

EMPLOY HH

Premier Gateway Phase 2B Employment Area Integrated Planning Project

BACKGROUND REPORT



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Paradigm Transportation Solutions
Natural Resource Solutions Inc
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DBH Soil Services

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GM BluePlan
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Executive Summary

The Halton Hills' Premier Gateway area is a highly desirable employment area due to its good highway access and high visibility from 400 series highways. It is the main greenfield employment area within the Town. The Town continues to see strong interest and demand for shovel-ready employment lands in the Premier Gateway Phase 2B Employment Area. The Premier Gateway Phase 2B Secondary Plan will help to establish the basis for new development to occur and contribute to achieving the Town's economic objectives.

The purpose of this Study is to develop a detailed local development framework including land use designations and policies for a portion of the employment lands needed to accommodate the second phase of employment lands needed for the 2031 planning horizon. The purpose of this report is to lay the groundwork for the detailed planning and analysis in other phases of the Study.

The Study Area is bounded by (See Map 1):

- East: Winston Churchill Boulevard;
- South: Steeles Avenue;
- West: Eighth Line;
- North: Property boundaries which follow a line parallel to, and approximately 1.2 kilometers north of, Steeles Avenue.

The Study Process is being undertaken in 5 phases leading to the adoption of a Secondary Plan, implementing zoning by-law and the approval of Urban Design Guidelines.

The Provincial, Regional and current and proposed Town planning policies provide a strong and consistent framework for future planning for the Premier Gateway Phase 2B Employment Area. In particular:

Secondary Plan

- The Region and Town Plans require preparation of a Secondary Plan as a basis for any development in the Study Area, and provide detailed direction on the type of background studies, including a Subwatershed Study. Further, such a Secondary Plan must reflect the general policy context including creating efficient land use and development patterns.

Employment Area

- The Study Area is recognized as Provincially Significant Employment lands by provincial policy and has been designated "Urban Area" and "Regional Natural Heritage System" in the Regional Official Plan (See Map 2). There is also an

Employment Area overlay on the Urban Area. The Study Area is designated “Phase 2B Employment Area” and “Greenlands” in the Town’s Official Plan which indicates it will be developed for prestige industrial uses to the 2031 horizon.

Natural Heritage System

- A natural heritage system has been identified in both the Regional and Town Official Plans, and while it may be refined through further study, its ongoing protection from development including appropriate setbacks and buffers is required by Provincial, Regional and Town policy as well as Conservation Authority Regulations and policy.

HPBATS /GTA West Corridor Protection Area

- All of the Study Area except a small area along Eighth Line has been identified as the HPBATS /GTA West Corridor Protection Area in the Region’s and Town’s Official Plan. The policies in the Town’s Official Plan Amendment 21 (which is not yet approved) prohibit development until the GTA West Environmental Assessment process has progressed to a point where confirmation is provided by the Ministry of Transportation on what lands are/are not required for the transportation corridor.

Existing Rural Residential Concentration

- The Town’s Plan recognizes that these areas are unlikely to redevelop in the short term for employment uses but that the area may be zoned to permit the existing residential and uses related to residential development. Policies will also ensure the provision of landscape or other buffers between the rural residential concentration and the future employment lands and the need to consider this concentration in developing a road network for the area.

A Scoped Subwatershed Study is being prepared in conjunction with the Secondary Plan and it will provide separate detailed reports which summarize its findings. The Scoped Subwatershed Study will characterize the natural features and system within the Study Area, assess the impacts of land use changes and provide a recommended management plan to mitigate the impacts. It will also provide a monitoring plan and guidance for development servicing studies. Finally, it will assist with creation of the Secondary Plan policies and mapping.

Additional detailed technical studies will also be undertaken as part of the preparation of the Secondary Plan for the Phase 2B Employment Lands. Significant information is already available about the Study Area. Based on this available information, it is possible to establish key current influences with respect to the Study Area and surrounding lands. The identified current influences will be reviewed, revised and/or expanded as more detailed information becomes available through the study process.

Existing Land Uses

- The majority of the lands are currently agricultural / vacant which provide large potential blocks for the development.
- The existing residential development will require careful consideration with respect to any future employment development.
- The existing employment and commercial development in the area has the potential to provide services to future employment uses.

Topography

- The area has rolling topography and the high point of land occurs around Tenth Line. The topography will need to be addressed in determining the proposed servicing and grading.

Natural Heritage

- The Natural Heritage System currently identified in the Halton Region Official Plan and Halton Hills Official Plan is intended to protect key natural heritage features and functions and enhance key features, linkages, and buffers. Development within the natural heritage system will be restricted.
- East Branch Lisgar within the Sixteen Mile Creek Watershed, Mullet Creek within the Credit River Watershed and wetland areas appear to be the most significant natural heritage features in the Study Area although there are also numerous headwater features.
- The Study Area is under the jurisdiction of both Conservation Halton and Credit Valley Conservation Regulations and policy.

Natural Hazards

- The current Flood Hazard Mapping for the area will be verified.
- Development on lands subject to natural hazards will be discouraged and limited to passive recreation uses, if feasible, in consultation with the local Conservation Authority.

Stormwater

- The quality and quantity of stormwater and groundwater recharge areas must be addressed.

Servicing

- The GTA West Corridor is located in the middle of the Study Area. The Area Servicing Plan completed to support the Secondary Plan will need to align any future water and wastewater servicing strategies with GTA West decision and final alignment.

- The Region has identified a potential water storage deficiency that will service the Study Area. As it is only a potential deficiency, the Region is currently monitoring future demands and will address it more comprehensively as part of the next Regional Water and Wastewater Master Plan and Regional Municipal Comprehensive Review. It is not expected that the potential storage deficiency will impact the servicing timing for the Study Area.
- Large scale Regional water and wastewater infrastructure is planned in the new term to bring lake based servicing to development in Halton Hills including the Eighth Line/Trafalgar Trunk sanitary sewer which should be commissioned in 2022.

Transportation

- The GTA West Corridor is located in the middle of the Study Area and it will provide enhanced access (although the area already has good accessibility) and good visibility for adjacent lands that will be seen by thousands of people driving by everyday but it will also create challenges for connectivity and servicing between the east and west sides of the Study Area. Based on the Technically Preferred Route and Focused Analysis Area, it is anticipated that a portion of the lands within the Study Area will be permanently precluded from development in order to accommodate the multi-model corridor.
- Roads that cross GTA West highway which are not an interchange location, will be subject to an overpass, underpass, or truncation realignment.

Cultural Heritage

- There are two sites within the Study Area that are listed on the Town's Heritage Registry under the Ontario Heritage Act.

Noise and Air Quality

- The potential noise and air quality impacts of the proposed employment land uses on the existing and proposed sensitive land uses within and adjacent to the Study Area must be addressed.
- The analysis will not include impacts from the GTA West Corridor which is being addressed through its own Environmental Assessment process.

Agricultural System

- The lands to the north of the Study Area are identified as Prime Agricultural area. Policies recognize and protect agriculture as an important industry in Halton and as the primary long-term activity and land use throughout the Agricultural System. There are farming operations within and to the north of the Study Area that will be allowed to continue and must be considered in planning for the introduction of employment uses including the application of Minimum Distance Separation formulae.

1 Introduction

1.1 Purpose

The Town has initiated a number of studies to examine its employment needs and to develop a variety of economic development approaches to attract new businesses to the Town. The Town is therefore in a good position to facilitate employment activity within the Premier Gateway area so that its long-term strategic, economic development and financial sustainability goals can be met. The Premier Gateway Phase 2B Secondary Plan will contribute to the ability to attract new employment uses to the Town.

The purpose of this Study is to develop a detailed local development framework including land use designations and policies for a portion of the employment lands needed to accommodate the second phase of employment lands needed for 2031 planning horizon.

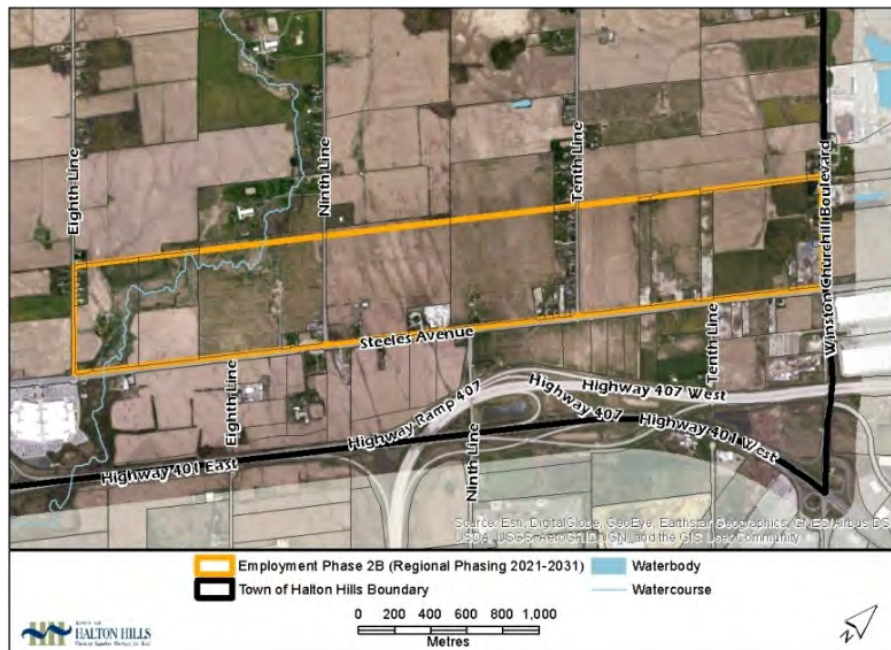
The purpose of this report is to lay the groundwork for the detailed planning and analysis in other phases of the Study. It introduces the Study, outlines the relevant policy framework, summarizes existing conditions and identifies influences on the Study Area.

The Background Report is intended to provide one input to discussion by Town Council, residents, landowners, agencies, Indigenous communities and other stakeholders to the detailed technical evaluations which will form the basis for the preparation of the Secondary Plan.

1.2 Study Area

The Study Area is bounded by (See Map 1):

- East: Winston Churchill Boulevard;
- South: Steeles Avenue;
- West: Eighth Line;
- North: Property boundaries which follow a line parallel to, and approximately 1.2 kilometers north of, Steeles Avenue.



1.3 Context

The Town of Halton Hills' Premier Gateway Employment Area is intended to accommodate the majority of the Town's employment growth for the next 20 years. Regional Official Plan Amendment 38 (ROPA 38) which was the culmination of the Region of Halton's growth management exercise known as Sustainable Halton designated 340 gross hectares (840 acres) of lands for employment uses in the Town of Halton Hills on the north side of Steeles Avenue. These lands were added to the Urban Area in the Regional Plan and identified for municipal water and sewer servicing. This expanded Premier Gateway Employment Area will accommodate the Town's employment land needs for the 2021 to 2031 planning horizon.

The Town's Official Plan Amendment 10 (OPA 10) which implemented Sustainable Halton and ROPA 38, included the additional 340 gross hectares of land into the Town's Urban Area and designated the land as Employment Area. OPA 10 set out a framework to guide Secondary Planning exercises for the lands to determine specific land use designations and policies. The Premier Gateway Phase 2B Secondary Plan is an exercise to establish local development policies for a portion of the employment lands previously identified through OPA 10.

The Region of Halton adopted Regional Official Plan Amendment No. 43 (ROPA 43) in June 2014 to include corridor protection area plans and policies to protect for the Halton Peel Boundary Area Transportation Study (HPBATS)/Greater Toronto Area (GTA) West

Corridor Study Area. The corridor protection area restricts development within the area to allow for the completion of the GTA West Corridor Environmental Assessment (EA) being undertaken by the Ministry of Transportation (MTO). The EA Study will create the preliminary design for a new multimodal transportation corridor that includes a 400 series highway, transitway and potential goods movement priority features. ROPA 43 was appealed to the Ontario Municipal Board but to date, the ROPA 43 Corridor Protection policies have not proceeded to a full hearing.

Following the adoption of ROPA 43, Council for the Town of Halton Hills approved Official Plan Amendment No. 21 (OPA 21) in July 2014, to implement the required Regional corridor protection policies. OPA 21 is currently being held in abeyance by the Region of Halton at Council's request. Corridor protection is currently in place for those lands identified as part of the EA Study as directed by MTO.

In 2017, the Provincial government announced the suspension of the GTA West Study and the re-evaluation of the project to consider additional transportation options for the corridor such as utilities, transit or other transportation alternatives, and released a refined corridor which partially affected the Premier Gateway Phase 2B Lands. In June 2019, the current Provincial government announced that it would resume the GTA West Environmental Assessment.

On September 26, 2019 the draft Technically Preferred Route (TPR) was presented at a Public Information Centre in the Town of Halton Hills. The MTO stated that they have reduced interest in areas outside the draft Focused Analysis Area (FAA), which indicates that those lands can be removed from corridor protection once the FAA is confirmed. In July 2020, the Ministry of the Environment, Conservation and Parks proposed a regulation to update the existing environmental assessment process for the GTA West Study. The regulation would create a new streamlined process for assessing potential environmental impacts of the project as well as consulting on it, possibly shortening the study timelines. On August 7, 2020, MTO released revised mapping illustrating the Focused Analysis Area as shown on Map 16. This mapping supersedes the 2019 mapping.

In addition, the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator are undertaking a separate study for a GTA West transmission corridor. This corridor would be in addition to the proposed 170 metre wide multi-modal corridor but the Study Area for the transmission corridor continues to follow the draft TPR and will for the most part, be located inside the proposed Focused Analysis Area for the GTA West Corridor as shown on Map 15.

The Premier Gateway Phase 2B lands are currently frozen for development until the GTA West EA process has progressed to a point where confirmation is provided by the MTO

on what lands are/are not required for the transportation corridor. Based on the TPR and FAA, it is anticipated that a portion of the lands within the Study Area will be permanently precluded from development in order to accommodate the multi-model corridor. The Secondary Plan will need to take into consideration the location of the FAA and plan for appropriate uses along the area.

1.4 Study Process

The Study Process is being undertaken in 5 phases as follows:

- Phase 1 Project Initiation;
- Phase 2A Existing Conditions;
- Phase 2B Scoped Subwatershed and Natural Heritage System Planning;
- Phase 3 Detailed Planning Study;
- Phase 4A Recommended Land Use Option;
- Phase 4B Preferred Land Use Plan;
- Phase 5A Draft Secondary Plan, Official Plan & Zoning By-law Amendments;
- Phase 5B Final Secondary Plan, Official Plan & Zoning By-law Amendments.

The Secondary Plan study is being undertaken as an integrated planning project in conjunction with the Scoped Subwatershed Study. The Scoped Subwatershed Study will characterize the natural features and system within the Study Area through detailed measurement, analysis and computer modelling. It will assess the impacts of land use change to the flood and erosion hazards, groundwater and natural systems and provide a recommended management plan to mitigate impacts through land use planning, stormwater management and development of a Natural Heritage System. It will also provide recommendations for future studies to verify and refine the management plan and prepare a monitoring plan to evaluate the impacts during development and assess the effectiveness of the management plan. Finally, it will assist with the development of Secondary Plan policies and mapping to support the implementation of the recommended management plan.

In addition to the Scoped Subwatershed Study referenced above, a number of other technical studies are being undertaken as part of the Secondary Plan process, including:

- A Transportation Study which will identify the transportation system improvements required to serve planned growth. It will provide guidance regarding all forms of movement as input to the development of the recommended and preferred land use options and will ultimately assist in developing a transportation network plan and policies for the Secondary Plan;
- An Area Servicing Plan which will assess the planned water and wastewater servicing system and provide input to the development of the Recommended and Preferred Land Use Options and Preferred Land Use Plan, and ultimately develop a viable Servicing Strategy for the Secondary Plan;
- A Stormwater Management Analysis which will utilize information provided through the Scoped Subwatershed Study to develop specific details related to the development of preferred stormwater management facility locations and criteria for Low Impact Development Best Management Practices;
- A Cultural Heritage Resource Assessment which will identify existing and potential cultural heritage resources, based on research and field work and develop mitigation measures and recommendations for minimizing and avoiding negative impacts on the cultural heritage resources;
- An Agricultural Impact Assessment which will identify, evaluate and document the impacts of non-agricultural uses in agricultural areas and to provide ways to avoid, minimize or mitigate any impacts on agriculture;
- A Supportive Commercial Needs Assessment to determine the need for commercial floor space in the Study Area to support the employment uses and how much land should be designated/zoned for these commercial uses;
- A Land Use Compatibility Analysis to review the potential noise, dust, light, odour, air quality and vibration impacts of proposed employment uses on existing residential clusters within the Study Area and provide recommendations to physically minimize and mitigate conflict;
- A Fiscal Impact Analysis to quantify the financial costs and benefits of the secondary plan and to develop an infrastructure funding strategy for the plan;
- Urban Design Guidelines to reflect the direction of the Secondary Plan and coordinate with the subwatershed planning and stormwater management; and,
- A Phasing Plan that recommends the best approach for development phasing that addresses the policy objective and maximizes regional and local servicing infrastructure capacity and investment.

A Communication and Engagement Strategy has been prepared which identifies the goals and objectives for engagement, and identifies a variety of opportunities for public engagement throughout the Study process. These will include:

- Steering Committee Meetings;

- Technical Advisory Committee Meetings;
- Public Open Houses and Workshops;
- Statutory Open House;
- Statutory Public Meeting; and
- Reports to Council.

View the [Communication and Engagement Strategy](#)

1.5 Report Format

The report is organized as follows:

- Section 1 Introduction
- Section 2: Planning Policy Framework; and
- Section 3: Existing Conditions and Current Influences.

The policy framework which affects the Study Area is quite extensive and, as a result, a summary has been provided in the body of the report with a detailed review provided in Appendix A.

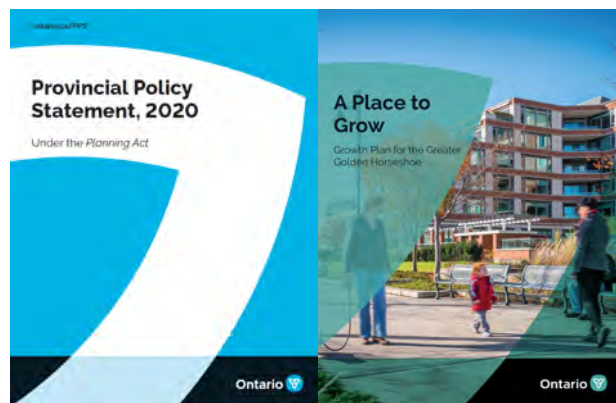
2 Planning Policy Framework

2.1 Planning Policy Context

The Provincial Policy Statement 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe May 2019 (Growth Plan), and the Halton Region Official Plan (HROP) (particularly Amendments 38 and 43) provide broad policy direction with respect to development in the Premier Gateway Phase 2B Employment (Phase 2B) lands. However, for the detailed planning required at the secondary plan level, the Halton Hills Official Plan (HHOP) establishes the key policy directions.

As part of the consideration of the HHOP, Official Plan Amendment 21 (OPA 21), while not yet approved, must be taken into account with respect to specific direction related to the Study Area. The Secondary Plan for the Phase 2B Lands must be consistent with the directions in the PPS, and conform with the Growth Plan, the HROP and the HHOP.

A detailed analysis of the planning policy framework is outlined in Appendix A to this report. The analysis reviews the general applicability of the Provincial plans, followed by a discussion of the policies relevant to the Secondary Plan in each Provincial plan. It then addresses the applicability of the Official Plans of the Region and the Town and their relevant policies. This section summarizes the applicable key policy directions based on this analysis.¹ It also discusses the implications of OPA 10 and OPA 21 for the Study Area.



In addition to this planning policy framework, there are number of Provincial, Regional and Town plans which provide direction with respect to specific areas of interest. These

¹ Note: The analysis summarizes the policy framework; reference should be made to the documents themselves for a complete understanding of all the policies.

include The Metrolinx 2041 Regional Transportation Plan; 2010 Halton Peel Boundary Area Transportation Study; 2011 The Road to Change: Halton Region Transportation Master Plan 2031; the Halton Region Active Transportation Master Plan, the on-going GTA West Transportation Corridor Route Planning and Environmental Assessment Study; 2011 Sustainable Halton Water and Wastewater Master Plan; Halton Hills Strategic Plan; 2013 Imagine Halton Hills Integrated Community Sustainability Strategy; 2007 Halton Hills Recreation & Parks Strategic Action Plan and Five Year Report Card, 2011 Halton Hills Transportation Master Plan, Halton Hills Transit Service Strategy, Halton Hills Active Transportation Master Plan (in progress) and 2010 Cycling Master Plan. While not reviewed in the following section, the Study process will have regard to these documents as required.

2.2 Policy Analysis: General Approved Policy Directions

2.2.1 Provincial Policy

The PPS² and the Growth Plan provide direction related to the creation of “efficient land use and development patterns which support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety and economic growth” (Section 1.0 PPS). The Growth Plan builds on the directions in the PPS providing more specific direction related to growth management. The Province is currently reviewing the Growth Plan and introduced proposed changes in June 2020 for public comment but a final document has not been released.

Key general policy themes from the PPS and Growth Plan which are relevant to planning for the Study Area include:

- promoting economic development and competitiveness including a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses;
- creating efficient land use and development patterns, and in greenfield areas, focusing on transit-supportive, compact form, a mix of uses and increased densities, and reduced surface parking;
- designating and preserving lands within settlement areas in the vicinity of existing major highway interchanges and major transportation facilities as areas for

² The PPS 2020 which came into effect on May 1, 2020, replaces the PPS 2014.

- employment and associated retail, office and ancillary facilities which are supportive of the primary goods movement function of these facilities;
- identifying provincially significant employment zones (which includes the Study Area) that are to be implemented through official plans and economic development strategies;
 - providing an appropriate range and mix of employment to meet long-term needs for up to a 25 year time frame;
 - identifying certain lands as provincially significant employment zones which include the Study Area and which prohibits their conversion to non-employment uses except through a municipal comprehensive review;
 - recognizing the link between the management of growth and the provision of infrastructure and the need to integrate servicing and land use considerations at all stages of the planning process;
 - protecting employment areas by providing for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of these areas including prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment uses;
 - ensuring that development is phased and that it occurs with a density and mix of uses which is appropriate for, and efficiently uses, existing and planned infrastructure, and which avoids unjustified and/or uneconomical expansion;
 - restricting settlement area boundary expansions to a municipal comprehensive review unless the expansion is able to meet certain criteria and is no larger than 40 hectares;
 - promoting economic development and competitiveness including a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses;
 - ensuring that sewage, water and stormwater systems are environmentally and financially sustainable and that the implementation of such systems promotes a culture of conservation;

- designing transportation systems which offer a balance of transportation choices and opportunities for multi-modal use with a priority on active transportation, and transit and improving corridors for moving goods;
- protecting the natural features and areas, maintaining, restoring and improving the diversity and connectivity of natural features and the biodiversity of natural heritage systems;
- protecting, improving or restoring the quality and quantity of water;
- mitigating impacts on agricultural operations, including compliance with minimum distance separation formulae where settlement expansion is proposed in agricultural areas where there is no alternative;
- conserving significant built heritage resources and cultural heritage landscapes as well as protecting archaeological resources;
- establishing a culture of conservation including energy efficiency, water demand management, and water recycling, improving air quality, and climate change adaptation; and,
- directing development away from areas of natural or human-made hazards.

2.2.2 Regional and Municipal Policy

The HROP and the HHOP implement the directions in the PPS and the Growth Plan while adapting them to reflect the Region's and the Town's own vision for the future. As a result, in addition to the general directions in the Provincial plans, there are a number of specific policy directives in the HROP and the HHOP with which the Phase 2B Employment Area Secondary Plan must conform.

Halton Region Official Plan

In the HROP these include:

- HROP Designations
The lands within the Study Area are designated as "Urban Area" and "Regional Natural Heritage System" (See Map 2). There is an Employment Area overlay on

the Urban Area and the lands are subject to the objectives and policies of the Urban Area.

- **Future Strategic Employment Area**
Land immediately to the north of the Study Area are identified as “Future Strategic Employment Area” on Map 1C to the HROP (See Map 3). The purpose of the constraint “is to protect lands from incompatible uses that are strategically located with respect to major transportation facilities”. Further, Regional policy prohibits re-designation of these lands “to uses that are incompatible with employment uses in the long-term, especially non-farm uses such as institutional and recreational uses.” (Sections 77.3, 139.6 and 139.7(1)).
- **Agricultural System**
The lands to the north of the Study Area are identified as Prime Agricultural area on Map 1E to the HROP (See Map 4). Policies recognize and protect agriculture as an important industry in Halton and as the primary long-term activity and land use throughout the Agricultural System. They also require the Town to apply provincially developed Minimum Distance Separation formulae in their Zoning By-law. In order to reduce trespassing on agricultural operations, they discourage the location of public trails near agricultural operations. (Section 101.2)
- **Identified Mineral Resource Area**
Map 1F of the HROP (See Map 5) identifies some of the lands north of the Study Area as “Identified Mineral Resource Area”. Sections 111 and 112(1) indicate that identified mineral resource areas are to be protected for potential future extraction, although Section 110(7) requires an amendment to the HROP to designate any new “Mineral Resource Extraction Area”. Further, Section 112(2) requires a proponent of land use change that is wholly or partially within 300 m of a sand and gravel deposit or 500 m of a selected bedrock or shale resource identified under Section 112(1) and that has the potential to preclude or hinder....establishment of new operations or access to mineral aggregate resources, to demonstrate through appropriate studies to the satisfaction of the Region and Local Municipality that certain criteria are satisfied before alternative development is permitted.
- **Regional Natural Heritage System**
The Regional Natural Heritage System occurs in several locations within the Study Area (see Map 6) but does not comprise a large portion of it. It is based on a systems approach to “protecting and enhancing” key natural heritage features and functions, including enhancements to key features, linkages, and buffers, as well as watercourses in a Conservation Authority Regulation limit or that provide

a linkage and wetlands other than those considered significant. (Sections 115.3, 115.4, 116.1a) and 118 (2 & 3)). It is noted that unmapped key features such as significant wildlife habitat and local wetlands may be present with the Study Area that will be identified as part of the Scoped Subwatershed Study and subject to applicable Regional Natural Heritage system policies. (Section 118(3)).

- **Transportation Facilities**
Steeles Avenue, Winston Churchill Blvd and Ninth Line are currently identified as major arterial roads and Eighth Line and Tenth Line are minor arterial roads in the HROP (See Map 7).
- **Density**
Halton Hills is required by the Region to have a minimum overall development density in designated greenfield areas of 39 residents and jobs per gross hectare. (Part II)

Halton Hills Official Plan

In the HHOP these include:

- **HHOP Designations**
The Study Area lands are identified as Urban Area on Schedule A (See Map 9 to this report). The Study Area lands are designated “Phase 2B Employment Area”, “Rural Cluster Area”, “Greenlands A”, “Greenlands B”, and “Private Open Space” on Schedule A1 (See Map 10 to this report).
- **Greenlands System**
The intent of the Greenlands System is “to maintain, as a permanent landform, an interconnected system of natural and open space areas that will preserve areas of significant ecological value, while providing, where appropriate, some opportunities for recreation.” (Section B1) It should be noted that all Woodlands 0.5 hectares or larger are to be identified as a component of Greenlands B (Section B1.3.5) and are shown on Appendix A1 to the HHOP.
- **Agricultural Operations**
The policies of C11 state that “to provide farmers with the ability to carry out normal farm practices, all new development.....shall be set back from agricultural operations in accordance with the Minimum Distance Separation One formula, as amended.”

- Existing Rural Residential Concentration

The HROP indicates that the location and boundaries of Rural Clusters will be identified in Local Official Plans. Only a limited number of new lots may be permitted. The HHOP policies for Existing Rural Residential Concentrations recognize that the residential uses are unlikely to be redeveloped in the short term for employment uses. Section D 6.4.4.5 states:

“Notwithstanding that these concentrations are anticipated to be designated for employment use through the subsequent Secondary Plan process, and provided that the adjacent employment land uses are not precluded from development for employment uses due to land use compatibility issues associated with the continued presence of these non-employment uses, the following policies shall apply:

- a) subject to the Secondary Plan process, these concentrations may be zoned to permit the existing residential use and uses related to the residential use;
- b) through the Secondary Plan process, the Town may rezone the lands to permit the use of the existing residential dwellings for office or other uses that are compatible with both the adjacent residential uses, and uses permitted by the underlying employment designation;
- c) policies shall be incorporated into the Secondary Plan, which ensure the provision of landscape or other buffers between existing rural residential concentrations and future employment uses; and,
- d) through the Secondary Plan process, the development of a road network for the Phase 2B Employment Area, shall take into consideration the appropriateness of network solutions to address the existence of this residential concentration, including alternatives such as by-passes and cul-de-sacs.”

- Employment Areas

The 401/407 Employment Corridor Area is identified as the only area that could accommodate large-scale employment growth. Detailed direction is provided with respect to the form of development – “visually attractive buildings in aesthetically pleasing and sustainable environments”. (Section D3.5) Phasing is to occur between 2021 to 2031.

- Secondary Plans

Section G3.1 establishes the intent of Secondary Plans and the list of studies which are required to support it including a Subwatershed Study.

- HPBATS /GTA West Corridor Protection Area

All of the Study Area, except a small area along Eighth Line, has been identified as the HPBATS /GTA West Corridor Protection Area in the Town's Official Plan. The policies in Official Plan Amendment 21 (which is not yet approved) prohibit development until the GTA West Environmental Assessment process has progressed to a point where confirmation is provided by MTO on the lands that are/are not required for the transportation corridor.

2.2.3 Conservation Authority Regulations

Ontario Regulation 162/06 (Development, Interference with Wetlands and Alteration to Shorelines and Watercourses), is issued for the Conservation Halton (CH) and Ontario Regulation 160/06 is issued for the Credit Valley Conservation Authority (CVC) under the Conservation Authorities Act R.S.O. 1990. Under these Regulations, no person will undertake development in or on areas within the jurisdiction of the Authority that are:

“(b) river or stream valleys that have depressional features associated with a river or stream, whether or not they contain a watercourse, the limits of which are determined in accordance with the following rules:

- (i) where the river or stream valley is apparent and has stable slopes, the valley extends from the stable top of bank, plus 15 metres, to a similar point on the opposite side,
- (ii) where the river or stream valley is apparent and has unstable slopes, the valley extends from the predicted long-term stable slope projected from the existing stable slope or, if the toe of the slope is unstable, from the predicted location of the toe of the slope as a result of stream erosion over a projected 100-year period, plus 15 metres, to a similar point on the opposite side,
- (iii) where the river or stream valley is not apparent, the valley extends the greater of,
 - (A) the distance from a point outside the edge of the maximum extent of the flood plain under the applicable flood event standard, plus 15 metres, to a similar point on the opposite side, and
 - (B) the distance from the predicted meander belt of a watercourse, expanded as required to convey the flood flows under the applicable flood event standard, plus 15 metres, to a similar point on the opposite side;
- (c) hazardous lands;
- (d) wetlands; or

- (e) other areas where development could interfere with the hydrologic function of a wetland, including areas within 120 metres of all provincially significant wetlands and wetlands on the Oak Ridges Moraine, and within 30 metres of all other wetlands.” Section 2 (1)

CH and CVC may grant permission for development in or on the areas covered by its regulation if “the control of flooding, erosion, dynamic beaches, pollution or the conservation of land will not be affected by the development.” Section 3 (1). A portion of the Study Area is located within the Regulated Areas of CH and CVC. (See Map 11)

While CH and CVC operate under the Conservation Authorities Act legislation, they are also involved in Planning Act matters. CH and CVC are circulated regional and municipal policy documents as well as development applications for review as a commenting agency if they are within the Authority’s review area.

2.2.4 Ontario Heritage Act

The Ontario Heritage Act (OHA) provides a framework for protecting cultural heritage resources and defines the municipality’s and Province’s roles in heritage conservation. Council can pass by-laws under Part IV of the OHA that designate individual properties of cultural value.

Municipalities are required to keep a register of properties of cultural heritage value that lists all properties designated by Council and Council may also include other properties it believes to be of cultural heritage value on a municipal register.

2.2.5 On-Site and Excess Soil Management

The PPS and Growth Plan both indicate that municipalities should address on-site and local re-use of excess soil during planning and development approvals. In December 2019 the Ministry of Environment, Conservation and Parks released a new regulation under the Environmental Protection Act entitled “On-Site and Excess Soil Management” to support improved management of excess construction soil. The Ministry states that key elements of the regulation include:

- clear excess soil reuse rules and clarity around when excess soil is not a waste
- clarification as to when excess soil can be reused and replaces or simplifies waste-related approvals with regulatory rules for low-risk soil management activities

- enhancing reuse through improved reuse planning for larger (greater than 2000 cubic metres) and riskier sites (e.g. gas stations and industrial sites), including tracking, registration, an assessment of past uses, and if necessary, soil sampling and characterization
- greater assurance that reuse sites are not receiving waste soil and requiring larger reuse sites (10,000 cubic metres) to register and develop procedures to track and inspect soil received
- restrictions on landfilling clean soil that is suitable for reuse at a sensitive site (e.g., school, agricultural site).

The new regulations are being phased in between 2021 and 2026.

2.3 Conclusions

The Provincial, Regional and current and proposed Town planning policies provide a strong and consistent framework for future planning for the Premier Gateway Phase 2B Employment Area. In particular:

- **Secondary Plan**
The Region and Town Plans require preparation of a Secondary Plan as a basis for any development in the Study Area, and provide detailed direction on the type of background studies, including a Scoped Subwatershed Study. Further, such a Secondary Plan must reflect the general policy context including creating efficient land use and development patterns.
- **Employment Area**
The Study Area is recognized as Provincially Significant Employment lands by provincial policy and has been designated “Urban Area/Employment Area” in the Regional Official Plan and “Phase 2B Employment Area” in the Town’s Official Plan which will be developed for prestige industrial uses to the 2031 horizon.
- **Natural Heritage System**
A natural heritage system has been identified in both the Regional and Town Official Plans, and while refinements through additions, deletions and/or boundary adjustment may occur through the Scoped Subwatershed Study (in accordance with the approved terms of reference), its ongoing protection is required by Provincial, Regional and Town policy and subject to Regional approval. The Study Area includes lands regulated by the Conservation Authorities, including watercourses and their associated flooding and erosion hazards; wetlands; hazardous lands; and lands adjacent to these features (regulatory allowances).

Natural heritage features and areas (ecological and hydrologic) will be mapped and characterized. A connected Natural Heritage System will be developed in light of the regional system and watershed directions, which will include appropriate setbacks and buffers, to be maintained during the development process.

- **HPBATS /GTA West Corridor Protection Area**

All of the Study Area except a small area along Eighth Line has been identified as the HPBATS /GTA West Corridor Protection Area in the Town's Official Plan. The policies in OPA 21 (which is not yet approved) prohibit development until the GTA West EA process has progressed to a point where confirmation is provided by the MTO on what lands are/are not required for the transportation corridor.

- **Existing Rural Residential Concentration**

The Town's Plan recognizes that these areas are unlikely to redevelop in the short term for employment uses but that the area may be zoned to permit the existing residential and uses related to residential development. Policies will also ensure the provision of landscape or other buffers between the rural residential concentration and the future employment lands and the need to consider this concentration in developing a road network for the area.

3 Existing Conditions and Current Influences

As noted above, there are a variety of technical studies that are being undertaken as part of this study. Those studies will identify and analyze specific factors in the development of the Secondary Plan. The following outlines the preliminary considerations which may influence the form of development in the Study Area.

3.1 Existing Land Uses

Within the Study Area as shown on Map 13 the land uses consist of:

- agricultural /vacant which constitutes the majority of the land use and are further discussed in section 3.10 below;
- rural residential lots which are located in recognized clusters along Eighth Line, Tenth Line and Steeles Ave east of Ninth Line, as well as along Winston Churchill Blvd;
- employment and office uses which are primarily scattered along Steeles Ave;
- a commercial site on Steeles Ave west of Winston Churchill Blvd; and
- a heritage cemetery.

The lands west of the Study Area are located with the Premier Gateway Phase 1B Secondary Plan area which contains agricultural/vacant and rural residential uses immediately adjacent to the Study Area. The lands to the east of the Study Area are located within the City of Brampton and are designated Industrial, Business Corridor, and Open Space. As a result, to both the east and west of the Study Area, the lands are ultimately planned to be developed for employment uses which will factor into evaluating the compatibility of proposed development within the Study Area to adjacent lands.

On the south side of Steeles Ave west of Eighth Line is the Toronto Premium Outlets Mall which has a regional draw and generates a large volume of traffic which will be addressed in the transportation analysis. The lands to the north and south of the Study Area are primarily agricultural/ vacant with some employment uses south of Steeles Ave and some rural residential to the north of the Study Area. The lands to the north are currently outside of the urban boundary (although they are identified as future employment area) and are therefore expected to remain in agricultural uses for the immediate future. The

impacts of the proposed development on the agricultural lands will be addressed as part of the Agricultural Impact Assessment.

There are currently 55 parcels of land within the Study Area. Agricultural/vacant parcels range in size from 3.92ha (9.68 ac.) to 38.87ha (96.05 ac.) and the other land uses range in size from 0.16 ha (0.39 ac.) to 3.45ha (8.53 ac.) Larger parcels will typically facilitate redevelopment of the land to employment uses as less land assembly will be required. Smaller parcels may be more attractive for ancillary or small office uses.

3.2 Topography

The topography is shown on Map 12 and contour intervals are 0.5 m with an elevation range from 200.5m to 220m. The high point of land occurs around Tenth Line so the land generally slopes to the east on the east side of Tenth Line and to the west on the west side of Tenth Line with drainage flowing towards watercourses and wetlands located within and adjacent to the subject lands. The topography will need to be addressed in determining the proposed servicing and grading of the area.

3.3 Natural Heritage

The general boundaries of Natural Heritage System are currently identified in the Official Plan (see Map 14) and part of the Study Area is currently within Regulated Areas under the Conservation Authorities Act addressing floodplains, wetlands, valleylands and slope hazards, and the conservation of land. Due to the extensive amount of farming that has occurred, there appears to be a low level of tree cover in the Study Area. The main natural features appear to be rivers and wetland areas.

The Natural Heritage System (NHS) will be assessed through multi-season field work and analysis as part of the Scoped Subwatershed Study to establish a more thorough understanding of the significant features and functions. This will include features that are not currently mapped such as significant wildlife habitat and unmapped wetlands. The Scoped Subwatershed Study will also address the biodiversity, connectivity, a water resource system, hydrologic functions including headwater drainage features, and ecological functions of the natural heritage system and ensure that they are protected from adverse impacts of development. The NHS will be refined through additions, deletions and/or boundary adjustments and then delineated through the Secondary Plan land use plan and policies which will be approved by the Region. Development within

the natural heritage system will be restricted to passive recreation uses, if feasible, in consultation with the local Conservation Authority.

The Study Area is within the jurisdiction of two Conservation Authorities (CA): Conservation Halton and Credit Valley Conservation as shown on Map 11. Subwatershed 6 (East Branch and East Branch Lisgar Subwatersheds) is within the Sixteen Mile Creek Watershed under Conservation Halton authority and Subwatershed 4 (the Mullet Creek Subwatershed) is within the Credit River Watershed under Credit Valley Conservation authority. Both Conservation Authorities have the same provincial mandate to protect the natural heritage system and natural hazards/hazardous lands but there may be some small differences in approach or technical analysis that will be need to be addressed as part of the study process.

3.4 Natural Hazards

The Sixteen Mile Creek east of Eighth Line has a well-defined river valley but the Mullet Creek valley, located west of Winston Churchill Blvd, is poorly defined in some locations. Hydrologic and hydraulic analyses will be completed as part of the Scoped Subwatershed Study to verify the current Flood Hazard Mapping for the area. Development on lands subject to natural hazards will be discouraged and limited to passive recreation uses, as feasible and in consultation with the applicable CA.

3.5 Stormwater

Stormwater management will be addressed under the Scoped Subwatershed Study and designed to reflect the requirements of the Ministry of Environment, Conservation and Parks (MECP) guidelines and land use development. It will be designed to manage impacts through site specific performance criteria and source control measures through conventional and Low Impact Development Best Management Practices.

Issues that will need to be addressed are outlined in the Scoped Subwatershed Study Terms of Reference and include:

- Watershed scale impact management related to water quality and quantity;
- Protection of the quantity and quality of groundwater recharge in potentially sensitive areas;
- Alternative approaches to development that lead to a more integrated and functional natural heritage system post-development including consideration of species at risk; and,

- Strategies to integrate complementary land uses such as passive recreation with existing natural features, to build on potential synergies between uses.

3.6 Servicing

There are no existing municipal watermains or sanitary sewers within the Secondary Plan area. Since the current land use within the Secondary Plan area is primarily agricultural/rural each of the properties are presumed to be serviced by private wells and private (on-site) sewage systems.

Development will be required to proceed within the Secondary Plan area on the basis of full municipal services and effective phasing of development will require detailed consideration of existing and planned Halton Region infrastructure, as well as timing of commissioning of area trunk water and wastewater infrastructure. From a wastewater servicing perspective, timing of proposed development and proposed wastewater servicing will be evaluated compared to existing downstream wastewater system capacity. For any new growth identified within the Phase 2B lands that is additional to growth considered in the Region's 2017 Development Charges Update analysis of existing treatment capacity within the Mid-Halton WWTP catchment area will also be required.

Proposed water servicing for the area will be considered under both the current Halton Region pressure zone boundary alignment as well as the Ultimate Pressure Zone Boundary alignment. The Region has identified a potential water storage deficiency within the future Zone 250 that will service the Phase 2B Employment Area. As this is only a potential deficiency, Halton Region continues to monitor the demand projections for the pressure zone and will address any projected deficiencies through the on-going Regional Comprehensive Review and the next Water and Wastewater Master Plan.

Within the Secondary Plan area, the watermain and sewer networks will need to be designed to provide for flexible phasing of development and coordinated with transportation considerations. Both Regional Master Planning and the water and wastewater technical studies completed as part of this Secondary Plan process will need to align any future water and wastewater servicing strategies with GTA West decisions and final alignment.

3.7 Transportation Infrastructure

Addressing the impacts and requirements associated with the movement of people and goods within, into and out of the employment area will be important for its development. Some of the key factors include:

- Recognizing that the creation of the new GTA West corridor 400 series highway will provide enhanced access and visibility opportunities for planned employment uses but will also create challenges for connectivity and servicing between the east and west sides of the Study Area. Its construction is not currently supported by Council due to the impacts on the agricultural community and that it will encourage modes of travel that are not consistent with its current position of declaring a climate change emergency;
- Recognizing that roads that cross GTA West highway which are not an interchange location, will be subject to an overpass, underpass, or truncation realignment;
- Recognizing the future Highway 401 corridor improvements will improve the capacity and throughput along the Highway 401 corridor but can potentially lead to more vehicular traffic given the opportunities which may negate the use of other travel modes (i.e. transit and cycling);
- Identifying necessary improvements to existing roads to accommodate the planned development. Halton Region is currently conducting a Municipal Class Environmental Assessment study for Winston Churchill Boulevard and has completed Municipal Class Environmental Assessment studies for Trafalgar Road and Ninth Line in the vicinity of the study area. Additionally, the Town of Halton Hills is currently conducting a Municipal Class Environmental Assessment study for improvements to Eighth Line from Steeles Avenue to Maple Avenue. These on-going and completed studies provide an opportunity to coordinate already planned infrastructure improvements to service the Study Area lands;
- Facilitating goods movement and accommodating heavy vehicle traffic, in particular aggregate haulage and agricultural vehicles, travelling through the Study Area;
- Identifying road network changes that can mitigate potential traffic impacts for existing rural residential;
- Designing a road network pattern that will facilitate the provision of transit services for the area and adjacent developments in the future, and minimize walking distances to potential future transit routes; and,
- Encouraging walking, cycling and public transit use through both the urban form and the provision of trails, walkways and cycling routes.

3.8 Cultural Heritage

The identification of cultural heritage resources helps to ensure that these resources will be appropriately addressed to retain the heritage attributes that express the resource's cultural heritage significance as the area develops. There is two listed but non-designated properties on the Town's Municipal Heritage Register within the Study Area. Listed properties which are not designated under the Ontario Heritage Act do not require a permit for any alterations, but the Act does require the Town be provided notice of any

intent to demolish any structures on the listed property. This allows the Town an opportunity to consider options with respect to how to deal with the property.

Background research, data collection, and field review will be conducted to determine if there are additional potential cultural heritage resources within or adjacent to the Study Area and what mitigation measures and policies will help to ensure the long-term preservation of them.

3.9 Noise and Air Quality

In addressing the creation of employment uses, it is important to determine the potential noise and air quality impacts of the proposed employment land uses within the Study Area on the existing and proposed sensitive land uses within and adjacent to the Study Area. The new GTA West transportation corridor is expected to be a significant noise source although the noise and air quality impacts from it will be assessed through its own Environmental Assessment process.

3.10 Agriculture

As noted above, the Agricultural System identified in the HROP consists of active agricultural operations currently occurring within the Study Area and on adjoining lands. This includes existing barns that are capable of housing livestock and existing equine operations in the area. A number of parcels are currently owned by development interests and are therefore not expected to continue in the long-term but there are farming operations that may continue to operate and therefore must be considered in planning for the introduction of employment uses as they will be permitted to continue. This will include the application of Minimum Distance Separation formulae.

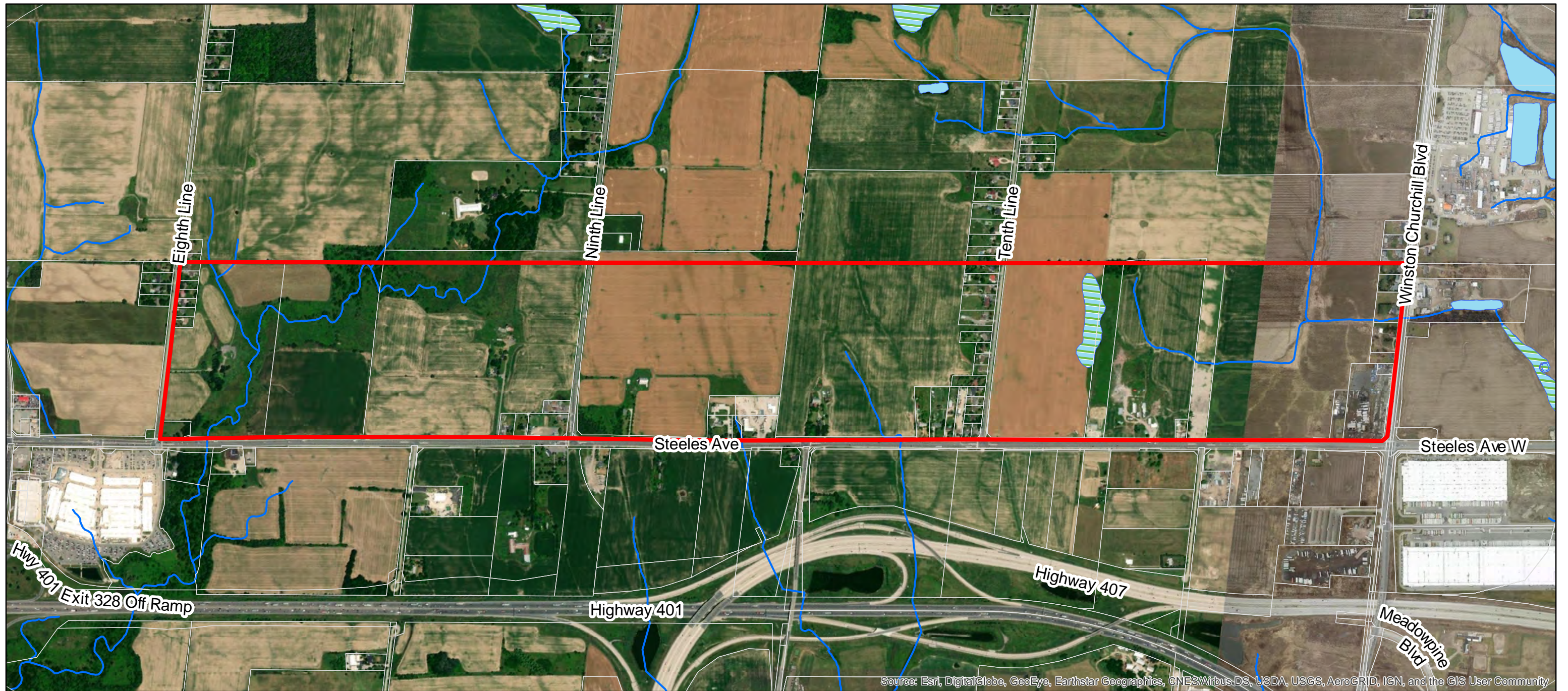
3.11 Conclusions

Based on available information, current influences on future development in the Study Area are summarized as:

Planning Consideration	Current Influences
Existing Land Use	<ul style="list-style-type: none"> • The majority of the lands are currently agricultural / vacant which provide large potential blocks for development. • The existing residential development will require careful consideration with respect to any future employment development.


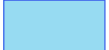


	<ul style="list-style-type: none"> • The existing employment and commercial development in the area has the potential to provide services to future employment uses.
Topography	<ul style="list-style-type: none"> • The area has rolling topography and the high point of land occurs around Tenth Line. • The topography will need to be addressed in determining the proposed servicing and grading.
Natural Heritage	<ul style="list-style-type: none"> • East Branch Lisgar within the Sixteen Mile Creek watershed, Mullet Creek within the Credit River watershed and a small wetland area appear to be the most significant natural features in the Study Area although there are also numerous headwater features. • A connected Natural Heritage System will be developed in light of the regional system and watershed directions. • Development will be restricted within natural heritage system which will include appropriate setbacks and buffers to be maintained during the development process. • The Study Area is under the jurisdiction of both Conservation Halton and Credit Valley Conservation.
Natural Hazards	<ul style="list-style-type: none"> • Hydrologic and hydraulic analyses will be completed as part of the Scoped Subwatershed Study to verify the current Flood Hazard Mapping for the area and identify the water resource system. • Development on lands subject to natural hazards will be restricted and limited to uses such as passive recreation.
Stormwater	<ul style="list-style-type: none"> • Water quality and quantity measures must be addressed through conventional and Low Impact options. • The quantity and quality of groundwater recharge must be protected in potentially sensitive areas.
Servicing	<ul style="list-style-type: none"> • The GTA West Corridor is located in the middle of the Study Area. The Area Servicing Plan completed to support the Secondary Plan will need to align any future water and wastewater servicing strategies with GTA West decision and final alignment. • The Region has identified a potential water storage deficiency within the future Zone 250 that will service the Study Area but as it is only a potential deficiency it will be addressed through the Region’s next Water and Wastewater Master Plan and Regional Municipal Comprehensive Review.


	<ul style="list-style-type: none"> • Large scale Regional water and wastewater infrastructure is planned in the new term to bring lake-based servicing to development in Halton Hills including the Eighth Line/Trafalgar Trunk sanitary sewer which should be commissioned in 2022.
Transportation	<ul style="list-style-type: none"> • The GTA West Corridor is located in the middle of the Study Area and will provide enhanced access and visibility (although the area already has good accessibility) but will create challenges for connectivity and servicing between the east and west sides of the Study Area. Based on the TPR and FAA, it is anticipated that a portion of the lands within the Study Area will be permanently precluded from development in order to accommodate the multi-model corridor. • Roads that cross GTA West highway which are not an interchange location, will be subject to an overpass, underpass, or truncation realignment.
Cultural Heritage	<ul style="list-style-type: none"> • There are two listed but non-designated properties on the Town’s Municipal Heritage Register under the Ontario Heritage Act within the Study Area.
Noise and Air Quality	<ul style="list-style-type: none"> • The potential noise and air quality impacts of the proposed employment land uses on the existing and proposed sensitive land uses within and adjacent to the Study Area must be addressed. • The analysis will not include impacts from the GTA West Corridor which is being addressed through its own Environmental Assessment process.
Agriculture	<ul style="list-style-type: none"> • There are existing farming operations within and adjacent to the Study Area that must be considered in planning for the introduction of employment uses including the application of Minimum Distance Separation formulae.



Town of Halton Hills
Premier Gateway Phase 2B
Employment Area Secondary Plan
Background Study
MAP 1
Study Area

0 150 300 600
Metres

-  Premier Gateway Phase 2B
-  Water Body
-  Wetlands
-  Watercourse

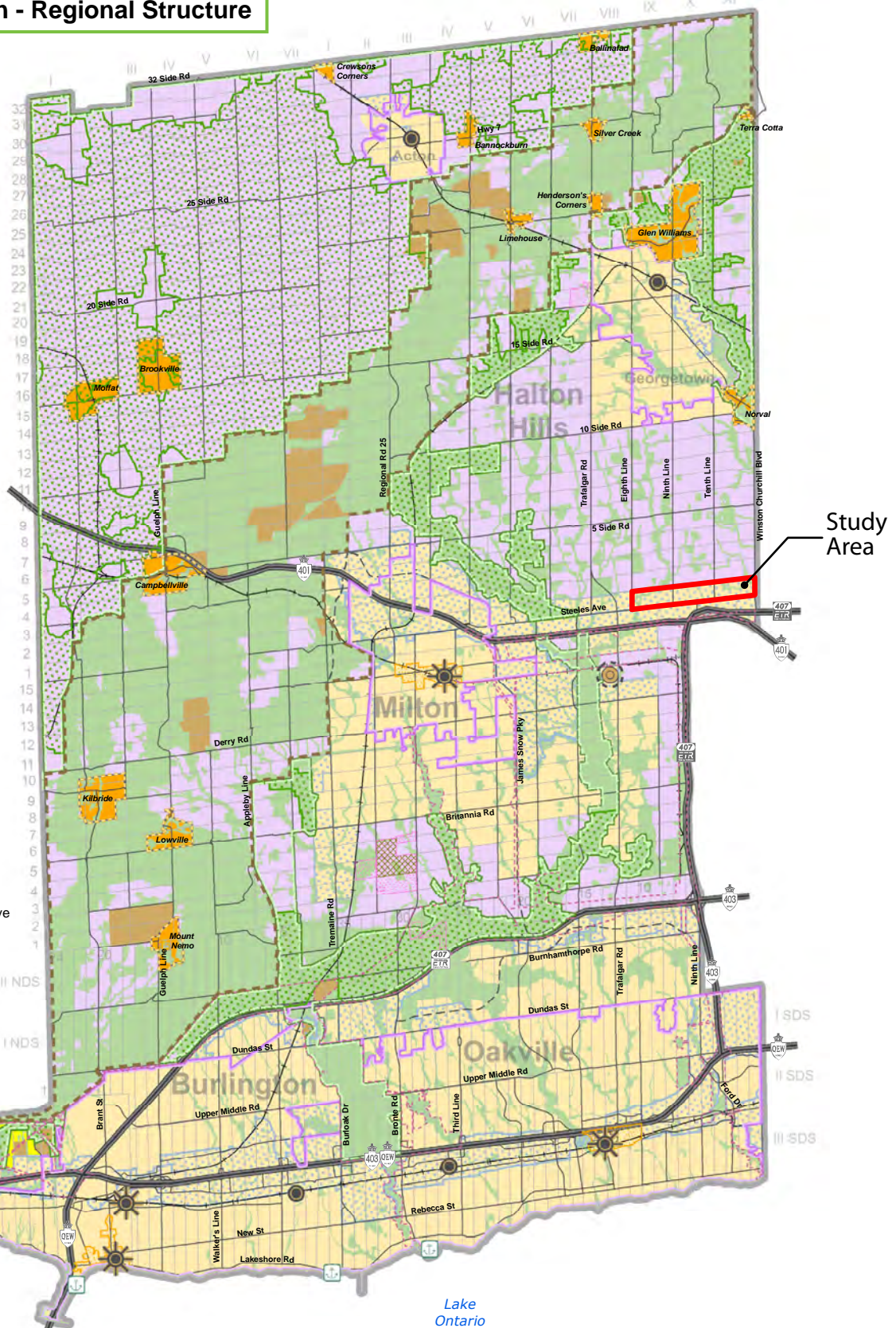
Prepared By:  October 2020

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MAP 2: Halton Region - Regional Structure

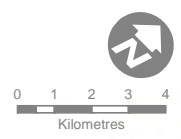
Halton Region
Official Plan
Map 1



Study Area

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

* The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 116.1.



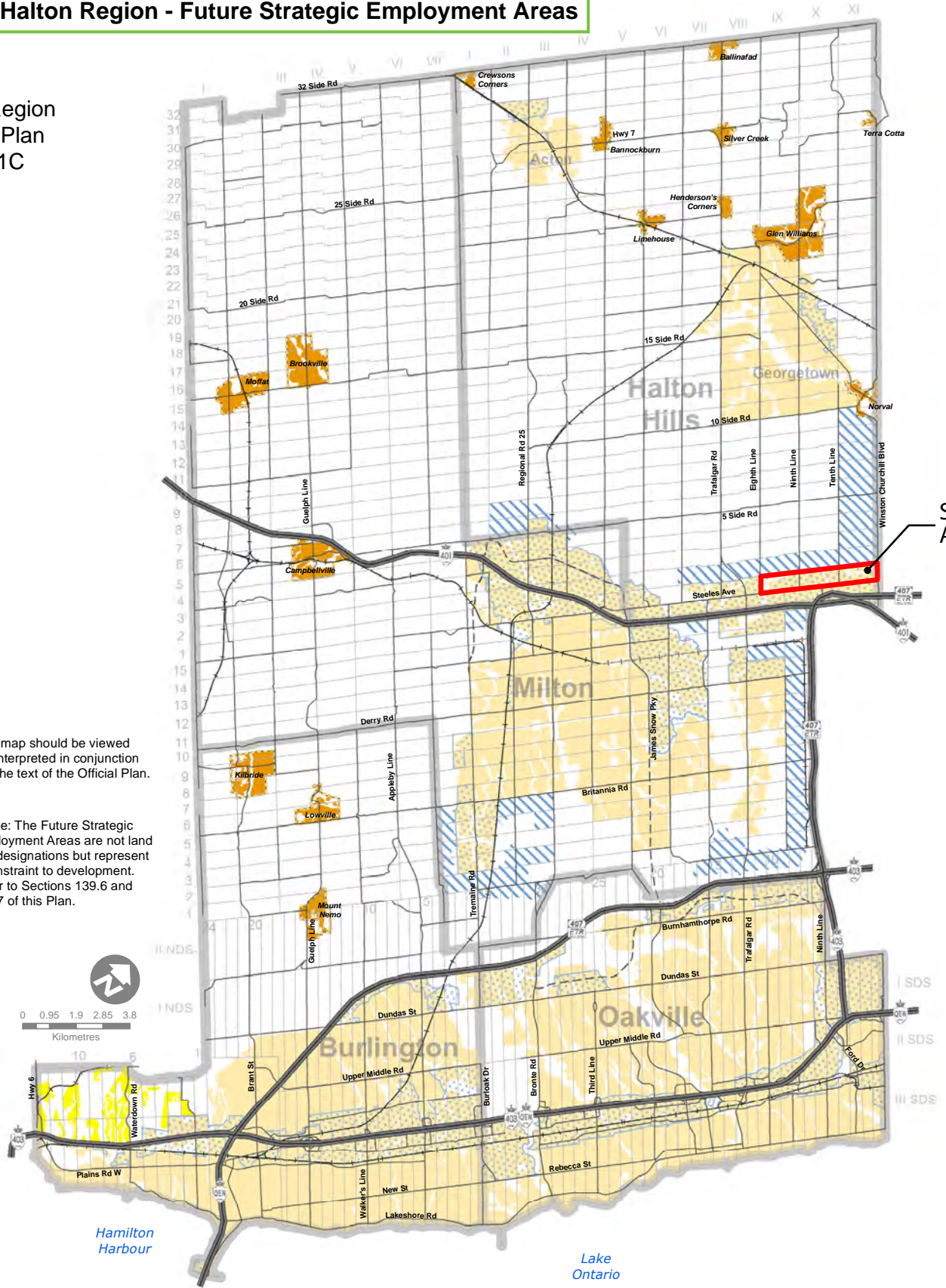
- Waterfront Park (See Map 2)
- Major Transit Station
- Proposed Major Transit Station
- Mobility Hub
- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Hamlet
- Agricultural Area
- Regional Natural Heritage System *
- Mineral Resource Extraction Area
- North Aldershot Policy Area
- Greenbelt Natural Heritage System (Overlay)
- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Built Boundary
- Employment Area
- Urban Growth Centre
- Area Eligible for Urban Servicing
- Halton Waste Management Site

MAP 3: Halton Region - Future Strategic Employment Areas

Halton Region
Official Plan
Map 1C

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

* Note: The Future Strategic Employment Areas are not land use designations but represent a constraint to development. Refer to Sections 139.6 and 139.7 of this Plan.

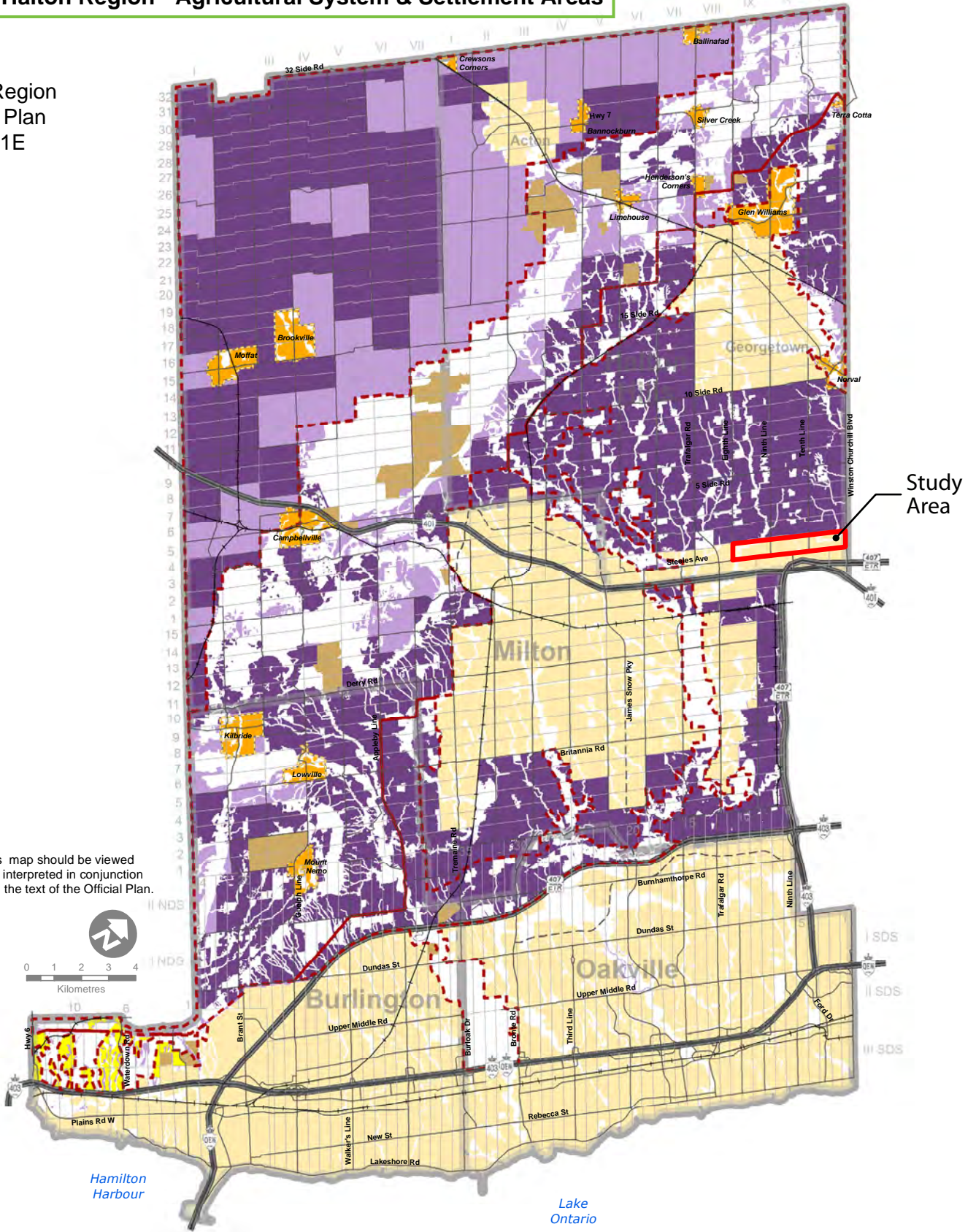


Study Area

- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- == Provincial Freeway
- Lot and Concession Line
- ▬ Municipal Boundary
- Urban Area
- Hamlet
- North Aldershot Policy Area
- Future Strategic Employment Areas (Overlay)*
- Employment Area

MAP 4: Halton Region - Agricultural System & Settlement Areas

Halton Region
Official Plan
Map 1E



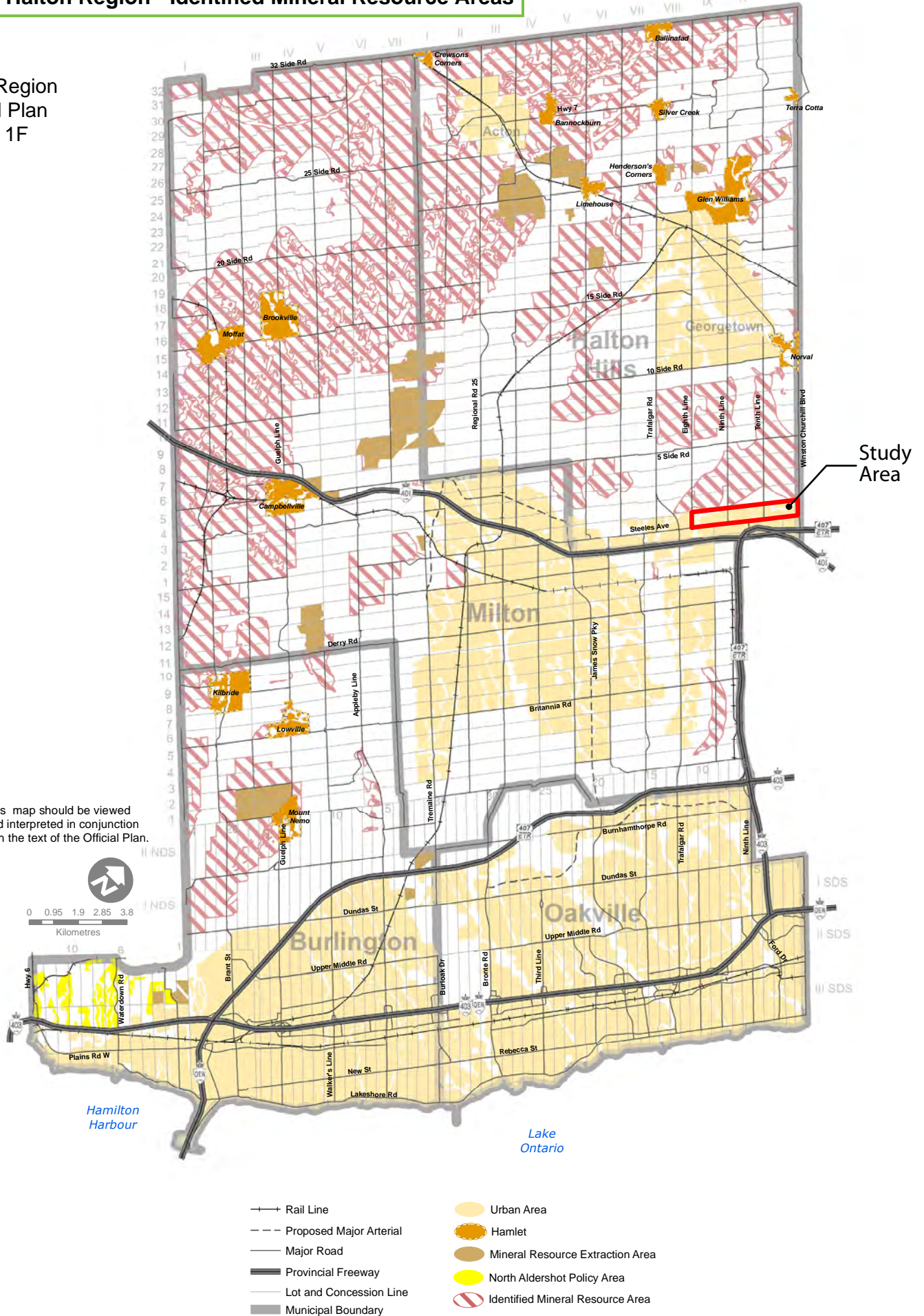
This map should be viewed and interpreted in conjunction with the text of the Official Plan.



- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> —+— Rail Line - - - Proposed Major Arterial — Major Road — Provincial Freeway — Lot and Concession Line — Municipal Boundary | <p>Settlement Areas</p> <ul style="list-style-type: none"> Urban Area Hamlet <p>Rural Clusters as defined in Local Official Plans</p> | <p>Agricultural System</p> <ul style="list-style-type: none"> Prime Agricultural Areas Agricultural System outside Prime Agricultural Areas | <ul style="list-style-type: none"> Mineral Resource Extraction Area North Aldershot Policy Area Greenbelt Plan Boundary |
|---|--|--|--|

MAP 5: Halton Region - Identified Mineral Resource Areas

Halton Region
Official Plan
Map 1F

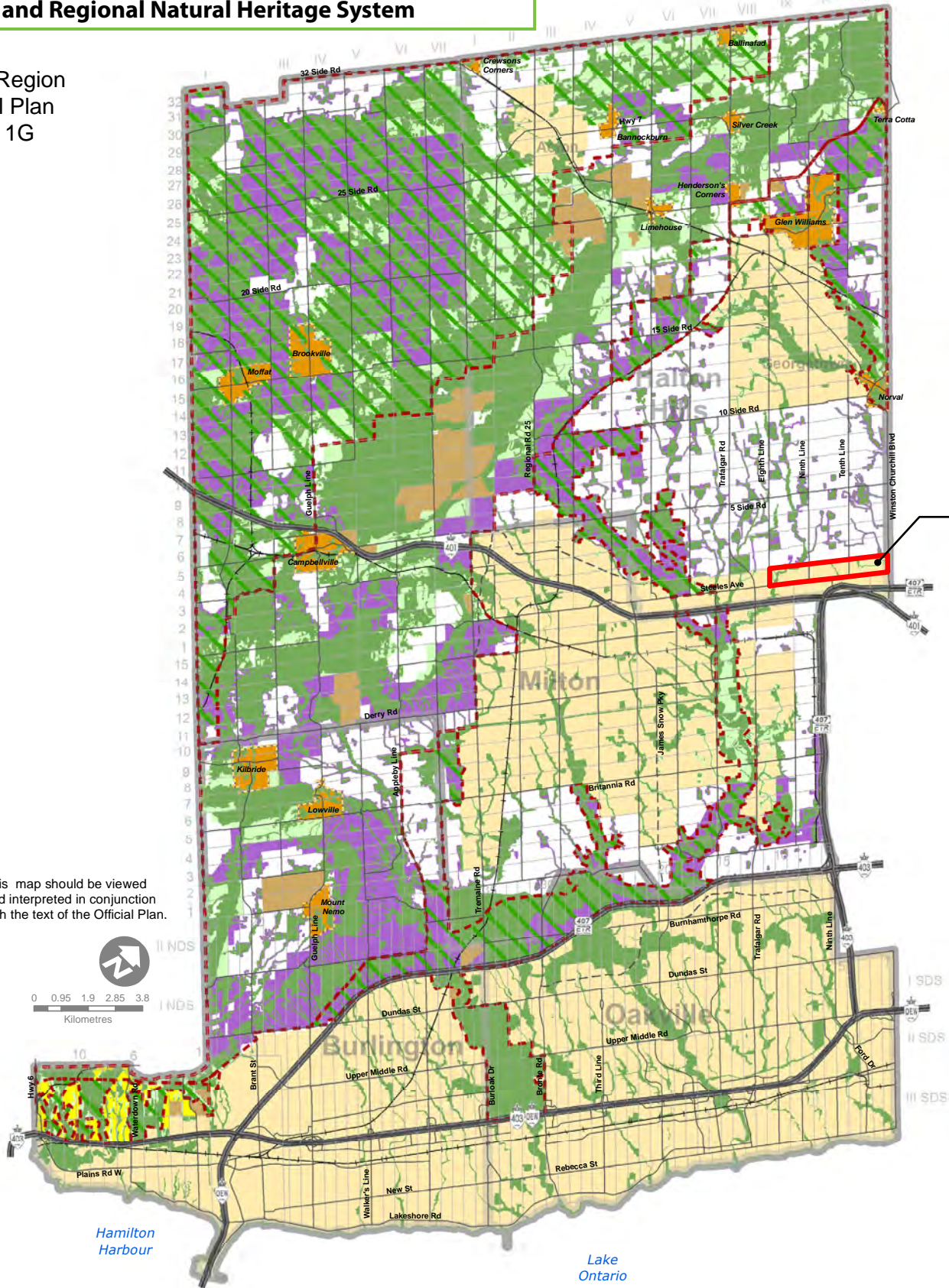


This map should be viewed and interpreted in conjunction with the text of the Official Plan.

MAP 6: Halton Region - Key Features with the Greenbelt and Regional Natural Heritage System

Halton Region
Official Plan
Map 1G

This map should be viewed and interpreted in conjunction with the text of the Official Plan.

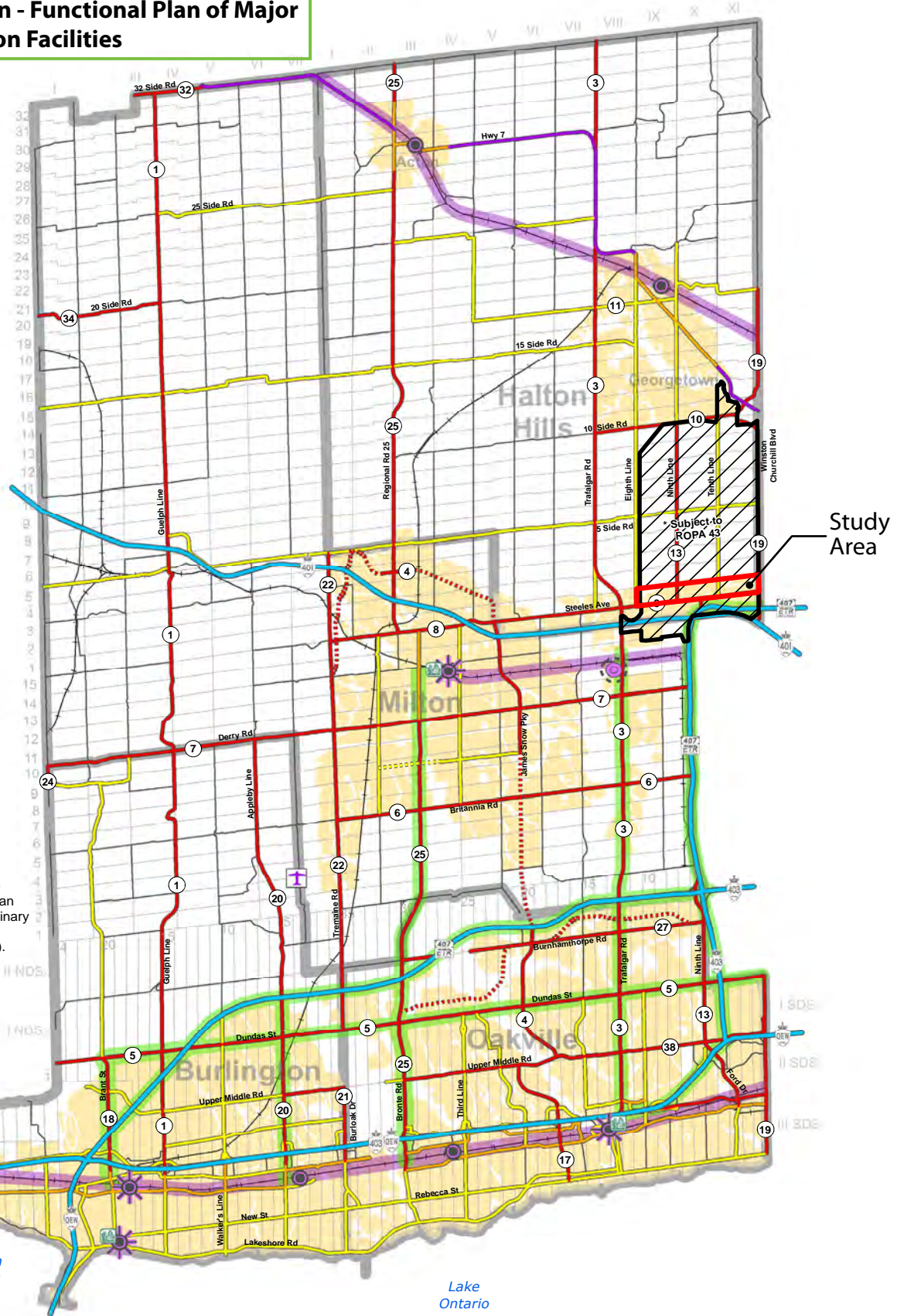


Study Area

- Rail Line
- Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- Greenbelt Plan Boundary
- Urban Area
- Hamlet
- Key Features
- Enhancement Areas, Linkages and Buffers
- Prime Agricultural Areas in NHS Enhancements/Linkages/Buffers
- Greenbelt NHS
- Mineral Resource Extraction Area
- North Aldershot Policy Area

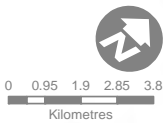
MAP 7: Halton Region - Functional Plan of Major Transportation Facilities

Halton Region
Official Plan
Map 3



This map should be viewed and interpreted in conjunction with the text of the Official Plan.

Map 3 as currently shown, will be updated by amendment to this Plan upon the identification of a preliminary route planning study area in accordance with Section 173(5.1).



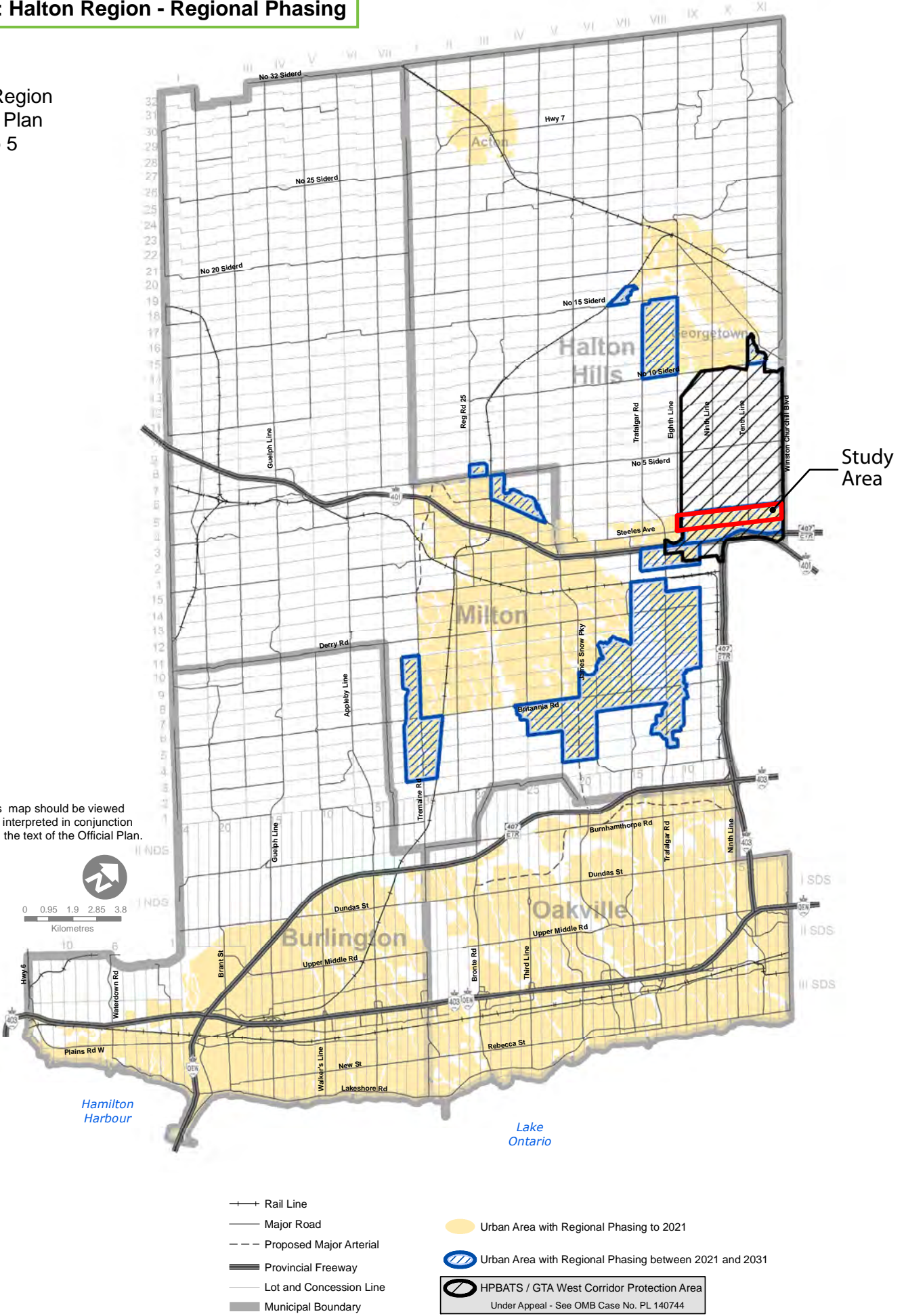
- Urban Growth Centre
- Mobility Hub
- Major Transit Station
- Proposed Major Transit Station
- Airport
- Rail Line
- Major Road
- Lot and Concession Line
- Municipal Boundary
- Urban Area
- Higher Order Transit Corridor
- Commuter Rail Corridor
- HPBATS / GTA West Corridor Protection Area
- Under Appeal - See OMB Case No. PL 140744
- Provincial Highway
- Major Arterial
- Multi-Purpose Arterial
- Minor Arterial
- Provincial Freeway
- Proposed Major Arterial
- Proposed Minor Arterial

Note: Map 3 as currently shown, will be updated by amendment to this Plan, upon completion of the Transportation Master Plan undertaken to meet travel demands to the year 2031.

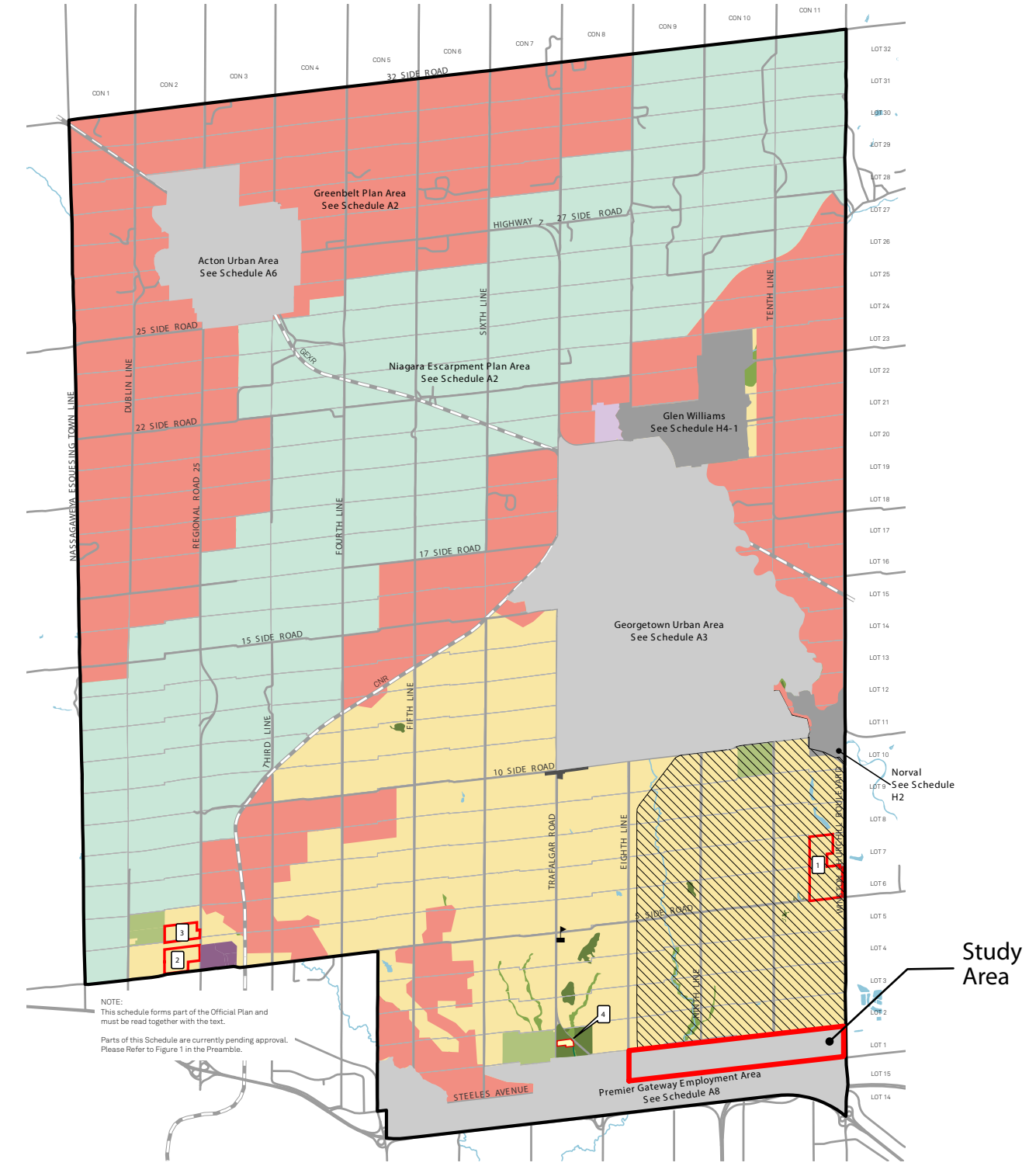
MAP 8: Halton Region - Regional Phasing

Halton Region
Official Plan
Map 5

This map should be viewed and interpreted in conjunction with the text of the Official Plan.



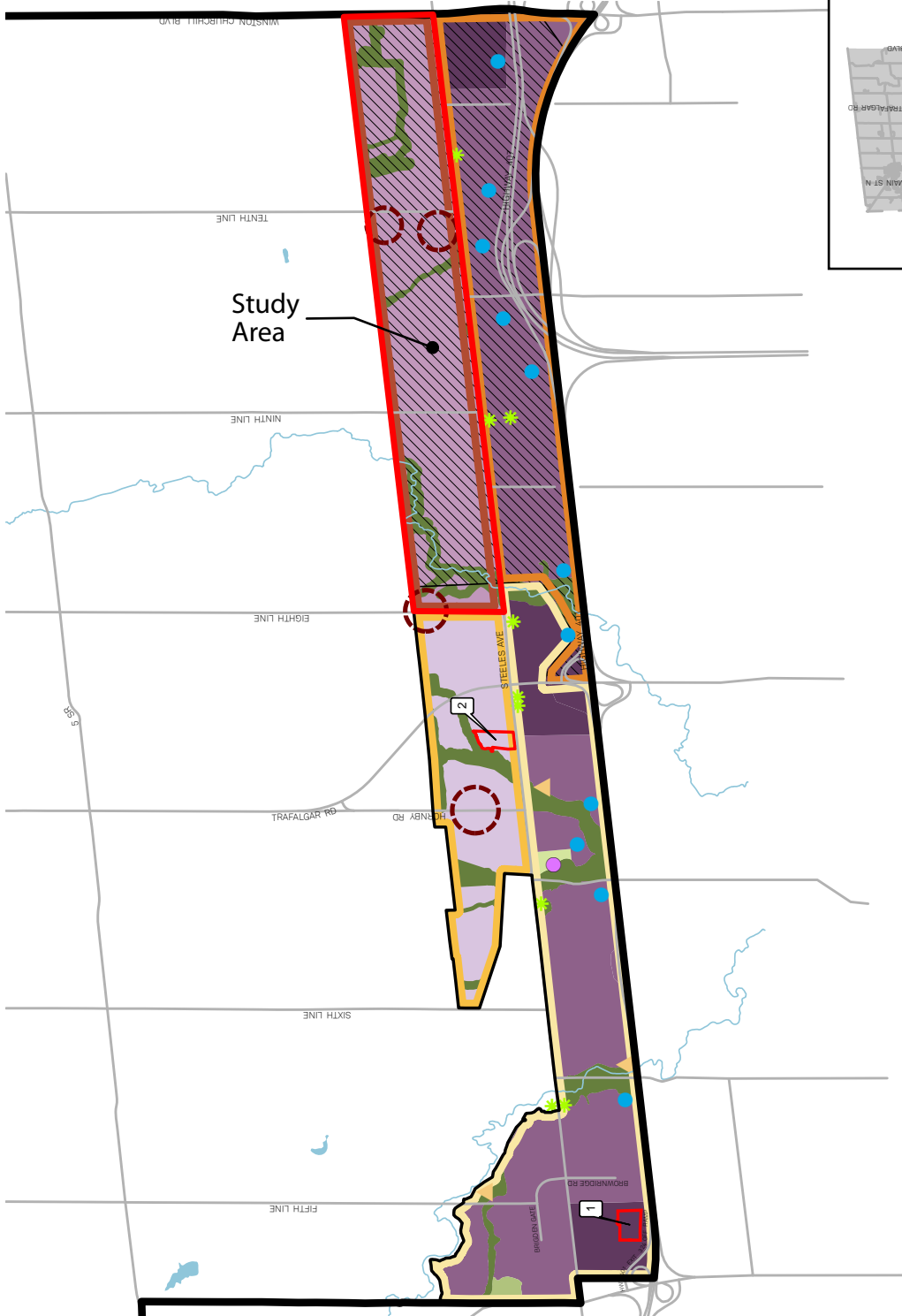
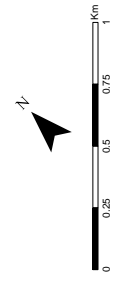
MAP 9: Town of Halton Hills - Land Use



- | | | | |
|---|--|--------------------------------|--|
| Environmental & Open Space Areas | Urban Areas | Agricultural/Rural Area | Town of Halton Hills Boundary |
| Greenlands A | Urban Area | Hamlet Area | Special Policy Area |
| Greenlands B | Major Institutional Area | Rural Cluster Area | HPBATS/GTA West Corridor Protection Area |
| Private Open Space Area | General Employment Area (Regional Phasing 2021-2031) | Agricultural Area | Waterbody |
| | | Niagara Escarpment Plan Area | Watercourse |
| | | Protected Countryside Area | Railway Line |
| | | | School |

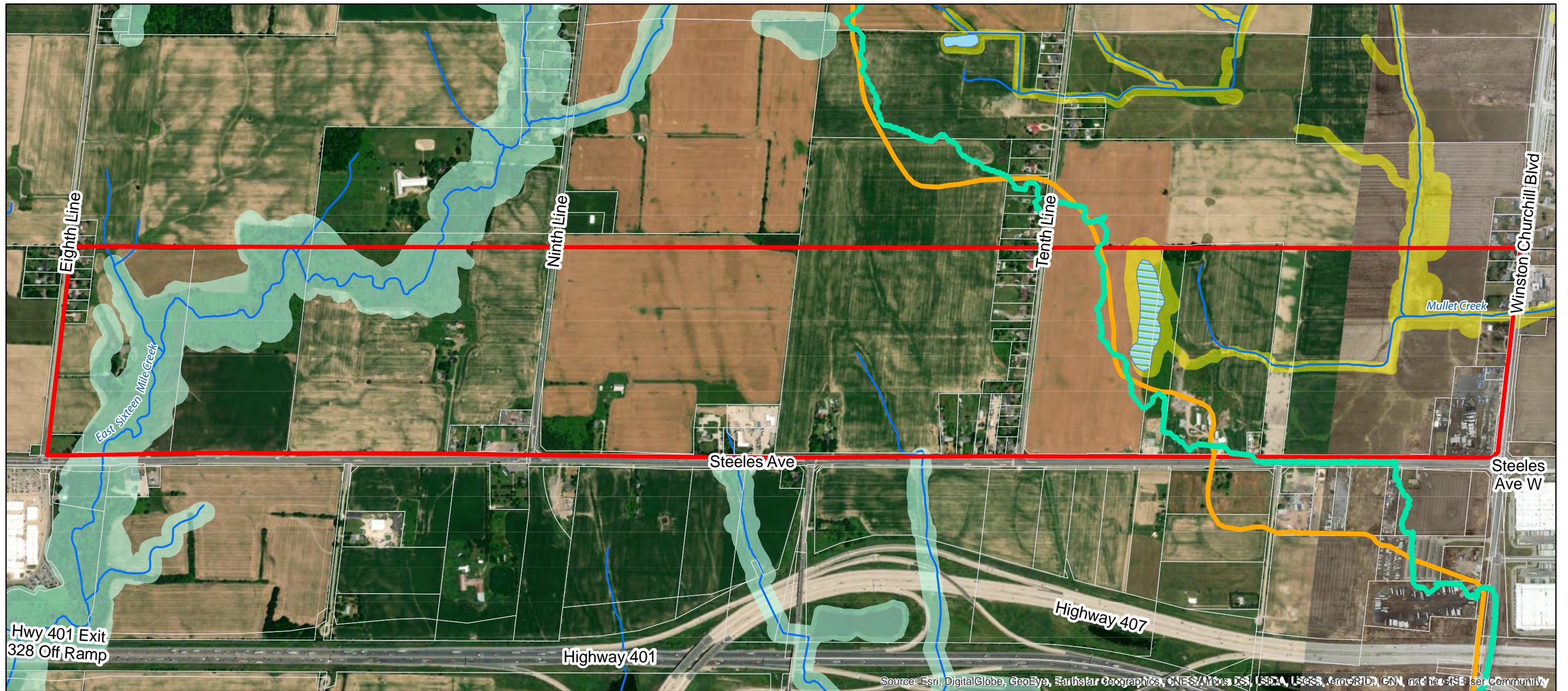
MAP 10: Town of Halton Hills - Premier Gateway Employment Area Land Use

- Phase 1B Employment Area
- Phase 2B Employment Area
- Prestige Industrial Area
- Gateway Area
- Major Parks and Open Space Area
- Private Open Space Area
- Greenlands
- Employment Phase 1A
- Employment Phase 1B
- Employment Phase 2A (Regional Phasing 2021-2031)
- Employment Phase 2B (Regional Phasing 2021-2031)
- Existing Rural Residential Concentration
- Special Policy Area
- HRM's GTA West Corridor Protection Area
- Town of Halton Hills Boundary
- Urban Boundary
- Waterbody
- Watercourse
- Community Park
- Building with Historic Significance
- Stormwater Management Pond
- Potentially Unstable Slope



SCHEDULE A8 PREMIER GATEWAY EMPLOYMENT AREA LAND USE PLAN

NOTE:
The schedule forms part of the Official Plan and must be read together with this text.
Parts of this Schedule are currently pending approval. Please Refer to Figure 1 in the Preamble.



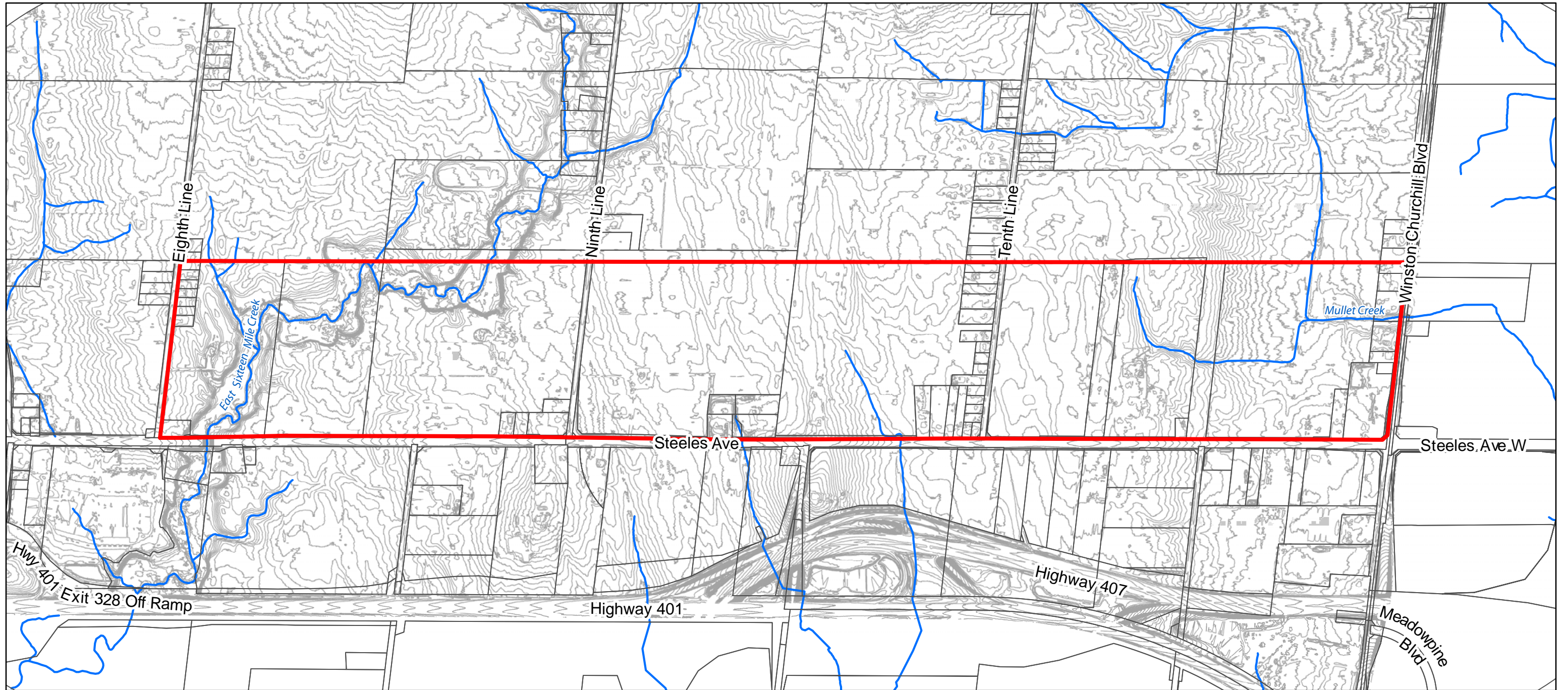
Town of Halton Hills
 Premier Gateway Phase 2B
 Employment Area Secondary Plan
 Background Study
MAP 11
 Conservation Authority
 Regulation Areas



- Premier Gateway Phase 2B
- Conservation Halton Boundary
- Water Body
- Wetlands
- Watercourse
- Conservation Halton Regulation Limits
- Credit Valley Conservation Boundary
- Credit Valley Conservation Regulation Limits




Prepared by: July 2020

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Town of Halton Hills
 Premier Gateway Phase 2B
 Employment Area Secondary Plan
 Background Study
MAP 12
Topography

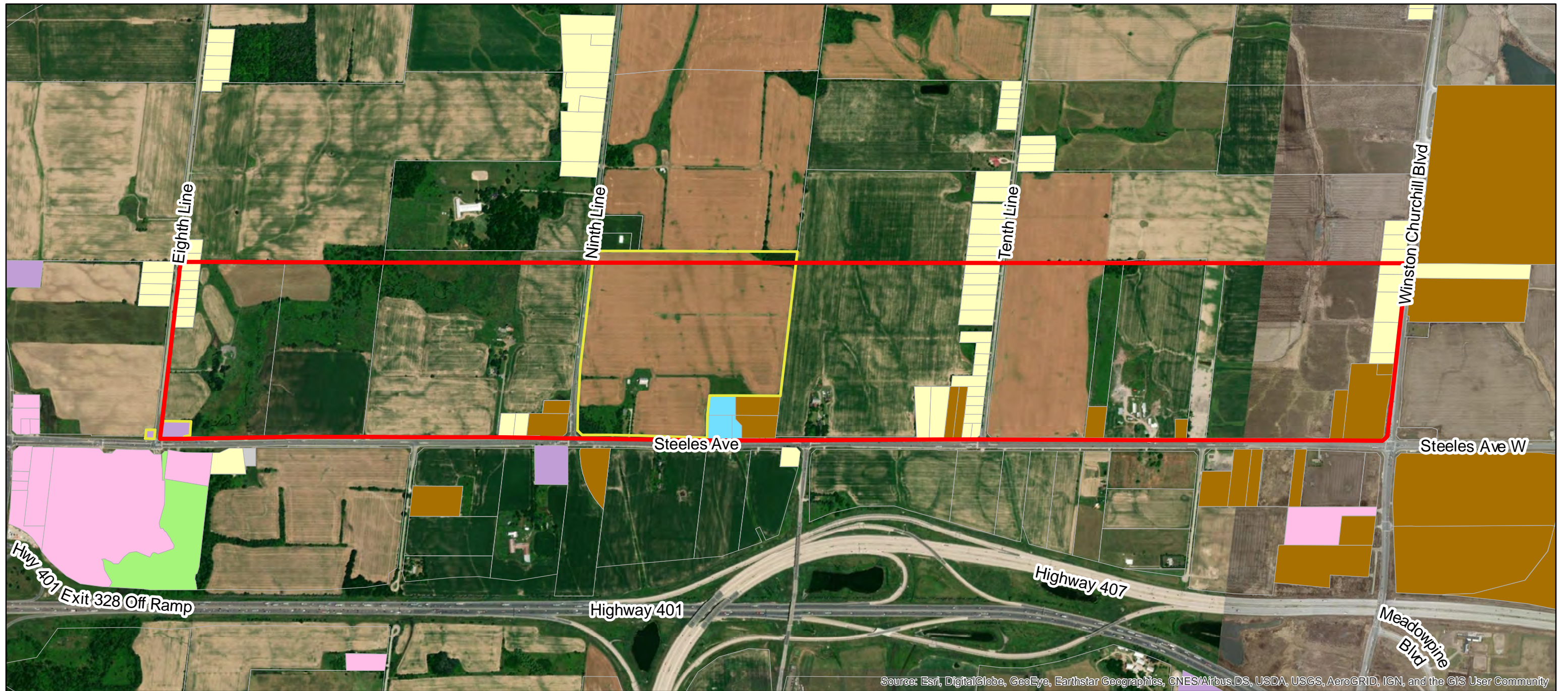
0 150 300 600
 Metres

-  Premier Gateway Phase 2B
-  Watercourse
-  Contour Line (0.5m)

Prepared By:  October 2020

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Town of Halton Hills
 Premier Gateway Phase 2B
 Employment Area Secondary Plan
 Background Study
MAP 13
Existing Land Use
 (NOTE: Land Use Survey July 21, 2020)

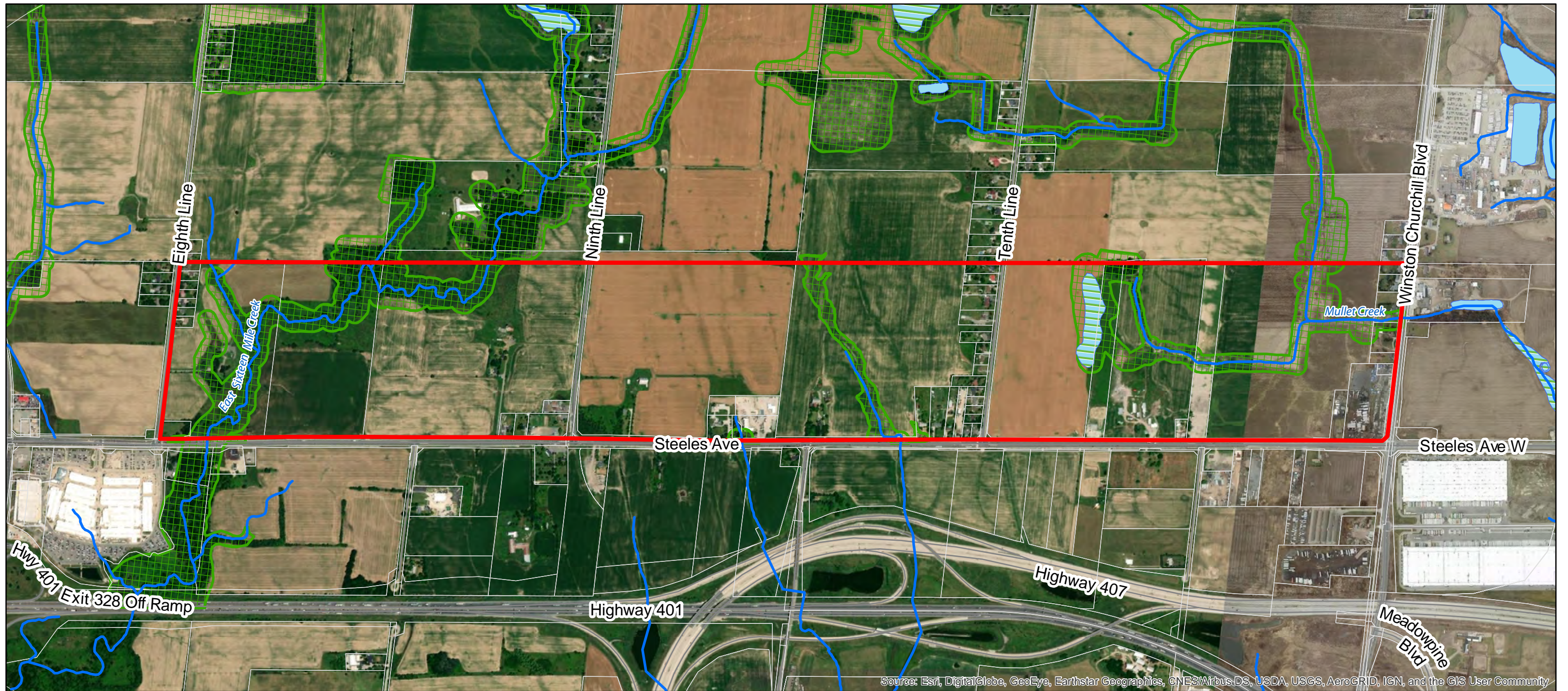
0 150 300 600
 Metres

- | | | | |
|--|--------------------------|--|-------------------------------|
| | Premier Gateway Phase 2B | | Utility |
| | Agricultural/ Vacant | | Municipally Owned Valleylands |
| | Rural Residential | | Listed Heritage Property |
| | Commercial | | |
| | Employment | | |
| | Office | | |
| | Institutional | | |

Prepared By:  October 2020

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Town of Halton Hills
 Premier Gateway Phase 2B
 Employment Area Secondary Plan
 Background Study
MAP 14
Natural Heritage System

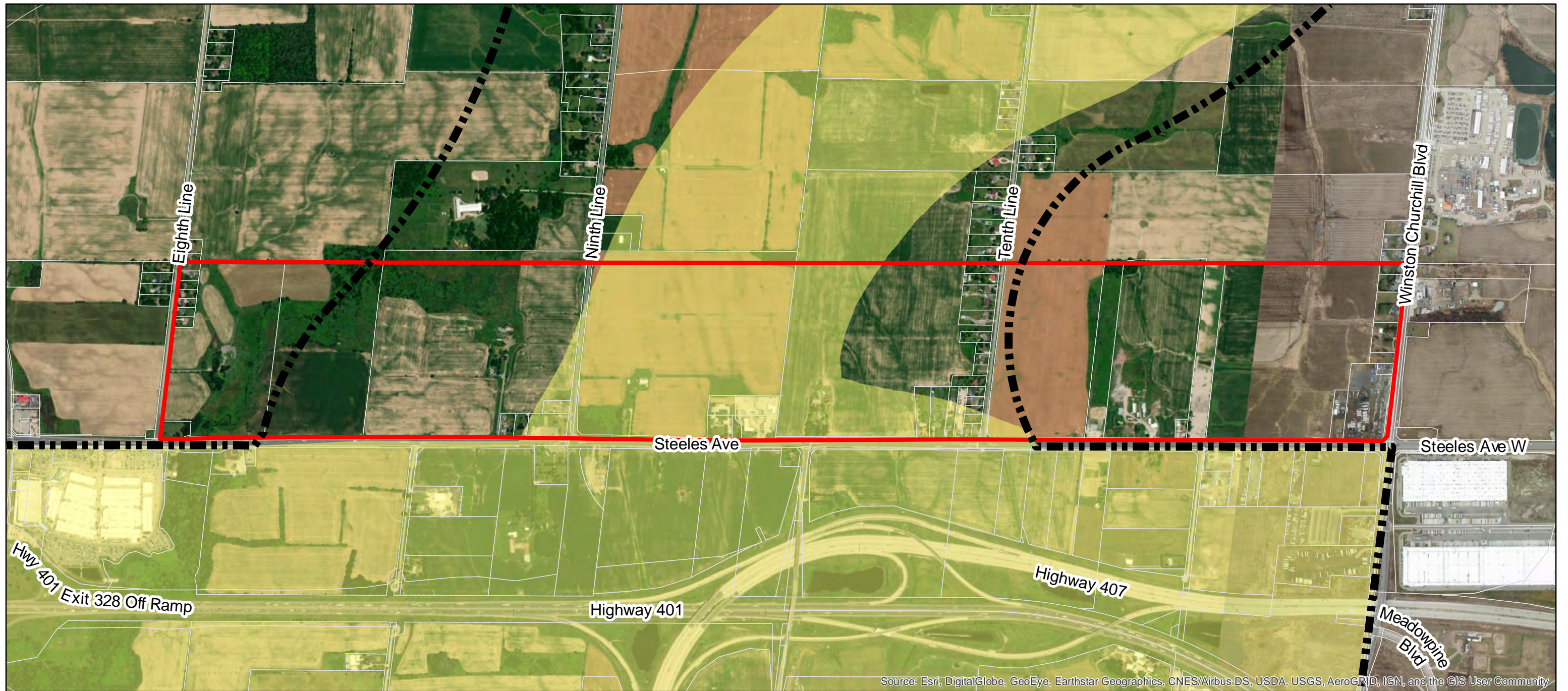
0 150 300 600
 Metres

-  Premier Gateway Phase 2B
-  Natural Heritage System as Identified in ROPA 38
-  Water Body
-  Wetlands
-  Watercourse

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

MAP 15
GTA West
Transmission Corridor

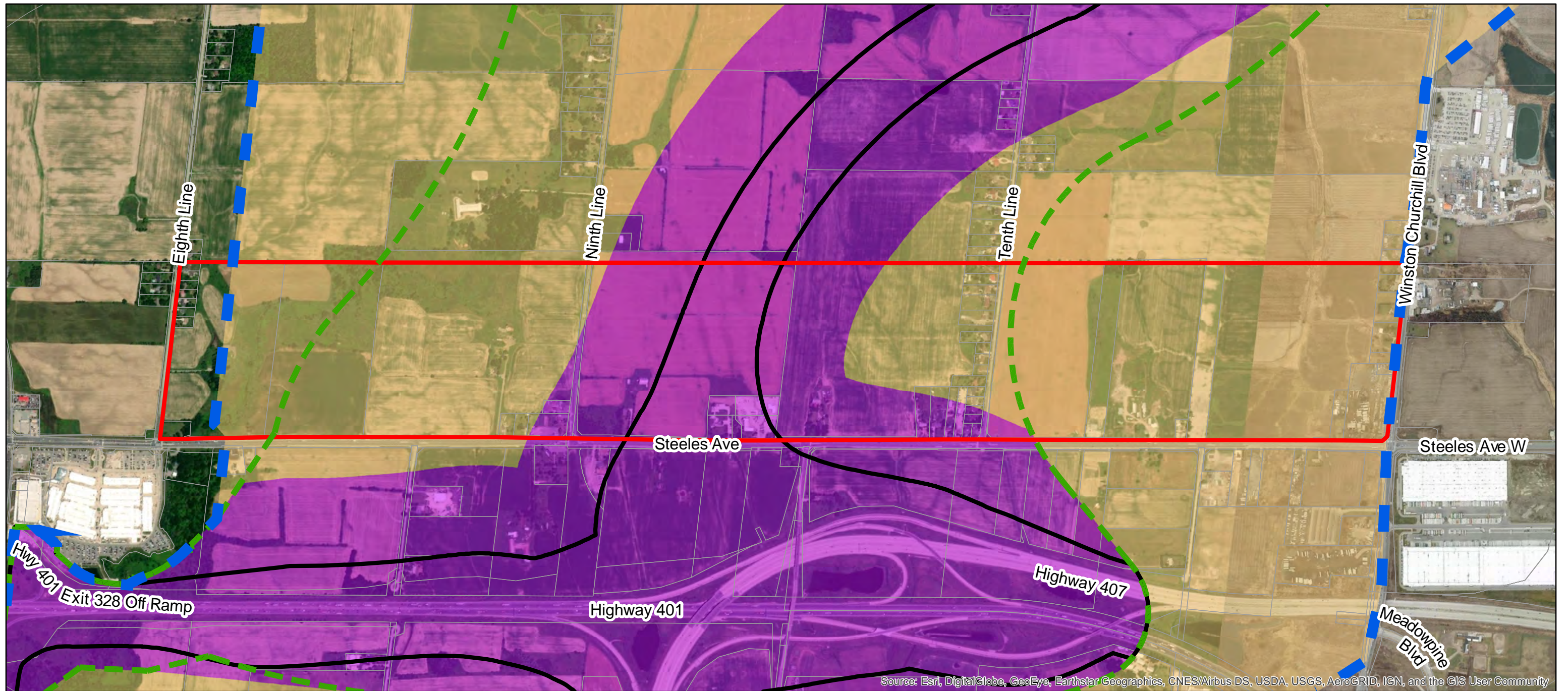
0 150 300 600
Metres

-  Premier Gateway Phase 2B
-  Transmission Corridor Study Area
-  Transmission Corridor Narrowed Area of Interest

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Town of Halton Hills
 Premier Gateway Phase 2B
 Employment Area Secondary Plan
 Background Study
MAP 16
GTA West
Transportation Corridor

0 150 300 600
 Metres

	Premier Gateway Phase 2B
	Transportation Corridor Study Area
	Alternative Routes Area
	Preferred Route Area
	Focused Analysis Area
	Reduced Interest Area

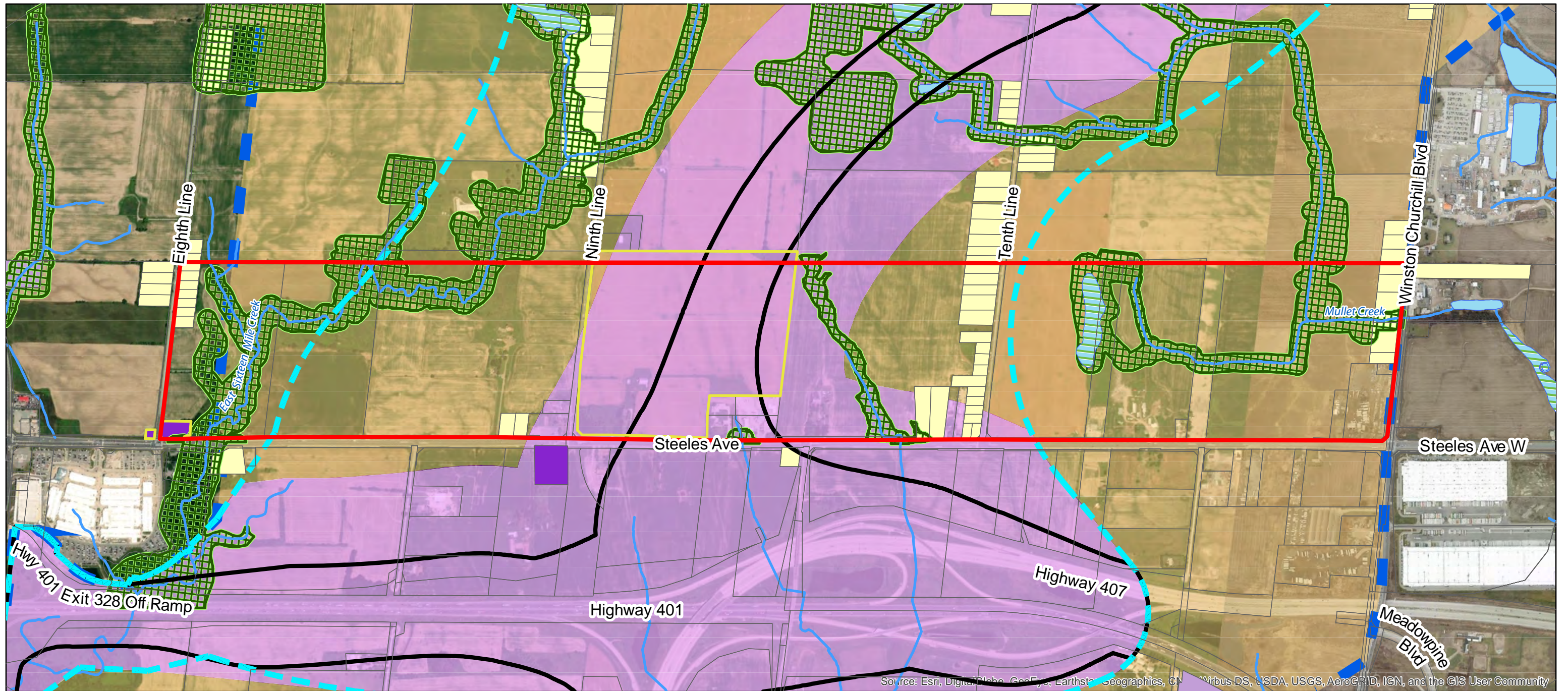
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Town of Halton Hills
Premier Gateway Phase 2B
Employment Area Secondary Plan
Background Study
MAP 17
Constraints Mapping

0 150 300 600
Metres

	Premier Gateway Phase 2B		Existing Rural Residential
	Transportation Corridor Study Area		Existing Institutional
	Alternative Routes Area		Natural Heritage System as Identified in ROPA 38
	Preferred Route Area		Water Body
	Focused Analysis Area		Wetlands
	Reduced Interest Area		Watercourse
			Listed Heritage Property

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Appendix A

Planning Policy Review

A. Planning Policy Review

A.1 Introduction

The Provincial Policy Statement 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), and the Halton Region Official Plan (HROP) provide broad policy direction with respect to development in the Premier Gateway Phase 2B Employment (Phase 2B) Lands. However, for the detailed planning required at the secondary plan level for the Phase 2B Lands, the Town's Official Plan establishes the key policy directions.

A detailed analysis of the policy framework is outlined in the following sections. The analysis reviews the general applicability of the Provincial plans, followed by a discussion of the policies relevant to the Secondary Plan in each Provincial plan. It then addresses the applicability of the Official Plans of the Region and the Town and their relevant policies. It concludes by summarizing the key policy directions.¹

A.2 Provincial Plan Applicability

The Town is required with respect to the PPS and Growth Plan to exercise any authority that affects a planning matter as follows:

PPS

The PPS is issued under the authority of Section 3 of the Planning Act. Section 3 requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. It should also be noted that Section 4.4 of the PPS establishes that the PPS is to be read in its entirety and all relevant policies are to be applied to each situation. The new PPS came into effect on May 1, 2020 which replaces the previous version from 2014. The relevant policies of the new PPS are highlighted.

¹ Note: The analysis summarizes the policy framework; reference should be made to the documents themselves for a complete understanding of all the policies.

Growth Plan

The Growth Plan is intended to inform decision-making with respect to growth management in the Greater Golden Horseshoe. It was prepared and approved under the Places to Grow Act, 2005 and applies to all decisions on matters, proceedings or applications made under the Planning Act and the Condominium Act, 1998. The Growth Plan is to be read in conjunction with the PPS and other relevant Provincial Plans. The Growth Plan prevails where there is a conflict between the PPS and the Growth Plan. The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails. It should also be noted that Section 5.4.1.1 of the Growth Plan establishes that the Growth Plan is to be read in its entirety and all relevant policies are to be applied to each situation. The Growth Plan came into effect on May 16, 2019.

A.3 PPS

The policies of the PPS are found in Part V of the document and relate to the following general categories:

- Section 1.0 Building Strong Healthy Communities
- Section 2.0 Wise Use and Management of Resources
- Section 3.0 Protecting Public Health and Safety
- Section 4.0 Implementation and Interpretation
- Section 5.0 Figure 1
- Section 6.0 Definitions.

Key policies relevant to the Secondary Plan are summarized below.

Section 1.0 Building Strong Healthy Communities

The policies in Section 1.0 provide direction related to the creation of “efficient land use and development patterns” which support sustainability with the intent of creating “strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.”

Specific directions related to efficient and resilient development and land use patterns, which also reflect recognition of the link between the management of growth and the provision of

infrastructure and public services facilities (e.g. fire and police services, education), are found in Section 1.1 and include:

- providing sufficient land to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines although nothing in this policy limits the planning for infrastructure and, public service facilities and employment areas beyond a 25-year time horizon. (Section 1.1.2)
- providing for land use patterns in settlement areas based on densities and a mix of land which efficiently use land and resources, as well as “infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”; and minimize negative impacts to air quality and climate change, prepare for the impacts of a changing climate, promote energy efficiency, support active transportation and transit, and are freight supportive (Section 1.1.3.2);
- providing that new development in designated growth areas occur adjacent to existing built-up areas and “should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities” (Section 1.1.3.6);
- phasing policies should be established and implemented to ensure that intensification and redevelopment are achieved prior to, or concurrent with, new development in designated growth areas and ensure orderly growth in designated growth areas “and the timely provision of the infrastructure and public service facilities required to meet current and projected needs” (Section 1.1.3.7); and
- only allowing expansion of a settlement area boundary at the time of a comprehensive review where it has been demonstrated that sufficient opportunities to accommodate growth and satisfy market demand are not available to accommodate projected needs, that infrastructure and public service facilities are suitable for the development over the long term, are financially viable and protect public health and safety and the natural environment, that in prime agricultural areas there are no reasonable alternatives to avoid prime agricultural areas or no reasonable alternatives on lower priority land, that the expanding settlement area is in compliance with minimum distance separation formulae and the impact from the expansion on agricultural operations are mitigated to the extent feasible (Section 1.1.3.8).
- permitting adjustments of settlement area boundaries outside a comprehensive review provided: there would be no net increase in land within the settlement areas; the adjustment would support the municipality’s ability to meet intensification and redevelopment targets established by the municipality; prime agricultural areas are addressed; and the settlement area to which lands would be added is appropriately

serviced and there is sufficient reserve infrastructure capacity to service the lands. (Section 1.1.3.9)

Section 1.0 also provides other relevant directions which include:

- Section 1.2 Coordination - requires a coordinated, integrated and comprehensive approach when dealing with planning matters with other levels of government and agencies. This includes managing and promoting growth and development that is integrated with infrastructure planning; economic strategies; and population and employment projections based on regional markets. Requiring planning authorities to engage with Indigenous communities and coordinate on land use planning matters
- Section 1.2.6 Land Use Compatibility - directs that major facilities and sensitive land uses shall be planned and developed to prevent, or if avoidance is not possible, minimize and mitigate adverse effects, minimize risk to public health and safety and to ensure long term operational and economic viability of the major facilities in accordance with provincial guidelines, standards and procedures. Where avoidance is not possible, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures: a) there is an identified need for the proposed use; b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; c) adverse effects to the proposed sensitive land use are minimized and mitigated; and d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated
- Section 1.3 Employment Areas – states that planning authorities should provide for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; provide opportunities for a diversified economic base; facilitate the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; promote economic development and competitiveness including “providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses” and “ensuring the necessary infrastructure is provided to support current and projected needs”.
- Section 1.3.2 Employment Areas – “Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.” Employment areas planned for industrial and manufacturing

uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas. Within employment areas planned for industrial or manufacturing uses, residential uses are prohibited and other sensitive land uses that are not ancillary to the primary employment uses are prohibited or limited in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

- Section 1.3.4 - conversion of lands within employment areas to non-employment uses may be permitted through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.
- *Section 1.3.2.5* - Lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant or as regionally significant provided: there is an identified need for the conversion and the land is not required for employment purposes over the long term; the proposed uses would not adversely affect the overall viability of the employment area; and existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.
- Section 1.3.2.7 - Planning authorities may plan beyond 25 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.
- Section 1.6 Infrastructure and Public Service Facilities -includes general policies, as well as specific direction related to sewage, water and stormwater, transportation systems, transportation and infrastructure corridors and airports, rail and marine facilities. The general directions in Sections 1.6.1 - 1.6.5 inclusive are intended to promote a “coordinated, efficient and cost-effective” approach to the provision of infrastructure and public service facilities that considers the impacts from climate change. Use, including adaptive re-use, of existing infrastructure and public service facilities is to be optimized where feasible before new infrastructure is developed. Systems should prepare for the impacts of a changing climate. In addition, the use of green infrastructure should be promoted.

Specific directions related to infrastructure and public service facilities relevant to the Phase 2B Lands include:

- Section 1.6.6 Sewage, Water and Stormwater

The policies of Section 1.6.6 identify municipal sewage and water services as the preferred for servicing of settlement areas to protect the environment and minimize risk to human health and safety (Section 1.6.6.2) and promote efficient use and optimization of existing

systems (Section 1.6.6.1 a). Section 1.6.6.1 also requires that the planning for sewage and water services:

- “b) ensure that these systems are provided in a manner that:
 1. can be sustained by the water resources on which such systems rely;
 2. prepares for the impacts of changing climate
 2. is feasible and financially viable over their life cycle; and
 3. protects human health and safety and the natural environment;
 - c) promote water conservation and water use efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process;
- Section 1.6.6.7 provides general direction with respect to planning for stormwater management including integrating it with sewage and water services, minimizing, or, where possible, preventing increases in contaminant loads; minimizing *erosion and* changes in water balance, and preparing for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; mitigating risks to human health, safety, property and the environment; maximizing the extent and function of vegetative and pervious surfaces; and promoting stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.
 - Section 1.6.7 Transportation Systems

The policies require the following:

- Section 1.6.7.1 – transportation systems are to be “safe, energy efficient, facilitate movement of people and goods and are appropriate to address projected needs”;
- Section 1.6.7.2 – efficient use should be made of “existing and planned infrastructure, including the use of transportation demand strategies, where feasible”;
- Section 1.6.7.3 – “As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries”;

- Section 1.6.7.4 – a land use pattern, density and mix of uses which minimizes length and number of vehicle trips, supports the current and future use of transit and active transportation is to be promoted;
- Section 1.6.8 Transportation and Infrastructure Corridors

The policies of Section 1.6.8 are designed to ensure that corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems are planned for and protected. Major goods movement facilities and corridors are to be protected for the long term. Section 1.6.8.3 states:

“Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”

- Section 1.7 Long Term Economic Prosperity – outlines directions that support this objective including “promoting opportunities for economic development and community investment-readiness”; “optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities”; “encouraging a sense of place, by promoting well designed built form and cultural planning, and by conserving features that help define character”; “providing for an efficient, cost-effective, reliable multimodal transportation system” and “minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature”.
- Section 1.8 Energy, Conservation, Air Quality and Climate Change – directs that energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate be supported through land use and development patterns that meet a number of criteria including compact form and a structure of nodes and corridors; promotion of active transportation and transit; focus of major employment, commercial and other travel-intensive uses on sites well served by transit or designing them to facilitate future transit; focus freight intensive land use to areas well served by major highways. In addition, design and orientation is promoted which maximizes energy efficiency and conservation and the mitigating effects of vegetation and green infrastructure and maximizing vegetation within settlement areas, where feasible.

Section 2.0 Wise Use and Management of Resources

Section 2.0 provides policies with respect to the protection of natural heritage, water, agriculture, mineral, petroleum, mineral aggregate and cultural heritage and archaeological resources for their economic, environmental and social benefits.

Relevant directions include:

- Section 2.1 Natural Heritage – directs that “natural features and areas shall be protected for the long term” and recognizes the need to maintain, restore, and where possible improve the diversity and connectivity of natural features and “the long-term ecological function and biodiversity of natural heritage systems... recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.” Development and site alteration is not permitted in specific features, and is restricted in others, as well as adjacent lands, unless it is demonstrated that there is no negative impact on the feature and its ecological functions. In addition, with respect to fish habitat and the habitat of endangered and threatened species, development and site alteration is not permitted except in accordance with provincial and federal requirements.
- Section 2.2 Water – requires the protection, improvement and restoration of the quality and quantity of water in accordance with a range of criteria including identification of surface and ground water features, preparing for the impacts of a changing climate, hydrologic functions, natural heritage features and areas and surface water features which are necessary for the ecological and hydrological integrity of the watershed and “ensuring stormwater management practices that minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.” Development and site alteration is to be restricted in or near sensitive surface and ground water features and their hydrologic functions and mitigative measures and/or alternative development approaches may be required in order to protect them.
- Section 2.6 Cultural Heritage and Archaeology – requires the conservation of significant built heritage resources and cultural heritage landscapes. It also prohibits development and site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. In addition, development and site alteration may only be permitted on adjacent lands to protected heritage property where it has been demonstrated that the heritage attributes will be conserved. Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

Section 3.0 Protecting Public Health and Safety

The objective of the policies in Section 3.0 is to reduce the potential for public cost or risk to residents from natural or human-made hazards. Development is to be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety

or of property damage. Mitigating potential risk to public health or safety or of property damage from natural hazards, including the risks that may be associated with the impacts of a changing climate, will require the Province, planning authorities, and conservation authorities to work together. In particular, development is to be directed in accordance with guidance developed by the province to areas outside hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards and hazardous sites (Section 3.1.1 b). Planning authorities shall prepare for the potential impacts of a changing climate that may increase the risk associated with natural hazards.

With respect to human-made hazards (Section 3.2), “development on, abutting or adjacent to land affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation measures to address or mitigate known or suspected hazards are under-way or have been completed.” Contaminated sites are required to be remediated prior to activity on the site associated with the proposed use so that there will be no adverse effects.

“Planning authorities should support, where feasible, on-site and local re-use of excess soil through planning and development approvals while protecting human health and the environment.” (Section 3.2.3)

Section 4.0 Implementation and Interpretation

These policies relate to the implementation and interpretation of the PPS. Section 4.2 states that the *Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation*. Section 4.6 notes that the official plan is the most important vehicle for implementation of the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans. Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Section 5.0 Figure 1

The two maps in this section identify a specific natural heritage protection line referenced in the policies related to natural heritage.

Section 6.0 Definitions

The definitions apply to a wide variety of terms (e.g. “infrastructure”, “natural heritage system”, “employment area”, “impacts of a changing climate”, “sensitive land uses”, “transit supportive”, “woodlands”).

A.4 Growth Plan

The intent of the May 2019 Growth Plan, like the *PPS*, is the creation of efficient land use and development patterns. The policies of the Growth Plan relevant to Premier Gateway Phase 2B are found in Sections 2-5 and the Definitions section of the document and relate to the following general categories:

- Section 2 Where and How to Grow
- Section 3 Infrastructure to Support Growth
- Section 4 Protecting What is Valuable
- Section 5 Implementation and Interpretation
- Definitions

Key policies relevant to PG Phase 2B are summarized below.

Section 2 Where and How to Grow

The policies of Section 2 are intended to set out the parameters with respect to where and how growth occurs in the Greater Golden Horseshoe (GGH) to ensure the development of healthy, safe and balanced communities.

The policies of Section 2 establish that the population and employment forecasts in Schedule 3 to the Plan are to be used for planning and managing growth (Section 2.2.1.1). The policies state that until the next municipal comprehensive review is in effect, the annual minimum intensification target contained in the upper-tier official plan that is in effect as of August 28, 2020 will continue to apply. General directions with respect to managing growth and intensification are established in Sections 2.2.2 and 2.2.3, while Section 2.2.5 relates to employment and Section 2.2.7 provides specific direction with respect to designated greenfield areas.

Policies indicate that economic competitiveness will be promoted by increasing employment densities, connecting areas with high employment densities to transit and integrating and aligning land use planning and economic development goals and strategies. Employment areas will be protected for the long term and areas located adjacent to or near major highway interchanges will be preserved for areas of manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

Policies also state that surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated in employment areas.

Municipalities will plan for all employment areas by:

- a. prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;
- b. prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and
- c. providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility. (Sec 2.2.5.7)

Sensitive land uses, major retail uses or major office uses will avoid development in employment area, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment. (2.2.5.8)

The conversion of lands within employment areas to non-employment uses will only be permitted through a municipal comprehensive review where it is demonstrated that:

- a. there is a need for the conversion;
- b. the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- c. the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- d. the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and the other policies of the Growth Plan; and
- e. there are existing or planned infrastructure and public service facilities to accommodate the proposed uses. (Sec 2.2.5.9)

Until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a. satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b. maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c. not include any part of an employment area identified as a provincially significant employment zone. (Sec 2.2.5.10)

The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies. (2.2.5.12)

Upper-tier municipalities, in consultation with lower-tier municipalities, will establish minimum density targets for all employment areas within settlement areas that are measured in jobs per hectare reflect and the current and anticipated type and scale of employment that characterizes the employment area to which the target applies. (2.2.5.13)

A minimum density target of not less than 50 residents and jobs per hectare is established at a regional level (Section 2.2.7.2).

A settlement area boundary expansion may occur in advance of a municipal comprehensive review, provided:

- a. the lands that are added will be planned to achieve at least the minimum density target, as appropriate;
- b. the location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3;
- c. the affected settlement area is not a rural settlement or in the Greenbelt Area;
- d. the settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and
- e. the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review. (Sec 2.2.8.5)

The settlement area boundary expansion cannot be larger than 40 hectares.

Section 3 Infrastructure to Support Growth

Section 3 provides a framework to guide infrastructure and strategic investment decisions to support and accommodate forecasted population and employment growth – particularly in three key areas of transportation, water and wastewater systems and community infrastructure.

With respect to the infrastructure required to support growth, while the Growth Plan does not specifically define infrastructure, Section 3.2.1.1 states that:

“Infrastructure includes but is not limited to transit, transportation corridors, water and wastewater systems, waste management systems, and community infrastructure.”

Section 3.2.1, Infrastructure Planning provides general policies related to infrastructure and the key direction is that “infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.”

Specific policies related to transportation are found in Sections 3.2.2 Transportation – General; 3.2.3 Moving People and 3.2.4 Moving Goods. Key directions include:

- planning and managing the transportation system to:
 - provide connectivity among modes,
 - offer a balance of transportation choices,
 - encourage the most financially and environmentally appropriate mode of trip-making,
 - offer multi-modal access;
 - provide safety for users (Section 3.2.2.1);
- planning for transportation corridors to:

- ensure corridors are identified and protected to meet current and projected needs for various travel modes,
 - support opportunities for multi-modal use with a priority on transit and goods movement needs over single occupant automobiles;
 - consider separation of modes within corridors;
 - provide linkages to planned or existing inter-modal opportunities for goods movement corridors (Section 3.2.2.3);
- municipalities will develop and implement transportation demand management policies in official plans or other planning documents (Section 3.2.2.5);
 - public transit will be the first priority for transportation infrastructure planning and major transportation investments (Section 3.2.3.1);
 - municipalities will ensure that pedestrian and bicycle networks are integrated with transportation planning (Section 3.2.3.3);
 - Schedule 5 provides the strategic framework for future transit investment it identifies an “Improved Higher Order Transit” connection to Newmarket and ultimately to Barrie (Section 3.2.3.4) along the rail line through PG Phase 2B ECSP;
 - Province and municipalities to:
 - co-ordinate and optimize goods movement systems;
 - improve corridors for moving goods consistent with Schedule 6
 - promote and better integrate multi-modal goods movement and land-use and transportation system planning, including the development of freight-supportive land-use guidelines (Section 3.2.4.2);
 - municipalities will plan for land uses adjacent to, or in the vicinity of, major transportation facilities that are compatible with, and supportive of, the primary goods movement function of these facilities (Section 3.2.4.5); and,
 - Schedule 6 to the Growth Plan provides the strategic framework for future goods movement investment decisions (Section 3.2.4.6).

Specific policies related to water and wastewater systems are found in Section 3.2.5. Key directions include:

- municipalities will generate sufficient revenue to recover the full cost of providing municipal water and wastewater systems (Section 3.2.5.1);

- municipalities are encouraged to plan and design municipal water and wastewater systems that return water to the Great Lake watershed from which the withdrawal originates (Section 3.2.5.2);
- construction of new, or expansion of existing systems should only be considered when:
 - strategies for water conservation and other water demand management initiatives are implemented in the existing service area;
 - plans for expansion or for new services are to serve growth in a manner that supports achievement of the intensification target and density targets;
 - plans have been considered in the context of the applicable Great Lakes Basin agreements (Section 3.2.5.4);
- municipalities that share an inland water source and/or receiving water body should co-ordinate planning for potable water, stormwater and wastewater systems (Section 3.2.5.6); and,
- municipalities in conjunction with conservation authorities, are encouraged to prepare watershed plans and use such plans to guide development decisions and water and wastewater decisions (Section 3.2.5.8).

Section 3.2.6 provides policies that relate to community infrastructure. Key directions include:

- community infrastructure planning, land-use planning and community infrastructure investment are to be co-ordinated to implement the Growth Plan and the development of a community infrastructure strategy is encouraged (Sections 3.2.6.1 and 3.2.6.4);
- planning for growth is to take into account the availability and location of existing and planned community infrastructure (Section 3.2.6.2);

Section 4 Policies for Protecting What is Valuable

The policies of Section 4.2.1 identify how water resource systems will address the protection, enhancement and restoration of the quality and quantity of water within a watershed and provide for the protection of key hydrologic features, key hydrologic areas and their functions. Planning for large scale development in designated greenfield areas including secondary plans will be informed by a subwatershed plan. It also establishes policies which support a range of conservation initiatives.

The policies state that a Natural Heritage System for the Growth Plan has been mapped by the province but excludes lands within settlement areas and therefore excludes the Study Area. For areas outside of Natural Heritage System for the Growth Plan, municipalities will continue to protect natural heritage features and areas and natural heritage system. (Section 4.2.2).

Municipalities are encouraged to develop a system of publicly accessible parkland, open space and trails. (Section 4.2.3)

An Agricultural System has been identified by the province and prime agricultural areas will be designated in accordance with the mapping. Where agricultural uses and non-agricultural uses interface outside of settlement areas, land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed. Where appropriate, this should be based on an agricultural impact assessment. The geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network will be maintained and enhanced. Planning for growth management will consider opportunities to support the Agricultural System and regional agri-food strategies and will work with agricultural advisory committees. (Section 4.2.6)

Cultural heritage resources will be conserved, municipalities will work with stakeholders as well as First Nations and Metis communities to develop official plan policies and strategies for the identification, wise use and management of cultural heritage resources, and municipalities are encouraged to prepare archaeological management plans and cultural plans (Section 4.2.7).

Section 4.2.9, A Culture of Conservation, directs that municipalities develop and implement official plan policies and other strategies to support a number of conservation objectives. The conservation objectives include:

- water conservation including water demand management and water recycling;
- energy conservation, including energy conservation for municipal facilities and land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for cogeneration;
- air quality improvement and protection;
- integrated waste management; and,
- excess soil re-use strategies and best practices to ensure it is undertaken with development planning, appropriate sites for excess soil storage are close to proposed development or areas of re-use and fill quality and placement will not cause adverse effects.

Municipalities are encouraged to address the impacts of a changing climate by developing strategies to reduce greenhouse gas emissions and improve resilience through land use planning (Section 4.2.10)

Section 5 Implementation and Interpretation

These policies relate to the implementation and interpretation of the Growth Plan. Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to identify minimum density targets for employment areas.

Definitions

The definitions apply to a wide variety of terms, a number of which are the same as the PPS. Some of the relevant ones include:

Employment area

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (PPS, 2020)

Natural Heritage System

A system made up of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. The system can include key natural heritage features, key hydrologic features, federal and provincial parks and conservation reserves, other natural heritage features and areas, lands that have been restored or have the potential to be restored to a natural state, associated areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. (Based on PPS, 2020 and modified for this Plan)

Major Retail

Large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.

Minimum distance separation formulae

Formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities. (PPS, 2020)

Provincially Significant Employment Zones

Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

Sensitive land uses

Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by nearby major facilities. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

A.5 Halton Region Official Plan (HROP)

Part II Basic Position

Halton and Local Municipalities

“The Region's primary role is to provide broad policy directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services.” (Section 44) Local Official Plans must conform to the Regional Official Plan and Secondary Plans are to be prepared by local municipalities for new communities in accordance with the policies of the HROP (Section 48/49).

Regional Structure

The lands within the Study Area are designated as “Urban Area” with an Employment Area overlay and “Regional Natural Heritage System”. (Map 1 Regional Structure and Map 5 Regional Phasing - See Maps A-1 and A-7 to this Report)

The Regional structure is based on a population and employment distribution of 94,000 people and 43,000 employment jobs in Halton Hills in 2031 (up from 58,000 and 20,000 respectively in 2006) (Table 1). The employment growth is not expected to occur in an even manner with the Halton Hills employment forecast being:

787	in 2012 to 2016
2,192	in 2017 to 2021
9,420	in 2022 to 2026
9,606	in 2027 to 2031

Halton Hills must have a minimum overall development density in designated greenfield areas of 39 residents and jobs per gross hectare (Table 2).

Part III Land Stewardship Policies

“Development is directed to environmentally suitable areas with the appropriate land use designation in accordance with the goals, objectives and policies of” the Plan (Section 57). In particular, “an existing agricultural operation is a permitted use in all land use designations outside the Urban Area. Within the Urban Area, agricultural uses are encouraged and permitted as interim uses until the lands are required for the orderly phasing of urban development.” (Section 69)

Urban Area

The Employment Area is considered to be an overlay (Section 74) on the Urban Area designation (See Map A-1). The objectives for the Urban Area (Section 72) include:

- “To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain high quality, sustainable natural environment, and preserve certain landscapes permanently.”
- “To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.”
- “To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.”
- “To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.”
- “To direct where employment uses should be located and to protect areas designated for such uses.”

Section 77(5) outlines the studies that must be undertaken in support of a Secondary Plan. This Study is intended to address those requirements.

Agricultural System

Section 101 recognizes, encourages and protects agriculture as an important industry and as the primary long-term activity and land use throughout the Agricultural System, and will:

- Support and develop plans and programs that promote and sustain agriculture.
- Adopt a set of Livestock Facility Guidelines to support and provide flexibility to livestock operations and to promote best management practices in improving their compatibility with non-farm uses. These guidelines shall be developed in accordance with Provincial Plans and policies, including but not limited to Minimum Distance Separation formulae and the Right to Farm legislation.
- Require Local Municipalities to apply provincially developed Minimum Distance Separation formulae in their Zoning By-laws.

- Require the proponent of any non-farm land use that is permitted by specific policies of this Plan but has a potential impact on adjacent agricultural operations to carry out an Agricultural Impact Assessment (AIA), based on guidelines adopted by Regional Council.
- Support programs to reduce trespassing on agricultural operations and discourage the location of public trails near agricultural operations
- Preserve the agricultural land base by protecting Prime Agricultural Areas as identified on Map 1E.

Recognize, encourage and support secondary industries essential to Halton’s agricultural industry and as a major contributor to its economic base and to this end:

- Promote the location of farm support operations within the Urban Area and within Hamlets.
- Ensure that Local Official Plans provide opportunities and directions for the development of these industries.

Employment Areas

“The Employment Areas, are shown as an overlay on top of the Urban Area on Map 1 (See Map A-1 of the HROP), and are subject to the objectives and policies for the Urban Area. Their boundaries are to be interpreted in accordance with Section 52 of this Plan. Additional Employment Areas may be introduced within the Urban Area by amendment to this Plan based on the completion of an Area-Specific Plan or an amendment to the Local Official Plan.” (Section 77.2)

“It is the policy of the Region to:

- (1) Prohibit residential and other non-employment uses including major retail uses in the Employment Areas except” in accordance with the criteria established by Section 77.4.
- (2) Plan for, protect and preserve the Employment Areas for current and future use.
- (3) Ensure the necessary infrastructure is provided to support the development of the Employment Areas in accordance with policies of this Plan.
- (4) Require Local Municipalities to prohibit the conversion of lands within the Employment Areas to non-employment uses including major retail uses unless through a municipal comprehensive review where it has been demonstrated that: a) there is a need for the conversion; b) the conversion will not compromise the Region’s or Local Municipality’s ability to meet the employment forecast in Table 1 and Table 2a; c) the conversion will not adversely affect the overall viability of the Employment Area, and achievement of the intensification and density targets of Table 2 and other policies of this Plan; d) there is existing or planned infrastructure to accommodate the proposed conversion; e) the lands are not required for employment purposes over the long term; f) cross-jurisdictional issues have been considered; and g) all Regional policies and requirements, financial or otherwise, have been met.
- (5) Require Local Municipalities to promote intensification and increased densities in both new and existing Employment Areas by facilitating compact, transit-supportive built form and minimizing surface parking.

- (6) Subject to Section 77(7), designate lands where appropriate in the vicinity of existing or planned major highway interchanges, ports, rail yards and airports for employment purposes that rely on this *infrastructure*, once these lands are included in the Urban Area.” (Section 77.4)

Urban Services

Water Supply and Wastewater treatment services are only to be provided to urban areas (Section 89(1)) and that all new development will connect to those services unless otherwise permitted by the HROP (Section 89(3)). Development may be permitted on wells and septic beds, if services are unavailable or on an interim basis for a two year period until servicing arrives. (Section 89(4))

Regional Natural Heritage System

The Regional Natural Heritage System (See Map A-5) is based on “a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components”:

- 1) “Key Features, which include:
 - a) significant habitat of endangered and threatened species,
 - b) significant wetlands,
 - c) significant coastal wetlands,
 - d) significant woodlands,
 - e) significant valleylands,
 - f) significant wildlife habitat,
 - g) significant areas of natural and scientific interest,
 - h) fish habitat,.....
- 2) “Enhancements to the Key Features including Centres for Biodiversity,
- 3) Linkages,
- 4) Buffers,
- 5) Watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland, and
- 6) Wetlands other than those considered significant.....” (Section 115.3)

The boundaries of the Natural Heritage System may be refined through a Subwatershed Study (which is being undertaken for the Study Area) (Section 116.1) and the Key Features must be protected in the Secondary Plan (Section 118(1.1)).

A systems based approach will be applied “to implementing the Regional Natural Heritage System by:

- a) Prohibiting development and site alteration within significant wetlands, significant coastal 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 Regional 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; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with the policies of this Plan;

- c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1; and
- d) Introducing refinements at an early stage of the development or site alteration application process and in the broadest available context so that there is greater flexibility to enhance the ecological functions of all components of the system and hence improve the long-term sustainability of the system as a whole.” (Section 118(2))

Part IV Healthy Communities Policies

Environmental Quality

In order to address air quality, all new urban development is required to consider in its design the provision of safe and accessible active transportation facilities and access to public transit services, or transit stops where they are likely to be located, within a walking distance of 400m. (Section 143(5))

In re-constructing or improving Arterial Roads, consideration will be given to:

- “a) the provision of facilities for active transportation where appropriate; and
- b) tree planting and landscaping initiatives to improve air quality and reduce visual impact to adjacent land uses.” (Section 143(6))

Sub-watershed Studies must:

- provide an inventory of existing geology, hydrology, hydrogeology, limnology, fish habitats and other environmental data,
- establish water quality targets in accordance with the Watershed Plan,
- determine base flows to maintain water quality and existing ecological conditions,
- recommend appropriate storm water management techniques in accordance with provincial guidelines,
- refine the boundaries of the Regional Natural Heritage System and identify other constraints under which development may not be permitted, in accordance with policies of this Plan,
- provide detailed guidelines for development design and construction, and
- establish procedures for monitoring water quality and quantity before, during, and after development.” (Section 145(9))

Cultural Heritage Resources

An inventory of heritage resources and guidelines for preservation, assessment and mitigative activities should be undertaken as part of a Secondary Plan Study. (Section 167(5))

Economic Development

The Region will ensure, through municipal comprehensive reviews and through provisions in Local Official Plans and Zoning By-laws, a ten-year supply of employment lands at all times for the Region as a whole and the protection of employment lands for economic development to 2031. (Sections 170(3) and 170 (4.2))

Transportation

Local Municipalities must, in consultation with the Province, develop official plan policies that provide protection for planned corridors to ensure that development does not predetermine or preclude the planning and/or implementation of the transportation facilities on Map 3 (See Map A-6). (Section 173(1.2))

Facility Type	Function	General Design Criteria
Major Arterials	<ul style="list-style-type: none"> - Serve mainly inter-regional and regional travel demands - May serve an <i>Intensification Corridor</i> - Accommodate all truck traffic Accommodate <i>higher order transit</i> services and high occupancy vehicle lanes - Connect Urban Areas in different municipalities - Carry high volumes of traffic - Distribute traffic to and from Provincial Freeways and Highways - Accommodate <i>active transportation</i> 	<ul style="list-style-type: none"> - High degree of access control - Transit-supportive, high density, mixed use <i>development</i> to be encouraged along right-of-way within urban areas - Right-of-way requirements up to 50m - Pedestrian <i>infrastructure</i> as well as on and/or off road cycling facilities where possible

(Table 3 Function of Major Transportation Facilities)

Secondary Plans must provide:

- “a) policies related to the provision of transit service addressing general locations and anticipated levels of service,
- b) transit-supportive corridors with appropriate policies and Zoning By-laws to encourage active transportation and transit usage, and
- c) a network of active transportation facilities in the Urban Area(s) that serves a transportation function and provides convenient access to Intensification Areas and transit routes.” (Section 173 (20))

Energy and Utilities

The Region will facilitate energy conservation by, among other things:

- c) promoting compact growth, live-work relationship and locally accessible services, and
- d) encouraging Local Municipalities to adopt energy conservation policies, including building guidelines in new developments, treescaping and site plan criteria, to improve the efficiency of energy use. (Section176(2))

Part V Implementation

All local Official Plans and Zoning By-laws must be amended to conform to the HROP.

Regional Official Plan Review

The Regional Municipality of Halton is undertaking a Regional Official Plan Review (ROPR) in three phases. Phase 1 involved a Direction Report and Work Plan. Phase 2 involves the development of discussion papers and public engagement on the policy areas under review:

- Climate Change
- Integrated Growth Management Strategy
- Natural Heritage
- North Aldershot
- Rural and Agricultural System

A Natural Heritage Discussion Paper has been issued which reviews the current policies and mapping and will update them to be consistent with updated Provincial Policies and to incorporate the Natural Heritage System for the Growth Plan. The Discussion Paper has no formal status at this time but potential policy implications and updated mapping will be considered through the Study process.

Phase 3 will lead to the preparation and adoption of the Regional Official Plan Amendment.

A.6 Town of Halton Hills Official Plan (HHOP)

The following summarizes the current, approved policies of HHOP recognizing that the designations and policies are proposed to be amended through OPA No. 10 and OPA 21:

Section A1 Community Vision

The Community Vision within the Official Plan in Section A1 indicates, among other directions, that:

“The primary purpose of the Official Plan is to provide a basis for managing growth that will support and emphasize the Town’s unique character, diversity, civic identity, rural lifestyle, natural heritage and cultural heritage and to do so in a way that has the greatest positive impact

on the quality of life in Halton Hills.....The Town and its citizens view its long-term future to be more self-reliant and supports managed growth that preserves the unique features of the community, uses land wisely, elevates the quality of the built environment and provides diverse economic opportunities. The aim is to provide choices for employment, housing, shopping and services. The intent is to diversify and create a more vibrant local economy through collaborative partnerships with existing businesses and through proactive efforts to attract new industries and services.”

The Vision is also based on an ‘environment-first’ philosophy including the preservation of significant environmental and topographical features. At the same time, the Vision states that “Encouraging additional economic development in the Town is also a key goal of this Official Plan. The establishment of a positive business environment that provides jobs and prosperity to Town residents is a key component of this Plan. On this basis, the Official Plan promotes the development of the newly emerging 401-407 Employment Corridor Area for prestige industrial uses and encourages general industrial uses within employment areas located in Acton and Georgetown.”

Section A2 Goals and Strategic Objectives

The Goals and Strategic Objectives for the Town include:

- Natural Heritage and Water Resources – “To protect, enhance and where possible restore significant natural heritage features and related ecological functions....” (Section A2.1.1);
- Growth and Settlement – “To direct most forms of development to urban areas where full wastewater and water services are available and to support the efficient use of land in these areas.” (Section A.2.2.1);
- Cultural Heritage – “To identify, conserve and enhance the Town’s cultural heritage resources....”(Section A2.6.1);
- Economic Development – “To provide opportunities for economic development in a manner that fosters competitiveness and a positive business environment.” (Section A2.7.1); and,
- Infrastructure – “To provide infrastructure that meets the needs of present and future residents and businesses.....” (Section A2.8.1).

A3 Land Use Concept

Schedules A1, Land Use Plan, identifies the land use designations for the Study Area (Maps A-8). The Study Area lands are designated “Urban Area” and are located within the “Premier Gateway Employment Area” (See Schedule A8), on Schedule A1. Schedule A8, Premier Gateway Employment Area Land Use Plan, designates the Study Area as “Phase 2B Employment Area”, “Greenlands” and “Existing Rural Residential Concentration”. The Study Area is also identified as within the “Employment Phase 2B (Regional 2021-2031)”.

Lands to the south of the Study Area within the 401 / 407 Industrial Area are designated on Schedule A8, as “Prestige Employment” and “Gateway Area”.

Lands to the west of the Study Area are designated “Phase 1B Employment Area”, with some lands designated “Greenlands”. Lands to the north are primarily designated “Agricultural Area” and “Greenlands”.

B1 Greenlands System

The Greenlands system in Halton Hills includes “Greenlands A”, “Greenlands B”, “Greenbelt Greenlands” and “Escarpment Natural Area” (Section B1). “The intent of the Greenlands system is to maintain, as a permanent landform, an interconnected system of natural and open space areas that will preserve areas of significant ecological value, while providing, where appropriate, some opportunities for recreation.” As a result, development is discouraged and sometimes prohibited within the Greenlands system. Section B1.1 states the objectives for the Greenland systems which include:

- “a) establish a balanced relationship between development and nature by preserving natural features and ecological systems and protecting people and property from environmental hazards;
- b) maintain, improve and where possible, restore the health, diversity, size and connectivity of natural heritage features, hydrologically sensitive features and related ecological functions;
- c) maintain natural stream form and flow characteristics and the integrity and quality of watercourses;
- d) ensure that only land uses that maintain, improve or restore the ecological and hydrological functions of the Greenlands system are permitted;.....
- g) provide the tools to properly assess development applications located in close proximity to natural heritage features;
- h) ensure that development is appropriately setback from significant natural heritage features;.....
- k) provide opportunities, where appropriate, for passive outdoor recreational activities”.

The following uses may be permitted in accordance in the Greenlands A designation: “

- a) existing agricultural operations;
- b) passive non-motorized recreational uses, such as nature viewing and pedestrian trail activities, only on publicly owned lands....;
- c) forest, wildlife and fisheries management;
- d) 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.” (Section B1.3.1.2)

The uses are permitted in the Greenlands B designation are the same as in the Greenlands A designation plus: “

- b) single detached dwellings on existing lots;

- c) home occupations and cottage industries.....;
- f) watershed management and flood and erosion control projects carried out or supervised by a public authority;....
- h) transportation and utility facilities....” (Section B1.3.2.2)

Section B1.3.5 dealing with woodlands states that “all Woodlands 0.5 hectares or larger, have been identified by the Region to be an important natural heritage feature and candidates for assessment as Significant Woodlands. “It is the policy of this Plan to:

- a) Identify and show on the Urban Land Use Schedules to this Plan, Significant Woodlands as a component of Greenlands B through Watershed Management Plans, Subwatershed Studies, or individual site specific Environmental Impact Studies.....”

It should also be noted that a systems approach may be used “in identifying and protecting Greenlands A and B within a Secondary Plan area by using criteria other than those under Sections B1.3.1 and B1.3.2” of the Plan subject to certain conditions (Section B1.2.1). As part of the scoped Subwatershed Study being carried out as part of the basis for the Secondary Plan, a detailed evaluation of the Natural Heritage System will be conducted. This evaluation may consider reconfiguration of the Greenlands based on criteria outside of those established in the Official Plan but must demonstrate to the satisfaction of the Region that any modifications to Greenlands A and B identified through the Secondary Plan process:

- “i) will result in no overall negative impact on the ecological functions of the Greenlands System based on Greenlands A and B.....;
- ii) will enhance the Greenlands System by incorporating linkages, buffers, and other features that would improve the overall function and sustainability of the System.” (Section B1.2.1 d))

C1 Environmental Management Objectives

Relevant environmental management objectives of the Plan are to: “

- a) recognize watercourses in the Town and protect them through the planning process from development that may have an impact on their function as an important component of the natural heritage system;
- b) ensure that development does not occur on lands that are unstable or susceptible to flooding;
- e) ensure that land use change is managed on the basis of approved watershed and sub-watershed studies;
- j) protect water resources as an integral component of the natural environment;
- a) ensure that the integrity of the Town’s watersheds are maintained or enhanced;
- m) encourage the regeneration of natural areas near watercourses;
- n) preserve trees and wooded areas and facilitate the planting of trees, to the extent practicable, including through the development process.....”

C3 Watercourses

Eastern branches of the Sixteen Mile Creek are located within the Study Area and are shown on Appendix 1B (See Map A-12). The policies of Section C3 “encourage the regeneration of natural areas near watercourses and the protection of headwater areas for maintaining natural hydrological processes within a watershed”. Further, based on the findings of an approved Subwatershed Study, “additional watercourses may be incorporated into the Greenlands System by an Official Plan amendment.” (Section C.3.2)

C4 Natural Hazards

The policies with respect to natural hazards in Section C4 provide direction with respect to development below the stable top of bank and in floodplains, as well as stable top of bank setbacks. The policies indicate that no new development or site alteration will be permitted below the stable top of bank of a valley /watercourse and that new development will not be permitted within the floodplain of a watercourse in accordance with the One-Zone concept. Areas that are within the Regulatory Floodplain as determined and mapped by the Conservation Authority are located within the Greenlands A designation. (Section C4.1)

To implement this, the Zoning By-laws will place these lands within an appropriate Environmental zone. The use permitted in the Environmental zone will be limited to agricultural operations that existed on the date of passing of the Zoning By-law and no buildings or structures, except essential structural works, are permitted. Minor additions or replacement structures, swimming pools and non-habitable structures may be permitted on lots of record within the floodplain or below the stable top of bank subject to the policies and regulations of the Conservation Authority. (Section 4.1)

In terms of setbacks, all new lots are to be “located a minimum of 15 metres from the stable top of bank of a major valley/watercourse and a minimum of 7.5 metres from the stable top of bank of a minor valley/watercourse. However, these setbacks may be modified based on the recommendations of an approved Subwatershed Study. (Section C4.3)

C7 Watershed Planning

A Subwatershed Study is being undertaken in conjunction with the Secondary Plan and must be in place before the Secondary Plan is approved. The intent of the Subwatershed Plan is “to provide direction and target resources for the better and effective management and restoration” of the Subwatershed. The Plan is “intended to:

- a) serve as a guide for improving water quality, reducing flood damage and protecting natural resources in a watershed;
- b) prevent existing watershed problems from worsening as a result of future land development, public work activities and agricultural and other activities; and,
- c) provide an opportunity for multiple jurisdictions with varying priorities to coordinate their efforts and accept their responsibility for the impact their actions have both on upstream and downstream areas.” (Section C7.2)

C11 Agricultural Operations

The policies of Section C11 apply to agricultural operations and non-agricultural operations near such uses. In particular, the policies state that “to provide farmers with the ability to carry out normal farm practices, all new development, including development on existing lots of record, shall be set back from agricultural operations in accordance with the Minimum Distance Separation One formula, as amended.” (Section C11 a)). Agricultural uses are permitted within the Urban Area (which will include the Secondary Plan lands) until the lands are required for urban development. (Section C11 f))

C14 Land Use Compatibility

Section C14 states:

“Land uses such as residential, schools, hospitals, and day nurseries, are considered sensitive to noise, vibration, odour or other emissions associated with various types of industrial. It is the policy of this Plan that incompatible land uses be separated or otherwise buffered from each other. Where a proposed development is located adjacent to a potentially incompatible land use, an assessment of the compatibility of the proposal shall be required in accordance with guidelines prepared by the Ministry of Environment.”

The Secondary Plan Study is undertaking a Land Use Compatibility study with respect to the potential impacts of employment uses on sensitive land uses (i.e. existing residential uses) in the Study Area and will address noise, dust, light, odour, air quality and vibration impacts.

D3 Employment Areas

“The Employment Area designation recognizes existing industrial areas in Acton and Georgetown and the emerging 401/407 Corridor, which is to be developed for prestige industrial uses.” (Section D3.2) Further, it is the intent of the Plan “that an adequate supply of employment land is available at all times in the Town” with the Plan noting that “the only area that could accommodate large-scale employment growth is located in the 401/407 Employment Corridor Area.”(Section D3.3)

Policies in Section D3.5 dealing with the 401/ 407 Employment Corridor Area state that:

“The 401/407 Employment Corridor Area represents an important employment area within the Town of Halton Hills and is intended to be developed with a range of industrial, office, commercial and institutional uses on full municipal services.

It is the intent of this Plan that development will be comprised of visually attractive buildings in aesthetically pleasing and sustainable environments. Future development shall be shaped around the three main tributaries of the Sixteen Mile Creek watershed system that cross the

401/407 Employment Corridor. These natural systems are a central element in helping to define the Corridor.” (Section D3.5)

The objectives for the area include providing for the development of a major new employment area that takes advantage of the area's accessibility and visibility, and ensuring that the design of new development reflects the area's location as one of the gateways into the Town of Halton Hills and is sensitive to the character of the area. (Section D3.5.1)

All development will proceed on the basis of full municipal services and the approximate location of stormwater management facilities is identified. The policies require a high standard of building and subdivision design and site planning for all development. Policies dealing with transportation are still under appeal.

D6.4 Premier Gateway Employment Area Phase 2

The main objectives of the Premier Gateway Employment area are

- a) Accommodating employment growth from 2021 to 2031
- b) provide for expansion of the Premier Gateway Employment Area in order to enhance its development as a major new employment area
- c) ensure that the urban design of new development in the area enhances the area’s location as a gateway into the Town of Halton Hills, and is sensitive to the character of the area.

Two land use designations from the “Premier Gateway Employment Area Phase 2” are identified within the Study Area:

- “Greenlands”; and
- “Phase 2B Employment Area” (Section D6.4.2)

In the Phase 2B Employment Area designation applies “to an expansion to the Premier Gateway Employment Area north of Steeles Avenue, between Eighth Line and the City of Brampton boundary, as shown on Schedule A8 of this plan”. (Section D6.4.4.2). Prior to any new development within the area the following must be completed;

- a) A Joint Infrastructure Staging Plan in accordance with the policies of Section F10.4 of this Plan;
- b) A Secondary Plan including a Subwatershed Study and the establishment of local phasing to the 2031 planning horizon;
- c) Appropriate financial plans and agreements;
- d) Appropriate development charges bylaws (Section D6.4.4.3)

The intent is that development occur in a logical and orderly manner on the basis of full municipal services.

The policies with respect to Greenlands apply to lands which are in the Regulatory Flood Plains, significant valley lands or significant portions of the habitat of endangered or threatened species and woodlots directly associated with valleylands identified in the Greenlands designations. Lands within the Greenlands designation within Phase 2A of the Premier Gateway Employment Area as shown on Schedule A8 of the plan are subject to Section B1A of this Plan. (Section D6.4.4.3)

F2 Urban Design

The Urban Design policies of Section F2 all apply as appropriate to all development. The Town encourages a high quality of built form in order to ensure that the urban areas evolve in a manner that enhances the quality and vibrancy of urban life. The Urban Design policies establish policies addressing the public realm which includes streetscapes, roads, services utilities and as well, the private realm which includes site design, building design and siting, drive-throughs, landscaping, parking, signage, displays and lighting, service, utilities, outside processing and storage, and access and circulation. (Section F2.2.1) The policies also address natural heritage, cultural heritage, safety, barrier free access, public art, and views and vistas. The policies indicate that Urban Design Guidelines will be adopted where a new Secondary Plan is being prepared and the preparation of Urban Design Guidelines is part of this Study.(Section F2.2.3- F2.2.8)

F5 Cultural Heritage Resources

The policies of Section F5 state that the Town’s cultural heritage resources will be “identified, conserved and enhanced whenever practical and that all new development occur in a manner that respects the Town’s rich cultural heritage.” This includes built heritage such as buildings structure and monuments, cultural heritage landscapes and archaeological resources. The Town maintains a list of inventoried heritage resources and some of these buildings are located within the Study Area. The policies state that within a Secondary Plan, policies can be established to provide guidance on how buildings and properties can be developed/ redeveloped in an area where a concentration of significant cultural heritage resources exists in order to conserve and enhance the cultural heritage of the area.

F6 Transportation

The transportation objectives of Section F6 include:

- a) facilitate the safe and efficient movement of people and goods....;
- b) establish an integrated transportation system that safely and efficiently accommodates various modes of transportation....;
- c) promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;
- d) protect transportation corridors to facilitate the development of a transportation system that is compatible with and supportive of existing and future land uses;

- e) ensure that new roads in urban development areas are constructed safely, designed in a grid-oriented street network.... and provide access for the future operation of an efficient public transit system;
- f) ensure that appropriate right-of-way widths for existing and proposed roads are provided.....;
- g) encourage the use of alternative development standards for roads, where appropriate;
- h) encourage the efficient use of land along transportation corridors to maximize the use of public transit; and,
- i) restrict development on private roads.” (Section F6.1)

Policies are provided related to pedestrian and cycling routes and facilities; public transit; road network, private roads, laneways, inter-municipal transportation studies, off-street parking, and rail network (Sections F6.2 to F6.8, See Maps A-13 and A-14).

The Study Area has been identified as the HPBATS /GTA West Corridor Protection Area in the Town’s Official Plan Amendment 21 (which has not been approved by the Region). The majority of the Study Area is prohibited from development until the GTA West Corridor Environmental Assessment process has progressed to a point where confirmation is provided by the Ministry of Transportation on what lands are/are not required for the transportation corridor.

F7 Public Parkland

The policies of Section F7 provide objectives with respect to public parkland. In addition, the Town has prepared a Recreation Master Plan and a Trails and Cycling Master Plan which will be considered in the preparation of this Secondary Plan (Section 7.2). The Plan also provides detailed direction with respect to a range of matters related to public parkland including the identification of different classifications of parks within the Town which serve different functions. There are Greenland Areas and private open space, but no public parks identified in the Study Area.

F8 Community Facilities and Services

Section F8 provides direction with respect to a range of community facilities such as schools and libraries. In addition, it provides direction with respect to municipal services. All development in the Urban Areas is required to be connected to municipal water and wastewater systems unless exempted. (Section F8.2) Allocation of system capacities through the development approvals process is to be based on a program developed in consultation with the Region.

G3 Secondary Plans

Section G3.1 establishes that the purpose of any Secondary Plan is “to establish a detailed development concept for infrastructure and land use in specific areas”. More specifically, the intent of any Secondary Plan is to: “

- a) establish clear and appropriate boundaries for the new community....;
- b) establish population capacity and employment targets;
- c) establish the most appropriate mix of land uses that recognizes the location of the area and the goals and objectives of this Plan;
- d) ensure that the environment-first objectives of this Plan are met, including policies for the protection and enhancement of natural heritage features and ecological functions;
- e) ensure that the urban design objectives and policies of this Plan are met;
- f) ensure that adequate transportation networks are/or will be established and that the transportation network is adequately supported by the proposed development pattern;
- g) ensure that adequate water and wastewater servicing is established to serve the anticipated development and that they can be phased in a way that is cost-effective and efficient;
- h) ensure that appropriate Secondary Plan policies, including phasing, servicing and financing policies, are in place to clearly and effectively guide future development within the Secondary Plan Area; and,
- i) incorporate appropriate policies pertaining to the provision and location of utilities.”
- j) Establish land use patterns that promote mixed-use, compact, transit supportive, walkable communities, including identifying the locations for social, cultural, recreational, educational and religious facilities;
- k) Establish the location, types, and density of residential and employment lands that contributes to the creation of healthy communities through: the appropriate mix and density of housing; strengthening live-work relationships through the balance of residential and employment land uses; the provision of local parks and open spaces and promoting active transportation and the use of public transit;
- l) Address land use compatibility in accordance with Regional and Ministry of Environment guidelines; and
- m) Establish overall development density for the area and for area within the Designated Greenfield Area, how this density will contribute to achieving the minimum development density specified in section D6.2 and Regional Phasing in Section F10.4 of the Plan.

In addition, the Plan establishes the studies on which a new Secondary Plan will be based including a Subwatershed Study.

A.7 Ontario Heritage Act

The Ontario Heritage Act (OHA) provides a framework for protecting cultural heritage resources and defines the municipality’s and province’s roles in heritage conservation.

Council can pass by-laws under Part IV of the OHA that designate individual properties of cultural value in order to acknowledge the property’s importance, protect its cultural heritage

value, encourage good stewardship and help to provide knowledge about the property to the community.

Council can also create Heritage Conservation Districts under Part V of the OHA for areas whose cultural heritage value contributes to a sense of place beyond just the individual buildings, structures and landscapes. Heritage Conservation Districts are required to have a plan to help manage change in the district while protecting its cultural heritage value.

Municipalities are required to keep a register of properties of cultural heritage value that lists all properties designated by Council and Council may also include other properties it believes to be of cultural heritage value on a municipal register.

Municipalities can establish a Municipal Heritage Committee that provides advice to Council on the exercise of its powers under the OHA regarding the protection and promotion of cultural heritage resources.

The OHA also gives municipalities powers to delay and stop demolition of heritage sites that also includes an appeal process to ensure protection of the property owner's rights.

A.8 Conclusions

The Provincial Policy Statement 2020 (*PPS*), the Growth Plan for the Greater Golden Horseshoe 2019 (*Growth Plan*), and the Halton Region Official Plan (*HROP*) provide broad policy direction with respect to development in the Premier Gateway Phase 2B Employment (Phase 2B) Lands. However, for the detailed planning required at the secondary plan level, the Halton Hills Official Plan (*HHOP*) establishes the key policy directions. The Secondary Plan for the Phase 2B Lands must be consistent with the directions in the *PPS*, and conform with the *Growth Plan*, the *HROP* and the *HHOP*.

Key general policy themes from the *PPS* and *Growth Plan* which are relevant to planning for the Study Area include:

- promoting economic development and competitiveness including a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses;
- creating efficient land use and development patterns, and in greenfield areas, focusing on transit-supportive, compact form, a mix of uses and increased densities and minimize surface parking;
- designating and preserving lands within settlement areas in the vicinity of existing major highway interchanges and major transportation facilities as areas for employment and associated retail, office and ancillary facilities which are supportive of the primary goods movement function of these facilities;

- providing an appropriate range and mix of employment to meet long term needs for up to a 25 year time frame;
- identifying certain lands as provincially significant employment zones which include the study area and which prohibits their conversion to non-employment uses except through a municipal comprehensive review;
- recognizing the link between the management of growth and the provision of infrastructure and the need to integrate servicing and land use considerations at all stages of the planning process;
- protecting employment areas by providing for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of these areas including prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment uses;
- ensuring that development is phased and that it occurs with a density and mix of uses which is appropriate for, and efficiently uses, existing and planned infrastructure, and which avoids unjustified and/or uneconomical expansion;
- only allowing expansion of a settlement area boundary at the time of a municipal comprehensive review;
- promoting economic development and competitiveness including a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses;
- ensuring that sewage, water and stormwater systems are environmentally and financially sustainable and that the implementation of such systems promotes a culture of conservation;
- designing transportation systems which offer a balance of transportation choices and opportunities for multi-modal use with a priority on active transportation, and transit and improving corridors for moving goods;
- protecting the natural features and areas, maintaining, restoring and improving the diversity and connectivity of natural features and the biodiversity of natural heritage systems;
- protecting, improving or restoring the quality and quantity of water;

- mitigating impacts on agricultural operations, including compliance with minimum distance separation formulae where settlement expansion is proposed in agricultural areas where there is no alternative;
- conserving significant built heritage resources and cultural heritage landscapes as well as protecting archaeological resources;
- establishing a culture of conservation including energy efficiency, water demand management, and water recycling, improving air quality, and climate change adaptation; and,
- directing development away from areas of natural or human-made hazards.

There are a number of existing specific policy directives in the *HROP* and the *HHOP* with which the Phase 2B Employment Area Secondary Plan must conform. In the *HROP* these include:

- **HROP Plan Designations**
The lands within the Study Area are designated as “Urban Area”/ “Employment Area” and “Regional Natural Heritage System”. The Employment Area designation is an overlay on the Urban Area and is subject to the objectives and policies of the Urban Area.
- **Regional Natural Heritage System**
The Regional Natural Heritage System which is applicable throughout the Study Area, is based on a systems approach to “protecting and enhancing” key natural heritage features and functions, including enhancements to key features, linkages, and buffers, as well as watercourses in a Conservation Authority Regulation limit or that provide a linkage and wetlands other than those considered significant. (Section 115.3)
- **Density**
Halton Hills is required by the Region to have a minimum overall development density in designated greenfield areas of 39 residents and jobs per gross hectare. (Part II)

In the *HHOP* these currently include the following recognizing that the designations and policies are proposed to be amended through OPA No. 10 and OPA 21:

- **HHOP Plan Designations**
Schedules A1, Land Use Plan, identifies the land use designations for the Study Area (Maps A-8). The Study Area lands are designated “Urban Area” and are located within the “Premier Gateway Employment Area” (See Schedule A8), on Schedule A1. Schedule A8, Premier Gateway Employment Area Land Use Plan, designates the Study Area as “Phase 2B Employment Area”, “Greenlands” and “Existing Rural Residential Concentration”. The Study Area is also identified as within the “Employment Phase 2B (Regional 2021-2031)”.

- **Greenlands System**
 The intent of the Greenlands System is “to maintain, as a permanent landform, an interconnected system of natural and open space areas that will preserve areas of significant ecological value, while providing, where appropriate, some opportunities for recreation.” (Section B1) It should be noted that all Woodlands 0.5 hectares or larger are to be identified as a component of Greenlands B (Section B1.3.5) and are shown on Appendix A1 to the HHOP.
- **Existing Rural Residential Concentration**
 Existing Rural Residential Concentrations are unlikely to be redeveloped in the short term for employment uses.
 “Notwithstanding that these concentrations are anticipated to be designated for employment use through the subsequent Secondary Plan process, the following policies shall apply:

 - a) subject to the Secondary Plan process, these concentrations may be zoned to permit the existing residential use and uses related to the residential use;
 - b) through the Secondary Plan process, the Town may rezone the lands to permit the use of the existing residential dwellings for office or other uses that are compatible with both the adjacent residential uses, and uses permitted by the underlying employment designation;
 - c) policies shall be incorporated into the Secondary Plan, which ensure the provision of landscape or other buffers between existing rural residential concentrations and future employment uses;
 - d) through the Secondary Plan process, the development of a road network for the Future Employment Area, shall take into consideration the appropriateness of network solutions to address the existence of identified concentrations of rural residential development, including alternatives such as by-passes and cul-de sacs.
- **Employment Areas**
 The 401/407 Employment Corridor Area is identified as the only area that could accommodate large-scale employment growth. Detailed direction is provided with respect to the form of development – “visually attractive buildings in aesthetically pleasing and sustainable environments”. (Section D3.5)
- **Secondary Plans**
 Section G3.1 establishes the intent of Secondary Plans and the studies which are required including a Subwatershed Study.