



December 20, 2019

Legislative & Planning Services
 Planning Services
 Halton Region
 1151 Bronte Road
 Oakville, ON L6M 3L1

Mr. John Linhardt
 Commissioner of Planning and Development
 Town of Halton Hills
 1 Halton Hills Drive
 Halton Hills, ON L7G 5G2

RE: **Draft Regional Decision**
 Town of Halton Hills Official Plan Amendment No. 32

Dear Mr. Linhardt:

This letter provides information on the Region's review of Town of Halton Hills Official Plan Amendment No. 32 – "Vision Georgetown Secondary Plan" (OPA 32). Attached to the letter contains a Draft Notice of Decision on OPA 32, including the proposed modifications to OPA 32 that have resulted from this review, and the next steps in the process.

Background

OPA 32 was adopted by Town Council on July 9, 2018 through By-law No. 2018-0048. The amendment was not exempt and was forwarded along with the supporting documents to the Region for approval in July 2018.

The purpose of OPA 32 is to revise the policies and schedules of the Town of Halton Hills Official Plan based on the preparation of a Secondary Plan for the Vision Georgetown new urban area. To ensure conformity with the Region's Official Plan, modifications to the Secondary Plan policies and schedules have been proposed.

Proposed Modifications to OPA 32

As the Region's delegated representative and Chief Planning Official it is my responsibility to ensure that OPA 32 conforms to, or does not conflict with, the Regional Official Plan (ROP), is consistent with the Provincial Policy Statement 2014 and conforms to, or does not conflict with, the applicable Provincial Plans. The Draft Decision on OPA 32 is provided as Attachment #1 to this letter. To assist with understanding the proposed modifications contained in this Draft Decision, a draft consolidation of OPA 32 has also been prepared which shows the modifications as tracked changes to the adopted OPA 32. This document is provided as Attachment #2 to this letter. A general overview of the proposed modifications is provided below.

- *Natural Heritage System*

Specific language and policies have been added to clarify the goals and objectives of the Natural Heritage System (NHS). Modifications to existing policies were inserted to ensure that the NHS is preserved and enhanced in conformity with the ROP. NHS buffer policies have been amended to clarify criteria for applying buffers. As there are some areas of the NHS that will need further investigation through processes such as Environmental Impact Reports or Environmental Impact Assessments, Special Study Areas have been identified and shown on the appropriate schedules. An Addendum to the Vision Georgetown Subwatershed Study is required to be prepared to ensure that certain criteria are met when investigating these Special Study Areas. Please note, that the Notice of Decision will be withheld until the Region has an opportunity to review and accept the addendum in accordance with Section 116.1a) of the Regional Official Plan.

- *Phasing of Development*

Modifications have been included to ensure that the phasing of development will be contingent on the availability and efficient utilization of public infrastructure and services. Other modifications include ensuring that financial and other requirements are met, and that a full range and mix of housing types are included within each phase or sub-phase of development.

- *Regional Roads*

Proposed modifications regarding Regional Roads are included to ensure that Arterial Roads are not treated the same way as collector or local roads with respect to naming, design and purpose. The inclusion of policies that require studies to be performed at certain stages of development were also added. Modifications are also included in the schedules to clarify Regional right-of-way widths and naming conventions.

- *Clarity / Readability*

As a result of the detailed review of OPA 32 undertaken by Region and Town staff, a number of minor modifications are proposed to increase the overall clarity and readability of the OPA. These matters include consistent naming, minor numbering changes, word or sentence replacement to better conform with the ROP, moving of specific policies from one section of the OPA to another, and additions to ensure that the appropriate agencies are consulted in the implementation of the Secondary Plan.

With the proposed modifications to OPA 32 described above, and identified in Attachment #1, and pending receipt of an acceptable addendum to the Subwatershed Study, Regional staff is of the opinion that OPA 32 conforms to the Regional Official Plan, is consistent with the Provincial Policy Statement 2014, and conforms to the applicable Provincial Plans and policies.

Regional By-law No. 6-16 delegates the approval authority under Section 17(34) of the *Planning Act* to the Chief Planning Official, provided that the Chief Planning Official's decision is not contrary to the recommendation of the local municipal council. I understand that you may be taking a report to Town Council regarding these proposed modifications to OPA 32. I will await

the Town's response to this letter and attachments before issuing the Notice of Decision. Should Town Council not support the proposed modifications, the matter must then be referred to Regional Council for a final decision.

If you have any questions, please contact myself or Dan Tovey, Manager of Planning Policy at ext. 7208.

Sincerely,

A handwritten signature in black ink, appearing to read "Curt Benson". The signature is fluid and cursive, with the first name "Curt" being more prominent than the last name "Benson".

Curt Benson, MCIP RPP
Director of Planning Services and Chief Planning Official

Att: Attachment #1 – OPA 32 Draft Decision
Attachment #2 – OPA 32 Draft Consolidation of Regional Modifications

cc: Bronwyn Parker, Manager of Planning Policy, Town of Halton Hills
Robert Stribbell, Senior Planner, Town of Halton Hills
Dan Tovey, Manager – Planning Policy
Rick Reitmeier, Senior Planner – Planning Policy
Matt McCallum, Planner – Planning Policy



DECISION

**with respect to Official Plan Amendment No. 32
to the Town of Halton Hills Official Plan
Section 17(34) of the Planning Act**

Town of Halton Hills – Official Plan Amendment No. 32 (OPA 32)

Official Plan Amendment No. 32 – “Official Plan Review Conformity Exercise and Related Amendments” is modified and refused as set out in Schedule “A” to this Decision and approved with these modifications and refusals by the Director of Planning Services and Chief Planning Official for the Regional Municipality of Halton, pursuant to Section 17(2) of the *Planning Act*, R.S.O. 1990 as amended. If no notice of appeal is filed, OPA 32 will come into effect on **TBD, 2020**, being the day following the last day for filing a notice of appeal.

TBD, 2020

Curt Benson MCIP RPP
Director of Planning Services & Chief Planning Official

Date

Schedule “A” – Regional Municipality of Halton Modifications

Original additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~.

Region No.	Section No.	Modification	Explanation of Modification
PREAMBLE – BUILDING BLOCKS			
1)	N/A	<p>Paragraph 1 of subsection “NATURAL HERITAGE SYSTEM” is modified to read as follows:</p> <p>“As a consequence of the need to ensure that the boundaries of the Regional Natural Heritage System, which included lands subject to flooding particularly in the southwest corner of the Vision Georgetown lands was appropriately studied, the focus of the work between the middle of 2014 through to early 2018 was on the establishment of those development limits. The product of this extensive technical exercise was the Southwest Georgetown Subwatershed Study that was completed in May 2017 and a Subwatershed Study Addendum completed on June 13, 2018. <u>A second Addendum to the Subwatershed Study, completed on (Date TBD) deals with outstanding issues to be addressed at later development stages.</u>”</p>	<p>To clarify that addenda to the Subwatershed Study must also be considered.</p> <p><i>Note that the proper date for an accepted addendum will need to be inserted prior to approval with modifications.</i></p>
H6.2 GUIDING PRINCIPLES			
2)	H6.2.2	<p>Is modified to read as follows:</p> <p>“To provide <u>a</u> wide range of residential, commercial, and institutional uses, in a manner that reduces the need for an automobile <u>and supports all modes of transportation</u> to meet the daily needs of life.</p>	<p>To clarify a guiding principle with respect to a range of transportation modes.</p>
3)	H6.2.12	<p>Is modified to read as follows:</p> <p>“To ensure new infrastructure is developed in a manner that minimizes social and environmental impacts, and considers long-term maintenance, operational, and financial requirements.”</p>	<p>To conform with Regional Official Plan (ROP) definition of Infrastructure (ROP s. 252).</p>
H6.4 COMMUNITY STRUCTURE			
4)	H6.4a)	<p>Is modified to read as follows:</p> <p>“Natural Heritage System - this area is the site <u>comprised</u> of a number of natural heritage features, watercourse corridors, enhancement areas and buffer areas that will be protected and enhanced over the long term. Much of the Natural Heritage System is expected to come into public ownership as development occurs and it will be the site <u>comprised</u> of a number of passive recreational uses and most notably, a trail system that will link all elements of the Vision Georgetown together;”</p>	<p>To more appropriately characterize the composition of the Natural Heritage System.</p>
5)	H6.4b)	<p>Is modified to read as follows:</p> <p>“Collector Road System - The road system is made up of one continuous north-south arterial <u>Major Collector road Road</u> that would provide for north-south travel through the Vision Georgetown lands and which would be primary route for transit when it is introduced. Three east-west <u>Major and Minor Collector Roads</u> collector roads extending between the Eighth Line and Trafalgar Road (<u>Regional Road 3</u>) are also proposed to provide for east-west connectivity and to Georgetown South via extensions to Danby Road and Miller Drive. These collector <u>collector</u>”</p>	<p>To clarify the classification of roads.</p> <p>To clarify the proper name of a Regional Road.</p>

Region No.	Section No.	Modification	Explanation of Modification
		roads Collector Roads are intended to provide for the movement of motor vehicles, pedestrians and alternative forms of transportation in both a north-south and east-west direction. These collector roads Collector Roads are to be planned as complete streets;”	
6)	H6.4c)	Is modified to read as follows: “Community Core area - This area is to be planned as the main concentration of urban activities where a fully integrated array of institutional, retail and service, recreational, cultural and supportive uses are provided. A local commercial mixed use area fronting on Trafalgar Road (Regional Road 3) is also included within the Community Core to meet the needs of the new residents and those travelling on Trafalgar Road (Regional Road 3). Included within the community core is a secondary school, Community Park and library/community centre that will be integrated with each other;”	To clarify the proper name of a Regional Road.
H6.5 AMOUNT OF PLANNED GROWTH			
7)	H6.5b)	Is modified to read as follows: “The planned density for the Vision Georgetown lands is approximately 60 residents and jobs per hectare, with the calculation being net of the lands within the Natural Heritage System, and net of the lands within the stormwater conveyance Future Natural Channel Corridor corridor on the east side of Trafalgar Road, the final alignment and area of which will be included in the Natural Heritage System in the future;”	To better reflect the ultimate natural channel and full array of functions anticipated beyond stormwater conveyance.
H6.6 IMPLICATIONS OF PLANNED DENSITY ON BUILT FORM			
8)	H6.6g)	Is modified to read as follows: “There also will be more of a reliance placed on on-street parking and lay-by lanes in key strategic locations internal to the community , such as the Community Core area; and”	To distinguish between Local and Regional roads.
9)	H6.6h)	Is modified to read as follows: “There will be a greater emphasis on the integration of all lands uses to make more efficient use of land.”	Remove “s” in “lands”.
H6.7 SUSTAINABLE DEVELOPMENT			
10)	H6.7.3.2	Is modified to read as follows: “The primary goal of natural heritage system protection in the Vision Georgetown Secondary Plan is to increase the certainty that the biological diversity and ecological functions of the area and the broader Natural Heritage System will be preserved and enhanced for future generations. Appreciation for natural areas also contributes to the quality of life that Georgetown residents enjoy. Future growth and development should be planned and constructed in such a way as to preserve and enhance the Natural Heritage System, while also providing access to educational and recreation opportunities through a network of parks, trails, and public spaces, where appropriate. On the basis of the above, it is the objective of this Plan that:”	To better reflect ROP policy and to clarify the goal of the Regional Natural Heritage System.

Region No.	Section No.	Modification	Explanation of Modification
11)	H6.7.3.2b)	Is modified to read as follows: “Streets and roads be planned to reduce impacts on the natural heritage system features and functions, and be designed to accommodate transit, cyclists and pedestrians as well as motor vehicles;” <u>“Streets and roads shown crossing the Natural Heritage System on Schedules H6-1 to H6-3 are planned to minimize impacts on the natural heritage system features and functions, and be designed to accommodate wildlife passage, transit, cyclists and pedestrians as well as motor vehicles.”</u>	To ensure that there will be no negative impacts on the Natural Heritage System (NHS) as per ROP 188(2)a) and b). Policies H6.7.3.2b) and c) have been reversed to better illustrate how the two policies deal with infrastructure (essential vs non-essential) and their relationship to the NHS. Policies b) and c) separate out streets and roads that are local versus Regional.
12)	H6.7.3.2c) [New]	A new section H6.7.3.2c) is added to read as follows: <u>“Streets and roads that have not been identified on Schedules H6-1 to H6-3 are planned to ensure there are no negative impacts on the Natural Heritage System features and functions, and be designed to accommodate transit, cyclists and pedestrians as well as motor vehicles.”</u>	New policy to ensure preservation of the NHS. Only essential transportation and utility infrastructure is permitted in the NHS (ROP 117.1(9)).
13)	H6.7.3.2d) [Renumbered]	H6.7.3.2c) is renumbered to <u>H6.7.3.2d)</u> .	Renumbering.
14)	H6.7.3.2e) [Renumbered]	H6.7.3.2d) is renumbered to <u>H6.7.3.2e)</u> .	Renumbering.
15)	H6.7.3.2f) [Renumbered]	H6.7.3.2e) is renumbered to <u>H6.7.3.2f)</u> and further modified to read as follows: “Pedestrian and multi-use trails provide access to and through parks and <u>where appropriate</u> , the Natural Heritage System, to help encourage active transportation as a viable means of both recreation and transportation;”	Renumbering. Clarification of the appropriateness of trails in the natural heritage system under ROP 118(6).
16)	H6.7.3.2g) [Renumbered]	H6.7.3.2f) is renumbered to <u>H6.7.3.2g)</u> .	Renumbering.
17)	H6.7.3.2h) [Renumbered]	H6.7.3.2g) is renumbered to <u>H6.7.3.2h)</u> .	Renumbering.
18)	H6.7.3.2i) [Renumbered]	H6.7.3.2h) is renumbered to <u>H6.7.3.2i)</u> and modified as follows: “Natural Heritage System features and functions are monitored with established targets, measurable objectives and adaptive management responses through the development process as per the Subwatershed Study and Addendums <u>Addenda</u> and Environmental Implementation Reports.”	Renumbering and to address second Addendum.
19)	H6.7.3.4e)	Is modified to read as follows: “Building systems, as appropriate, be set up to automatically turn off major lighting after hours or direct light away from the <u>Natural Heritage System</u> natural heritage system once the sun has set to reduce energy use and minimize interference with the flight patterns of migratory birds; and”	To capitalize certain terms.

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20)	H6.7.3.4f)	Is modified to read as follows: "Linkages are established between wildlife habitat features, including consideration for opportunities at proposed road crossings, to maintain habitat connectivity <u>and wildlife passage.</u> "	To add additional clarity that road crossings should be designed to maintain/create wildlife passage opportunities.
21)	H6.7.3.5	Is modified to read as follows: <u>"The locations of stormwater management facilities as shown on the Secondary Plan schedules represent their general location. The final location and configuration of such facilities will be more specifically delineated through an Environmental Implementation Report (EIR). Further refinement of the locations and sizes may be done through an applicable Stormwater Management Plan prepared in support of individual development applications.</u> Throughout the community, development should be designed to conserve water use and to manage stormwater on-site through Low Impact Development techniques such as bioswales, rainwater harvesting systems, infiltration trenches, and stormwater management facilities. On the basis of the above, it is the objective of this Plan that:"	To clarify that the locations and sizes of stormwater management facilities on the Secondary Plan Schedules are will be defined more precisely through the development application process.
22)	H6.7.3.5d)	Is modified to read as follows: "Stormwater management facilities be designed to support key features and ecological functions <u>of</u> in the <u>Natural Heritage System</u> natural heritage system. "	To capitalize certain terms.
23)	H6.7.3.5m) [New]	A new section H6.7.3.5m) is added to read as follows: <u>"In addition, stormwater management facilities shall be located and designed such that they will accommodate the interim and ultimate roadway drainage (quality and quantity) for Trafalgar Road (Regional Road 3), as identified in the Trafalgar Road (Regional Road 3) Corridor Study – Steeles Avenue to Highway 7, Municipal Class Environmental Assessment Study, and for 10 Side Road (Regional Road 10)."</u>	Consideration must be given to account for stormwater management as it pertains to drainage from public property, including provisions for quantity and quality control for Regional Road drainage.
24)	H6.7.3.6a)	Is modified to read as follows: "Open spaces, including the natural heritage system, and roof tops on buildings that receive good sunlight be designed to incorporate urban agriculture and community gardens where appropriate;"	Deletion made to ensure conformity to ROP.
H6.8 DESIGNING STREETS FOR ACTIVE TRANSPORTATION			
25)	H6.8	Is modified to read as follows: <u>"Schedule H6-3 shows the Vision Georgetown Transportation Network.</u> One of the keys to the success of the Vision Georgetown Secondary Plan will be the ease by which residents and others travel through the community and to adjoining areas. On the basis of the above, it is the objective of this Plan that:"	To clarify by referencing Schedule H6-3.
26)	H6.8b)	Is modified to read as follows: "Trails, <u>where feasible and appropriate,</u> be utilized to create connections and linkages between parks, the Natural Heritage System, the community core, community facilities, and other activity nodes throughout Vision Georgetown;"	To ensure conformity with the ROP.

Region No.	Section No.	Modification	Explanation of Modification
27)	H6.8e)	Is modified to read as follows: "Streets be designed, <u>where appropriate</u> , to reflect complete street design principles, in order to balance the competing needs of pedestrians, cyclists, transit users and motorists;"	To ensure conformity with the ROP with respect to Regional Roads.
28)	H6.8p) [New]	A new section H6.8p) is added to read as follows: " <u>The most current Regional Active Transportation Plan is to be considered when implementing the active transportation policies of this Plan. Land uses should be aligned to support all modes of transportation while maintaining the mobility function of Major Arterial Roads.</u> "	Clarification to ensure consistency with other transportation plans.
H6.10 COMMUNITY CORE			
29)	H6.10.2a)	Is modified to read as follows: "Prior to the consideration of individual applications within the Community Core, a Community Core Plan shall be prepared first to guide development applications. The limits of the Community Core Plan area shall be developed <u>to the satisfaction of the Town and in consultation with the Region.</u> in consultation with the Town. "	Consultation with the Region will ensure that servicing and planning issues will be fully addressed in accordance with Regional standards.
30)	H6.10.2b)ii)	Is modified to read as follows: "A detailed phasing plan <u>completed to the satisfaction of the Town in consultation with the Region</u> that describes the sequencing of development and the timing of any infrastructure improvements."	Consultation with the Region will ensure that servicing and planning issues will be fully addressed in accordance with Regional standards.
31)	H6.10.2b)viii) [New]	A new section H6.10.2b)viii) is added to read as follows: " <u>Measures that implement the environmental mitigation and enhancement recommendations contained in the final approved EIR required by subsection H6.13.4 of this Plan, or the final approved Subwatershed Study if an EIR has not yet been approved.</u> "	Additional implementation requirements for environmental studies.
H6.12 LAND USE DESIGNATIONS OUTSIDE OF THE COMMUNITY CORE			
32)	H6.12.1a)x)	Is modified to read as follows: " <u>Future Natural Channel</u> Stormwater Conveyance Corridor Area."	To better reflect the future intent of the Corridor.
33)	H6.12.4.1	Is modified to read as follows: "It is the intent of this Plan that the Mixed Use Gateway Area designation be planned to accommodate a range of medium density housing types and a limited amount of non-residential uses at the intersections of Trafalgar Road (<u>Regional Road 3</u>) and the 10 Side Road (<u>Regional Road 10</u>) and Trafalgar Road and the 15 Side Road."	To clarify the proper names of Regional Roads.
34)	H6.12.6.3	Is modified to read as follows: "Prior to any development occurring on the lands within the Major Commercial Area designation, a Comprehensive Development Plan shall be prepared to the satisfaction of Council. The Comprehensive Development Plan shall consider all matters listed in Section D2.5.2.3.3 of this <u>the Town of</u>	To clarify (to readers of this Secondary Plan) that the reference to "Section D2.5.2.3.3 of this Plan" is actually a reference to the Town's Official Plan.

Region No.	Section No.	Modification	Explanation of Modification
		<p><u>Halton Hills Official</u> Plan and the other matters listed in this Section.</p> <p>The following policies are intended to guide proposals for new development or redevelopment in the Major Commercial Area designation.”</p>	
35)	H6.12.8.2c)	<p>Is modified to read as follows:</p> <p>“If the Secondary School is not required, a Comprehensive Development Plan prepared in accordance with Section G3.3 of this <u>the Town of Halton Hills Official</u> Plan would be required before development applications are considered.”</p>	To clarify (to readers of this Secondary Plan) that the reference to “Section G3.3 of this Plan” is actually a reference to the Town’s Official Plan.
36)	H6.12.9.1	<p>Is modified to read as follows:</p> <p><u>The primary goal of natural heritage system protection in the Vision Georgetown Secondary Plan is to increase the certainty that the biological diversity and ecological functions of the area and the broader Natural Heritage System will be preserved and enhanced for future generations.</u></p> <p>It is the intent of this Plan that the features and functions of the Natural Heritage System be protected and enhanced over time, while providing opportunities for passive recreation and nature appreciation.</p>	To better reflect ROP policy and to clarify the goal of the natural heritage system.
37)	H6.12.9.2a)	<p>Is modified to read as follows:</p> <p>“Permitted uses in the Natural Heritage System are limited to conservation uses and compatible passive recreation, which includes trails, <u>as outlined in b) below</u> where appropriate. Lands that are within the Natural Heritage System are encouraged to be dedicated to the Town or another public authority as appropriate; and,”</p>	To clarify where trails may be located.
38)	H6.12.9.2b) [New]	<p>A new section H6.12.9.2b) is added to read as follows:</p> <p><u>“Trails shall be permitted within linkage and enhancement areas of the Natural Heritage System provided that they:</u></p> <ul style="list-style-type: none"> i) <u>Are not located in hazard lands;</u> ii) <u>Use native species to naturalize trail edges;</u> iii) <u>Are the minimum width required;</u> iv) <u>Are designed with suitable surfacing material compatible with their surroundings; and</u> v) <u>Are designed and located to manage access to the Natural Heritage System by minimizing impacts to Key Features.</u> <p><u>Trails shall be permitted within buffers of the Natural Heritage System, as approved by the Town, in consultation with the Region, and applicable Conservation Authority, where it can be demonstrated that there is no negative impact on key features and functions.”</u></p>	To provide clarity with respect to trails within the Natural Heritage System (ROP 118(6)).
39)	H6.12.9.2c)	H6.12.9.2b) is renumbered to <u>H6.12.9.2c).</u>	Renumbering.
40)	H6.12.9.2d) [New]	<p>A new section H6.12.9.2d) is added to read as follows:</p> <p><u>“Stormwater management facilities are not permitted. Notwithstanding the foregoing:</u></p> <ul style="list-style-type: none"> i) <u>stormwater management components such as ancillary</u> 	To clarify that stormwater facilities are not permitted within the NHS and the types of stormwater management components that may be permitted in the NHS.

Region No.	Section No.	Modification	Explanation of Modification
		<p><u>pipes, outlets, headwalls, and other associated infrastructure required to convey flow from facilities outside the Natural Heritage System to receiving water bodies may be permitted where deemed essential and it is determined there are no negative impacts on ecological features and functions through an EIR or other appropriate study; and</u></p> <p>ii) <u>appropriately designed Low Impact Development measures may be permitted within the buffer, linkage and enhancement areas of the Natural Heritage System if it is determined that there are no negative impacts on ecological features and functions through an EIR or other appropriate study.</u>"</p>	
41)	H6.12.9.4 [Renumbered]	<p>H6.12.9.3 is renumbered to <u>H6.12.9.4</u> and modified as follows:</p> <p><i>"INTERFACE WITH THE NATURAL HERITAGE SYSTEM</i> The establishment of visual connections to the Natural Heritage System is a key objective of the Town. In this regard, every effort will be made to locate parks, community facilities and stormwater management facilities <u>adjacent to or</u> near the Natural Heritage System to allow for those linkages and connections to occur.</p> <p>In addition, through the development approval process, efforts will be made to establish more than just connections at the ends of roadways into the Natural Heritage System. In this regard, opportunities to locate single loaded roads to maximize access will be explored, where possible, through the Block Planning Process."</p>	To encourage consideration of locating local open space adjacent to the NHS. This modification brings the policy into conformity with Section 118(5) of the ROP.
42)	H6.12.10.3	<p>Is modified to read as follows:</p> <p>"On the basis of the above, it is the intent of this Plan to require the preparation of a Comprehensive Development Plan for all lands within this Special Policy Area in accordance with Section G3.3 of <u>this the Town of Halton Hills Official</u> Plan, before a determination of which uses are appropriate and how they are to be sited and serviced is required."</p>	To clarify (to readers of this Secondary Plan) that the reference to "Section G3.3 of this Plan" is actually a reference to the Town's Official Plan.
43)	H6.12.11	<p>Is modified to read as follows:</p> <p><u>"STORMWATER CONVEYANCE-FUTURE NATURAL CHANNEL CORRIDOR</u> A <u>Future Natural Channel Corridor Special Study Area stormwater conveyance corridor</u> has been identified along a portion of land east of Trafalgar Road (<u>Regional Road 3</u>) as <u>shown on Schedules H6-1 to H6-3 inclusive. Conservation Halton has indicated that a regulated watercourse and associated flooding hazard is located in this area.</u> While a considerable amount of technical work was completed in advance of the preparation of this Plan (through the Subwatershed Study and <u>Addendum Addenda</u> on the preliminary design and location of <u>this stormwater conveyance corridor Future Natural Channel Corridor</u>, additional technical assessments will be required to fix its location, width, function and design.</p> <p><u>As a consequence of the above Given the foregoing</u>, these requirements will need to be <u>resolved finalized to the satisfaction of the Town, Conservation Halton and the Region of Halton</u> in advance of or concurrent with the preparation of the required Block Plan and <u>or</u> EIR.</p>	<p>To clarify approval authority and EA requirements in relation to this tributary realignment and to create a Special Study Area.</p> <p>To clarify the proper name of a Regional Road.</p>

Region No.	Section No.	Modification	Explanation of Modification
		<p>Any area that is confirmed as being required for stormwater conveyance in this area <u>must be located outside of the Region's right-of-way along Trafalgar Road (Regional Road 3) and will be</u> automatically <u>be</u> included within the Natural Heritage System without <u>requiring</u> an Amendment <u>required</u> to this Plan.</p> <p>Other lands <u>that are</u> not required for <u>stormwater conveyance</u> <u>the</u> <u>Future Natural Channel Corridor</u> will be developed in accordance with the adjacent Low Density Residential Area designation without <u>requiring</u> an Amendment <u>required</u> to this Plan.</p> <p><u>The Future Natural Channel Corridor will not preclude the accommodation of interim and ultimate Stormwater Management requirements for Trafalgar Road (Regional Road 3), as identified in the Trafalgar Road (Regional Road 3) Corridor Study – Steeles Avenue to Highway 7, Municipal Class Environmental Assessment Study.</u></p>	
H6.13 SUBWATERSHED STUDY			
44)	H6.13.1	<p>Is modified to read as follows:</p> <p>“Town Council endorsed the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 in June 2017 and the Subwatershed Study <u>Addendum Addenda</u> dated June 2018 <u>and (date TBD)</u>. The purpose of the Vision Georgetown <u>Sub-watershed Subwatershed</u> Study was “to develop a <u>sub-watershed subwatershed</u> plan that allows sustainable development while ensuring maximum benefits to the natural and human environments on a watershed basis. The <u>sub-watershed subwatershed</u> areas in this study include the headwaters of Sixteen Mile Creek and a headwater tributary of Silver Creek (part of the Silver Creek Watershed).”</p> <p><u>The Vision Georgetown Subwatershed Study is regarded as a “Living Document” whose findings and recommendations may be revised as appropriate based upon new information and analysis as noted in this Plan and as may occur in support of development applications.</u></p> <p><u>The Vision Georgetown Subwatershed Study Addenda provide additional information regarding Special Study Areas that must be addressed to the satisfaction of the Town, Region and Conservation Authorities at the EIR or later stage of development.</u></p>	<p>Clarification regarding the addition of Addenda to the Subwatershed Study and the Special Study Areas.</p> <p><i>Note that the proper date for an accepted addendum will need to be inserted prior to approval with modifications.</i></p>
45)	H6.13.2a)	<p>Is modified to read as follows:</p> <p>A review and assessment of the Vision Georgetown lands was undertaken as part of the <u>Vision Georgetown</u> Subwatershed Study. The steps followed in developing the Natural Heritage System (NHS) on the Vision Georgetown lands included the identification of natural heritage features within and adjacent to the Vision Georgetown lands, screening for core areas and opportunities for enhancing the NHS, and the identification of ecological linkages, <u>enhancement areas</u> and buffers. This process includes the refinement of the <u>Regional</u> NHS to produce an area specific NHS, based on a detailed study, <u>that is consistent with provincial and municipal environmental policies, including the Regional Official Plan.</u> <u>Further refinement may</u></p>	<p>To clarify the proper title of the Study.</p> <p>To properly identify the components of the NHS</p> <p>To clarify that through Section 116.1 of the Regional Official Plan further refinements may be appropriate.</p>

Region No.	Section No.	Modification	Explanation of Modification
		<p><u>occur at the EIR or later stage of development in consideration of the Vision Georgetown Subwatershed Study and its associated Addenda. As such, the NHS is illustrated on Schedules H6-1 to H6-3 should be considered preliminary and subject to further refinement.</u></p>	
46)	H6.13.2b)	<p>Is modified to read as follows:</p> <p>“A number of modifications and improvements to the existing <u>Regional NHS were made recommended</u> through the Subwatershed Study process, <u>along with additional requirements in the Addenda,</u> including, but not limited to:”</p>	To clarify that modifications were recommended to the Regional NHS.
47)	H6.13.2b)i)	<p>Is modified to read as follows:</p> <p>“Black Locust Woodland Special Study Area: <u>The Subwatershed Study provides recommendations related to the protection and enhancement of the significant woodland associated with the Silver Creek Tributary B valley. It concludes that 2.47 hectares of the black locust community adjacent to the Eighth Line should be removed and mitigated for through the establishment of reforestation areas (minimum 2 hectares) and infill restoration opportunities as identified in the Subwatershed Study;</u></p> <p><u>The Vision Georgetown Subwatershed Study and associated Addenda contain initial recommendations related to the protection and enhancement of the broader Block D significant woodland associated with the Silver Creek Tributary B valley. The broader significant woodland includes a black locust woodland community which is considered to be an invasive species, along the Eighth Line in a former wayside pit. This woodland meets the criteria for a Significant Woodland in the Regional Official Plan. The policies of the NHS as they relate to Woodlands, in the Regional Official Plan shall apply to these lands until they are reassessed and re-designated pending:</u></p> <ul style="list-style-type: none"> a) <u>The outcome of the Regional Official Plan review that will assess and update the policies and definitions for Woodlands and Significant Woodlands; and</u> b) <u>The completion of an EIR that provides a detailed assessment of the black locust woodland ecological functions in accordance with relevant Provincial and Regional policies. Based on this detailed assessment the EIR shall delineate the portion of the Study Area that is to be included in the Natural Heritage System. Lands that are not integrated into the Natural Heritage System may develop in accordance with the adjacent Low Density and Medium Density Residential Area designations.</u> <p><u>The Final determination of land use within the Special Study Area is to be completed in accordance with the above policies and through a Planning Act application without requiring a subsequent Regional Official Plan Amendment or Local Official Plan Amendment.”</u></p>	To clarify the circumstances and baseline components and issues for this Special Study Area as well as the recommended treatment through the EIR process.
48)	H6.13.2b)ii)	<p>Is modified to read as follows:</p> <p>“Enhancement and Restoration Areas: The Subwatershed</p>	Clarification.

Region No.	Section No.	Modification	Explanation of Modification
		<p>Study identifies the need for a number of enhancement areas, replication features and restoration opportunities required to mitigate for potential negative impacts and to increase the certainty that the biological diversity and ecological functions of the NHS will be preserved and enhanced for future generations. There are a minimum of 6 several enhancement areas, 9 infill restoration opportunity sites and several replication features required to be created as outlined in the Subwatershed Study – including targets for feature type and ecological functions to guide detailed design;”</p>	
49)	H6.13.2b)iii)	<p>Is modified to read as follows:</p> <p>“Local Linkage/Enhancement Area: The Subwatershed Study identifies a key local linkage to be restored and enhanced between the Silver Creek Tributary B system (Block D) and the adjacent significant woodland to the south (Block C). Consistent with the recommendations of the Subwatershed Study <u>and input from the Region of Halton</u>, reforestation areas, infill restoration opportunities, replication features and other enhancements will be included within or adjacent to the linkage based on established targets and as refined through subsequent stages of development (minimum final width 125 metres); and,”</p>	<p>To clarify that this section deals with linkages and enhancement areas.</p> <p>To clarify that input from the Region is required.</p>
50)	H6.13.2b)iv)	<p>Is modified to read as follows:</p> <p>“Natural Channel Design and Riparian Enhancements: The <u>Vision Georgetown</u> Subwatershed Study <u>Addenda</u> and supporting technical documents provide detailed direction on channel realignments, natural channel design <u>and</u> riparian <u>storage</u> and low flow channel enhancement areas for the Sixteen Mile Creek Tributary A reaches.</p> <p>This includes the <u>southwest floodplain area</u> <u>Future Channel Corridor Special Study Area</u> and provides corridor widths, locations of infill restoration opportunity areas, riparian enhancements and target functions to inform subsequent detailed design.”</p>	<p>To clarify that there are addenda to the Study.</p>
51)	H6.13.2b)v) [New]	<p>A new section H6.13.2b)v) is added to read as follows:</p> <p>“Block B Potential Watercourse Relocation: Schedule H6-2 shows the proposed relocation of the watercourse as determined by additional studies undertaken by the Town subsequent to the completion of the Subwatershed Study. The precise alignment of the watercourse and the width of the NHS corridor shall be subject to an EIR at the development stage.”</p>	<p>To ensure this area is reviewed through an EIR.</p>
52)	H6.13.3	<p>Is modified to read as follows:</p> <p>“The NHS as shown on Schedule H6-2 includes buffers that have been established in an effort to protect key natural features and ecological functions by mitigating the impacts of proposed development or site alteration.</p> <p><u>Buffers are important components of the overall NHS and are required to maintain and enhance natural features and the ecological functions of the NHS.</u></p> <p><u>Through Sustainable Halton Report 3.02, it was recommended that a 30m buffer be applied adjacent to woodlands, wetlands and watercourses in keeping with a precautionary approach. The Regional Official Plan allows for refinement of the NHS and</u></p>	<p>To ensure that buffers are applied to the key features and determined in a way that respects the ROP goals, objectives and policies for the NHS.</p>

Region No.	Section No.	Modification	Explanation of Modification
		<p><u>buffers through a subwatershed study or an individual EIA provided that these studies are accepted by the Region.</u></p> <p><u>The Vision Georgetown Subwatershed Study and related addenda contemplate a variable buffer framework that generally ranges between 15 and 30 metres. This framework represents an initial assessment and recommendation of buffer widths based on general information on land uses contemplated adjacent to the NHS. Consideration was also given to enhancement and mitigation opportunities such as fencing and vegetative planting.</u></p> <p><u>The final buffer width is to be determined through an EIR at the development stage when additional information is available to determine the nature of adjacent uses and related impacts on the system and may include additions or deletions to the buffer widths. Consideration shall also be given to enhancement and mitigation opportunities such as fencing and vegetative planting. In all cases, buffer widths must be sufficient to:</u></p> <ul style="list-style-type: none"> • <u>Maintain or improve the level of certainty regarding buffer function effectiveness post refinement;</u> • <u>Achieve the goal of maintaining and enhancing the NHS key features and their ecological functions in the long term; and</u> • <u>Adhere to the relevant goals, objectives and policies of the this Plan, Regional Official Plan and relevant Provincial policies to the satisfaction of the Town, Region and applicable Conservation Authority.</u> <p><u>The buffers that have been included within the NHS have been based on a variable buffer approach. This approach takes into consideration the sensitivity of the natural heritage features and functions to be protected, buffer function, impact from the proposed adjacent land uses, as well as, enhancement and mitigation opportunities.</u></p> <p><u>In accordance with this approach, the buffers within the NHS as shown on Schedule H6-2, range between 10 and 25 metres. Landscape enhancements and passive trails may be planned to be located within the buffer areas where appropriate and be designed to minimize impacts on the NHS, while allowing residents to appreciate and access the NHS in a sustainable manner.</u></p> <p><u>More detailed information on how final buffers are to be confirmed through the development application review process is found in Appendix A."</u></p>	
53)	H6.13.4.1a)	<p>Is modified to read as follows:</p> <p>"The purpose of an EIR is to clearly demonstrate how specific development applications (such as a Draft Plan) will incorporate and follow the management strategy recommendations contained within Vision Georgetown <u>Sub-watershed</u> <u>Subwatershed</u> Study, prepared by AECOM and dated May 2017 <u>as well as any recommendations and requirements in the Addenda dated June 2018 and (date TBD);</u></p>	<p>To clarify that addenda to the Subwatershed Study must also be considered.</p> <p><i>Note that the proper date for an accepted addendum will need to be inserted prior to approval with modifications.</i></p>
54)	H6.13.4.1d)	<p>Is modified to read as follows:</p> <p><u>Additional analysis related to the Black Locust Woodland</u></p>	<p>To ensure all agencies review the additional studies.</p>

Region No.	Section No.	Modification	Explanation of Modification
		<p><u>Special Study Area, the Future Natural Channel Corridor Special Study Area and the Block B Potential NHS Refinement Special Study Area will be subject to review by the Town, the Region and applicable Conservation Authority.</u></p> <p>Additional refinements related to the proposed; Block D woodland management and enhancement plan where the limits of black locust removal and the areas of reforestation will require additional study and confirmation in consultation with the agencies; and;</p>	
55)	H6.13.4.1e)	<p>Is modified to read as follows:</p> <p>“The EIR reporting is to reflect the management requirements for the Natural Heritage System as outlined in Section 7.4.2 and illustrated in Figure 7.3.1 of the Vision Georgetown Sub-watershed <u>Subwatershed</u> Study, prepared by AECOM and dated May 2017 <u>as well as any recommendations and requirements in the Addenda dated June 2018 and (date TBD).</u>”</p>	<p>To clarify that addenda to the Study must also be considered.</p> <p><i>Note that the proper date for an accepted addendum will need to be inserted prior to approval with modifications.</i></p>
56)	H6.13.4.1f) [New]	<p>A new section H6.13.4.1f) is added to read as follows:</p> <p><u>“The proponent will be required to demonstrate to the satisfaction of the Town, in consultation with the Region and the applicable Conservation Authority that the refinements to the NHS through the EIR will occur in accordance with a systems approach by:</u></p> <ul style="list-style-type: none"> <u>i. Prohibiting development and site alteration within significant wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;</u> <u>ii. Not permitting the alteration of any components of the NHS unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions.”</u> 	<p>To ensure that the refinements are done in conformity to all applicable plans and regulations.</p> <p>To ensure that the EIR study adheres to the standards contained in the System Approach outlined in 118(2) of the ROP, in particular 118(2) a) and b).</p>
57)	H6.13.4.3j)	<p>Is modified to read as follows:</p> <p>“Adherence to the Final Halton – Hamilton <u>and Credit Valley – Toronto and Region – Central Lake Ontario</u> Source Protection Plan Policies, <u>including identification of which land use activities may require development of Risk Management Plans.</u>”</p>	<p>To clarify that the Secondary Plan area is located within two Source Protection regions.</p> <p>The requirement for Risk Management Plans at the EIR stage will enable proponents to be prepared to meet Source Protection requirements at the development application stage.</p>
58)	H6.13.3k)	<p>Is modified to read as follows:</p> <p>“Facility cost sharing; and”</p>	Change due to renumbering.
59)	H6.13.3l)	<p>Is modified to read as follows:</p> <p>“Conceptual fisheries compensation plans where necessary and;”</p>	Change due to renumbering.
60)	H6.13.4.3m)	<p>A new section H6.13.4.1f) is added to read as follows:</p>	To clarify that EIR studies must assess stormwater facility issues.

Region No.	Section No.	Modification	Explanation of Modification
	[New]	<u>“Location and design of stormwater management facilities in accordance with Section H6.7.3.5 of this Plan.”</u>	
61)	H6.13.4.4	Is modified to read as follows: “EIRs may also require a number of technical studies, the need for which will have been identified in the Subwatershed Study and addendums <u>Addenda</u> . Although individual studies are listed below, it is possible that they will be combined given the interrelationship of these issues. Studies may include:”	To clarify that there is a second Addendum.
62)	H6.13.4.4d)	Is modified to read as follows: “Natural Heritage System feature-based water balance assessments and water balance assessment of recharge (quantity and quality) within the WHPA-Q1/Q2, ICA (chloride), and for <u>baseflow contributing areas;</u> ”	Clarify by breaking the policy into two policies (i.e., natural heritage system water balance assessment and Source Protection water balance assessment) for greater clarity and to allow room to highlight the significance of recharge water quality in the chloride ICA.
63)	H6.13.4.4e) [New]	A new section H6.13.4.1f) is added to read as follows: <u>“Water balance assessment of recharge within the Wellhead Protection Area (WHPA)-Q1/Q2, including consideration of recharge water quality within the Issue Contributing Area (ICA) (chloride), to comply with Source Protection Plan policies.”</u>	Clarify by breaking the policy into two policies (i.e., natural heritage system water balance assessment and Source Protection water balance assessment) for greater clarity and to allow room to highlight the significance of recharge water quality in the chloride ICA.
64)	H6.13.4.4f) [Renumbered]	H6.13.4.4e) is renumbered to <u>H6.13.4.4f)</u> .	Renumbering.
65)	H6.13.4.4g) [Renumbered]	H6.13.4.4f) is renumbered to <u>H6.13.4.4g)</u> .	Renumbering.
66)	H6.13.4.4h) [Renumbered]	H6.13.4.4g) is renumbered to <u>H6.13.4.4h)</u> .	Renumbering.
67)	H6.13.4.4i) [Renumbered]	H6.13.4.4h) is renumbered to <u>H6.13.4.4i)</u> .	Renumbering.
68)	H6.13.4.4j) [Renumbered]	H6.13.4.4i) is renumbered to <u>H6.13.4.4j)</u> .	Renumbering.
69)	H6.13.4.4k) [Renumbered]	H6.13.4.4j) is renumbered to <u>H6.13.4.4k)</u> .	Renumbering.
70)	H6.13.4.4.l) [Renumbered]	H6.13.4.4k) is renumbered to <u>H6.13.4.4l)</u> and modified as follows: “Additional servicing details for the proposed future development, either in the EIR or SWM Plan needs to consider and coordinate with the proposed upgrades on Trafalgar Road <u>Regional Road projects as well as Regional water and</u>	Renumbering. To ensure coordination with Regional projects.

Region No.	Section No.	Modification	Explanation of Modification
		<u>wastewater infrastructure projects.</u>	
71)	H6.13.4.5	<p>Is modified to read as follows:</p> <p>“Floodplain at the Eighth Line The floodplain delineation for this study area starts at the Eighth Line crossing and moves upstream. Conservation Halton and Credit Valley Conservation have requested a flood hazard risk analysis be undertaken downstream of Eighth Line to ensure that proposed future development with the recommended SWM approach does not increase flood risk downstream of Eighth Line. This can be carried out as part of the SWM plan or EIR process (as long as the EIR is carried out to include the entire tributary). <u>With respect to the area shown on Schedule H6-2 as having potential for NHS refinement subject to further study, the Town shall undertake additional analysis, consistent with the Subwatershed Study, in consultation with Conservation Halton and the Region, to address the potential for: a) re-alignment of the C1-C3 Headwater Drainage Feature, provided the connection to the Eighth Line culvert is maintained; and, b) refinement of the width or location of the associated ecological linkage.”</u></p>	The paragraph deleted is no longer necessary.
72)	H6.13.4.6a)iii)	<p>Is modified to read as follows:</p> <p><u>“Minimize the number of stormwater management facilities while still maintaining stormwater management requirements as it pertains to drainage from public property, including Regional Roads, without compromising the benefits of stormwater management.”</u></p>	To ensure that proper stormwater management requirements are met.
73)	H6.13.5b)	<p>Is modified to read as follows:</p> <p>“On the basis of the above, monitoring in accordance with Section 7.5 of the Vision Georgetown <u>Sub-watershed Subwatershed</u> Study prepared by AECOM and dated May 2017 and addendums <u>Addenda dated June 2018 and (date TBD)</u> will be required.”</p>	<p>To clarify that the addenda may apply.</p> <p><i>Note that the proper date for an accepted addendum will need to be inserted prior to approval with modifications.</i></p>
H6.14 ROAD NETWORK			
74)	H6.14.2d) [New]	<p>A new section H6.14.2d) is added to read as follows:</p> <p><u>“The location and general alignment of new Collector Roads as shown on Schedule H6-3 are approximate. Based on the Transportation Studies undertaken in support of the Secondary Plan, the collector road network is integral to the overall transportation system and the planned development of the area. Adjustments to the precise alignment of the collector roads may be permitted without an amendment to this Plan provided they maintain connections to the arterial roads and other collectors and shall be determined through municipal studies or studies prepared in support of development applications.”</u></p>	To clarify how to treat the collector roads shown on the schedule(s).
75)	H6.14.4a) [New]	<p>A new section H6.14.4a) is added to read as follows:</p> <p><u>“Local roads are not identified on Schedule H6-3. The provision of local roads will be determined through the development process and will be in accordance with the requirements of</u></p>	To clarify that further processes are required to include local roads.

Region No.	Section No.	Modification	Explanation of Modification
		<u>Section F6 of the Halton Hills Official Plan and the additional policies of this Plan.</u>	
76)	H6.14.4b) [Renumbered]	H6.14.4a) is renumbered to <u>H6.14.4b)</u> .	Renumbering.
77)	H6.14.4c) [Renumbered]	H6.14.4b) is renumbered to <u>H6.14.4c)</u> .	Renumbering
78)	H6.14.4d) [Renumbered]	H6.14.4c) is renumbered to <u>H6.14.4d)</u> .	Renumbering
79)	H6.14.9	Is modified to read as follows: "The development of reverse frontage lots on Arterial Roads is <u>strongly</u> discouraged to minimize the use of noise attenuation walls on the edges of the Vision Georgetown Secondary Plan Area. <u>Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.</u> "	Clarification to ensure that noise attenuation walls are strongly discouraged.
80)	H6.14.10 [New]	A new section H6.14.10 is added to read as follows: <u>H6.14.10 REGIONAL ARTERIAL ROAD NETWORK</u> <u>10 Side Road (Regional Road 10) and Trafalgar Road (Regional Road 3) are Major Arterial Roads under the jurisdiction of the Region of Halton and are subject to the policies of the Regional Official Plan. Access to Regional Roads shall be in accordance with the most current Halton Region Access Management Guidelines and by-laws.</u> <u>Trafalgar Road (Regional Road 3) has been identified as a Transit Priority Corridor by the Region's Mobility Management Strategy as shown on Schedule H6-3 to this Plan.</u> "	To create a new section dealing with the Regional Arterial Road Network.
81)	H6.14.11 [New]	A new section H6.14.11 is added to read as follows: <u>H6.14.11 TRANSPORTATION IMPACT STUDIES</u> <u>Transportation Impact Studies for any parcel of land located within the Secondary Plan Area are required to build on the results of the Transportation Study completed in support of the Secondary Plan. Transportation Impact Studies shall be completed in accordance with the Region's Transportation Impact Study Guidelines.</u> "	To ensure that Transportation Impact Studies are completed.
H6.23 IMPLEMENTATION			
82)	H6.23.1a)	Is modified to read as follows: "Prior to the consideration of individual applications for development, an infrastructure staging plan shall be prepared and endorsed by Council <u>in consultation with Halton Region. The infrastructure staging plan shall be informed by the Vision Georgetown Water and Wastewater Servicing Plan;</u> "	To clarify that the Region will be consulted and that the Water and Wastewater Servicing plan will inform the process.
83)	H6.23.1b)	Is modified to read as follows:	To clarify the requirements in the

Region No.	Section No.	Modification	Explanation of Modification
		<p>“The infrastructure staging plan shall ensure that the phasing of development in the Vision Georgetown Secondary Plan area <u>is implemented in accordance with Section H6.23.2 and occurs</u> in a manner that:”</p>	<p>phasing section H6.23.2.</p>
84)	H6.23.1b)vii)	<p>Is modified to read as follows:</p> <p>“Supports the necessary <u>transportation infrastructure</u> improvements to Trafalgar Road (<u>Regional Road 3</u>), Eighth Line, 10 Side Road (<u>Regional Road 10</u>) and 15 Side Road, <u>all of which may be subject to studies as required by the Town and/or Region as required.</u>”</p>	<p>To ensure proper road naming and that additional studies may be required by the Town and/or Region.</p>
85)	H6.23.2 [New]	<p>A new section H6.23.2 is added to read as follows:</p> <p><u>“H6.23.2 DEVELOPMENT PHASING POLICIES”</u></p>	<p>To add Phasing Policies.</p>
86)	H6.23.2.1 [New]	<p>A new section H6.23.2.1 is added to read as follows:</p> <p><u>“H6.23.2.1 Base Phasing Provisions</u></p> <p><u>The phasing of development in Vision Georgetown shall be in accordance with the following:</u></p> <ul style="list-style-type: none"> a) <u>The phasing of development in Vision Georgetown shall proceed in two phases, Phase 1 and Phase 2, as shown on Schedule H6-1 Vision Georgetown Community Structure and Phasing Plan, generally proceeding from the Eighth Line to Trafalgar Road (Regional Road 3);</u> b) <u>In each phase, sub-phases generally corresponding to the Neighbourhoods, as delineated on Schedule H6-1, and commensurate with the Region’s allocation program, may be identified through the Block Planning process. The progression of development shall generally proceed in a south to north direction from 10 Side Road (Regional Road 10) to 15 Side Road;</u> c) <u>The progression of development shall be contingent on the availability and efficient utilization of public infrastructure and services, including the construction of critical elements of the road network and that adequate schools and community facilities are provided in a timely fashion, in keeping with the complete communities principles of the Secondary Plan;</u> d) <u>The progression of residential development shall ensure that a full range and mix of housing types are provided in each Phase and/or sub-phase, including an adequate supply of affordable housing;</u> e) <u>Development of the Community Core based upon a Community Core Plan shall be commenced in Phase 1;</u> f) <u>Prior to the approval of any applications for development in Phase 2, a minimum of 75 percent of the gross developable area in Phase 1 must be within registered plans of subdivision, or zoned to permit the development contemplated by this Secondary Plan.</u> 	<p>To ensure that phasing of development proceeds in an orderly manner consistent with the availability of infrastructure, services and facilities.</p> <p>To ensure a mix of housing types are provided in each phase.</p>

Region No.	Section No.	Modification	Explanation of Modification
		g) <u>Prior to the commencement of the development in each phase, any financial and other requirements of the Town and the Region shall be satisfied and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.</u>	
87)	H6.23.2.2 [New]	A new section H6.23.2.2 is added to read as follows: <u>H6.23.2.2 Special Phasing Provisions</u> <u>The following special phasing provisions also apply:</u> a) <u>Public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time in Phase 2, subject to the availability of servicing infrastructure and other requirements of the Town and the Region;</u> b) <u>Council may, at its sole discretion, determine to accept and approve an application for development in Phase 2, prior to a minimum of 75 percent of the gross developable area in Phase 1 within registered plans of subdivision or zoned to permit the development contemplated by this Plan, if it is determined by Council that the development for which the application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and Halton Region, that there are no negative impacts on the Town or Region, including from a land use planning (development of complete communities) perspective, and infrastructure and financial impact perspective.</u>	To ensure that special circumstances are dealt with fairly and in the best interests of the future residents.
88)	H6.23.2.3 [New]	A new section H6.23.2.3 is added to read as follows: <u>H6.23.2.3 Unreasonable Delay Provisions</u> <u>Notwithstanding the phasing provisions in Subsections H6.23.4.1 and H6.23.4.3, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of development contemplated by this Plan. Where unreasonable delay is occurring as determined at the Town's sole discretion, the phasing may be re-evaluated to the satisfaction of the Town and Halton Region. In such circumstances, Council may through an amendment to this Secondary Plan revise the phasing, if it is determined by Council that such a proposal is in accordance with the general intent and purpose of this Secondary Plan, and if there are no unacceptable impacts on the Town as determined by Council or on Halton Region.</u>	To ensure that any unforeseen circumstances are dealt with.
89)	H6.23.3	H6.23.2 "TOWN REQUIREMENTS" is renumbered to <u>H6.23.3</u> .	Renumbering.
90)	H6.23.3h) [New]	A new section H6.23.3h) is added to read as follows: <u>"The requirements of Section G.12 (Pre-consultation and Complete Applications) of the Town of Halton Hills Official Plan have been addressed to the satisfaction of the Town in consultation with the Region and other applicable agencies."</u>	To ensure that the policies of Section G.12 are addressed.
91)	H6.23.4	H6.23.3 "BLOCK PLAN REQUIRED" is renumbered to <u>H6.23.4</u> .	Renumbering.

Region No.	Section No.	Modification	Explanation of Modification
92)	H6.23.4b)	H6.23.3b) is renumbered to <u>H6.23.4b)</u> and modified as follows: “The approval of the Block Plan by Council <u>in consultation with the Region of Halton, the Conservation Authorities and the School Boards</u> shall be required;”	Renumbering. To ensure the proper approvals are in place for Block Plans.
93)	H6.23.5 [New]	A new section H6.23.5 is added to read as follows: <u>“H6.23.5 DEVELOPMENT MONITORING</u> <u>The Town shall establish a development monitoring program for the Vision Georgetown lands that may include:</u> a) <u>Level of population and employment growth;</u> b) <u>Supply of existing lots and number of building permits granted;</u> c) <u>General achievement of housing mix targets;</u> d) <u>Occupancy permits granted; and</u> e) <u>Development application status;”</u>	To gather information that will be helpful to the Town, Region and other agencies.

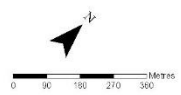
SCHEDULES			
94)	H6-1 Vision Georgetown Community Structure	Is modified by deleting and replacing “H6-1 Vision Georgetown Community Structure” with the version shown herein as Attachment #1.	To achieve conformity with the Regional Official Plan.
95)	H6-2 Vision Georgetown Land Use Plan	Is modified by deleting and replacing “H6-2 Vision Georgetown Land Use Plan” with the version shown herein as Attachment #2.	To achieve conformity with the Regional Official Plan.
96)	H6-3 Vision Georgetown Transportation Network	Is modified by deleting and replacing “H6-3 Vision Georgetown Transportation Network” with the version shown herein as Attachment #3.	To achieve conformity with the Regional Official Plan.



NOTE
This schedule forms part of the Official Plan and must be read together with the text.

- Mixed Use Gateway
- Major Commercial Area
- Major Institutional Area
- School
- Natural Heritage System *
- Major Parks & Open Space Area
- Park
- Future Natural Channel Corridor Special Study Area
- Block B Potential Watercourse Relocation Special Study Area
- Black Locust Woodland Special Study Area
- Neighbourhood Boundary
- Vision Georgetown Boundary
- Phase 1
- Phase 2
- Proposed Roads
- Stormwater Management Facility (conceptual)
- Town Square Park
- Library/Community Centre
- Community Park
- Neighbourhood Park
- Parkette
- School
- Cultural Heritage Resource

* Final Natural Heritage System Buffers will be determined in accordance with policy H6.13.3



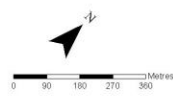
**SCHEDULE H6-1
VISION GEORGETOWN
COMMUNITY STRUCTURE**

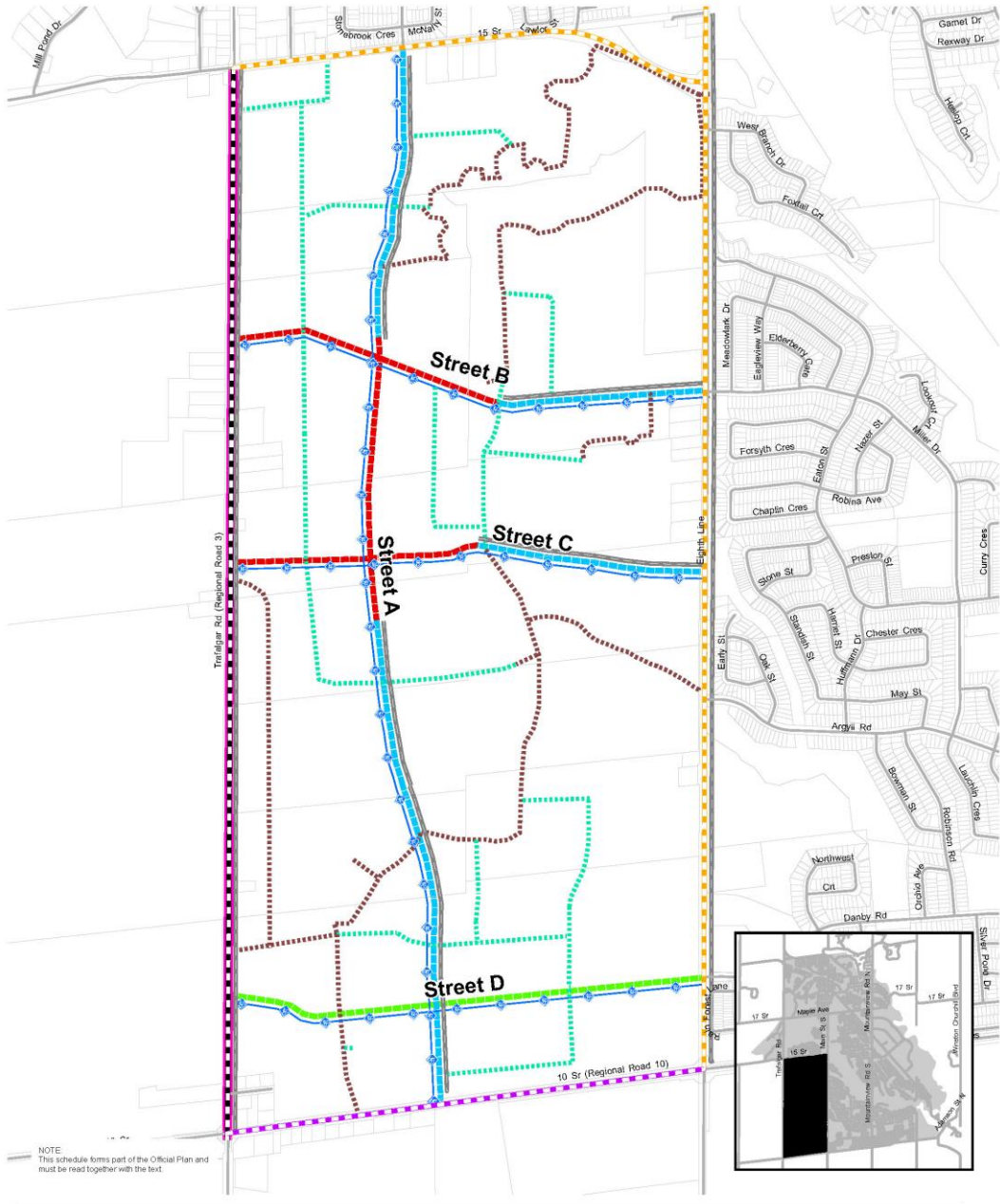


NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

- | | | |
|---|---|---|
| Low Density Residential Area | Local Commercial / Mixed Use Area | Park (conceptual) |
| Medium Density Residential Area | Major Institutional Area | Vision Georgetown Boundary |
| High Density Residential / Mixed Use Area | Eighth Line Special Study Area | Proposed Roads |
| Mixed Use Gateway | Natural Heritage System * | Stormwater Management Facility (conceptual) |
| Major Commercial Area | Cemetery | Town Square Park |
| Core Commercial Area | Major Parks & Open Space Area | Library/Community Centre |
| | Future Natural Channel Corridor Special Study Area | Community Park |
| | Black Locust Woodland Special Study Area | Neighbourhood Park |
| | Block B Potential Watercourse Relocation Special Study Area | Parkette |
| | | School |
| | | Cultural Heritage Resource |

* Final Natural Heritage System Buffers will be determined in accordance with policy H6.13.3

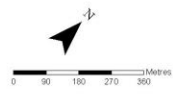




NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

- Proposed Major Collector, 25 metres ROW
- Proposed Major Collector, 22.75 metres ROW
- Proposed Minor Collector, 21 metres ROW
- Regional Transit Priority Corridor
- Existing Major Arterial, 42 metres ROW
- Existing Major Arterial, 35 metres ROW
- Existing Minor Arterial, 30 metres ROW
- Multi Purpose Path (conceptual)
- 2-Way Bike Lanes (conceptual)
- Soft Surface Trails (conceptual)
- Local Trail Connectors (conceptual)

* Final Natural Heritage System Buffers will be determined in accordance with policy H6.13.3



**SCHEDULE H6-3
VISION GEORGETOWN
TRANSPORTATION NETWORK**

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Vision Georgetown - Halton Hills OPA 32

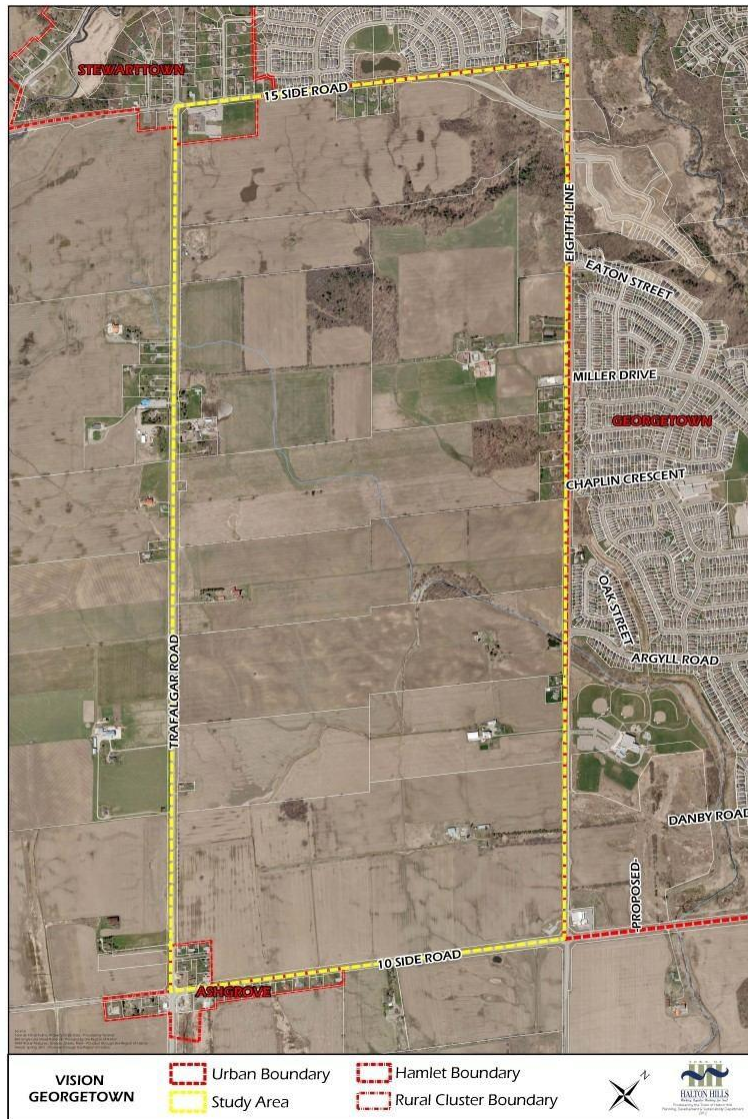
Regional Municipality of Halton Modifications

December 18, 2019

Additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~.

DRAFT

VISION GEORGETOWN SECONDARY PLAN



PART 1 - THE PREAMBLE

(THIS SECTION IS NOT PART OF THE SECONDARY PLAN)

The Vision Georgetown Secondary Plan area is a 412 hectare concession block, bounded by 15 Side Road, Trafalgar Road, 10 Side Road, and Eighth Line/Main Street, as shown on the map below.



VISION GEORGETOWN LANDS ADDED TO URBAN AREA IN 2009

The Province of Ontario, the Region of Halton and the Town of Halton Hills completed a considerable amount of work in the mid and late 2000's to support the inclusion of the Vision Georgetown lands within the Georgetown urban area.

The process started with the release of 'Places to Grow' in 2006, which is a plan for where and how growth will take place in the Greater Golden Horseshoe. Through this plan, an additional 130,000 people and 50,000 jobs were allocated to the Region of Halton between 2021 and 2031. Following the release of 'Places to Grow', the Region undertook a detailed planning exercise with the local municipalities ('Sustainable Halton') to determine where and how the population/employment targets would be distributed within the Region. This work resulted in Regional Official Plan Amendment ('ROPA') 38, which allocated population growth of approximately 20,000 people to the Town of Halton Hills to be accommodated on new urban land in the form of Greenfield development. ROPA 38 also identified the Vision Georgetown lands as the major location of the new urban Greenfield land for residential purposes as well.

To implement the preferred Sustainable Halton Growth Option as set out in ROPA No. 38, OPA 10 identified 'Designated Greenfield Areas' in **Section D6.1** and on Schedule A3, including a 'Future Residential/Mixed Use' designation adjacent to the existing Georgetown Urban Area. The specific location of these new urban designations is further described in **Section D6.3.2**:

The Future Residential/Mixed Use Area designation applies to three areas that have been added to the Georgetown Urban Area, as shown on Schedule A3 to this Plan:

1. Southwest Georgetown, bounded by Trafalgar Road, 15 Side Road, Eighth Line (Main Street) and 10 Side Road;
2. Southeast Georgetown, bounded by Tenth Line, 10 Side Road, and the Hamlet of Norval; and,
3. An expansion to the Stewarttown community, bounded by the existing Stewarttown community, the CN railway line, and the Black Creek within the Protected Countryside Area of the Greenbelt Plan.

The Southwest Georgetown area has since been identified by the Town of Halton Hills as the study area for the Vision Georgetown project. In this regard, Section D6.3.3 b) of the Official Plan requires that a Secondary Plan be prepared prior to the approval of any development within this designation.

In terms of the amount of growth expected, the majority of the new Future Residential/Mixed Use Area population will be within the Vision Georgetown lands along with the majority of the new population related jobs in the educational, retail and service sectors that are typically found in residential areas. It is also expected that this growth will occur in the 2021 to 2031 time period.

The Region also identified a desired housing mix for the Vision Georgetown lands through the Best Planning Estimates ('BPE') as set out below:

- 62% - low density housing;
- 21% - medium-density housing; and
- 17% - high-density housing.

For reasons explained later in this section, this Secondary Plan is not able to implement the desired housing mix established by the ROP and the BPE because of the many requirements to set aside land for public purposes.

ROPA 38 also established a Regional Natural Heritage system across the Region and in the case of the Vision Georgetown lands, about 77 hectares was identified. While the policies in the Regional Official Plan in Section 116.1 do permit refinements of the extent of the Regional Natural Heritage System through processes like the Vision Georgetown Secondary Plan, the pre- identification of the Regional Natural Heritage System on the lands before the Secondary Plan process was initiated was a consideration through the process.

WORK PLAN THAT LED TO PREPARATION OF SECONDARY PLAN

The process leading to the preparation of this Secondary plan was named '*Vision Georgetown: Leading today, shaping tomorrow*', which was intended to express that the new community will be different from what has previously been developed in Halton Hills.

According to Council's vision, as shaped through the Town's earlier Strategic Planning Process, the new community must:

- Be walkable;
- Be cycle-friendly;
- Be less auto dependent;
- Have more people gathering places;
- Have different styles of parks; and
- Have more compact urban design

The Vision Georgetown Secondary Plan is the product of a multi-phase work program that began in 2013. The following were the key phases of the planning initiative:

- Phase One: Project Initiation;
- Phase Two: Background Research and Community Visioning and Land use Concept development;
- Phase Three: Detailed Planning Study;

- Phases Four and Five: Land Use Plan development and Secondary Plan development

The secondary planning process was integrated with a subwatershed planning process, which reviewed and made recommendations on the following:

- Subwatershed characteristics (environmental and land use);
- Natural processes including;
 - Hydrology, hydraulics, and hydrogeology;
 - Fluvial geomorphology;
 - Terrestrial environment (vegetation and wildlife);
 - Aquatic environment (fisheries);
 - Water quality; and
 - Riparian systems

The product of the above work was a refined Natural Heritage System that reflects and protects through buffers and enhancement areas the natural heritage features on the ground.

A number of other studies involving multiple disciplines (transportation, servicing, cultural heritage, retail planning, energy planning and financial impact) were also completed, with the list of studies identified in **Appendix 1** to this Secondary Plan.

DEVELOPING THE SECONDARY PLAN

The Town retained a consulting team in mid-2013 to initiate the process of developing this Secondary Plan. A number of disciplines were included on the team to ensure that all of the planning and technical requirements were considered and ultimately met in the development of an appropriate Secondary Plan.

Some of the key factors considered in making decisions on the location all land uses in the Secondary Plan included the following:

- The community will have a minimum density that is higher than recently developed urban areas in Georgetown;
- A higher percentage of medium and high density housing is required on the Vision Georgetown lands to meet Provincial and regional density requirements than has been provided in other newer urban areas of Georgetown;
- The need for new retail uses to serve the new population;
- The need for new parks, schools and other community facilities; and,
- Trafalgar Road, 10 Side Road, the Eighth Line and the 15 Side Road will all be upgraded and will look very different than they do today as a consequence of the development of the Vision Georgetown lands

Following a review of the background materials in late 2013 and early 2014 and the holding of several public consultation events, draft Vision and Guiding Principles for the Vision Georgetown lands were established.

In this regard, the draft vision statement was: To Be the New Community of Choice. The vision then goes on to say the following “*The Vision Georgetown Community is an inspiring new community; distinctive in the way it looks and functions, fostering healthy lifestyles, neighbourliness, economic prosperity and local pride. It is a resilient, sustainable, complete, and compact community, with a thriving natural heritage system. It feels like a small town and is physically connected to the broader Community of Georgetown and the Town of Halton Hills. It honours the rich heritage of the Town, emphasizes people, and provides choices for day-to-day living. Overall, the Vision Georgetown Community is an exceptional, forward- thinking, and*

innovative model for new community development.”

A series of 14 Guiding Principles were also established at that time and they further articulated how the established vision should be implemented in the planning process through the ultimate development of the new urban area. These 14 guiding principles are below:

1. To design a community that is connected internally and integrated with the rest of Georgetown, and other surrounding communities, through a network of roads, paths and trails.
2. To provide wide range of residential, commercial, and institutional uses, in a manner that reduces the need for an automobile to meet the daily needs of life.
3. To protect existing natural heritage features and areas, and their associated ecological functions, and identify a linked natural heritage and open space system.
4. To create distinct neighbourhoods that feature community focal points and bring people and activities together.
5. To provide a range and mix of housing that is available to all ages, abilities, incomes and household sizes.
6. To provide adequate retail and service commercial development in a timely manner through various commercial areas, which are designed for people and pedestrians.
7. To encourage a high standard of design that reflects existing small town character, creates a sense of place, and contributes to civic pride.
8. To ensure convenient access to a range of types and sizes of parks and public spaces, which provide opportunities for recreation, neighbourliness, community events, and cultural activities.
9. To provide a range of accessible community facilities in a timely manner and to co-locate these facilities where possible.
10. To establish a transportation system that safely and efficiently accommodates different forms of travel (including automobiles, walking, and cycling) and plans for future public transit.
11. To provide opportunities for local economic development in a manner that fosters competitiveness and a prosperous business environment.
12. To ensure new infrastructure is developed in a manner that minimizes social and environmental impacts, and considers long-term maintenance, operational, and financial requirements.
13. To apply sustainable development practices and encourage innovation, in order to maximize resource and energy conservation.
14. To conserve key cultural and built heritage resources as a vital link to our rich history.

Following the Council endorsement of the Vision and the Guiding Principles in February 2014, three land use concepts were established and consultations with the public were held at the time to solicit comments. A summary of the comments received in those consultation sessions was completed in June 2014.

BUILDING BLOCKS

A discussion of the building blocks that led to the development of this Secondary Plan is below.

NATURAL HERITAGE SYSTEM

As a consequence of the need to ensure that the boundaries of the Regional Natural Heritage

System, which included lands subject to flooding particularly in the southwest corner of the Vision Georgetown lands was appropriately studied, the focus of the work between the middle of 2014 through to early 2018 was on the establishment of those development limits. The product of this extensive technical exercise was the Southwest Georgetown Subwatershed Study that was completed in May 2017 and a Subwatershed Study Addendum completed on June 13, 2018. A second Addendum to the Subwatershed Study, completed on (Date TBD) deals with outstanding issues to be addressed at later development stages.

With the Subwatershed Study completed, the Town then turned to the main task at hand, which was the development of a Land Use Plan that would implement the Vision and Guiding Principles established at the outset of the process and establish in a more concrete way how the community will be designed and what it will look like. This also involved the consideration of the extensive comments that were received in 2014 on the three concept plans.

The extent of the Natural Heritage System that was developed by the Subwatershed Study on the Vision Georgetown lands is both an opportunity and a constraint.

While development is generally not permitted within the Regional Natural Heritage System, development for conservation purposes or other compatible development may be permitted including development/site alteration associated with passive recreation, restoration and landscape enhancement works.

As a consequence, the opportunity existed as part of the development of the Land Use Plan to maintain a protected and linked natural heritage system, including a continuous system of trails and connections through the Vision Georgetown lands to provide for the connectivity as articulated in Guiding Principles 1, 3, 8 and 10.

ROAD NETWORK

The next factor considered was the road network.

In this regard, initial transportation assessments determined that a key requirement of the future development of the Vision Georgetown lands should involve one continuous north-south collector road that would provide for north-south travel through the Vision Georgetown lands and which would be primary route for transit when it is introduced.

In addition, and given the rectangular shape of the Vision Georgetown lands, it was also determined that there be three east-west collector roads extending between the Eighth Line and Trafalgar Road to provide east-west connectivity.

Establishing these four key collector roads as the spines of the new community also implements Guiding Principles 1, 4, 8, 10 and 12.

COMMUNITY CORE

There was a desire expressed throughout the public consultation process for a Community Core area that would serve as a focal point of the community.

With the above in mind, the Community Core extends along Street A between Streets B and C. The intent is to create a linear north-south Community Core that has at its centre the secondary school, the community park, the Town Square Park and the community centre/library.

Also included in the Community Core are high-density residential mixed use areas that are concentrated at the northern and southern extent of the Community Core. Within these buildings, provision will be made for non-residential uses on the ground floor. In addition to the above, a Core Commercial area is also planned, with non-residential uses being required on the ground floor.

The northern extent of the Community Core area is also located 250 metres to the east of the intersection of Trafalgar Road and Street B where a local commercial mixed use area is proposed. It is anticipated that this local commercial mixed use area will be the site of a number of retail uses, including potentially a food store and a drug store and similar types of uses. Notwithstanding its location on Street B, a more detailed review of its location will be carried out as part of the Community Core planning process required by the Secondary Plan.

Prior to the consideration of individual applications within the Community Core, a Community Core Plan will be required to guide development applications. The Community Core Plan will be prepared to the satisfaction of Council and contain the following:

- a) A detailed overall land use plan, identifying the location of all of the proposed uses and in particular the location of medium and high density residential uses;
- b) A detailed phasing plan that describes the sequencing of development and the timing of any infrastructure improvements; and
- c) A feasibility study on the establishment a cogeneration plant (also known as CHP - Combined Heat & Power) in the Community Core area.

A key element of the Community Core Plan will involve demonstrating how various land uses can share amenities such as open space and other facilities such as parking

and loading areas. In this regard, the co- location of uses within buildings and on individual properties is strongly encouraged. In addition, barriers between public uses, particularly between parks and schools should be eliminated wherever possible.

MAJOR COMMERCIAL AREA

Once the Natural Heritage System, the collector road network and the community core area with its associated uses was established, the next element of the plan that had to be determined was the location of the one major commercial area which would be the site of a larger food store and related retail uses.

Given that Guiding Principle 6 requires that retail needs be established in a timely manner in the new urban area, locating this major commercial area in an area anticipated to be within an early phase of the development was considered crucial.

In addition, it was determined that such a major commercial area had to be located on an arterial road to provide the basis for its success and that it should be located in a manner that could easily benefit the existing community of Georgetown South. As a consequence of the above, the major commercial area was located in the southeast corner of the Vision Georgetown lands at the intersection of the Eighth Line and 10 Side Road.

LOCAL COMMERCIAL MIXED USE AREA

In addition to the local commercial area mixed use area on Trafalgar Road and within the Community Core, a second local commercial mixed use area was located at the intersection of the Eighth Line and the extension of Miller Drive (Street B) to provide opportunities for retail and other service uses in this part of the Vision Georgetown lands.

DISTRIBUTION OF RESIDENTIAL USES

With the above elements in place, the next task involved distributing the residential development types throughout the Vision Georgetown area. In this regard, the following categories were established:

- Low density residential area - single and semi-detached dwellings with permissions for townhouse dwellings accessed by either a street or a lane;

- Medium density residential area - street townhouses, block townhouses, stacked townhouses, back to back townhouses and walk-up apartments accessed either by a street or rear lane;
- High density mixed use - mid-rise apartment buildings with permissions for ground floor retail.

In order to support the new Community Core area, high-density mixed use areas are located near the intersections of Streets A and B and Streets A and C. One other high-density residential mixed use area is located to the north of the major commercial site.

Medium density areas are distributed throughout the Secondary Plan area and are located on the Arterial and Collector Roads.

SCHOOLS AND PARKLAND

Once a determination of where the medium and high-density development would be ideally located, the next step in the process was the identification of where the five required elementary schools should be located along with an associated neighbourhood or local park.

In this regard, they were distributed throughout the Vision Georgetown lands in a manner to enable students to walk to school. In addition, the elementary schools were all located on collector roads to provide ease of access for school busses and motor vehicles as well.

Other parkland was distributed through the Vision Georgetown lands to access to parkland within a 500 metre distance of residential areas. In this regard, three types of parks are proposed.

One Community Park that has an area of approximately 8.0 hectares is proposed in the vicinity of the community core. It is anticipated that this Community Park will contain sports fields and other amenities that would be used by all of the new residents.

Five Neighbourhood Parks are also proposed. Each of these parks are proposed to be located adjacent to proposed elementary schools to maximize efficiencies and encourage the sharing of amenities. A number of Parkettes are also proposed and they are located in key locations within residential neighbourhoods.

STORMWATER MANAGEMENT

Once the general arrangement of lands uses was determined, potential stormwater management facility locations were identified. These are required to ensure that all stormwater that is generated from development on the site is treated from both a quality and quantity perspective on the Vision Georgetown lands, and directed to appropriate receiving systems (watercourses and other natural features). In this regard stormwater management facilities should use contemporary and innovative technologies, be located to maximize efficiency and support natural systems, be combined where possible to reduce the number of facilities, and be sized to minimize land consumption.

In addition to the above, it was determined that a floodplain/watercourse solution was required to accommodate flows from lands to the west of Trafalgar Road and in this regard, a Stormwater Conveyance Corridor has been identified on the east side of Trafalgar Road on the Vision Georgetown lands and special policies for this area are included in the Secondary Plan.

FINAL LAND USE DISTRIBUTION

The requirement to protect lands within the natural heritage system from development and the need to ensure lands are set aside for roads, schools, parks and stormwater management has an impact on the amount of land actually available for development. In this regard, about 57% of the lands within the Vision Georgetown lands are required for public purposes as shown on the table below:

PUBLIC LAND	
Schools	21.23
Library/Community Centre	2.00
Parkland (includes cemetery)	21.14
Roads	78.18
Stormwater Management	30.00
Natural Heritage System	71.40
Stormwater Conveyance Channel	11.00
TOTAL PUBLIC LAND	234.95
DEVELOPABLE LAND	
Low Density	112.50
Medium Density	40.67
High Density	9.68
Commercial	11.04
8th Line Special Study Area	3.30
TOTAL DEVELOPABLE LAND	177.19
TOTAL LAND AREA	412.14
PUBLIC LAND	57.01%
PRIVATE LAND	42.99%

The need to set aside 57% of the land area for public purposes, along with the requirement to plan for 60 residents and jobs per hectare as per the Growth Plan has had an impact on the housing mix established by ROPA 39 and the BPE. Below is an estimate of the number of housing units and people anticipated by this Secondary Plan.

It is noted that there will also be permissions for accessory apartments in all low-density dwelling units and based on past trends, the potential exists for accessory dwellings to be in about 10% of the single detached dwellings (potential is therefore 293 additional units). In addition to the above, the potential for residential development on the major commercial and local commercial mixed-use sites has not been factored into the analysis because such development is considered a longer-term prospect.

	Units	Population
Low Density	2,925	9,519
Medium Density	2,705	6,669
High Density	1,016	1,759
Total	6,646	17,946

On the basis of the above, the table below shows the actual housing mix proposed compared to the BPE:

HOUSING MIX		
	Secondary Plan	BPE
Low	44.01%	62%
Medium	38.71%	21%
High	15.29%	17%
	6,646	100%

PART 2 - THE AMENDMENT

ITEM 1:

Section D6.3.2 of the Town of Halton Hills Official Plan is amended by replacing the word “three” with “two” in the first sentence, deleting the first bullet point, and adding the following sentence at the end of the section:

“The Southwest Georgetown lands bounded by Trafalgar Road, 10 Side Road, Eighth Line, and 15 Side Road, known as Vision Georgetown, are designated Vision Georgetown Area and are the subject of detailed Secondary Plan policies contained in Section H6 of this Plan.”

ITEM 2:

Section D6.3.3 of the Town of Halton Hills Official Plan is amended by the addition of the following sentence at the end of the section:

“A Secondary Plan has been prepared for the portion of the Future Residential/Mixed Use Area bounded by Trafalgar Road, 10 Side Road, Eighth Line, and 15 Side Road, known as Vision Georgetown, and is contained in Section H6 of this Plan.”

ITEM 3:

Section H1 of the Town of Halton Hills Official Plan is amended by the addition of the following bullet at the end of the existing section:

• *Vision Georgetown Secondary Plan”.*

ITEM 4:

Schedule A3 of the Town of Halton Hills Official Plan (Georgetown Urban Area Land Use Plan) is amended as shown on Schedule 1 attached to and forming part of this Amendment No. 32, by replacing the land use designations in the area bounded by Trafalgar Road, 10 Side Road, Eighth Line, and 15 Side Road with a designation labelled in the Legend as “Vision Georgetown Area (Regional Phasing 2021- 2031) - See Section H6”.

ITEM 5:

Schedule A3-1 of the Town of Halton Hills Official Plan (Georgetown Built Boundary and Intensification Areas) is amended as shown on Schedule 2 attached to and forming part of this Amendment No. 32, for the area bounded by Trafalgar Road, 10 Side Road, Eighth Line, and 15 Side Road.

ITEM 6:

Section H of the Town of Halton Hills Official Plan (Secondary Plans) is amended by the addition of Section H6, consisting of the following Secondary Plan text and schedules:

H6 VISION GEORGETOWN SECONDARY PLAN

H6.1 VISION STATEMENT

The Vision Georgetown community is an inspiring new urban community; distinctive in the way it looks and functions, fostering healthy lifestyles, neighbourliness, economic prosperity, and local pride. It is a resilient, sustainable, complete, and compact community, with a thriving natural heritage system. It feels like a small Town and is physically connected to the broader community of Georgetown and the Town of Halton Hills.

It honours the rich heritage of the Town, emphasizes people, and provides choices for day-to-day living. Overall, the Vision Georgetown community is an exceptional, forward thinking, and

innovative model for new community development.

H6.2 GUIDING PRINCIPLES

1. To design a community that is connected internally and integrated with the rest of Georgetown, and other surrounding communities, through a network of roads, paths and trails.
2. To provide **a** wide range of residential, commercial, and institutional uses, in a manner that reduces the need for an automobile **and supports all modes of transportation** to meet the daily needs of life.
3. To protect existing natural heritage features and areas, and their associated ecological functions, and identify a linked natural heritage and open space system.
4. To create distinct neighbourhoods that feature community focal points and bring people and activities together.
5. To provide a range and mix of housing that is available to all ages, abilities, incomes and household sizes.
6. To provide adequate retail and service commercial development in a timely manner through various commercial areas, which are designed for people and pedestrians.
7. To encourage a high standard of design that reflects existing small town character, creates a sense of place, and contributes to civic pride.
8. To ensure convenient access to a range of types and sizes of parks and public spaces, which provide opportunities for recreation, neighbourliness, community events, and cultural activities.
9. To provide a range of accessible community facilities in a timely manner and to co-locate these facilities where possible.
10. To establish a transportation system that safely and efficiently accommodates different forms of travel (including automobiles, walking, and cycling) and plans for future public transit.
11. To provide opportunities for local economic development in a manner that fosters competitiveness and a prosperous business environment.
12. To ensure **new** infrastructure is developed in a manner that minimizes social and environmental impacts, and considers long-term maintenance, operational, and financial requirements.
13. To apply sustainable development practices and encourage innovation, in order to maximize resource and energy conservation.
14. To conserve key cultural and built heritage resources as a vital link to our rich history.

H6.3 EXCELLENCE IN COMMUNITY LIVING

It is the intent of this Plan to support excellence in community living based on the application of the following principles that result in:

- a) A **well balanced community** in terms of an appropriate mix and distribution of residential densities and complementary uses;
- b) The promotion of **excellence in civic design** in both the public and private realm;
- c) An **interconnected system of open spaces**, including recreational areas and natural

features and areas;

- d) **A range of recreational and community facilities** that facilitate shared use where practical;
- e) **The integration of new roads with existing roads** adjacent to the Vision Georgetown Secondary Plan area;
- f) **An attractive built form** of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments;
- g) **Efficient transportation links** that provide for all modes of travel through and in and out of the Vision Georgetown Secondary Plan area and which are planned with a strong pedestrian orientation;
- h) **Sustainable Community and Neighbourhood design** in accordance with the Halton Hills Green Development Standards as updated from time to time; and,
- i) **Practical and cost effective innovations** to support the development of a sustainable community that encourages where possible, the application of low impact development, alternative energy sources and energy conservation, water conservation, approximate targets for an urban forest canopy and, the restoration, linkage and enhancement of natural features where appropriate.

H6.4 COMMUNITY STRUCTURE

On the basis of the natural and fixed elements that exist on the landscape, the main elements of the community structure are shown on **Schedule H6-1** and are described below:

- a) **Natural Heritage System** - this area is ~~the site~~ **comprised** of a number of natural heritage features, watercourse corridors, enhancement areas and buffer areas that will be protected and enhanced over the long term. Much of the Natural Heritage System is expected to come into public ownership as development occurs and it will be ~~the site~~ **comprised** of a number of passive recreational uses and most notably, a trail system that will link all elements of the Vision Georgetown together;
- b) **Collector Road System** - The road system is made up of one continuous north-south ~~arterial~~ **Major Collector Road Road** that would provide for north-south travel through the Vision Georgetown lands and which would be primary route for transit when it is introduced. Three east-west **Major and Minor Collector Roads collector roads** extending between the Eighth Line and Trafalgar Road (**Regional Road 3**) are also proposed to provide for east-west connectivity and to Georgetown South via extensions to Danby Road and Miller Drive. These ~~collector roads~~ **Collector Roads** are intended to provide for the movement of motor vehicles, pedestrians and alternative forms of transportation in both a north-south and east-west direction. These ~~collector roads~~ **Collector Roads** are to be planned as complete streets;
- c) **Community Core area** - This area is to be planned as the main concentration of urban activities where a fully integrated array of institutional, retail and service, recreational, cultural and supportive uses are provided. A local commercial mixed use area fronting on Trafalgar Road (**Regional Road 3**) is also included within the Community Core to meet the needs of the new residents and those travelling on Trafalgar Road (**Regional Road 3**). Included within the community core is a secondary school, Community Park and library/community centre that will be integrated with each other;
- d) **Major commercial area** - The major commercial area will be where higher order commercial uses are established to support both the existing Georgetown South community and new residents on the Vision Georgetown lands. Located to the north of the major commercial area is high density residential mixed use area. This area will also complement the existing Gellert Centre located on the east side of the Eighth Line;
- e) **Local commercial mixed use area on the Eighth Line** - This local commercial area, located at the intersection of Street B (Miller Drive extension) and the Eighth Line will

be where locally serving retail and service uses are located. Adjacent to the local commercial mixed use area is a planned elementary school and neighbourhood park that combines to form a focal point in the new community; and,

- f) **Schools** - in addition to the one secondary school proposed in the Community Core, an additional secondary school will be combined with an elementary school on 10 Side Road. Four other elementary schools are also located in central locations throughout the Vision Georgetown lands.

On the basis of the above arrangement of land uses, a number of distinct **neighbourhoods** are created, with each being the site of parks and some with schools and connected with other neighbourhoods by collector and local roads, the proposed trail system, dedicated bike lanes and multi-use pathways. The system of proposed trails dedicated bike lanes and multi-use pathways are shown on **Schedule H6-3**.

In order to support population growth on the Vision Georgetown lands, the conveyance of lands for community facilities shall keep pace with growth in the Secondary Plan area to the maximum extent possible and practical, to avoid or minimize a reduction in service standards for such facilities.

In addition to the above, and to the maximum extent possible and practical, the conveyance of lands for, and the construction of, other public infrastructure shall keep pace with the growth in the Secondary Plan area so that the impacts of such growth can be appropriately managed, both fiscally and physically.

To support the objectives above, overall development within the Secondary Plan area **shall be phased** in accordance with **Section H6.17** of this Plan.

H6.5 AMOUNT OF PLANNED GROWTH

- a) It is the intent of this Secondary Plan to accommodate approximately 18,000 residents and up to 2,025 jobs on the Vision Georgetown lands by 2031, and to establish a framework for the continued development of additional residential uses and jobs over the longer term as the area continues to evolve and mature into a dynamic urban area;
- b) The planned density for the Vision Georgetown lands is approximately 60 residents and jobs per hectare, with the calculation being net of the lands within the Natural Heritage System, and net of the lands within the **stormwater conveyance Future Natural Channel Corridor** on the east side of Trafalgar Road, the final alignment and area of which will be included in the Natural Heritage System in the future;
- c) The number of residents and housing units by type are below:

	Units	Population
Low Density	2,925	9,519
Medium Density	2,705	6,669
High Density	1,016	1,759
Total	6,646	17,946

- d) In addition to the above, the potential exists for approximately 300 additional dwelling units to be developed in the form of accessory apartments. The longer term potential also exists for residential development on the Major Commercial Area and Local Commercial Mixed Use Area designations; and,
- e) Housing targets by dwelling unit type for the Vision Georgetown lands are below:

HOUSING MIX		
	Secondary Plan	BPE
Low	44.01%	62%
Medium	38.71%	21%
High	15.29%	17%
	6,646	100%

H6.6 IMPLICATIONS OF PLANNED DENSITY ON BUILT FORM

The target number of people and jobs to be planned for will have a significant impact on built form, resulting in a mix of singles, semi-detached, townhouses and apartments.

In order to achieve this planned density, this Secondary Plan provides for and anticipates that:

- a) The proportion of dwelling units made up of single detached dwellings will be less than in other recent developments in Halton Hills - and this has the effect of providing more housing units on less land;
- b) Lot sizes, particularly for single and semidetached dwellings will generally be smaller than in other areas of the Town;
- c) Most new buildings will generally be located closer to the street to maximize the use of land and provide for a more pedestrian oriented environment;
- d) Rear public or private laneways will be permitted in strategic locations on the arterial and major collector roads to provide access that minimizes conflicts and provides for a more pedestrian oriented environment;

- e) The proportion of land devoted to surface parking may potentially be reduced in areas where a mix of uses is proposed and shared parking is possible, such as in the Community Core area which has the effect of providing additional land for new dwelling units and other uses;
- f) The amount of land covered by commercial and institutional buildings in relation to lands used for parking and open space uses will increase to reduce the amount of land area required for these uses;
- g) There also will be more of a reliance placed on on-street parking and lay-by lanes in key strategic locations internal to the community, such as the Community Core area; and
- h) There will be a greater emphasis on the integration of all land uses to make more efficient use of land.

H6.7 SUSTAINABLE DEVELOPMENT

H6.7.1 INTRODUCTION

- a) It is the intent of the Town that development and redevelopment is carried out in a manner that furthers the goals and objectives of this Plan, and particularly those that deal with sustainable development and healthy communities;
- b) In addition to the above, the Town will also consider developing and implementing a range of appropriate mechanisms and tools to promote and facilitate new development and redevelopment that addresses the sustainability objectives and policies of this Plan; and,
- c) One of these mechanisms and tools are the Town's Green Development Standards, and it is the intent of this Plan that new development within the Secondary Plan area will comply with the standards established by the Town's Green Development Standards as updated from time to time.

H6.7.2 OBJECTIVES

It is the objective of the Town to:

- a) Encourage land use and development patterns that support the health and well-being of the people of Halton Hills and contribute to a higher quality of life;
- b) Promote the development of complete, sustainable and healthy communities that create and improve physical and social environments and expand community resources which enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential, including:
 - i) Providing choices and opportunities for all residents of all ages, by providing a diverse range of housing types, transportation modes, employment options, and recreation or leisure activities, including opportunities for local food production; and
 - ii) Efficiently managing the natural and social resources of the community to achieve the optimal benefits for all residents of all ages;
- c) Recognize that the built environment plays a critical role in shaping the physical, psychological and social health of individuals and the communities they live within;
- d) Recognize that a number of factors, such as land use patterns, transportation networks, public spaces and natural systems can all promote increased physical activity, psychological well-being and healthier lifestyles for residents;
- e) Ensure the development of healthy and sustainable communities with an emphasis on the importance of design and green infrastructure;
- f) Recognize that healthy communities attract investment and labour, particularly for those working at home, in small spaces and in a collaborative setting;
- g) Adapt to and mitigate the impacts of climate change through the creation of resilient

communities;

- h) Ensure that development and land use patterns consider the impacts of climate change;
- i) Promote improved accessibility for persons with disabilities and the elderly;
- j) Coordinate with other service providers, municipalities, government agencies, non-profit, and private partners to deliver, and where appropriate, to lead, healthy communities initiatives;
- k) Coordinate and appropriately deliver where possible social and community services to meet the needs of the population, including co-location or clustering of facilities in strategic locations to facilitate maximum access by residents and visitors; and,
- l) Promote public art to help create distinctive areas and people-places.

H6.7.3 VISION GEORGETOWN SUSTAINABLE DESIGN GUIDELINES

H6.7.3.1 INTRODUCTION

The Vision Georgetown Sustainable Design Guidelines prepared in support of this Secondary Plan provide a suite of proactive and forward thinking design considerations for the planning and development of the Vision Georgetown lands. These Guidelines are intended to be read in conjunction with this Plan and assist in the review of development applications.

The sections below from the Vision Georgetown Sustainable Design Guidelines include a number of objectives that are to be considered as this Secondary Plan is implemented.

H6.7.3.2 NATURAL HERITAGE PROTECTION

The primary goal of natural heritage system protection in the Vision Georgetown Secondary Plan is to increase the certainty that the biological diversity and ecological functions of the area and the broader Natural Heritage System will be preserved and enhanced for future generations. Appreciation for natural areas also contributes to the quality of life that Georgetown residents enjoy. Future growth and development should be planned and constructed in such a way as to preserve and enhance the Natural Heritage System, while also providing access to educational and recreation opportunities through a network of parks, trails, and public spaces, where appropriate. On the basis of the above, it is the objective of this Plan that:

- a) Community members of all ages are provided access and opportunities to connect with and enjoy the natural environment;
- b) Streets and roads be planned to reduce impacts on the natural heritage system features and functions, and be designed to accommodate transit, cyclists and pedestrians as well as motor vehicles;
Streets and roads shown crossing the Natural Heritage System on Schedules H6-1 to H6-3 are planned to minimize impacts on the natural heritage system features and functions, and be designed to accommodate wildlife passage, transit, cyclists and pedestrians as well as motor vehicles.
- c) Streets and roads that have not been identified on Schedules H6-1 to H6-3 are planned to ensure there are no negative impacts on the Natural Heritage System features and functions, and be designed to accommodate transit, cyclists and pedestrians as well as motor vehicles.
- d) Streets and parking areas be designed to encourage infiltration into the ground with permeable paving where possible;
- e) The location and orientation of buildings frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Georgetown;
- f) Pedestrian and multi-use trails provide access to and through parks and where

appropriate, the Natural Heritage System, to help encourage active transportation as a viable means of both recreation and transportation;

- g) Community initiatives, which educate and celebrate the importance of the natural environment are supported;
- h) Community awareness about climate change is promoted, and local action to help preserve the environment is supported; and,
- i) Natural Heritage System features and functions are monitored with established targets, measurable objectives and adaptive management responses through the development process as per the Subwatershed Study and **Addendums** **Addenda** and Environmental Implementation Reports.

H6.7.3.3 ENERGY EFFICIENCY AND PRODUCTION

- a) The feasibility of establishing a cogeneration plant (also known as CHP - Combined Heat & Power) in the Community Core area be explored through the required Community Core Plan required by Section H6.10.2;
- b) Throughout the Secondary Plan area, new developments are encouraged to incorporate both active and passive strategies to reduce demand and increase energy efficiency to minimize the impact on the conventional energy distribution network, while also promoting the use of alternative clean and renewable energy sources. On the basis of the above, it is the objective of this Plan that, where feasible:
 - i) Programs and partnerships to leverage municipal investment and demonstrate excellence in energy efficient design be promoted;
 - ii) Passive strategies in building design and construction be employed to reduce total energy consumption and peak energy use;
 - iii) Renewable energy technologies be integrated into the building façade, roof and site design, while not detracting from the public realm;
 - iv) Renewable energy production be showcased as prominent design elements to promote their use;
 - v) The integration of active renewable energy production facilities onsite to help offset conventional demand be considered when larger institutional, commercial and residential buildings are developed;
 - vi) New buildings attain a level of sustainability with particular attention to achieving energy use reduction credits through the Halton Hills Green Development Standards;
 - vii) Reflective or light-coloured roofs, or other alternatives be considered for medium and high density residential, commercial, industrial and institutional buildings where green roofs are not feasible, to reduce the urban heat island effect and energy expenditure for climate control;
 - viii) Alternative or renewable energy sources such as solar panels are encouraged to be incorporated within building designs;
 - ix) Lighting for pedestrian and multi-use trails should, where feasible, implement solar panels to reduce energy demand from non- renewable sources;
 - x) Other methods for improving energy efficiency and air quality such as earth source energy, passive solar design, building orientation, ventilation, increased insulation, photovoltaic panels, green roofs, cool roofs, and high quality windows be considered;
 - xi) Net zero or net zero ready buildings be encouraged; and

- xii) Energy efficient lighting fixtures and appliances are encouraged.

H6.7.3.4 WILDLIFE HABITAT PROTECTION

New neighbourhoods will not be the exclusive domain of human beings, with the habitat being shared with many wildlife species. Bees, butterflies and birds are especially important as pollinators but are particularly vulnerable to changes in their habitat and migratory routes. On the basis of the above, it is the objective of this Plan that:

- a) Community gardens and public parks prioritize low-maintenance, drought resistant species;
- b) Bio-diversity be encouraged through the selection of native, non-invasive species of plant life;
- c) In order to ensure adequate nectar and pollen supply throughout the year, consideration be given to a range of flowering species which blossom successively throughout the spring, summer and fall seasons;
- d) Large expanses of glazed areas on buildings employ bird strike deterrent strategies;
- e) Building systems, as appropriate, be set up to automatically turn off major lighting after hours or direct light away from the Natural Heritage System ~~natural heritage system~~ once the sun has set to reduce energy use and minimize interference with the flight patterns of migratory birds; and
- f) Linkages are established between wildlife habitat features, including consideration for opportunities at proposed road crossings, to maintain habitat connectivity and wildlife passage.

H6.7.3.5 WASTEWATER, WATER AND STORMWATER MANAGEMENT

The locations of stormwater management facilities as shown on the Secondary Plan schedules represent their general location. The final location and configuration of such facilities will be more specifically delineated through an Environmental Implementation Report (EIR). Further refinement of the locations and sizes may be done through an applicable Stormwater Management Plan prepared in support of individual development applications.

Throughout the community, development should be designed to conserve water use and to manage stormwater on-site through Low Impact Development techniques such as bioswales, rainwater harvesting systems, infiltration trenches, and stormwater management facilities. On the basis of the above, it is the objective of this Plan that:

- a) New buildings be designed where possible to collect rainwater for irrigation on site, and reduce excess stormwater runoff, which carries pollutants into natural waterways and groundwater recharge areas, with these features allowing for the consideration of reduced sizes for stormwater management facilities;
- b) Stormwater management features be strategically located to take advantage of the existing topography and drainage patterns and to minimize their footprint;
- c) Stormwater management features be developed as naturalized facilities, and incorporate native planting to help support pollinator species, and enhance biodiversity;
- d) Stormwater management facilities be designed to support key features and ecological functions of ~~in~~ the Natural Heritage System ~~natural heritage system~~;
- e) Rainwater harvesting systems, such as rain barrels and other simple cisterns, be installed where feasible to capture rainwater, which can be used for landscape irrigation, thereby reducing unnecessary use of potable water;
- f) All buildings be designed for efficient water use using conventional methods, such as ultra-

low flow fixtures and dual flush toilets and other innovative water saving measures like waterless urinals, and grey-water recycling systems;

- g) The re-use of relatively clean domestic waste water, or “grey water”, often from laundry machines, sinks, showers, baths and other appliances be encouraged to help minimize the use of the potable water supply;
- h) Landscaped areas be located to optimize water infiltration potential;
- i) Landscaping of public and private facilities utilize drought tolerant native and non-invasive species that require minimal irrigation;
- j) Surface parking areas minimize the use of impervious surface materials, such as through the incorporation of permeable pavers and trenches, where feasible;
- k) Impermeable hard surfaced areas (i.e. driveways and parking areas) be reduced and opportunities for ground water infiltration be encouraged; and
- l) Rain gardens, complete with native plant species and soil media, be encouraged to detain, infiltrate and filter runoff discharge from roof leaders, or integrated into surface parking areas where feasible.
- m) In addition, stormwater management facilities shall be located and designed such that they will accommodate the interim and ultimate roadway drainage (quality and quantity) for Trafalgar Road (Regional Road 3), as identified in the Trafalgar Road (Regional Road 3) Corridor Study - Steeles Avenue to Highway 7, MCEA Study, and for 10 Side Road (Regional Road 10).

H6.7.3.6 LOCAL FOOD PRODUCTION

Throughout the community, opportunities should be sought to highlight local food production, urban agriculture and community gardens. On the basis of the above, it is the objective of this Plan that:

- a) Open spaces, including the natural heritage system, and roof tops on buildings that receive good sunlight be designed to incorporate urban agriculture and community gardens where appropriate;
- b) Space be allocated in the public realm for the retail sale of locally grown food;
- c) The selection of native, low maintenance and drought resistant plants be prioritized to minimize the spread of invasive species; and
- d) Local agricultural products are promoted to help ensure that they remain productive components of the local economy.

H6.7.3.7 MATERIAL SELECTION AND SOLID WASTE MANAGEMENT

New development and construction should incorporate sustainable materials and promote waste diversion strategies in order to minimize environmental impacts and reduce the amount of waste heading to conventional landfill sites. On the basis of the above, it is the objective of this Plan that:

- a) Light coloured materials be considered for large hardscape areas such as surface parking lots, driveways, pedestrian walkways and urban plazas;
- b) The use of salvaged or re-purposed construction materials for new buildings and public spaces, including the use of such materials for the construction of roads, multi-use pathways and trails be encouraged wherever feasible;
- c) Construction materials containing post-consumer waste or recovered materials be used in new construction, where permitted and feasible;

- d) Building materials be selected based on their durability, energy efficiency, lifecycle cost, and environmental impact; and
- e) Waste Reduction Plans be prepared for use during the construction process.

H6.7.3.8 GREEN ROOFS

Green roofs or vegetated roofs serve to absorb rainwater and reduce stormwater runoff, provide additional insulation to the building envelope, create habitat for wildlife and pollinators, and help mitigate the urban heat island effect.

On the basis of the above, it is the objective of this Plan that:

- a) Green roofs be encouraged throughout the community, as appropriate;
- b) Where green roofs are accessible, use of these spaces for local food production be encouraged; and
- c) Where green roofs are not easily accessible, the use of native, low maintenance plant species is encouraged.

H6.7.3.9 INNOVATION AND FUTURE TECHNOLOGIES

Part of planning for sustainability today means preparing for the seamless integration of the technologies and systems of tomorrow. Everyday renewable energy technologies become smaller, more affordable and more efficient. On the basis of the above, it is the objective of this Plan that:

- a) Where possible, the consideration for the integration of future technologies and infrastructure be part of community planning and design;
- b) Charging stations, which supply electricity for electric vehicles, be encouraged in new developments and parking lots and be incorporated into the design of high density development and mixed use buildings, as well as small and large-format commercial buildings and institutional buildings; and,
- c) All ground oriented developments be required to install a 240v electrical connection in all garages to facilitate the installation of car chargers at a later date and that all Part 3 and Part 9 buildings be required to provide EV charging within associated parking areas in keeping with current Ontario Building Code regulations.

H6.8 DESIGNING STREETS FOR ACTIVE TRANSPORTATION

Schedule H6-3 shows the Vision Georgetown Transportation Network. One of the keys to the success of the Vision Georgetown Secondary Plan will be the ease by which residents and others travel through the community and to adjoining areas. On the basis of the above, it is the objective of this Plan that:

- a) A comprehensive and integrated continuous trail network be established, in order to contribute to the establishment of walkable, bicycle friendly and active neighbourhoods;
- b) Trails, where feasible and appropriate, be utilized to create connections and linkages between parks, the Natural Heritage System, the community core, community facilities, and other activity nodes throughout Vision Georgetown;
- c) New trails provide seamless connections to Georgetown's existing active transportation network;
- d) Street and block configurations provide street exposure for natural features, and strengthen their presence as focal features;
- e) Streets be designed, where appropriate, to reflect complete street design principles, in

order to balance the competing needs of pedestrians, cyclists, transit users and motorists;

- f) Streets be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns;
- g) Street patterns provide continuous, safe and comfortable avenues of public movement and promote connections to neighbourhood focal points;
- h) Street patterns establish significant views and vistas, where feasible;
- i) Block lengths should generally range between 200 and 250 metres and in special circumstances, where blocks lengths exceed 250 metres, a through-block pedestrian walkway should be provided;
- j) Collector Roads have an urban character, and be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit and motorists;
- k) Dedicated bicycle lanes, with a minimum width of 1.5 metres, be provided on either side of Major Collector Roads and on one side of Minor Collector Roads;
- l) Multi-use paths, with a minimum width of 3 metres, be provided on one side of Major Collector Roads outside of the Community Core;
- m) Local Roads be designed with equal consideration given to the needs, safety and comfort of pedestrians and motorists, and reflect an intimate, pedestrian-scaled neighbourhood setting;
- n) Window Roads be considered adjacent to Arterial Roads, in order to promote neighbourhood visibility and provide a street-oriented built form presence, while eliminating the need for rear lotting; and,
- o) Public or private laneways be considered in strategic locations adjacent to Arterial and Collector Roads, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways.
- p) The most current Regional Active Transportation Plan is to be considered when implementing the active transportation policies of this Plan. Land uses should be aligned to support all modes of transportation while maintaining the mobility function of Major Arterial Roads.

H6.9 BUILT FORM AND THE PRIVATE REALM

All development applications shall be supported by urban design guidelines. Proponents shall have regard to the final version of the 'Vision Georgetown Sustainable Design Guidelines'.

In addition to the above, it is the objective of this Plan that:

- a) Sites be planned and designed in keeping with Accessibility for Ontarians with Disabilities Standards (2005) and Crime Prevention Through Environmental Design Principles;
- b) New development be planned to attain a level of sustainability by complying with the Town's Green Development Standards;
- c) Landowners consider seeking current LEED Neighbourhood Development Certification, achieving efficiencies in the following categories: Smart Location and Linkage, Neighbourhood Pattern and Design, Green Infrastructure and Buildings, and Innovation and Design Process;
- d) Landowners consider seeking current LEED Building Design and Construction Certification, achieving efficiencies in the following categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation and Design Process;

- e) Landowners consider seeking current LEED Homes Certification, achieving efficiencies in the following categories: Location and Transportation, Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation;
- f) The primary facade of all buildings in Vision Georgetown relate directly to the street and be sited generally parallel to it, creating a well- balanced, human-scale street and building relationship, which encouraged pedestrian activity;
- g) Where building elevations are visible from adjacent streets and open spaces, a variety of massing be achieved through alternative facade treatments, roof line, emphasis, building projections, materials, colours and certain architectural styles;
- h) A variety of roof types and forms should be provided, and be selected on a case-by-case basis, in order to ensure consistency with the architectural style of the buildings; and
- i) All buildings are designed to individually and collectively contribute to the character of the surrounding neighbourhood or district.

H6.10 COMMUNITY CORE

H6.10.1 LONG TERM VISION

- a) The Community Core shown on **Schedule H6-1** is envisioned as an important character area that functions as the primary gathering place in Vision Georgetown, and allow for various amenity and programming opportunities aimed at providing purpose and interest throughout the day and evening. Land use policies applying to the land use designations in the Community Core shown on **Schedule H6-2** are contained in **Section H6.11** of this Plan;
- b) Place making is critical to the long- term success of the Community Core, which shall strive to achieve a setting that reflects high quality design, where people can live, work, shop, learn and play;
- c) Streets within the Community Core will be planned as complete streets to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. In particular, the streets will be pedestrian oriented, and accessible for people of all ages and abilities. They will be framed by animated building edges including wide sidewalks, weather protection, lighting and wayfinding. A network of public and semi-private open spaces and pathways will be created to complement the Natural Heritage System and increase accessibility to outdoor open space, local public parks, and the Community Park;
- d) A mix of uses should be planned for that attracts a diversity of people throughout the day and evening, including seniors, students, shoppers, recreation and library facility users, cyclists and other residents; and,
- e) It is the intent of this Plan that the right conditions are created in the Community Core to encourage the short trip over the long trip. The variety of functions and amenities within the Community Core is intended to attract pedestrians from the surrounding neighbourhoods as an alternative to residents using their cars to go elsewhere for some of their day-to- day recreation, leisure and shopping requirements.

H6.10.2 REQUIREMENT FOR A COMMUNITY CORE PLAN

- a) Prior to the consideration of individual applications within the Community Core, a Community Core Plan shall be prepared first to guide development applications. The limits of the Community Core Plan area shall be developed to the satisfaction of the Town and in consultation with the Region. ~~in consultation with the Town.~~
- b) The Community Core Plan shall be prepared to the satisfaction of Council and contain the following:
 - i) A detailed overall land use plan, identifying the location of all of the proposed uses and in particular the location of medium and high density residential uses and the Local Commercial Mixed Use Area;

- ii) A detailed phasing plan completed to the satisfaction of the Town in consultation with the Region that describes the sequencing of development and the timing of any infrastructure improvements.
 - iii) A plan showing the location of any future public lands that may be dedicated to the Town as part of the approval process;
 - iv) The proposed built-form of the development including type, height, and architectural treatments;
 - v) The location of appropriate access points onto the abutting road and trail network;
 - vi) The location of pedestrian, bicycle, vehicular and service circulation and access and parking areas in the context of the overall parking management strategy; and,
 - vii) Measures that implement the feasibility study required by Section H6.7.3.3a) of this plan as appropriate, and where it has determined to be feasible to establish a cogeneration plant (also known as CHP - Combined Heat & Power) in the Community Core area.
 - viii) Measures that implement the environmental mitigation and enhancement recommendations contained in the final approved EIR required by subsection H6.13.4 of this Plan, or the final approved Subwatershed Study if an EIR has not yet been approved.
- c) A key element of the Community Core Plan required above will involve demonstrating how various land uses can share amenities such as open space and other facilities such as parking and loading areas. In this regard, the co-location of uses within buildings and on individual properties is strongly encouraged. In addition, barriers between public uses, particularly between parks and schools should be eliminated wherever possible.

H6.10.3 COMMUNITY HUBS

- a) The Town supports and encourages buildings and structures to be utilized to their fullest potential for the provision of programs and services, provided or subsidized, by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs or cultural services. When and where available these uses are encouraged to co-locate within the Community Core as a Community Hub; and
- b) Community Hubs may offer school-community partnerships, respond to local service or recreational needs, and provide more efficient and sustainable services, improved access to services and a positive social return on the investment to the community.

H6.10.4 COMMUNITY USES IN THE COMMUNITY CORE

A secondary school and a community centre/library are planned in the Community Core. It is the objective of this Plan that:

- a) The secondary school, the community centre/library and the neighbouring Town Square Park and Community Park be the subject of an integrated planning process that is undertaken in conjunction with the Community Core Plan required by Section H6.10.2 or through a separate public sector led process that ensures that all uses relate to each other, share space and land wherever possible and be designed in a manner where all uses complement each other;
- b) The secondary school and community centre/library incorporate the highest standard in architectural and sustainable design, with equal priority given to all visible building facades;
- c) The secondary school and community centre/library embody a distinct visual identity, while respecting the character of the Community Core and surrounding neighbourhoods through the complementary use of architectural styles;

- d) The library and community centre animate the two Collector Roads they front on, as well as the adjacent Town Square Park and Community Park, with active interior uses such as pools, gymnasiums, atriums, and cafeterias, where appropriate; and
- e) The secondary school and community centre/library promote safety and ease of access through well-defined entrances and windows facing the public streets and primary walkways.

H6.11 LAND USE DESIGNATIONS IN THE COMMUNITY CORE

H6.11.1 OVERVIEW

- a) **Schedule H6-2** identifies the land use designations that apply in the Community Core. The land use designations are listed below:
 - i) Core Commercial Area;
 - ii) High Density Residential Mixed Use Area;
 - iii) Local Commercial Mixed Use Area;
 - iv) Medium Density Residential Area;
 - v) Major Institutional Area; and
 - vi) Major Parks and Open Space Area.
- b) In instances where the policies and designations contained in **Section H6.11** vary with the policies within **Part D** of this Plan, the more specific and detailed policies of this Section shall prevail, provided the overall intent of the Official Plan is maintained;
- c) A Community Park within the Major Parks and Open Space Area designation is also planned in the Community Core and policies on the Community Park are contained in **Section H6.16.4** of this Plan; and,
- d) A Town Square Park is also planned in the Community Core and policies on the Town Square Park are contained in **Sections H6.11.9** and **H6.16.7** of this Plan.

H6.11.2 CORE COMMERCIAL AREA

H6.11.2.1 GOAL

It is the intent of this Plan that the **Core Commercial Area** designation be planned to accommodate low to mid-rise building forms and accommodate non-residential uses in the first storey.

H6.11.2.2 PERMITTED USES

- a) Main permitted uses are limited to:
 - i) Non-residential uses including child care centres, retail uses, personal service uses, office uses and restaurants in the first storey of any building located adjacent to a Collector Road;
 - ii) Public service uses;
 - iii) Multiple dwellings;
 - iv) Block townhouse dwellings; and,
 - v) Low-rise apartment dwellings.
- b) Permitted complementary uses are set out below:
 - i) Home occupations subject to **Section D1.3.1.4** of this Plan; and,
 - ii) Accessory apartments subject to **Section D1.3.1.6** of this Plan.

H6.11.2.3 DENSITY AND HEIGHT

The density range shall be 40 to 120 units per net residential hectare and the maximum building

height shall not exceed five storeys.

H6.11.2.4 SPECIAL DEVELOPMENT POLICIES

- a) Residential uses shall not be permitted on the ground floor within 12 metres of the edge of the Collector Road with this floor area being reserved for permitted non-residential uses;
- b) The development of activities that spill out into the street and other public spaces is strongly encouraged; and,
- c) Some reliance will be placed on on-street parking to meet parking demand for permitted non-residential uses, as set out in the required Community Core Plan.

H6.11.3 HIGH DENSITY RESIDENTIAL MIXED USE AREA

H6.11.3.1 GOAL

It is the intent of this Plan that the **High Density Residential Mixed Use Area** designation be planned to accommodate a range of housing types with permissions for non-residential uses in the Community Core Area.

H6.11.3.2 PERMITTED USES

- a) Main permitted uses are apartment dwellings and long term care homes and retirement homes;
- b) Stacked, block townhouse and multiple dwelling units may be considered provided they are not located closer than 50 metres from the intersection of two Collector Roads or the intersection of an Arterial Road and Collector Road, since these intersections are to be reserved for apartment dwellings, long term care homes and retirement homes;
- c) Permitted complementary uses are set out below:
 - i) Home occupations subject to Section D1.3.1.4 of this Plan; and,
 - ii) Non-residential uses including child care centres, places of worship, retail uses, personal service uses, office uses and restaurants in the first storey of any building located adjacent to a Major Collector Road.

H6.11.3.3 DENSITY AND HEIGHT

- a) The density range shall be 75 to 200 units per net residential hectare and the maximum building height shall not exceed six storeys. The minimum building height shall be four storeys.

H6.11.3.4 SPECIAL DEVELOPMENT POLICIES

- a) The first storey of buildings within 50 metres of the intersection of two Collector Roads or the intersection of a Collector and Arterial Road shall be designed to accommodate permitted non-residential uses over the long term. In this regard and where non-residential uses are planned, glazing should occupy about 50% of the first storey façade and first storey heights should be designed to accommodate a range of non-residential uses;
- b) If non-residential uses are proposed, some reliance will be placed on on-street parking to meet parking demand for permitted non-residential uses, as set out in the required Community Core Plan;
- c) Buildings should incorporate a high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades; and,
- d) Buildings should be designed to have articulated facades primarily on the upper floors to provide for a more visually pleasing streetscape.

H6.11.4 LOCAL COMMERCIAL MIXED USE AREA

H6.11.4.1 GOAL

It is the intent of this Plan that the **Local Commercial Mixed Use Area** designation be primarily the site of retail and personal service uses that are designed to be transit supportive and pedestrian oriented. Residential uses may also be permitted provided local commercial uses are also developed.

H6.11.4.2 PERMITTED USES

Permitted uses are set out below:

- a) Commercial fitness centres;
- b) Child care centres;
- c) Medical offices;
- d) Private and commercial schools;
- e) Restaurants;
- f) Retail and service commercial uses;
- g) Public service uses;
- h) Places of Worship;
- i) Multiple dwellings;
- j) Block townhouse dwellings;
- k) Stacked townhouse dwellings; and,
- l) Low-rise apartment dwellings.

H6.11.4.3 SPECIAL DEVELOPMENT POLICIES

- a) Local Commercial Mixed Use Area sites should have an approximate area of 2.5 hectares;
- b) The planned built form characteristics for this designation encourage the development of a wide variety of building forms that are generally low to mid rise in height. In this regard, the maximum height shall be three storeys;
- c) A smaller scale of commercial use is anticipated with emphasis on good building/street relationships. On this basis, below is the design and built form criteria that shall be applied in the **Local Commercial Mixed Use Areas**:
 - i) Buildings should be located on or close to the street line to reinforce a strong street edge;
 - ii) Front yard parking shall not be encouraged and larger parking areas shall be set back an appropriate distance from the street edge, or landscaped to ensure that the majority of the street edge is the site of buildings or landscaping;
 - iii) A strong street edge landscape treatment should be provided to contribute to the streetscape; and,
 - iv) Well-delineated pedestrian walkways should be provided between the street and main entrances.
- d) The development of pedestrian oriented focal points that are walkable from nearby areas is required to be a key component of development in the **Local Commercial Mixed Use Area** designation. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreation uses, possible public or private programmed activities and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces;

- e) Permitted residential uses may be considered provided:
- i) No less than 50% of the ground floor of all buildings on the lands within the Local Commercial Mixed Use Area designation is the site of, or planned to be site of, non-residential uses;
 - ii) The function of the lands as a focal point and local destination for goods and services is maintained or enhanced;
 - iii) The non-residential uses on the site are visible from surrounding roads to encourage their viability; and,
 - iv) The density range shall be 40 to 120 units per net hectare.

H6.11.5 MEDIUM DENSITY RESIDENTIAL (IN COMMUNITY CORE)

H6.11.5.1 GOAL

It is the intent of this Plan that the **Medium Density Residential Area** designation be planned to accommodate a range of medium housing types in the Community Core and elsewhere on the Vision Georgetown lands where permitted.

H6.11.5.2 PERMITTED USES

- a) Main permitted uses are multiple, street townhouse, block townhouse, stacked townhouse; back-to-back townhouse and low-rise apartment dwellings and long term care homes and retirement homes.
- b) Permitted complementary uses are set out below:
 - i) Home occupations subject to **Section D1.3.1.4** of this Plan; and
 - ii) Accessory apartments subject to **Section D1.3.1.6** of this Plan.

H6.11.5.3 DENSITY AND HEIGHT

The density range shall be 30 to 120 units per net residential hectare and the maximum building height shall not exceed four storeys.

H6.11.5.4 SPECIAL DEVELOPMENT POLICIES

- a) All medium density development in the Community Core shall be accessed by Local Roads or private or public lanes to minimize access onto Collector roads and support the development of complete streets;
- b) Buildings fronting on the Collector Roads in the Community Core shall have its main facade facing the Collector Road and be located close to the street and designed to frame the street; and,
- c) In areas outside of the Community Core, direct access to Arterial Roads and Collector Roads for individual dwelling units is not permitted.

H6.11.6 MAJOR INSTITUTIONAL AREA

H6.11.6.1 GOAL

It is the intent of this Plan that the **Major Institutional Area** designation in the Community Core be the site of a Secondary School and other community facilities such as a library/community centre that supports the Community Core and the broader Georgetown community.

H6.11.6.2 PERMITTED USES

- a) Permitted uses in the **Major Institutional Area** designation are limited to Secondary Schools and other community facilities such as a library and community centre. Public service uses are also permitted to support the development of a community hub. The location of both the secondary school and the library and community centre is shown on **Schedule H6-2**;
- b) Minor changes to the location of the planned library/community centre are permitted,

provided it continues to be functionally connected with the planned Community Park and Secondary School;

- c) Notwithstanding **Section F8.1.1** of this Plan, both medium and high-density uses are permitted if the Secondary School site within the Community Core is not required;
- d) If the Secondary School is not required, an amendment to the Community Core Plan as specified in **Section H6.10.2** would be required; and
- e) Minor changes to the location of the planned Secondary School are permitted, provided it continues to be functionally connected with the planned Community Park and the library/community centre.

H6.11.7 MAJOR PARKS AND OPEN SPACE AREA

H6.11.7.1 GOAL

It is the intent of this Plan that the **Major Parks and Open Space Area** designation in the Community Core be the site of a Community Park and Town Square Park.

H6.11.7.2 PERMITTED USES

- a) Permitted uses in the **Major Parks and Open Space Area** designation are set out in **Section B2.3** of this Plan.
- b) Policies on the Community Park are located in **Section H6.16.4** of this Plan.
- c) Policies on the Town Square Park are located in **Section H6.16.7** of this Plan.

H6.12 LAND USE DESIGNATIONS OUTSIDE OF THE COMMUNITY CORE

H6.12.1 OVERVIEW

- a) **Schedule H6-2** provides the detailed land use designation for lands outside of the Community Core. The land use designations are listed below:
 - i) Low Density Residential Area;
 - ii) Medium Density Residential Area;
 - iii) Mixed Use Area (Gateway);
 - iv) High Density Residential Mixed Use Area;
 - v) Major Commercial Area;
 - vi) Local Commercial Mixed Use Area;
 - vii) Major Institutional Area;
 - viii) Natural Heritage System;
 - ix) Eighth Line Special Study Area; and,
 - x) **Future Natural Channel Stormwater Conveyance** Corridor Area.
- b) In instances where the policies and designations contained in **Section H6.12** vary with the policies within **Part D** of this Plan, the more specific and detailed policies of this Section shall prevail, provided the overall intent of the Official Plan is maintained.

H6.12.2 LOW DENSITY RESIDENTIAL AREA

H6.12.2.1 GOAL

It is the intent of this Plan that the **Low Density Residential Area** designation be planned to accommodate a range of housing types on a network of local roads and condominium roads that are designed for the motor vehicle, cyclists and pedestrians.

H6.12.2.2 PERMITTED USES

- a) Main permitted uses are limited to single detached, semi-detached and duplex dwellings;
Vision Georgetown Secondary Plan – As Modified by Draft Regional Decision (December 2019)

- b) In addition, street townhouse dwellings, stacked townhouse dwellings and block townhouse dwellings are also permitted provided the total number of such units does not exceed 25% of the total number of units in a Plan of Subdivision; and,
- c) Permitted complementary uses are set out below:
 - i) Home occupations subject to **Section D1.3.1.4** of this Plan;
 - i) Bed and breakfast establishments in single detached dwellings subject to **Section D1.3.1.5** of this Plan;
 - ii) Accessory apartments subject to **Section D1.3.1.6** of this Plan;
 - iii) Garden suites subject to **Section D1.3.1.7** of this Plan; and,
 - iv) Special needs housing subject to **Section D1.3.1.8** of this Plan.

H6.12.2.3 DENSITY AND HEIGHT

- a) The minimum permitted density shall be 24 units per net residential hectare and the maximum permitted density shall be 30 units per net residential hectare;
- b) Notwithstanding the above, the minimum and maximum density permitted for street townhouse dwellings, stacked townhouse dwellings and block townhouse dwellings are 30 to 50 units per net residential hectare; and,
- c) The maximum building height shall not exceed three storeys.

H6.12.2.4 SPECIAL DEVELOPMENT POLICIES

- a) Dwellings should incorporate a moderate standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- b) Each dwelling should have a unique identity, while respecting and responding to the surrounding context;
- c) Each dwelling should have appropriate facade detailing,

materials and colours consistent with its architectural style;
- d) Identical building elevations should not be located side by side or directly opposite from one another. Such elevations should be separated by a minimum of 2 single detached dwellings;
- e) Identical building elevations should not appear more than 3 times within a cluster of 10 dwelling units; and,
- f) Variety of architectural expression is encouraged through the use of alternative façade treatments, rooflines, building projections, materials, colours and architectural styles.

H6.12.3 MEDIUM DENSITY RESIDENTIAL (OUTSIDE COMMUNITY CORE)

The lands in the Medium Density Residential Area designation shall develop in accordance with **Section H6.11.5** of this Plan.

H6.12.4 MIXED USE GATEWAY AREA

H6.12.4.1 GOAL

It is the intent of this Plan that the **Mixed Use Gateway Area** designation be planned to accommodate a range of medium density housing types and a limited amount of non-residential uses at the intersections of Trafalgar Road ([Regional Road 3](#)) and the 10 Side Road ([Regional Road 10](#)) and Trafalgar Road and the 15 Side Road.

H6.12.4.2 PERMITTED USES

- a) Main permitted uses are multiple, street townhouse, block townhouse, stacked

townhouse; back-to-back townhouse and low-rise apartment dwellings and long term care homes and retirement homes;

- b) Places of worship may also be permitted;
- c) The Stewarttown Public School is recognized as a permitted use;
- d) Permitted complementary uses are set out below:
 - i) Home occupations subject to **Section D1.3.1.4** of this Plan;
 - ii) Accessory apartments subject to **Section D1.3.1.6** of this Plan; and,
 - iii) Limited non-residential uses including child care centres, retail uses, personal service uses, public service uses, office uses and restaurants provided the total floor area planned for these uses does not exceed 20% of the total amount of residential floor area within each area that is designated Mixed Use Gateway.

H6.12.4.3 DENSITY AND HEIGHT

The density range shall be 40 to 150 units per net residential hectare and the maximum building height shall not exceed five storeys.

H6.12.4.4 SPECIAL DEVELOPMENT POLICIES

- a) Prior to any development occurring on the lands within the **Mixed Use Gateway Area** designation, a Comprehensive Development Plan shall be prepared to the satisfaction of Council. The Comprehensive Development Plan shall include:
 - i) A detailed overall land use plan, identifying the location of all of the proposed uses;
 - ii) A detailed phasing plan that describes the sequencing of development and the timing of any infrastructure improvements;
 - iii) A plan showing the location of any future public lands that may be dedicated to the Town as part of the approval process;
 - iv) The means by which the non-residential uses are to be accessed by abutting Arterial Roads;
 - v) The proposed built-form of the development including type, height, and architectural treatments;
 - vi) The location of appropriate access points onto the abutting road network; and,
 - vii) The location of pedestrian, bicycle, vehicular and service circulation and access and parking areas in the context of the overall parking management strategy.
- b) The development of a range of medium density housing types (street townhouse, stacked townhouse, block townhouse and back to back townhouses) is encouraged; and,
- c) Given the prominent location of this land use designation, special consideration will be given to establishing gateway features at the intersection of the two arterial roads.

H6.12.5 HIGH DENSITY RESIDENTIAL MIXED USE AREA

The lands in the **High Density Residential Mixed Use Area** designation shall develop in accordance with **Section H6.11.3** of this Plan.

H6.12.6 MAJOR COMMERCIAL AREA

H6.12.6.1 GOALS

- a) To establish the **Major Commercial Area** designation as a major activity area in the Secondary Plan Area;
- b) To provide a focus for the development of major retail uses in the Secondary Plan Area;

- c) To provide for the establishment of a focal point that is easily accessed by pedestrians, bicycles and transit; and,
- d) To provide for a diverse range of retail and service uses to serve the Town and the Region.

H6.12.6.2 PERMITTED USES

Permitted uses are limited to:

- a) Retail and service commercial uses;
- b) Supermarkets and specialty food stores;
- c) Department stores;
- d) Medical offices;
- e) Hotels and convention centres;
- f) Places of entertainment;
- g) Child care centres;
- h) Private and commercial schools;
- i) Public service uses;
- j) Commercial fitness centres;
- k) Places of worship;
- l) Private recreational uses, such as banquet halls and private clubs;
- m) Restaurants;
- n) Adult specialty stores;
- o) Motor vehicle service stations;
- p) Complementary multiple and apartment dwellings including long- term care homes and retirement homes; and,
- q) Home occupations in accordance with **Section D1.3.1.4** of this Plan.

H6.12.6.3 SPECIAL DEVELOPMENT POLICIES

Prior to any development occurring on the lands within the **Major Commercial Area** designation, a Comprehensive Development Plan shall be prepared to the satisfaction of Council. The Comprehensive Development Plan shall consider all matters listed in **Section D2.5.2.3.3** of **this the Town of Halton Hills Official Plan** and the other matters listed in this Section.

The following policies are intended to guide proposals for new development or redevelopment in the **Major Commercial Area** designation.

- a) Major Commercial sites should have an approximate area of 6.0 hectares;
- b) It is the intent of this Plan that the lands within the **Major Commercial** designation are the focus of major retail uses and over the longer term, higher density residential uses in a mixed use setting;
- c) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks that encourages pedestrian circulation even where the “streets” in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit;
- d) The maximum gross leasable floor area permitted for all retail uses combined in the **Major**

Commercial Area designation is 20,000 square metres;

- e) The establishment of a higher-order supermarket serving a large trade area is a key component of the land use plan for the area;
- f) As this area develops, it is the intent of this Plan that a pedestrian oriented environment that is integrated with surrounding lands;
- g) The development of pedestrian oriented focal points that are walkable from nearby areas is required to be a key component of development in the **Major Commercial Area** designation. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreation uses, possible public or private programmed activities, and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces;
- h) The minimum height of any new residential building shall be four storeys and the maximum height shall be six storeys. The minimum height for non-residential buildings shall be two storeys;
- i) The density range for high density shall be 75 to 200 units per net residential hectare;
- j) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge; and,
- k) Given the desire to accommodate high density residential development over the longer term on lands within the Major Commercial Area designation, the Comprehensive Development Plan required by this section shall establish a long term parking strategy for the area which takes into account the ultimate provision of underground and/or structured parking.

H6.12.7 LOCAL COMMERCIAL MIXED USE AREA

The lands in the **Local Commercial Mixed Use Area** designation shall develop in accordance with **Section H6.11.4** of this Plan.

H6.12.8 MAJOR INSTITUTIONAL AREA

H6.12.8.1 GOAL

It is the intent of this Plan that the **Major Institutional Area** designation be the site of a Secondary School that may be combined with an elementary school.

H6.12.8.2 PERMITTED USES

- a) Permitted uses in the **Major Institutional Area** designation are limited to Secondary Schools that may be combined with an elementary school. Public service uses are also permitted to support the development of a community hub;
- b) Notwithstanding **Section F8.1.1** of this Plan, both medium and high- density uses are permitted if the Elementary/Secondary School site is not required; and,
- c) If the Secondary School is not required, a Comprehensive Development Plan prepared in accordance with **Section G3.3** of [this the Town of Halton Hills Official Plan](#) would be required before development applications are considered.

H6.12.9 NATURAL HERITAGE SYSTEM

H6.12.9.1 GOAL

The primary goal of natural heritage system protection in the Vision Georgetown Secondary Plan is to increase the certainty that the biological diversity and ecological functions of the area and the broader Natural Heritage System will be preserved and enhanced for future generations.

It is the intent of this Plan that the features and functions of the Natural Heritage System be protected and enhanced over time, while providing opportunities for passive recreation and nature appreciation.

H6.12.9.2 PERMITTED USES

- a) Permitted uses in the Natural Heritage System are limited to conservation uses and compatible passive recreation, which includes trails, as outlined in b) below where appropriate. Lands that are within the Natural Heritage System are encouraged to be dedicated to the Town or another public authority as appropriate; and,
- b) Trails shall be permitted within linkage and enhancement areas of the Natural Heritage System provided that they:
 - i) Are not located in hazard lands;
 - ii) Use native species to naturalize trail edges;
 - iii) Are the minimum width required;
 - iv) Are designed with suitable surfacing material compatible with their surroundings; and
 - v) Are designed and located to manage access to the Natural Heritage System by minimizing impacts to Key Features.

Trails shall be permitted within buffers of the Natural Heritage System, as approved by the Town, in consultation with the Region, and applicable Conservation Authority, where it can be demonstrated that there is no negative impact on key features and functions.

- c) Essential utility facilities may also be permitted, if it is deemed necessary in the public interest after all alternatives have been considered and, where applicable, as determined through an Environmental Assessment Process.
- d) Stormwater Management facilities are not permitted. Notwithstanding the foregoing:
 - i) stormwater management components such as ancillary pipes, outlets, headwalls, and other associated infrastructure required to convey flow from facilities outside the Natural Heritage System to receiving water bodies may be permitted where deemed essential and it is determined there are no negative impacts on ecological features and functions through an EIR or other appropriate study; and
 - ii) appropriately designed Low Impact Development measures may be permitted within the buffer, linkage and enhancement areas of the Natural Heritage System if it is determined that there are no negative impacts on ecological features and functions through an EIR or other appropriate study.

H6.12.9.3 ENHANCEMENT AND RESTORATION

It is the intent of this Plan that the Natural Heritage Systems will, where possible, be enhanced both in the short and long terms through the development approvals process in accordance with the subwatershed study. Such enhancements may include but not necessarily be limited to:

- a) Increase in biological and habitat diversity;
- b) Enhancement of ecological system function;
- c) Enhancement of wildlife habitat;
- d) Enhancement of natural succession;
- e) Creation of new wetlands or woodlands;
- f) Enhancement of riparian corridors;
- g) Enhancement of groundwater recharge or discharge areas; and,
- h) Establishment or enhancement of linkages between significant natural heritage features or areas.

H6.12.9.3 H6.12.9.4 INTERFACE WITH THE NATURAL HERITAGE SYSTEM

The establishment of visual connections to the Natural Heritage System is a key objective of the Town. In this regard, every effort will be made to locate parks, community facilities and stormwater management facilities adjacent to or near the Natural Heritage System to allow for those linkages and connections to occur.

In addition, through the development approval process, efforts will be made to establish more than just connections at the ends of roadways into the Natural Heritage System. In this regard, opportunities to locate single loaded roads to maximize access will be explored, where possible, through the Block Planning Process.

H6.12.10 EIGHTH LINE SPECIAL STUDY AREA

H6.12.10.1 LOCATION

The Eighth Line Special Study Area identified on **Schedule H6-2** applies to lands at the northwest corner of the Eighth Line and the 15 Side Road.

H6.12.10.2 OBJECTIVES

It is the objective of this designation to:

- a) Ensure that all land use and servicing options are carefully considered prior to development occurring;
- b) Ensure that development does not occur until a comprehensive review of land use and servicing options, urban design and environmental constraints is undertaken; and,
- c) Ensure that all new development is integrated with and enhances existing development in the Georgetown Community.

H6.12.10.3 NEED FOR COMPREHENSIVE PLANNING

The lands are the site of a treed slope that slopes to the south. As a consequence, the location of the slope will have impacts on the siting of new roads/accesses and development areas. Consideration will also need to be given to how the lands will be accessed by the 15 Side Road or the Eighth Line or both.

On the basis of the above, it is the intent of this Plan to require the preparation of a Comprehensive Development Plan for all lands within this Special Policy Area in accordance with Section G3.3 of this the Town of Halton Hills Official Plan, before a determination of which uses are appropriate and how they are to be sited and serviced is required.

On this basis, development shall not be permitted on the subject lands until a Comprehensive Development Plan (CDP) applying to all the lands is prepared to the satisfaction of Council. The CDP shall deal with such issues as:

- a) The proposed form of servicing;
- b) The protection and enhancement of any natural heritage features and related ecological functions;
- c) The nature, location and density of all uses and the manner in which they are integrated on the subject lands and with existing development;
- d) The nature, extent and timing of any required road improvements and the overall road pattern for the subject lands; and,
- e) The urban design standards that are to apply.

The CDP shall form the basis of an Official Plan Amendment that will place the lands in appropriate land use designations in accordance with this Plan.

H6.12.11 ~~STORMWATER CONVEYANCE~~ FUTURE NATURAL CHANNEL CORRIDOR

A Future Natural Channel Corridor Special Study Area ~~stormwater conveyance corridor~~ has been identified along a portion of land east of Trafalgar Road as shown on Schedules H6-1 to H6-3 inclusive. Conservation Halton has indicated that a regulated watercourse and associated flooding hazard is located in this area. While a considerable amount of technical work was completed in advance of the preparation of this Plan (through the Subwatershed Study and Addendum Addenda on the preliminary design and location of ~~this stormwater conveyance corridor~~ Future Natural Channel Corridor), additional technical assessments will be required to fix its location, width, function and design.

~~As a consequence of the above~~ Given the foregoing, these requirements will need to be resolved finalized to the satisfaction of the Town, Conservation Halton and the Region of Halton in advance of or concurrent with the preparation of the required Block Plan and /or EIR.

Any area that is confirmed as being required for stormwater conveyance in this area must be located outside of the Region's right-of-way along Trafalgar Road and will be automatically be included within the Natural Heritage System without requiring an Amendment required to this Plan.

Other lands that are not required for ~~stormwater conveyance~~ the Future Natural Channel Corridor will be developed in accordance with the adjacent Low Density Residential Area designation without requiring an Amendment required to this Plan.

The Future Natural Channel Corridor will not preclude the accommodation of interim and ultimate Stormwater Management requirements for Trafalgar Road (Regional Road 3), as identified in the Trafalgar Road (Regional Road 3) Corridor Study - Steeles Avenue to Highway 7, Municipal Class Environmental Assessment Study.

H6.13 SUBWATERSHED STUDY

H6.13.1 PURPOSE

Town Council endorsed the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 in June 2017 and the Subwatershed Study Addendum Addenda dated June 2018 and (date TBD). The purpose of the Vision Georgetown ~~Sub-watershed~~ Subwatershed Study was *"to develop a ~~sub-watershed~~ subwatershed plan that allows sustainable development while ensuring maximum benefits to the natural and human environments on a watershed basis. The ~~sub-watershed~~ subwatershed areas in this study include the headwaters of Sixteen Mile Creek and a headwater tributary of Silver Creek (part of the Silver Creek Watershed)."*

The Vision Georgetown Subwatershed Study is regarded as a "Living Document" whose findings and recommendations may be revised as appropriate based upon new information and analysis as noted in this Plan and as may occur in support of development applications.

The Vision Georgetown Subwatershed Study Addenda provide additional information regarding Special Study Areas that must be addressed to the satisfaction of the Town, Region and Conservation Authorities at the EIR or later stage of development.

H6.13.2 EXTENT OF NATURAL HERITAGE SYSTEM (NHS)

- a) A review and assessment of the Vision Georgetown lands was undertaken as part of the Vision Georgetown Subwatershed Study. The steps followed in developing the Natural Heritage System (NHS) on the Vision Georgetown lands included the identification of natural heritage features within and adjacent to the Vision Georgetown lands, screening for core areas and opportunities for enhancing the NHS, and the identification of ecological linkages, enhancement areas and buffers. This process includes the refinement of the Regional NHS to produce an area specific NHS, based on a detailed study, that is

consistent with provincial and municipal environmental policies, including the Regional Official Plan; Further refinement may occur at the EIR or later stage of development in consideration of the Vision Georgetown Subwatershed Study and its associated Addenda. As such, the NHS is illustrated on Schedules H6-1 to H6-3 should be considered preliminary and subject to further refinement.

- b) A number of modifications and improvements to the existing Regional NHS were made recommended through the Subwatershed Study process, along with additional requirements in the Addenda, including, but not limited to:

i) **Black Locust Woodland Special Study Area:**

The Subwatershed Study provides recommendations related to the protection and enhancement of the significant woodland associated with the Silver Creek Tributary B valley. It concludes that 2.47 hectares of the black locust community adjacent to the Eighth Line should be removed and mitigated for through the establishment of reforestation areas (minimum 2 hectares) and infill restoration opportunities as identified in the Subwatershed Study;

The Vision Georgetown Subwatershed Study and associated Addenda contain initial recommendations related to the protection and enhancement of the broader Block D significant woodland associated with the Silver Creek Tributary B valley. The broader significant woodland includes a black locust woodland community which is considered to be an invasive species, along the Eighth Line in a former wayside pit. This woodland meets the criteria for a Significant Woodland in the Regional Official Plan. The policies of the NHS as they relate to Woodlands, in the Regional Official Plan shall apply to these lands until they are reassessed and re-designated pending:

- a) The outcome of the Regional Official Plan review that will assess and update the policies and definitions for Woodlands and Significant Woodlands; and
- b) The completion of an EIR that provides a detailed assessment of the black locust woodland ecological functions in accordance with relevant Provincial and Regional policies. Based on this detailed assessment the EIR shall delineate the portion of the Study Area that is to be included in the Natural Heritage System. Lands that are not integrated into the Natural Heritage System may develop in accordance with the adjacent Low Density and Medium Density Residential Area designations.

The Final determination of land use within the Special Study Area is to be completed in accordance with the above policies and through a Planning Act application without requiring a subsequent Regional Official Plan Amendment or Local Official Plan Amendment.

- ii) **Enhancement and Restoration Areas:** The Subwatershed Study identifies the need for a number of enhancement areas, replication features and restoration opportunities required to mitigate for potential negative impacts and to increase the certainty that the biological diversity and ecological functions of the NHS will be preserved and enhanced for future generations. There are a minimum of 6 several enhancement areas, 9 infill restoration opportunity sites and several replication features required to be created as outlined in the Subwatershed Study - including targets for feature type and ecological functions to guide detailed design;

- iii) **Local Linkage/Enhancement Area:** The Subwatershed Study identifies a key local linkage to be restored and enhanced between the Silver Creek Tributary B system (Block D) and the adjacent significant woodland to the south (Block C). Consistent with the

recommendations of the Subwatershed Study and input from the Region of Halton, reforestation areas, infill restoration opportunities, replication features and other enhancements will be included within or adjacent to the linkage based on established targets and as refined through subsequent stages of development (minimum final width 125 metres); and,

iv) **Natural Channel Design and Riparian Enhancements:** The Vision Georgetown Subwatershed Study Addenda and supporting technical documents provide detailed direction on channel realignments, natural channel design and riparian storage and low flow channel enhancement areas for the Sixteen Mile Creek Tributary A reaches. This includes the southwest floodplain area Future Channel Corridor Special Study Area and provides corridor widths, locations of infill restoration opportunity areas, riparian enhancements and target functions to inform subsequent detailed design.

y) **Block B Potential Watercourse Relocation:** Schedule H6-2 shows the proposed relocation of the watercourse as determined by additional studies undertaken by the Town subsequent to the completion of the Subwatershed Study. The precise alignment of the watercourse and the width of the NHS corridor shall be subject to an EIR at the development stage.

H6.13.3 BUFFERS

The buffers that have been included within the NHS have been based on a variable buffer approach. This approach takes into consideration the sensitivity of the natural heritage features and functions to be protected, buffer function, impact from the proposed adjacent land uses, as well as, enhancement and mitigation opportunities.

In accordance with this approach, the buffers within the NHS as shown on Schedule H6-2, range between 10 and 25 metres. Landscape enhancements and passive trails may be planned to be located within the buffer areas where appropriate and be designed to minimize impacts on the NHS, while allowing residents to appreciate and access the NHS in a sustainable manner.

More detailed information on how final buffers are to be confirmed through the development application review process is found in Appendix A.

The NHS as shown on Schedule H6-2 includes buffers that have been established in an effort to protect key natural features and ecological functions by mitigating the impacts of proposed development or site alteration.

Buffers are important components of the overall NHS and are required to maintain and enhance natural features and the ecological functions of the NHS.

Through Sustainable Halton Report 3.02, it was recommended that a 30m buffer be applied adjacent to woodlands, wetlands and watercourses in keeping with a precautionary approach. The Regional Official Plan allows for refinement of the NHS and buffers through a subwatershed study or an individual EIA provided that these studies are accepted by the Region.

The Vision Georgetown Subwatershed Study and related addenda contemplate a variable buffer framework that generally ranges between 15 and 30 metres. This framework represents an initial assessment and recommendation of buffer widths based on general information on land uses contemplated adjacent to the NHS. Consideration was also given to enhancement and mitigation opportunities such as fencing and vegetative planting.

The final buffer width is to be determined through an EIR at the development stage when additional information is available to determine the nature of adjacent uses and related impacts on the system and may include additions or deletions to the buffer widths. Consideration shall also be given to enhancement and mitigation opportunities such as fencing and vegetative planting. In all cases, buffer widths must be sufficient to:

- Maintain or improve the level of certainty regarding buffer function effectiveness post refinement;
- Achieve the goal of maintaining and enhancing the Natural Heritage System key features and their ecological functions in the long term; and
- Adhere to the relevant goals, objectives and policies of this Plan, Regional Official Plan and relevant Provincial policies to the satisfaction of the Town, Region and applicable Conservation Authority.

H6.13.4 ENVIRONMENTAL IMPLEMENTATION REPORTS (EIR)

H6.13.4.1 Purpose

- a) The purpose of an EIR is to clearly demonstrate how specific development applications (such as a Draft Plan) will incorporate and follow the management strategy recommendations contained within Vision Georgetown ~~Sub-watershed~~ Subwatershed Study, prepared by AECOM and dated May 2017 as well as any recommendations and requirements in the Addenda dated June 2018 and (date TBD);
- b) The proponent will be required to demonstrate, through the preparation of an EIR, that the issues of stormwater management, infiltration, Natural Heritage System delineation and protection and stream corridor design have been addressed through the Draft Plan of Subdivision process, for the entire sub-catchment area;
- c) During the preparation of the EIR, the boundaries of the Natural Heritage System as illustrated in Figure 7.3.1 of the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 are considered final, subject to appropriate refinements, based on more detailed information, additional surveying of features and final buffer, corridor, linkage, enhancement and restoration area design;
- d) Additional analysis related to the Black Locust Woodland Special Study Area, the Future Natural Channel Corridor Special Study Area and the Block B Potential NHS Refinement Special Study Area will be subject to review by the Town, the Region and applicable Conservation Authority.
Additional refinements related to the proposed; Block D woodland management and enhancement plan where the limits of black locust removal and the areas of reforestation will require additional study and confirmation in consultation with the agencies; and,
- e) The EIR reporting is to reflect the management requirements for the Natural Heritage System as outlined in Section 7.4.2 and illustrated in Figure 7.3.1 of the Vision Georgetown ~~Sub-watershed~~ Subwatershed Study, prepared by AECOM and dated May 2017 as well as any recommendations and requirements in the Addenda dated June 2018 and (date TBD).
- f) The proponent will be required to demonstrate to the satisfaction of the Town, in consultation with the Region and the applicable Conservation Authority that the refinements to the NHS through the EIR will occur in accordance with a systems approach by:
 - i. Prohibiting development and site alteration within significant wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;
 - ii. Not permitting the alteration of any components of the NHS unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions.

H6.13.4.2 EIR Study Boundaries

- a) **Figure 4.6.1** of the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 shows how the Secondary Plan has been broken into separate sub- catchment

areas for the purposes of EIR preparation, which should be undertaken in conjunction with the Block Plans required by **Section H6.23.3** of this Plan;

- b) The study area for an EIR will include not only the detailed assessment of the lands subject to application, but also an evaluation of how the lands subject to the application function within the subwatershed context; and,
- c) Where a portion of the Natural Heritage System is located within the sub-catchment area, it will be important to demonstrate that any required EIR's were completed on the basis of logical ecological boundaries or tributary areas.

H6.13.4.3 EIR Requirements

The EIR will examine and further assess issues not detailed in the Subwatershed Study including:

- a) Watercourse relocations and modifications, floodplain (riparian) storage, conveyance, sediment transport, as well as associated riparian enhancements and aquatic habitat assessment;
- b) Stormwater quantity (flood and erosion), quality and erosion control targets and requirements;
- c) Specific location and detailed design for Enhancement Area and Replication Wetlands;
- d) Natural heritage system feature- based water balance assessments;
- e) Specific buffer width requirements;
- f) Wildlife surveys at a greater level of detail than the Subwatershed Study, where appropriate;
- g) Multi-landowner facility design and locations;
- h) Operations and Maintenance Plans;
- i) Discrete monitoring requirements;
- j) Adherence to the Final Halton - Hamilton [and Credit Valley - Toronto and Region - Central Lake Ontario](#) Source Protection Plan Policies, [including identification of which land use activities may require development of Risk Management Plans;](#)
- k) Facility cost sharing; **and**
- l) Conceptual fisheries compensation plans where necessary [and;](#)
- m) [Location and design of stormwater management facilities in accordance with Section H6.7.3.5 of this Plan.](#)

H6.13.4.4 Need for Technical Studies

EIRs may also require a number of technical studies, the need for which will have been

identified in the Subwatershed Study and **addendums** [Addenda](#). Although individual studies are listed below, it is possible that they will be combined given the interrelationship of these issues. Studies may include:

- a) Aquatic habitat assessment including fish and aquatic invertebrate studies and riparian vegetation assessments where watercourse relocations and modifications are proposed;
- b) Studies to demonstrate or confirm that enhancement areas, restoration opportunities, replacement features, linkages and buffer treatments meet subwatershed objectives and recommendations;
- c) Determining impacts associated with transportation, servicing and utility corridors (including detailed mitigation measures as required);
- d) Natural Heritage System feature-based water balance assessments and water balance

assessment of recharge (quantity and quality) within the WHPA-Q1/Q2, ICA (chloride), and for baseflow contributing areas;

- e) Water balance assessment of recharge within the Wellhead Protection Area (WHPA)-Q1/Q2, including consideration of recharge water quality within the Issue Contributing Area (ICA) (chloride), to comply with Source Protection Plan policies.
- f) Additional monitoring of groundwater levels along the upper reaches of Tributary A to further refine hydrogeological linkages with the watercourse;
- g) Additional flow monitoring of all three tributaries for one year (four seasons) to further verify and/or calibrate the hydrologic model parameters;
- h) Functional SWM plan and outline approach and location of facilities to meet management strategy requirements;
- i) Natural Channel Design, informed by geomorphic parameters of the existing watercourse, where watercourse relocations and modifications are proposed and fisheries compensation plans are required;
- j) Additional geotechnical investigations to confirm valley slope stability and setbacks on Tributary B and Tributary A, (Reaches AM-2 and AM-3);
- k) Additional water quality analysis to support LID best practice applications to ensure that Total Phosphorous (TP) reduction targets are met or exceeded; and,
- l) Additional servicing details for the proposed future development, either in the EIR or SWM Plan needs to consider and coordinate with the proposed upgrades on Trafalgar Road Regional Road projects as well as Regional water and wastewater infrastructure projects.

H6.13.4.5 Floodplain at the Eighth Line

The floodplain delineation for this study area starts at the Eighth Line crossing and moves upstream. Conservation Halton and Credit Valley Conservation have requested a flood hazard risk analysis be undertaken downstream of Eighth Line to ensure that proposed future development with the recommended SWM approach does not increase flood risk downstream of Eighth Line. This can be carried out as part of the SWM plan or EIR process (as long as the EIR is carried out to include the entire tributary).

With respect to the area shown on Schedule H6-2 as having potential for NHS refinement subject to further study, the Town shall undertake additional analysis, consistent with the Subwatershed Study, in consultation with Conservation Halton and the Region, to address the potential for: a) re-alignment of the C1-C3 Headwater Drainage Feature, provided the connection to the Eighth Line culvert is maintained; and, b) refinement of the width or location of the associated ecological linkage.

H6.13.4.6 Stormwater Management

- a) Planning for stormwater management shall:
 - i) Minimize, or, where possible, prevent increases in contaminant loads;
 - ii) Minimize changes in water balance and erosion;
 - iii) Minimize the number of stormwater management facilities while still maintaining stormwater management requirements as it pertains to drainage from public property, including Regional Roads, without compromising the benefits of stormwater management.
 - iv) Maximize the extent and function of vegetative and pervious surfaces;
 - v) Promote stormwater management best practices, including stormwater attenuation and re-use, and **Low Impact Development** practices; and
 - vi) Consider the impacts of climate change in the design of stormwater management

systems.

- b) All proposals for development shall provide for a **Low Impact Development** approach to stormwater management that may include techniques such as rainwater harvesting, bio-retention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover; and,
- c) In considering proposals for stormwater management, the Town will assess alternatives for stormwater quantity and quality control and sustainable best management practices with regard to the following:
 - i) Location of stormwater management facilities with a preference for at source controls, and **Low Impact Development** practices where feasible and compatible with planning and engineering objectives;
 - ii) Impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town; and
 - iii) Minimize the number of stormwater management facilities without compromising the benefits of stormwater management.

H6.13.5 MONITORING

- a) According to the Subwatershed Planning Report prepared by the Province in 1993: *"A subwatershed plan cannot be considered complete until its monitoring program is established. Monitoring programs should be designed to assess environmental changes in the subwatershed, to evaluate compliance with the plans, goals and objectives, and to provide information which will assist custodians of the plan to implement it and update it. The monitoring program should be presented as part of the subwatershed implementation plan."*; and,
- b) On the basis of the above, monitoring in accordance with Section 7.5 of the Vision Georgetown ~~Sub-watershed~~ **Subwatershed** Study prepared by AECOM and dated May 2017 and ~~addendums~~ **Addenda dated June 2018 and (date TBD)** will be required.

H6.14 ROAD NETWORK

H6.14.1 COLLECTOR ROAD NETWORK

- a) Streets A, B and C are considered to be Major Collector Roads and will have a minimum right-of-way width of 22.75 metres, which is increased to 25 metres in the Community Core;
- b) Street D is considered a Minor Collector Road and will have a minimum right-of-way width of 21 metres; and,
- c) Major and Minor Collector Roads are shown on **Schedule H6-3**.

H6.14.2 DESIGN OF COLLECTOR ROADS

- a) While the Major and Minor Collector Roads are designed to allow for the ease of motor vehicle traffic throughout Secondary Plan area, regard must be had in their design to the other public interest objectives established by this Plan, which require that higher density development be established along Collector Roads in a pedestrian oriented and transit supportive environment to enable the development of complete street;
- b) In this regard, Collector Roads must be designed in a manner that provides for other modes of non-motorized travel and the pedestrian. In addition, priority shall be given to ensuring that public transit facilities, such as stops, shelters and dedicated lanes are all part of the overall design of the Collector Road over the long term; and,
- c) Within the Community Core, it is the intent of this Plan that a pedestrian oriented public realm be established in this area to promote safe and walkable and a vibrant urban environment. Traffic calming measures may be utilized in this area and alternatives for

motor vehicle traffic in terms of connecting roads through parallel roads shall be considered.

- d) The location and general alignment of new Collector Roads as shown on Schedule H6-3 are approximate. Based on the Transportation Studies undertaken in support of the Secondary Plan, the collector road network is integral to the overall transportation system and the planned development of the area. Adjustments to the precise alignment of the collectors may be permitted without an amendment to this Plan provided they maintain connections to the arterial roads and other collectors and shall be determined through municipal studies or studies prepared in support of development applications.

H6.14.3 STREET A

- a) Street A is planned as the central character avenue for the Vision Georgetown Secondary Plan Area. It is planned to serve a vital function within the community by providing a critical link between neighbourhoods, open space amenities and community facilities. As the main internal transit corridor, it is essential in facilitating public transit, cycling, pedestrian and vehicular connections throughout the community;
- b) As a character avenue, Street A shall be distinguished by streetscape treatments corresponding to the land uses and built form types found along its edges. As such, street character will vary according to neighbourhood context, with opportunities to define areas through upgraded streetscape treatments;
- The southern portion of Street A, between the Community Core and 10 Side Road, will have higher vehicular traffic volumes. As a result, direct access for individual driveways is discouraged and laneway access and the development of window streets is preferred;
- d) Within the Community Core area, direct access for individual uses will not be permitted to support an urban streetscape treatment that responds to a greater level of pedestrian traffic associated with adjacent higher density residential, street related retail and service functions, public transit facilities and open space amenities; and,
- e) The northern portion of Street A is intended to have lower traffic volumes, which will enable a mix of dwellings with direct access to Street A and dwellings that front on intersecting Local Roads.

H6.14.4 LOCAL ROADS

- a) Local roads are not identified on Schedule H6-3. The provision of local roads will be determined through the development process and will be in accordance with the requirements of Section F6 of the Halton Hills Official Plan and the additional policies of this Plan.
- b) Local Roads will have a minimum right-of-way width of 16 metres;
- c) A minimum right of way width of 14 metres for window streets may be considered subject to a report that demonstrates to the satisfaction of the Town how vehicular and pedestrian traffic, on-street parking and utilities can be appropriately accommodated; and,
- d) Components of the active transportation network as per **Section H6.15** of this Plan will be planned on Local Roads.

H6.14.5 PUBLIC LANEWAYS

- a) Public laneways will have a minimum right-of-way width of 7.5 metres.

H6.14.6 TREE CANOPY

- a) Collector Roads and Local Roads shall be planned to be the site of a tree canopy that will provide shade and enhance and establish a vibrant urban environment. In this regard, a Tree Canopy Plan shall be prepared for each of these roads and the trees shall be planted

as soon as feasible to ensure that a canopy is established in the shorter term; and,

- b) Each of the local roads shall also be the site of street trees that are planted in a manner that provides for the establishment a vibrant and healthy tree canopy. In order to maximize the amount of tree planting, the co-location of utilities is encouraged.

H6.14.7 SIDEWALKS

- a) All Collectors Roads shall have sidewalks on both sides; and,
- b) Given anticipated densities and the built form, all Local Roads shall generally have a sidewalk on one side in all cases. Exceptions may be considered in circumstances where the density is lower.

H6.14.8 ROUNDABOUTS

- a) Roundabouts shall be designed to incorporate pedestrian crossovers on each approach. Additionally, roundabouts shall include bicycle bypasses on approaches with bike lanes; and,
- b) Where the Town has identified the need for single or multi-use roundabouts at the intersection of collector roads, the Town may require the conveyance of additional lands for right-of-way purposes. Such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

H6.14.9 DEVELOPMENT ADJACENT TO ARTERIAL ROADS

The development of reverse frontage lots on Arterial Roads is **strongly** discouraged to minimize the use of noise attenuation walls on the edges of the Vision Georgetown Secondary Plan Area.

Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

H6.14.10 REGIONAL ARTERIAL ROAD NETWORK

10 Side Road (Regional Road 10) and Trafalgar Road (Regional Road 3) are Major Arterial Roads under the jurisdiction of the Region of Halton and are subject to the policies of the Regional Official Plan. Access to Regional Roads shall be in accordance with the most current Halton Region Access Management Guidelines and by-laws.

Trafalgar Road (Regional Road 3) has been identified as a Transit Priority Corridor by the Region's Mobility Management Strategy and as shown on Schedule H6-3 to this Plan.

H6.14.11 TRANSPORTATION IMPACT STUDIES

Transportation Impact Studies for any parcel of land located within the Secondary Plan Area are required to build on the results of the Transportation Study completed in support of the Secondary Plan. Transportation Impact Studies shall be completed in accordance with the Region's Transportation Impact Study Guidelines.

H6.15 ACTIVE TRANSPORTATION

Schedule H6-3 establishes the proposed active transportation network in Vision Georgetown. In this regard, it includes the following components:

- a) Multi-use pathways;
- b) Bike-lanes within road right-of- ways; and
- c) Trails.

H6.16 PARKLAND

H6.16.1 AMOUNT AND LOCATION OF PARKLAND

- a) The dedication of parkland shall be in accordance with **Section F7.2.6** of this Plan, unless this is modified by a Master Parks Agreement;
- b) The purpose of the Master Parks Agreement is to facilitate Town acquisition of an optimal type and distribution of parkland throughout the entire Secondary Plan regardless of the size and location of the individual subdivision plans located therein; and,
- c) Cash-in-lieu of parkland may be considered by the Town as the smaller landholdings are developed.
- d) To the extent possible, stormwater facilities will be incorporated into the adjacent parkland and integrated into the trail and active transportation network where possible and designed in a manner to enhance the aesthetic appeal of the overall development.

H6.16.2 TYPES OF PARKLAND

The following types of parkland are identified on **Schedule H6-2**:

- a) A Community Park, which has an approximate area of 8.0 hectares, or as set out in the Master Parks Agreement;
- b) Five Neighbourhood Parks, which have been co-located with elementary schools and have approximate areas of 1.6 hectares, or as set out in the Master Parks Agreement;
- c) A number of Parkettes, which have approximate areas of 0.70 hectares each or as set out in the Master Parks Agreement; and,
- d) A Town Square Park located in the Community Core that has an approximate area of 1.0 hectare or as set out in the Master Parks Agreement.

H6.16.3 GENERAL PARKLAND SITING CRITERIA

All public parkland shall:

- a) Have as much street frontage as possible and be open to view on as many sides as possible to provide visibility from adjacent streets and promote safety;
- b) Maximize public safety through park block size, visibility, configuration and location of park fixtures and facilities;
- c) Have direct and safe pedestrian access from adjacent residential areas or adjacent environmental areas where appropriate;
- d) Be designed to minimize any potential negative impacts on adjacent residential areas through the use of such measures as planting, fencing and the provision of appropriate access, parking and buffers to active recreational facilities;
- e) Incorporate natural heritage features wherever possible into the design of the parkland;
- f) Be integrated into the fabric of the adjacent neighbourhood by promoting open space or walkway linkages to adjacent facilities, neighbourhoods and natural features;
- g) Incorporate natural and built shade features;
- h) Incorporate appropriate lighting, seating, level pathways, walkways and entrances where appropriate to assist in creating a more accessible and inclusive environment; and,
- i) Be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors, utility corridors and drainage systems.

H6.16.4 COMMUNITY PARK

- a) The Community Park should incorporate recreational programming elements that target

visitors from throughout Georgetown and the Town of Halton Hills, in addition to the neighbourhood residents;

- b) The design of the Community Park and the adjacent planned Secondary School should be coordinated in order to capitalize on opportunities for shared facilities and amenities, such as parking and playfields.
- c) The Community Park should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade

structures, public art and sports fields, where appropriate; and,

- d) The Community Park should incorporate on-site parking facilities. Such facilities should be accessed via Streets B and/or C, and should incorporate wayfinding signage and decorative / ornamental plantings adjacent to driveway entrances. Surface parking areas should incorporate permeable surface paving materials, landscaped medians with tree plantings, and designated pedestrian walkways where appropriate.

H6.16.5 NEIGHBOURHOOD PARK

- a) Neighbourhood Parks should be situated in the centre of Neighbourhoods, should front onto Local or Collector Roads, and should be accessible within a 500 metre walking distance of most residents;
- b) Neighbourhood Parks should be framed by public streets (or other public uses such as schools and/or the Natural Heritage System) on at least three sides;
- c) Neighbourhood Parks should incorporate recreational programming elements that target neighbourhood residents;
- d) Where Neighbourhood Parks are located adjacent to school sites, the design of both entities should be coordinated in order to capitalize on opportunities for shared facilities and amenities, such as parking and playfields; and,
- e) Neighbourhood Parks should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures, public art and sports fields, where appropriate.

H6.16.6 PARKETTES

- a) Parkettes should be situated centrally within individual neighbourhoods, and should be accessible within walking distance of most residents;
- b) Parkettes should be framed by public streets (or other public uses such as the Natural Heritage System) on at least two sides;
- c) Parkettes should incorporate recreational programming elements that target neighbourhood residents; and,
- d) Parkettes should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures and public art, where appropriate.

H6.16.7 TOWN SQUARE PARK

- a) The Town Square Park will be of the highest landscape and urban design. It should make a significant contribution to the character and identity of the community;
- b) The Town Square Park should be integrated with other public sector uses with active frontages to promote direct views and access;
- c) Storefronts should be located close to the edges of Town Square Park to create an active and vibrant pedestrian shopping environment;
- d) The Town Square Park should establish and frame prominent views and vistas, and should

establish direct pedestrian connections, functioning as a prominent gateway feature within the Community Core;

- e) The Town Square Park should incorporate Low Impact Development techniques such as pervious paving treatments, bioswales, rainwater harvesting systems, and infiltration trenches,

seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, banners, trees, accent / decorative planting, hard landscaping, shade structures and public art, where appropriate and,

- f) The Town Square Park should incorporate an appropriate range and variety of active and passive recreational uses. Such features may include patios, cafes, pergolas, event and gathering spaces, performing areas, fountains, and water features and skating rinks.

H6.17 LOCATION OF ELEMENTARY SCHOOLS

- a) The policies contained within **Section F8.1.1** of this Plan apply;
- b) Notwithstanding **Section F8.1.1** of this Plan, both low and medium density uses are permitted if a school site within the Vision Georgetown Secondary Plan is not required;
- c) Minor changes to the location of proposed schools are permitted to satisfy locational and other requirements without the need to amend this Plan;
- d) Draft Plans of Subdivision shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board; and,
- e) Landowners will be required to submit at the Draft Plan of Subdivision stage an alternative lotting plan to facilitate development should the site not be used for school purposes.

H6.18 ENERGY CONSERVATION AND UTILITIES

- a) The Town will promote development on the Vision Georgetown lands that utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies as set out below:
 - i) All new buildings will be required to implement to the extent possible current energy efficiency strategies through approaches related to factors such as building design, efficient technologies and behavioural change initiatives;
 - ii) The Town in consultation with stakeholders will explore the potential for the introduction of a cogeneration plant in the Community Core;
 - iii) Where a cogeneration plant under development or has been developed, the Town shall require new buildings in the area served by the system to utilize the system. Where projects proceed prior to construction of the system but after such a system has been deemed to be viable and construction plans are underway, development plans shall be required to demonstrate that the project can link into the system;
 - iv) The potential to use waste heat from sources such as retail and institutional uses, sewers, and wastewater will be explored through the development process as appropriate;
 - v) Renewable energy generation and use will be maximized as much as possible. Renewable heat sources include solar, thermal and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal; and,
- b) The Town will confirm with all utility providers that adequate servicing networks are, or will be established to serve the anticipated and existing development, and that these networks can be phased in a manner that is cost-effective and efficient.

H6.19 CULTURAL HERITAGE

H6.19.1 BUILT AND CULTURAL HERITAGE RESOURCES

- a) It is an objective of the Town to conserve significant cultural heritage resources and to ensure that all new development and any site alteration conserves significant cultural heritage resources. They shall be maintained and integrated into new development, where appropriate and feasible;
- b) The Town will exercise the powers and apply the tools provided by legislation, particularly the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Building Code Act, and the Municipal Act in implementing and enforcing the cultural heritage policies of the Town;
- c) The following properties within the Secondary Plan area are currently listed on the Town's Municipal Heritage Register and shown on **Schedule H6-2** as locations of Cultural Heritage Value:
 - i) 10114 Eighth Line;
 - ii) 10686 Eighth Line;
 - iii) 10677 Trafalgar Road; and
 - iv) 10579 Trafalgar Road (Mount Pleasant Wesleyan Methodist Cemetery) - which is identified as a cemetery on **Schedule H6-1**;

They may be considered appropriate for municipal designation under the Ontario Heritage Act;

- d) Other cultural heritage resources have been identified as candidates for conservation and are shown on **Schedule H6-2** as locations of Cultural Heritage Value. These comprise:
 - i) 10229 Trafalgar Road; and
 - ii) 13418 15 Side Road
- e) The abovementioned cultural heritage resources retain historical and associative, design and architectural and/or contextual value. Council, with advice from its Municipal Heritage Committee, will consider whether they should be included on the Town's Municipal Heritage Register. They may also be considered appropriate for municipal designation under the Ontario Heritage Act.

H6.19.2 IMPLEMENTATION

- a) In evaluating development applications, the Town:
 - i) Will encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site; or
 - ii) May, where resources which are not designated and are not to be conserved, request the documentation of such resources in a cultural heritage report with a detailed property history, architectural description and photographic recording.
- b) The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development;
- c) The Town will require a Cultural Heritage Impact Statement (CHIS) be prepared in accordance with **Section F5.1.2** of this Plan to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures be prepared where development or redevelopment is proposed:
 - i) On, within, adjacent to, or in the immediate vicinity of any designated cultural heritage resource; or
 - ii) On a property listed on the Town's Heritage Register.

- d) The Town may require a Cultural Heritage Impact Statement (CHIS) be prepared in accordance with **Section F5.1.2** of this Plan to determine the resource’s specific heritage significance and to establish appropriate conservation plans and/or mitigation measures for any development or redevelopment proposal that affects any of the cultural heritage resources mentioned above in Sections **H6.19.1 c) and d)**;
- e) The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where appropriate;
- f) New development should achieve a compatible relationship with cultural heritage resources in their context (both those within and those adjacent to the Secondary Plan area) through consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression; and,
- g) The Town may take additional steps to recognize the heritage of Esquesing Township, which was first surveyed in 1818, and the Hamlet of Ashgrove by:
 - i) Creating interpretative plaques and displays; and
 - ii) Commemorating historic persons, families and events in the naming of public buildings, streets, parks and other public places.

H6.20 ACCESSIBILITY

- a) Accessibility shall be improved for persons with disabilities and seniors by removing or preventing land use barriers that restrict full participation in society; and,
- b) In reviewing applications under the Planning and Condominium Acts, the Town will have regard for accessibility to all facilities, services and matters to which these Acts apply and will identify, prevent, and/or remove land use barriers which may restrict full participation in society for persons with disabilities and seniors.

H6.21 AFFORDABLE HOUSING

The Town supports the provision of housing which is affordable to low and moderate- income households.

Affordable housing, including both rental and ownership, is important to providing housing opportunities for current and future residents. Supporting opportunities and incentives for affordable housing will improve market accessibility for current and future residents. On the basis of the above, it is the objective of this Plan that:

- a) A minimum of 30% of new housing units be affordable;
- b) Affordable housing units will include a mix and range of types, lot sizes, unit sizes functions and tenures to provide opportunity for all household types, including larger families, older adults, students and residents with special needs;
- c) The Town will encourage the provision of affordable housing through:
 - i) Working with the Region of Halton and the development community to consider progressive financial incentives to encourage and support the development of affordable housing;
 - ii) Supporting assisted housing, which is housing that is available to low and moderate income for households for rent or purchase where part of the housing cost is subsidized through a government program;
 - iii) Supporting accessory apartments;
 - iv) Considering innovative and alternative residential and community design standards that facilitate affordable housing; and,

- v) Encouraging the development of purpose built rental housing with a full mix and range of unit sizes.
- d) An affordable housing strategy is required for the Secondary Plan Area that provides for the achievement of the affordable housing requirements of the Region. The affordable housing strategy will be initiated by the landowners and will involve the Region and the Town. The strategy will include:
 - i) Numerical targets by tenure and unit type, and by development parcel or phase;
 - ii) The proposed order of development within development phases and the identification of how the affordable housing will be delivered to ensure that affordable housing requirements are achieved prior to or at the same rate as development of the non- affordable housing units; and,
 - iii) Proposals to meet any of the affordable housing requirements through the conveyance of land to the Town.

H6.22 EXISTING LAND USES AND SMALL LAND HOLDINGS

- a) Existing dwellings or buildings located on lands designated for development in accordance with this Secondary Plan shall continue to have direct access to Trafalgar Road, Eighth Line and 10 Side Road and 15 Side Road until such time as access from an alternative road becomes available or the property is redeveloped;
- b) Existing land uses are allowed to continue and expansion to those existing uses, such as additions, decks and accessory buildings are also permitted;
- c) Development proposals for very small holdings will be evaluated with reference to their land use designations on **Schedule H6-2** but in most cases, not until Subdivision Plans for larger, adjacent landholdings are submitted for approval; and,
- d) Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Plan.

H6.23 IMPLEMENTATION

H6.23.1 NEED FOR AN INFRASTRUCTURE STAGING PLAN

- a) Prior to the consideration of individual applications for development, an infrastructure staging plan shall be prepared and endorsed by Council in consultation with Halton Region. The infrastructure staging plan shall be informed by the Vision Georgetown Water and Wastewater Servicing Plan;
- b) The infrastructure staging plan shall ensure that the phasing of development in the Vision Georgetown Secondary Plan area is implemented in accordance with Section H6.23.2 and occurs in a manner that:
 - i) Provides for the early development of a range of housing types;
 - ii) Supports the early servicing of retail and other non-retail and service uses needed to support the new residents;
 - iii) Supports the early servicing of schools sites, their acquisition by the school boards and their development;
 - iv) Supports the conveyance of lands within the Natural Heritage System into public ownership;
 - v) Supports the early development of the Community Park;
 - vi) Supports the early construction of Street A to provide for continuous north-south travel through Vision Georgetown;
 - vii) Supports the necessary transportation infrastructure improvements to Trafalgar Road (Regional Road 3), Eighth Line, 10 Side Road (Regional Road 10) and 15 Side Road, all of which may be subject to studies as required by the Town and/or Region as required;
 - viii) Incorporates the lands needed for schools to support the new residents of the community; and,
 - ix) Allows for the completion of distinct components of the Vision Georgetown Secondary Plan area so that the length of construction in any given area is kept to a minimum where possible; and,
- c) Prior to the commencement of the development in each phase, all requirements of the Town and the Region shall be satisfied and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

H6.23.2 DEVELOPMENT PHASING POLICIES

H6.23.2.1 Base Phasing Provisions

The phasing of development in Vision Georgetown shall be in accordance with the following:

- a) The phasing of development in Vision Georgetown shall proceed in two phases, Phase 1 and Phase 2, as shown on Schedule H6-1 Vision Georgetown Community Structure and Phasing Plan, generally proceeding from the Eighth Line to Trafalgar Road;
- b) In each phase, sub-phases generally corresponding to the Neighbourhoods, as delineated on Schedule H6-1, and commensurate with the Region's allocation program, may be identified through the Block Planning process. The progression of development shall generally proceed in a south to north direction from 10 Side Road (Regional Road 10) to 15 Side Road;
- c) The progression of development shall be contingent on the availability and efficient utilization of public infrastructure and services, including the construction of critical elements of the road

network and that adequate schools and community facilities are provided in a timely fashion, in keeping with the complete communities principles of the Secondary Plan;

- d) The progression of residential development shall ensure that a full range and mix of housing types are provided in each Phase and/or sub-phase, including an adequate supply of affordable housing;
- e) Development of the Community Core based upon a Community Core Plan shall be commenced in Phase 1;
- f) Prior to the approval of any applications for development in Phase 2, a minimum of 75 percent of the gross developable area in Phase 1 must be within registered plans of subdivision, or zoned to permit the development contemplated by this Secondary Plan.
- g) Prior to the commencement of the development in each phase, any financial and other requirements of the Town and the Region shall be satisfied and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.

H6.23.2.2 Special Phasing Provisions

The following special phasing provisions also apply:

- a) Public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time in Phase 2, subject to the availability of servicing infrastructure and other requirements of the Town and the Region;
- b) Council may, at its sole discretion, determine to accept and approve an application for development in Phase 2, prior to a minimum of 75 percent of the gross developable area in Phase 1 within registered plans of subdivision or zoned to permit the development contemplated by this Plan, if it is determined by Council that the development for which the application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council and Halton Region, that there are no negative impacts on the Town or Region, including from a land use planning (development of complete communities) perspective, and infrastructure and financial impact perspective.

H6.23.2.3 Unreasonable Delay Provisions

Notwithstanding the phasing provisions in Subsections H6.23.4.1 and H6.23.4.3, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of development contemplated by this Plan. Where unreasonable delay is occurring as determined at the Town's sole discretion, the phasing may be re-evaluated to the satisfaction of the Town and Halton Region. In such circumstances, Council may through an amendment to this Secondary Plan revise the phasing, if it is determined by Council that such a proposal is in accordance with the general intent and purpose of this Secondary Plan, and if there are no unacceptable impacts on the Town as determined by Council or on Halton Region.

H6.23.2 H6.23.3 TOWN REQUIREMENTS

Applications for development in the Secondary Plan area shall only be approved, and development shall only proceed when:

- a) The infrastructure staging plan has been approved;
- b) Town has in full force and effect, and not subject to appeal, a Development Charges By-law

enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Secondary Plan Area;

- c) Landowners within the Secondary Plan area have entered into an agreement or agreements with the Town in accordance with the infrastructure staging plan. In order to reflect particular circumstances that may apply to an individual phase or phases of development within the Secondary Plan area, the Town may require a separate agreement or agreements with the landowners within such phase or phases. In addition, landowners who are not parties to the original agreement or agreements referred to herein shall enter into an agreement with the Town assuming all the rights and obligations of the agreements, as applicable, as if such landowners had been original signatories to that agreement;
- d) Landowners have entered into agreements that provide for the equitable cost sharing of the provision of required community infrastructure;
- e) Landowners within the Secondary Plan area have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the provision of water and wastewater servicing and roads;
- f) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies; and,
- g) A Master Parks Agreement in accordance with **Section H6.16.1 a)** of this Plan has been approved.
- h) The requirements of Section G.12 (Pre-consultation and Complete Applications) of the Town of Halton Hills Official Plan have been addressed to the satisfaction of the Town in consultation with the Region and other applicable agencies.

H6.23.3 H6.23.4 BLOCK PLAN REQUIRED

- a) The preparation of a Block Plan is required in accordance with **Section G3.2** of this Plan, along with the preparation of an EIR in accordance with **Section H6.13.4** before applications for Plan of Subdivision can be Draft Approved;
- b) The approval of the Block Plan by Council in consultation with the Region of Halton, the Conservation Authorities and the School Boards shall be required;
- c) The Block Plan shall be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations made in the studies prepared in support of this Plan;
- d) The required Block Plan shall deal with all items listed in **Section G3.2** of this Plan and the following:
 - i) Location of public transit facilities;
 - ii) Location of centralized mailboxes;
 - iii) Location and nature of trails and connecting links;
 - iv) The final limits of the Natural Heritage System; and
 - v) The means by which affordable housing is to be delivered.
- e) The Block Plan shall provide the anticipated schedule of the residential and non-residential development in the Block Plan area;
- f) The Block Plan shall provide a breakdown of the anticipated range and mix of residential homes; net density and the associated population yield for each of the residential designations that apply; and,
- g) The Block Plan shall be prepared in consultation with the Town of Halton Hills, the Region of Halton, Conservation Authorities, and the School Boards.

H6.23.5 DEVELOPMENT MONITORING

The Town shall establish a development monitoring program for the Vision Georgetown lands that may include:

- a) Level of population and employment growth;
- b) Supply of existing lots and number of building permits granted;
- c) General achievement of housing mix targets;
- d) Occupancy permits granted; and
- e) Development application status;

Vision Georgetown Secondary Plan – As Modified by Draft Regional Decision (November 2019)



NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

- | | | |
|---|--|---|
| Mixed Use Gateway | Black Locust Woodland Special Study Area | Stormwater Management Facility (conceptual) |
| Major Commercial Area | Neighbourhood Boundary | Town Square Park |
| Major Institutional Area | Vision Georgetown Boundary | Library/Community Centre |
| School | Phase 1 | Community Park |
| Natural Heritage System * | Phase 2 | Neighbourhood Park |
| Major Parks & Open Space Area | Proposed Roads | Parkette |
| Future Natural Channel Corridor Special Study Area | | School |
| Block B Potential Watercourse Relocation Special Study Area | | Cultural Heritage Resource |

* Final Natural Heritage System Buffers will be determined in accordance with policy H6.13.3

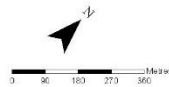
Vision Georgetown Secondary Plan – As Modified by Draft Regional Decision (November 2019)



NOTE
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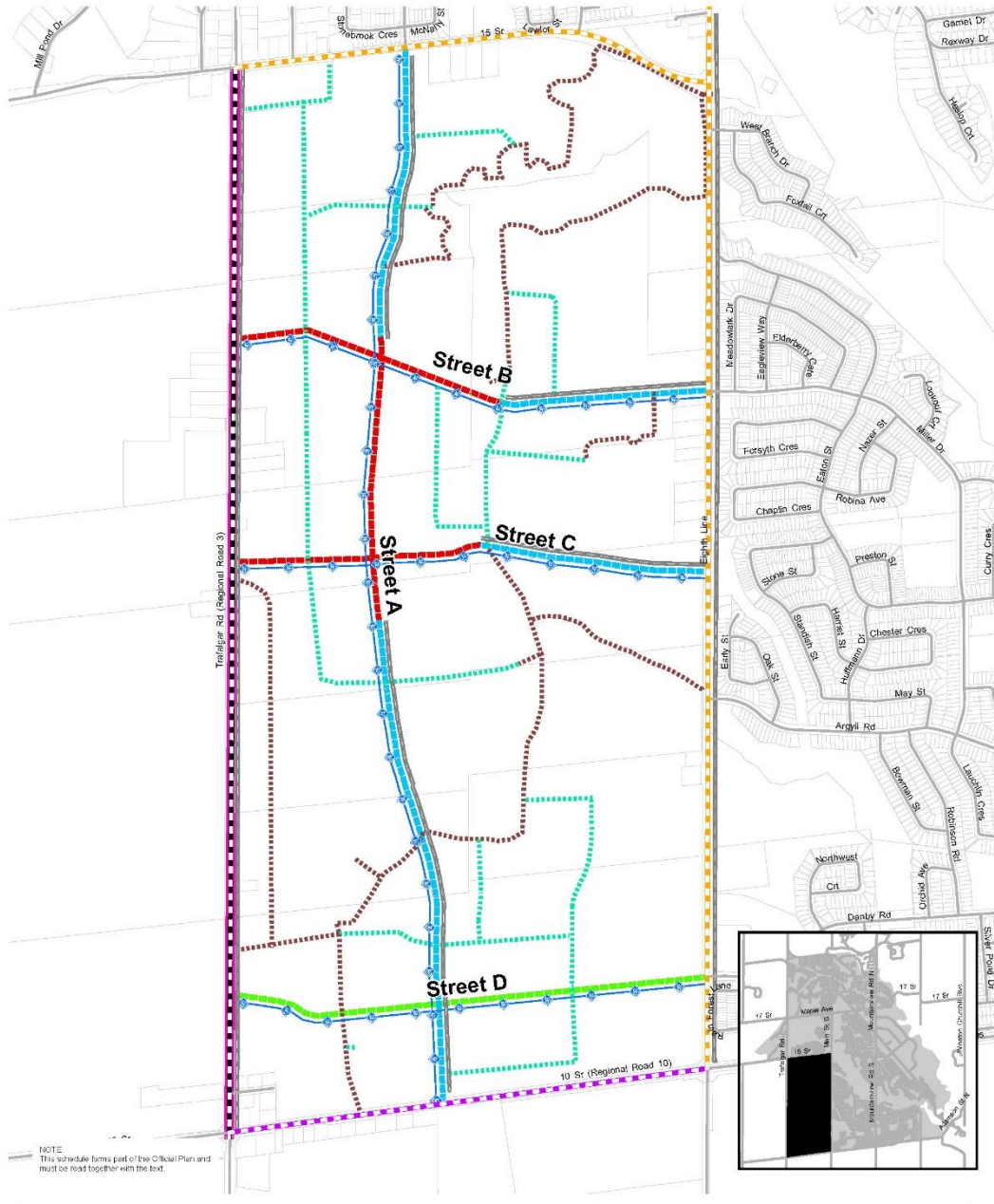
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|---|---|---|
| Low Density Residential Area | Local Commercial / Mixed Use Area | Park (conceptual) |
| Medium Density Residential Area | Major Institutional Area | Vision Georgetown Boundary |
| High Density Residential / Mixed Use Area | Eighth Line Special Study Area | Proposed Roads |
| Mixed Use Gateway | Natural Heritage System * | Stormwater Management Facility (conceptual) |
| Major Commercial Area | Cemetery | Town Square Park |
| Core Commercial Area | Major Parks & Open Space Area | Library/Community Centre |
| | Future Natural Channel Corridor Special Study Area | Community Park |
| | Black Locust Woodland Special Study Area | Neighbourhood Park |
| | Block B Potential Watercourse Relocation Special Study Area | Parkette |
| | | School |
| | | Cultural Heritage Resource |

* Final Natural Heritage System Buffers will be determined in accordance with policy H6.13.3



SCHEDULE H6-2
VISION GEORGETOWN
LAND USE PLAN

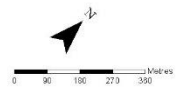
Vision Georgetown Secondary Plan – As Modified by Draft Regional Decision (November 2019)



NOTE
This schedule forms part of the Official Plan and must be read together with the text.

- Proposed Major Collector, 25 metres ROW
- Proposed Major Collector, 22.75 metres ROW
- Proposed Minor Collector, 21 metres ROW
- Regional Transit Priority Corridor
- Existing Major Arterial, 42 metres ROW
- Existing Major Arterial, 35 metres ROW
- Existing Minor Arterial, 30 metres ROW
- Multi Purpose Path (conceptual)
- 2-Way Bike Lanes (conceptual)
- - - - Soft Surface Trails (conceptual)
- - - - Local Trail Connectors (conceptual)

* Final Natural Heritage System Buffers will be determined in accordance with policy H6.13.3



SCHEDULE H6-3
VISION GEORGETOWN
TRANSPORTATION NETWORK

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