

PLANNING JUSTIFICATION REPORT

OFFICIAL PLAN AMENDMENT, SITE SPECIFIC ZONING BY-LAW AMENDMENT & SITE PLAN APPROVAL

DECEMBER 14, 2020

**16-18 MILL STREET, GEORGETOWN
HALTON HILLS, ON.**



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1.0 Introduction:

Urban in Mind has been retained by the Owner of 16 & 18 Mill Street in Georgetown to obtain an Official Plan Amendment, a Zoning By-law Amendment with site specific conditions, and Site Plan Approval to facilitate the construction of a 6-storey, 52-unit rental apartment building on the existing lot. The proposed amendments will create the opportunity for redevelopment, revitalization, and added residential ‘RENTAL’ intensification within a Major Transit Station Area.

The site is within walking distance to the Downtown Core and the Georgetown Go Station. The proposed 6-storey development is of an appropriate form of intensification that will help to meet regional and local intensification goals while maintaining a high standard of development and street presence along the Mill Street Corridor.

An Official Plan Amendment (OPA) and a Zoning By-Law Amendment (ZBA) with site specific conditions in addition to Site Plan Approval will be required to bring the proposed development into compliance with applicable planning policies as follows in **Table 1**:

Table 1:

Official Plan Amendment	Current OP Designation	Proposed OP Designation	Site Specific Conditions
	Schedule H3 – ‘Medium Density Residential’ and ‘Greenlands’	‘High Density Residential / Community Facility Area’	Increased Density, and Relief from D1.4.4 to permit site access onto a ‘local’ roadway whereas the site “has direct access to a Collector or Arterial Road as shown on Schedule B1 to this Plan” is required.
H4.9.4 Minimum Greenlands Setback	-----	5.0 m	3.5 m
(OP) Building Density / FSI	-----	Max. 100 u.p.h. (D1.3.3) FSI 1.8 – 2.0 (H3.6.5)	FSI 2.11
Zoning By-Law Amendment	Existing LDR1-2 By-Law 210-0050	Proposed - HDR By-Law 210-0050	HDR Special By-Law 210-0050
Min. Lot Frontage	15.0 m	11.0 m	11.0 m
Min. Front Yard	6.0 m	4.5 m	3.0 m
Min. Rear Yard	7.5 m	7.5 m	6.0 m
Min. Ext. Side Yard	3.0 m	6.0 m	6.0 m
Min. Int. Side Yard	1.2 m	7.5 m	3.5 m

Max. Building Height	11.0 m	25.0 m	22.5 m
Parking	2 spaces / unit	1.5 Spaces / unit <u>PLUS</u> 0.25 Spaces / Unit Visitor Parking = 93 parking spaces	70 Spaces (Provided @ 1.35 Spaces / Unit)
Loading Spaces	-----	GFA 3,701 – 9,250 m ² Required 3 Space	1 Space (12.5 x 3.5 m)

HDR 6.3.11 a)

The Minimum setback from an interior side or rear lot line for buildings that have a height of greater than 13.4m is set out below:

- a) for that portion of the building that has a building height of 13.4m or greater above grade – 13.4m;
- b) for that portion of the building that has a building height of 4.6m or less above grade – 6.0m; and
- c) for that portion of the building that has a building height of between 4.6m and 13.4m above grade – a line that extends upward at a 45-degree angle away from the lot line. (Illustrative image in ZB 210-0050).

1.1 Purpose of this Report:

The purpose of this report is to outline the proposed development in context with applicable planning policies and regulations, in order to provide sound justification for the requested planning approvals.

2.0 Subject Property (Site Context):

2.1 16 & 18 Mill Street:

The subject property is legally described as Part of Lot 19 9 ESQ Concession 9 207755 and is municipally known as 16 & 18 Mill Street (Georgetown) in Halton Hills, Ontario (**Figure 1**).

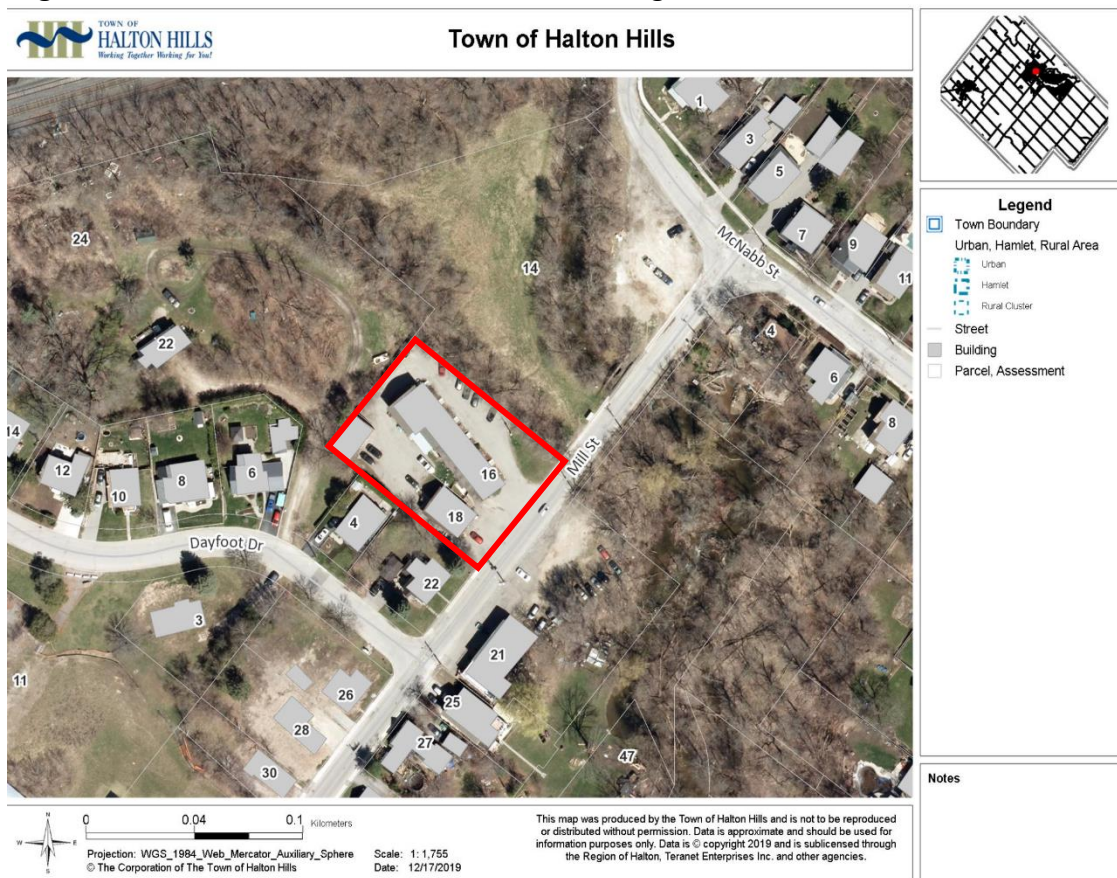
The rectangular lot is located on the north side of Mill Street roughly mid-block, between McNabb Street and east of Dayfoot Drive. There is an existing greenspace abutting the east side of the subject property that forms part of the Silver Creek Natural Heritage Corridor. The property has a frontage of 40.24m (132.02') along Mill Street and a depth of 56.48m (185.3'), for an approximate site area of 2,272m² (0.56 ac, 0.227 ha).

The subject property has two separate municipal addresses (16-18 Mill Street) to recognize the two independently functioning buildings, but is legally considered to be one parcel of land. 16 Mill Street is occupied by a nine (9) unit two-storey townhouse building and 18 Mill Street contains a 1.5-storey triplex building. The vast majority of the property is covered in asphalt (approx. 95%), and the entirety of the property functions as one site. Due to extensive asphaltting, there is virtually no landscaping, except for a small sodded area near the front northeast are of

the property. There is also no discernible “driveway” as the entire frontage has been paved to the road, connecting the private parking area with the public sidewalk and roadway (**Figure 2**). There is one accessory structure on the subject property, located to the rear of 18 Mill Street. The Subject Property is on full municipal services.

The proposal is to remove all existing structures from the property, reinstate a proper driveway, and redevelop the site with one (1) – six (6) storey rental apartment building with two levels of below grade parking. The site will help to enhance the Mill Street corridor through the creation of a single point of entry to the site, an enhanced street presence and landscaping along the boulevard. The proposed residential development will be an appropriate form of residential intensification in close proximity to the core of Georgetown and the Georgetown GO station. The high quality proposal is in line with both the vision of development for the area and the desired character of the surrounding neighbourhood.

Figure 1 – Aerial view of 16 / 18 Mill Street, Georgetown, Ontario.



— Subject Property Boundary

2.2 Surrounding Land Uses:

The subject property is a rectangular parcel of land that is located on the north side of Mill Street (**Figure 1 & 2**), the immediate surrounding land uses include:

Figure 2: Street view of the subject property, 16 – 18 Mill Street. A nine (9) unit townhouse and triplex complex.

Figure 3: Aerial and street view of the property to the **NORTH** of subject property. 22 Dayfoot Drive – A single detached residential dwelling on a large treed lot (*that itself is expected to be redeveloped in the near future*).

Figure 4: Street view of the property to the **EAST** of subject property. 14 Mill Street – Green Space associated with the Silver Creek Corridor.

Figure 5: Street view of the mixed-use property to the **SOUTH** of subject property. 21 Mill Street – A ground floor commercial / service building with residential unit(s) above.

Figure 6: Street view of the property to the **WEST** of subject property. 22 Mill Street – A two storey, vinyl clad detached residential dwelling.

Figure 2: Street view of the subject property, 16 & 18 Mill Street



Figure 3: Property to the **NORTH** of subject property, 22 Dayfoot Dr. – Single Detached Home.



Figure 4: Street view of the property to the EAST of subject property, 14 Mill St. – Green Space.



Figure 5: Street view of the property to the SOUTH of subject property. 21 Mill Street.



Figure 6: Street view of the property to the WEST of subject property, 22 Mill St. – Residential.



As suggested above, the surrounding area is comprised of primarily residential development, but also includes mixed-use commercial and greenspace areas. The subject property (16-18 Mill Street) is a typical over-sized, under-utilized lot with frontage along a public roadway with full municipal services.

3.0 Proposed Development & Planning Applications:

The subject property currently contains two (2) multi-unit residential buildings and one (1) accessory structure with direct frontage along Mill Street. As noted, it is the owner's intention to remove the existing residential buildings and accessory structure in preparation for the proposed redevelopment of the entire site. The intended redevelopment is a 6-storey multi-unit residential rental building that will utilize the existing lot of record to create a form of development that is in character with the desired long-term vision of the area. The proposed multi-unit residential building will aid in the beautification of the Mill Street Corridor through an appropriate scale of quality residential (rental) intensification, landscaping features and a pedestrian friendly street presence. The proposed site features and details will aid in the creation of an appropriate transition to the downtown core and Go Transit station area.

The Owner is seeking an Official Plan Amendment. Under the current 'Georgetown Go Station Area Secondary Plan' the subject property is recognized as being within the 'Mill Street Corridor Precinct' and designated 'Medium Density Residential'. A small portion of the subject property also falls within the 'Greenlands' designation. Under the current 'medium density' residential designation any proposed development shall be in accordance with section D.1.3.2 of the Official Plan, meaning that development may attain a density of 21 to 50 units per hectare and not exceed a height of four (4) storeys. The proposed Official Plan Amendment would see the entirety of the subject property re-designated to 'High Density Residential / Community Facility Area' in accordance with section H.3.6.5 of the Official Plan. Under the High Density / Community Facility designation, the subject property could potentially attain a maximum height of eight (8) Storeys and have a Floor Space Index of between 1.8 and 2.0. In this instance, the proposed development can easily be limited to 6-storeys due to the design. Additional considerations will be required to permit development within 3.5m (not 5m) of the Greenlands designation of the Silver Creek Corridor and to permit site access onto a "local" roadway. Natural Heritage review, and discussions with both the Conservation Authority and Region ensure the proposed redevelopment will not adversely impact the natural heritage (i.e. Greenland) area(s).

The proposed re-designation of the site would allow for the construction of a 6-storey apartment building with an FSI of 2.11, which is generally in line with the standard 1.8 – 2.0 FSI of the 'High Density Residential' (H3.6.5) designation within the 'Mill Street Corridor Precinct' of the 'Georgetown Go Station Secondary Plan Area'. Development that is within 5% of the permitted numerical requirements and meets the intent and vision of the OP will not require an amendment to this portion of the OP (G5.3). The re-designation of the subject property will also allow for the construction of a slightly higher level of site intensification compared to what is permitted in the medium density designation. The high-density building will maintain the desired feel and character for redevelopment of the area. The proposed Official Plan Amendment is also requesting that the 'High Density Residential' development be permitted to occur on a property fronting onto a 'Local Street', in comparison to the required frontage onto a collector or arterial

roadway (D.1.4.4.a). This is a technical amendment as Mills Street does physically operate as a collector road for the area, but is not technically designated as such.

The Owner is also seeking a Zoning By-Law amendment with site specific conditions. Under the current Zoning By-Law 2010-0050, as amended, the subject lands are currently split into two zones; being 'Low Density Residential (LDR1-2)', and 'Environmental Protection Zone One (EP1)'. The proposed Zoning By-Law Amendment would see the entirety of the subject property rezoned to 'High Density Residential (HDR - Special)' as outlined in **Table 1**. The HDR – Special designation is required on the subject lands in order to permit the desired form of development that includes provisions for the desired reductions to the required yards (abutting the greenspace), and parking (as justified through the related Traffic Study). The proposed zoning by-law amendment will also bring the subject property inline with the proposed 'Official Plan Amendment' creating the opportunity for an appropriate scale of residential rental intensification within the 'Georgetown Go Station Secondary Plan Area'. Both the requested Official Plan Amendment and the Zoning By-Law Amendment are consistent with the long-term vision and intention for the area as outlined through the Town approved Secondary Plan.

The proposed 6-storey high quality design (**Figure 7**) of the proposed building, complements the desired form and intensity as outlined in both the Official Plan and the Secondary Plan for the Area, and mitigates any transition from the existing of the residential neighbourhood.

Street, contains older two-storey, vinyl clad homes located to the front of the lot and backing onto the Greenspace of the Silver Creek Natural Heritage Corridor. All of the buildings on the North side of Mill Street, with the exception of one single detached home and the structures on the subject property, have been demolished and redeveloped for higher density residential living and community services.

The proposed redevelopment of the subject property is in line with the Town of Halton Hills long-term vision for the Mill Street Corridor and is comparable to the development that is currently underway at sites like 42 Mill Street.

4.2 Transportation:

Mill Street is (technically) classified as a local road within the Town of Halton Hills Official Plan. Currently, Mill Street is a narrow roadway with a road allowance of roughly 10.0 m, but acts as a main connecting hub to town. As redevelopment of the area occurs, the right-of-way width is expected to be brought in line with the width standard of 20.0 m for a local road. The Town has indicated that they will require a 5.0m road widening in this area to facilitate future road improvements. As redevelopment in the area continues, increased residential intensification will change traffic volumes resulting in moderate increases in flow along this roadway. The supporting Traffic Study has examined this corridor and finds the proposed development within acceptable parameters of the current conditions.

Despite future growth pressure and increased development, Georgetown maintains it's a small rural community ambience. Although discussions continue at the Town level for proposed service routes, there is currently no local 'public transit' system available for its residents (primarily due to the scale of Town population and densities). Currently, the commuter services of the 'GO Train', connecting residents with larger centers, is the only 'public transit' available. Located in close proximity to the Georgetown GO Station, the subject property is roughly a 500m walk to this commuter service. Under this scenario, it is all the more important to locate higher density developments within walking/cycling distance to the Go Station.

4.3 Impact of Proposed Development:

The proposed redevelopment is to replace the existing old and somewhat dysfunctional 12 residential units located in two (2) low-rise buildings and one (1) accessory structure, with appropriate surface and be-low grade parking, reinstated driveway, and high quality landscape features, to facilitate a new 6-storey, 52 rental unit residential building. The proposed 6-storey building will bring development closer to the street frontage (Post road widening), that will help define the Mill Street corridor through its street presence and pedestrian friendly environment. Due to its location as the first residential lot on Mill St from McNabb St, special considerations in architectural design will be incorporated to reinforce the new development's role as a high quality, architecturally stimulating gateway feature. It will also aid in the creation of a 'sense of place' along Mill Street as a modern, vibrant and welcoming residential neighbourhood.

Taking into consideration the sun's daily path of travel through the sky, in an east to westerly direction, the sun will generally transect the property from the front right corner of the site to the rear left corner of the development. With this consideration in mind, the building has been

purposely and appropriately setback, and stepped back, from the existing residential Dayfoot Drive homes. Morning shadows cast by the proposed building will not impact any neighbouring homes, while afternoon shadow will have limited casts on the adjacent greenspace of Silver Creek.

The intensification and increased density proposed on the site will more efficiently use the subject lands and existing infrastructure of the area. Residential intensification on the subject property will help to support the Town's vision for development in the area as outline in the Town approved Secondary Plan, in addition to supporting the Provincial and Regional intent of infill development to facilitate the Growth Plans now 50% and soon to be 60% by 2031 (*2019 Growth Plan*) intensification target for the Town's Built Boundary. The transition from the existing low-density development to a higher density form of development, that includes both setback and step back spacing, is in character with the desired vision of the Official Plan for the subject lands and should have little if any direct impact on the surrounding or adjacent properties.

5.0 Existing Planning Policy and Regulatory Framework:

5.1 Provincial Policy Statement (PPS) (2020):

The new Provincial Policy Statement (PPS) for the Province of Ontario came into effect on May 1, 2020 and replaces the previous PPS issued in 2014. It provides the provincial policy direction on matters of provincial interest related to land development provided under Section 3 of the *Planning Act*. The goal of the PPS is to enhance the quality of life for all people living, working and/or playing in Ontario. The PPS is generally supportive of various forms of development within established Urban Settlement Areas (Built-Up Area), similar to the subject lands.

Applicable policies from the Provincial Policy Statement have been included as follows:

"1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;

- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*;
- f) are *transit-supportive*, where transit is planned, exists or may be developed; and
- g) are *freight-supportive*.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:
 - a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
 - b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and *public service facilities* required to meet current and projected needs.

1.4 Housing

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable* to *low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.6.7 Transportation Systems

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

2.0 Wise Use and Management of Resources

2.1 Natural Heritage

- 2.1.1 Natural features and areas shall be protected for the long term.
- 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.
- 2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.

- 2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

2.2 Water

- 2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

3.0 Protecting Public Health and Safety

- 3.1.7 Further to policy 3.1.6, and except as prohibited in policies 3.1.2 and 3.1.5, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:
- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
 - b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
 - c) new hazards are not created and existing hazards are not aggravated; and
 - d) no adverse environmental impacts will result.”

5.2 A Place to Grow – Growth Plan for the Greater Golden Horseshoe (2019):

The ‘Places to Grow Act’ is legislation that enables the ‘Growth Plan for the Greater Golden Horseshoe’ policy. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) policy was originally approved in 2006 and updated in June 2017. Most recently the Growth Plan was further updated in May 2019 and renamed “A Place to Grow – Growth Plan for the Greater Golden Horseshoe”. Many of the changes to the document include wording updates to the existing Policies, but in many cases reduce the focus of environmental impact on development. These policy updates will be translated into municipal planning documents such as Official Plans and Zoning By-laws as municipalities update their policies.

‘A Place to Grow’ is a provincial policy that aims to direct growth and development within the Greater Golden Horseshoe to areas that supports economic prosperity, generally protect the environment and improves the quality of life for all residents. It is the intent of ‘A Place to Grow’ to structure communities so that a good mix of residential, commercial and industrial opportunities exists, and that increased opportunities for walking, cycling and transit result. It

also encourages intensification by directing a significant portion of new growth to the built-up areas of communities.

‘A Place to Grow’ sets regional standards for growth and development that must be incorporated into both Regional and Local Municipal planning documents. The Region of Halton and Town of Halton Hills have already incorporated Growth Plan (2006) policies into their Official Plans but will be updating their current Official Plans to reflect the new (2019) Plan policies.

The (2019) Growth Plan update, further enhances the provincial direction to locate new growth and density within existing settlement areas, support urban intensification, create complete communities, maximize utility efficiency, and encourage transit usage. As such the updated policies fully support the development of the subject property.

Supporting excerpts from the related Growth Plan policy are as follows:

“2.2.1 Managing Growth

1. Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4
2. Forecasted growth to the horizon of this Plan will be allocated based on the following:
 - a) the vast majority of growth will be directed to settlement areas that:
 - i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*; and
 - iii. can support the achievement of *complete communities*;
 - c) within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*;
 - d) development will be directed to *settlement areas*, except where the policies of this Plan permit otherwise;
 - e) development will be generally directed away from *hazardous lands*; and
 - f) the establishment of new *settlement areas* is prohibited.
3. Upper and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a) establish a hierarchy of *settlement areas*, and of areas within *settlement areas*, in accordance with policy 2.2.1.2;
 - b) be supported by planning for *infrastructure* and *public service facilities* by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;
 - c) provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a *more compact built form*;
 - d) support the environmental and agricultural protection and conservation objectives of this Plan; and
 - e) be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.
4. Applying the policies of this Plan will support the achievement of *complete communities* that:
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
 - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
 - c) provide a diverse range and mix of housing options, including second units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. *public service facilities*, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
 - d) provide for a more compact built form and a vibrant public realm, including public open spaces;
 - e) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
 - g) integrate *green infrastructure* and appropriate *low impact development*.

2.2.2 Delineated Built-up Areas

1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:
 - a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and
 - b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will, through the next municipal comprehensive review, each establish the minimum percentage of all residential development occurring annually that will be within the delineated built-up area, based on maintaining or improving upon the minimum intensification target contained in the applicable upper- or single-tier official plan.
2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.
3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
 - a) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
 - b) identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
 - c) encourage *intensification* generally throughout the *delineated built-up area*;
 - d) ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*;
 - e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
 - f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

2.2.4 Transit Corridors and Station Areas

1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.
2. For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:
 - a) 200 residents and jobs combined per hectare for those that are served by subways;
 - b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or
 - c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

9. Within all major transit station areas, development will be supported, where appropriate, by:
 - a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
 - c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

2.2.6 Housing

2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:
 - a) planning to accommodate forecasted growth to the horizon of this Plan;
 - b) planning to achieve the minimum intensification and density targets in this Plan;
 - c) considering the range and mix of housing options and densities of the existing housing stock; and
 - d) planning to diversify their overall housing stock across the municipality.

3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

4. Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.

4 Protecting What is Valuable

4.2 Policies for Protecting What is Valuable

4.2.1 Water Resource Systems

1. Upper- and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that *watershed planning* is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the *quality and quantity of water* within a *watershed*.

2. *Water resource systems* will be identified to provide for the long-term protection of *key hydrologic features, key hydrologic areas, and their functions*.
3. *Watershed planning* or equivalent will inform:
 - a) the identification of *water resource systems*;
 - b) the protection, enhancement, or restoration of the *quality and quantity of water*;

4.2.2 Natural Heritage System

1. A *Natural Heritage System for the Growth Plan* has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The *Natural Heritage System for the Growth Plan* excludes lands within *settlement area* boundaries that were approved and in effect as of July 1, 2017.
3. Within the *Natural Heritage System for the Growth Plan*:
 - a) new *development* or *site alteration* will demonstrate that:
 - i) there are no *negative impacts* on *key natural heritage features* or *key hydrologic features* or their functions;
 - ii) connectivity along the system and between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
 - iii) the removal of other natural features not identified as *key natural heritage features* and *key hydrologic features* is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;

5.2.4 Growth Forecasts

5. Within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum density targets, provided that:
 - a) integrated planning for *infrastructure* and *public service facilities* would ensure that the *development* does not exceed existing or planned capacity;
 - b) the type and scale of built form for the *development* would be contextually appropriate; and
 - c) the *development* would support the achievement of *complete communities*, including a diverse mix of land uses and sufficient open space.

5.2.5 Targets

3. For the purposes of implementing the minimum intensification and density targets in this Plan, upper- and single-tier municipalities will, through a municipal comprehensive review, delineate the following in their official plans, where applicable:
 - a) *delineated built-up areas*;
 - b) *urban growth centres*;
 - c) *major transit station areas*;

- d) other *strategic growth areas* for which a minimum density target will be established; and
- e) *excess lands*.

5. For each applicable delineated area, the minimum density targets in this Plan are to be implemented through:

- a) upper-tier official plan policies that identify the minimum density targets and require lower-tier municipalities to undertake planning, such as secondary plans, to establish permitted uses and identify densities, heights, and other elements of site design;”

5.3 Greenbelt Plan (2017):

The Greenbelt Act, S.O. 2005, c. 1, as amended, is legislation that enables the “Greenbelt Plan,” as a provincial policy, to preserve agricultural lands, and environmental natural areas in order to encourage a prosperous, and sustainable Ontario.

In June 2017, the Ontario Provincial Government announced minor changes to the Greenbelt Plan that came into effect on July 1, 2017. In general, these changes provide additional clarification to the existing policies, but also enlarge the greenbelt area in specific locations.

A portion of the subject property is designated as “Settlement Area Outside the Greenbelt” and a portion of the subject property is designated as “Urban River Valley” (**Appendix “A”**). As such, the policies of Greenbelt Plan **do apply** to the subject property. (**Appendix “A”**)

Applicable excerpts from the related Greenbelt Plan policy are as follows:

“1.2.1 Vision

The Greenbelt is a broad band of permanently protected land which:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized;

1.2.3 Urban River Valley Goals

To integrate the Greenbelt into urban areas that were not part of the Greenbelt's initial boundaries, by promoting the following matters within the Urban River Valley designation:

- Protection of natural and open space lands along river valleys in urban areas which will assist in ecologically connecting the rest of the Greenbelt Area to the Great Lakes and other inland lakes;
- Protection of natural heritage and hydrologic features and functions along urban river valleys, including coastal wetlands;

2.3 Lands within the Parkway Belt West Plan Area

The requirements of the Parkway Belt West Plan, deemed to be a development plan under the Ontario Planning and Development Act, 1994, continue to apply to lands within the Parkway Belt West Plan Area and the Protected Countryside policies do not apply, with the exception of sections 3.2 and 3.3.

2.5 Lands within the Urban River Valley Area

Lands within the Urban River Valley designation, as shown on Schedule 1, are subject to the policies of section 6 and the Protected Countryside policies do not apply except as set out in that section.

3 Geographic-Specific Policies in the Protected Countryside

There are three types of geographic-specific policies that apply to specific lands within the Protected Countryside: Agricultural System, Natural System and settlement areas. In addition, there are general policies and parkland, open space and trails policies that apply to the Protected Countryside; however, the parkland, open space and trails policies apply across the Greenbelt.

3.2 Natural Systems

3.2.6 External Connections

The Natural Heritage System is connected to local, regional and provincial scale natural heritage, water resource and agricultural systems beyond the boundaries of the Greenbelt, including the Natural Heritage System that will be issued pursuant to the Growth Plan. The Greenbelt's Natural Heritage System also connects to those areas designated as Urban River Valley in this Plan. The external connections are generally depicted by a dotted green line on Schedules 1, 3 and 4 and Appendices 1 and 2 but are not within the regulated boundary of the Greenbelt Plan. Many of the external connections shown on Schedules 1, 2 and 4 at the time of the Plan's approval in 2005 have been added to the Greenbelt Plan as Urban River Valley areas and are subject to the policies of section 6 of this Plan.

1. To support the connections between the Greenbelt's Natural System and the local, regional and broader scale natural heritage systems of southern Ontario, such as the Lake Ontario shoreline, including its remaining coastal wetlands, the Great Lakes Coast, Lake Simcoe, the Kawartha Highlands, the Carolinian Zone and the Algonquin to Adirondack Corridor, the federal government, municipalities, conservation authorities, other agencies and stakeholders should:
 - a) Consider how activities and land use change both within and abutting the Greenbelt relate to the areas of external connections and Urban River Valley areas identified in this Plan;
 - b) Promote and undertake appropriate planning and design to ensure that external connections and Urban River Valley areas are maintained and/or enhanced; and
 - c) Undertake watershed planning, which integrates supporting ecological systems with those systems contained in this Plan.

2. The river valleys that run through existing or approved urban areas and connect the Greenbelt to inland lakes and the Great Lakes, including areas designated as Urban River Valley, are a key component of the long-term health of the Natural System. In recognition of the function of the urban river valleys, municipalities and conservation authorities should:
 - a) Continue with stewardship, remediation and appropriate park and trail initiatives which maintain and, to the extent possible, enhance the ecological features and functions found within these valley systems;
 - b) In considering land conversions or redevelopments in or abutting an urban river valley, strive for planning approaches that:
 - i) Establish or increase the extent or width of vegetation protection zones in natural self-sustaining vegetation, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top of bank);
 - ii) Increase or improve fish habitat in streams and in the adjacent riparian lands;
 - iii) Include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both wildlife habitat and movement corridors; and
 - iv) Seek to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts associated with the quality and quantity of urban runoff into the valley systems; and
 - c) Integrate watershed planning and management approaches for lands both within and beyond the Greenbelt, taking into consideration the goals and objectives of protecting, improving and restoring the Great Lakes.

3. In addition to the urban river valleys, portions of the former Lake Iroquois shoreline, particularly within Durham Region, traverse existing or approved urban areas. Municipalities should consider planning, design and construction practices that maintain or, where possible, enhance the size, diversity, connectivity and functions of key natural heritage features, key hydrologic features and key hydrologic areas of those portions of the Lake Iroquois shoreline within their approved urban boundaries.

3.3 Parkland, Open Space and Trails

3.3.2 Parkland, Open Space and Trails Policies

The Province should, in partnership with municipalities, conservation authorities, non-government organizations and other interested parties:

1. Encourage the development of a system of publicly accessible parkland, open space and trails where people can pursue the types of recreational activities envisaged by this Plan, and to support the connectivity of the Natural Heritage System and the achievement of complete communities in settlement areas across the Greenbelt.
2. Encourage the development of a trail plan and a coordinated approach to trail planning and development in the Greenbelt to enhance key existing trail networks and to strategically direct more intensive activities away from sensitive landscapes.

3. Promote good stewardship practices for public and private lands within the Greenbelt, including clear demarcation of where public access is permitted.

6 Urban River Valley Policies

Key river valleys in urban areas adjacent to the Greenbelt provide opportunities for additional connections to help expand and integrate the Greenbelt and its systems into the broader southern Ontario landscape. The Urban River Valley designation provides direction to those areas where the Greenbelt occupies river valleys in an urban context. These urban river valleys may be the setting for a network of uses and facilities, including recreational, cultural and tourist amenities and infrastructure, which are needed to support urban areas.

6.1 Description

The Urban River Valley designation as shown on Schedule 1 applies to lands within the main corridors of river valleys connecting the rest of the Greenbelt to the Great Lakes and inland lakes. The lands in this designation comprise river valleys and associated lands and are generally characterized by being:

- Lands containing natural and hydrologic features, including coastal wetlands; and/or
- Lands designated in official plans for uses such as parks, open space, recreation, conservation and environmental protection.

6.2 Policies

For lands falling within the Urban River Valley, the following policies shall apply:

1. Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. For the purposes of this section, publicly owned lands mean lands in the ownership of the Province, a municipality or a local board, including a conservation authority.
2. The lands are governed by the applicable official plan policies provided they have regard to the objectives of the Greenbelt Plan.
3. All existing, expanded or new infrastructure which is subject to and approved under the Environmental Assessment Act, or which receives a similar approval, is permitted provided it supports the needs of adjacent settlement areas or serves the significant growth and economic development expected in southern Ontario and supports the goals and objectives of the Greenbelt Plan.
4. The Protected Countryside policies do not apply except for:
 - a. The policies of section 3.2.6; and
 - b. The policies of section 3.3.”

5.4 Niagara Escarpment Plan (2017):

The Niagara Escarpment Plan was originally approved on June 12, 1985 but has been subsequently revised as a result of on-going reviews that were initiated in 1990, 1999, and 2015. The purpose of the Niagara Escarpment Planning and Development Act (NEPDA), R.S.O. 1990, c. N.2 is “To provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment and to ensure only such development occurs as is compatible with that natural environment.” The NEPDA forms the legal basis for the Niagara Escarpment Plan (NEP), and Niagara Escarpment Commission (NEC) operations. It includes procedures for NEP reviews, hearings, amendments and appeals as well regulations for setting out the planning area, and establishing Development Permit requirements and exemptions. The NEPDA also sets out the relationship of the NEP with municipal planning direction, and land use policies of other public bodies.

The Ontario Provincial Government completed minor changes to the Niagara Escarpment Plan that came into effect on June 1, 2017. In general, these changes provide additional clarification to the existing policies. The purpose of this Plan is to provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment, and to ensure only such development occurs as is compatible with that natural environment.

According to the updated Niagara Escarpment Plan (2017), the subject property is not located within an area controlled by the Niagara Escarpment Plan. As such, Niagara Escarpment protection policies **do not apply** to the subject property (**Appendix “B”**).

5.5 Mid-Peninsula (Niagara to GTA) Highway Corridor:

The Mid-Peninsula (Hwy) Corridor was proposed in the 1950’s, and is a planned tract of land that will eventually accommodate a new major highway system that will link Hwy 407, Hwy 403, and Hwy 401 in the Burlington/Hamilton area to a new twinned Peace Bridge crossing at the Canadian/USA Boarder in Fort Erie.

The Mid-Peninsula Corridor project has recently completed Stage 1 of the study (2013). Stage 2 of the study has not yet been initiated; however, it will scope a more detailed corridor, conceptually design transit-ways/linkages and goods movement connections, and conceptually design municipal/regional road connections. The development of this Highway system is not expected for a number of years and is subject to political intervention.

At the early stages of planning routes, any “potential route” are depicted in very general terms. Given the sites proximity to the existing GO transit line, the subject property is included within preliminary concept routes. This ‘Route’ encompasses to rail line and is intended to protect this commuter corridor from incompatible development. As the rail corridor is protected through other planning policies and is not identified in anywhere as part Mid-Peninsula Highway Corridor, it is not anticipated that the protection policies to affect the subject property. As such the policies of the Mid-Peninsula Highway Corridor **will not apply** to the subject property (**Appendix “C”**).

5.6 Credit Valley Conservation Authority (CVC):

The subject property is located within the jurisdiction of Credit Valley Conservation Authority. A large portion of the subject is located within the regulation limit as designated by the authority (**Appendix “D”**). A Conservation Development permit will be required for any proposed development on the site.

Applicable excerpts from the Credit Valley Conservation Watershed Planning and Regulation Policies (April 2010) have been included below:

“1.1 Purpose of this Document

The purpose of this document is to provide Credit Valley Conservation’s (CVC’s) updated watershed planning and regulation policies. These policies provide the parameters against which CVC administers Ontario Regulation 160/06 under Section 28 of the Conservation Authorities Act. These policies also guide CVC’s review of official plans, zoning bylaws and planning applications under the Planning Act, including other legislation CVC may be requested or responsible to provide comment on such as the Canadian Environmental Assessment Act, Ontario Environmental Assessment Act, Lakes and Rivers Improvement Act, Fisheries Act, Clean Water Act, Endangered Species Act, Niagara Escarpment Planning and Development Act, Oak Ridges Moraine Conservation Act, Places to Grow Act, and the Greenbelt Act.

2.1.1.3 Regulations by a Conservation Authority

Whereas Sections 20 and 21 govern the object and powers of CAs, Section 28 of the Conservation Authorities Act empowers CAs to make regulations in the area under its jurisdiction;

- Prohibiting, regulating or requiring the permission of the authority for development (1) if, in the opinion of the authority, the control of flooding, erosion, dynamic beaches, pollution or the conservation of land may be affected by the development (1).

In this respect, CVC administers Ontario Regulation 160/06: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. Through Ontario Regulation 160/06, CVC has the ability to:

- Prohibit, regulate or require the permission of the authority for development (1), if in the opinion of the authority, the control of flooding, erosion, dynamic beaches, pollution or the conservation of land may be affected by the development (1).

3.2.2 Objectives

CVC’s objectives as they relate to the goals identified above are:

d) In addressing Natural Hazards, CVC shall:

- a. Identify and protect potentially hazardous river or stream valleys, flood hazards and Lake Ontario shoreline;

- b. Identify and protect watercourses (including their meander belt) and wetlands;
- c. Implement Ontario Regulation 160/06, as may be amended from time to time, in a manner that protects the public and minimizes property damage;
- d. Update and refine hazard land mapping over time as new information becomes available;
- e. Recommend to watershed municipalities proactive approaches within the planning and development process that reflect the dynamic nature of the hazards; and
- f. Work with watershed municipalities and other partners to reduce the severity of natural hazards, where possible, recognizing the importance of natural processes.

5.1.2 Guiding Policies

- a. CVC will encourage efficient land use and development patterns, including intensification and redevelopment that allows for the efficient use of land, infrastructure and public services to aid in protecting, restoring and enhancing the features and functions of the natural heritage system within CVC's jurisdiction.
- b. CVC will recommend the preparation of comprehensive environmental studies that follow a natural heritage systems approach to watershed planning and are in support of adaptive environmental management.
- c. CVC will encourage planning and development related decisions to be guided by comprehensive environmental studies based on logical natural boundaries and management units capable of characterizing cumulative impacts watershed wide.
- d. CVC will recommend updates to comprehensive environmental studies to address relevant current legislation and policy, planning initiatives, advancements in science and information gained through monitoring and best practices, where appropriate.

5.3 Natural Heritage

5.3.2 Guiding Policies

- a. CVC will encourage all planning and permit applications to achieve an ecological gain. Where it has been demonstrated an ecological gain is not feasible, CVC will promote the principle of no-net-loss of ecological functions and hydrologic functions.
- b. CVC will promote decision-making for watershed planning based on a natural heritage systems approach and in consideration of the potential cumulative effects, including precedent, from individual activities and decisions.
- c. CVC will recommend that appropriately sized buffers are maintained adjacent to natural features and areas to protect, restore or enhance their ecological functions and hydrologic functions.

5.3.3.1 Valleylands

GENERAL POLICIES

- a. The exact limits of valleylands will be determined through site specific field investigations and technical reports where required, in accordance with Sections

- 5.4.3 and 5.4.4. These limits will be established and confirmed to the satisfaction of CVC and the affected planning authority as appropriate.
- b. CVC will identify valleyland significance in accordance with the appropriate planning authority policies and criteria. Where the affected planning authority does not have established criteria CVC will identify valleyland significance in accordance with Provincial standards.
 - c. CVC will not support planning approvals for development (2) and site alteration within valleylands, except in accordance with the policies in Chapters 6.
 - d. CVC will not permit development (1) within valleylands in regulated areas, except in accordance with the policies in Chapter 7.

5.4 Natural Hazards

5.4.2 Guiding Policies

- a. CVC will ensure that a comprehensive approach to natural hazard management is followed for all development (1, 2) and site alteration applications, considering factors such as risks to life and property, economic feasibility, upstream and downstream impacts, social impacts and cumulative impacts as well as impacts to natural features and areas, including their ecological functions and hydrologic functions.
- b. CVC will ensure that development (1, 2) and site alteration does not occur within areas that would be rendered inaccessible to people and vehicles during events associated with hazardous land, unless it has been demonstrated that the site has safe access appropriate for the nature of the development (1, 2) and hazardous land.
- c. CVC will ensure that hazardous land limits are based on the natural state of the area without the use of mitigation or remediation works, unless the proposed works are consistent with the recommendations of a comprehensive environmental study for the area, to the satisfaction of CVC. Any proposed works not consistent with a comprehensive environmental study for the area must be addressed through an amendment to the study.
- d. CVC will promote mitigation and remediation works for existing development (1, 2) within hazardous land through the preparation and review of a comprehensive environmental study.
- e. CVC will be consistent with Provincial standards when determining the limits and extent of lands containing hazardous land.

5.4.3 Riverine Flood Hazards

5.4.3.1 General Policies

- a. The limits of the flood hazard will be determined through CVC's floodplain mapping program in accordance with Provincial standards. Where floodplain limits for a watercourse are required and not available, the applicant is responsible for carrying out the appropriate technical reports to the satisfaction of CVC and the affected planning authority, as appropriate.

Special Policy Areas

- f. A special policy area approach will be applied where approved by the Ministries of Municipal Affairs and Housing and Natural Resources after evaluating the suitability of applying the special policy area concept based on Provincial standards.
- g. Where a special policy area approach is applied, CVC may permit development (1, 2) and site alteration within the floodway, subject to specific conditions addressing floodproofing, vehicular and pedestrian access, natural heritage protection and land use permissions.

Floodplain Spill Areas

- h. CVC will determine where floodplain spill area policies apply, considering the site specific characteristics of the spill in accordance with Provincial standards.
- i. Where CVC has confirmed floodplain spill area policies apply, CVC may permit development (1, 2) and site alterations provided there are no off-site impacts and the appropriate flood hazard mitigation measures are included such as:
 - i. raising the elevation of proposed buildings or structures above the anticipated floodplain spill level;
 - ii. raising the lands within the spill location to prevent spilling; and/or
 - iii. provisions for safe access are available.

6.1 General Plan Input and Plan Review Policies

Development Review (Plan Review)

- f) CVC will provide recommendations consistent with the recommendations of the CVC supported comprehensive environmental study for an area when providing comments on applications. Where a comprehensive environmental study for an area does not exist, or the existing ones are outdated, site specific technical reports may be required for applications determined to be small scale, have limited area available for development (2) or limited potential impacts on hazardous land and the natural heritage system.
- g) CVC will recommend that all planning related applications include the appropriate technical reports to assesses potential impacts on the natural heritage system within and adjacent to the subject lands on matters such as, but not limited to:
 - i. policy conformity;
 - ii. potential impacts on existing natural heritage features and areas and significant natural areas, including their ecological functions and hydrologic functions;
 - iii. potential impacts on hazardous land and erosion access allowances;
 - iv. potential impacts to surface water features and ground water features;
 - v. site servicing, infrastructure and grading;
 - vi. stormwater management;

- vii. erosion and sediment control; and
- viii. vegetation preservation and proposed landscaping.

- h) CVC will recommend that planning related applications adjacent to the natural heritage system, including natural heritage features and areas, significant natural areas, hazardous land, erosion access allowances and associated buffers, maintain existing topography to the maximum extent possible, discouraging the use of structural measures such as retaining walls to meet or maintain existing grades.
- i) CVC will encourage that planning related applications follow a natural approach to landscaping, restoration or enhancement efforts by using native, non-invasive and locally appropriate species. In addition, genetic diversity, vegetated linkages and the incorporation of a variety of native, locally appropriate plant species to support biodiversity and connectivity will be promoted.
- j) CVC will not support modifications to components of the natural heritage system, including natural heritage features and areas, significant natural areas, hazardous land, erosion access allowances and associated buffers, to create additional useable area or to accommodate or facilitate development (2) and site alteration unless the modifications have been appropriately addressed through an environmental assessment, comprehensive environmental study or technical report, to the satisfaction of CVC.
- k) Where any component of the natural heritage system, including natural heritage features and areas, significant natural areas, hazardous land or erosion access allowances, has been altered, damaged or destroyed by unauthorized activities, CVC will not support a boundary adjustment to recognize such activities and will recommend replacement or rehabilitation of the feature(s) and its functions.

6.3 Site Plan and Variance Application Policies

- a) CVC's review of site plan, variance or similar applications related to development (2) and site alteration on lots of record will generally be based on the policies in Chapter 7 to determine compliance with CVC's Section 28 permitting responsibilities. CVC will recommend that development (2) and site alteration be set back in accordance with policies 6.2.1 b) and 6.2.1 c), to the extent feasible.
- b) For site plan, variance or similar applications with lands containing components of the natural heritage system, including natural heritage features and areas, significant natural areas, hazardous land, erosion access allowance and associated buffers, where appropriate, CVC will recommend a warning clause be registered on title identifying such features which must be maintained in a natural condition, or enhanced, in consideration of natural heritage protection and concerns related to risks to life and property.

7 POLICY IMPLEMENTATION – Ontario Regulation 160/06

7.2.1 Residential, Commercial and Industrial Buildings and Structures

Riverine Flood Hazards

- a) Residential, commercial and industrial buildings and structures may be permitted within the riverine flood hazard limit, subject to the applicable criteria in Sections 7.3 and 7.4, and where it has been demonstrated, to the satisfaction of CVC, that:
 - i. Safe access to and from a public roadway is achieved, in accordance with Section 7.5;
 - ii. Habitable buildings and structures are dry passively floodproofed, in accordance with Section 7.5; and
 - iii. Non-habitable commercial and industrial buildings and structures are dry passively floodproofed, in accordance with Section 7.5. Where technical reports have demonstrated it is not possible to meet this criterion, at a minimum, the buildings and structures must be wet floodproofed, in accordance with Section 7.5

7.4 Setback Criteria for Development

The following applies to any development (1) within a regulated area and in particular development (1) outlined in Sections 7.2.1 to 7.2.4.

Valleylands and Wetlands

- a) As a minimum, all development (1) must be set back 10 metres from the following features:
 - i. top of stable slope;
 - ii. stable toe of slope;
 - iii. meander belt;
 - iv. bankfull flow location of a watercourse;
 - v. provincially significant wetlands; and
 - vi. other wetlands required to be protected.
- b) Notwithstanding policy 7.4 a), accessory buildings and structures, pools, decks, patios, site grading, minor landscaping or similar development (1) as determined by CVC, may be set back a minimum of 6 metres from those features listed in policy 7.4 a).

7.5 Floodproofing Requirements

- a) All new development (1) proposed within the flood hazard limit must meet floodproofing requirements as outlined in Section 7.2, plus a 0.3 metre freeboard. Recognizing the required floodproofing measures are the minimum standard, where feasible, CVC will continue to encourage the most effective flood damage reduction measures in an effort to reach the maximum protection possible based on the following alternatives, listed in order of priority;

- i. flood control remedial works;
 - ii. dry passive floodproofing measures;
 - iii. wet floodproofing measures; and
 - iv. dry active floodproofing measures, which may also be implemented to further minimize flood risk in combination with any of the above.
- b) All new development (1) must provide safe access, consistent with CVC standards. Recognizing this is the minimum standard, CVC will continue to encourage dry or flood free vehicular and pedestrian access, to the greatest extent possible.

Safe Access and Parking Facilities

- c) Safe access to and from a site must be consistent with CVC standards, and may only be achieved where the following depth and velocity criteria for pedestrians and automobiles are met:
- i. for depths up to and including 0.2 metres, the velocity must be less than or equal to 1.7 metre/second (based on the flood hazard); and
 - ii. for depths greater than 0.2 metres and less than or equal to 0.3 metres, the velocity must be less than or equal to 1.3 metres/second (based on the flood hazard).
- d) Notwithstanding policy 7.5 c), where the proposed development (1) requires access onto an existing flooded municipal or provincial roadway where the depth and velocity criteria for safe access cannot be met;
- i. access to/from the site must have flood depths and velocities less than or equal to those experienced on the existing roadway; and
 - ii. safe alternate or secondary access for pedestrians and emergency vehicles that is appropriate for the nature of the development (1, 2) and the natural hazard is provided.
- e) Notwithstanding policy 7.5 c) and 7.5 d), CVC will consider the subject site as having safe access where the affected municipal emergency services provides confirmation that acceptable provisions for emergency ingress/egress, appropriate for the nature of the development (1, 2) and the flood hazard, are available for a site.”

5.7 Halton Region Official Plan (1995) consolidated in 2018.

The consolidated version (June 2018) of the Official Plan for the Regional Municipality of Halton is based on the 1995 Regional Plan approved and adopted by Council. The Official Plan lays out the long-term vision for Halton’s physical form and community character.

The Halton Region Official Plan designates the subject property as being within the “Urban Area” and portions of the Subject property are “Regional Natural Heritage System” on Map 1 – Regional Structure (**Appendix “E”**). The portions of the Subject property that are within the Natural Heritage system, are define as “Key Features” on Map 1G (**Appendix “F”**).

Applicable excerpts from the Regional Official Plan have been included below:

“Urban Area

72. The objectives of the Urban Area are:

- (1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- (4) To ensure that growth takes place commensurately both within and outside the Built Boundary.
- (6) To identify an urban structure that supports the development of Intensification Areas.
- (9) To facilitate and promote intensification and increased densities.

77. It is the policy of the Region to:

- (2.1) Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.

Natural Heritage System

113. The Natural Heritage System consists of the Greenbelt Natural Heritage System and the Regional Natural Heritage System.

114. The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.

114.1 The objectives of the Natural Heritage System are:

- (9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and inter-connections between the Key Features and their ecological functions.

114.2 Those parts of the Natural Heritage System that are outside the Key Features or where the only Key Feature is a significant earth science area of natural and scientific interest also form parts of the Agricultural System, as described in Section 92 and shown on Map 1E. Within these areas, agriculture is recognized, supported and promoted in accordance with policies of the Agricultural System.

Regional Natural Heritage System

115.3 The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:

(1) *Key Features*, which include:

- d) significant woodlands,
- e) *significant* valleylands,
- f) *significant* wildlife habitat,
- g) *significant* areas of natural and scientific interest,
- h) fish habitat,

Key Features that have been identified are shown on Map 1G.

- (2) *enhancements to the Key Features including Centres for Biodiversity,*
- (3) *linkages,*
- (4) *buffers,*
- (5) *watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland, and*
- (6) *wetlands other than those considered significant under Section 115.3(1)b).*

115.4 Included within the Regional Natural Heritage System are:

- (2) *Regulated Flood Plains as determined, mapped and refined from time to time by the appropriate Conservation Authority.*

116.1 The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:

- a. a Sub-watershed Study accepted by the Region and undertaken in the context of an Area-Specific Plan;
- b. an individual Environmental Impact Assessment accepted by the Region, as required by this Plan; or
- c. similar studies based on terms of reference accepted by the *Region*.

Once approved through an approval process under the Planning Act, these refinements are in effect on the date of such approval. The *Region* will maintain mapping showing such refinements and incorporate them as part of the *Region's* statutory review of its Official Plan.

118. It is the policy of the Region to:

- (1) Require Local Official Plans and Zoning By-laws to recognize the Regional Natural Heritage System as identified in this Plan and include policies and maps to implement policies of this Plan and to incorporate any refinements made thereto through Section 116.1.
- (1.1) Require Local Municipalities, when undertaking the preparation of Area-Specific Plans, Zoning By-law amendments and studies related to development and/or site

alteration applications, to protect, through their Official Plans and Zoning By-laws, the Key Features listed in Section 115.3(1) but not mapped on Map 1G in accordance with policies of this Plan.

(2) Apply a systems based approach to implementing the Regional Natural Heritage System by:

- a) Prohibiting development and site alteration within significant wetlands, significant coastal wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;
- b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with policies of this Plan;
- c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1; and
- d) Introducing such refinements at an early stage of the *development* or *site alteration* application process and in the broadest available context so that there is greater flexibility to enhance the *ecological functions* of all components of the system and hence improve the long-term sustainability of the system as a whole.

(3) Require the proponent of any development or site alteration that meets the criteria set out in Section 118(3.1) to carry out an Environmental Impact Assessment (EIA), unless:

- a. the proponent can demonstrate to the satisfaction of the Region that the proposal is minor in scale and/or nature and does not warrant an EIA,
- b. it is a use conforming to the Local Official Plan and permitted by Local Zoning By-laws;
- c. it is a use requiring only an amendment to the Local Zoning By-law and is exempt from this requirement by the Local Official Plan; or
- d. exempt or modified by specific *policies* of this Plan.

The purpose of an EIA is to demonstrate that the proposed *development* or *site alteration* will result in no *negative impacts* to that portion of the Regional Natural Heritage System or unmapped *Key Features* affected by the *development* or *site alteration* by identifying components of the Regional Natural Heritage System as listed in Section 115.3 and their associated *ecological functions* and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify *Key Features* on or near the subject site that are not mapped on Map 1G.

(4) Require that the recommendations of an Environmental Impact Assessment,

including the placement of lot lines and structures, carried out under Section 118(3) and endorsed by the Region be implemented through official plan amendments, zoning by-laws, site plan control, conditions of planning approval or regulations by the appropriate authority.

CONSTRAINTS TO DEVELOPMENT

139.3 In addition to the land use designations that prescribe conditions for development, there are seven areas where development is subject to further conditions or constraints. They are:

1. Greenbelt Natural Heritage System, as shown on Map 1,
2. Parkway Belt Transportation and *Utility* Corridors, as shown on Map 1B,
3. Future Strategic Employment Areas, as shown on Map 1C,
4. Municipal Wellhead Protection Zones, as shown on Map 1D,
5. *Prime Agricultural Areas*, as shown on Map 1E,
6. Identified Mineral Aggregate Resource Areas, as shown on Map 1F, and
7. *Key Features* within the Greenbelt and Regional Natural Heritage Systems, as shown on Map 1G.

Air and the Ambience

(9) Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses:

- a. noise studies, if the *development* is within 300m of a railway right-of-way or 1000m of a railway yard;
- b. vibration studies, if the *development* is within 75m of a railway right-of-way or a railway yard; and
- c. air quality studies, if the *development* contains *sensitive land uses* and is within 1,000m of a railway yard.

(12) Require the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based on guidelines under Section 143(2.1) is required for such development proposals within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan."

5.8 Town of Halton Hills Official Plan (2008):

The Town of Halton Hills current Official Plan was adopted by council in June of 2008 and most recently consolidated in 2019. The Official Plan represents the vision of development for the Town of Halton Hills.

The Town of Halton Hills Official Plan, Schedule A1 – Land Use, designates the subject property as being within the Georgetown ‘Urban Area’. Schedule A3 – Georgetown Urban Area Land Use Plan, designates the subject property as being within the Secondary Plan Area referred to as the ‘GO Station Area’ (**Appendix “G”**). Within the ‘Georgetown Go Station Area’, Schedule H3 – Land Use Plan (**Appendix “H”**), the subject property is designated ‘Medium Density Residential Area’ and within the ‘Mill Street Corridor’ Precinct. A small portion of the subject property is also designated ‘Greenlands’. According to Schedule B1 – Functional Plan of Major Transportation Facilities, Mill Street is designated a local road with a desired right-of-way width of 20m. Schedule B1 also designated the property as being within the ‘Commuter Rail Corridor’ (**Appendix “I”**). The woodlands associated with the Silver Creek Corridor adjacent to the subject property are identified on Appendix X1A as ‘Woodland (0.5ha or greater).

Applicable excerpts from the Town of Halton Hills Official Plan have been included below:

“B1 GREENLANDS SYSTEM

B1A Greenlands within Existing Urban Areas

A single tier Greenlands designation in the existing Acton and Georgetown Urban Areas, as shown on Schedules A3, A6, and all other schedules applicable to lands within these Urban Areas of this plan, and Phases 1A and 2A of the Premier Gateway Employment Area as shown on Schedule A8 of this Plan, implements the Regional Natural Heritage System contained in the Regional Official Plan. Notwithstanding the policies of Section B1.2 of this Plan, the Greenlands designation is subject to the policies contained in Sections 115.2, 115.3, 115.4(2), 116, 116.1, 117.1, 118(1.1), 118(2), 118(3), 118(3.1), 118(4), 118(5) through 118(13), 139.11, 139.12, Map 1G, and the applicable definitions of the Regional Official Plan, which are hereby incorporated by reference into this Plan.

B1.2.1 Greenlands Reconfiguration

Council may utilize a systems approach in identifying and protecting Greenlands A and B within a Secondary Plan area by using criteria other than those under Sections B1.3.1 and B1.3.2 of this Plan provided that:

- a. the Region is consulted throughout the process;
- b. the public and affected agencies are consulted on the proposed process in identifying the alternative Greenlands A and B;
- c. the alternative is based on the policies contained in the Regional Official Plan and this Plan pertaining to the Greenlands System and utilizes a systems approach that is based on a detailed and comprehensive analysis carried out as part of a Subwatershed Study covering at least the Secondary Plan Area;
- d. it is demonstrated to the satisfaction of the Region that the alternative Greenlands A and B:

- i. will result in no overall negative impact on the ecological functions of the Greenlands system based on Greenlands A and B as defined through Sections B1.3.1 and B1.3.2 of this Plan;
- ii. will enhance the Greenlands System by incorporating linkages, buffers, and other features that would improve the overall function and sustainability of the System.

B1.2.4 Adjacent Lands

Adjacent lands are the lands adjacent to a natural heritage feature within which potential impacts of a development proposal must be considered. For the purposes of this Official Plan, adjacent lands are defined as all lands partially or wholly within:

- 120 metres of the boundary of a provincially significant wetland;
- 50 metres of the boundary of a regionally significant wetland;
- 50 metres of the boundary of an Environmentally Sensitive Area;
- 50 metres of the boundary of a provincially or regionally significant area of natural and scientific interest;
- 50 metres of the significant habitat of an endangered or threatened species;
- 50 metres of the boundary of a significant woodland;
- 50 metres of the boundary of a significant valleyland;
- 50 metres of the boundary of an area of fish habitat; and,
- 50 metres of the boundary of an area of significant wildlife habitat.

Within the Natural System of the Greenbelt Plan, adjacent lands are lands within 120 metres of Key Natural Heritage Features and Key Hydrologic Features, and the applicable policies are contained in Section E2.5.3.3 (d) of this Plan.

No development shall be permitted on adjacent lands unless an Environmental Impact Study and/or a Subwatershed study and/or a Geotechnical study is completed and approved by Council, subject to the comments of the appropriate agencies. The requirements for an Environmental Impact Study are contained in Section C2 (Environmental Impact Studies) of this Plan. Provisions relating to watershed and subwatershed studies are contained within Section C7 (Watershed Planning) of this Plan.

The scale and the contents of the required studies shall be determined at the time the development is proposed. The width of the adjacent lands may be increased/decreased, depending on the feature and the nature of the proposed development. This determination shall be made in consultation with the appropriate agencies at the time the development is proposed.

B1.2.8 Zoning By-law Implementation

The boundaries of the Greenlands A and B designations are delineated on the Schedules to this Plan. The boundaries are intended to be more precisely delineated in the implementing Zoning By-law in accordance with detailed mapping provided by the appropriate Conservation Authorities and Provincial agencies, and will not require an amendment to this Plan. Such lands will be placed in appropriate environmental zones in the implementing Zoning By-law.

The zoning by-law shall also incorporate general setbacks for lot lines, buildings, structures, parking areas and other similar facilities from lands within the Greenlands System in relation to the extent and sensitivity of the natural heritage features and ecological functions of the area. The Town and the Region of Halton in consultation with the appropriate Conservation Authority will evaluate this general setback for specific development applications, and as established in the Zoning By-law, to provide the appropriate setback required to protect the area from the impacts of development. A greater setback may be required to reflect specific circumstances.

B1.3.5 Significant Woodlands

All woodlands 0.5 hectares or larger, have been identified by the Region to be an important natural heritage feature and candidates for assessment as significant woodlands. It is the policy of this Plan to:

- a) Identify and show on the Urban Land Use Schedules to this Plan, significant woodlands as a component of Greenlands B through Watershed Management Plans, Subwatershed Studies, or individual site specific Environmental Impact Studies; and,
- b) Require the submission and approval of an Environmental Impact Study that identifies or refines the boundaries of significant woodlands and implements measures to protect such significant woodlands for any development proposal, other than individual consents or uses conforming to this Plan and Zoning By-laws, located wholly or partially within 50 metres of woodlands 0.5 hectares or larger.

Part C Environmental Management Policies

C1 ENVIRONMENTAL MANAGEMENT OBJECTIVES

It is the objective of this Plan to:

- a. recognize watercourses in the Town and protect them through the planning process from development that may have an impact on their function as an important component of the Natural Heritage System;
- b. ensure that development does not occur on lands that are unstable or susceptible to flooding;
- n. preserve trees and wooded areas and facilitate the planting of trees, to the extent practicable, including through the development process;
- q) identify the tools that are required to evaluate an application for development in or adjacent to natural heritage features and related ecological functions that are considered to be an integral component of the Natural Heritage System of the Town;

C2 ENVIRONMENTAL IMPACT STUDIES

Where the policies of this Plan require that an Environmental Impact Study (EIS) be prepared, such an EIS shall be prepared in accordance with the requirements of this section and Terms of Reference approved by the Town and the Region, in consultation with the appropriate Conservation Authority and the proponent. In the preparation of an EIS, reference shall be made to the Environmental Impact Assessment Guidelines of the Region of Halton.

C4 NATURAL HAZARDS

C4.1 DEVELOPMENT BELOW THE STABLE TOP OF BANK AND IN FLOODPLAINS

It is the intent of this Plan to not permit new development or site alteration below the stable top of bank of a valley/watercourse.

In addition, it is also the policy of this Plan to not permit new development within the floodplain of a watercourse in accordance with the One-Zone concept. Areas that are within the Regulatory Floodplain as determined and mapped by the appropriate Conservation Authority are located within the Greenlands A designation. The intent of this policy is to minimize and eliminate any risks to life and property resulting from flooding and other natural hazards, such as erosion and slope failure.

In order to implement the objectives of this Plan, the implementing Zoning By-law shall place all lands within the Regional Storm floodplain and all lands below the stable top of bank of any valley/watercourse in an appropriate Environmental Zone consistent with the applicable land use designation in this Plan. Uses permitted in this Environmental Zone shall be limited to agricultural operations that existed on the date the implementing Zoning By-law is passed by Council and open space uses, excluding those uses that necessitate tree cutting. No buildings or structures, with the exception of essential structural works required for flood and/or erosion or sediment control, will be permitted in this Zone.

Notwithstanding this policy, any alteration of the existing channel of a watercourse shall require the approval of the appropriate Conservation Authority in accordance with applicable statutes and its development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.

C4.3 STABLE TOP OF BANK SETBACKS

It is the policy of this Plan that all new lots be located a minimum of 15 metres from the stable top of bank of a major valley/watercourse and a minimum of 7.5 metres from the stable top of bank of a minor valley/watercourse. These setback requirements must be met by all development unless more appropriate setbacks are recommended in accordance with an approved Subwatershed study, Environmental Impact Study or Geotechnical study in consultation with the appropriate Conservation Authority.

In all cases where development is proposed adjacent to a watercourse, Council shall be satisfied that the proposed development can be safely accommodated without there being a negative impact on the features and functions of the watercourse and its associated valley corridor.

C7 WATERSHED PLANNING

C7.1 OBJECTIVES

It is the objective of this Plan to:

- a. support the preparation and implementation of Watershed and Subwatershed Plans within the Town of Halton Hills and the surrounding area;

- b. ensure that there is an appropriate balance between the objectives of water supply management, habitat protection, flood management and land use to protect and enhance water quality and quantity for future generations;
- c. protect and/or restore streams, groundwater discharge and recharge areas and wetlands for the benefit of fish, wildlife and human uses;
- d. ensure that any Watershed and Subwatershed planning process is open and transparent and includes opportunities for public input;
- e. ensure that necessary resources are provided for the implementation of Watershed and Subwatershed Plans;
- f. ensure that Watershed and Subwatershed Plans contain goals and objectives that are appropriate for the Watershed and Subwatershed and can be implemented by the Town, agencies and landowners; and,
- g. ensure that Watershed and Subwatershed Plans are scientifically defensible and designed to be continuously improved as new information and science becomes available.

C8 STORMWATER MANAGEMENT

All commercial, industrial, institutional, recreational and residential development proposals shall be supported by a Stormwater Management (SWM) report unless waived by the Town through a pre-consultation process in accordance with Section G12 of this Plan. The content and scope of the SWM report shall be determined when the development is proposed or through the completion of an EIR where required by an approved Subwatershed Plan.

The SWM Report shall be prepared to the satisfaction of the Town and the appropriate agencies and be prepared in accordance with The Ministry of Environment Stormwater Management Planning and Design Manual, 2003, or its successor, or through the completion of an EIR where required by an approved Subwatershed Study, and shall:

- a. provide recommendations on a stormwater quantity system that ensures that post development peak flow will not be greater than the pre-development levels for storms up to and including the Regional storm and the 1:100-year storm event;
- b. document the possible impacts of development on watershed flow regimes including their interconnection with groundwater resources;
- c. provide recommendations on how to maintain post-development water quality and improve run-off where appropriate;
- d. document the means by which stormwater volume control will be provided;
- e. determine and describe the necessary site management measures required to be undertaken during construction to mitigate the potential negative impact of development; and,
- f. where applicable, describe how the requirements of the Watershed and/or Subwatershed Plan, or EIR will be implemented in the stormwater management plan.

All stormwater management facilities in a Plan of Subdivision shall be placed in an appropriate Environmental Zone in the implementing Zoning By-law to reflect the potential for these lands to be flooded and to ensure that their intended use is recognized. Stormwater management facilities for condominium developments and

other large single uses may be privately owned and maintained. Agreements with the Town shall be required as a condition of approval, to provide for their continued maintenance.

C9 TREE PRESERVATION/PLANTING

It is the policy of this Plan to support the enactment of a tree conservation by-law by the Region of Halton to regulate tree cutting, including the requirement of a permit for the removal of trees, within the Greenlands System as shown on the Schedules to this Plan and woodlands 0.5 hectares or larger outside of the Greenlands System.

There are wooded areas within the Town that are not within the Greenlands System, primarily because of their small size or their location within urban areas. However, these areas also contribute to the character of the community. It is the policy of this Plan that:

- a. treed areas outside of the Greenlands System shall be retained in their natural state and additional trees shall be planted in accordance with good forestry management practice, whenever possible and appropriate, as a condition of development approval. To this end, all development proposals shall be accompanied by a tree inventory and preservation plan and proposed planting program;
- b. the Region and Town, in making public work decisions, shall have regard to the existence of trees and make every reasonable effort to protect them. If trees will be lost due to a public work, it is a policy of this Plan that replanting programs be initiated to compensate for the loss of trees;
- c. the Town require the planting of trees of appropriate quality, size and variety as a condition of development approvals wherever possible. Particular attention will be paid to surface parking lots and the softening of their visual impact on abutting lands and streets;
- d. Council may undertake a tree-planting program along arterial and collector roads wherever possible to create, over time, a canopy of trees that will enhance the character of the community and contribute to the aesthetics of the area; and,
- e. Council promote the development of vegetative cover along watercourses

C14 LAND USE COMPATIBILITY

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

Such a study shall be prepared to the satisfaction of Council and the appropriate agencies and shall include recommendations on how the impacts can be mitigated. The approval of development proposals shall be based upon the achievement of adequate separation distances and the implementation of the recommendations of the required studies.

C15 NOISE AND VIBRATION

It is a policy of this Plan to minimize any adverse noise and vibration impacts from highways, arterial roads and railways on sensitive land uses. To this end, a Noise Impact Study in accordance with Ministry of Environment guidelines shall be undertaken for proposed development involving sensitive land uses that are adjacent to or in proximity to a highway, arterial road or industrial use to the satisfaction of Council and the Region. The approval of development applications shall be based on the implementations of the required study, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety and mitigating measures and notices on title.

A Noise Impact Study shall be required where proposed development involving sensitive land uses is within 300 metres of a railway right-of-way or 1,000 metres of a railway yard. A Vibration Study shall be required where proposed development involving sensitive land uses is within 75 metres of a railway right-of-way. Noise and vibration studies shall be prepared to the satisfaction of Council and the Region in consultation with the appropriate railway agency. The approval of development applications shall be based on the implementation of the recommendations of the required studies, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety measures, such as setbacks, berms and security fencing, mitigating measures, and notices on title.

PART D URBAN LAND USE POLICIES

D1 LIVING AREAS

D1.1 OBJECTIVES

It is the objective of this Plan to:

- a. maintain and enhance the character and identity of existing residential areas;
- b. encourage the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;
- c. encourage the provision of a full range of housing opportunities to meet the Town's projected housing needs;
- d. promote the efficient use of existing and planned infrastructure by creating the opportunity for various forms of residential intensification, where appropriate;
- e. encourage more intensive residential development to locate at the boundaries of existing residential areas;

D1.2 LOCATION

The Living Area of the Town of Halton Hills applies to developed and undeveloped lands on municipal water and wastewater services in Georgetown and Acton. The Living Area is divided into the following three designations:

- Low Density Residential Area;
- Medium Density Residential Area; and,
- High Density Residential Area.

Each of these designations is intended to provide opportunities for residential development at densities that ensure a full range of housing types is provided.

D1.3 DESIGNATIONS

D1.3.2 Medium Density Residential Area

D1.3.2.1 Main Permitted Uses

The main permitted uses in the Medium Density Residential Area designation are limited to:

- a. triplex dwellings;
- b. quattroplex dwellings;
- c. multiple dwellings;
- d. street townhouse dwellings;
- e. block townhouse dwellings;
- f. low-rise apartment dwellings; and,
- g. long term care facilities and retirement homes.

D1.3.2.2 Density and Height

The density range shall be 21 to 50 units per net residential hectare and the maximum building height shall not exceed four storeys. The maximum density and/or height may be increased subject to Section G4.3 of this Plan.

D1.3.3 High Density Residential Area

D1.3.3.1 Main Permitted Uses

The main permitted uses in the High Density Residential Area designation are limited to:

- a. apartment dwellings; and,
- b. long term care facilities and retirement homes.

D1.3.3.2 Density and Height

The density range shall be 51 to 100 units per net residential hectare and the maximum building height shall not exceed eight storeys. The maximum density and/or height may be increased subject to Section G4.3 of this Plan.

D1.3.3.4 Criteria for Designation

New high-density residential areas shall be established by way of Amendment to the Official Plan in accordance with Section D1.4.3 of this Plan.

D1.4 GENERAL RESIDENTIAL AND HOUSING POLICIES

D1.4.1 Urban Design and Design for New Communities

All new development requiring a Planning Act approval shall conform to Section F2 (Urban Design) and Section F3 (Design for New Communities) of this Plan as appropriate.

D1.4.2 New Housing, Replacement Housing, Additions, and Alterations in Mature Neighbourhood Areas

New housing, replacement housing, additions, and alterations within Mature Neighbourhood Areas shall be permitted provided they are compatible, context sensitive and respectful of the existing character of the neighbourhood.

The implementing Zoning By-law shall further detail appropriate standards for new housing, replacement housing, additions, and alterations within Mature Neighbourhood

Areas, including lot coverage, building height, and side yard setbacks amongst other standards.

Minor variances from the implementing Zoning By-law associated with new housing, additions, and alterations in Mature Neighbourhood Areas shall consider, where applicable:

- a. compatibility with existing building orientation and building setbacks;
- b. that the scale, massing, building height, and built form features are compatible with the existing character of the neighbourhood.
- c. the preservation of landscaped open space areas and the protection of existing trees; and,
- d. that impacts on adjacent properties are minimized.

D1.4.3 Infill Development in Established Residential Neighbourhoods

Infill development, in accordance with the applicable land use designation in this Plan, shall be encouraged provided Council is satisfied that:

- a. the proposed development, including building form and density, is compatible with the character of the existing neighbourhood;
- b. new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;
- c. a suitable transition in lot sizes, densities, building forms and heights is provided from adjacent development;
- d. existing trees and vegetation will be retained and enhanced where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood;
- e. the proposed development will not create a traffic hazard or an unacceptable increase in traffic on local roads; and,
- f. significant views and vistas which help define a residential neighbourhood are preserved.

D1.4.4 New Medium and High Density Residential Areas

In considering the development of new medium and high density residential development by way of Amendment to this Official Plan, Council shall be satisfied that the proposal:

- a. is located on and has direct access to a Collector or Arterial Road as shown on Schedule B1 to this Plan;
- b. respects the character of adjacent residential neighbourhoods, in terms of height, massing and setbacks;
- c. can be easily integrated with surrounding land uses;
- d. will not cause traffic hazards or an unacceptable level of congestion on surrounding roads;
- e. can easily be accessed by public transit if available;
- f. is located in close proximity to community facilities, such as parks, schools and open spaces;
- g. is located on a site that has adequate land area to incorporate the building, on-site parking, an outdoor amenity area, and appropriate buffering such as setbacks,

- landscaping and fencing to ensure the compatibility of the use with adjacent land uses;
- h. where appropriate, considers the role of topography and natural vegetation in minimizing the impacts of tall buildings on adjacent land uses;
 - i. has demonstrated that the potential shadow impacts associated with tall buildings will be at an acceptable level on adjacent properties; and,
 - j. municipal water and wastewater services are adequate and available.

D1.4.7 Housing Mix

It is the policy of this Plan to ensure the provision of a complete range of housing within the Town of Halton Hills. On this basis, the optimum housing mix target to be achieved by the 2031 planning horizon is:

- 65% low density housing;
- 20% medium density housing; and,
- 15% high-density housing.

This housing mix is to be achieved by targeting the following housing mix for development over the 2006 to 2031 planning period, within Halton Hills as a whole, through intensification within the Built Boundary, as well as development within the Designated Greenfield Area:

- 46% low density housing;
- 32% medium density housing; and,
- 22% high-density housing.

New development that assists in achieving this housing mix shall be encouraged. In addition, Official Plan Amendment applications that propose the down-designation of sites for medium and high density housing, outside of Intensification Areas, shall be discouraged, since these sites will ultimately assist in achieving an appropriate balance of housing in the Town and the population target identified by this Plan. All such applications shall be accompanied by a planning justification report in accordance with Terms of Reference approved by the Town in consultation with the Region that assesses the implications of the proposal on:

- a. the Town's ability to meet the housing mix and population targets outlined in this Plan; and,
- b. the impact such a down-designation will have on other sites that are designated for medium and/or high density purposes in the surrounding area.

D1.4.8 Conversion and Demolition of Rental Housing

The conversion of rental housing to condominium or other forms of tenure, or the demolition of rental housing, shall only be considered by Council if a minimum threshold rental housing vacancy rate of 3% is maintained in the Town.

D2 COMMUNITY AREAS

D2.2 LOCATION

The Community Area designation applies to lands that serve primarily as community focal

points in Acton and Georgetown. The Community Area is divided into the following designations:

- Downtown Area;
- Community Node;
- Secondary Node; Georgetown Go Station/Mill Street Corridor Area;
- Corridor Commercial Area;
- Local Commercial Area;
- Major Institutional Area; and
- Civic Centre Area.

D2.4 URBAN DESIGN

It is the intent of this Plan to improve the vibrancy and aesthetics of all Community Areas in the Town. On this basis, the approval of any development proposal pursuant to the Planning Act will be dependent on Council being satisfied that:

- a. improvements to the aesthetics of the public realm (roads, parks, and sidewalks) will occur as a condition of development, or will be made possible as a result of the development, as appropriate;
- b. the siting, scale and massing of buildings contributes to a safe and attractive pedestrian environment and streetscape;
- c. parking facilities are designed to not dominate the streetscape; and,
- d. landscaping is used to buffer adjacent uses and improve the overall aesthetics of the development.

All new development requiring a Planning Act approval shall conform to Section F2 (Urban Design) of this Plan as appropriate.

In addition to the above, the implementing Zoning By-law shall contain provisions relating to building siting, location and massing to implement these same urban design policies.

D5 BUILT-UP AREA AND INTENSIFICATION AREAS

D5.1 OBJECTIVES

It is the objective of this Plan that:

- a. Intensification Areas provide the focus for the majority of intensification within the Built-up Areas of Acton and Georgetown, and cumulatively attract a significant portion of the planned population and employment growth of these Urban Areas to 2031;
- b. Intensification Areas provide an urban form that is compatible with existing development areas, promotes live-work relationships, facilitates social interaction, improves public safety, is transit-supportive and reduces reliance on the automobile, promotes active transportation, and is more environmentally sustainable;
- c. Intensification Areas receive priority for infrastructure investment, including improvements to the road network, stormwater management, and community services to facilitate development and redevelopment in these areas;

- d. consideration is given by Council to financial, planning approval, and other incentives to support development and redevelopment within Intensification Areas, including the use of Community Improvement Plans;
- e. intensification is limited, outside of Intensification Areas, but within the Built-up Area, in accordance with the policies of this Plan;
- f. identified cultural heritage resources within the Built-up Area are conserved through the process of intensification;
- g. the appropriate type and scale of development in Intensification Areas is addressed through detailed area-specific plans for each area;
- h. development or redevelopment through intensification is characterized by high quality urban design;
- i. minimum densities for development and redevelopment are achieved in Intensification Areas; and,
- j. Intensification Areas provide high quality public open spaces with site and urban design that create attractive pedestrian-friendly places for social interaction.

D5.2 LOCATION

The Intensification Areas of the Town of Halton Hills consist of:

- a. a Major Transit Station Area, represented by the Georgetown GO Station/Mill Street Corridor Area and the Acton Downtown Redevelopment and Medium Density Residential/Commercial Sub-Areas;
- b. an Intensification Corridor, located along Guelph Street in Georgetown, and comprised of areas fronting on Guelph Street in the Georgetown Downtown Area, Community Node, and GO Station/Mill Street Corridor Area; and,
- c. other redevelopment areas, including the Civic Centre District, South Acton Special Study Area, Georgetown Downtown Area and Acton Downtown Area.

The boundaries of these Intensification Areas are as shown on Schedule A3-1 – Georgetown Built Boundary and Intensification Areas, Schedule A6-1 – Acton Built Boundary and Intensification Areas, and Schedule A7 – Acton Downtown Area of this Plan.

The Georgetown GO Station/Mill Street Corridor Area is covered by a Secondary Plan contained in Section H3 of this Plan.

D5.3 INTENSIFICATION TARGETS

This Plan provides policies to assist in achieving the minimum intensification targets, contained in Table D5.1, for residential development within the Built Boundary of Acton and Georgetown, as shown on Schedules A3-1 and A6-1 of this Plan.

The Intensification Areas identified in Section D5.2 and Table D5.1 are intended to be the focus for intensification within the Town of Halton Hills over the planning period to 2031.

The minimum intensification targets for new residential units within the Built Boundary provide for a level of intensification that conforms to the policies and land use designations of this Plan. The number of units constructed within the Built Boundary, commencing in 2015 and each year thereafter, will be monitored to ensure conformity with the Region's requirements under the GGH Growth Plan.

TABLE D5.1: MINIMUM RESIDENTIAL INTENSIFICATION TARGETS WITHIN BUILT BOUNDARY

Intensification Area	2015-2031 Target (Units)
GO Station/Mill Street Corridor Area	1,540
Downtown Area	340
Community Node	170
Civic Centre District	520
Other Intensification	630
Georgetown TOTAL	3,200
Downtown Area	90
South Acton Special Study Area	1,240
Other Intensification	460
Acton TOTAL	1,790
Hamlets	110
Built Boundary TOTAL	5,100

Note: ‘Other Intensification’ refers to intensification on individual sites outside of Intensification Areas, and/or accessory apartments within permitted land use designations of this Plan.

D5.4 INTENSIFICATION POLICIES

Intensification within the Built-up Area identified in this Plan is subject to the following general policies:

- a. The Town shall ensure that Intensification Areas are development-ready by:
 - i. coordinating with the Regional the provision of water, wastewater, stormwater and transportation infrastructure with sufficient capacity to support the development densities planned for these areas;
 - ii. coordinating discussions with utility providers to ensure that adequate utility services are or will be in place to serve the proposed development; and,
 - iii. adopting Zoning By-laws or a Secondary Plan or Comprehensive Development Plan, within one year of the approval of the Official Plan Amendment introducing the Intensification Area;
- b. The intersections of Guelph Street and Mill Street, Guelph Street and Maple Avenue, and Guelph Street and Mountainview Road, are recognized as Activity Nodes, and are identified on Schedule A3-1 to this Plan, in which mixed-use intensification is to be focused, within the broader Intensification Areas identified in this Plan;
- c. High quality urban design for development and redevelopment through intensification shall be required, consistent with the Urban Design Guidelines contained in Appendix X4 of this Plan, and any other urban design guidelines prepared in support of Secondary Plans or Comprehensive Development Plans;
- d. The appropriate type and scale of development in Intensification Areas shall be addressed through detailed Secondary Plans or Comprehensive Development Plans for each area, including the preparation of urban design guidelines, where appropriate; and,
- e. Any site-specific Official Plan or Zoning By-law amendment to reduce development density within an Intensification Area is prohibited by this Plan, unless it is part of a municipal comprehensive review of the Official Plan or a review of the Secondary Plan for the Intensification Area.

D5.4 INTENSIFICATION POLICIES

D5.4.1 Major Transit Station Areas

The Georgetown Go Station/Mill Street Corridor Area is a Major Transit Station Area which is intended to be the primary focus for high density residential and/or mixed used intensification in the Town, and is subject to detailed Secondary Plan policies contained in Section H3 of this plan.

Planning for the Major Transit Station Area shall be guided by the following objectives:

- a. To achieve increased residential and employment densities to ensure the viability of existing and planned transit infrastructure and services; and,
- b. To provide access from various transportation modes to the transit station, including consideration of, but not limited to, pedestrians, bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.

PART F GENERAL DEVELOPMENT POLICIES

F2 URBAN DESIGN

F2.1 OBJECTIVES

It is anticipated that the Town's urban population and the range of services offered will continue to grow over the planning period. This growth will occur within the existing Built-up Area through redevelopment and intensification and in new greenfield areas. In order to ensure that the urban areas evolve in a manner that enhances the quality and vibrancy of urban life, it is the desire of Council to create and encourage a high quality of built form. On this basis, it is the intent of this Plan to:

- a. improve the aesthetic quality of the Town's built form, and promote development which is based on good design principles and standards that reflect the goals, objectives, and policies of this Plan;
- b. enhance the unique character of the Town's settlement areas by encouraging high quality design that is complementary and compatible with existing development, the Town's cultural and natural heritage, and which fosters a strong sense of civic identity and pride;
- c. enhance gateways into the urban areas, strengthen the Georgetown and Acton downtown communities, refine development in, and connections to, the Georgetown GO Station, and revitalize the Guelph Street corridor;
- d. ensure high quality design is employed in the development of all public works and that these public works contribute to an improved urban environment;
- e. exercise appropriate municipal development control in order to achieve a consistently high quality of site, building and landscape design; and,
- f. ensure the safety and security of public and publicly accessible places through urban design.

F6 TRANSPORTATION

F6.7 OFF-STREET PARKING

The Town shall require that, as a condition of development or redevelopment, adequate off-street parking and loading facilities are provided. In addition, points of ingress/egress

to parking areas shall be limited in number and the sharing of access points with adjacent similar uses shall be encouraged. The design and layout of parking facilities are addressed through the Town's Urban Design policies contained in Section F2 of this Plan.

- a. The Town will endeavor to provide off-street parking to serve the Georgetown and Acton Downtown Areas. In this regard, Council may:
 - i. operate municipal parking lots or structures on properties the Town owns, acquires and/or leases, and provide direction for establishing new lots and structures;
 - ii. establish areas where payment of cash-in-lieu of required parking may be accepted. A reserve fund may be established to be used for the improvement or expansion of public parking facilities; and,
 - iii. use, or authorize the use of vacant lands for parking on a temporary basis, where such parking is needed and desirable.
- b. The Town shall review off-street and on-street parking regulations to reflect evolving patterns of automobile use at the time of the preparation of the implementing Zoning By-law. Reduced parking requirements may be considered where sufficient public off-street and on-street parking facilities exist. In addition, parking requirements may be reduced if the uses on the lot each require parking at different times of the day. Opportunities for the sharing of parking in mixed use development will be considered during the review of a development application.

PART G PLAN IMPLEMENTATION AND ADMINISTRATION

G7 COMMUNITY IMPROVEMENT PLANS

G7.2 COMMUNITY IMPROVEMENT PLAN AREAS

On the basis of Section G7.1, and in accordance with the Town of Halton Hills Community Improvement Plan, this Plan establishes the entirety of the Town of Halton Hills as a Community Improvement Project Area, with the following eight Community Improvement Project Sub-Areas:

- Georgetown Community Node Sub-Area as shown on Schedule A5 to this Plan;
- Georgetown Downtown Sub-Area as shown on Schedule A4 to this Plan;
- GO Station Lands Sub-Area which includes lands within the GO Station Study Area Boundary on Schedule A3 to this Plan;

Council may establish other Community Improvement Project Sub-Areas, as appropriate, in accordance with Section G7.1 of this Plan.

G8 SITE PLAN CONTROL

All areas of the Town are designated as proposed Site Plan Control areas under the provisions of the Planning Act. Specific uses subject to site plan control shall be identified in the Town's Site Plan Control By-law passed under the provisions of the Planning Act. Reference shall be made to the Town's Site Plan Manual for guidance on the site plan standards of the Town. Prior to the consideration of an application for Site Plan Control approval, Council shall be satisfied that the proposal conforms to Section 41(4) of the Planning Act, as amended.

G12 PRE-CONSULTATION AND COMPLETE APPLICATION REQUIREMENTS

G12.1 PRE-CONSULTATION

Prior to the submission of an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision or Site Plan application, applicants, landowners or agents are required to pre-consult with the Town. Pre-consultation is encouraged for all other applications requiring Planning Act approval. The Region of Halton is encouraged to participate in the Town's preconsultation process as appropriate.

G12.2 COMPLETE APPLICATIONS

Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, and Consent applications shall be supported by a complete application as set out in Section G12 of this Plan. The purpose of requiring a complete application is to ensure that Council has the necessary information to make informed decisions on the aforementioned applications.

G12.3 SUPPLEMENTARY INFORMATION REQUIREMENTS

In addition to the requirements specified in Section G12.2 of this Plan, this section sets out the supplementary information or material in the form of studies that is required in support of an application for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision or Consent. Some of the studies identified below may also be requested in order to allow for the proper evaluation of an application for Site Plan Approval.

G13.3 STATED MEASUREMENTS AND QUANTITIES

The interpretation of numerical figures, including densities, can be varied by 5 percent of the figures in the text and such minor variation will not require an amendment to this Plan provided that the intent of the Plan is maintained.

PART H SECONDARY PLANS

H1 INTRODUCTION

Part H of the Official Plan includes Secondary Plans prepared for specific areas of the Town. These Secondary Plans are:

- the Hamlet of Norval Secondary Plan;
- the Georgetown GO Station Area Secondary Plan; and,
- the Hamlet of Glen Williams Secondary Plan.

H3 GEORGETOWN GO STATION AREA SECONDARY PLAN

INTRODUCTION

The Georgetown GO Station Secondary Plan is an integral part of the Town's planning initiatives related to the implementation of the Sustainable Halton Plan, an exercise being carried out by the Region of Halton to address the requirements of the Greater Golden Horseshoe Growth Plan. It also builds on the policy framework of the Town's Official Plan and implements the results of the Georgetown GO Station Area Land Use Study. The Secondary Plan provides detailed policy direction with respect to the redevelopment of strategic locations in the Secondary Plan area, and the maintenance and enhancement of the neighbourhood as a whole.

Schedules

In addition, Schedule H3 (Georgetown GO Station Area Land Use Plan) is to be read in conjunction with the Secondary Plan and constitute an operative part of the Secondary Plan.

H3.1 VISION STATEMENT

The GO Station/Mill Street Corridor Area will provide opportunities for redevelopment and intensification at strategic locations, and enhanced connections to other areas of the community, particularly the Downtown Area, where such connections will not be to the detriment of the existing community. This redevelopment and intensification will have a positive impact on the quality of life in Halton Hills, including support for the Town's economic and housing objectives, while still ensuring that the character of these existing, well established residential areas are maintained and enhanced, including improvements which will mitigate the impact of traffic on the community.

H3.2 GOALS

- a. To maintain and enhance existing residential areas, with intensification focused primarily on strategic redevelopment sites.
- b. To protect and enhance the environmental function of Silver Creek and its related valleylands, while providing improved access, where appropriate, for residents through the introduction of trails and other features.
- c. To introduce an improved circulation system for pedestrians and cyclists, as well as improvements in accessibility for vehicular traffic, both within the Secondary Plan area and to other parts of Georgetown.
- d. To ensure the highest quality urban design forms the basis for new development in both the public and private realms of the Secondary Plan area.
- e. To ensure that the necessary capacity is available in the Town's infrastructure for any proposed redevelopment, recognizing the need for stormwater management controls which are appropriate for the proposed redevelopment and intensification.

H3.3 GENERAL POLICIES

The general policies of the Official Plan shall apply to the Secondary Plan area, particularly:

- a. Section B1A Greenlands within existing Urban Areas;
- b. Part C Environmental Management Policies;
- c. Part F General Development Policies, particularly F2 Urban Design, F6 Transportation, F7 Public Parkland, F8 Community Facilities and Services, and F10 Development Phasing Strategies; and,
- d. Part G Plan Implementation and Administration, particularly G3 Secondary Plans and More Detailed Plans, G4.3 Height and Density Bonusing, G7 Community Improvement Plans, G8 Site Plan Control, and G12 Pre-Consultation and Complete Application Requirements.

Decision Withheld

Only for the population and employment targets to the year 2031.

H3.3.1 Population and Employment Targets

The population target for the Secondary Plan Area to the year 2031 is 2,800 with the majority, in the order of 2,200, being planned for the North Precinct on the lands

designated High Density Residential/Mixed Use Area I and High Density Residential/Mixed Use Area II. The employment target for the Secondary Plan area to the year 2031 is 300 jobs, all of which will be found in the North Precinct, the majority in the High Density Residential / Mixed Use Area I and II designations.

Any site-specific Official Plan or zoning by-law amendment to reduce development density in the Secondary Plan area is prohibited unless it is part of a municipal comprehensive review of the Official Plan or review of the Secondary Plan Area.

H3.3.2 Greenlands

a. Location

The Greenlands designation on Schedule H3 includes the lands within the Regulatory Floodplain along Silver Creek, as determined by Credit Valley Conservation.

b. Permitted Uses

The permitted uses shall be those in Section B1.3.1.2 of the Official Plan.

c. Enhancement of Silver Creek Corridor

The lands designated Greenlands form part of a key natural system extending beyond the Secondary Plan area, and are the only significant natural resource in the area. The Town shall work with Credit Valley Conservation in the context of the Silver Creek Subwatershed Study to:

- i. implement measures to enhance the biodiversity and environmental integrity of this area;
- ii. develop a public trail system in and/or adjacent to the valley, in conformity with the policies of Sections B1.2.7 and F7 of the Official Plan; and,
- iii. consider opportunities for the creation of open space areas in either public or private ownership, adjacent to the Greenlands designation. These areas will assist in providing additional protection to the valley, as well as enhancing views, and potentially access, into the valley.

Regional Natural Heritage System

- a. Notwithstanding the policies pertaining to the Greenlands System contained in Section 3.3.2 of this Plan, the Greenlands designation within the Georgetown GO Station Area is subject to the policies contained in Sections 115.2, 115.3, 115.4(2), 116, 116.1, 117.1, 118(1.1), 118(2), 118(3), 118(4), 118(5) through 118(13), 139.11, 139.12, Map 1G and the applicable definitions of the Regional Official Plan, which are hereby incorporated by reference into this Plan.

H3.3.7 Transportation

The Transportation policies of Section F6 of the Official Plan are applicable to the Secondary Plan area. In addition, the following additional policies are applicable:

a) Pedestrian and Cycling Routes and Facilities

The Town shall prepare a pedestrian/cycling plan for the Secondary Plan area which will address enhanced pedestrian/cycling connections to ensure that there is a well-connected system that ensures pedestrian and cyclist safety both for the existing and the

ultimate development of the area. The establishment of pedestrian and cycling connections to serve any redevelopment shall be a condition of approval.

b) Road Network

The road network for the Secondary Plan area is established on Schedules B1 and B2 of the Official Plan. However, in addition, as part of any redevelopment application in the North Precinct, a traffic analysis shall be required including a review of possible modifications to the road network.

c) Rail Network and Related Facilities

The rail line which runs through the Secondary Plan area is designated on Schedule B1 to the Official Plan and Schedule H3 as Commuter Rail Corridor to reflect its existing and planned role. The GO Station, which is designated as a Major Transit Station on Schedule B1 to the Official Plan and Schedule H3, is a major transit station. The Town recognizes the significance of the GO station and related facilities to the community as a whole, both as a transportation facility and as a focus for intensification. The Town will work with Metrolinx to ensure both that the use of the station is maximized, and that impacts on adjacent residential development are minimized.

d) Railway Buffer

The Railway Buffer overlay on Schedule H3 identifies the general area where a setback is required from the edge of the railway corridor by the CNR and/or Metrolinx for all buildings and structures. The precise setback will be determined at the time of application in accordance with the PLMR, but is generally a minimum of 30 metres. In some cases, consideration may be given to a crash wall and vertical/horizontal setback combination. The Town will work with CN to maximize the development opportunities in this area, recognizing its intensification potential, without compromising safety considerations.

H3.3.9 Stormwater Management

The Secondary Plan area currently has existing, limited stormwater management facilities in place; however, the nature of the current development and proposed redevelopment preclude directing runoff to the existing stormwater management facilities. Therefore, consideration by the Town, in consultation with Credit Valley Conservation, shall be given in the review of all new development, to lot-level controls with a potential for conveyance infrastructure improvements, as well as where appropriate, end-of-pipe retrofits. In addition, the Town may require cash-in-lieu of on-site stormwater management facilities. Further, where any proposed alterations to the existing drainage pattern affect railway lands concurrence must be received from CN based on submission of a drainage report.

H3.6 MILL STREET CORRIDOR PRECINCT OBJECTIVES AND POLICIES

H3.6.1 Objectives

- a) To encourage consolidation of lots on or immediately adjacent to Guelph Street and along the Mill Street and rail corridors and their redevelopment for medium density residential uses.

- b) To permit the redevelopment of certain larger lots in appropriate locations, for medium and/or high density residential uses that are compatible with the surrounding area.
- c) To recognize the potential for the redevelopment of the Memorial Arena site and adjacent lands for high density residential, community facility and related uses.
- d) To recognize the remaining portions of the Mill Street Corridor Precinct as a stable residential area, where only modest changes in keeping with the existing character of the area will be permitted.

H3.6.3 Medium Density Residential Area

The lands in the Medium Density Residential Area designation shall develop in accordance with the provisions of Section D1.3.2 of the Official Plan. In addition, in evaluating applications for new development through the site plan process, plans and three dimensional computer models shall be submitted which demonstrate that the design of the development:

- a. minimizes height and massing impacts on existing, adjacent low density residential areas; and,
- b. contributes to the creation of a streetscape on Guelph Street which reflects its role as an Intensification Corridor and major access route through the community, as well as to the GO Station and the Downtown by:
 - i. requiring a substantial building façade fronting on Guelph Street to define the
 - ii. street edge,
 - iii. encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
 - iv. prohibiting parking between the building and Guelph Street;
 - v. prohibiting blank walls on any street; and,
 - vi. requiring provision of high quality landscaping, including the protection, where feasible, of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town;
- c. contributes to the creation of a streetscape along Mill Street which reflects its importance as a key gateway to the Secondary Plan area, while maintaining the residential character of the street and enhancing the protection of the Greenlands area along the Silver Creek by:
 - i. requiring new buildings to define the street edge;
 - ii. encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
 - iii. prohibiting parking between the building and Mill Street;
 - iv. prohibiting blank walls on any street;
 - v. requiring provision of high quality landscaping, including:
 - the protection, where feasible of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town;

- vi. the introduction of naturalized areas with native plants and trees on and adjacent to, lands designated Greenlands A; and,
 - vii. requiring buffers adjacent to the boundary of lands designated Greenlands on Schedule H3, as determined by the Town after consultation with Credit Valley Conservation; and,
- d. incorporating measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum, or an equivalent alternative.

H3.6.4 Medium/High Density Residential Area

The Medium/High Density Residential Area designation on Schedule H3 recognizes existing or potential sites for the development of townhouses or low-rise apartments at medium to high density, which is compatible with the surrounding area.

a) Main Permitted Uses

The main permitted uses in the Medium/High Density Residential Area designation are limited to:

- triplex or quattroplex dwellings;
- multiple dwellings;
- street or block townhouses;
- apartment dwellings; and,
- long term care facilities and retirement homes.

b) Density and Height

A density range of 35 to 75 units per net residential hectare, and a maximum height of 5 storeys, is permitted.

c) Complementary Uses

On properties adjacent to Guelph Street, complementary uses that may be permitted on the first floor of a residential building include the following:

- retail and service commercial uses;
- medical offices;
- day nurseries;
- private and commercial schools;
- places of worship and other institutional uses; and,
- restaurants.

In addition, an existing place of worship shall continue to be permitted as part of the redevelopment of a property adjacent to Guelph Street for a mixed use development which includes one or more of the main permitted uses and which may include one or more of the complementary uses.

d) Compatibility with Surrounding Uses

In evaluating applications for new development through the site plan process, plans and three dimensional computer models shall be submitted which demonstrate that the design of the development:

- i. minimizes height and massing impacts on existing, adjacent low density residential areas; and,
- ii. for designated sites on Guelph Street, meets the requirements contained in Section H3.6.3 (b) of this Plan.

H3.6.5 High Density Residential/Community Facility Area

a) Main Permitted Uses

The main permitted uses in the High Density Residential/Community Facility Area are limited to:

- institutional buildings;
- apartment dwellings;
- long term care facilities and retirement homes; and,
- mixed use buildings including high density residential, and community facilities, as well as ancillary retail and service commercial uses, including restaurants and offices.

b) Density and Height

A minimum Floor Space Index (FSI) of 1.8 and maximum FSI of 2.0, with a maximum height of 8 storeys, is permitted. The existing place of worship building on Guelph Street is a heritage building and shall be preserved. However, the density applicable to the building and immediately adjacent lands, as determined by the Town, may be transferred to other portions of the High Density Residential/Community Facility Area designation.

c) Complementary Uses

Complementary uses that may be permitted in the High Density Residential/Community Facility Area include the following:

- home occupations subject to Section D1.3.1.4 of the Official Plan; and,
- local parkland subject to Section F7.3.4 of the Official Plan.

H3.8 IMPLEMENTATION AND ADMINISTRATION

The Georgetown GO Secondary Plan will be implemented and interpreted in accordance with the provisions of Part G - Implementation and Administration of the Official Plan. In addition, with respect to the provisions of Section G12, the following additional study requirements are applicable to development proposed in all land use designations, with the exception of the Low Density Residential Area, Greenlands, Parks and Cemetery designations on Schedule H3:

- a. Sustainable Development Report – A report outlining the sustainable development measures proposed;
- b. Urban Design Report – A report by an urban design professional which addresses the Vision, goals, objectives and urban design policies of the Secondary Plan;
- c. Shadow Study; and,
- d. Computer 3D modeling of the proposed development and adjacent area.

H4.9 GREENLANDS

H4.9.2.1 Criteria for Designation as Core Greenlands

The Core Greenlands designation consists of natural areas that meet one or more of the following criteria:

- a. Areas within the Regulatory Flood Plain, as determined and mapped by Credit Valley Conservation, and refined from time to time, as shown on Schedule H4-1 of this Plan;
- b. Areas of fish habitat;
- c. Woodlands within or contiguous to the main valley system of the Credit River; and,
- d. Riparian corridors linked to watercourses with fish habitat.

H4.9.2.5 Development Evaluation Criteria

The Town in consultation with the Region of Halton and Credit Valley Conservation shall require as a basis for the evaluation of any proposed development within or adjacent to a Core Greenlands designation or lands identified as within the limit of the Regulatory Flood the submission of:

- a. Appropriate engineering studies conducted by the applicant to the satisfaction of the Town, the Region of Halton, and Credit Valley Conservation, which address:
 - i. the existing environmental and/or physical hazards which affect the site;
 - ii. the potential impact of such hazards;
 - iii. the potential impact of the proposed works on the lands and features in the Greenlands designation, particularly the natural quality and quantity of ground and surface water functions and resources; and,
 - iv. techniques and management practices so that the identified impacts may be mitigated;
- b. An Environmental Impact Study prepared to the satisfaction of the Town and the Region of Halton in consultation with Credit Valley Conservation, which provides an inventory and analysis of all natural features and ecological functions on the site including vegetation, wildlife habitat, fish habitat, wetlands, steep slopes and ground water discharge areas, which are essential for maintaining natural fluvial processes. As part of an Environmental Impact Study, the identification in the field of the exact boundary of all Greenlands and other natural areas shall be required; and,
- c. A detailed site plan, and landscaping and grading plans prepared to the satisfaction of the Town which demonstrate:
 - i. how natural ecological, valleyland and erosional systems and processes will be maintained including tree compensation plans where necessary; and,
 - ii. how disruption to existing landforms and landscape features will be minimized.

H4.9.4 Greenlands Setbacks

Although not considered to be part of either Greenlands designation, a general lot line setback of 5 metres from the stable top or staked top of bank (whichever is greater) or staked bottom of the bank of valley features shall be required for all development unless a subwatershed study, Environmental Impact Study or geotechnical study, undertaken to

the satisfaction of Credit Valley Conservation, recommends more appropriate setbacks based on the natural features and functions of the area.

A minimum 5-metre setback is also required from any identified erosion allowance associated with a watercourse.

A minimum building setback of 5-metres from the regulatory flood line will be required for all new development or additions.

A minimum setback based upon the calculation of meander belt width of the watercourse is also required.

In non-valley situations a 30-metre setback from the bank of the watercourse is required, or 5-metres from the flood line, whichever is greater unless the setback is within the Core Greenlands designation.

H4.9.5 Greenlands Zoning

The boundaries of the Greenlands are delineated in a conceptual manner on Schedules H4-1 and H4-2. The extent and exact location of the boundaries shall be delineated in the implementing zoning by-law in accordance with detailed mapping, studies or field investigations conducted by the Town, Credit Valley Conservation and Provincial agencies, and will not require an amendment to this Plan.

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

5.9 Town of Halton Hills Zoning By-Law 2010 - 0050, as amended (2018):

Under the current Town of Town of Halton Hills Zoning By-Law 2010-0050, the subject property is currently designated **Low Density Residential (LDR1-2) (Appendix “J”)**. The requested Zoning By-Law Amendment would see the subject property rezoned to High Density Residential with site specific conditions (HDR – Special) in line with the vision of development permitted under the Official Plan and intensification targets for development within Downtown Georgetown and the Go Station Secondary Plan.

Applicable excerpts from the Town of Halton Hills Zoning By-law 2010-0050 have been included below:

“PART 3 DEFINITIONS

Balcony means:

An outdoor living area on a partially enclosed platform attached to or extended horizontally from one or more main walls of a building and which is not accessed by stairs from the outside.

Building, Apartment means:

A building containing three or more dwelling units that share a common external access to the outside through a common external access and a common corridor system.

Floor Area, Gross means:

The aggregate of the areas of each floor of a building or structure above or below established grade, measured between the exterior faces of the exterior walls of the building or structure excluding the sum of the areas of each floor used, or designed or intended for use for the parking of motor vehicles, unless the parking of motor vehicles is the principle use of the building or structure.

Floor Space Index (FSI) means:

The gross floor area of all buildings on a lot divided by the lot area.

PART 4 GENERAL PROVISIONS

4.8 ENCROACHMENT INTO REQUIRED YARDS

- a. Architectural features such as sills, belt courses, cornices, eaves, chimney breasts, pilasters, roof overhangs, window bays and balconies are permitted to encroach:
 - i. Into the required front yard and exterior side yards a distance of no more than 2.5 metres, but in no case shall the architectural feature or balcony be located closer than 1.5 metres to the front or exterior side lot line;
 - ii. ii) Into the required rear yard, a distance of no more than 2.0 metres; and,
 - iii. Into the required interior side yard, a distance of no more than 50 percent of the required interior side yard for the main building on the lot.

4.16 MULTIPLE ZONES ON ONE LOT

Where a lot is divided into more than one Zone, each portion of the lot shall be used for a purpose that is permitted within each applicable Zone.

PART 5 PARKING AND LOADING STANDARDS

5.2 GENERAL PARKING PROVISIONS

5.2.1 Restriction on Use of Land, Buildings and Structures

No person shall use any land, building or structure in any Zone for any purpose permitted by this By- law, unless the minimum number of parking spaces required are provided in accordance with the provisions of this Part of the By-law.

5.2.2 Calculation of Parking Requirements

Where the minimum number of parking spaces is calculated on the basis of a rate or ratio, the required number of parking spaces shall be rounded to the next higher whole number.

5.2.6 Cash-in-Lieu of Parking

Parking spaces required by Sections 5.3 and 5.4 of this By-law shall not be required if the Council is willing to enter into an agreement with the landowner respecting the payment of cash-in-lieu of some or all of the parking required in accordance with Section 40 of the Planning Act.

5.2.10 Size of Parking Spaces

- a. Where parking spaces are provided in a surface parking area, or on a driveway each parking space shall have a width of not less than 2.75 metres and a length of not less than 5.5 metres.
- b. Where parking spaces are provided in an enclosed or underground parking garage, such parking spaces shall have a width of not less than 2.6 metres and a length of not less than 5.5 metres.

5.2.11 Width of Parking Aisles

The minimum width of an aisle providing access to a parking space within a parking area shall be 6.7 metres, except as set out in Table 5.1 below in the case of angled off-street parking accessed by a one-way aisle.

5.2.12 Width of Access Ramps and Driveways

Access ramps and driveways accessing a parking area or parking lot shall be a minimum of 3.0 metres in width for one-way traffic and a minimum of 6.0 metres in width for two-way traffic.

5.2.18 Parking Garages

Parking garages shall comply with the provisions for the main building in accordance with this By-law. No setbacks or yards shall be required for any portion of a parking garage if it is constructed completely below the established grade. This exemption shall also apply to ventilation shafts and housings, stairways and other similar facilities associated with below grade parking garages that extend from below established grade.

5.3 Residential parking requirements

The number of parking spaces required for residential uses shall be calculated in accordance with the standards set out in Table 5.2, below:

Use	Minimum parking Space Requirements
Apartment dwelling units	1.5 spaces per unit plus 0.25 <i>parking spaces</i> per unit for visitors where more than 4 <i>apartment dwelling units</i> are located.

5.5 LOADING

5.5.1 Restriction on Use of Land, Buildings and Structure

No person shall use any land, building or structure in any Commercial or Employment Zone for any purpose permitted by this By-law, unless loading spaces are provided in accordance with the provisions of this Section of the By-law.

5.5.2 Loading Space Requirements

The minimum number of loading spaces required shall be calculated in accordance with the standards set out in Table 5.4, below:

Gross Floor Area sq. m.	Minimum Loading Space Requirements
0-300	0
301 - 1,850	1
1,851 - 3,700	2
3,701 – 9,250	3

5.5.8 Size of Loading Spaces

Each loading space shall be a minimum of 12.0 metres long, 3.5 metres wide and have a minimum vertical clearance of 4.2 metres.

PART 6 URBAN RESIDENTIAL ZONES

6.1 GENERAL PROHIBITION

No person shall, within any Urban Residential Zone, use or permit the use of any land, or erect, alter, enlarge, use or maintain any building or structure for any use other than as permitted in Tables 6.1 and in accordance with the standards contained in Tables 6.2, 6.3 and 6.4 and 6.5, the General Provisions contained in Part 4 and the Parking and Loading provisions contained in Part 5 of this By-law.

6.2 PERMITTED USES

Uses permitted in an Urban Residential Zone are denoted by the symbol 'X' in the column applicable to that Zone and corresponding with the row for a specific permitted use in Table 6.1. A number(s) following the symbol 'X', or identified permitted use, indicates that one or more conditions apply to the use noted or, in some cases, to the entire Zone. Conditions are listed below on the Permitted Use Table, Table 6.1.

Table 6.1 – Permitted Uses (Urban Residential Zones)

USE	LDR1	LDR2	MDR1	MDR2	HDR	RCO	UR	MU1	MU2
<i>Single Detached Dwellings</i>	X					X	X		
<i>Semi-Detached Dwellings</i>	X (4)(9)	X (9)	X (4)(9)			X	X		
<i>Duplex Dwellings</i>		X				X	X		
<i>Triplex Dwellings</i>		X	X				X		
<i>Street Townhouse Dwellings</i>			X (9)				X	X	
<i>Multiple Dwellings</i>	X (8)	X(8)		X			X	X	
<i>Apartment Dwellings</i>	X (8)		X(8)	X (8)	X			X	X

SPECIAL PROVISIONS - 8. Only the number of units and related floor area that existed on the effective date of this By-law are permitted.

6.3 ZONE STANDARDS

No person shall within any Urban Residential Zone use or permit the use of any lot or erect, alter, use any building or structure except in accordance with the following Zone standards. A number(s) following the Zone standard, Zone heading or description of the standard, indicates an additional Zone requirement. These additional standards are listed at the end of Tables 6.2, 6.3, 6.4 and 6.5, and 6.6.

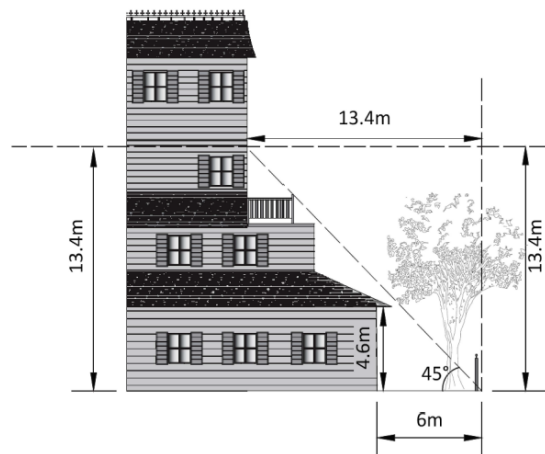
Table 6.4 - Standards for Existing Semi-Detached Dwellings in the LDR1 Zone and all Dwelling Unit Types, Long Term Care Facilities and Retirement Homes in the LDR2, MDR1, MDR2 and HDR Zones

Dwelling Type or Use	Minimum Lot Frontage	Minimum Required Front Yard	Minimum Required Rear Yard	Minimum Required Interior Side Yard	Minimum Required Exterior Side Yard	Maximum Height
<i>Semi-Detached Dwellings</i>	7.0 m	4.5m (1)	7.5 m	1.2 m (2)	3.0 m (1)	11.0 m
<i>Duplex Dwellings</i>	11.0 m	6.0 m	7.5 m	1.2 m	3.0 m (1)	11.0 m
<i>Triplex Dwellings</i>	16.5 m	6.0 m	7.5 m	1.2 m	3.0 m (1)	11.0 m
<i>Street</i>	5.5 m	4.5 m (1)(9)	7.5 m (10)	1.2 m (3)	3.0 m (1)	11.0 m
<i>rowhouse Dwellings</i>						
<i>Multiple Dwellings (7)</i>	11.0 m (4)(8)	4.5 m (8)	4.5 m (8)	4.5 m (8)	4.5 m (8)	11.0 m
<i>Apartment Dwellings, Long Term Care Facilities and Retirement Homes</i>	11.0 m (5)	4.5 m	7.5 m (11)	7.5 m (11)	6.0 m	25.0 m

SPECIAL PROVISIONS

1. The wall of the private garage facing the lot line the driveway crosses to access the private garage is to be located no closer than 5.5 metres from that lot line.
2. Only required on one side.
3. Only required adjacent to end unit.
4. The maximum number of dwelling units permitted shall not exceed 50 units per 1.0 hectare of lot area.
5. The maximum number of dwelling units permitted shall not exceed 50 units per 1.0 hectare of lot area in the M DR2 Zone and shall not exceed 1 00 units per 1 .0 hectare of lot area in the H DR Zone.
6. Reserved
7. If the dwelling unit includes an attached private garage, and does not front on a public street, the wall of the private garage containing the opening for motor vehicle access shall be located no closer than 6.0 metres from the edge of a private road.
8. These provisions shall not apply to internal lot lines within a common element condominium.

9. The minimum required front yard is 3.0 metres if the motor vehicle access to the dwelling unit is provided by a lane.
10. The minimum required rear yard for the main building is increased to 14.8 metres if the motor vehicle access for the dwelling unit is from a lane. In addition, any detached private garage accessed by a lane shall be located no closer than 1.5 metres from the edge of the lane property line.
11. The minimum setback from an interior side or rear lot line for buildings that have a height of greater than 13.4 metres is set out below:
 - a. For that portion of the building that has a building height of 13.4 metres or greater above grade - 13.4 metres;
 - b. For that portion of the building that has a building height of 4.6 metres or less above grade - 6.0 metres; and,
 - c. For that portion of the building that has a building height of between 4.6 metres and 13.4 metres above grade - a line that extends upwards at a 45-degree angle away from the lot line.



6.0 Planning Justification:

6.1 Site Suitability:

The subject property is centrally located roughly 600m north-east of Downtown Georgetown and roughly 600m from the Georgetown Go Station. Convenient access to commuter services and commercial options make this site a desirable residential location with a high walkability score. The subject property has frontage along a local residential street and is within a roughly 1.5 Km radius of numerous retail opportunities, grocery stores, elementary schools, high school, parks and beautiful greenspace and the Georgetown Hospital. Even though, Georgetown has limited public transit options, many of the services offered in the community are easily accessible on foot. Redevelopment of the site will provide the opportunity for residential intensification that will more effectively utilize current infrastructure (i.e. hydro, water, sanitary, telephone, cable, gas, etc.) and demonstrate a wise and efficient use of existing service capacity.

It is the intent of the developer to remove the existing buildings and accessory structure on the property in preparation for the new 6-storey rental residential development. The proposed increase in residential density will help to reinforce the downtown core as a vibrant destination and to support the intensification area of the Georgetown Go Station.

The proposed OPA and corresponding site specific ZBA, will facilitate an appropriate and logical intensification opportunity within the confines of an existing lot within the Mill Street Corridor Precinct. The proposed residential development will help to bring an invigoration of alternative tenures for residential opportunities to an area that is centrally located in proximity to key elements of the community (and specifically the Go Transit Station). The proposed development is inline with both the vision of development for the Mill Street Corridor precinct and revitalization initiatives for the surrounding neighbourhood. The requested OPA and ZBA will permit for the redevelopment of the site from the current twelve (12) residential units to fifty-two (52) units which is in line with area intensification and long-term vision of the Town. The proposed high quality 6-storey residential building is on the fringe of an established neighbourhood that is currently in a state of transition, and backs onto open greenspace. The proposed design makes appropriate considerations for the existing low density neighbourhood, as well as the continued protection of the abutting natural area.

6.2 Provincial Policy Statement (2020):

The intensification of land and appropriately scaled infill development located within an ‘Urban Area’ of the Community of Georgetown can be considered an appropriate form of intensification within the confines of the site (1.1.2). The site has sufficient land and existing infrastructure to meet the intent and goals of the PPS. Land use intensification will help to support active transportation and public transit initiatives and provide increased density that is in close proximity to the core and existing commuter services, it can be considered an efficient use of the lands resource (1.1.3.2). Given the current OP designation of the site as an ‘Intensification Area’, the Town of Halton Hills has identified the area as an appropriate location for intensification and redevelopment (1.1.3.3) and should be considered a wise use of available resources (1.1.3.3) that will promote the regeneration and vitality of settlement area (1.1.3.1).

The Official Plan Amendment and site specific Zoning By-law Amendment, (**Table 1, Figure 7**), can be considered to be supported by the Provincial Policy Statement (PPS) as it helps to appropriately intensify a built-up area with appropriate development standards (1.1.3.4). The proposed development will also help the Town of Halton Hills meet its minimum target for intensification as laid out through Provincial plans (1.1.3.5). Appropriate intensification and infill development, such as what is proposed on the subject property, will help to ensure the long-term economic prosperity of the downtown core (1.7.1, 1.1.3.1) and in close proximity to GO Services (1.6.7) through the provision of an increase in population and well-designed built form (1.4.3).

6.3 Growth Plan for the Greater Golden Horseshoe (2019):

The proposed redevelopment of 16-18 Mill Street is within an established urban centre (i.e. built-up area) and supports the Growth Plan intensification goals. The Growth Plan aims to direct the majority of growth and redevelopment to settlement area that are within the delineated built

boundary that will optimize municipal services and support the achievement of complete communities (2.2.1(2)). The proposed residential development offers a range of residential rental suites (2.2.1(4a)) with convenient access to transportation opportunities and public service facilities (2.2.1 (4d)), all within a pleasing, compact built form, pedestrian friendly and vibrant public realm (2.2.1 (4e)). The proposed infill development will help the Town of Halton Hills (within the Region of Halton) to meet the prescribed minimum residential intensification target of 50% of development to occur within the delineated built-up area (2.2.2 (1a, 3)). Intensification will in turn support local business' and create additional opportunities to better utilize walking and cycling and potential transit (2.2.1 (4.d.i)).

6.4 Greenbelt Plan:

Most of the property is located within the Greenbelt designation of "Settlement Area Outside of the Greenbelt", however a portion of the property is located within the designation of "Urban River Valley". Given that the subject lands are adjacent to the greenspace associated with the Silver Creek corridor, the policies of the Greenbelt Plan apply as they pertain to setbacks from the "Urban River Valley". It is the intent of the Greenbelt plan to sustain natural heritage and associated water features from the effects of urbanization and development (1.2.1). The "Urban River Valley's" provide connections to the larger natural heritage system and overall health of the natural environment. As the subject property is virtually devoid of any natural vegetation and paved to the property line, it offers little value or environmental protection for the natural heritage system as it intersects the property. Design considerations, such as controlling storm water runoff by increasing permeable surfaces, increasing vegetation next to the urban river valley area, providing buffers (3.2.6.2) and fencing with the aim of limiting individual interference and offering increased buffering and support ecological function (3.2.6.1) then currently exist on site.

6.5 Credit Valley Conservation Authority:

A small portion of the subject property is regulated by the Credit Valley Conservation Authority (CVC). Silver Creek is a tributary of the Credit River and is the most significant land formation within the Community of Georgetown. Because of its local environmental significance, Silver Creek and the associated forest and flood lands are part of the Regional Natural Heritage system. However, the subject site contains no trees, vegetation or greenspace in its current state.

Municipal efforts to restore and enhance the corridor include provisions for an integrated trail network (through the adjacent greenspace) and appropriate buffering for any proposed development (3.2.2). It is the policy of CVC to encourage the efficient use of available land resources (5.1.2.a) and that comprehensive environmental studies be prepared to support application for development in close proximity to the natural heritage system (5.1.2.b). Currently, the site is virtually 100% covered in buildings and asphalt and offers little 'on site' storm water management or buffering from the floodway or natural area of the Silver Creek Corridor (5.4.2.i). Careful redevelopment consideration has been made to positively impact the corridor, through buffering, fences and measures to mitigate stormwater runoff to achieve an overall 'ecological gain' (5.3.2). Redevelopment, considerations have also been made, through the placement of residential units (7.2.1.a), flood proofing measures (5.4.2.f & h, 7.5) and the placement of the driveway on site to ensuring 'safe access' (7.5.b, c, d, e). CVC has preliminarily

reviewed the development and has suggested there is no floodplain or top-of-bank concerns with the development.

6.6 Halton Region Official Plan:

Halton Region's Official Plan generally supports intensification within the built-up areas similar to that of the proposed development. It is the intent of Regional Policies to promote intensification efforts that are of a compact form of development that will efficiently utilize infrastructure and services while supporting transit initiatives and alternate modes of transportation (72). Residential intensification and redevelopment are key components of Regions growth strategy. 40% of all residential intensification is anticipated to occur within the "Built-up Area" (77) which will soon be increased to 60% as directed by policies of "A Place to Grow". Intensification and redevelopment that occurs within the 'Built -up Area" should have consideration for the existence development areas (81), utilize existing infrastructure and implement cost-effective development standards (78) such as with the proposed development on the subject site. The proposed development will also help accomplish the Region's 'Major Transit Station Area' (MTSA) intensification/density requirements.

6.7 Town of Halton Hills Official Plan:

The Town of Halton Hills Official Plan is generally supportive of residential intensification within 'Urban Areas' areas such as the community of Georgetown, and within the Intensification area associated with the Go Transit Station MTSA. It is the intention of the Town of Halton Hills to achieve 32% of all new residential development as medium density development and 22% as high density development between 2006 and 2031 (D1.4.7) in order to meet intensification targets as laid out by the Province (D.5.1.a). The Town of Halton Hills also identifies three (3) intensification areas; the Downtown Georgetown Area, the Major Transit Station Area which is represented by the Georgetown Go Station / Mill Street Corridor Area and the intensification corridor of Guelph Street in Georgetown, the Georgetown Downtown Area, Community Nodes and the Go Station / Mill Street Corridor Area (D.5.2). The Town of Halton Hills plans support intensification efforts by making these designated areas a priority for infrastructure investment and improvements to the local road networks (D.5.1.c). Plan policies for intensification areas are aimed at meeting the intensification targets laid out in Table D.5.1 (D.5.3). To meet these goals the Go Station / Mill Street Corridor Area will be required to add 1,540 residential units between 2015 and 2031 (Table D.5.1).

Given that the subject property is located within the 'Go Station Secondary Plan Area' and more specifically the 'Mill Street Corridor' Precinct of the plan. It is the Town's vision of the 'Go Station/ Mill Street Corridor Area' to provide opportunities for redevelopment and intensification within strategic locations (H.3.1). The Town of Halton Hills recognizes the significance of the Go Station as an economic driver for residential intensification (H.3.3.7). It is, in part the reason that in addition to the intensification targets laid out in the Official Plan (Table D.5.1), the Go Station Secondary Plan increases these intensification targets from 1,540 residential units to 2,800 residential units (H.3.3.1) by the year 2031. The intensification targets laid out in the secondary plan are a significant increase to the desired residential unit count and places an increased emphasis on intensification areas such as the Mill Street Corridor (H3.6.b). The proposed OPA with site specific considerations will see the subject lands re-designated from Medium Density

Residential to High Density Residential / Community Facility Area. The key consideration in the requested re-designation of the subject lands is the use of 'Floor Space Index (FSI)' as an appropriate measure of residential intensification in comparison to the measure of 'units per hectare' as utilized with medium density residential development. The proposed 6-Storey stepped development is well below the permitted 8 storeys for High Density Development (H.3.6.5) in order to maintain compatibility with neighbouring developments and the existing residential homes in the vicinity of the subject property. The site specific conditions are laid out in full detail through Table 1 and Figure 7 of the justification Report.

In conjunction with the Official Plan placing a focus for development within intensification areas, within which the subject property lies (D.5.2), the Town of Halton Hills has also prepared extensive Urban Design Guidelines (F.2.2 and X.4.4). These Urban Design Guidelines, as discussed in detail within the Urban Design Brief, are aimed at evolving the community in a manner that provides a high quality built-form while generating vibrancy and a civic identity (F.2.1). Redevelopment of the subject property strives to create a cohesive streetscape (F.2.2.2.2) by located the building to the front of the property; framing the street and tastefully locating entrances at key positions in the design (F.2.2.2.1), and adding high quality architectural details; Creating architectural interest through the use of materials and variations to the building façade while incorporating sustainable design elements. Architectural form through the stepping of the building and adherence to the required 45 degree angular plain, will help to create a seamless transition from the proposed development into the surrounding neighbourhood (F.2.2.2.2).

Silver Creek and its associated floodplain lands and vegetative cover are a significant environmental feature within the Georgetown community (H.3.3.2). This significant environmental features forms part of the 'Urban River Valley' network of the Regional Natural Heritage System as designated within the Regional Official Plan and the Greenbelt Plan (B.1.A). As part of the Regional Natural Heritage System, any proposal for development within 50m of the boundary must complete an Environmental Impact Study (EIS) (B.1.2.4) if deemed necessary by the Regional Authority. Development will be directed away from Natural Heritage Features unless in can be clearly demonstrated through the EIS that the proposed development will not negatively impact the Natural Heritage System (B.1.2.5). In the current state of the subject property (95% hardscaped), very little environmental considerations have been made. The site contains virtually zero vegetation and is paved from property line to property line. Through the site redevelopment process, careful considerations have been made to appropriately buffer the proposed development from the existing limit of the natural vegetation while maintain optimal functionality and development potential. The addition of permeable areas, like landscaping buffers and curbed hard surfaces will help control and dissipate on site storm water. The planting of native species, fencing and other design considerations offer elements designed to positively impact the overall health of the Silver Creek Corridor. Additionally, site access has been moved as far as possible from the limits of the floodway of Silver Creek to ensure safe site access during times of extreme environmental conditions.

6.8 Town of Halton Hills Zoning By-law 2010-0050, as amended:

The current zoning of the subject property is Low Density Residential (LDR1-2) (**Appendix "J"**), appropriately matching current site conditions. The requested ZBA with site specific zoning conditions are in line with the associated OPA re-designation of High Density Residential. The

requested ZBA would see the lands rezone HDR - Special. The HDR designation would permit the prescribed height and resulting density desired through the Official Plan. It is the vision of the OP that residential intensification be directed to intensification areas such as the Mill Street Precinct contributing to the longevity and vitality of the area through increased density and an invigoration of new residential opportunities. Rezoning of the subject property from LDR 1-2 to HDR - Special will permit for the construction of the proposed residential development within the confines of the single lot of record. A ZBA with site specific conditions will bring the proposed redevelopment on the subject property in line with the Town of Halton Hills Zoning By-Law, Secondary Plan and other Provincial Policies.

7.0 Analysis of the Application:

The subject property is located within an 'Urban Area' as designated by the Region of Halton (**Appendix "E"**). The site is also within an area designated by the Town of Halton Hills as an area of intensification for the community of Georgetown, within the 'Go Station Area' and 'Mill Street Corridor' Precinct (**Appendix "G"**). The OPA will limit the proposed building to 6-Storeys in height, and will provide an FSI of 2.11. The concurrent ZBA will allow for the desired built form to achieve the vision outlined in the Official Plan. It is the Town of Halton Hills intent to direct intensification to the growth area such as the subject property while having consideration for existing neighbouring conditions.

8.0 Conclusion:

It is the Author's professional planning opinion as a Registered Professional Planner, that given the respective Provincial, Regional, Town, and Conservation policies, as well as existing surrounding conditions, the proposed development is considered **'Good Planning,'** is in the public interest, is consistent with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, conforms with both the Halton Region and Town of Halton Hills Official Plan, respects the Conservation Authority development policies, and maintains and compliments the character of the existing neighbourhood.

I hereby certify that this Planning Justification Report was prepared and reviewed by Registered Professional Planner (RPP), within the meaning of the *Ontario Professional Planners Institute Act*, 1994.



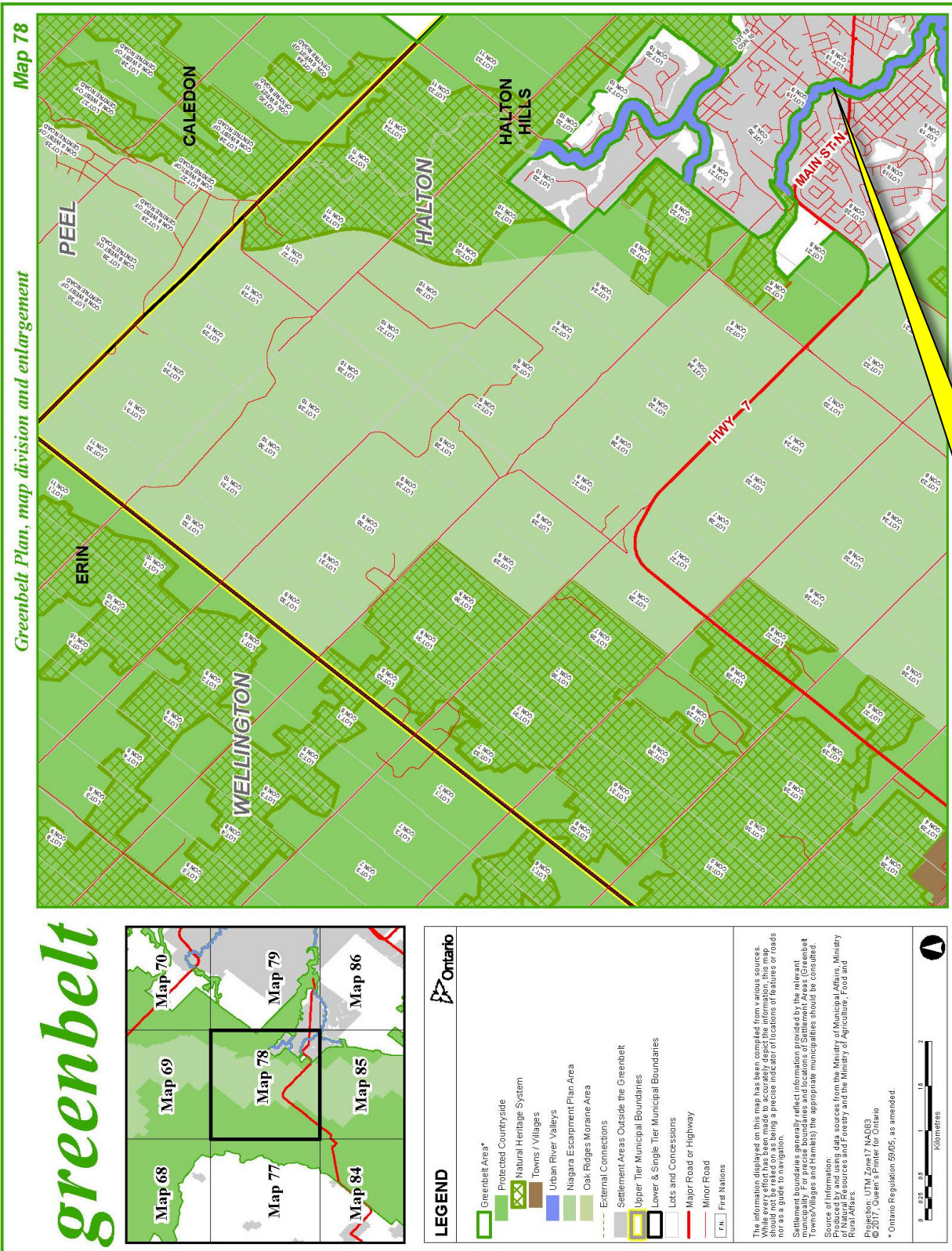
Terrance Glover, RPP, CPT

Principal

Urban in Mind, Professional Urban Planning, Land Development & CPTED Consultants

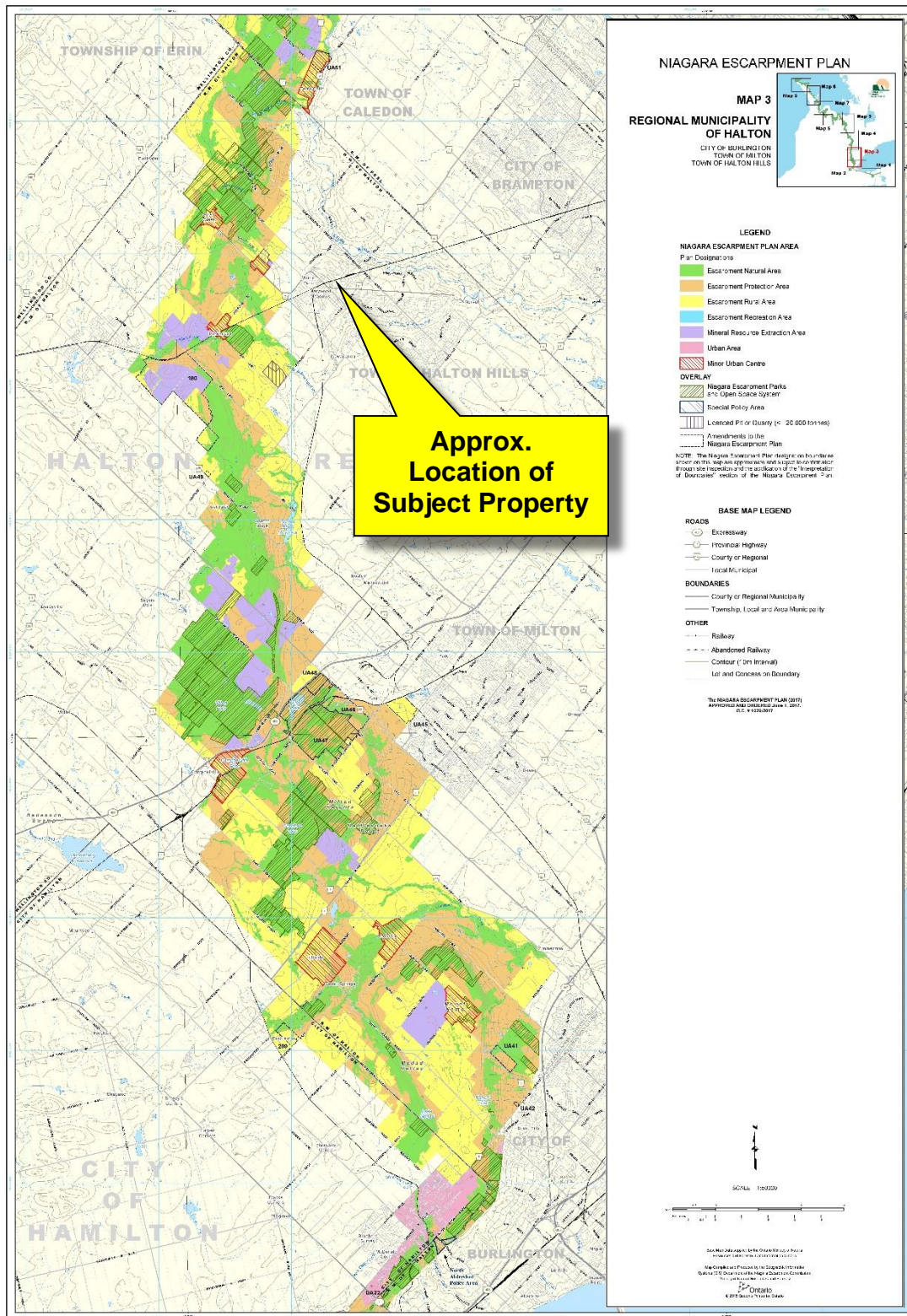


Appendix "A"
Greenbelt Plan – Map 78



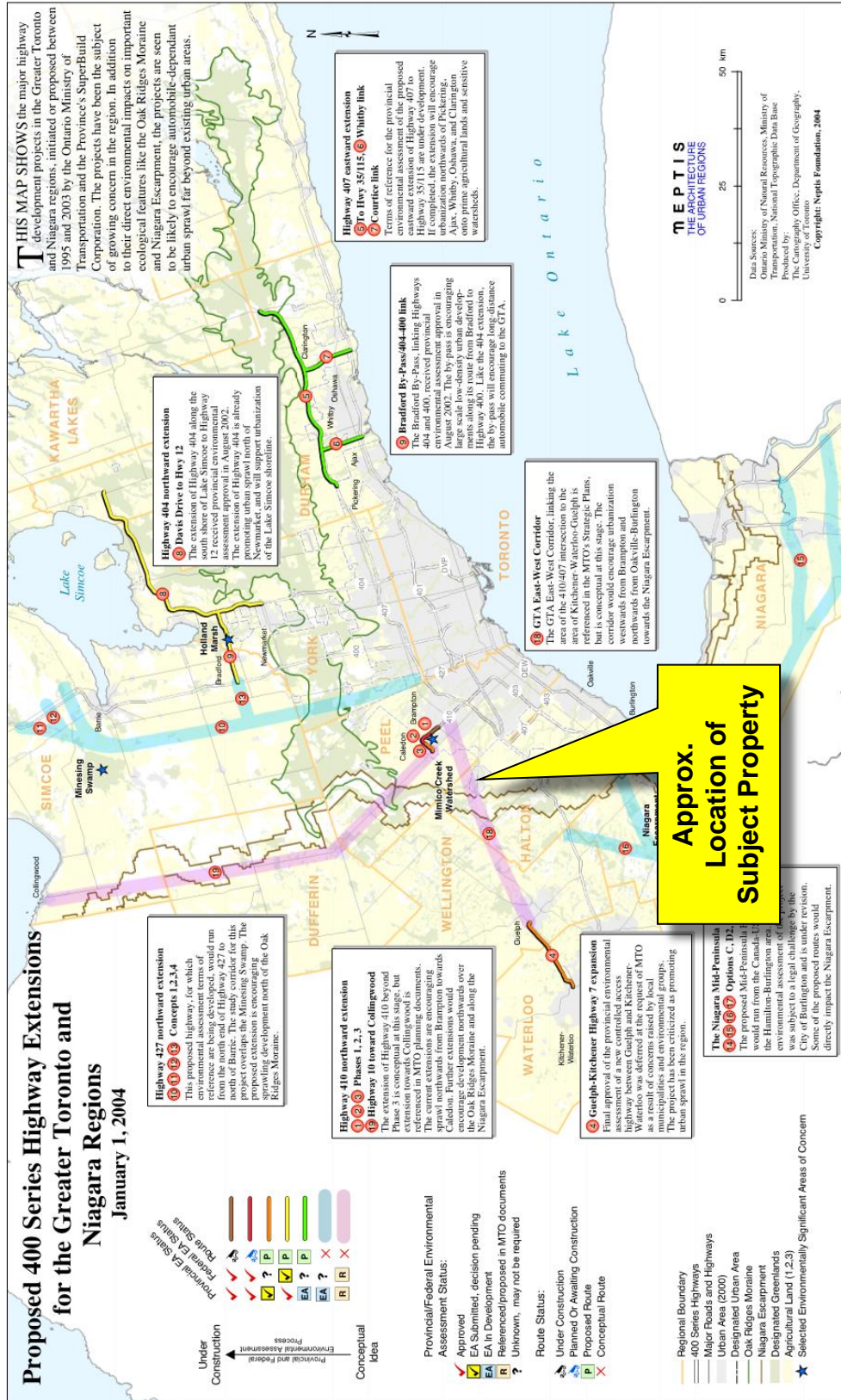
Approx. Location of
Subject Property

Appendix "B"
Niagara Escarpment Plan – Map 3 – Regional Municipality of Halton

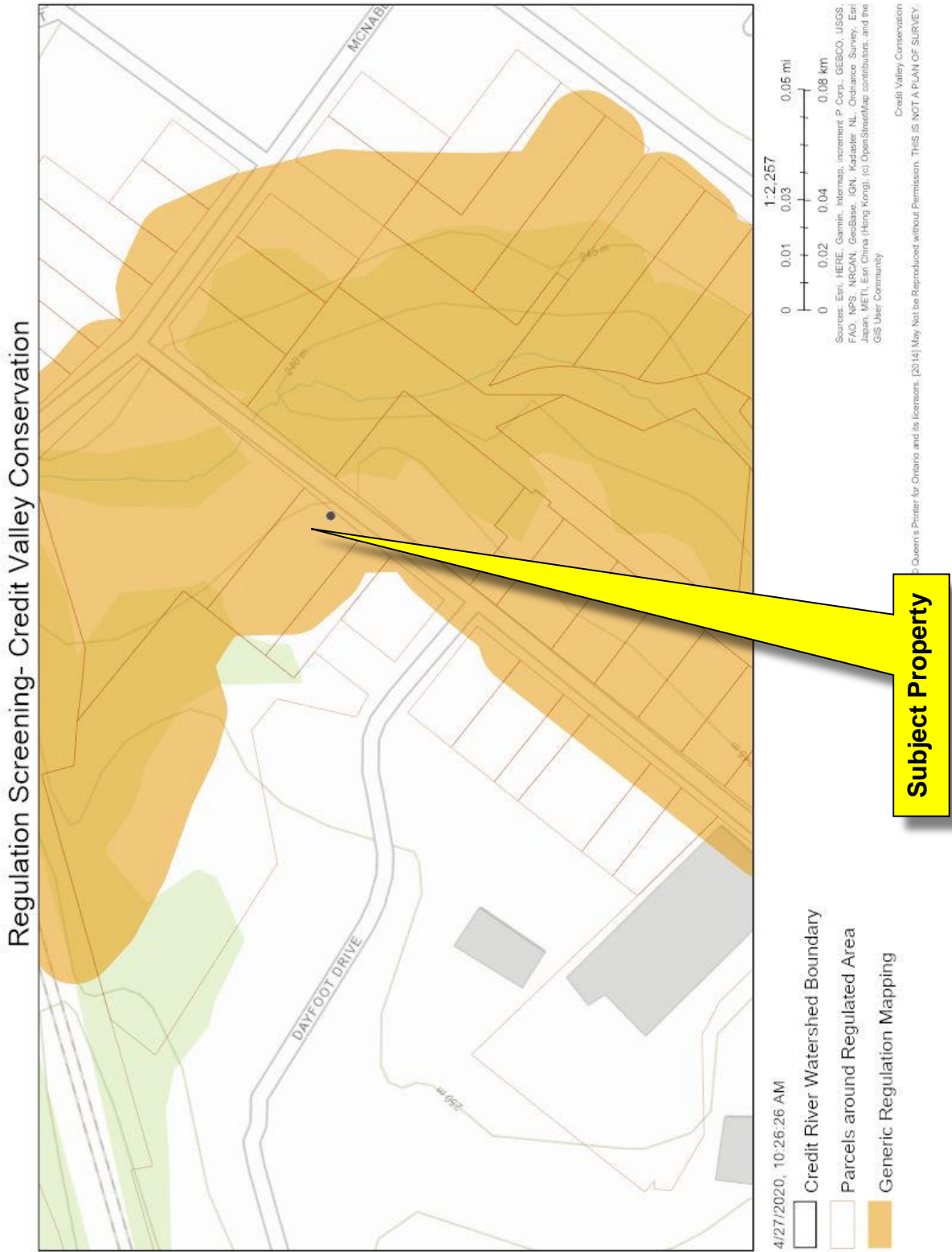


Appendix "C"

Proposed 400 Series Highway Extension for the GTA



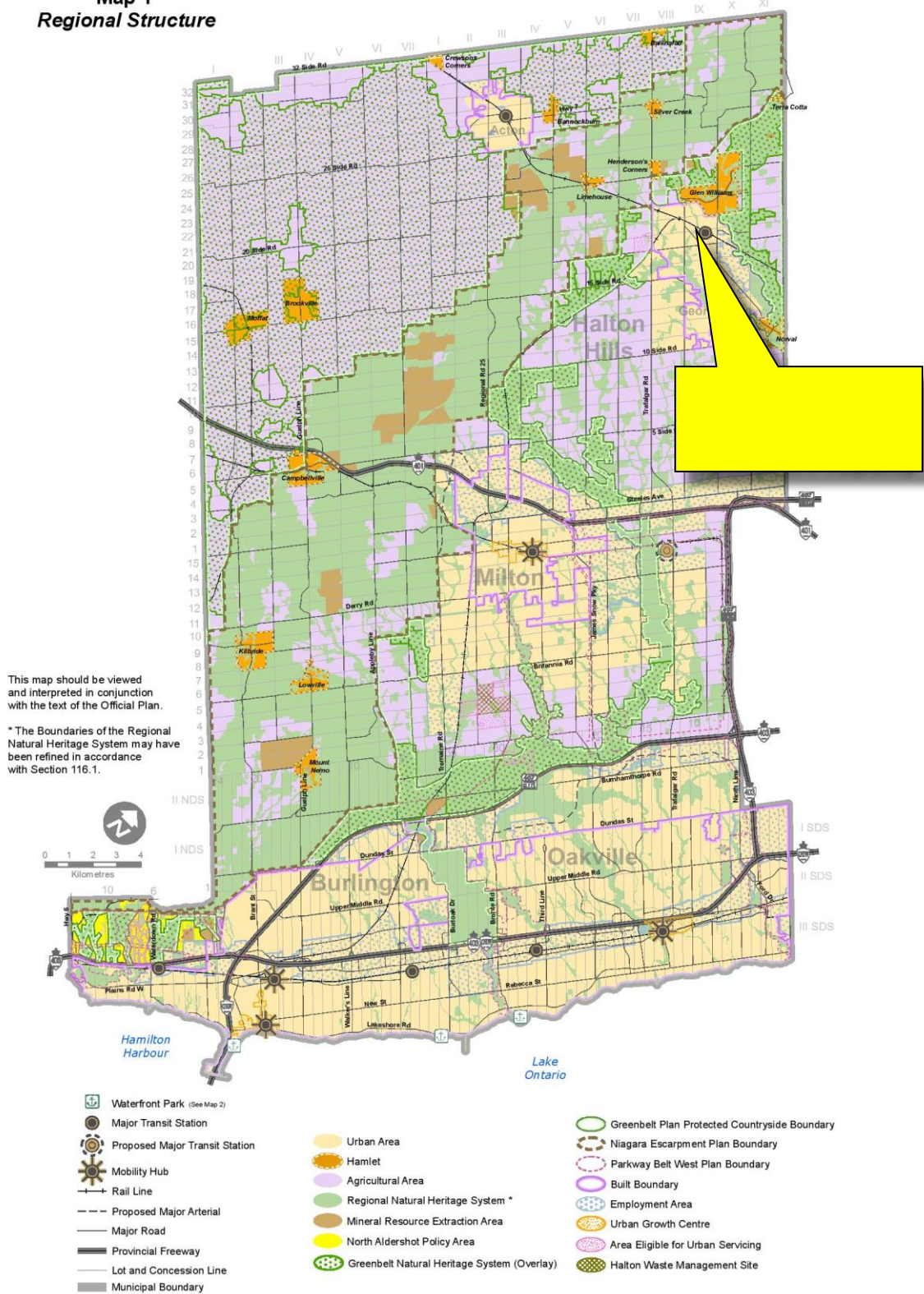
Appendix "D"
Regulation Mapping – Credit Valley Conservation



Appendix "E"

Halton Region Official Plan – Map 1 Regional Structure

Map 1
Regional Structure



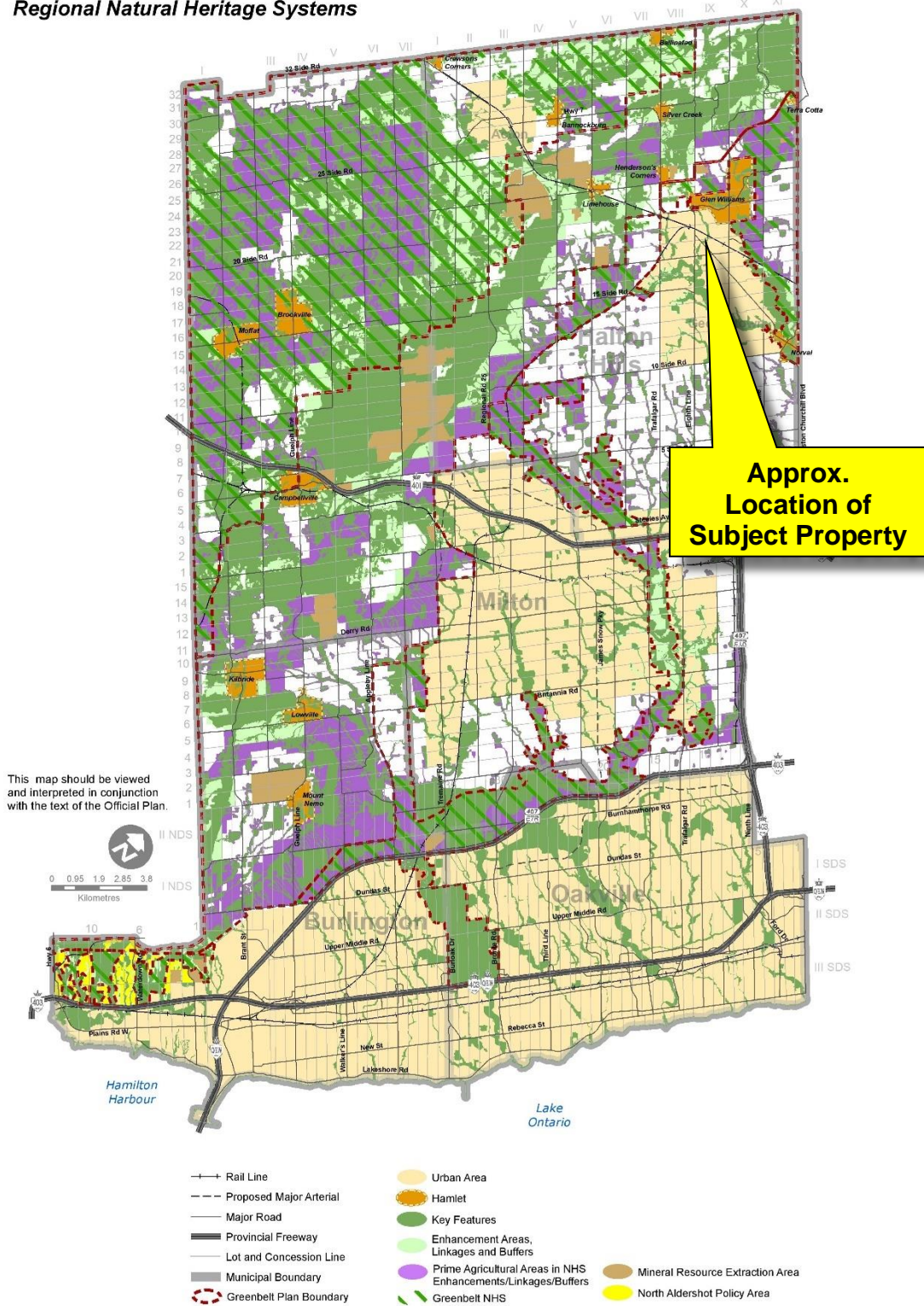
June 19, 2018

Appendix "F"

Halton Region Official Plan – Map 1G

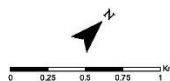
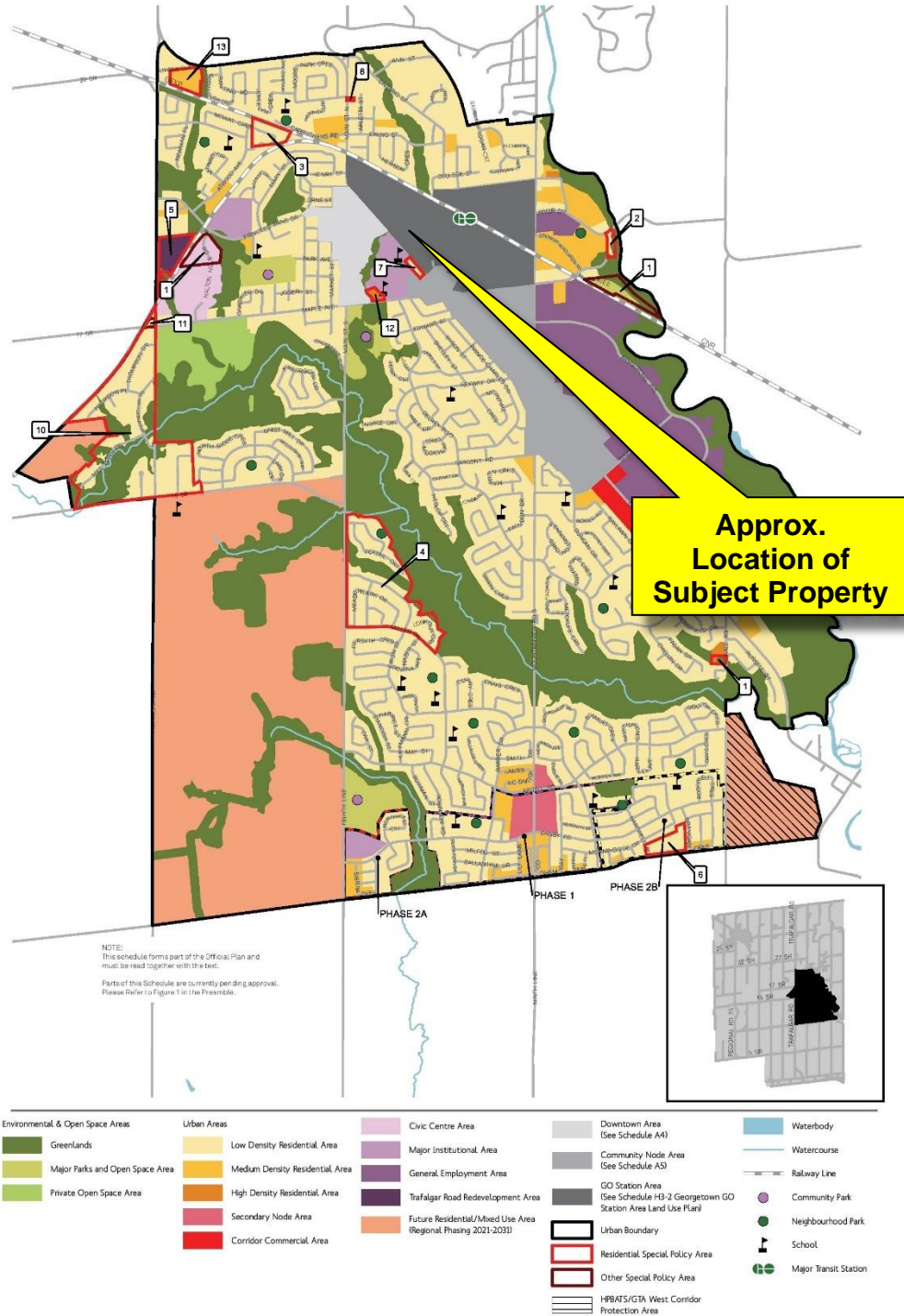
Key Features within the Greenbelt and Regional Natural Heritage System

Map 1G
Key Features within the Greenbelt and
Regional Natural Heritage Systems



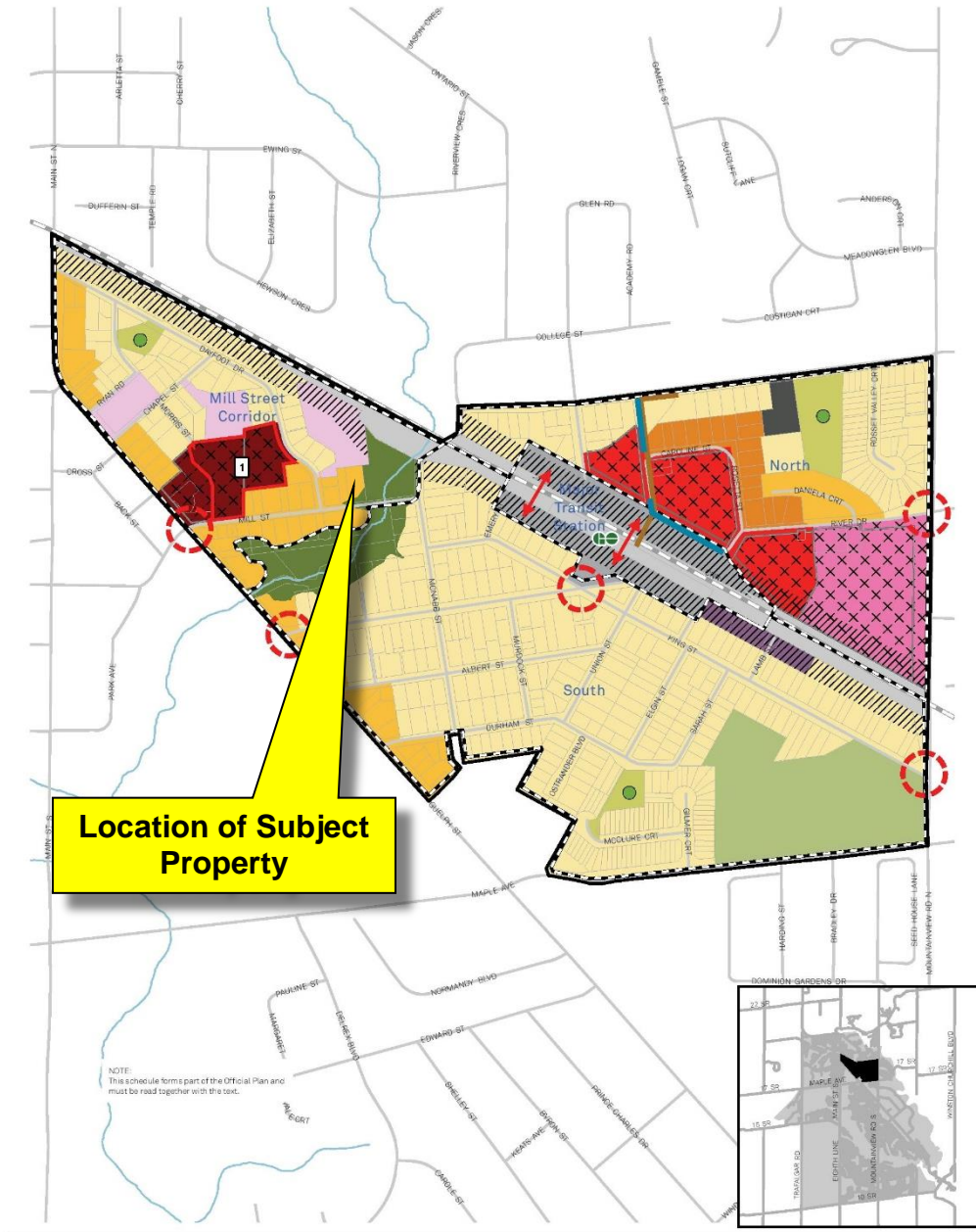
Appendix "G"

Town of Halton Hills – Official Plan – Schedule A3 – Georgetown Urban Area Land Use Plan



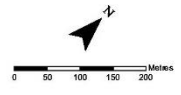
Appendix "H"

Town of Halton Hills – Official Plan – Schedule H3 – Georgetown Go Station Area Land Use Plan



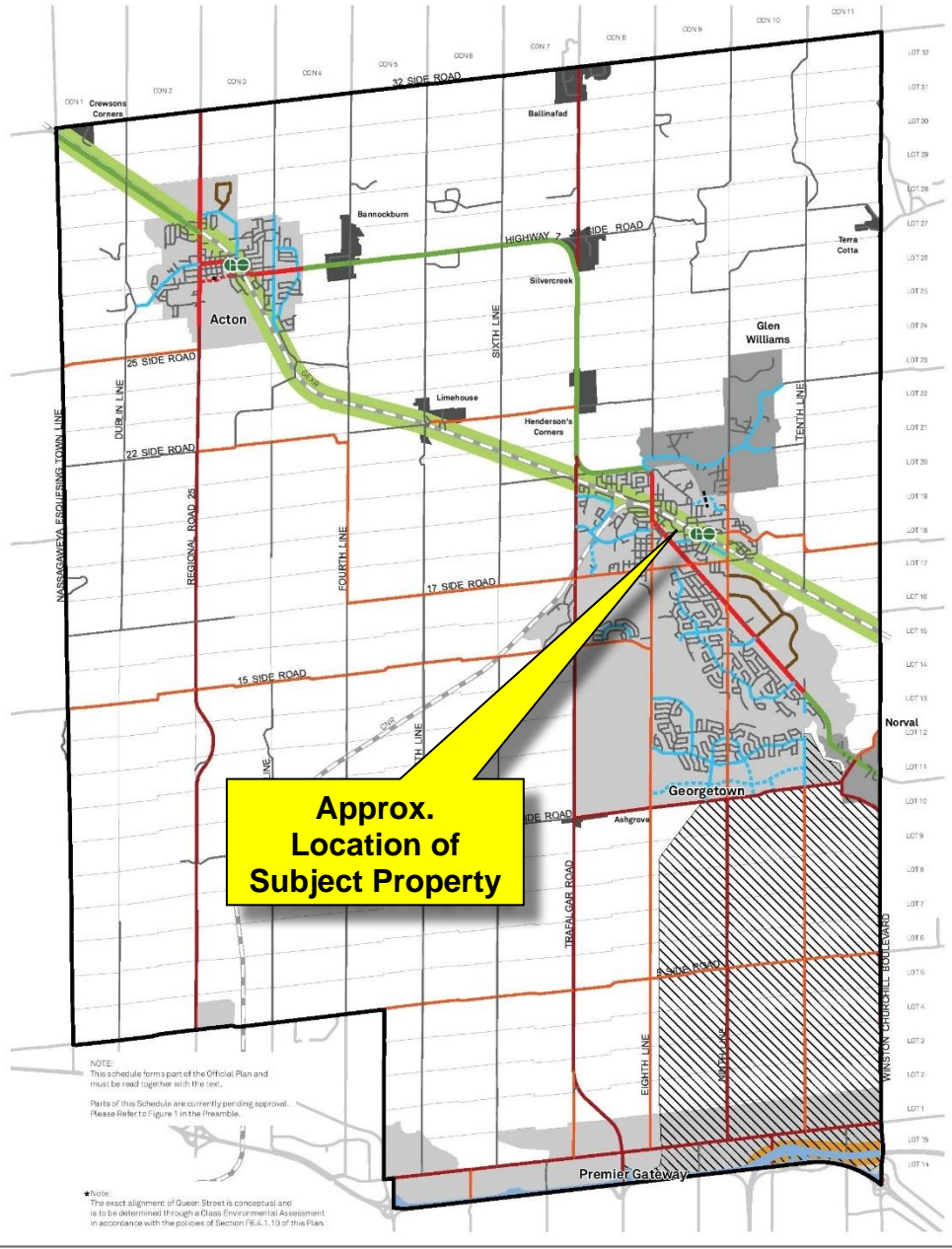
Location of Subject Property

- | | | | |
|--|--|----------------------------|---|
| Greenlands | Medium/High Density Residential Area | Commuter Rail Corridor | Gateway |
| Park | High Density Residential/Mixed Use Area 1 | Major Transit Station Area | Below/Above Grade Pedestrian Connection |
| Cemetery | High Density Residential/Mixed Use Area 2 | Railway Buffer | Pedestrian Trail Connection |
| Low Density Residential Area | High Density Residential/Community Facility Area | Redevelopment Site | Proposed Road Extension |
| Medium Density Residential Area | Employment Area | Decision Withheld | Watercourse |
| Medium Density Residential/Office Area | | Go Station Area Boundary | Railway Line |
| | | Special Policy Area | Neighbourhood Park |
| | | Precinct | Major Transit Station |



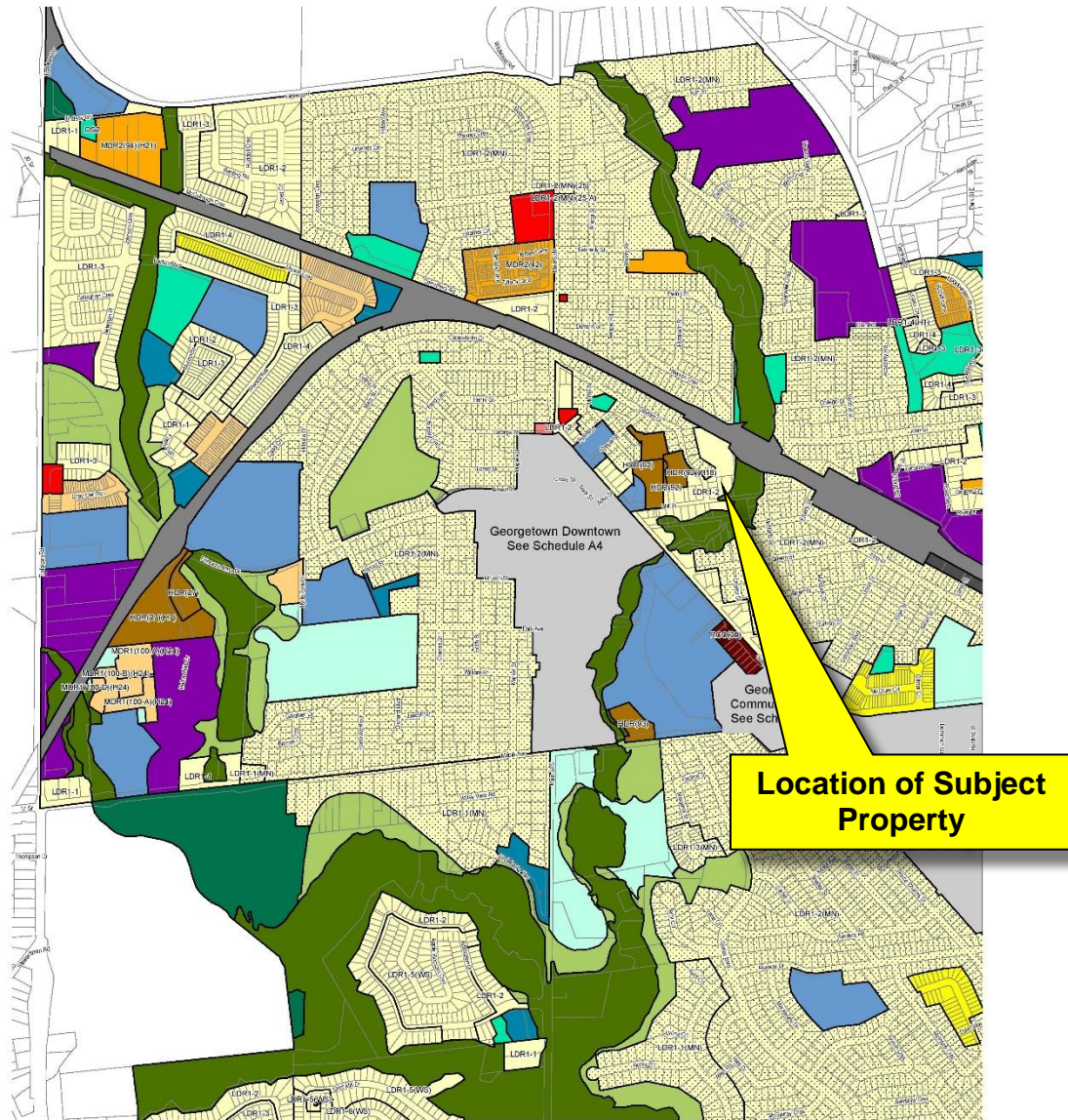
Appendix "I"

Town of Halton Hills – Official Plan – Schedule B1 –

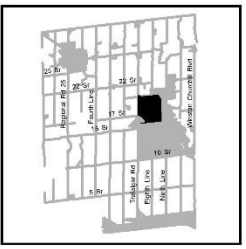


Appendix "J"

Town of Halton Hills Zoning By-Law 2010-0050 – Schedule A3-1

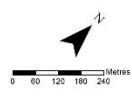


Low Density Residential One, LDR1	Environmental Protection Two, EP2	Development, D
Low Density Residential Two, LDR2	Open Space One, OS1	Downtown Commercial Two, DC2
Medium Density Residential One, MDR1	Open Space Two, OS2	Local Commercial, LC
Medium Density Residential Two, MDR2	Open Space Three, OS3	Residential Commercial, RCO
High Density Residential, HDR	Open Space Four, OS4	Transportation, T
Environmental Protection One, EP1	Institutional, I	Lands Subject to By-law 57-91 as Amended
		Low Density Residential One Mature Neighbourhood, LDR1(MN)



DECEMBER 31, 2019

CONSOLIDATION



SCHEDULE A3-1
GEORGETOWN
 TO ZONING BY-LAW 2010-0050