



TOWN OF  
**HALTON HILLS**  
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## REPORT

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**TO:** Mayor Lawlor and Members of Council

**FROM:** John McMulkin, Senior Planner – Development Review

**DATE:** August 13, 2025

**REPORT NO.:** PD-2025-041

**SUBJECT:** Recommendation Report for a proposed Draft Plan of Subdivision and Zoning By-law Amendment to permit the development of an industrial subdivision at 12635 and 12689 Steeles Avenue (Premier Gateway Employment Area)

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### RECOMMENDATION:

THAT Report No. PD-2025-041, dated August 13, 2025, regarding a “Recommendation Report for a proposed Draft Plan of Subdivision and Zoning By-law Amendment to permit the development of an industrial subdivision at 12635 and 12689 Steeles Avenue (Premier Gateway Employment Area)”, be received;

AND FURTHER THAT the Zoning By-law Amendment, to amend the Town of Halton Hills Zoning By-law 2010-0050, as amended, as generally shown on SCHEDULE 5 – ZONING BY-LAW AMENDMENT, be approved on the basis that the amendment for the lands municipally known as 12635 and 12689 Steeles Avenue (Premier Gateway Employment Area) is consistent with the Provincial Planning Statement, conforms or does not conflict with all applicable Provincial plans, conforms with the Region of Halton Official Plan and satisfies the evaluation criteria contained in the Town of Halton Hills Official Plan, and represents good planning for the reasons outlined in Report No. PD-2025-041, dated August 13, 2025;

AND FURTHER THAT the Commissioner of Planning & Development be authorized to grant Draft Approval and Final Approval to the Draft Plan of Subdivision, File D12SUB21.006, as generally shown on SCHEDULE 3 – DRAFT PLAN OF SUBDIVISION, subject to conditions generally set out in SCHEDULE 4 – CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL of this report;

AND FURTHER THAT in accordance with Section 34(17) of the Planning Act, no further notice is deemed to be necessary.

## **KEY POINTS:**

The following are key points for consideration with respect to this report:

- In July 2021 QuadReal (the Applicant) submitted Draft Plan of Subdivision and Zoning By-law Amendment applications to permit the development of an industrial subdivision consisting of 2 blocks for 5 industrial buildings (since revised to 4 blocks for 4 industrial buildings), a new public road and natural heritage/open space lands at 12635 and 12689 Steeles Avenue (Premier Gateway Employment Area).
- The Statutory Public Meeting for the applications was held on November 15, 2021, during which three (3) members of the public spoke to raise concerns related to the proposed permission for outdoor storage; the potential inclusion of an east-west collector road and where it would connect with Sixth Line; noise from transport truck operations; and, setbacks of the proposed industrial buildings to the residential properties along Hornby Road and Sixth Line.
- One (1) letter was also received from a member of the public which raised concerns regarding the proposed reductions in the minimum landscaped open space requirement and the lack of inclusion of an east-west collector road as part of the proposed subdivision, as well as the internal driveway within Block 1 potentially not being wide enough to accommodate transport truck movements, snow storage/drift, light poles and site lighting, vegetative screening and fencing.
- The review of the proposal and supporting documents has progressed sufficiently that all outstanding matters can be addressed through conditions of Draft Plan of Subdivision approval and/or the required Site Plan Control process.
- This report recommends approval of the Draft Plan of Subdivision and Zoning By-law Amendment applications.

## **BACKGROUND AND DISCUSSION:**

QuadReal (the Applicant) has submitted Draft Plan of Subdivision and Zoning By-law Amendment applications to permit the development of an industrial subdivision at 12635 and 12689 Steeles Avenue in the Premier Gateway Employment Area. The most recent submission proposes 4 blocks to accommodate 4 industrial buildings, a new public road and blocks to accommodate the natural heritage system/open space lands.

### **1.0 Location & Site Characteristics**

The subject lands are located on the north side of Steeles Avenue, west of Hornby Road, in the Premier Gateway Phase 1B Employment Area. The lands have an approximate area of 51 hectares (~126 acres) and contain 517.7 metres (~1,700 feet) of frontage on Steeles Avenue. The site includes 2 watercourses (east and west branches of the Middle Sixteen Mile Creek) and 1 headwater drainage feature; see SCHEDULE 1 – LOCATION MAP.

The 2 dwellings (12635 and 12689 Steeles Avenue) previously occupying the site have been demolished. In addition, the 3 existing agricultural buildings used to support the

former farming operation are also intended to be demolished to accommodate the proposed development.

Surrounding land uses to the subject lands include:

- To the North: Hornby Glen Golf Course (intended for employment uses under the Phase 1B Secondary Plan) and rural residential lands further north (now part of the expanded urban boundary through ROPA 49)
- To the East: Residential properties on Hornby Road and future employment lands within the Phase 1B Employment Area further east
- To the South: Natural gas conversion power generating facility known as the Halton Hills Generating Station, Hornby Park and HRPS
- To the West: Rural residential properties, agricultural/natural heritage lands within the Phase 1B Employment Area and industrial warehouse buildings to the southwest

## 2.0 Development Proposal

On July 14, 2021, the Town deemed complete Draft Plan of Subdivision and Zoning By-law Amendment applications (File Nos. D12SUB21.006 & D14ZBA21.013) submitted by QuadReal. The applications seek to obtain the necessary land use approvals to allow for the development of 4 industrial buildings containing warehouse and accessory office space; see SCHEDULE 2 – PROPOSED SITE PLAN AND BUILDING ELEVATIONS.

Further details regarding the proposed development are outlined below:

Design Elements	Application Proposal
Gross Floor Area	Building 1 – 67,640 m <sup>2</sup> (~728,071 ft <sup>2</sup> ) Building 2 – 24,734 m <sup>2</sup> (~266,235 ft <sup>2</sup> ) Building 3 – 21,172 m <sup>2</sup> (~227,894 ft <sup>2</sup> ) Building 4 – 15,459 m <sup>2</sup> (~166,400 ft <sup>2</sup> )
Height	1 storey (up to 17 metres)
Motor Vehicle Parking	944 car spaces
Bicycle Parking	40 bicycle spaces
Loading Spaces	283 truck spaces
Commercial Vehicle Waiting Spaces	Building 1 – 262 truck waiting spaces Buildings 2, 3 & 4 – 0 truck waiting spaces
Vehicular Access	Steeles Avenue: <ul style="list-style-type: none"><li>Entrance for cars to Building 2</li></ul> New north-south collector road (Street 'A'): <ul style="list-style-type: none"><li>Private access driveway to Building 1 for cars and trucks</li><li>5 entrances for cars and/or trucks to Buildings 2 to 4</li></ul>

The Applicant has provided a conceptual 3D rendering of the proposed industrial buildings and a site plan of the proposed development for illustrative purposes; see Figure 1 and Figure 2 below:



Figure 1

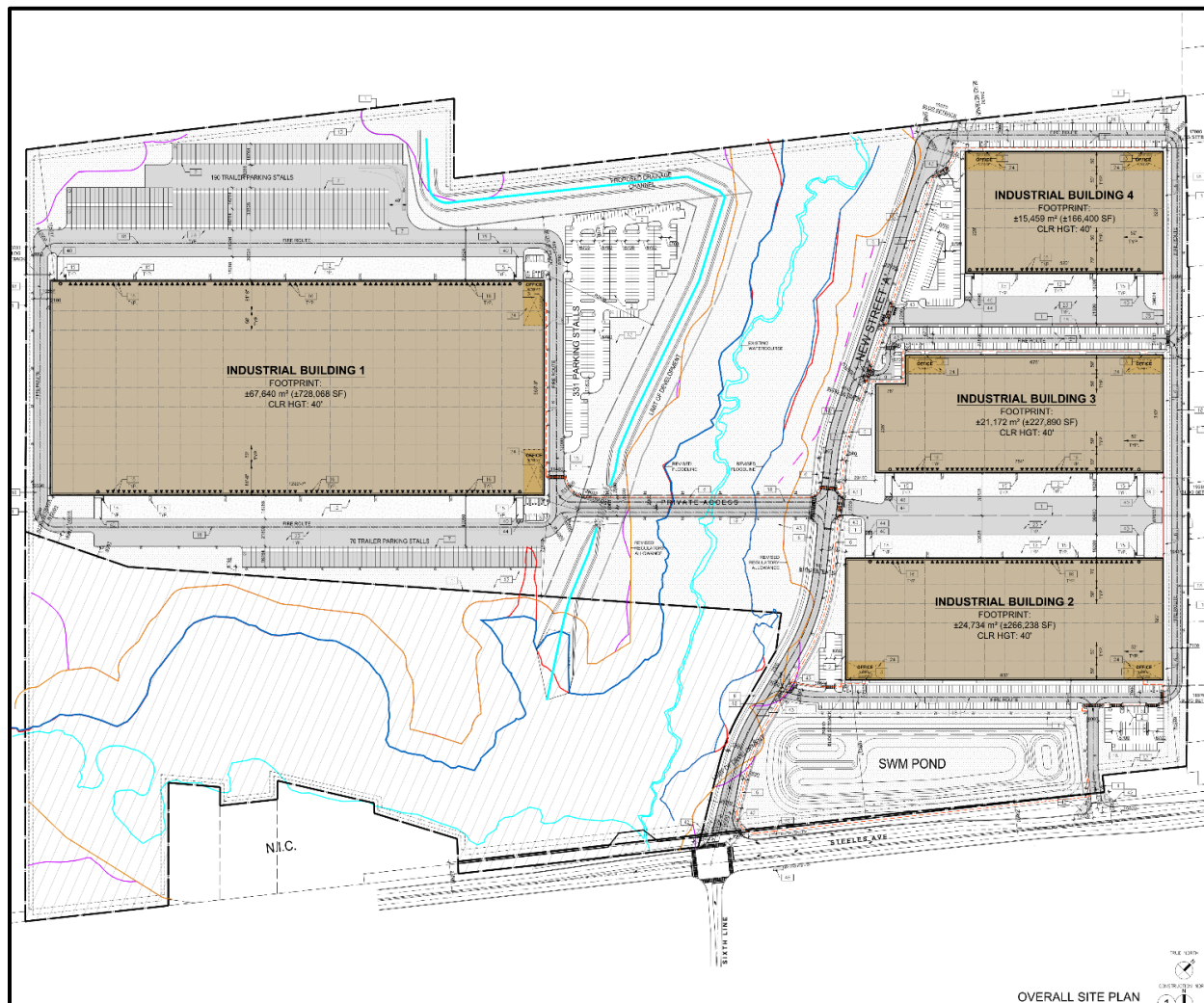


Figure 2

To facilitate the proposed industrial development, a Draft Plan of Subdivision has been submitted; see Figure 3 below and SCHEDULE 3 – DRAFT PLAN OF SUBDIVISION. The application seeks to subdivide the lands into 11 blocks and a public road allowance, subject to conditions generally set out in SCHEDULE 4 – CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL to this report. Further details regarding the intended uses of the various blocks and public road are provided in the table below:

Block(s)	Use
1 to 4	4 industrial buildings: <ul style="list-style-type: none"> <li>Block 1 – Building 1</li> <li>Block 2 – Building 2</li> <li>Block 3 – Building 3</li> <li>Block 4 – Building 4</li> </ul>
5	Stormwater management pond
6, 7 and 8	Natural heritage system (Environmental Protection)
9 and 10	Right-of-way (road) widening
11	0.3m (1ft.) reserve
Road allowance	North-south collector road (Street 'A')

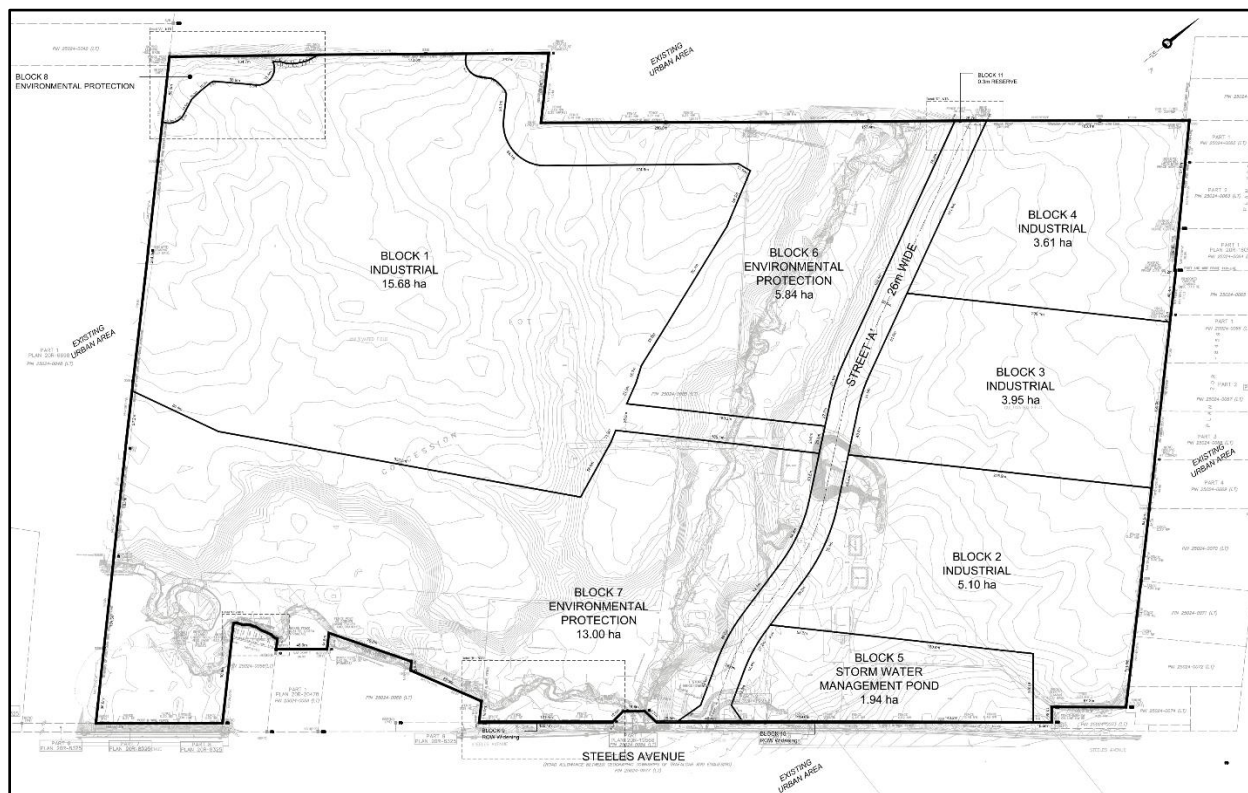


Figure 3

Under Town of Halton Hills Zoning By-law 2010-0050 the lands are subject to multiple zones: Agricultural (A), Environmental Protection One (EP1), Protected Countryside-Natural Heritage System One (PC-NHS1(H2)) and Protected Countryside-Natural

Heritage System Two (PC-NHS2). None of these zones permit industrial uses. The proposed Zoning By-law Amendment seeks to rezone the portion of the site proposed for industrial uses from Agricultural (A) to the 401 Corridor Prestige Industrial (M7) Zone with special provisions, which include:

- Reduce the minimum lot frontage for Block 1 from 45 metres to 25 metres;
- Increase the maximum building height from 14 metres to 17 metres;
- Reduce the minimum front yard setback from 7.5 metres to the following:
  - Block 2 – 6.0 metres; and
  - Block 3 – 4.5 metres;
- Reduce the minimum landscaped open space from 20% to the following:
  - Block 1 – 15%;
  - Block 2 – 14.5%;
  - Block 3 – 10%; and
  - Block 4 – 14%;
- Reduce the minimum planting strip width for Block 4 from 3.0 metres to 1.3 metres;
- Reduce the minimum drive aisle width accessing loading spaces on Block 2 from 6.0 metres to 0.0 metres; and
- Increase the maximum number of commercial vehicle waiting spaces on Block 1 from 153 to 275.

The portions of the property proposed for stormwater management and natural heritage protection are proposed to be rezoned to the Open Space Three (OS3) and Environmental Protection One (EP1) Zones respectively; see SCHEDULE 5 – ZONING BY-LAW AMENDMENT.

### **3.0 Planning Context**

In Ontario, when reviewing applications looking to subdivide land and to amend Zoning By-laws, development proposals are expected to conform with and meet the intent of all applicable Provincial, Regional and Municipal policy documents. This section discusses the relevant policy framework that applies to the subject site and proposal.

#### **a) Provincial Planning Statement**

The new Provincial Planning Statement (PPS) 2024 came into effect on October 20, 2024, which integrates the Provincial Policy Statement 2020 and Growth Plan 2020 into a singular province-wide policy document. The proposal is required to be consistent with the relevant policies of the PPS in accordance with Section 3 of the Planning Act.

The new PPS continues to provide broad based policies that promote economic development and competitiveness by requiring municipalities to provide for an appropriate mix and range of employment uses, especially in proximity to major goods movement facilities and corridors such as Highway 401 and Highway 407. Section 2.1 of the PPS addresses the protection of natural heritage features including a requirement that development not be permitted on adjacent land without studies to determine that



there would be no negative impact on the feature and its related ecological functions. As discussed in further detail in an ensuing section of this report, a Sub-Watershed Impact Study (SIS) has been prepared that appropriately addresses such matters.

Although the new PPS maintains the general intent of the PPS 2020 and Growth Plan 2020 as it pertains to most of the permitted uses typically seen within employment areas, it makes some substantial changes by redefining “employment areas” to exclude standalone commercial, office, retail and institutional uses. Many of the Town’s existing areas of employment, including the subject lands, may not fit this new definition. Therefore, municipalities are required to assess and update employment area policies in their Official Plan(s), where necessary, to ensure that the current designations and range of permitted uses are appropriate to the planned function of “employment areas”, as defined in PPS 2024. This will be further considered as part of the Town’s Official Plan review and/or updates to Secondary Plans, as appropriate.

Planning staff are of the opinion that the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications are consistent with the relevant policies of the 2024 Provincial Planning Statement by accommodating an appropriate mix and range of employment uses adjacent to major goods movement facilities/corridors while protecting the natural features and related ecological functions of the natural heritage system.

## **b) Greenbelt Plan**

A portion of the subject lands, located outside of the boundary of the Premier Gateway Employment Area Phase 1B Secondary Plan, falls within the Greenbelt and is designated Protected Countryside with a Natural System overlay under the 2017 Greenbelt Plan. The Applicant’s development concept includes a very small portion of the proposed stormwater management pond block and the new collector road (Street A), where it intersects Steeles Avenue, within the Greenbelt Plan area due to the need to align the new road with the Sixth Line South intersection.

Section 3.2.2 of the Greenbelt Plan states that new development or site alteration in the Natural Heritage System shall demonstrate that there will be no negative impacts on key natural heritage features or key hydrologic features or their functions. Further, Section 3.2.2.3(b) states that connectivity along the system and between key heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape.

To evaluate the proposal’s impact on the key natural heritage and hydrologic features and related functions of the natural heritage system, a Sub-Watershed Impact Study (SIS) was prepared by WSP on behalf of the Applicant. The SIS concludes that the applications conform with the intent of these policies as they consider ecological linkages and water drainage, including appropriate openness ratios for the proposed bridge crossing over the east branch of Middle Sixteen Mile Creek (within Block 1) for wildlife migration. A substantial increase of natural areas is also proposed by naturalizing 6.7 hectares (~16.5 acres) of current agricultural land to meadow habitat

and providing habitat enhancement along 2.1 hectares (~5 acres) of the proposed realigned Headwater Drainage Feature (HDF).

Town staff and Conservation Halton staff have reviewed the applications and SIS and are satisfied that the proposed development, along with its proposed mitigation and enhancement of the natural heritage system, will meet the policies of the Greenbelt Plan. While some minor revisions to the SIS are needed, staff from the Town and Conservation Halton are satisfied that this will be secured through an appropriate condition of Draft Plan of Subdivision approval and can also be addressed through the future Site Plan Control application process, if needed.

Therefore, Planning staff view the applications to conform and not conflict with the 2017 Greenbelt Plan.

### **c) Region of Halton Official Plan**

The portion of the subject lands located within the boundary of the Phase 1B Secondary Plan is designated Urban Area with an Employment Area overlay and Regional Natural Heritage System under the 2009 Regional Official Plan (ROP). The portion of the lands located outside of the area of the Secondary Plan and within the Greenbelt Plan area is designated Protected Countryside with a Natural Heritage System overlay.

Section 76 of the ROP establishes that the range of permitted uses and the creation of new lots within the Urban Area shall be in accordance with local Official Plans and Zoning By-laws. The ROP includes objectives that speak to providing an appropriate range and balance of employment uses including industrial, office and retail, and institutional uses to meet long-term needs. More detailed policies for Employment Areas are set out in Section 77.1 of the ROP.

For the portion designated Regional Natural Heritage System (RNHS), the ROP policies direct that there should be no alteration of any component of the RNHS, unless it has been demonstrated that there will be no negative impact on the natural features or their functions. Section 116.1 of the ROP allows for the boundaries of the RNHS to be refined through the submission of an Environmental Impact Assessment (or similar study such as a Sub-Watershed Impact Study), which could result in additions, deletions and/or boundary adjustments.

Pursuant to Bill 23, *More Homes Built Faster Act, 2022*, and Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*, the Town of Halton Hills now has responsibility for the Region of Halton Official Plan. Town Planning and Environmental Planning staff have reviewed the applications and are satisfied that they are in conformity with the ROP and support the refinement of the boundaries of the RNHS, as demonstrated through the various environmental studies submitted in support of the applications. As noted above, while some minor revisions to the SIS are needed, staff are satisfied that this will be secured through an appropriate condition of Draft Plan of Subdivision approval and can also be addressed through the future Site Plan Control application process, if needed.



#### **d) Town of Halton Hills Official Plan**

Under the Town's Official Plan, the majority of the subject lands are located within the Premier Gateway Employment Area Phase 1B Secondary Plan area (OPA 31A), which designates the property:

- Prestige Industrial Area; and
- Natural Heritage System.

In addition to the land use designation policies and permissions, the Phase 1B Secondary Plan and Town Official Plan also contain other policies related to the transportation network, natural heritage system features and the Greenbelt Plan applicable to the subject site. A discussion of the relevant policy framework is provided below:

##### Prestige Industrial Area Designation

The 4 proposed industrial buildings are situated within the portion of the property designated Prestige Industrial Area, which permits a broad range of industrial and employment uses.

As per Section H5.13 and Schedule H5 of the Phase 1B Secondary Plan, buffering (e.g., increased building setbacks) and other measures (e.g., vegetative screening, fencing, berming) are to be provided where the Prestige Industrial Area designation is adjacent to residential properties (the site abuts existing residential properties on the west side of Hornby Road) in order to mitigate impacts of developing industrial uses adjacent to residential homes. The proposal must also demonstrate conformity with the Urban Design policies under Section F2 of the Town's Official Plan and Section H5.14 of the Secondary Plan, as well as the Premier Gateway Employment Area Urban Design Guidelines.

The Applicant's development concept aims to meet these land use compatibility and urban design policies and guidelines by providing:

- Increased building setbacks (the smallest setback to a residential property is 17.9 metres (58 feet), which exceeds the minimum required rear yard setback of 15.0 metres (49 feet) under the proposed site-specific M7 Zoning);
- Acoustic barriers between the transport truck loading areas and these residential properties; and
- A 2.2 metre (7 foot) high wooden privacy fence along with both coniferous and deciduous trees along the eastern property line to provide year-round screening.

The fencing requirements will be secured through conditions of Draft Plan of Subdivision approval and additional landscaping will be addressed as part of the future Site Plan Control applications for each industrial block. Based on this, the submitted Urban Design Brief and accompanying architectural and landscape drawings, Planning staff are satisfied that the applications meet the intent of the urban design policies and guidelines.

### Natural Heritage System Designation

The Natural Heritage System designation of the site includes a “Wetland and Headwater Drainage Feature”, which has the potential to be relocated provided a submitted SIS can demonstrate that the feature can be moved to an area where its form and function can be replicated and is contiguous with other natural features.

As per Section H5.8 of the Secondary Plan, a Sub-Watershed Impact Study (SIS) was submitted in support of the development applications. Consistent with Regional policy, the natural heritage system limits are permitted to be refined without an Official Plan Amendment through review of a SIS.

As noted earlier in the report, the SIS concludes that the applications conform with the intent of these policies as they consider ecological linkages and water drainage, including appropriate openness ratios for the bridge crossing over the watercourse (east branch of Middle Sixteen Mile Creek) within Block 1 for wildlife migration. A substantial increase in natural areas is also proposed by naturalizing 6.7 hectares (~16.5 acres) of agricultural land to meadow habitat and providing habitat enhancement along 2.1 hectares (~5 acres) of the realigned Headwater Drainage Feature.

The Applicant’s concept proposes to relocate the Headwater Drainage Feature (HDF) through a “Proposed Drainage Channel” along the northern property line and to connect it back to the east branch of Middle Sixteen Mile Creek. Town staff and Conservation Halton staff have reviewed the applications and the submitted SIS and are satisfied that the relocation of the HDF will replicate its form and function and is contiguous with the natural heritage system (east branch of Middle Sixteen Mile Creek).

### New Collector Roads

The Phase 1B Secondary Plan also identifies the need for two new collector roads to be constructed within or adjacent to the subject site to improve the transportation network in the area:

- A new north-south collector road (identified as Proposed Collector 2) through the centre of the QuadReal site; and
- A new east-west collector road (Collector 1) connecting Proposed Collector 2 with Sixth Line (see Figure 4 below):



Figure 4

The proposed development includes the required north-south collector road (Collector Road 2) within the middle of the site, consistent with the alignment under the Secondary Plan.

In accordance with Section H5.7.4.16.3 of the Secondary Plan, two options for Collector Road 1 have been identified, for which the preferred option, alignment and measures to minimize impacts on the natural heritage system are to be determined as part of the aforementioned SIS:

- Collector 1 Option 1 – located on the Hornby Glen Golf Course property to the north and aligned around the Natural Heritage System designation; or
- Collector 1 Option 2 – generally located along the northern limits of the subject site (which are outlined in red above) and traverses the Natural Heritage System designation through the existing Headwater Drainage Feature.

The proponent's development concept does not include an east-west collector road (Collector Road 1) on-site. Instead of relying on the east-west collector road to provide vehicular access to Building 1 on Block 1, the Applicant is proposing a private crossing over the east branch of the Middle Sixteen Mile Creek. The Applicant submitted a Transportation Impact Study (TIS), which in conjunction with the SIS, makes the

argument that the east-west collector road option over the QuadReal lands (Option 2) does not provide the best route to connect with Sixth Line, suggesting:

- The proposed private crossing over the east branch of the Middle Sixteen Mile Creek is the most appropriate location from an environmental impact perspective to provide access to Building 1 on Block 1;
- The proposed private crossing does not preclude Option 1 from being constructed on the lands to the north in the future to provide a public road connection to Sixth Line, as suggested under the Secondary Plan; and
- A more appropriate location for an east-west collector road providing connection to Sixth Line and the surrounding employment lands would either be Option 1 or within lands north of the Secondary Plan area that were recently brought into the Premier Gateway Employment Area urban boundary through Regional Official Plan Amendment 49 (ROPA 49). These options will be further explored through any development application submitted for the Hornby Glen Golf Course lands or as part of the future Secondary Plan exercise for the new Employment Areas.

The SIS notes that, while minor direct impacts to the features of the natural heritage system are unavoidable under any watercourse crossing proposal, the proposed private crossing (including the structural supports and associated shading of the watercourse) will not impact the overall function of the natural heritage system on the site (mainly the east branch of Middle Sixteen Mile Creek). This is primarily related to the size of the crossing relative to the size of the watercourse on the site and siting the crossing at the narrowest part of the watercourse, along with retention and protection of wildlife habitat upstream and downstream of the proposed crossing location. Town staff along with Conservation Halton staff have reviewed the SIS and the supplemental documents and are satisfied with the location of the watercourse crossing and the proposed enhancements to the natural heritage system. They also accept the arguments that the alternative options for the east-west collector road may be more appropriate to provide a connection point to Sixth Line.

#### Portion of Lands Outside of Secondary Plan

A portion of the QuadReal lands is located outside the boundaries of the Phase 1B Secondary Plan and within the Greenbelt Plan area; these lands are designated Protected Countryside Area with a Natural Heritage System overlay under the Town's Official Plan. The Applicant's development concept includes very small portions of the proposed new collector road (Street A), where it intersects Steeles Avenue, and the stormwater management pond block, within the Greenbelt Plan area.

The Protected Countryside Area and Natural Heritage System overlay policies in the Town's Official Plan are similar to those contained within the Greenbelt Plan. As discussed under the Greenbelt Plan section of this report, staff are satisfied that the proposal conforms with the intent of these designations.

Given the above, Planning staff are satisfied that the applications, including the proposed refinements, mitigation and enhancement of the natural heritage system, meet the policies of the Town's Official Plan and the Phase 1B Secondary Plan.

#### **e) Town of Halton Hills Zoning By-law**

Under Zoning By-law 2010-0050 the property is subject to multiple zones:

- Agricultural (A);
- Environmental Protection One (EP1);
- Protected Countryside-Natural Heritage System One (PC-NHS1(H2)); and
- Protected Countryside-Natural Heritage System Two (PC-NHS2).

The proposed development would be located within the portion of the property zoned Agricultural (A), which does not permit industrial uses. The Applicant is proposing to rezone the property to the following zones:

- A site-specific 401 Corridor Prestige Industrial (M7) Zone to permit the proposed industrial buildings;
- Environmental Protection One (EP1) to protect the natural heritage system features; and
- Open Space Three (OS3) Zone to accommodate the stormwater management pond and the realigned drainage channel.

Through the Zoning By-law Amendment, the Applicant is also proposing to modify seven (7) of the M7 Zone standards. Staff have no objection to the proposed site-specific modifications for the following reasons:

Reduce the minimum lot frontage for Block 1 from 45 metres to 25 metres:

- This requested amendment is technical in nature as it represents the minimum width (25 metres) needed to accommodate the bridge crossing over the watercourse for both cars and transport trucks and accompanying infrastructure (e.g., municipal water and wastewater services) to Building 1 in order to mitigate impacts to the natural heritage system.

Increase in maximum height from 14 metres to 17 metres:

- The 17 metre height is more closely aligned with new industry standards that allow for increased ceiling heights within the building and is consistent with the maximum 17 metre height recently approved for the Bentall Green Oak (BGO) development located at 8250 Eighth Line and the Prologis development located at the northwest corner of Eighth Line and Steeles Avenue.
- The proposed site design ensures a setback from both Steeles Avenue and the residential properties along Hornby Road and Sixth Line that would exceed 17 metres, which thus provides a 45-degree angular plane from the building to the property line. Therefore, staff are satisfied that the buildings will not dominate the

streetscape or overpower surrounding residential properties. Substantive landscape features will also be required along these lot lines.

Reduce the minimum front yard setback from 7.5 metres to 6.0 metres for Block 2 and to 4.5 metres for Block 3:

- Given the extent of the relief requested and that the majority of the building elevations along the new north-south collector road meet the minimum front yard setback (there are pinch points at the northwestern corners of Buildings 1 and 2 that are located closer to the road due to its proposed northeastern alignment), these amendments are also technical in nature. In addition, these amendments will also help provide consistent separation from the existing residential properties along Hornby Road.

Reduce the minimum landscaped open space from 20% of the lot to 15% for Block 1, 14.5% for Block 2, 10% for Block 3 and 14% for Block 4:

- The proposed reductions are needed to ensure appropriately sized and functional development parcels are created to accommodate a range of employment uses. These minimum landscaped open space areas within the industrial blocks exclude the natural heritage system and stormwater management pond blocks that will be dedicated to the Town as part of the registration of the Draft Plan of Subdivision, which total approximately 21 hectares (~52 acres) in size.
- The Applicant's development concept illustrates ample plantings within the industrial blocks as well as enhancements to the natural heritage system. Through the Site Plan Control stage of development Town staff will ensure adequate landscaped open space is provided for buffer plantings along the roadways and amenity areas for employees of the proposed buildings.

Reduce the minimum planting strip width for Block 4 from 3.0 metres to 1.3 metres:

- This amendment is technical in nature as it is needed to accommodate a widening of the northern portion of the north-south collector road to meet the minimum 26m right-of-way requirement identified under the Town's Official Plan.

Reduce the minimum width of the driveway accessing the loading spaces on Block 2 from 6.0 metres to 0.0 metres:

- This amendment is technical in nature as appropriate access to the loading spaces on Block 2 will be provided by way of a driveway on Block 3, which will be secured through a private easement on this block. This requirement is also proposed to be secured through a condition of Draft Plan of Subdivision approval.

Increase the maximum number of commercial vehicle waiting spaces on Block 1 from 153 to 275:

- The Applicant is requesting an increase to the maximum number of commercial vehicle (tractor-trailer) waiting spaces for Block 1 from 100% of the provided loading spaces to 180% of the provided loading spaces (ratio of 1.8 commercial vehicle waiting spaces per loading dock), which represents 275 waiting spaces for 153 loading spaces. Note that this provision was revised from the original request to permit outdoor storage on-site to accommodate the waiting spaces, as outdoor storage is not permitted under the Phase 1B Secondary Plan.
- The proposed building on Block 1 is being built on spec. The Applicant has indicated that a greater number of waiting spaces is necessary to ensure that the building can accommodate a broad array of potential tenants as many logistics uses now maintain a larger fleet of vehicles or require more vehicles waiting on-site to ensure a more efficient operation. The Applicant indicated this is more important for larger industrial buildings, which is why the request is limited to Block 1 only and that the increased waiting spaces would only be for the tenant in Building 1.
- Through the Site Plan Control stage of development Town staff will ensure adequate landscaping is provided adjacent to the waiting space areas in an effort to screen the areas as best as possible.
- Based on the above, Planning staff are satisfied that the requested provision maintains the intent of the policies of the Prestige Industrial Area designation.

For the reasons outlined above, Planning staff are recommending approval of the proposed site-specific Zoning By-law Amendment.

#### **4.0 Department and Agency Comments**

The applications were circulated to Town departments and external agencies for review and comment, with the most recent circulation occurring in May 2025. Staff from various departments and agencies have completed their review of the proposed development and have indicated that they have no concerns or objections to the Draft Plan of Subdivision and Zoning By-law Amendment.

Staff are satisfied that the changes to the proposal through the 5<sup>th</sup> submission sufficiently address the staff comments identified in the 2021 Public Meeting report such as: confirmation of the extent of the area available for development outside of the natural heritage system through the submission of an revised Sub-Watershed Impact Study (SIS); removal of uses not permitted under the property's Prestige Industrial Area designation (outdoor storage and self-storage facilities); provision of additional screening (e.g., fencing) along the eastern property line to mitigate impacts of the proposed industrial uses to the adjacent residential properties along Hornby Road; and confirmation that the design of the development will not preclude the inclusion of an east-west collector road as identified under the Phase 1B Secondary Plan.



The updated submission materials also addressed several outstanding technical comments; the final technical engineering comments will be addressed as part of the clearing of conditions of Draft Plan of Subdivision approval and/or as part of the Site Plan Control process.

## **5.0 Public Comments**

The submitted Draft Plan of Subdivision and Zoning By-law Amendment applications and original 2-block, 5-building industrial subdivision proposal were presented to Council and the public by way of Report No. PD-2021-0067 through a Statutory Public Meeting on November 15, 2021, during which three (3) members of the public spoke to raise concerns regarding:

- The proposed permission for outdoor storage;
- The potential inclusion of an east-west collector road and where it would connect with Sixth Line;
- Noise from transport truck operations; and
- Setbacks of the proposed industrial buildings to the residential properties along Hornby Road and Sixth Line.

One (1) letter was also received from a member of the public, which raised concerns regarding:

- The proposed reductions in the minimum landscaped open space requirement;
- The lack of inclusion of an east-west collector road as part of the proposed subdivision; and
- The internal driveway within Block 1 potentially not being wide enough to accommodate transport truck movements, snow storage/drift, light poles and site lighting, vegetative screening, and fencing.

The following sections describe the specific public questions/concerns raised throughout the process and provide staff responses:

### **a) Outdoor Storage**

A couple of residents raised concerns regarding the inclusion of outdoor storage and accessory outdoor storage as additional permitted uses.

- *Staff Response*

As part of staff's comments on the 1<sup>st</sup> submission, Planning advised the Applicant that the proposed Zoning By-law Amendment may not include outdoor storage, accessory outdoor storage and self-storage facilities as additional permitted uses given these uses are not permitted within the property's Prestige Industrial Area designation under the Premier Gateway Employment Area Phase 1B Secondary Plan.

In response to these comments, the Applicant removed these uses from the proposed Zoning By-law Amendment in subsequent submissions.

## **b) East-West Collector Road**

A resident raised concerns regarding the potential inclusion of an east-west collector road as part of the proposed industrial subdivision and where it would connect with Sixth Line. Conversely, another resident also raised concerns that the proposed industrial subdivision does not include the east-west collector road as suggested under the Premier Gateway Employment Area Phase 1B Secondary Plan.

- *Staff Response*

As noted earlier, two options for an east-west collector road connecting the north-south collector road (Street 'A') with Sixth Line have been identified under the Premier Gateway Employment Area Phase 1B Secondary Plan:

- Collector 1 Option 1 – located on the Hornby Glen Golf Course property to the north and aligned around the Natural Heritage System designation; or
- Collector 1 Option 2 – generally located along the northern limits of the subject site (which are outlined in red above) and traverses the Natural Heritage System designation through the existing Headwater Drainage Feature.

The Applicant submitted a Transportation Impact Study (TIS), which in conjunction with the Sub-Watershed Impact Study (SIS), makes the argument that Option 2 (within the QuadReal lands) does not offer the best route to provide connection with Sixth Line, suggesting:

- The proposed private crossing over the east branch of the Middle Sixteen Mile Creek is the most appropriate location from an environmental impact perspective to provide access to Building 1 on Block 1;
- The proposed private crossing does not preclude Option 1 from being constructed on the lands to the north to provide a public road connection to Sixth Line as suggested under the Secondary Plan; and
- A more appropriate location for the east-west collector road would be Option 1 or within lands north of the Secondary Plan area that were recently brought into the Premier Gateway Employment Area urban boundary through ROPA 49 for the purpose of facilitating the development of future employment uses.

Town staff and Conservation Halton staff have reviewed the submitted studies and accept the arguments that the alternative options for the east-west collector road may be more appropriate to provide a connection point to Sixth Line and surrounding future employment lands.

Therefore, the location of the east-west collector road will either be evaluated and determined through future development applications submitted for the Hornby Glen Golf Course lands or through a Secondary Plan exercise for the new Employment Areas brought into the urban boundary through ROPA 49. Landowners within this area will receive notice as part of any future study to establish a Secondary Plan and landowners surrounding the Hornby Glen Golf Course will receive notice of any development application submitted for the property.

### **c) Noise from Transport Truck Operations**

A couple of residents raised concerns regarding noise from transport truck operations (e.g., traffic movements and idling transport trucks waiting to be unloaded/loaded).

- *Staff Response*

To evaluate and mitigate potential noise and vibration impacts to surrounding properties as a result of the proposed industrial development, a Noise and Vibration Feasibility Study was prepared by HGC Engineering on behalf of the Applicant. The study concluded that with the inclusion of noise control measures (acoustic barriers) between the loading areas of Buildings 2, 3 and 4 and the residential properties along Hornby Road, the proposed development will meet Ministry of the Environment, Conservation and Parks (MECP) exclusionary minimum limits for all surrounding properties.

Town Development Engineering staff have reviewed the Noise and Vibration Feasibility Study and supplemental documents and accept their findings.

### **d) Setbacks to Residential Properties**

A couple of residents suggested that the setbacks of the proposed buildings to the lot lines shared with abutting residential properties are not sufficient.

- *Staff Response*

The minimum required rear yard setback under the 401 Corridor Prestige Industrial (M7) Zone is 15 metres abutting a residential, commercial or institutional lot, and 7 metres for rear yards abutting other lots (e.g., industrial). Given the rear yards of all proposed buildings are adjacent to residential properties, the minimum required setback is the larger setback of 15 metres.

The submitted site plan shows that all buildings exceed the minimum required rear yard setback of 15 metres (the smallest rear yard setback is 17.9 metres). These setbacks in conjunction with the requested maximum building height of 17 metres will enable a 45-degree angular plane to be achieved between the buildings and the lot lines shared with the residential properties, which should mitigate visual impacts associated with the proposed industrial buildings. Additionally, a 2.2 metre (7 foot) high wooden privacy fence along with both coniferous and deciduous trees are to be provided along the eastern property line to provide year-round screening

### **e) Reductions to Minimum Landscaped Open Space Requirement**

A resident raised concerns regarding the proposed reductions to the minimum landscaped open space requirement and their potential impact on surrounding residential properties.

- *Staff Response*

As noted, the proposed reductions to the minimum landscaped open space requirement are considered to be appropriate and are needed to ensure appropriately sized and functional development parcels are created to accommodate a range of employment uses. The Applicant's development concept illustrates ample plantings within the industrial blocks, as well as enhancements to the natural heritage system blocks (which will be dedicated to the Town as a condition of approval). Through the Site Plan Control stage of development Town staff will ensure adequate landscaped open space is provided for buffering of surrounding residential properties and amenity purposes.

**f) Width of Internal Driveway within Block 1**

A resident suggested that the width of the internal driveway within Block 1 around Building 1 is not wide enough to accommodate transport truck movements, snow storage/drift, light poles and site lighting, vegetative screening, and fencing, and will thereby have impacts on surrounding properties.

- *Staff Response*

The internal driveway is proposed to be 10.6 metres wide, which the Applicant has noted exceeds the typical 9.0 metre standard for commercial/industrial sites. Further, the submitted Transportation Impact Study (TIS) confirms this width effectively accommodates transport truck circulation and turning movements. Town Development Engineering, Transportation and Fire Department staff have reviewed the submitted drawings and proposed traffic circulation on site for operational and emergency access considerations and raised no concerns.

A 6.0 metre setback is provided along the entire western property line of Block 1, which the Applicant has noted is sufficient for snow storage. Moreover, the Applicant has noted that a 2.2 metre high wooden privacy fence along this property line will also provide an impediment to snow drifting and the site will have professional snow removal handled by private contractors to maintain clear drive aisles throughout the site. This fence is also proposed to be set back approximately 3 metres from the western property line to preserve the existing hedgerow along this property line, and the Applicant has noted that additional deciduous trees will be planted in this area.

As part of the review of the future Site Plan Control application the Applicant will need to demonstrate how snow storage, snow removal, tree preservation, and general landscaping requirements have been addressed to the Town's satisfaction.

Light pole locations within Block 1 and the other industrial blocks will be addressed as part of the future Site Plan Control applications. However, in accordance with the Town's standard of zero foot-candles at the property line, lighting is not permitted to encroach onto surrounding properties. The proposed wooden privacy fence along the western property line of Block 1 is also expected to prevent glare and lighting from encroaching onto properties to the west of the proposed subdivision.

**STRATEGIC PLAN ALIGNMENT:**

This report identifies a thriving economy as one of the Town's Strategic priorities.

**RELATIONSHIP TO CLIMATE CHANGE:**

This report is administrative in nature and does not directly impact or address climate change and the Town's Net Zero target.

Due to the passing of Bill 17, *Protect Ontario by Building Faster and Smarter Act, 2025*, further discussion will be required regarding the implementation of the Town of Halton Hills Green Development Standard v3. Through the Site Plan Control process the Applicant will be encouraged to submit the version 3 Standard checklist identifying proposed measures and associated points. A minimum of 20 points is suggested.

**PUBLIC ENGAGEMENT:**

Public Engagement has been conducted as follows: A Statutory Public Meeting was held on November 15, 2021, for the proposed Draft Plan of Subdivision and Zoning By-law Amendment. This meeting fulfilled the requirements for public participation under the Planning Act, and provided Transparency, Notification and Participation, as defined in the Town's Public Engagement Charter.

**INTERNAL CONSULTATION:**

Planning staff have consulted with the appropriate Town Departments, the Region of Halton and Conservation Halton in preparation of this report.

**FINANCIAL IMPLICATIONS:**

This report is administrative in nature and does not have any financial implications.

Reviewed and approved by,

Jeff Markowiak, Director of Development Review

John Linhardt, Commissioner of Planning & Development

Chris Mills, Chief Administrative Officer