

Part H, Chapter 35: Humber Station Employment Area Secondary Plan

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35. HUMBER STATION EMPLOYMENT AREA SECONDARY PLAN

35.1 Introduction

35.1.1 Purpose

The Humber Station Employment Area Secondary Plan governs the *development* and redevelopment of lands within the Humber Station Employment Area, as identified on Schedule H35 – Humber Station Employment Area Secondary Plan Land Use Plan.

The purpose of this Secondary Plan is to establish a comprehensive land use and policy framework to guide the orderly and *sustainable development* of the for the Humber Station Employment Area. It identifies and supports the planned function of both the Prestige Employment and General Employment land use designations, while also protecting and enhancing Natural Features and Areas.

The Secondary Plan has been developed to facilitate a connected, efficient, and economically competitive *employment area* that accommodates a broad range of employment uses. It provides policy direction related to land use, mobility, *infrastructure*, servicing, and implementation, and it supports the integration of land use planning with long-term transportation planning, including protection for the future Highway 413 Transportation Corridor.

The Secondary Plan has been informed by a multidisciplinary, integrated planning process involving experts across key disciplines, including land use planning, transportation, municipal servicing, economic development, and environmental protection. This collaborative approach ensures that the diverse objectives for the *Employment Area* are aligned and balanced to support a resilient and future-ready employment community.

35.1.2 Location

The Humber Station Employment Area Secondary Plan covers approximately 236 gross hectares of land in southwest Bolton. The Secondary Plan Area is located on the east side of Humber Station Road between Mayfield Road and Healey Road as shown on Schedule H35.

35.1.3 Vision

The Humber Station Employment Area will reinforce and strengthen Bolton as a centre for business and economic growth in Caledon, expand on and link to adjacent *employment areas*, and provide for a mix of industrial, business and office uses. *Development* of the Humber Station Employment Area will support the achievement of

Caledon's employment forecasts and create opportunities for residents to work in Caledon.

35.1.4 Objectives

The objectives for the Secondary Plan Area are as follows:

- a) Achieve a minimum density of 26 jobs per hectare across the Secondary Plan Area;
- b) Provide for a mix of prestige and general employment uses that contribute and provide variety to the Town's employment base;
- c) Recognize *accessibility* and visibility of the Secondary Plan Area afforded by its location near Mayfield Road, Coleraine Drive, Highway 427 and the Highway 413 Transportation Corridor;
- d) Ensure *development* is logical, orderly and fully serviced within the Secondary Plan Area and well-integrated with adjacent *development*;
- e) Promote high quality site design, streetscapes and built form that is *compatible* with surrounding uses;
- f) Ensure transportation connectivity, walkability, *active transportation* linkages and connections to future transit services through site and road design;
- g) Encourage low-impact *sustainable development*; and
- h) Protect *significant* environmental features and functions within the Secondary Plan Area

35.1.5 Relationship to Parent Official Plan

- a) The policies of the Humber Station Employment Area Secondary Plan must be read in their entirety, together with the relevant policies and mapping of the Future Caledon Official Plan, as contained in Parts A to G.
- b) The Humber Station Employment Area Secondary Plan provides additional direction for *development* and decision-making specific to the Secondary Plan area. In the case of a conflict between a policy in Part A to G and the Humber Station Employment Area Secondary Plan, the Secondary Plan will prevail.

35.2 Managing Growth and Change

35.2.1 Community Structure

The community structure of the Secondary Plan is based on Schedule B1, Town Structure. The structural elements within the Secondary Plan include:

- a) Natural Features and Areas;
- b) Highway 413 Transportation and Transit Corridor; and,
- c) Knowledge and Innovation Corridor.

35.2.2 Growth Management

- a) The growth management strategy for the Secondary Plan is outlined in the following sections. It is designed to ensure that *development* in the Secondary Plan occurs in an orderly, timely, and cost effective manner.
- b) To ensure conformity with the Town's growth management objectives, the Secondary Plan has been planned to achieve a minimum employment density of 26 jobs per hectare. Each application for *development* should demonstrate that the minimum employment density can be achieved.

35.2.3 Employment-generating Uses

- a) The Humber Station Employment Area Secondary Plan provides for Prestige Employment Area and General Employment Area. The Prestige Employment Area designation applies to lands adjacent to Mayfield Road and the Highway 413 Transportation Corridor.

General Policies

35.3 Climate Change

35.3.1 Where feasible, installation of *infrastructure* to support the use of alternative fueled vehicles including charging stations for electric vehicles and stations for biofuel will be considered.

35.3.2 Electric vehicle-ready parking spaces will be provided based on the requirements set out by the Town of Caledon *Green Development Standards*.

35.3.3 All new *development* will implement metrics and achieve performance targets outlined in the Town's *Green Development Standards*, as amended from time to time, to reduce

greenhouse gas emissions and adapt to extreme weather. The Town will use the *development* approvals process and other implementation tools, such as Site Plan Control, to ensure that new industrial *development* includes *sustainable* design features which, among other objectives, reduce greenhouse gas emissions and enhance energy efficiency of buildings and transportation.

35.3.4 In addition to meeting the minimum requirements in the *Green Development Standards*, the Town will encourage the following measures for industrial *development*:

- a) Installation of solar photovoltaic or other building-integrated solar or other renewable energy technologies;
- b) Use of low carbon heating and cooling technologies such as air or ground source heat pumps;
- c) Provision of electric vehicle supply equipment (charging stations) or other low carbon transportation *infrastructure* for employee and/or fleet vehicles;
- d) Capture and reuse of waste heat energy and installation of *energy storage systems*;
- e) Improved resilience of buildings, operations and human resources to extreme weather impacts due to climate change;
- f) Reduce urban heat island affect through cool paving and roof materials, and *green infrastructure* techniques; and;
- g) Rooftop rainwater capture and reuse through green or blue roof technology.

35.4 Cultural Heritage

35.4.1 *Conservation* of heritage resources will be consistent with the provisions of this Official Plan. The Secondary Plan includes areas that may have potential for undiscovered *archaeological resources*. Prior to final approval of new *development* or redevelopment, a detailed archaeological assessment will be conducted according to the Provincial Standards and Guidelines for Consultant Archaeologists, 2011, or as amended, and to the satisfaction of the Town.

35.4.2 Prior to final approval of new *development* or redevelopment, detailed documentation of identified built heritage features will be provided by a qualified professional, and opportunities for retention and reuse of features of architectural and historical merit will be identified.

35.5 Urban Design

- 35.5.1 An Urban Design brief will be completed as part of each *development* application to the satisfaction of the Town to demonstrate consistency with the Town-Wide Design Guidelines.
- 35.5.2 Buildings and streetscapes are encouraged to be designed to provide for quality settings through the treatment of features, forms, massing, scale, site layout, orientation and landscaping.
- 35.5.3 Lands adjacent to residential designated areas will be developed in a *compatible* manner, locating parking, loading and storage areas away from residential uses, and utilizing such provisions as landscaping, berming, site design and on-site open space and landscaping features, where necessary, to ensure *compatibility* with adjacent residential designated areas.
- 35.5.4 Lands adjacent to industrial uses will be developed to enhance and be *compatible* with adjacent road patterns, land uses, landscaping/street streetscape and site design.
- 35.5.5 Parking, loading and storage areas should be screened from public streets through such design elements as landscaping, berming, site design and on-site open space.
- 35.5.6 Building frontage and siting should be oriented to address major roads, including the Highway 413 Transportation Corridor and existing and future arterial roads. Buildings within the Prestige Employment Area designation will be located close to the street edge in attractively landscaped settings. Generally loading bays, within the Prestige Employment Area designation, will be oriented away from these major roads to minimize their visual impact.

35.6 Transportation and Mobility

- 35.6.1 Roads in the Secondary Plan Area are generally intended to develop and function in accordance with the guidelines and classifications outlined in the Official Plan. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.
- 35.6.2 Any roads within the Secondary Plan Area shown on Schedule H35 may be adjusted through the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, *stormwater* management requirements, heritage resources, the provision of full urban services, emergency services, detailed land use relationships and street pattern.

- 35.6.3 The George Bolton Parkway extension alignment will include a connection to Humber Station Road within the Ministry of Transportation’s regulated area for the future Highway 413. The Town will require confirmation from the Ministry of Transportation that they agree to the alignment determined through the Municipal Class EA prior to the approval of Draft Plan Subdivisions, draft plan of condominium or Site Plan Applications, which ever application proceeds first and to the satisfaction of the Town.

- 35.6.4 Transportation studies in support of future Draft Plans of Subdivision within the Secondary Plan Area will include a *Transportation Demand Management Plan*, Parking Plan, and Transit Plan. The plans will demonstrate: How businesses and organizations in the Secondary Plan will incentivize and promote the use of alternate modes of Transportation including but not limited to transit, *active transportation*, carpooling or ridesharing.

- 35.6.5 The Town may establish specific requirements in its zoning by-law for maximum parking standards, bicycle parking, carpool parking, carshare spaces and end-of-trip facilities, such as bike racks, showers and bicycle storage, to promote modes of transportation other than the single-occupant vehicle.

- 35.6.6 Pedestrian and cycling routes throughout the Secondary Plan Area will be planned in accordance with the Official Plan and designed to be safe, accessible and viable alternatives for short trips that would otherwise be made using a single occupant vehicle.

- 35.6.7 The westerly extension of George Bolton Parkway will have a minimum right-of-way width of 26 metres, subject to the recommendations George Bolton Parkway Extension EA, and serve as an East-West Industrial Collector Road, providing access to the Secondary Plan Area from Coleraine Drive and Humber Station Road. This road will also provide access to abutting properties. Consolidated site accesses will be required along George Bolton Parkway Extension, where feasible and as determined by the Town.

- 35.6.8 The planned road shown extending south from the future George Bolton Parkway extension within the Secondary Plan will be protected for a potential future collector road with a right-of-way width of up to 26 metres.

- 35.6.9 The Town will require as a condition of approval of any new *development* or redevelopment that sufficient lands be, at no cost to the municipality, conveyed, free and clear of encumbrances, to the Region of Peel or the Town, as applicable, to provide right-of-way widths for Humber Station Road, Healey Road, Mayfield Road, as

identified in Town's Future Caledon Official Plan, and the former Region of Peel Official Plan.

- 35.6.10 The Town will require as a condition of approval of any new *development* or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances to the Town to provide the road right-of-way widths established in this Secondary Plan, the Multi-modal Transportation Master Plan Update, and determined through the on-going George Bolton Parkway Extensions Municipal Class Environmental Assessment.
- 35.6.11 *Development* applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (e.g., street trees, street lighting, seating, signage, bike lanes, *low impact development* and medians). The Town may require additional lands to accommodate road grading and intersection improvements including but not limited to exclusive turn lanes, traffic controls and related appurtenances, *active transportation* transitions and daylight triangles. Such additional right-of-way requirements will be determined during the *development* application stage through the Updated Humber Station Employment Area Transportation Study and through the Municipal Class Environmental Assessment for George Bolton Parkway Extensions. These additional land conveyances will form part of the required municipal rights-of-way.
- 35.6.12 Sidewalks will be provided on both sides of all public roads, except as otherwise determined by the Town at its sole discretion or where it can be demonstrated to the Town satisfaction through detailed design that physical or environmental constraints make a two-side treatment impractical or that an equivalent accessible connection can be achieved.
- 35.6.13 All public and private roads within the Secondary Plan Area will be located to avoid encroachments into Natural Features and Areas. Where it has been demonstrated that encroachments into Natural Features and Areas cannot be avoided, to the satisfaction of the Town and the Conservation Authority, all such encroachments must be minimized to the greatest possible extent. All roads will be designed to eliminate, minimize and/or mitigate impacts on the environmental and *ecological functions* and sensitivities of natural features and areas, and to facilitate wildlife passage at valley land crossings, as appropriate.
- 35.6.14 Consistent with the objectives of this Official Plan and the Active Transportation Master Plan, the Town will require an *active transportation infrastructure* within the road network that will link the lands within and outside of the Secondary Plan Area.

- 35.6.15 The roads within the Secondary Plan Area will be designed to support and accommodate *active transportation* (walking, bicycling) and public transit to the greatest extent practical, to be determined through the Municipal Class Environmental Assessment Process, as required.
- 35.6.16 In accordance with the Official Plan and any future public transit network developed by the Town, the Arterial Roads bordering the Secondary Plan Area will be planned to accommodate future local transit routes and allow for transit stops as required.
- 35.6.17 The Town encourages private off-street surface parking lots to be designed to minimize negative aesthetic and environmental impacts.
- 35.6.18 *Development* will identify ecologically appropriate locations for valley land and stream corridor crossings that will minimize and mitigate environmental impacts to natural features and functions, to ensure a well-connected Secondary Plan Area can be achieved.
- 35.6.19 The Town will encourage the efficient movement of goods within and through the Secondary Plan Area by designing roads and driveways to accommodate large vehicles, where appropriate.
- 35.6.20 *Development* within the Secondary Plan Area will implement all the recommendations of the Updated Humber Station Employment Area Transportation Study.
- 35.6.21 GTA West Transportation Corridor Planning and Environmental Assessment
- a) The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation (MTO). A portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the Secondary Plan Area, as shown on Schedule H35.
 - b) The following policies apply to all *development* applications and approvals in the Secondary Plan Area that affect lands within in the Preliminary Route Planning Study Area or Focus Analysis Area, hereinafter referred to as the 'Identified Area':
 - i) The application will reflect the Highway 413 Focused Analysis Area on Schedule H35 or as modified by the Province and in-force at the time the application is approved. While the *development* planning process can include lands located within the Highway 413 Focused Analysis Area, as depicted on Schedule H35, or as modified by the Province, *development* is not permitted

unless the Ministry of Transportation has released the lands related to that *development*.

- ii) The review of *development* applications for lands in the Identified Area will occur as follows:
 - The application is deemed premature if MTO has not provided a formal notice that the lands subject to the application have been released from the Identified Area.
 - If the application is deemed premature, the applicant will be notified by the Town and the application will be held in abeyance until such time as MTO has released the lands from the Identified Area.
 - If there is any doubt as to whether the lands have been or should be released from the Identified Area, the Town will seek a confirmation from MTO.

35.7 Infrastructure

35.7.1 New public and private *infrastructure* will be subject to the environmental policies of this Plan and the recommendations of the Final Comprehensive Environmental Impact Study and Management Plan (CEISMP).

35.7.2 All *development* in the Secondary Plan Area will be serviced by full municipal water and sanitary sewers, municipal roads, hydro, fiber optic trenches and other utilities.

35.7.3 Northwest GTA Transmission Corridor

- a) The Northwest GTA Transmission Corridor Identification Study is being undertaken by the Ontario Ministry of Energy and Mines and the Independent Electricity System Operator, to identify an appropriate corridor of land for use by future electricity transmission *infrastructure*. A portion of the Northwest GTA Transmission Corridor Narrowed Area of Interest extends into the Stage 3 Lands. These lands are identified on Schedule H35 in this Plan.
- b) Land may be required for the Northwest GTA Transmission Corridor. Accordingly, final *development* approval for the lands within the Corridor's Narrowed Area of Interest will only be provided following the final determination on the alignment of the Northwest GTA Transmission Corridor right-of-way or to the satisfaction of the Ministry of Energy and Mines. No *development* approval will be provided for lands within the Corridor's Narrowed Area of Interest until such time as those lands are either removed from the Narrowed Area of Interest, or the Ministry of

Energy and Mines provides direct approval. Minor modifications may be made to the underlying land uses and road network for any lands released from protection for this Corridor without an amendment to this Plan.

35.8 Stormwater Management

- 35.8.1 An integrated *stormwater* management system will be required as generally envisioned in the Final Comprehensive Environmental Impact Study and Management Plan (CEISMP) and to the satisfaction of the Town in consultation with the Toronto and Region Conservation Authority.
- 35.8.2 The *development* of *stormwater* management *infrastructure*, including the location, design, size and function of facilities will be generally in accordance with the Final CEISMP and to the satisfaction of the Town in consultation with the Toronto and Region Conservation Authority.
- 35.8.3 The implementation of the *stormwater* management and water resource system will be implemented in general accordance with the Final Comprehensive Environmental Impact Study and Management Plan, *Environmental Management Plan*, and the Functional Servicing Report to the satisfaction of the Town and Conservation Authority.
- 35.8.4 *Development* may proceed using interim *stormwater* management solutions, subject to the satisfaction of Town, where the ultimate *stormwater* management *infrastructure* identified in the Secondary Plan has not yet been constructed or is not yet operational. Interim solutions must be designed to provide adequate quantity and quality control in accordance with applicable standards and must not preclude or hinder the implementation of the ultimate *stormwater* solution as outlined in the Final Comprehensive Environmental Impact Study and Management Plan.
- 35.8.5 All lands that derive benefit from the ultimate *stormwater* management solution will be required to contribute equitably to the cost of its planning, design, construction, and implementation. Cost-sharing obligations will be secured through *development* agreements, cost-sharing agreements, or other financial mechanisms acceptable to the Town, and may be implemented through conditions of draft plan approval or site plan control. If the Town approves the use of temporary *stormwater* facilities, the subdivision agreement or site plan agreement, as applicable, will require the posting of financial securities to the satisfaction of the Town for the construction of the permanent facilities.
- 35.8.6 Landowners utilizing interim *stormwater* solutions will be responsible for decommissioning and restoring the lands affected by such systems once the ultimate

stormwater solution is in place and operational. A decommissioning and transition plan will be submitted and approved at the time of *development* approval, including timing, method, and cost responsibilities, to the satisfaction of the Town and relevant agencies.

- 35.8.7 Where an applicant for *development* under a site plan control application is unable to obtain direct access to a required *stormwater* servicing outlet from their own property, the applicant will be required to secure access through legally binding easement agreements with adjacent or nearby property owners, subject to the satisfaction of the Town and Conservation Authority should the site abut a Conservation Authority Regulated Area.
- 35.8.8 The Town will require, as a condition of site plan approval, that evidence of such easement agreements be provided prior to final approval.
- 35.8.9 Adjustments to the number, location and configuration of the *stormwater* management facilities will be permitted without requiring an amendment to this Plan but they have to demonstrate that this adjustment will still achieve and comply with TRCA's *stormwater* management criteria.
- 35.8.10 Prior to draft plan approval, the submission of the following plans and reports will be required to determine the impact of *stormwater* management on the proposed *development*. All reports will be prepared in accordance with the approved Humber Station CEISMP:
- a) Functional Servicing and Stormwater Management Report and Plan;
 - b) Erosion and Sediment Control Plan;
 - c) Servicing Plans;
 - d) Grading Plans;
 - e) Geotechnical Reports;
 - f) Hydrogeological Reports; and,
 - g) Other technical reports as deemed necessary.
- 35.8.11 The *Stormwater* management facilities servicing this Secondary Plan will be designed in accordance with the CEISMP, in conjunction with the applicable Conservation Authority, the Town and other government agencies, as applicable.
- 35.8.12 In considering options for *stormwater* management, the following policies will apply:

- a) Location of *stormwater* management facilities will promote gravity drainage and suitable coverage for services. Where feasible, there will be a preference for at source controls and *low impact development* practices, which are *compatible* with the objectives of this Plan.
- b) *Stormwater* management facilities will be located and designed to maintain the environmental and *ecological integrity* of the Natural Environment System to the satisfaction of the Town and Conservation Authority.
- c) Best management practices, including *low impact development* techniques and measures will be incorporated into the *stormwater* management system in accordance with the approved CEISMP.

35.8.13 Landowners utilizing interim *stormwater* solutions will be responsible for decommissioning and restoring the lands affect by such systems once the ultimate *stormwater* solution is in place and operational. A decommissioning and transition plan will be submitted and approved at the time of *development* approval, including timing, method, and cost responsibilities, to the satisfaction of the Town and Conservation Authority.

35.8.14 Low-impact Development and Green Infrastructure

- a) *Development* in the Secondary Plan Area will incorporate *low impact development* (LID) techniques to manage *stormwater* close to its source and support groundwater recharge, reduce runoff volume, improve water quality, and mitigate climate impacts.
- b) The implementation of LID will conform to:
 - i) The Town of Caledon *Green Development Standards*;
 - ii) The recommendations of the Final Comprehensive Environmental Impact Study and Management Plan (CEISMP) and supporting functional servicing/*stormwater* studies
 - iii) Guidance from the Conservation Authority and Region of Peel.
- c) LID measures :
 - i) Bioswales and vegetated filter strips;
 - ii) Permeable pavements and surfaces;

- iii) Green roofs and blue roofs;
 - iv) Rain gardens and infiltration trenches;
 - v) On-site rainwater harvesting and reuse systems.
- d) Site-specific Functional Servicing Reports will demonstrate how LID practices will be integrated into the overall *stormwater* strategy and evaluate pre- and post-*development* water balances.
- e) All LID systems will be designed with long-term operation and maintenance in mind, with details secured through site plan agreements or other implementation tools.

Natural Environment System, Parks and Open Space

35.9 Natural Environment System

35.9.1 The Humber Station Employment Area Natural Environment System will be protected, restored and enhanced in accordance with Chapter 13, Natural Environment System, and Chapter 16, Natural Hazards.

35.9.2 Natural Features and Areas

- a) Lands designated as Natural Features and Areas on Schedule H35 reflect the preliminary natural feature boundaries determined through the Preliminary Comprehensive Environmental Impact Study and Management Plan (CEISMP) dated July 2024 (Phase 1) and October 2024 (Phases 2 and 3). Prior to draft plan approval of the first plan of subdivision or draft plan of condominium, or approval of the first site plan application within the Secondary Plan Area, a Final CEISMP completed to the Town's and Conservation Authority's satisfaction is required. The Final CEISMP will confirm/refine the limits of Natural Features and Areas shown on Schedule H35 to the Town's satisfaction. Lands designated Natural Features and Areas will be managed in accordance with the policies of this Official Plan as well as the following specific policies
- b) The limits of *wetlands*, *woodlands*, stream corridors, *natural hazards*, and their *buffers/setbacks* within the Secondary Plan Area are established through the recommendations of the Final CEISMP and form the basis for the Natural Features and Areas designation. *Development* and *site alteration* will not be permitted within this designation except as set out in the Final CEISMP and the policies of this Plan.

- c) Prior to draft plan approval of the first plan of subdivision or draft plan of condominium, or approval of the first site plan application within the Secondary Plan Area, an *Environmental Management Plan* must be completed to the Town's satisfaction in accordance with the Final CEISMP.
- d) Site-specific *development* approvals must be supported by site-specific *Environmental Impact Studies* (EIS) prepared to the Town's satisfaction. The EISs must be consistent with and demonstrate how the recommendations of the Final CEISMP will be implemented.
- e) *Adjacent land use development* will minimize any impacts to the natural features and functions within the Natural Features and Areas designation through appropriate *buffers* as established through the Final CEISMP and site-specific EISs.
- f) Site-specific EISs may include additions, deletions or refinements to the limits of the Natural Features and Areas designation in conformance with the policies of the Official Plan and recommendations of the Final CEISMP, to the satisfaction of the Town.
- g) Lands designated Natural Features and Areas will be zoned in a restrictive zoning designation to protect them from *development* and remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Final CEISMP and site-specific EISs.
- h) Lands designated Natural Features and Areas that are not owned by the Town or a Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to either the Town or the Conservation Authority.
- i) Subject to subsection (e) above, any channel realignment, feature removals and associated compensation should be reflected within the Final CEISMP and site-specific EISs, reviewed and approved by the Town and Toronto and Region Conservation Authority.

Urban System Land Uses

35.10 Employment Area Land Use Designations and Policies

- 35.10.1 *Development* of individual sites will be integrated with the possibility of buildings and uses straddling the Prestige Employment Area and General Employment Area land use designations.

35.10.2 The Zoning By-law will allow for a range of uses and will implement the policies of the Prestige Employment Area and General Employment Area land use designations.

35.10.3 Prestige Employment Area Designation

- a) *Development* on lands designated Prestige Employment Area will be permitted in accordance with the policies of Section 23.7, Prestige Employment Area Designation, of this Official Plan except that large-scale warehousing will be permitted.

35.10.4 General Employment Area Designation

- a) *Development* on lands designated General Employment Area will be permitted in accordance with the policies of Section 23.8, General Employment Area Designation, of this Official Plan. For clarity, large-scale warehousing facilities, distribution centres, and goods movement and logistics facilities are permitted uses. However, standalone trailer parking and trailer storage areas not *accessory* to a permitted use will not be permitted.

35.10.5 Knowledge and Innovation Employment Area Designation

- a) Lands along the east side of Humber Station Road will also be subject to the objectives and policies of the Knowledge and Innovation Employment Area designation and may be planned in accordance with the policies of Section 23.10, Knowledge and Innovation Employment Area Designation, of this Official Plan in addition to the permissions of the Prestige Employment and General Employment designations where they apply except that goods movement, logistics, manufacturing, warehousing, contractor's facilities and outdoor storage will be permitted according to the permissions in the Prestige Employment and General Employment designations where they apply.

Implementation

35.11 Mapping

35.11.1 Minor variations of land use boundaries and street patterns will not require an amendment to this Secondary Plan providing that the intent of the Plan is maintained. Land use boundary change as a result of the Final CEISMP, an EIS or natural hazard assessment will not require amendment to this Plan but may require an amendment to the Zoning By-law. An amendment to the Zoning By-law to reflect a revision to the boundaries of Natural Features and Areas will be deemed to comply with this Plan.

35.12 Development Applications

- 35.12.1 The land use pattern shown on Schedule H35 is conceptual and may be adjusted in the plan of subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, *stormwater* management requirements, heritage resources, and the provision of full municipal services, emergency services, detailed land use relationships and street patterns.
- 35.12.2 Prior to the approval of the first draft plan of subdivision, draft plan of condominium or site plan application within the Secondary Plan Area, the following studies will be completed to the satisfaction of the Town, in consultation with the Region of Peel and Toronto and Region Conservation Authority:
- a) Comprehensive Environmental Impact Study and Management Plan (CEISMP);
 - b) Community-wide Functional Servicing and Stormwater Management Report and Plan; and,
 - c) Community-wide Transportation Study.
- 35.12.3 A site-specific Development Staging and Sequencing Plan (DSSP) will be prepared by individual landowners in the Secondary Plan Area and submitted in support of site-specific *development* applications (e.g., draft plan of subdivision, condominium, or site plan approval).
- 35.12.4 At any time throughout the *development* application process, new supporting studies may be required to support *development*, and any approval will be based on the latest reports and studies.

35.13 Phasing

- 35.13.1 The first phase of *development* will generally be north and south of the George Bolton Parkway extension. However, the bridge over the stream on the east side of the secondary plan does not need to be completed as part of the first phase of *development*.
- 35.13.2 Subsequent phases will extend south to the Highway 413 right of way and north to Healey Road.

35.14 Landowner Cost Sharing Agreement

- 35.14.1 A cost sharing agreement for the Secondary Plan Area will be established to ensure orderly, timely and coordinated *development* in the Secondary Plan Area and that the

costs associated with such *development* are fairly and equitably distributed amongst all landowners in the Secondary Plan Area.

- 35.14.2 The costs associated with *development* include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost of *infrastructure* and *community facilities* including associated land costs, to implement the Plan.
- 35.14.3 All landowners within the Secondary Plan Area will not be entitled to *development* approvals under the provisions of this Secondary Plan until such time as they have joined a Cost Sharing Agreement as participating landowners or have otherwise entered into an agreement to finalize their approvals and participate in the delivery of *infrastructure* as required. Prior to approval for any *development* within the Secondary Plan Area, the Town will require a certificate from the Landowners Group cost-sharing trustee confirming that the *development* proponent is in good standing with the Landowners Group.
- 35.14.4 The Town will encourage landowners to cooperate to provide required municipal services, however, the Town may, if necessary, take a more active role in advancing the construction of required services.
- 35.14.5 In the case of a secondary planning process undertaken by a Landowner Group, the costs associated with the supporting studies and the preparation of a secondary plan will be shared equitably among benefitting landowners of the landowner group on a proportional basis. Benefitting landowners who choose not to participate in the preparation of a secondary plan but later decide to develop their lands will be required to make a financial contribution to the costs of preparing the secondary plan based on their proportional share.

35.15 Land Acquisition and Dedication

- 35.15.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Secondary Plan Area. This may include the acquisition of lands required to implement roads, *infrastructure* and/or *community facilities*, where the lands required to move this Plan forward are not available to the relevant *development* proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 35.15.2 The Town will require an environmental site assessment prior to the conveyance of any lands to the Town or appropriate Conservation Authority. The environmental clearance will be paid for by the owner and based on the appropriate level of site assessment as established by Ministry of the Environment, Conservation and Parks.

- 35.15.3 The Town will require a Ministry of the Environment and Climate Change record of site condition for all municipal roads, *stormwater* management facilities, parkland and open space dedicated to the Town. The record of site condition will be paid for by the owner.