr. Randy Howden, Hornby Road indicated that he had inquired when gas would be installed in Hornby, and was advised that it would not be before 2009.

Mayor Serjeantson advised that the supply of gas is not a Regional issue, and that Union Gas is a private company. Union Gas will only install gas where they will make money.

Mr. Howden inquired as to the hours of operation for the businesses.

Mr. Conway noted that the plan does not address hours of operation.

Mayor Serjeantson noted that some business in Georgetown are a 24 hour operation, and any excessive noise would be handled under the noise by-law.

Mr. Howden questioned about truck traffic, and the hours of operation of the gas station.

Mr. Prasad advised that since Steeles Avenue is a Regional road, it would be the Region's jurisdiction to pass a by-law to restrict hours for truck traffic.

Mr. Jurij Michael Pelech, Planning Consultant for the property owners at the north-west corner of Steeles Avenue and the Ninth Line advised that he had submitted comments in September, but wished to emphasize some of the comments. He suggested an alternate process and timing for the servicing of the lands on the north side of Steeles be included in the Secondary Plan. He suggested that "trigger mechanisms" be included in the documents to activate the study process. He indicated that the trigger would have a strong relationship to servicing infrastructure such as oversized piping to accommodate future development, or a duplicate parallel servicing extension.

Mr. Prasad advised that the servicing of the south side in itself was a challenge, however, the Region made it clear that only the south side would proceed at this time.

Mr. Erik Kowal, 6th Line noted that he realizes the Region sets the boundaries and the Town needs to act now with its Official Plan review. The Town should identify potential servicing needs.

He also noted that Hornby needs to be identified as a hamlet. The Town needs to plan ahead to increase the capacity now rather than digging up the services at a later date. The appeals all stem from servicing needs. He noted that a petition will be forthcoming regarding the servicing issue.

Ms. Jan Scott, 5th Line thanked staff, Council and the consultants for listening to the residents concerns and their work on the project, in particular Mr. Prasad.

There being no further response, the Chairman inquired if staff or the consultants had any further information that they wish to provide at this time.

There being no response, the Chairman declared the public meeting on the proposal closed.

The Chairman reiterated that Council will take no action on this proposal this evening. Staff are requested to report to General Committee and/or Council at a later date so that Members can debate and make a recommendation on this application. Individuals who wish to speak to the proposal, when it is brought before General Committee or Council in the future, must register as a delegation with the Town Clerk prior to the meeting.

Those persons present who may wish to submit written comments are requested to do so by October 5th, 1999.

Members of the Public were requested to give their names to the Clerk if they require further notice.

The meeting adjourned at 9:05 p.m.

The following names were left with the Clerk:

Ernie S. Wilson 878-1056
8474 5th Line
R.R. # 3
HALTON HILLS (Georgetown), ON
L7G 4S6

Vic Hendrickson 877-0725
R.R. # 2
HALTON HILLS (Georgetown), ON
L7G 4S5

K. S. Bharj 876-1836
12069 Steeles Avenue
HORNBY, ON
LOP 1E0

W. Mountain 876-2680
8973 5th Line
R.R. # 3
HALTON HILLS (Georgetown), ON
L7G 4S6

G. Jubinville 1078 Steeles Avenue HORNBY, ON LOP 1E0	875-3536
Mary Courtney 1470 Steeles Avenue R.R. # 2 HORNBY, ON LOP 1E0	693-1029
Sandi Ballard 7784 6 th Line R.R. # 1 HORNBY, ON LOP 1E0	878-7839
Bruce F. Wenham Fishburn Building Science Engineers Ltd. 15391 Steeles Avenue HORNBY, ON LOP 1E0	878-1282
Richard V. Laughton Pollutech International Limited 768 Westgate Road OAKVILLE, ON L6L 5N2	847-0065
Marion Marshall R.R. # 3 HALTON HILLS (Georgetown), ON L7G 4S6	878-6190
Ian Parson 8949 5 th Line R.R. # 3 HALTON HILLS (Georgetown), ON L7G 4S6	693-0298
Randy Howden General Delivery HORNBY, ON LOP 1E0	878-6839
Mike Vumbaca 5 Hunting Ridge ETOBICOKE, ON M9R 1B6	(416) 249-4944
Joanne Heath 13168 Steeles Avenue HORNBY, ON LOP 1E0	878-4286
John Zdunic 8837 Trafalgar Road R.R. # 2 HALTON HILLS (Georgetown), ON L7G 4S5	878-2919

Erik Kowal R.R. # 3 HALTON HILLS (Georgetown), ON L7G 4S6	876-1582
Virginia Brazeau R.R. # 4 MILTON, ON L9T 2X8	878-1221
Ruth Suter 13192 Steeles Avenue HORNBY, ON LOP 1E0	875-0117
Peter Scholz R.R. # 1 LIMEHOUSE, ON LOP 1H0	702-8755
Hardeep Singh 71 Blackmere Circle BRAMPTON, ON L6W 4B9	456-3410
Ken Lawday 12099 Steeles Avenue HORNBY, ON LOP 1E0	876-2527
Vijay Gupta 2601 Matheson Boulevard East Suite 206 MISSISSAUGA, ON L4W 5A8	625-7666
Richard Luciani 1491 Royal York Road ETOBICOKE, ON M9P 3B3	(416) 241-6282
Harold Robson 13238 Steeles Avenue HORNBY, ON LOP 1E0	878-1338
Jan Scott R.R. # 3 HALTON HILLS (Georgetown), ON L7G 4S6	878-1253