

SCHEDULE 3 – ISSUES REVIEW AND ANALYSIS REPORT



Premier Gateway Employment Area  
Zoning By-law and Urban Design Review

# Issues Review and Analysis

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## Table of Contents

<i>Executive Summary</i> .....	i
Proposed Zoning Modifications .....	i
Urban Design Guidelines .....	ii
1. Introduction .....	1
1.1 Background .....	1
1.2 Study Area .....	1
1.3 Study Purpose .....	2
1.4 Phase 1B Employment Area Integrated Planning Study .....	2
1.5 Study Process .....	2
1.6 Report Format .....	3
2. Planning Policy Framework .....	4
2.1 Planning Policy Context .....	4
2.2 General Provincial and Regional Policy Directions .....	4
2.3 HHOP Specific Approved Policy Directions .....	5
2.4 Conservation Halton Regulations .....	8
2.5 Conclusions .....	8
3. Zoning Issues and Proposed Modifications .....	10
3.1 Current Zoning .....	10
3.2 Zoning Issue Summary .....	11
3.3 Proposed Zoning Modifications and Modification Options .....	17
3.4 Zoning Review Conclusions .....	17
4. Urban Design Guidelines Issues and Key Directions .....	38
4.1 Background .....	38
4.2 Issue Summary .....	38
4.3 Approach .....	38
5. Context and Next Steps .....	40

## ***Executive Summary***

### **Study Purpose**

The purpose of this study is to review and update the applicable zoning standards in Zoning By-law 2000-138 and the Urban Design Guidelines for the Premier Gateway Employment Area to ensure the standards will continue to achieve desirable development and are responsive to the needs of businesses.

**This Background Report is intended to provide one input to discussion by Town Council, residents, landowners, agencies and other stakeholders, which will lead to revisions to Zoning By-law 2000-138 and updated Urban Design Guidelines for the Premier Gateway Employment Area.**

### **Study Area**

The Study Area includes the lands currently in the Premier Gateway Employment Area (see Map 1 to the report) between Highways 401/407 and Steeles Avenue and the east and west boundaries of the Town. In addition it includes an area north of Steeles Avenue south of Middle Sixteen Mile Creek, east and west of Fifth Line.

### **Phase 1B Employment Area Integrated Planning Study**

Simultaneously with this review, the Town undertook the Phase 1B Employment Area Integrated Planning Study for the Phase 1B Employment Area, which subject to final Regional approval of Official Plan Amendment 10, will be added to the Premier Gateway Employment Area for development (in the current, pre-2021 time horizon). The undertaking of the review of Zoning By-law 2000-138, and the existing Urban Design Guidelines will support the completion of the Phase 1B Employment Area Integrated Planning Study by providing input with respect to appropriate zoning standards for the Phase 1B Area. In addition, the Urban Design Guidelines will be designed to allow them to be extended to the Phase 1B Area, so the Guidelines will apply to the entire Premier Gateway Employment Area.

### **Proposed Zoning Modification Options**

The key zoning issue is establishing a regulatory environment which strikes the appropriate balance between achieving the Town's objective of ensuring high quality, economically viable development occurs in the Premier Gateway Employment Area, and development which also is compatible with remaining residential uses and which protects the environment. The identified issues illustrate that some specific regulations appear to require refinement to allow better achievement of this objective. As part of

the review, consideration has also been given to approaches used in other municipalities with similar development adjacent to Highway 401.

The identified zoning issues to date relate to permitted uses, open storage, lot size, built form, parking, servicing and loading, truck parking, holding zone, coverage and landscaping, minimum setbacks, Ministry of Transportation (MTO) setbacks, and commercial vehicle waiting spaces (see Table 1 to the report).

To address the zoning issues with respect to the Prestige Industrial (M7) and Gateway (G) Zones, a number of modification options are proposed for consideration (see Tables 2 and 3 to the report). These relate to minimum lot area, minimum lot frontage, minimum depth of front yard, minimum side yard, minimum rear yard, maximum lot coverage, maximum building height, minimum landscape open space, minimum planting strip width, outdoor storage, loading spaces, parking requirements and accessory buildings and structures. The modification options are designed to enhance the efficiency of development and improve access for pedestrians, which will in turn enhance access to future transit, while still protecting existing residential and institutional development. In addition, modifications have been proposed to the Corridor Development (MD) Zone, general provisions and parking standards, and additional provisions have been added in order to be consistent with the Town's Comprehensive Zoning By-law 2010-0050 (see Table 4 to the report).

### **Urban Design Guidelines**

The 401 Corridor Integrated Planning Project Design Guidelines (2000) apply to the Premier Gateway Employment Area. The Guidelines were developed as “a framework to guide future development of the concept and promote design principles on which it is based.”

As part of the review of the Zoning By-law, a review of issues related to the Design Guidelines was also carried out by the consultant team. However, unlike the Zoning regulations, the concerns with the Guidelines included fundamental issues with the approach. In particular, the fact that often the Guidelines establish a regulatory direction which would be more appropriate in a zoning by-law.

Other issues were more specific:

- How can outdoor storage screening be handled appropriately;
- Landscaping balance (with snow removal);
- Maintenance of on-site landscaping (what are appropriate species?);
- Flexibility of setbacks to reflect irregular lots (i.e. achieve the intent);

- Light pollution on adjacent uses;
- Building heights;
- Shared access;
- Digital Signage;
- Use reasonable precedents (i.e. industrial buildings in Ontario);
- Provision for warehousing uses;
- Servicing and loading (both commercial and employment); and,
- Local street frontages.

Given the fundamental issues with the approach used in the current Guidelines, it was determined that the best approach would be to prepare new Guidelines. The draft Guidelines are found in **SCHEDULE 5 – DRAFT URBAN DESIGN GUIDELINES** to Report No. PD-2020-0048.

The proposed Premier Gateway Employment Area Urban Design Guidelines establish the physical design framework for the area, to ensure that new built form demonstrates sustainability and high-quality design that is sustainable and reflects building practices that are appropriate for the area. These Guidelines contain an Urban Design Vision, a detailed set of Guiding Principles, and guidelines that will establish urban design parameters for the Premier Gateway Employment Area. The Guidelines have been prepared to provide guidance to developers, Town staff, and the public on the desired physical development within the Premier Gateway Employment Area.

The objective of the Guidelines is to provide direction related to site plan design, built form design, sustainability, Greenlands, Major Parks & Open Space, and to provide strategies for implementation. These aspects are interrelated and should be referenced in their entirety in the design and review of all projects.

The document contains general guidelines that apply to all areas within the Premier Gateway Employment Area. Additional directions for Steeles Avenue, Trafalgar Road and the Gateway Areas are found within relevant sections to provide further insight on the design of these key areas.

# 1. Introduction

## 1.1 Background

The *Planning Act* contains legislated requirements to ensure municipalities keep their official plans and zoning by-laws up-to-date to reflect changes to Provincial and Regional Plans. As part of the 2015 Capital Budget, Halton Hills Council approved the 5-Year Review of the Comprehensive Zoning By-law. This mandated Review is applicable to the Town as a whole.

One of the principal areas which has been identified for review is the zoning applicable to the Premier Gateway Employment Area (formerly referred to as the 401/407 Corridor). This area is one of four designated employment areas in the Town and is located along Steeles Avenue, adjacent to Highway 401 and Highway 407 (see Map 1). The Premier Gateway Employment Area is identified as the Town's prestige employment area where large scale employment growth is to be directed. As the "gateway" to the Town, a high standard of design is required for new office, warehousing, manufacturing and commercial development.

The zoning for this area is found in Zoning By-law 2000-138, approved in January 2002 as an amendment to Zoning By-law 57-91, and is not included in the Town's current Comprehensive Zoning By-law 2010-0050. Over the past 20 years, a range of successful developments have been constructed in this area; however, through the application of the By-law, Town staff and the business community have identified a number of standards which are no longer appropriate or need to be updated.

In addition, the Urban Design Guidelines for the Premier Gateway (entitled "401 Corridor Integrated Planning Project Town of Halton Hills Urban Design Guidelines") were developed 20 years ago. As such they represent a "first generation" document – the Town's initial formalized application of urban design guidelines to industrial and commercial development. The Guidelines have served the Town well; however, like the By-law a review of the design principles, concepts and standards, examples and images, is warranted to align with updated sustainable development practices, current building practices and modern design approaches.

## 1.2 Study Area

The Study Area includes the lands currently in the Premier Gateway Employment Area (see Map 1) between Highways 401/407 and Steeles Avenue and the east and west boundaries of the Town. In addition it includes an area north of Steeles Avenue south of Middle Sixteen Mile Creek, east and west of Fifth Line.

### **1.3 Study Purpose**

The purpose of this study is to review and update the applicable zoning standards in Zoning By-law 2000-138 and the Urban Design Guidelines for the Premier Gateway Employment Area to ensure the standards will continue to achieve desirable development and are responsive to the needs of businesses.

### **1.4 Phase 1B Employment Area Integrated Planning Study**

The focus of the study as noted above is to review and update the current standards and guidelines applicable to those portions of the Premier Gateway Employment Area lands currently subject to Zoning By-law 2000-138. It is recognized that the Town recently completed the Secondary Plan for the Phase 1B lands. This review can also help inform the development of the appropriate zoning standards for the Phase 1B Area. In addition, the Urban Design Guidelines have been designed to allow them to be extended to the Phase 1B Area, ensuring a consistent approach to the entire Premier Gateway Employment Area.

### **1.5 Study Process**

The Study Process is undertaken in three (3) Phases as follows:

#### **Phase 1 Background**

As part of Phase 1, the following were completed: detailed work program; workshops with the Technical Advisory Committee (TAC) and development stakeholders (landowners); issue identification summary; webpage launch; public open house and survey; newspaper and mail notices; and, Issues Review and Analysis Report.

#### **Phases 1A/1B: Project Initiation/Kick-off**

This task focused on the preparation of the work program and related schedule. It included an initial meeting between Planning staff and the consultant team to review and finalize the work program, as well as to discuss study background and issues.

#### **Phase 1C: Issues Identification**

This task involved the review of the existing Zoning By-law 2000-138 and the Urban Design Guidelines to identify issues and areas in need of review. The focus of the review was two (2) workshops to identify and discuss issues. The first workshop was with the Technical Advisory Committee (TAC) on June 28, 2016, and the second was with landowners in the Premier Gateway Employment Area on October 3, 2016.

## **Phase 1D: Zoning/Guidelines Review and Recommendation**

The consultant team carried out a detailed review of the identified issues and any additional matters, including other municipal standards and best practice examples in the Greater Toronto Area. Based on the results of this analysis, draft amendments to the Zoning By-law and new Urban Design Guidelines were developed and then reviewed by the TAC before being presented to the public at a Public Open House.

The Public Open House was held virtually through the Town's website public engagement program "Let's Talk Halton Hills" via a pre-recorded PowerPoint presentation posted on June 18, 2020. A 16-question survey was also posted to allow the public to provide detailed feedback regarding the proposed changes. A summary of the Public Open House and survey results is provided in **SCHEDULE 6 – PUBLIC OPEN HOUSE AND SURVEY RESULTS** to Report No. PD-2020-0048.

## **Phases 2/3: Draft and Final Documents**

Based on the input received in Phase 1, Planning staff has proposed draft amendments to the Zoning By-law and the consultant team has drafted new Urban Design Guidelines (see **SCHEDULES 4 and 5** to Report No. PD-2020-0048). As part of Phase 2 the draft Zoning By-law amendments and new draft Urban Design Guidelines are being presented to Town Council by way of this report, the Background Report prepared by Planning staff and the Statutory Public Meeting scheduled for October 13, 2020.

Following the Public Meeting, Planning staff will summarize and address staff, public and other stakeholder comments in the final Recommendation Report to Council. The report will also present the final Zoning By-law amendments and Urban Design Guidelines, along with any proposed modifications to complete Phase 3 of the study.

### **1.6 Report Format**

This Issues Review and Analysis Report is intended to outline the basis for the study and the rationale for proposed changes to the Zoning By-law and the updated Urban Design Guidelines:

- Section 2 Planning Policy Framework;
- Section 3 Zoning Issues and Proposed Modifications;
- Section 4 Urban Design Guidelines Issues and Key Directions; and,
- Section 5 Context and Next Steps.



## 2. Planning Policy Framework

### 2.1 Planning Policy Context

The Provincial Policy Statement 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe, 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 lands. However, the key directions with respect to the review of the Zoning By-law and Urban Design Guidelines are provided by the Halton Hills Official Plan (HHOP).

In addition to this planning policy framework, there are number of Provincial, Regional and Town plans which provide context with respect to specific areas of interest. These include the 2012 Metrolinx Regional Transportation Plan, known as The Big Move; 2010 Halton Peel Boundary Area Transportation Study; 2011 Road to Change: Halton Region Transportation Master Plan 2031; the 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; 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 General Provincial and Regional Policy Directions

The *PPS*<sup>1</sup> and the *Growth Plan* provide direction related to the creation of “efficient land use and development patterns which support sustainability by promoting strong, livable, 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 *HROP* and the *HHOP* implement the directions in the *PPS* and the *Growth Plan*<sup>2</sup> while adapting them to reflect the Region’s and the Town’s own vision for the future. There are a number of key general policy themes which are relevant to the Zoning By-law and Urban Design Guidelines review. The most significant direction is to create efficient land use and development patterns, and in greenfield areas, to focus on transit-supportive, compact form, a mix of uses and increased densities and minimize surface parking.

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<sup>1</sup> The PPS 2020 replaces the PPS 2005 and 2014. The PPS 2014 came into effect on May 1, 2020

<sup>2</sup> Note: The HROP and the HHOP have not been amended to reflect the specific directions in the Growth Plan 2019. However the general policy directions in the Growth Plan 2019 reinforce the directions in the Growth Plan 2006 and are reflected in the HROP and HHOP.

In that respect it should be noted that the *HR*OP designates the majority of the lands in the Premier Gateway Secondary Plan area as “Employment Area”. The remaining lands are designated as “Regional Natural Heritage System” and the lands in the Natural Heritage System north of Steeles have a Greenbelt Natural Heritage System (Overlay) designation. Further, the *HR*OP requires Halton Hills to have a minimum overall development density in designated greenfield areas of 39 residents and jobs per gross hectare, which is a blended figure that includes both Georgetown and the Premier Gateway Employment Area.

Other directions include:

- designing transportation systems which offer a balance of transportation choices and opportunities for multi-modal use with a priority on active transportation, transit and improving corridors for moving goods;
- protecting the natural heritage system;
- conserving significant built heritage resources and cultural heritage landscapes as well as protecting archaeological resources; and,
- directing development away from areas of natural or human-made hazards.

## **2.3 HHOP Specific Approved Policy Directions**

There is a number of existing specific policy directives in the *HH*OP which should be considered as part of the Zoning By-law and Urban Design Guidelines review. These are found in Section D3.5 401/407 Employment Corridor Area and on Schedule A8 (see Map 2 to this report):

- **HHOP Plan Designations**  
The Study Area lands are designated “Prestige Industrial Area”, “Gateway Area”, “Greenlands”, “Gateway Special Policy Area 1”, “Major Parks and Open Space” and “Private Open Space” on Schedule A8. In addition, the following are shown as symbols:
  - “Community Park” in the southeast quadrant of Sixth Line and Steeles Avenue;
  - Eleven (11) stormwater management pond locations;
  - Two (2) “Potentially unstable slope” areas, one in the northeast quadrant of Highway 401 and Fifth Line and the other to the east of Fifth Line north of Steeles Avenue; and,
  - Seven (7) buildings of historic significance

- Objectives

A relevant objective found in Section D.3.5.1 is:

“b) ensure that the design of new development in the area is representative of the area’s location as one of the gateways into the Town of Halton Hills and is sensitive to the character of the area;”

- Urban Design

Section D3.5.3.2 requires “a high standard of building and subdivision design and site planning” for all development in accordance with the 401 Corridor Urban Design Guidelines. The policies also specifically note that “where feasible, existing natural and heritage features shall be incorporated into the building and landscaping design to enhance their visual and environmental character”.

Section D3.5.3.3 also directs that reference be made to the Urban Design Guidelines “for direction on treatment of lands within and adjacent to the right-of-way with respect to landscaping, sidewalks, cycling trails and lighting.

- Transportation

Section D3.5.3.3 notes that future access to Steeles Avenue shall require approval of the Region of Halton in consultation with the Town, subject to a range of criteria. In addition, no direct access is permitted to Fifth Line, “except as generally identified on Schedule B1 without an amendment to this Plan.” Further, “development adjacent to Highways 401 and 407 shall be set back no less than 25 metres from the right-of-way.”<sup>3</sup>

- Cultural and Natural Heritage

Section D3.5.3.4 directs that where proposals are made to redevelop sites with buildings of historic significance identified on Schedule A8, “consideration should be given to incorporating these buildings and surrounding landscaping into the new development”. It is also indicated that woodlots and tree rows should be retained wherever possible.

- Valleylands and Natural Features

Section D3.5.3.5 directs that lands designated as “Greenlands” are to be protected and enhanced including limitations on permitted uses and provision of lot line and building setback requirements. Further, a geotechnical study is

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<sup>3</sup> Note: This requirement is currently under appeal to the Ontario Municipal Board. This means that the previous policies in Official Plan Amendment 94 are applicable, but they also require the 25 metre setback.

required for development proposed adjacent to lands identified as “Potentially Unstable Slopes”.

- Prestige Industrial Area

In accordance with the provisions of Section D3.5.4.1.1, in the Prestige Industrial Area designation “the predominant use of land will be for employment uses, located in well-designed buildings and structures established on landscaped lots in a visually attractive environment.” Specific policy direction is provided in Section D3.5.4.1.3 with respect to secondary commercial uses including a “high quality of building and landscaping design” and direction on the location of restaurants. In addition, Section D3.5.4.1.5 establishes a maximum height of 4 storeys south of Steeles Avenue and 6 storeys within 150 metres of Highways 401 and 407. North of Steeles Avenue building heights are a maximum of 2 storeys. “The policy does not apply to signs, utility towers or other non-habitable structures.”

- Gateway Area

A key objective of this designation, as set out in Section D3.5.4.2, among other matters is to “establish visually attractive points of entry into the Town of Halton Hills that will provide commercial services in support of the *Prestige Industrial Area*”. The permitted uses include retail commercial uses with specific size limits provided for such uses. In addition, large scale uses require a rezoning supported by an Urban Design Study outlining how the project can meet the objectives contained in this Plan and the 401 Corridor Urban Design Guidelines.” No specific maximum height is proposed, but height is to be addressed through site plan control.

- Greenlands

The intent of the Greenlands System is to protect lands subject to flooding, significant valleylands or significant portions of the habitat of endangered and threatened species and woodlots directly related to valleylands (Section D3.5.4.3.2). All new lots are to be set back a minimum of 7.5 metres from the stable top-of-bank of the valley or the dripline for woodlots (whichever is greater) unless more appropriate setbacks are recommended by an environmental study.

- Implementing Zoning By-law

The HHOP provides specific direction with respect to the type of zones and the establishment of boundaries, as well as setbacks from environmental lands. A

Holding Provision may also be established for some or all of the lands in the Corridor.

- Gateway Special Policy Area 1  
These policies apply to lands owned by the Province and permit the parking and/or storing of tractor trailers in this area.

## **2.4 Conservation Halton Regulations**

While not part of the policy framework under the *Planning Act*, under the *Conservation Authorities Act* Conservation Halton is required to assess applications for development in the regulated areas. Ontario Regulation 162/06, the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation is administered by Conservation Halton. The regulation pertains to areas that are river or stream valleys, wetlands and other areas where development could interfere with the hydrologic function of a wetland, are adjacent or close to the shoreline of the Great Lakes or are inland lakes and hazardous land. The regulated area represents the greatest extent of the combined natural hazards plus prescribed allowance as set out in the regulation.

The regulation gives Conservation Halton the mandate to prohibit or regulate development, as well as the authority to prohibit or regulate alterations to the existing channel of a watercourse or changing or interfering in any way with a wetland. The administration of the regulation is guided by Board-approved policies which are contained in Conservation Halton's "Policies and Guidelines for the Administration of Ontario Regulation 162/06 and Land Use Planning" (August 11, 2011).

## **2.5 Conclusions**

The Provincial, Regional and Town planning policies applicable to the Premier Gateway Employment Area provide a strong and consistent framework for Zoning By-law and Urban Design Guidelines review. In particular:

- General Development Form Directions
  - efficient land use and development patterns;
  - transit-supportive, compact form;
  - priority on active transportation and transit and improving corridors for goods movement;
  - mix of uses;
  - increased densities;
  - minimize surface parking;

- protect natural heritage system;
  - protect heritage resources; and,
  - direct development away from natural or human-made hazards.
- Specific Development Form Directions
    - design is representative of gateway location and sensitive to character of the area;
    - high standard of building and subdivision design and site planning;
    - incorporate existing natural and heritage features into new development where feasible;
    - access restrictions to Steeles Avenue and Fifth Line;
    - minimum 25 metre setback from Highways 401 and 407 rights-of-way;
    - lot line and building setbacks required from Greenlands;
    - employment buildings to be well-designed on “landscaped lots in a visually attractive environment”;
    - secondary commercial uses are to have a high quality of building and landscaping design;
    - in the Employment Area, maximum height of 4 storeys south of Steeles Avenue and 6 storeys within 150 metres of Highways 401 and 407, and maximum height of 2 storeys north of Steeles Avenue;
    - no maximum height in the Gateway Area, but development to be visually attractive; and,
    - all new lots to be set back a minimum of 7.5 metres from stable top of bank of a valley or from the dripline of woodlots.

### **3. Zoning Issues and Proposed Modifications**

#### **3.1 Current Zoning**

The zoning for the Premier Gateway Employment Area found in Zoning By-law 2000-138 was approved in January (2002) as an amendment to Zoning By-law 57-91, and is not included in the Town's current Comprehensive Zoning By-law 2010-0050.

By-law 2000-138 currently applies only to the lands south of Steeles Avenue, with the exception of an area north of Steeles Avenue centered around Fifth Line. The focus of this study, as noted previously, is to review and update the current By-law standards. However, it is also recognized that the Town is undertaking the recently completed Phase 1B Employment Area Integrated Planning Study. The current review of Zoning By-law 2000-138 will support the completion of the Phase 1B Employment Area Integrated Planning Study by providing input with respect to appropriate zoning standards for future development within the Phase 1B Area.

As illustrated on Map 3, there are five Zone categories applicable to the Premier Gateway Employment Area in By-law 2000-138:

- 401 Corridor Prestige Industrial (M7) Zone;
- 401 Corridor Gateway (G) Zone;
- 401 Corridor Gateway Special (GS-1) Zone;
- 401 Corridor Gateway Development Zone (MD) Zone; and,
- Conservation Special (O3-1) Zone.

The key zones with which there are issues and which are considered in this section are the 401 Prestige Industrial (M7) Zone and the 401 Corridor Gateway (G) Zone. For each of these Zone categories, the By-law provides regulations with respect to permitted uses and specific provisions related to matters such as:

- Minimum Lot Area;
- Minimum Lot Frontage;
- Minimum Yards;
- Minimum setback from O3-1 Zone;
- Lot Coverage;
- Maximum Building Height;
- Minimum Landscaped Open Space;
- Minimum Planting Strip Width;
- Outdoor Storage;
- Loading;

- Off-street Parking requirements related to parking space dimensions and locations and commercial waiting requirements; and,
- Accessory uses, buildings and structures.

The By-law also provides a number of definitions applicable to the Employment Area such as “outdoor storage”, “accessory retail store”, “industrial mall”, “industrial use”, “service industry” and “restaurant”.

Twenty-four (24) variances from Zoning By-law 2000-138 have been granted by the Town’s Committee of Adjustment since 2006 (see Appendix A to this report). The variances most frequently relate to the following:

- increased building height and increased height of silos and ventilating stacks;
- increases in the number of commercial vehicle waiting spaces;
- reduction in the number of parking spaces;
- reduction in setbacks and landscaping requirements including exterior yard and setbacks and landscaping adjacent to Highways 401/407;
- changes to the accessory building regulations; and,
- reduction in the building coverage requirement.

### **3.2 Zoning Issue Summary**

As a basis for the identification of issues regarding the existing Zoning By-law 2000-138 a review of its provisions, amendments and variances to the By-law was carried out by the consultant team. In addition, two (2) workshops and one (1) Public Open House were held to discuss issues and receive input:

- Technical Advisory Committee Workshop – June 28, 2016;
- Development Industry Representatives Workshop – October 3, 2016; and,
- Virtual Public Open House – June 18, 2020.

A number of written submissions were also received from some of the attendees which elaborated on specific issues and detailed feedback was received and considered from the public via the 16-question survey posted on the Let’s Talk Halton Hills website for the study. Table 1 below summarizes the identified issues.

The key issue is establishing a regulatory environment which strikes the appropriate balance between achieving the Town’s objective of ensuring high quality, economically viable development occurs in the Premier Gateway Employment Area, and development which also is compatible with remaining residential uses and which protects the environment. The identified issues illustrate that some specific regulations appear to require refinement to allow better achievement of this objective. In some



cases options have been provided for consideration, in other cases general direction is provided. As part of the review, consideration was also given to approaches used in other municipalities with similar development adjacent to major highways (see Appendix B to this report).

<b>Table 1 Zoning Issues: Options and Directions</b>	
<b>Issue</b>	<b>Discussion, Direction and Options</b>
Lot Size	Discussion: There are a number of smaller land parcels north of Steeles Avenue. Is there potential for added flexibility in the Zoning By-law to accommodate this?
	Direction: Currently the By-law provides for a minimum lot size of 1 ha abutting Highways 401 and 407 and 0.5 ha elsewhere in the M7 Zone. In the Gateway (G) Zone the minimum lot area is 0.4 ha. Thus the focus is on maintaining a significant minimum lot size along the Highway frontage. This provides the potential for reducing the lot sizes for areas which are located away from the Highway 401 and 407. However, smaller lots are not viewed by Town staff as being ideal for major industrial/commercial/employment uses. Provision though can be made to allow undersized properties to be used provided they meet all other zoning provisions.
Built Form	Discussion: There is a trend of multi-storey employment buildings which should be accounted for. In particular, consideration should be given to increased height north of Steeles Avenue.
	Direction: The M7 and G Zone regulations currently provide for a maximum building height of: <ul style="list-style-type: none"> <li>• 6 storeys within 150 m of Highways 401 and 407; and,</li> <li>• 4 storeys beyond the 150 m setback south of Steeles Ave.</li> </ul> The M7 Zone regulations also provide for a maximum height of 2 storeys to a maximum height of 10.6 metres north of Steeles Avenue.  Given that additional development is now being planned in the Phase 1B Area, consideration should be given to the potential for increased height on the north side of Steeles Avenue. Note: any changes to the number of storeys within the Prestige Industrial Area designation will require an Official Plan Amendment, which is out of the scope of the study.
Parking	Discussion: The number of employees can vary significantly depending on the actual use of industrial buildings. As a result, consideration should be given to allowing for the provision of different parking standards based on actual demand.

<b>Table 1 Zoning Issues: Options and Directions</b>	
<b>Issue</b>	<b>Discussion, Direction and Options</b>
	<p>Direction: Required parking would include permanent paved spaces for anticipated employees and provision of unpaved spaces for potential (surplus) maximum number of employees. The actual standards which could be used are the same standards for industrial/warehousing that currently exist in the Comprehensive Zoning By-law.</p>
Servicing and Loading	<p>Discussion: The loading requirements are the same for all permitted uses. However, the requirements for commercial and industrial uses differ.</p>
	<p>Direction: Consideration should be given to differentiating between industrial and commercial uses.</p>
Truck Parking	<p>Discussion: There some legal non-conforming truck parking operations in the area which are considered interim uses. In addition there is also a number of illegal truck parking operations throughout the corridor. Options should be considered for dealing with these uses.</p>
	<p>Options: Consideration should be given to whether it is better to continue to deal with these uses through the regulatory authority of the By-law or whether to bring into place regulations which recognize these uses as interim uses and establish appropriate controls on them including buffering and setbacks. Any changes would require an Official Plan Amendment.</p>
Holding Zone	<p>Discussion: Is a holding zone required when the lands are subject to site plan control?</p>
	<p>Direction: This may be an operational issue such that site plan approval is granted simultaneously with lifting of holding zone to ensure that approvals are expedited.</p>
Coverage increase/ Landscaping decrease	<p>Discussion: Review coverage requirements to permit greater coverage while a decrease in landscaping requirements could also be considered. This may include removal of maximum coverage to provide greater flexibility.</p>
	<p>Direction: An increase in coverage or removal of the maximum coverage can be considered, as well as a decrease in landscaped open space that is in keeping with Provincial policy, particularly directions for more efficient use of land. However, it should be recognized that the ultimate coverage and area of landscaped open space will be determined based on a range of factors, including stormwater management.</p>
Minimum setbacks	<p>Discussion:</p> <ul style="list-style-type: none"> <li>Setbacks reflect the assumption of a regular shaped property, but in</li> </ul>

<b>Table 1 Zoning Issues: Options and Directions</b>	
<b>Issue</b>	<b>Discussion, Direction and Options</b>
	<p>many cases that is not the situation.</p> <ul style="list-style-type: none"> <li>Setbacks appear to have been established assuming a rural development framework and the provision of extensive landscaped open space surrounding the development. This results in an inefficient development form. Further significant building setbacks from Steeles Avenue in particular do not support future transit or other transportation modes.</li> </ul> <p>Direction: Evaluate setbacks recognizing that it is not possible to provide for all eventualities with respect to specific site configurations and to promote efficient development form, while still recognizing the ultimate vision for the area.</p>
MTO setback	<p>Discussion: MTO setbacks are established by the MTO and are significant but may vary somewhat depending on the site.</p> <p>Direction: Consideration should be given to leaving the establishment of the setback to the site plan process between MTO and the applicant.</p>
Commercial Vehicle Waiting Spaces	<p>Discussion: Requirements are too limiting for the majority of employment uses, particularly larger uses, and have resulted in requests for a number of variances. Options should be considered for regulations for commercial vehicle waiting spaces.</p> <p>Options:</p> <ul style="list-style-type: none"> <li>One option is to control commercial vehicle waiting spaces through site plan approval.</li> <li>Another option is to reduce the requirement for buildings over 9,290 square metres in size, but maintain the requirement for smaller buildings to limit the amount of on-site truck parking on sites which cannot easily accommodate such parking.</li> </ul>
Permitted Uses – Prestige Industrial (M7) Zone	<p>Discussion:</p> <ul style="list-style-type: none"> <li>The M7 Zone permits a wide range of uses including office and warehouse uses, but the intent was to promote the development of a prestige industrial area which would include significant office development.</li> <li>The Town has not been able to attract office uses to the area. This reflects the strong competition for such uses from other areas throughout the Greater Golden Horseshoe and the lack of facilities which would attract such uses including higher order transit and public amenities.</li> <li>A significant number of transactions have occurred for warehouse uses. However, these uses may signify a transitional use, which could eventually be replaced with higher order office uses.</li> </ul>

<b>Table 1 Zoning Issues: Options and Directions</b>	
<b>Issue</b>	<b>Discussion, Direction and Options</b>
	<ul style="list-style-type: none"> <li>Is this direction an issue with respect to zoning? Do the regulations need to provide direction for transitional uses?</li> </ul> <p>One use, transport terminals, has been of specific concern as it is considered in conflict with the Town's goal of creating a prestige industrial area, even if the use is deemed transitional. This reflects the fact that it is difficult to design such uses to achieve the Town's objectives for high quality development. An option for consideration is the introduction of the same definition of "transport terminal" as is found in the Town's Comprehensive Zoning By-law 2010-0050. The use would continue to be prohibited in the Premier Gateway Employment Area recognizing that there is still some potential for their location elsewhere in the Town.</p> <p><b>Direction:</b> The current zoning allows the Town to provide for development which addresses the current market. The warehouse uses may be transitional uses but such uses could potentially be in place for a long period of time. Given that fact, it appears inappropriate to put in place regulations on the assumption that the uses are short-term or transitional. Rather the regulations should be designed to ensure the Town's objectives for high quality development are achieved regardless of the use.</p> <p>Unlike warehouse uses, however, a specific concern is whether transport terminals, even if viewed as transitional uses, can be designed in such a manner as to ensure the Town's objectives for high quality development for the Premier Gateway Employment Area.</p> <p><b>Options:</b></p> <ul style="list-style-type: none"> <li>No change – already prohibited.</li> <li>Should the term "transport terminal" be defined or not?</li> </ul>
Permitted Uses – Gateway (G) Zone	<p><b>Discussion:</b> The Gateway Zone permits a range of uses with a focus on office, service and retail uses. The potential for the location of vehicle dealerships in this area has been identified for consideration provided such uses are located on existing smaller sites (i.e. less than 3 hectares) to ensure larger sites are maintained for major employment uses.</p> <p><b>Direction:</b> Vehicle dealerships are often found in gateway locations adjacent to major highways and permitting such uses in the Gateway Zone could be an option for consideration in the future. In addition, with respect to urban design, new vehicle dealerships reflect high standards of design. However, the applicable secondary plan policies do not identify vehicle dealerships as permitted uses in the Gateway Area designation.</p>

<b>Table 1 Zoning Issues: Options and Directions</b>	
<b>Issue</b>	<b>Discussion, Direction and Options</b>
	<p>Options:</p> <ul style="list-style-type: none"> <li>Consider initiation of process for permitting vehicle dealerships in certain areas within the Gateway Area designation/zone, which will require an OPA outside the scope of the study.</li> <li>Continue existing policy and regulatory approach in the areas subject to the G Zone.</li> </ul>
Open Storage	<p>Discussion:</p> <p>Open storage is currently specifically prohibited in both the M7 and G Zones. Further, the <i>HHOP</i> limits industrial uses to “wholly enclosed buildings” on lands designated “Prestige Industrial Area” which includes lands in the M7 Zone. The policy framework and the regulations reflect the intent to promote the development of a prestige industrial area which would include significant office development. As identified in Section D3.5.4.1.1 of the Official Plan, permitted uses in the Prestige Industrial Area designation are described as:</p> <p>“the predominant use of land will be for employment uses, located in well-designed buildings and structures established on landscaped lots in a visually attractive environment.”</p> <p>However, Town staff has advised that the complete restriction on open storage in the M7 Zone has resulted in the loss of a number of industrial uses to other municipalities where some open storage is permitted for such uses.</p> <p>The issue is confined to the M7 Zone given the visibility of lands in the G Zone and the fact that the G Zone does not permit industrial uses. The major concern with open storage is the visual impact. The vision for this area is a gateway to the Town which attracts only the highest quality development. However, there may be certain parts of the area in the M7 Zone which are in more secluded locations where some open storage could be permitted.</p> <p>Options:</p> <ul style="list-style-type: none"> <li>An option for consideration could be permitting some limited open storage in certain areas in the M7 Zone which are not located in the prime “gateway locations”. Such areas would be located away from Highways 401 and 407 and Trafalgar Road. In addition, open storage would have to be appropriately screened from view (i.e. by a solid fence and not located in the front or exterior side yard). However, an Official Plan Amendment would be required to permit open storage related to industrial uses in the M7 Zone, which is outside the scope of the study.</li> <li>The alternative is to continue to prohibit open storage.</li> </ul>

### **3.3 Proposed Zoning Modifications and Modification Options**

To address the zoning issues with respect to the M7 and G Zones, the modifications and modification options in Tables 2 and 3 are proposed for consideration. In addition, modifications and have been proposed in Table 4 to the Corridor Development (MD) Zone, general provisions and parking standards, and additional provisions have been added in order to be consistent with the Town's Comprehensive Zoning By-law.

### **3.4 Zoning Review Conclusions**

The intent of the zoning for the Premier Gateway Employment Area is to establish a regulatory environment which strikes a balance between achieving the Town's objective of ensuring high quality, economically viable development, and development which is compatible with the remaining residential uses and which protects the environment.

The review and analysis of the existing Zoning By-law 2000-138 identified issues which illustrate that some specific regulations appear to require refinement to allow better achievement of the Town's objective for the Premier Gateway Employment Area. The proposed modifications to the regulations and modification options are designed for consideration as potential approaches for addressing these issues. In particular, they are designed to enhance the efficiency of development and improve access for pedestrians, which will in turn enhance access to future transit, while still protecting existing residential and institutional development.

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

Existing Regulation	Proposed Modification or Modification Options	Rationale
<b>Section 7.5 – 401 Corridor Prestige Industrial (M7) Zone</b>		
<p>7.5.1 Permitted Uses</p> <p>Transport terminals are not listed within this section as permitted uses.</p>	<p>Option 1 – No change. Use is already prohibited.</p> <p>Option 2 – No change, except to add a definition of “transport terminal” in order to clarify such a use is not permitted.</p>	<p>Option 1 – The permitted uses permit a wide range of uses including office and warehouse uses. The uses reflect the appropriate type of employment uses for this area. Successful enforcement actions and legal proceedings undertaken by the Town regarding properties used as transport terminals in contravention of Zoning By-law 2000-138 have demonstrated that the By-law does not need to be amended to continue to prohibit this use.</p> <p>Option 2 – The permitted uses permit appropriate uses for this area. However, it may not be abundantly clear that transport terminals are prohibited to an individual reading the By-law for the first time. A definition of the use could be added to the By-law, and the regulations clarified to ensure such a use is prohibited. The suggested definition is the definition found in Zoning By-law 2010-0050:</p> <p><b>“Transport Terminal means:</b> A use of land for the purpose of storing, servicing, washing, repairing, loading of trucks or transport trailers with materials or goods that are not manufactured, assembled, warehoused or processed on the same lot.”</p>
<p>7.5.2.1 Minimum Lot Area</p> <p>i) Lots abutting Highway 401 or 407 – 1.0 ha</p> <p>ii) All other lots – 0.5 ha</p>	<p>Option 1 – No change to standards. Provision from Comprehensive Zoning By-law 2010-0050 to be added to allow existing undersized lots to be used.</p>	<p>Option 1 – A minimum of 0.5 ha (~1.2 ac) is needed to accommodate most major industrial and commercial developments. Inserting provision (Section 4.19) from Comprehensive Zoning By-law 2010-0050 will allow existing undersized lots to be used in accordance with the provisions of Zoning By-law 2000-138.</p>



**Table 2 Proposed M7 Zoning Modifications or Modification Options**

	Option 2 – Reduce requirement for all other lots to 0.1 ha.	Option 2 – The intent of the By-law is to direct major development to the Highway 401/407 frontage. Smaller lots are permitted elsewhere. A reduction in the minimum size of all other lots still allows the Town to achieve its objectives with respect to the 401/407 frontage, but provides greater flexibility in terms of the uses which may be attracted to other parts of the employment area.
7.5.2.2 Minimum Lot Frontage on an Accessible Road – 45 metres	Option 1 – No change.  Option 2 – Remove requirement.	Option 1 – Establishes a minimum standard to ensure the lot is of sufficient width to accommodate an appropriately sized building, vehicular and pedestrian access, utilities, municipal services, and landscaping.  Option 2 – Function of lot will be determined through site plan review process.
7.5.2.3 Minimum Depth of Front Yard i) Steeles Avenue – 20 metres ii) Abutting Fifth Line North of Steeles Avenue – 20 metres iii) All other front yards – 10 metres	Option 1 – i) Steeles Avenue – 10 metres ii) Abutting Fifth Line North of Steeles Avenue – 10 metres iii) All other front yards – 7.5 metres  Option 2 – No change.	Option 1 – Reductions still provide for substantial setbacks along Steeles and Fifth Line, but also allow for improved efficiency of development and access for pedestrians. A reduced minimum front yard setback will allow the building to be located closer to the front lot line and discourage front yard parking, thereby improving the streetscape from an urban design perspective. This in turn will enhance access to future transit.  Option 2 – Maintain existing standards to ensure future development is consistent with setbacks of surrounding industrial development.
7.5.2.4 Minimum Side Yard i) Abutting Fifth Line North of Steeles Avenue – 20 metres ii) Abutting an O3-1 Zone – 7.5 metres	Option 1 – i) Abutting Fifth Line North of Steeles Avenue – 10 metres ii) Abutting an O3-1 Zone –	Option 1 – Reductions still provide for substantial setbacks along Steeles and Fifth Line, but also allow for improved efficiency of development and access for pedestrians. A reduced minimum yard will allow the building to be located closer to the lot line and discourage parking adjacent to the



**Table 2 Proposed M7 Zoning Modifications or Modification Options**

<p>iii) Abutting the rights-of-way of Highway 401 &amp; 407 – 25 metres</p> <p>iv) Abutting a residential, commercial or institutional lot – 15 metres</p> <p>v) All other Interior Side Yards – 4 metres</p> <p>vi) Exterior</p> <ul style="list-style-type: none"> <li>- Abutting Steeles Avenue – 20 metres</li> <li>- All other exterior side yards – 9 metres</li> </ul>	<p>7.5 metres (no change)</p> <p>iii) Abutting the rights-of-way of Highway 401 &amp; 407 – 25 metres (no change)</p> <p>iv) Abutting a residential, or institutional lot – 15 metres (no change)</p> <p>v) All other Interior Side Yards – 4 metres (no change)</p> <p>vi) Exterior</p> <ul style="list-style-type: none"> <li>- Abutting Steeles Avenue – 10 metres</li> <li>- All other exterior side yards – 7.5 metres</li> </ul> <p>Option 2 – No change.</p>	<p>street, thereby improving the streetscape from an urban design perspective. This in turn will enhance access to future transit. The setbacks from residential, institutional and open space uses have been maintained.</p> <p>Option 2 – Maintain existing standards to ensure future development is consistent with setbacks of surrounding industrial development.</p>
<p>7.5.2.5 Minimum Rear Yard</p> <p>i) Abutting the rights-of-way or one foot reserves adjacent to Highways 401 or 407 – 25 metres</p> <p>ii) Abutting Steeles Avenue – 20 metres</p> <p>iii) Abutting a residential, commercial or institutional lot – 15 metres</p> <p>iv) Abutting Fifth Line north of Steeles Avenue – 20 metres</p> <p>v) Abutting an O3-1 Zone – 7.5</p>	<p>Option 1 –</p> <p>i) Abutting the rights-of-way or one foot reserves adjacent to Highways 401 or 407 – 25 metres (no change)</p> <p>ii) Abutting Steeles Avenue – 10 metres</p> <p>iii) Abutting a residential, commercial or institutional lot – 15 metres (no change)</p> <p>iv) Abutting Fifth Line north of Steeles Avenue – 10</p>	<p>Option 1 – Reductions still provide for substantial setbacks along Steeles and Fifth Line, but also allow for improved efficiency of development and access for pedestrians. A reduced minimum yard will allow the building to be located closer to the lot line and discourage parking adjacent to the street, thereby improving the streetscape from an urban design perspective. This in turn will enhance access to future transit. The setbacks from residential, institutional and open space uses have been maintained.</p> <p>Option 2 – Maintain existing standards to ensure future development is consistent with setbacks of surrounding industrial development.</p>

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

metres vi) All other rear yards – 7 metres	metres v) Abutting an O3-1 Zone – 7.5 metres (no change) vi) All other rear yards – 7 metres (no change)  Option 2 – No change.	
7.5.2.6 Minimum lot line setback from O3-1 Zone – 7.5 metres	Option 1 – No change.  Option 2 – Remove requirement.	Option 1 – Established in Official Plan. Any changes would require an Official Plan Amendment, which is out of the scope of the study.  Option 2 – The requirement is only applicable when creating new lots/adjusting lot lines or when conveying land to a public authority.
7.5.2.7 Maximum Lot Coverage – 60% of lot area	Option 1 – Remove requirement.  Option 2 – No change.	Option 1 – Permits improved efficiency of development, while still providing for significant landscaped open space, recognizing that the ultimate coverage and area of landscaped open space will be determined based on a range of factors, including stormwater management. Maintaining a 20% landscaped open space requirement effectively ensures a maximum lot coverage of 80%.  Option 2 – Maintain existing standard. There are few requests to increase the maximum lot coverage requirement.
7.5.2.8.1 Maximum Building Height i) Main building and structure - Within 150 metres of the rights-of-way of Highway 401 and 407 – 6 storeys - South of Steeles	Option 1 – Maintain standards but increase maximum height for main buildings and structures north of Steeles Avenue to 14 metres.	The Official Plan (Section D3.5.4.1.5) establishes maximum heights for the Prestige Industrial Area designation in storeys and any changes would require an Official Plan Amendment. However, the maximum height for main buildings and structures north of Steeles Avenue has been increased to 14 metres to reflect feedback from the development community and Minor Variances approved by the Town's Committee of

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

<p>Avenue, beyond 150 metres of the rights-of-way of Highway 401 and 407 – 4 storeys</p> <ul style="list-style-type: none"> <li>- North of Steeles Avenue – 2 storeys to a maximum of 10.6 metres</li> </ul>	<p>Option 2 –</p> <ul style="list-style-type: none"> <li>• Increase maximum height for main buildings and structures north of Steeles Avenue to 14 metres;</li> <li>• Establish a maximum height that relates to the physical elevation in metres (e.g. 20 metres) for main buildings and structures south of Steeles Avenue, beyond 150 metres of the rights-of-way of Highway 401 and 407; and,</li> <li>• Establish a maximum height that relates to the physical elevation in metres (e.g. 30 metres) for main buildings and structures within 150 metres of the rights-of-way of Highway 401 and 407.</li> </ul>	<p>Adjustment for increases to the maximum height requirement.</p> <p>Option 1 – Main building and structure heights that relate to physical elevation in metres will be determined through site plan control for 4-storey and 6-storey areas.</p> <p>Option 2 – Establish maximum main building and structure heights that relate to the physical elevation in metres for 4-storey and 6-storey areas to ensure the overall height is reasonable.</p>
<p>ii) a stair tower, elevator shaft, water tank, mechanical</p>	<p>Option 1 – Add “silo” to the list of exceptions.</p>	<p>Option 1 – No significant issues identified with the exception of the addition of “silos” to the list of exceptions. This reflects</p>

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

penthouse or other heating, cooling or ventilating equipment may exceed the maximum building height by a maximum of 5 metres, provided that the aggregate horizontal area of such elements (including the fence or other enclosure), does not exceed 30% of the roof area, and the width of such elements (including the fence or other enclosure), does not exceed 30% of the width of the wall facing a street.	Option 2 – No change.	feedback from the development community and Minor Variances approved by the Town's Committee of Adjustment for increases to the maximum height requirement.  Option 2 – Maintain existing standard. These requests are not overly common.
7.5.2.9 Minimum Landscaped Open Space – 20% of Lot Area	No change.	Feedback from the TAC indicated that the standard should be maintained to ensure there is sufficient area on site for landscaping and stormwater management and to maintain the vision for the Premier Gateway Employment Area.
7.5.2.10 Minimum Planting Strip Width i) Abutting Steeles Avenue – 7 metres ii) Abutting Fifth Line – 7 metres iii) Abutting Highway 401 and 407 – 7 metres iv) Abutting any other street – 3 metres v) Abutting buildings – 1.5 metres	No change, except to remove the requirement abutting buildings.	The requirement for a planting strip around buildings will create Building Code compliance issues with regards to pedestrian access (walkways) and forcing developers to implement a strip around buildings or along lot lines not abutting streets will limit the development potential of lots and create potential traffic circulation issues. Feedback from the TAC indicated that the other standards should be maintained to ensure there is sufficient area on site for landscaping and stormwater management and to maintain the vision for the Premier Gateway Employment Area.
7.5.2.11 Outdoor Storage – Prohibited	Option 1 – No change. Maintain prohibition.	Option 1 – This requirement is established in Official Plan. Any changes would require an Official Plan Amendment, which is

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

	Option 2 – If the Official Plan is amended, establish appropriate outdoor storage provisions based on the review of Zoning By-laws of the studied municipalities.	<p>out of the scope of the study. The major concern with outdoor storage is visual impact. Outdoor storage was deemed inappropriate given the vision for this area of attracting high-quality and visually-attractive development.</p> <p>Option 2 – If the Official Plan is amended, providing an option for consideration of limited outdoor storage in certain areas in the M7 Zone which are not located in prime gateway locations would likely help to attract more industrial developers to the Prestige Industrial Area. Any open storage would have to be appropriately screened.</p>
<p>7.5.2.12 Loading Spaces</p> <p>i) Minimum Loading Dimensions – 3.5 metres x 20 metres with 4.5 metres unobstructed height</p> <p>ii) Loading spaces shall not be located in any required yard abutting Highway 401, Steeles Avenue, Winston Churchill Avenue or Trafalgar Road</p> <p>iii) Loading spaces must be located adjacent to loading bays. Additional on-site designated commercial vehicle waiting space may be provided to the greater of two loading bays or 20% of the designated loading spaces. All other commercial vehicle parking is not permitted as it would be</p>	<p>Option 1 – Reduce minimum loading space length to 12 metres and unobstructed height to 4.2 metres to be consistent with Comprehensive Zoning By-law 2010-0050. Maintain commercial vehicle waiting space requirement for building with a gross floor area fewer than 9,290 square metres and increase the standard to 100% of the provided designated loading spaces for buildings with a gross floor area of 9,290 square metres or greater.</p>	<p>Option 1 – Comprehensive Zoning By-law 2010-0050 is a more recent zoning by-law and reflects more recent industry standards for loading requirements. Based on a review of the approved Minor Variances, the commercial vehicle waiting space requirement is significantly out of alignment with the number of spaces required for warehouse and distribution centre uses. It is proposed to maintain the commercial vehicle waiting space requirement for building with a gross floor area fewer than 9,290 square metres and increase the standard to 100% of the provided designated loading spaces for buildings with a gross floor area of 9,290 square metres or greater. The requirement would be maintained for smaller building sites that cannot easily accommodate additional parking in order to limit the amount of on-site truck parking and ensure appropriate vehicular circulation and site design.</p> <p>Option 2 – Maintain existing standards. The concern is the use changing to an outdoor storage operation or a transport terminal, which are not permitted.</p>

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

considered as outdoor storage. iv) Loading space requirements – As per Table A	Option 2 – No change.	
7.5.2.13 Off-street Parking Requirements i) Minimum Parking space dimension – 2.75 metres x 5.48 metres ii) Parking shall not be located in any required yard abutting a non-industrial lot iii) Not more than 20% of required parking spaces shall be located in any yard abutting Highway 401, Highway 407 or Steeles Avenue iv) Parking space requirements – As per Table B	Option 1 – i) Minimum Parking space dimension – 2.75 metres x 5.5 metres ii) Parking shall not be located in any required yard abutting a residential or institutional lot iii) Not more than 20% of required parking spaces shall be located in any yard abutting Steeles Avenue iv) Parking space requirements – As per Table B. Proposed changes to parking requirements for specific uses (i.e. Industrial use, Manufacturing use, Museum, Nursery school, Full service Restaurant, Warehouse use and Wholesaling use; see <b>SCHEDULE 4 – DRAFT ZONING BY-LAW</b> to Report No. PD-2020-0048).	As does the Comprehensive Zoning By-law, the subject Zoning By-law defers to Off-Street Parking By-law 2005-0117 for accessible (barrier-free) parking requirements.  Option 1 – Minimum parking space length has been slightly increased to be consistent with Comprehensive Zoning By-law 2010-0050. “Non-industrial lot” was changed to “residential or institutional lot” to clarify that the setback restriction does not apply to commercial lots. The restriction regarding no more than 20% of the required parking spaces being located within a yard abutting Highways 401 and 407 has been removed to provide greater flexibility for development given there is no specific policy requiring this standard. The 7 metre wide minimum planting strip abutting Highway 401 or 407 will be maintained in accordance with the objectives of the Urban Design Guidelines to allow for appropriate buffering and vegetative screening of parking areas. In addition, parking requirements for specific uses are proposed to be amended (reduced) to be consistent with By-law 2010-0050 to reflect more current industry standards. Typographical corrections have also been made to some of the standards to make them easier to interpret and implement.  Option 2 – Maintain existing standards.

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

	Option 2 – No change.	
<p>7.5.2.14 Accessory Retail Uses</p> <p>i) A maximum of 10% of the gross floor area of the building devoted to the permitted manufacturing, warehousing or wholesaling use can be used for an accessory retail store.</p> <p>ii) A maximum of 25% of the gross floor area of the building devoted to the permitted manufacturing, warehousing or wholesaling use, where the total floor area of the building is less than 1,000 square metres, can be used for an accessory retail store.</p>	No change.	No issues have been identified.
<p>7.5.2.15 Accessory Buildings and Structures</p> <p>i) The maximum lot coverage of all accessory buildings and structures shall be 2% to a maximum of 55 square metres.</p> <p>ii) The maximum height (as measured from finished grade level to the highest point) of an accessory building or structure shall be 6 metres.</p> <p>iii) No accessory building or structure, excluding a gate house, shall be located within a</p>	<p>Option 1 – Change “non-industrial lot” to “residential or institutional lot” regarding the minimum required rear yard and interior side yards of an accessory building.</p> <p>Option 2 – No change.</p>	<p>Option 1 – “Non-industrial lot” was changed to “residential or institutional lot” to clarify that the restriction does not apply to commercial lots. Location of accessory buildings and structures should only be further limited adjacent to residential or institutional lots. No other issues have been identified.</p> <p>Option 2 – Maintain existing standards.</p>

**Table 2 Proposed M7 Zoning Modifications or Modification Options**

<p>required front yard or exterior side yard.</p> <p>iv) No accessory building or structure, excluding a gate house, shall be located within a required planting strip.</p> <p>v) No accessory building or structure, excluding a gate house, shall be located within 3 metres of the main building or structure on the lot.</p> <p>vi) Minimum rear yard and minimum interior side yards of an accessory building:</p> <ul style="list-style-type: none"> <li>- abutting a non-industrial lot – 9 metres</li> <li>- all other lot lines – 1 metre</li> </ul> <p>vii) A gate house shall not exceed 3 metres in height or 12.0 square metres in gross floor area.</p>		
<p>7.5.2.16 Outdoor play space for a nursery school shall not be located in a required front yard or required exterior side yard and may be located within the landscaped open space.</p>	<p>No change.</p>	<p>No issues have been identified.</p>
<p>7.5.2.17 Restaurant drive-through facilities shall be prohibited in a building elevation which faces a street.</p>	<p>No change.</p>	<p>No issues have been identified.</p>



**Table 3 Proposed G Zoning Modifications or Modification Options**

Existing Regulation	Proposed Modification or Modification Options	Rationale
<b>Section 7.6 – 401 Gateway (G) Zone</b>		
7.6.1 Permitted Uses	No change.	The permitted uses permit a wide range of uses. The uses reflect the appropriate type of uses for the Gateway Area. Any changes would require an Official Plan Amendment.
7.6.3.1 Minimum Lot Area – 0.4 ha	<p>Option 1 – No change to requirement. Provision from Comprehensive Zoning By-law 2010-0050 to be added to allow existing undersized lots to be used.</p> <p>Option 2 – Reduce requirement to 0.1 ha.</p>	<p>Option 1 – A minimum of 0.5 ha (~1.2 ac) is needed to accommodate most major industrial and commercial developments. Inserting provision (Section 4.19) from Comprehensive Zoning By-law 2010-0050 will allow existing undersized lots to be used in accordance with the provisions of Zoning By-law 2000-138.</p> <p>Option 2 – This change reflects the change proposed in the M7 Zone and recognizes the potential for smaller lot development, particularly north of Steeles Avenue. It also recognizes the nature of the permitted uses in the G Zone and the potential for significantly smaller lots in this area given the more intense form of development which has occurred and which will continue to occur.</p>
7.6.3.2 Minimum Lot Frontage on an Accessible Road – 30 metres	<p>Option 1 – No change.</p> <p>Option 2 – Remove requirement.</p>	<p>Option 1 – Establishes a minimum standard to ensure the lot is of sufficient width to accommodate an appropriately sized building, vehicular and pedestrian access, utilities, municipal services, and landscaping.</p> <p>Option 2 – Function of lot will be determined through site plan review process.</p>
7.6.3.3 Minimum Depth Front Yard i) Abutting Steeles Avenue – 10	<p>Option 1 – No change.</p> <p>Option 2 – Reduce</p>	Option 1 – The setbacks in the G Zone are not as onerous as those in the M7 Zone, so there have not been requests to reduce these setbacks. These

**Table 3 Proposed G Zoning Modifications or Modification Options**

metres ii) Abutting Trafalgar Road and Winston Churchill Boulevard – 10 metres iii) All other front yards – 3 metres	standards to 3.0 metres.	setbacks would be consistent with the proposed reduced setbacks of the M7 Zone.  Option 2 – Reduction still provides a setback, but is in keeping with the more intensive development anticipated in the Gateway Areas. This change allows for improved efficiency and access for pedestrians. This will enhance access for future transit.
7.6.3.4 Minimum Side Yard i) Abutting an O3-1 Zone – 7.5 metres ii) Abutting the rights-of-way of Highway 401 & 407 – 25 metres iii) All other Interior Side Yards – 3 metres iv) Exterior - Abutting Steeles Avenue – 10 metres - Abutting Trafalgar Road and Winston Churchill Boulevard – 10 metres - All other exterior side yards – 3 metres	Option 1 – No change.  Option 2 – Maintain existing standards abutting an O3-1 Zone and rights-of-way of Highways 401 & 407, but reduce all other setbacks to 3 metres.	Option 1 – The setbacks in the G Zone are not as onerous as those in the M7 Zone, so there have not been requests to reduce these setbacks. These setbacks would be consistent with the proposed reduced setbacks of the M7 Zone.  Option 2 – Reduction still provides for a setback, but is in keeping with the more intensive development anticipated in the Gateway Areas. This change allows for improved efficiency and access for pedestrians. This will enhance access for future transit.
7.6.3.5 Minimum Rear Yard i) Abutting a residential or institutional lot – 9 metres ii) Abutting Steeles Avenue – 10 metres iii) Abutting the rights-of-way of Highways 401 & 407 – 25 metres iv) Abutting an O3-1 Zone – 7.5	Option 1 – No change.  Option 2 – Reduce rear yard abutting Steeles Avenue to 3 metres.	Option 1 – The setbacks in the G Zone are not as onerous as those in the M7 Zone, so there have not been requests to reduce these setbacks. The rear yard abutting Steeles Avenue would be consistent with the proposed reduced setbacks along Steeles Avenue within the M7 Zone.  Option 2 – Reduction still provides for a setback, but is

**Table 3 Proposed G Zoning Modifications or Modification Options**

metres v) All other rear yards – 3 metres		in keeping with the more intensive development anticipated in the Gateway Areas. This change allows for improved efficiency and access for pedestrians. This will enhance access for future transit.
7.6.3.6 Minimum lot line setback from O3-1 Zone – 7.5 metres	Option 1 – No change.  Option 2 – Remove requirement.	Option 1 – Established in Official Plan. Any changes would require an Official Plan Amendment, which is out of the scope of the study.  Option 2 – The requirement is only applicable when creating new lots/adjusting lot lines or when conveying land to a public authority.
7.6.3.6 (sic) Lot Coverage i) Maximum 60% of lot area ii) Minimum 25% of lot area	Option 1 – Remove maximum lot coverage requirement.  Option 2 – No change.	Option 1 – Permits improved efficiency of development, while still providing for significant landscaped open space, recognizing that the ultimate coverage and area of landscaped open space will be determined based on a range of factors, including stormwater management. Maintaining a 10% landscaped open space requirement effectively ensures a maximum lot coverage of 90%.  Option 2 – Maintain existing standards. There are few requests to increase the maximum lot coverage requirement.
7.6.3.7 Maximum Building Height i) Main buildings and structures - Within 150 metres of the rights-of-way of Highway 401 and 407 – 6 storeys - South of Steeles Avenue, beyond 150 metres of the rights-of-way of Highway	Option 1 – No change.  Option 2 – • Establish a maximum height that relates to the physical elevation in metres (e.g. 20 metres) for main	Option 1 – Main building and structure heights that relate to physical elevation in metres will be determined through site plan control.  Option 2 – Maximum main building and structure heights that relate to the physical elevation in metres may be established for the G Zone to ensure the overall height is reasonable.

**Table 3 Proposed G Zoning Modifications or Modification Options**

401 and 407 – 4 storeys	<p>buildings and structures south of Steeles Avenue, beyond 150 metres of the rights-of-way of Highway 401 and 407; and,</p> <ul style="list-style-type: none"> <li>Establish a maximum height that relates to the physical elevation in metres (e.g. 30 metres) for main buildings and structures within 150 metres of the rights-of-way of Highway 401 and 407.</li> </ul>	
<p>ii) A stair tower, elevator shaft, water tank, mechanical penthouse or other heating, cooling or ventilating equipment may exceed the maximum building height by a maximum of 5 metres, provided that the aggregate horizontal area of such elements (including the fence or other enclosure), does not exceed 30% of the roof area, and the width of such elements (including the fence or other enclosure), does not exceed 30% of the width of the wall facing a</p>	<p>Option 1 – Add “silo” to the list of exceptions.</p> <p>Option 2 – No change.</p>	<p>Option 1 – No significant issues identified with the exception of the addition of “silos” to the list of exceptions. This reflects feedback from the development community and Minor Variances approved by the Town’s Committee of Adjustment for increases to the maximum height requirement.</p> <p>Option 2 – Maintain existing standard. These requests are not overly common.</p>

**Table 3 Proposed G Zoning Modifications or Modification Options**

street.		
7.6.3.9 Retail Store Maximum Floor Space – 2,750 square metres per unit	No change.	Official Plan requires a zoning by-law amendment to increase maximum floor space.
7.6.3.10 Minimum Landscaped Open Space – 10% of Lot Area	No change.	No issues identified, recognizing that the ultimate area of landscape open space will be determined based on a range of factors, including stormwater management.
7.6.3.11 Minimum Planting Strip Width i) Abutting Steeles Avenue – 3 metres ii) Abutting Highway 401 and 407 – 7 metres iii) Abutting any other street – 3 metres	No change.	No changes are proposed. The Urban Design Guidelines also provide direction with respect to landscaping.
7.6.3.12 Outdoor Storage – Prohibited	No change.	The Gateway Areas are the primary entrances to the Town and should provide for the highest quality development. In addition, the type of development does not normally require outdoor storage.
7.6.3.12 Loading Spaces (sic) i) Minimum Loading Dimensions – 3.5 metres x 20 metres with 4.5 metres unobstructed height ii) Loading spaces shall not be located in any required yard abutting Steeles Avenue, Winston Churchill Avenue, Trafalgar Road or a residential area iii) Loading spaces must be located adjacent to loading bays and a maximum of two additional	Option 1 – Reduce minimum loading space length to 12 metres and unobstructed height to 4.2 metres to be consistent with Comprehensive Zoning By-law 2010-0050. Change “residential area” to “residential lot”.  Option 2 – No change,	Typographical change from “residential area” to “residential lot” to make Provision (ii) easier to interpret and implement.  Option 1 – Comprehensive Zoning By-law 2010-0050 is a more recent zoning by-law and reflects more recent industry standards for loading requirements.  Option 2 – The Gateway Areas are the primary entrances to the Town and should provide for the highest quality development. In addition, the type of development does not normally require significant

**Table 3 Proposed G Zoning Modifications or Modification Options**

designated waiting spaces may be provided. All other commercial vehicle parking is not permitted as it would be considered as outdoor storage. iii) Loading space requirements – As per Table A	except to change “residential area” to “residential lot”.	commercial vehicle parking.
7.6.3.13 Off-street Parking Requirements i) Minimum Parking space dimension – 2.75 metres x 5.48 metres ii) Parking shall not be located in any required yard abutting a non-industrial lot iii) Not more than 20% of required parking spaces shall be located in any yard abutting Highway 401, Highway 407 or Steeles Avenue. iv) Parking space requirements – As per Table B.	Option 1 – i) Minimum Parking space dimension – 2.75 metres x 5.5 metres ii) Parking shall not be located in any required yard abutting a residential or institutional lot iii) Not more than 20% of required parking spaces shall be located in any yard abutting Steeles Avenue iv) Parking space requirements – As per Table B. Proposed changes to parking requirements for specific uses (i.e. Industrial use, Manufacturing use, Museum, Nursery school, Full service Restaurant, Warehouse use and Wholesaling use; see	As does the Comprehensive Zoning By-law, the subject Zoning By-law defers to Off-Street Parking By-law 2005-0117 for accessible (barrier-free) parking requirements.  Option 1 – Minimum parking space length has been slightly increased to be consistent with Comprehensive Zoning By-law 2010-0050. “Non-industrial lot” was changed to “residential or institutional lot” to clarify that the setback restriction does not apply to commercial lots. The restriction regarding no more than 20% of the required parking spaces being located within a yard abutting Highways 401 and 407 has been removed to provide greater flexibility for development given there is no specific policy requiring this standard. The 7 metre wide minimum planting strip abutting Highway 401 or 407 will be maintained in accordance with the objectives of the Urban Design Guidelines to allow for appropriate buffering and vegetative screening and of parking areas. In addition, parking requirements for specific uses are proposed to be amended (reduced) to be consistent with By-law 2010-0050 to reflect more current industry standards. Typographical corrections have also been made to some of the standards to

**Table 3 Proposed G Zoning Modifications or Modification Options**

	<b>SCHEDULE 4 – DRAFT ZONING BY-LAW</b> to Report No. PD-2020-0048).	make them easier to interpret and implement.  Option 2 – Maintain existing standards.
	Option 2 – No change.	
<p>7.6.3.14 Accessory Buildings and Structures</p> <p>i) The maximum lot coverage of all accessory buildings and structures shall be 2% to a maximum of 55 square metres.</p> <p>ii) The maximum height (as measured from finished grade level to the highest point) of an accessory building or structure shall be 6 metres.</p> <p>iii) No accessory building or structure, excluding a gate house, shall be located within a required front yard or exterior side yard.</p> <p>iv) No accessory building or structure, excluding a gate house, shall be located within a required planting strip.</p> <p>v) No accessory building or structure, excluding a gate house, shall be located within 3 metres of the main building or structure on the lot.</p> <p>vi) Minimum rear yard and</p>	<p>Option 1 – Change “non-industrial lot” to “residential or institutional lot” regarding the minimum required rear yard and interior side yards of an accessory building.</p> <p>Option 2 – No change.</p>	<p>Option 1 – “Non-industrial lot” was changed to “residential or institutional lot” to clarify that the restriction does not apply to commercial lots. Location of accessory buildings and structures should only be further limited adjacent to residential or institutional lots. No other issues have been identified.</p> <p>Option 2 – Maintain existing standards.</p>

**Table 3 Proposed G Zoning Modifications or Modification Options**

minimum interior side yards of an accessory building: - abutting a non-industrial lot – 9 metres - all other lot lines – 1 metre vii) A gate house shall not exceed 3 metres in height or 12.0 square metres in gross floor area.		
7.6.3.16 Restaurant drive-through facilities shall be prohibited in a building elevation which faces a street.	No change.	Appropriate control for Gateway Area.
7.6.3.17 Convenience Restaurant shall be incorporated into larger developments and be accessory to the primary use.	No change.	Appropriate control for Gateway Area.
7.6.3.18 A service station shall not be located within 200 metres of either of the intersections of Steeles Avenue with Trafalgar Road, or Steeles Avenue with James Snow Parkway.	No change.	Appropriate control for Gateway Area.
7.6.3.19 Outdoor play space for a nursery school shall not be located in a required front yard or required exterior side yard and may be located within the landscaped open space.	No change.	No issues have been identified.



**Table 4 Proposed Modifications to MD Zone, General Provisions and Parking Standards**

Existing Regulation	Proposed Modification or Modification Options	Rationale
<b>Section 7.7 – 401 Corridor Development (MD) Zone</b>		
7.7.2.4 Minimum Side Yard i) Interior - abutting a non-industrial lot – 9 metres	“Non-industrial lot” changed to “residential or institutional lot”.	To clarify that the restriction does not apply to commercial lots.
7.7.2.5 Minimum Rear Yard i) Abutting a non-industrial lot – 9 metres	“Non-industrial lot” changed to “residential or institutional lot”.	To clarify that the restriction does not apply to commercial lots.
<b>Section 13.102.4 – Definitions</b>		
Gross Floor Area, Net Floor Area and Outdoor Storage	Definitions of “Gross floor area” and “Net floor area” added. Definition of “Outdoor storage” moved further down By-law.	Definitions of “Gross floor area” and “Net floor area” from Comprehensive Zoning By-law 2010-0050 added for consistency. Definition of “Outdoor storage” moved further down By-law in order to maintain alphabetical order of the list of definitions.
<b>Parking Standards</b>		
<ul style="list-style-type: none"> <li>- Surface Treatment</li> <li>- Width of Parking Aisles</li> <li>- Width of Access Ramps and Driveways</li> </ul> 13.102.5 Loading 13.102.6 Parking <ul style="list-style-type: none"> <li>- Parking Area Location on a Lot in Relation to Buildings and Structures</li> <li>- Parking Garages</li> <li>- Parking Required for Outdoor Patios</li> <li>- Illumination</li> <li>- Queuing Lane</li> </ul>	<p>General parking standards from Comprehensive Zoning By-law 2010-0050 added. Corresponding sections, tables, etc. renumbered accordingly. “Gross Floor Area” changed to “Net Floor Area” in parking table.</p> <p>13.102.5 Surface Treatment 13.102.6 Width of Parking Aisles 13.102.7 Width of Access Ramps and Driveways</p>	General parking standards from Comprehensive Zoning By-law 2010-0050 added. Corresponding sections, tables, etc. renumbered accordingly. “Gross Floor Area” changed to “Net Floor Area” in parking table to be consistent with Comprehensive Zoning By-law 2010-0050.

**Table 4 Proposed Modifications to MD Zone, General Provisions and Parking Standards**

Requirements - Bicycle Parking	13.102.8 Loading 13.102.9 Parking 13.102.10 Parking Area Location on a Lot in Relation to Buildings and Structures 13.102.11 Parking Garages 13.102.12 Parking Required for Outdoor Patios 13.102.13 Illumination 13.102.14 Queuing Lane Requirements 13.102.15 Bicycle Parking	
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## 4. Urban Design Guidelines Issues and Key Directions

### 4.1 Background

The 401 Corridor Integrated Planning Project Design Guidelines (2000) apply to the Premier Gateway Employment Area. The Guidelines were developed as “a framework to guide future development of the concept and promote design principles on which it is based.”

### 4.2 Issue Summary

As part of the review of the Zoning By-law, a review of issues related to the Design Guidelines was also carried out by the consultant team. The workshops and Public Open House facilitated input to the Guidelines review, as did the survey posted on the Let's Talk Halton Hills website for the study. However, unlike the Zoning regulations, the concerns with the Guidelines included fundamental issues with the approach. In particular, the fact that often the Guidelines establish a regulatory direction which would be more appropriate in a zoning by-law.

Other issues were more specific:

- How can outdoor storage screening be handled appropriately;
- Landscaping balance (with snow removal);
- Maintenance of on-site landscaping (what are appropriate species?);
- Flexibility of setbacks to reflect irregular lots (i.e. achieve the intent);
- Light pollution on adjacent uses;
- Building heights;
- Shared access;
- Digital Signage;
- Use reasonable precedents (i.e. industrial buildings in Ontario);
- Provision for warehousing uses;
- Servicing and loading (both commercial and employment); and,
- Local street frontages.

### 4.3 Approach

Given the fundamental issues with the approach used in the current Guidelines, it was determined that the best approach would be to prepare new Guidelines. The draft Guidelines for the Premier Gateway Employment Area are found in **SCHEDULE 5 – DRAFT URBAN DESIGN GUIDELINES** to Report No. PD-2020-0048.

The proposed Premier Gateway Employment Area Urban Design Guidelines establish the physical design framework for the area, to ensure that new built form demonstrates high-quality design that is sustainable and reflects building practices that are appropriate for the area. These guidelines contain an Urban Design Vision, a detailed set of Guiding Principles, and guidelines that will establish urban design parameters for the Premier Gateway Employment Area. The Guidelines have been prepared to provide guidance to developers, Town staff, and the public on the desired physical development within the Premier Gateway Employment Area.

The objective of the Guidelines is to provide direction related to site plan design, built form design, sustainability, Greenlands, and Major Parks & Open Space, and to provide strategies for implementation. These aspects are interrelated and should be referenced in their entirety in the design and review of all projects.

The document contains general guidelines that apply to all areas within the Premier Gateway Employment Area. Additional directions for Steeles Avenue, Trafalgar Road and the Gateway Areas are found within relevant sections to provide further insight on the design of these key areas.

## 5. Context and Next Steps

The Premier Gateway Employment Area is identified as the Town's prestige employment area where large scale employment growth is to be directed. As the "gateway" to the Town, a high standard of design is required for new office, warehousing, manufacturing and commercial development.

The purpose of this study is to review and update the applicable zoning standards in Zoning By-law 2000-138 and the Urban Design Guidelines for the Premier Gateway Employment Area to ensure the standards will continue to achieve desirable development and are responsive to the needs of businesses.

The focus of the study as noted is to review and update the current standards and guidelines applicable to the Premier Gateway Employment Area. However, the review of Zoning By-law 2000-138 and the existing Urban Design Guidelines will support the completion of the Phase 1B Employment Area Integrated Planning Study by providing input with respect to appropriate zoning standards for the Phase 1B Area. The Urban Design Guidelines are also designed so that when that study is completed the Guidelines can apply to the entire Premier Gateway Employment Area.

This Issues Review and Analysis Report is intended to outline the background to the subject study and the rationale for proposed changes to the Zoning By-law and Urban Design Guidelines. The review and analysis of the existing zoning identified issues which illustrate that some specific regulations appear to require refinement to allow better achievement of the Town's objective for the Premier Gateway Employment Area. The proposed changes to the regulations outlined in Section 3 to this report are designed to address these issues. In particular, they are designed to enhance the efficiency of development and improve access for pedestrians, while still protecting existing residential and institutional development. The draft Zoning By-law for consideration is contained within **SCHEDULE 4 – DRAFT ZONING BY-LAW** to Report No. PD-2020-0048.

Unlike the Zoning regulations, the concerns with the Guidelines included fundamental issues with the approach. In particular, the fact that often the Guidelines establish a regulatory direction which would be more appropriate in a zoning by-law. Given the fundamental issues with the approach used in the current Guidelines, it was determined that the best approach would be to prepare new Guidelines. The draft Guidelines found in **SCHEDULE 5 – DRAFT URBAN DESIGN GUIDELINES** to Report No. PD-2020-0048 are intended to be applicable to the Premier Gateway Employment Area. The Guidelines are also designed so that they can apply to the entire Premier Gateway Employment Area once the Phase 1B Secondary Plan is approved by the Region.

## **Appendix A**

### **Zoning By-law 2000-138 Variance Summary**

## Appendix A – Approved Minor Variances from Zoning By-law 2000-138

FILE NUMBER	FILE NAME	ADDRESS	RELIEF FROM ZONING BY-LAW 2000-138
D13VAR20.009H	HHIDGP	6 CLEVE COURT	1. TO INCREASE THE HEIGHT OF THE BUILDINGS TO THE TOP OF THE PARAPET FROM THE MAXIMUM 10.6 M TO PERMIT A HEIGHT OF 14 M. 2. TO DECREASE THE LOT FRONTAGE ON AN ACCESSIBLE PUBLIC ROAD FROM THE MINIMUM 45 M TO PERMIT A LOT FRONTAGE OF 28 M. TO ACCOMMODATE PROPOSED WAREHOUSE AND ACCESSORY OFFICE USES.
D13VAR20.002H	HHIDGP	6 CLEVE COURT	1. TO INCREASE THE HEIGHT OF THE 2 BUILDINGS FROM THE MAXIMUM 10.6 M TO PERMIT A HEIGHT OF 11.8 M. 2. TO DECREASE THE MINIMUM LOT FRONTAGE ON AN ACCESSIBLE PUBLIC ROAD FROM THE REQUIRED 45 M TO PERMIT A LOT FRONTAGE OF 38 M. 3. TO REDUCE THE MINIMUM PARKING FOR THE WAREHOUSE AND ACCESSORY OFFICE USES FROM THE REQUIRED 2 SPACES PLUS 1 SPACE PER 100 SQ M OF WAREHOUSE USE, AND 3.3 SPACES PER 100 SQ M OF ACCESSORY GENERAL OFFICE, TO PERMIT 0.48 PARKING SPACES PER 100 SQ M OF GROSS FLOOR AREA. 4. TO INCREASE THE ON-SITE DESIGNATED COMMERCIAL VEHICLE WAITING SPACES FROM THE MAXIMUM 20% OF THE PROVIDED DESIGNATED LOADING SPACES TO PERMIT 26% OF THE PROVIDED DESIGNATED LOADING SPACES. TO ACCOMMODATE PROPOSED WAREHOUSE AND ACCESSORY OFFICE USES.
D13VAR19.029H	GENGUARD HOLDINGS LTD.	5 BRIGDEN GATE	1. TO REDUCE THE LANDSCAPED OPEN SPACE FROM THE MINIMUM 20% TO PERMIT A LANDSCAPED OPEN SPACE OF 15.94%. TO ACCOMMODATE A PROPOSED ADDITION TO AN INDUSTRIAL BUILDING.
D13VAR18.034H	ST. STEPHEN'S	14946 STEELES AVENUE	1. TO REDUCE THE FRONT YARD SETBACK FROM THE MINIMUM 20 M TO PERMIT AN 11 M FRONT YARD SETBACK (ADDITION TO ENTRANCE). TO ACCOMMODATE AN ADDITION TO THE ENTRANCE (BARRIER-FREE ACCESS).
D13VAR18.023H	BCIMC REALTY CORPORATION	40 WESTBRIDGE DRIVE	1. TO REDUCE THE NUMBER OF PARKING SPACES FROM THE MINIMUM 374 SPACES TO PERMIT 203 PARKING SPACES (WAREHOUSE). 2. TO REDUCE THE WIDTH OF THE PLANTING STRIP ABUTTING FIFTH LINE FROM THE MINIMUM 7 M TO PERMIT A 3 M PLANTING STRIP (WAREHOUSE). TO ACCOMMODATE A PROPOSED WAREHOUSE.
D13VAR16.028H	SMARTREIT	13850 STEELES AVENUE	1. TO REDUCE THE MINIMUM SIDE YARD SETBACK, ABUTTING THE RIGHT-OF-WAY OF HIGHWAY 401 FROM THE MINIMUM 25 M TO PERMIT AN 8.5 M SIDE YARD SETBACK. TO ACCOMMODATE A PROPOSED ABOVE GRADE PARKING STRUCTURE.
D13VAR15.022H	SMARTREIT	13850 STEELES AVENUE	1. TO INCREASE THE HEIGHT OF AN ABOVE GRADE PARKING STRUCTURE FROM THE MAXIMUM 2 STOREYS TO PERMIT AN ABOVE-GRADE PARKING STRUCTURE WITH 4 STOREYS AND ROOFTOP PARKING. 2. TO REDUCE THE MINIMUM SIDE YARD SETBACK, ABUTTING THE RIGHTS-OF-WAY OF HIGHWAY 401 AND HIGHWAY 407 FROM THE MINIMUM 25 M TO PERMIT A 14 M SIDE YARD SETBACK. 3. TO REDUCE THE WIDTH OF THE REQUIRED PLANTING STRIP ABUTTING HIGHWAY 401 AND HIGHWAY 407 FROM THE MINIMUM 7 M TO PERMIT A 0 M PLANTING STRIP. TO ACCOMMODATE A PROPOSED ABOVE GRADE PARKING STRUCTURE.
D13VAR15.021H	HHIDGP	10793 STEELES AVENUE	1. TO INCREASE THE HEIGHT OF THE BUILDING TO THE TOP OF THE PARAPET FROM THE MAXIMUM 10.6 M TO PERMIT A HEIGHT OF 13.5 M. 2. TO INCREASE THE COMMERCIAL VEHICLE WAITING SPACES FROM THE MAXIMUM 18 TO PERMIT 182 COMMERCIAL VEHICLE WAITING SPACES. 3. TO REDUCE THE PARKING SPACES FROM THE MINIMUM 647 SPACES TO PERMIT 254 PARKING SPACES. TO ACCOMMODATE A PROPOSED DISTRIBUTION WAREHOUSE AND OFFICE USE.
D13VAR15.009H	SUN LIFE	8041 FIFTH LINE	1. TO INCREASE THE NUMBER OF COMMERCIAL WAITING SPACES FROM THE PERMITTED 14, TO ALLOW 59 COMMERCIAL WAITING SPACES. TO ACCOMMODATE PROPOSED ADDITIONAL COMMERCIAL WAITING SPACES.
D13VAR15.002H	SENSIENT	8020 FIFTH LINE	1. TO REDUCE THE MINIMUM EXTERIOR SIDE YARD SETBACK (STEELES AVENUE FRONTAGE) FROM THE REQUIRED 20 M TO ALLOW A 14 M EXTERIOR SIDE YARD SETBACK. TO ACCOMMODATE A PROPOSED SETBACK FOR AN EXISTING BUILDING, AND FUTURE EXPANSION.
D13VAR14.013H	BCIMC REALTY CORPORATION	7951 FIFTH LINE	1. TO REDUCE THE PARKING FROM THE REQUIRED 890 SPACES TO ALLOW 350 PARKING SPACES. TO ACCOMMODATE A PROPOSED WAREHOUSE/DISTRIBUTION LOGISTIC FACILITY.
D13VAR12.011H	CALLOWAY	13850	1. TO REDUCE THE LOT COVERAGE FROM THE MINIMUM REQUIRED 25% TO

		STEELES AVENUE	ALLOW A 22% LOT COVERAGE. TO ALLOW FOR FLEXIBILITY WITHIN DESIGN AND BUILDING CONFIGURATION.
D13VAR12.010H	SUN LIFE	8041 FIFTH LINE	1. TO REDUCE THE PARKING SPACES FROM THE REQUIRED 269 SPACES TO ALLOW 228 PARKING SPACES. TO ACCOMMODATE A PROPOSED DEVELOPMENT THAT DOES NOT DEMAND THIS AMOUNT OF PARKING.
D13VAR11.009H	HDP CANADA	15 BROWNRIDGE ROAD, UNIT 3	1. TO REDUCE THE REQUIRED PARKING COUNT OF 352 SPACES, BASED ON A MAXIMUM ADDITIONAL 2601 SQ M OF MEZZANINE AREA FOR THE PROPERTIES, TO PERMIT THE EXISTING PARKING COUNT OF 287 SPACES.
D13VAR09.028H	SENSIENT	8020 FIFTH LINE	1. TO INCREASE THE MAXIMUM HEIGHT FOR AN ACCESSORY STRUCTURE FROM THE PERMITTED 6M TO ALLOW A 9.5M HEIGHT; 2. TO REDUCE THE SPACING BETWEEN ACCESSORY BUILDINGS FROM THE REQUIRED 3M TO ALLOW A 0.9M SPACING. TO ACCOMMODATE A PERMANENT WASTE WATER TREATMENT FACILITY.
D13VAR08.038H	FIRST GULF-REVISED	8041 FIFTH LINE	1. TO INCREASE THE MAXIMUM BUILDING HEIGHT FROM THE PERMITTED 10.6M TO ALLOW A 12.0M HEIGHT; 2. TO INCREASE THE COMMERCIAL VEHICLE WAITING SPACES FROM THE PERMITTED 14 SPACES TO ALLOW 52 COMMERCIAL VEHICLE WAITING SPACES; 3. TO REDUCE THE PARKING SPACES FROM THE REQUIRED 453 SPACES TO ALLOW 244 PARKING SPACES.
D13VAR08.027H	SUN LIFE	8039 FIFTH LINE	1. TO INCREASE THE COMMERCIAL VEHICLE WAITING SPACES FROM THE PERMITTED 8 TO ALLOW 38 COMMERCIAL VEHICLE WAITING SPACES; 2. TO PERMIT A CORRESPONDING REDUCTION IN THE VEHICLE PARKING FROM THE REQUIRED 387 SPACES TO ALLOW 309 VEHICLE PARKING SPACES.
D13VAR08.004H	SENSIENT	8020 FIFTH LINE	1. TO REDUCE THE MINIMUM SIDE YARD EXTERIOR SETBACK FROM THE REQUIRED 20 METRES TO ALLOW A 15 METRE SIDE YARD EXTERIOR SETBACK.
D13VAR07.046H	CLOVER COLD STORAGE	8041 FIFTH LINE	1. TO INCREASE THE MAXIMUM PERMITTED BUILDING HEIGHT OF 10.6m TO ALLOW A HEIGHT OF 13.6M. TO ACCOMMODATE THE PROPOSED CONSTRUCTION OF AN INDUSTRIAL BUILDING.
D13VAR07.044H	1249888 ONT INC	13605 STEELES AVENUE	1. TO REDUCE THE MINIMUM SETBACK FROM THE DIESEL PUMP TO LOT LINE FROM THE REQUIRED 6.0M TO ALLOW A 1.50m SETBACK FROM DIESEL PUMP TO LOT LINE. TO ACCOMMODATE AN EXISTING DIESEL PUMP.
D13VAR07.005H	1st MILTON	8140 FIFTH LINE	1. TO INCREASE THE MAXIMUM ACCESSORY STRUCTURE LOT COVERAGE FROM THE PERMITTED 2% TO A MAXIMUM OF 55M <sup>2</sup> TO PERMIT A 2.35% TO A MAXIMUM OF 1136M <sup>2</sup> COVERAGE. TO PERMIT AN ACCESSORY STRUCTURE TO AN OPERATIONS CENTRE TO BE USED TO HOUSE CONSTRUCTION MATERIALS FOR REPAIR OF PUBLIC INFRASTRUCTURE.
D13VAR06.056H	TRANSCANADA ENERGY LTD	SIXTH LINE	1. TO REDUCE THE REQUIRED LOADING SPACES FROM 4 SPACES TO 2 SPACES; 2. TO REDUCE THE REQUIRED PARKING SPACES FOR THE PRIMARY BUILDINGS FROM 74 SPACES TO 15 SPACES; 3. TO REDUCE THE REQUIRED PARKING SPACES FOR ACCESSORY BUILDINGS AND STRUCTURES FROM 321 TO 0; 4. TO INCREASE THE MAXIMUM ACCESSORY BUILDINGS AND STRUCTURES COVERAGE (EXCLUDING TRANSMISSION TOWERS - SWITCHYARD) FROM THE PERMITTED 2% TO A MAXIMUM OF 55M <sup>2</sup> TO ALLOW A 3% TO A MAXIMUM OF 9644M <sup>2</sup> COVERAGE; 5. TO INCREASE THE MAXIMUM ACCESSORY BUILDING AND STRUCTURE HEIGHT FROM THE PERMITTED 6.0M TO ALLOW A HEIGHT OF 37.0M; 6. TO INCREASE THE MAXIMUM BUILDING HEIGHT, TO PERMIT TWO (2) VENTILATING STACKS TO BE 25.0M ABOVE THE MAXIMUM PRIMARY BUILDING HEIGHT OF 37.0M WHERE THE BY-LAW PERMITS A MAXIMUM HEIGHT OF 5.0M ABOVE THE MAXIMUM PRIMARY BUILDING HEIGHT.
D13VAR06.026H	FIRST GULF	BRIGDEN GATE	1. TO INCREASE THE MAXIMUM SILO HEIGHT REQUIREMENT FROM 15.6M TO ALLOW A 23.77M SILO HEIGHT; 2. TO REDUCE THE NUMBER OF PARKING SPACES FROM 110 (REQUIREMENT 2 SPACES, 1/100SM) SPACES TO 67 SPACES.
D13VAR06.014H	SENSIENT	8020 FIFTH LINE	1. TO INCREASE THE MAXIMUM SILO HEIGHT REQUIREMENT FROM THE REQUIRED 15.6M TO ALLOW FOR A 19M SILO HEIGHT.



## **Appendix B**

### **Selected Zoning Regulation Comparison with Other Municipalities**

**Appendix B**  
**Comparison of Selected Zoning Regulations\***

<b>Existing Halton Hills By-law 2000- 138</b>	<b>Mississauga</b>	<b>Oakville</b>	<b>Milton</b>	<b>Brampton</b>
Minimum Lot Area <ul style="list-style-type: none"> <li>• Lots abutting 401/407 – 1.0ha</li> <li>• All other lots – 0.5ha</li> </ul>	N/A	0.2ha	0.8ha	N/A
Minimum Front Yard/Exterior Side Yard <ul style="list-style-type: none"> <li>• Steeles Avenue – 20m</li> <li>• Fifth Line North of Steeles Avenue – 20m</li> <li>• All other front yards – 10m</li> <li>• All other exterior side yards – 9m</li> </ul>	7.5m	3.0m	Prestige Office – 0.0m EMP-2 – 6.0m M1 and M2 – 9.0m	M2/M3/M4 – 9m/6m except 15m where it abuts a 0.3m reserve  MBU – 15m/6m except 15m where it abuts a 0.3m reserve
Minimum Rear Yard <ul style="list-style-type: none"> <li>• 401/407 – 25m</li> <li>• Steeles</li> </ul>	7.5m	3.0m	Prestige Office – 3.0m EMP-2 – 6.0m M1 and M2 –	M2/M3 – 7m except where it abuts a rail line where

**Appendix B**  
**Comparison of Selected Zoning Regulations\***

<b>Existing Halton Hills By-law 2000- 138</b>	<b>Mississauga</b>	<b>Oakville</b>	<b>Milton</b>	<b>Brampton</b>
<p>Avenue – 20m</p> <ul style="list-style-type: none"> <li>• Fifth Line North of Steeles Avenue – 20m</li> <li>• O3-1 – 7.5m</li> <li>• All other rear yards – 7m</li> </ul>			12.0m	<p>there is no requirement and 15m where it abuts a 0.3m reserve or a Residential or Institutional Zone</p> <p>M4 – 7m except 12m where it abuts a 0.3m reserve or a Residential or Institutional Zone</p> <p>MBU – 7m except 15m where it abuts a rail line, utility corridor, a street or a lot in a Residential Zone</p>

**Appendix B**  
**Comparison of Selected Zoning Regulations\***

<b>Existing Halton Hills By-law 2000- 138</b>	<b>Mississauga</b>	<b>Oakville</b>	<b>Milton</b>	<b>Brampton</b>
Minimum Landscaping – 20%	N/A	10%	Prestige Office – 5% EMP-2 – 15% M1 – 10% M2 – 5%	M2/M3/M4 – 3m minimum wide strip along any lot line abutting a street or Institutional Zone and 6m minimum wide strip abutting a Residential Zone  MBU Front Yard – 3m wide strip Other Yards – 6m wide strip abutting a Residential or Institutional Zone or a 0.3m reserve
Minimum yard abutting a residential	Where the opposite side of the street	Rear or interior side yard abutting	Interior Side Yard abutting a R Zone –	See above

**Appendix B**  
**Comparison of Selected Zoning Regulations\***

<b>Existing Halton Hills By-law 2000-138</b>	<b>Mississauga</b>	<b>Oakville</b>	<b>Milton</b>	<b>Brampton</b>
or institutional use – 15m	is an R Zone – 30m Interior side yard abutting an R Zone – 15m	an R, Institutional or Community Facility Zone – 15m	9.0m Rear Yard abutting an R Zone – 9.0m in the EMP-2 Zone and 18m for the M1 and M2 Zones	
Outside Storage – Prohibited	Permitted in the E2 Zone provided: <ul style="list-style-type: none"> <li>• it does not exceed 5% of the lot area or 10% of the gross floor area-non-residential of the building or structure or part thereof;</li> <li>• it is not located closer to the street line than a building or structure;</li> <li>• not located</li> </ul>	Outside Processing and Storage & Heavy Vehicle Parking Areas: <ul style="list-style-type: none"> <li>• Only in a interior side or rear yard;</li> <li>• 3.5m min from the lot line;</li> <li>• Max 50% coverage in Ind. Zone where lot is further than 100 m from rail line. No maximum</li> </ul>	Permitted in the M2 Zone and as an accessory use for certain specific uses in the M2 Zone such as recycling facility, transportation terminal and commercial storage subject to the required setbacks and lot coverage of the principal use.	M2 – No storage permitted unless in a rear or interior side yard screened from view by a solid fence from a street, open space and properties in a Residential or Institutional Zone  M3 – Similar to M2 but solid fence

**Appendix B**  
**Comparison of Selected Zoning Regulations\***

Existing Halton Hills By-law 2000- 138	Mississauga	Oakville	Milton	Brampton
	<p>in front yard or exterior side yard; and,</p> <ul style="list-style-type: none"> <li>• a fence with a minimum height of 2.4 m shall be required to screen the perimeter of the area.</li> </ul> <p>E3 regulations are similar but there is no limit on the area</p>	<p>where it is less than 100 m from rail line;</p> <ul style="list-style-type: none"> <li>• 25% in Business Employment Zone;</li> <li>• Not permitted in a yard abutting a R, Institutional or CF Zone;</li> <li>• Storage of damaged, impounded or inoperable motor vehicles prohibited;</li> <li>• Material greater than 1.8m in height may only be stored in the rear yard or between</li> </ul>		<p>to be 1.8m in height and no storage to exceed the top of the solid fence</p> <p>M4/MBU – Not permitted</p>

**Appendix B**  
**Comparison of Selected Zoning Regulations\***

<b>Existing Halton Hills By-law 2000- 138</b>	<b>Mississauga</b>	<b>Oakville</b>	<b>Milton</b>	<b>Brampton</b>
		<p>two buildings on the same lot; and,</p> <ul style="list-style-type: none"> <li>• Maximum height in Business Employment Zone shall be equal to height of tallest building.</li> </ul>		
Commercial Vehicle Waiting Spaces – On-site designated commercial vehicle waiting space may be provided to the greater of two loading bays or 20% of the designated loading spaces. All other	N/A	Controlled through the heavy vehicle parking area requirements	N/A	N/A

<b>Appendix B</b> <b>Comparison of Selected Zoning Regulations*</b>				
<b>Existing Halton Hills By-law 2000- 138</b>	<b>Mississauga</b>	<b>Oakville</b>	<b>Milton</b>	<b>Brampton</b>
commercial vehicle parking is not permitted as it would be considered outside storage.				

**Note: Locations selected because the municipalities have employment zones for significant areas in proximity to major highways.**