

F1 SUBDIVISION OF LAND

This section contains policies that are to be considered with every application to subdivide land in the Town. Regard shall also be had to the specific policies dealing with lot creation in each land use designation in addition to other policies in the Plan and the Niagara Escarpment Plan that may be applicable to a particular application.

F1.1 PREFERRED MEANS OF LAND DIVISION

Land division by Plan of Subdivision, rather than by consent, shall generally be required if:

- a) the extension of an existing public road or the development of a new public road is required to access the proposed lots;
- b) the area that is proposed to be developed is not considered to be infilling;
- c) a Plan of Subdivision is required to ensure that the entire land holding or area is developed in an orderly and efficient manner; or,
- d) more than four lots including the retained lands are being created and/or the owner is retaining sufficient lands for the development of additional lots.

F1.2 NEW LOTS BY CONSENT

F1.2.1 GENERAL CRITERIA

Prior to issuing provisional consent for a new lot for any purpose, the Committee of Adjustment shall be satisfied that the lot to be retained and the lot to be severed:

- a) front on and will be directly accessed by a public road that is maintained on a year-round basis;
- b) will not cause a traffic hazard;
- c) has adequate size and frontage for the proposed use in accordance with the implementing Zoning By-law and is compatible with adjacent uses;
- d) can be serviced with an appropriate water supply and means of sewage disposal;
- e) will not have a negative impact on the drainage patterns in the area;
- f) will not restrict the development of the retained lands or other parcels of land, particularly as it relates to the provision of access, if they are designated for development by this Plan; and,
- g) will not have a negative impact on natural heritage features and related ecological functions in the area.

Provisional consent may be granted subject to appropriate conditions of approval for the severed and/or retained lot in accordance with the Planning Act.

F1.2.2 LOT CREATION OUTSIDE OF SETTLEMENT AREAS

The creation of new lots outside of the Urban Area, *Hamlet Area* and *Rural Cluster Area* designations is prohibited unless specifically provided for in Section F1.2.5 and Section F1.2.6 of this Plan.

F1.2.3 LOT LINE ADJUSTMENTS

A consent may be permitted for the purpose of correcting conveyances and reconfiguring lot lines provided no new building lot is created. In reviewing such applications, the Committee of Adjustment shall be satisfied that:

- a) the use of the properties subject to the application will not be negatively impacted;
- b) any agricultural parcels subject to the application will not be negatively impacted; and,
- c) there is no increased fragmentation of significant and Key Natural Heritage Features and Key Hydrologic Features.

F1.2.4 FARM CONSOLIDATIONS

Farm consolidations may be considered where the effect of the boundary adjustment or consolidation is to improve the viability of a farm operation provided:

- a) no new lot is created; and,
- b) the viability of using the lands affected by the application for agricultural uses is not adversely impacted if the application is approved.

F1.2.5 LOTS FOR UTILITIES

The creation of new lots for public utilities, communication utilities and water and sewer infrastructure may be permitted provided:

- a) the use cannot be accommodated through the use of easements or rights-of-way;
- b) the area of the proposed lot is minimized and reflects what is required for the use; and,
- c) the implementing Zoning By-law, as a condition of Provisional Consent, only permits uses that are related to the utility on the lot.

F1.2.6 NEW LOTS FOR PUBLIC PURPOSES

New lots may be created for acquisition by a public body.

F1.3 SUBDIVISION DEVELOPMENT POLICIES

This section is intended to contain general Plan of Subdivision policies that are to be considered with every application for Plan of Subdivision. Regard shall also be had to the specific policies dealing with lot creation in each land use designation.

Prior to the consideration of an application for Plan of Subdivision, Council shall be satisfied that:

- a) the approval of the development is not premature and is in the public interest;
- b) the lands will be appropriately serviced with infrastructure, schools, parkland and open space, community facilities and other amenities;
- c) the density of the development is appropriate for the area;
- d) the subdivision, when developed, will be easily integrated with other development in the area;
- e) the subdivision conforms with the environmental protection and management policies of this Plan; and,
- f) the proposal conforms to Section 51 (24) of the Planning Act, as amended.

Prior to the registration of any Plan of Subdivision, a Subdivision Agreement between the landowner and the Town will be required.

F2 URBAN DESIGN

F2.1 OBJECTIVES

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

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

F2.2 URBAN DESIGN POLICIES

The following policies shall apply, as appropriate, to all developments requiring a Planning Act approval within the Urban Areas. Additional policies for certain areas of the Town, such as the *Downtown Area*, are contained within the appropriate sections of the Plan containing the land use designations.

F2.2.1 PUBLIC REALM

The look, feel and treatment of public areas such as roads, parks, and public open spaces are a key component of what makes up the character of the community. Therefore, high quality design in the public realm shall be encouraged in the development of all public parks and open spaces, roads, buildings and engineering projects. The development of new public buildings shall be in accordance with relevant provisions of Sections F2.2.2 of this Plan. The following additional policies shall apply to the design of these public areas and to the public works carried out in these areas.

F2.2.1.1 Streetscape

- a) An integrated design and treatment of streetscape features shall be promoted throughout the municipality. Specialized streetscape designs and treatments may be adopted for particular areas of the Town in accordance with area, or site-specific, Council-adopted Urban Design Guidelines.
- b) Streetscape features located within public rights-of-way, such as lighting fixtures, directional and street signs, parking meters, transit shelters, and street furniture shall be complementary in their design and located in an integrated manner, so as to avoid visual clutter.
- c) Gateway features shall be established at strategic locations within the municipality, as identified in Council-adopted Secondary Plan policies and/or Urban Design Guidelines and may include specialized boulevards, landscape medians, decorative street lightings, and/or decorative signage treatments.
- d) Planned road reconstruction shall be encouraged to include improvements to the existing streetscape consistent with the policies of this Plan or any Council-adopted Urban Design Guidelines.

F2.2.1.2 Roads

Road designs shall include well-designed streetscape features, incorporating, among other things: street tree planting, street lighting and furnishings, sidewalk and boulevard treatments, a variety of paving materials, and, where appropriate, bicycle lanes, community mailboxes and future transit shelters.

Road designs may incorporate traffic calming techniques such as narrower rights-of-way, traffic circles, and speed control devices, where appropriate, to promote a safer pedestrian environment and/or to maintain vehicles within designated speed limits. The Town will consider alternative standards for public road rights-of-way in order to achieve urban design objectives in certain areas of the municipality.

The design of roads shall incorporate a high quality of urban design standards. On this basis:

- a) road rights-of-way shall be designed to secure a separation of vehicles and pedestrians and should provide an appropriate sidewalk for pedestrian use;
- b) on collector and arterial roads within Urban Areas and *Hamlet Areas*, a suitable boulevard shall be provided to separate the road curb from the sidewalk and such boulevard shall include hard and/or soft landscape materials, street trees and pedestrian-level street lights, where appropriate;
- c) where medians are provided within the road rights-of-way, such medians shall be encouraged to include hard and/or soft landscape materials, where appropriate;
- d) a regularized pattern of street tree planting shall be encouraged along roads within Urban Areas and *Hamlet Areas*, and the Town shall establish minimum planting standards and species types in the Site Plan Manual and/or Council-adopted Urban Design Guidelines;

- e) the number and location of access points onto the public road system shall be minimized by encouraging common access points to be shared by adjacent development;
- f) street lighting shall, where appropriate, incorporate pedestrian-level lighting to maintain pedestrian safety; and;
- g) street lighting that reduces energy consumption and directs light away from the night sky and adjacent uses shall be encouraged.

F2.2.1.3 Services and Utilities

- a) Services and utilities shall be encouraged to locate underground in a common trench, where possible, in order to maintain a pleasant visual environment along public roads.
- b) Above-ground utility service providers shall be encouraged to co-operate with the Town in identifying locations which minimize the visual impacts of such equipment and facilities where located within the public road right-of-way.
- c) All proposed development adjacent to utility corridors shall ensure that appropriate safety and environmental protection measures such as setbacks and fencing are provided to the satisfaction of the Region and/or the Ministry of Environment.

F2.2.2 PRIVATE REALM

A high quality of design of the private realm shall be required in all new development and redevelopment.

F2.2.2.1 Site Design

- a) Site design incorporates the built form of structures, landscaping, services and the layout of all amenities. Site design shall promote an appropriate design relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics, in order to promote an environment that is pleasant and attractive to the community.
- b) Site design shall address compatibility between differing adjacent land uses in context of density, height and massing through appropriate site layout, building locations and landscape treatments.
- c) The design of sites adjacent to parks, woodlots and watercourses shall be sensitive to these features. In these instances, appropriate setbacks shall be maintained between buildings and sensitive natural areas, while on-site landscaping shall be well integrated with natural areas.
- d) Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street should be provided to establish appropriate pedestrian linkages between the sidewalk and building entrances, and generally improve access for public transit users.

- e) Site design along major roads should also consider the integration of future public transit access.
- f) Along collector and arterial roads within *Urban Areas* and *Hamlet Areas*, reverse frontage residential lots shall be minimized through techniques such as window streets and where reverse frontage lots are provided, shall incorporate a substantial landscape buffer to improve the visual amenity of such areas.
- g) On large sites, efforts shall be made to encourage pedestrian linkages between uses and adjacent sites.

F2.2.2.2 Building Design and Siting

- a) The design of new buildings should achieve a complementary design relationship to existing buildings, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.
- b) The design of all buildings shall have regard to pedestrian safety and direct street access. Buildings should be massed to recognize pedestrian scale and provide an appropriate street wall height at the street line and be architecturally articulated to provide visual variety and interest, yet be sensitive to high wind speeds, and long periods of shadowing. Generally, building articulation features such as canopies, cornice lines and varying façade materials should be used to reinforce a pedestrian scale.
- c) Buildings shall be encouraged to present their principal building facades with an appropriate building design and fenestration to the public street. The design of corner buildings shall take into account exposure to multiple street frontages and high public exposure; as well as incorporate elements such as increased height, fenestration and roof features, and well-articulated entrances.
- d) Buildings located at major vista terminations in their urban setting, or on view corridors within the development site, shall be given special treatment through the use of massing and building articulation strategies, such as added height, special roof treatments, and use of special cladding materials.
- e) The protrusion of garages on residential buildings into the front yard, beyond the main front building wall, shall be discouraged.
- f) Building functions that do not directly serve the public, such as loading areas, shall not face a public street and should be located away from noise sensitive land uses, such as residential areas, and buffered as necessary.
- g) Buildings should employ devices such as awnings, canopies, building cantilevers / overhangs to minimize uncomfortable high winds which may be associated with the height or placement of buildings, and generally improve the level of pedestrian comfort. Sheltered building entrances should be provided at primary building entrances to high-density residential, public, recreational, industrial, office and commercial buildings, where necessary.

- h) When a development is located adjacent to existing, or planned residential areas, sufficient building setbacks should be provided to minimize potential height and massing impacts such as overlook, shadowing and high wind speeds. Massing strategies such as stepping down towards buildings of lower height should be employed to minimize impacts. Site Plan applications may be required to submit wind and/or shadow studies to address such potential conditions.
- i) Roofscapes shall be an integral part of the design of a building and harmonize with the design of the rest of the building. On this basis, roof top mechanical units shall be organized and screened with complementary materials, colours and finishes as necessary to provide a skyline with desirable visual attributes.
- j) Freestanding buildings for retail, restaurants and services, as well as office and residential buildings, shall be located at the street edge where possible, to encourage their use by pedestrians.
- k) Buildings on corner lots shall be located in close proximity to the street rights of way. Corner lots should emphasize their important urban presence by employing appropriate strategies for major landscape treatments as well as building massing and articulation that emphasize the corner condition.
- l) Building entrances shall be located to be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways.

F2.2.2.3

Drive-Throughs

Drive-through service facilities are subject to urban design objectives and policies of this Plan. In general, drive-through service facility development applications will be discouraged when they are determined not to be compatible and sensitive to surrounding land uses, and areas of particular urban form, cultural significance and special identity, and streetscape patterns. Drive-through service facility applications shall be contextually appropriate, support a positive pedestrian environment, and integrate well with other on-site facilities, features and amenities. The following additional matters shall be considered when reviewing drive through proposals:

- a) Drive-through service facilities shall be incorporated into a larger building form, where possible.
- b) Drive-through service facilities shall be designed and located to minimize visual impact on the streetscape. In this regard, drive through stacking and pick up lane should not be located between the front face of the building and the public sidewalk.
- c) Drive-through service facilities should be designed to minimize visual, traffic and noise impacts on adjacent residential development.

F2.2.2.4

Landscaping

- a) Landscaping is a major contributor to a vibrant streetscape. A high quality of landscape design shall be required to enhance the visual aesthetics of development and to enhance the site and land use compatibility.

- b) Landscaping within private lands shall be complementary to streetscape design and materials within the public realm.
- c) Where appropriate, planted landscaping strips and fencing shall be used to buffer development from adjacent uses and mitigate on-site operational activities such as loading and waste storage facilities;
- d) Landscape materials shall be selected for their aesthetic, ecological, disease-tolerance and maintenance characteristics.
- e) Hard and soft landscaping shall be used for the spaces between the street line and buildings to enhance the streetscape, as well as provide a buffering function when on-site parking is placed close to the street or in side yards. To help create a strong landscape presence that also screens surface parking, a generously sized area and/or low decorative fencing should be provided along the street line to allow for an aesthetically pleasing view from the street into the site.
- f) Vehicular entrances often present opportunities for landscaping that highlight entry points into the site. Therefore, appropriate landscaping shall be provided on either side of driveway entrances, particularly at the main entrances.
- g) The use of berms along public street frontages shall generally be avoided due to their tendency to isolate buildings from the street.
- h) Landscaping can play an important role in delineating a site's side yards and often provides a visual break in large asphalted areas. In this regard, landscape strips planted with trees and/or shrubs and flowers shall be used to separate each development and the associated parking areas. The presence of significant trees on a development site shall be determined through a tree survey and, where appropriate, preserved, maintained and integrated into the new landscape design.
- i) Native, non-invasive species shall be used on lands that are adjacent to the Greenlands System.

F2.2.2.5 Parking

- a) The location of parking is a major determinant for the layout of a development that is pedestrian friendly and transit supportive. Where appropriate, the Town shall encourage the provision of surface parking areas in locations not visible from the public street, such as in rear yards and/or well-landscaped side yards.
- b) Where surface parking areas are situated adjacent to a public street in the front yard, their layout should be subdivided into smaller areas to avoid large monotonous asphalt surfaces. In these cases, a certain percentage of the frontage should be reserved for landscaping between the buildings and the street line. The parking areas may be partially buffered and/or screened from the street through the use of landscaping, tree planting, pedestrian facilities, lighting, fencing and/or other landscape elements in order to enhance the visual aesthetics of, and pedestrian activity within, such parking areas.

- c) Clearly defined pedestrian accesses between parking and adjacent buildings and entrances should be provided with well-delineated walkways using decorative paving surfaces.
- d) Surface parking lots shall be linked to the streets and other public areas with well-delineated walkways, utilizing decorative paving treatments.

F2.2.2.6 Signage, Display Areas and Lighting

- a) All signs shall be in accordance with the Town's Sign By-law and designed as an integral element of the site layout and/or building design that does not dominate the overall development character. Signs on designated heritage properties or within Heritage Conservation Districts pursuant to the Ontario Heritage Act are encouraged to be compatible with the architecture and character of the property or district.
- b) Some land uses require outside display areas such as sales outlets for vehicles and garden supply stores. Display areas should be designed to make a positive contribution to the streetscape and the overall site development. Generally, there shall be a limited percentage of site frontage devoted to outside display areas. Architectural and/or landscaping components shall be used as appropriate, to provide well-defined display areas that work in harmony with adjacent buildings and display areas. Some of these treatments include extensions of building facades, colonnades and canopies, planting, pergolas and decorative walls.
- c) All lighting shall be internally oriented so as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky shall be encouraged.

F2.2.2.7 Services, Utilities, Outside Processing and Storage

- a) Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be located and/or screened from public streets and adjacent residential areas or other sensitive land uses, in order to buffer their visual and operational effects. Waste storage areas should be integrated into the main building on the lot. Waste storage areas external to the main building shall be enclosed and shall not face a public street.
- b) Site access, service areas and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses, sidewalks and both on-site, and off-site, pedestrian routes and shall be visually screened as necessary from public views. Screening should be designed to use landscaping and/or solid fencing. Loading and service areas should be buffered for noise impacts, particularly when located against residential areas. Buffering strategies include berms, tree and shrub planting and opaque noise walls and fences.
- c) It is recognized that in some developments, there will be a need to accommodate outside processing and storage areas, particularly for uses such as building supply centres and some industrial operations. These storage areas should be organized and placed to reduce their potential negative impacts on the streetscape. Open processing

and storage areas should be located in the rear or side yards and screened from public view, or from views from adjacent properties, using fencing and/or landscaping.

- d) Storage areas should be paved with hard surfaces such as asphalt, concrete or interlocking pavers where possible to reduce dust.

F2.2.2.8 Access and Circulation

- a) The number of vehicular access points into a site and their width could potentially have detrimental effects on street frontages by reducing available areas for landscaping and by creating large expanses of asphalt. On this basis, joint access driveways shall be considered on adjacent sites.
- b) To ensure safety and promote their priority over vehicular traffic, major pedestrian routes on the site should be identified and delineated with paving materials that differentiate them from the driving surfaces. Pedestrian walkways should be made continuous across driving aisles as well as across driveway entrances at the street. The use of soft landscaping is also encouraged along major pedestrian routes.
- c) Generously sized walkways shall be provided along buildings, particularly in areas with large pedestrian traffic. These walkways should be connected to other pedestrian routes on the site and linked to major pedestrian entry points at the street, and where appropriate to adjacent developments.

F2.2.3 NATURAL HERITAGE

Development shall be designed to be compatible with, and complementary to, existing natural heritage features.

F2.2.4 CULTURAL HERITAGE

Development shall be designed to incorporate, conserve and enhance identified cultural heritage resources as distinct elements and/or focal points, and incorporate these features into the overall site and building design.

F2.2.5 SAFETY

Personal safety for individuals for new development shall be promoted including the provision of:

- a) appropriate lighting, visibility and opportunities for public surveillance for parking lots, walkways, parking garages and open space area;
- b) unobstructed views into parks and open spaces from adjoining streets;
- c) design and siting of new buildings shall provide opportunities for visual overlook and ease of public access to adjacent streets, parks and open space;
- d) views into and out of publicly accessible buildings shall be encouraged;
- e) landscaping that maintains views for safety and surveillance; and,

- f) clear and appropriately located signage, which precludes entrapment or the perception of entrapment.

F2.2.6 BARRIER-FREE ACCESS

- a) Barrier-free access for persons using walking or mobility aids shall be provided in all public and publicly-accessible buildings and facilities and along major pedestrian routes. Such barrier-free access features may include level surfaces, ramps and curb cuts, railings, automatic door openers and rest areas.
- b) Barrier free features shall be integrated with the functional and design components of the site and/or buildings.

F2.2.7 PUBLIC ART

- a) The creation of public art in public and private spaces which fosters community identity by interpreting local history, traditions and culture shall be encouraged.
- b) The integration of art into new development shall be encouraged, particularly within the *Downtown Area* and *Community Node* designations.
- c) Consideration shall be given to incorporating public art into new public buildings, bridges, parks, and noise barriers where appropriate and feasible.

F2.2.8 VIEWS AND VISTAS

- a) The preservation, enhancement and/or creation of significant views and vistas shall be encouraged as part of comprehensive planning studies, such as Secondary Plans and during the review of development applications. Examples of significant views include the Niagara Escarpment, Fairy Lake, the Downtowns, particularly Mill Street in Acton and Main Street in Georgetown, important public or historic buildings and natural heritage features and open space.
- b) Public and institutional buildings shall be encouraged to locate:
 - i) at the termination of a street or view corridor;
 - ii) at street intersections; and,
 - iii) on Main Street in the Georgetown *Downtown Area*, on Mill Street in the Acton *Downtown Area* or along Guelph Street and Mountainview Road within the *Community Node*.

F2.3 IMPLEMENTATION

The Town shall employ all relevant municipal development controls in order to achieve a consistently high standard of site, building and landscape design.

The urban design policies of this Plan shall be implemented by:

- a) ensuring that the implementing Zoning By-law is regularly reviewed and amended to include standards that reflect the objectives and policies of this Plan;
- b) preparing specific Urban Design Guidelines for key focal points in the Town, such as the Guelph and Queen Street corridors and the *Downtown Area*;
- c) ensuring that the Town's engineering standards are regularly refined to reflect the objectives and policies of this Plan and any Council-adopted Urban Design Guidelines;
- d) ensuring that the Town's Site Plan Manual sets out the minimum requirements of the Town in a clear and concise manner;
- e) ensuring that all Public Works decisions generally conform with this Plan and Town approved Urban Design Guidelines;
- f) utilizing Architectural Control in Greenfield areas, where appropriate, to detail proposed building designs and materials, and in order to avoid repetitive building forms along residential subdivision streets; and,
- g) requiring the preparation of Urban Design Guidelines in accordance with section F2.3.1 which are intended to be complementary to the general policies of this Plan.

F2.3.1 URBAN DESIGN GUIDELINES

The Town may require the preparation of detailed Urban Design Guidelines for selected areas within the municipality, where appropriate, and shall require Urban Design Guidelines and/or Architectural Control Guidelines for those areas identified in Sections F2.3.1 a) and F2.3.1 b). In addition, Urban Design Guidelines shall be prepared where new, or reviews of existing, local Secondary Plans are undertaken.

Urban Design Guidelines shall be adopted by Council and then shall be employed in the design and construction of all public projects and the evaluation of all development applications.

In areas where Urban Design Guidelines have been adopted by Council, all development applications shall be evaluated to determine the extent to which the application achieves the Urban Design policies of this Plan and the relevant Council-adopted Urban Design Guidelines.

Council may require the preparation of area-specific Urban Design Guidelines as part of the consideration of major development proposals or the preparation of area-specific studies.

- a) For residential subdivision/condominium plans in excess of 200 units, the Town shall require, prior to draft plan of subdivision approval, the preparation of Community Urban Design Guidelines for the subdivision plan, to establish the area's vision, structure and design principles and to guide the overall character of the proposed subdivision through design features such as street light design, sidewalk materials and locations, perimeter fencing, community mailbox locations and/or facilities, gateway or entrance features, street tree planting in the public right-of-way, and park and public open space design.
- b) For residential subdivision/condominium plans in excess of 25 units, the Town shall require, as a condition of draft plan of subdivision approval, the preparation of

Architectural Control Guidelines to guide: the desired siting of the building, architectural design elements and materials; the design of identified special lots; and the design review process. The Town shall also require, as a condition of draft plan of subdivision approval or site plan approval, design review by a control architect approved by the Town prior to the issuance of construction permits for each building to ensure that the intent of the Architectural Control Guidelines is secured.

- c) Where applicable, Urban Design Guidelines shall incorporate the principles listed in Section F3 of this Plan.

F2.3.2 DEVELOPMENT APPROVALS

- a) The urban design policies of this Plan, and any Council-adopted Urban Design Guidelines, shall be employed in the evaluation of all development applications within the Town.
- b) The Town shall exercise its powers of zoning and site plan approval to encourage a high quality of building and landscape design and shall review and amend its Site Plan Manual and Zoning By-law in order to implement the Urban Design policies of this Plan and any Council-adopted Urban Design Guidelines.
- c) For development requiring site plan approval, the Town may request the applicant to prepare design guidelines in conjunction with the submission of site plan application, where the context of the development area is sensitive in nature.
- d) The Town shall exercise control over signs and fences in accordance with applicable legislation and shall ensure that its municipal by-laws are regularly reviewed and amended to reflect the Urban Design policies of this Plan and any Council-adopted Urban Design Guidelines.

F2.3.3 OTHER PROGRAMS

The Town may undertake studies or participate in programs, including community improvement plans in accordance with Section G7 of this Plan, for the aesthetic improvement of existing areas.

F2.3.4 MUNICIPAL STANDARDS BY-LAW

The Town shall monitor and, where necessary, apply the regulations of the Municipal property standards by-law, in order to maintain a high quality of site development throughout the municipality.

DESIGN FOR NEW COMMUNITIES

The following community design principles apply to development in greenfield areas:

- a) Residential development shall include a combination of housing types, with a range of densities that implement the housing objectives and policies of this Plan;
- b) High density housing shall be located on arterial and collector roads to ultimately facilitate the establishment of public transit and a pedestrian-oriented environment;
- c) New development areas shall be integrated with existing Built-up Areas;
- d) New subdivision streets should align in a grid pattern to create appropriately sized development blocks and to promote traffic permeability and street connectivity;
- e) The development of reverse-frontage residential lots shall be minimized through techniques such as window streets and where reverse frontage lots are provided, shall incorporate a substantial landscape buffer to improve the visual amenity of such areas;
- f) Open space and parkland areas shall integrate with adjacent development areas and provide a range of active and passive recreational opportunities;
- g) School sites shall be centrally located to be integrated with parkland in a manner that supports their development as community hubs and/or neighbourhood gathering places which are the site of a full range of uses. The number and location of school sites shall be very carefully chosen and take into account the location of existing schools and programs;
- h) New buildings shall be designed and oriented to the street and to street corners to encourage a pedestrian-oriented streetscape;
- i) Where appropriate, employment lands shall be buffered from residential development by a variety of measures such as roads, landscaping, natural heritage areas, and parkland and community facilities;
- j) Non-residential uses shall address the policies in section F2.2.2;
- k) Above ground utilities shall be located to minimize visual and environmental impacts; and,
- l) Collector roads shall be provided approximately mid-block between arterial roads to promote traffic connectivity, and ultimately the establishment of public transit, when feasible.

RURAL DESIGN

It is the intent of Council to only permit development outside of Urban Areas, *Hamlet Areas* and *Rural Cluster Areas* that is compatible with the character, role and function of the rural landscape since the existing character of the rural area greatly contributes to the quality of life enjoyed by the Town's residents. The rolling hills and undulating topography, the rivers and streams and the open and natural setting of the rural landscape are all components that define this character. It is the intent of this Plan to protect the natural and rural character of the rural landscape in accordance with the policies of this Plan.

On this basis, Council shall ensure, as a condition of any Planning Act approval for development located outside of Urban Areas, *Hamlet Areas* and *Rural Cluster Areas* that:

- a) uses be designed to blend in with the existing topography and vegetation wherever possible;
- b) existing trees are maintained wherever possible;
- c) new buildings on farm properties are sited in existing building clusters only;
- d) existing hedgerows and original farm fences along property lines are maintained wherever possible;
- e) non-residential uses are set back far from the road;
- f) all signage, if required, reflects the rural and natural character of the area;
- g) all lighting, if required, is subdued and appropriate for the use; and,
- h) existing buildings, structures, barns and other agricultural buildings are upgraded and/or restored wherever possible.

F5

CULTURAL HERITAGE RESOURCES

It is the intent of this Plan that the Town's cultural heritage resources be identified, conserved and enhanced whenever practical and that all new development occur in a manner that respects the Town's rich cultural heritage. The heritage resources of the Town generally include:

- a) built heritage, such as buildings, structures, monuments or remains of historical, cultural and/or architectural value;
- b) cultural heritage landscapes, such as rural, hamlet and urban areas that are of historic and scenic interest; and,
- c) archaeological resources.

F5.1

GENERAL POLICIES

F5.1.1

CULTURAL HERITAGE MASTER PLAN

In order to implement the objectives of this Plan, Council may prepare a Cultural Heritage Master Plan (CHMP). Such a Master Plan would survey, inventory, examine and study the Town's cultural heritage resources. The purpose of the CHMP is to make recommendations on how the cultural heritage resources of the Town should be enhanced and protected in accordance with the goals and objectives of this Plan. In addition, the CHMP shall make recommendations on:

- a) the need for the designation of Heritage Conservation Districts in accordance with the Ontario Heritage Act and as described in Sections F5.2.4 and F5.2.5 of this Plan; and,
- b) the need for area-specific Official Plan policies and/or zoning by-law regulations for cultural heritage areas as described in Section F5.2.6 of this Plan.

F5.1.2

CULTURAL HERITAGE IMPACT STATEMENTS

Council shall require the submission of a Cultural Heritage Impact Statement (CHIS) to support an application for development if the affected lands are the site of an identified or significant cultural heritage resource or are located in close proximity to a significant cultural heritage resource or are on adjacent lands to a significant cultural heritage resource. The purpose of the CHIS is to determine what impacts the development will have on the resource and whether the application for development will conform to the goals, objectives and policies of this Plan and/or the area-specific policies or zoning regulations described in Section F5.1.1 of this Plan.

Development or site alteration may be permitted on adjacent lands to a protected heritage property where a CHIS has demonstrated that the heritage attributes of the protected heritage property will be conserved, including the use of mitigation measures and/or alternative development approaches.

The CHIS shall be in the form of a report and contain a description of:

- a) the proposed development;
- b) the cultural heritage resource(s) to be affected by the development;
- c) the impacts upon the cultural heritage resource(s) of the proposed development;
- d) the measures necessary to mitigate the negative impacts of the development upon the cultural heritage resource(s);
- e) how the proposed development will relate, in terms of height, bulk, massing and presence with identified heritage buildings on the property and in the area; and,
- f) how the policies of the CHMP have been incorporated or satisfied, where one has been prepared and the recommendations have been incorporated into this Plan.

F5.1.3 PUBLIC WORKS

Public authorities have the ability to make decisions affecting the public realm that can have a positive impact on cultural heritage resources. On this basis, the carrying out of any public work by any Public Authority shall have regard to the retention and protection of significant cultural heritage resources in accordance with the goals and objectives of this Plan and the CHMP. Pursuant to the Ontario Heritage Act, all public works within Heritage Conservation Districts shall conform to the applicable Heritage Conservation District Plan.

F5.1.4 MITIGATION OF IMPACTS ON CULTURAL HERITAGE RESOURCES

Council may impose as a condition of any development approval the retention and conservation of cultural heritage resources identified in a CHIS or the CHMP, or the implementation of appropriate mitigation measures, to minimize the impact of the development on the cultural heritage resource.

F5.1.5 HERITAGE HALTON HILLS (MUNICIPAL HERITAGE COMMITTEE)

Heritage Halton Hills will serve as the Municipal Heritage Committee pursuant to the Ontario Heritage Act or any successor legislation to advise and assist Council in all matters related to cultural heritage resource conservation, including public awareness of heritage, heritage planning and designations under the Ontario Heritage Act within the Town.

F5.1.6 RESTORATION AND/OR REHABILITATION OF SIGNIFICANT CULTURAL HERITAGE RESOURCES

It is the intent of this Plan to encourage the restoration or rehabilitation of significant cultural heritage resources by assisting with funding applications, establishing grant programs and creating special taxation districts. Council may also encourage the restoration and retention of heritage properties through the use of bonusing and density transfers and other means as permitted by the Planning Act. Council may lead by example by restoring, rehabilitating, enhancing and maintaining municipally owned cultural heritage resources, through appropriate heritage stewardship practices.

F5.1.7 PIONEER HERITAGE CEMETERIES

Council shall discourage the closure and relocation of pioneer cemeteries since they contribute to the character of the Town and are an excellent representation of the Town's history and identity.

F5.1.8 REHABILITATION OF MINERAL RESOURCE EXTRACTION AREAS OF CULTURAL HERITAGE INTEREST

Council will encourage the rehabilitation of historic mineral resource extraction areas and will ensure that the cultural heritage attributes of such areas are considered in any program of rehabilitation. Where a historic resource extraction area forms part of a cultural heritage landscape, the area and its component features will be conserved.

F5.2 BUILT HERITAGE AND CULTURAL LANDSCAPE RESOURCES

F5.2.1 BUILT HERITAGE INVENTORY

An inventory of heritage buildings and structures within the Town shall be maintained. Inventoried heritage resources may be considered for designation under the Ontario Heritage Act and/or conservation through the review of any proposed development, subject to all relevant legislation. The inventory may be included within the CHMP described in Section F5.1 of this Plan.

F5.2.2 CULTURAL HERITAGE LANDSCAPE INVENTORY

Council may prepare an inventory of cultural heritage landscapes. This inventory may form a component of a Cultural Heritage Master Plan for the Town. Landscapes such as existing rural and agricultural areas, historic hamlets, and heritage roads will be identified in the inventory. A cultural heritage landscape is a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community and is of significance to the understanding of the history of a people or place.

F5.2.3 DESIGNATION UNDER THE ONTARIO HERITAGE ACT

Council may by by-law designate cultural heritage resources, such as individual properties and conservation districts pursuant to the Ontario Heritage Act and the policies of this Section. Prior to the passage of such a by-law, Council shall be satisfied that:

- a) the building or property is strongly associated with the life of a person who played an integral role in the development of the Town and/or is well-known locally, nationally or internationally;
- b) the building or property is the location of, or is associated in a significant way, with a significant local, national or international event;
- c) the building has an architectural style that is distinctive and representative of a period of history and/or is the work of a recognized architect;
- d) the building or property is considered to be an easily recognizable landmark in the Town and contributes to the character of the community; and/or,

- e) the neighbourhood contains a collection of buildings and properties described in Sections a), b), c) and d) above and which collectively contribute to the character of the Town.

F5.2.4 HERITAGE CONSERVATION DISTRICTS

Where merited by the concentration and significance of cultural heritage resources in accordance with Section F5.2.3 e) of this Plan, Council may consider the establishment of a Heritage Conservation District to conserve an area's heritage character.

Prior to designating a Heritage Conservation District pursuant to the Ontario Heritage Act, Council shall:

- a) pass a by-law to define an area to be studied for possible future designation;
- b) consider passing a by-law to impose interim control of alteration, demolition or removal of cultural heritage resources in the area defined as under study for possible future designation pursuant to the Ontario Heritage Act;
- c) prepare and adopt a Heritage Conservation District Plan; and,
- d) establish a District Committee to advise Council on matters pertaining to the designated district.

Within designated Heritage Conservation Districts, property owners, in consultation with the appropriate District Committee, will be encouraged to maintain and repair heritage buildings and seek government grants and loans for eligible conservation work.

F5.2.5 CONTENTS OF HERITAGE CONSERVATION DISTRICT PLAN

The general principles and process for the administration of a Heritage Conservation District will be outlined in a Heritage Conservation District Plan. The Heritage Conservation District Plan will:

- a) delineate boundaries of the designated area and reasons for the designation;
- b) inventory cultural heritage resources;
- c) prescribe policies, conservation and design guidelines, and other pertinent material relating to the sound and prudent management of the district's unique character;
- d) be adopted by Council after consultation with affected property owners and other interested agencies as considered appropriate; and,
- e) be administered by municipal review of heritage permit applications for changes and alterations to individual buildings and structures within the designated district.

In reviewing proposals for the construction, demolition or removal of buildings or structures, or the alteration of buildings within a Heritage Conservation District, Council shall be guided by the applicable Heritage Conservation District Plan.

F5.2.6 AREA-SPECIFIC OFFICIAL PLAN POLICY AND ZONING BY-LAW PROVISIONS

Council may, by Amendment to this Plan or incorporation into a Secondary Plan, include policies that are intended to provide guidance on how buildings and properties can be developed/redeveloped in an area where a concentration of significant cultural heritage resources exists. The intent of the policies would be to conserve and enhance the cultural heritage of an area, in accordance with the goals and objectives of this Plan. These policies shall:

- a) describe the historical development context of the area;
- b) review the existence and significance of cultural heritage resources in the area;
- c) identify the conservation priorities for significant cultural heritage resources;
- d) establish how cultural heritage resources should be considered through a redevelopment process; and,
- e) identify and describe the architectural design and streetscape guidelines that will guide development in a defined area.

The policies may be implemented in the implementing Zoning By-law through the creation of a heritage overlay zone or an area-specific heritage area zone, as appropriate.

F5.2.7 RETENTION/RELOCATION OF BUILT HERITAGE STRUCTURES

Council shall encourage the retention of buildings of significant cultural heritage and protected heritage structures in their original locations whenever possible. All options for on-site retention shall be considered before approval is given for relocation to another site. These options include: integration within new development areas, adaptive re-use of the building in its original location (e.g. use as a community centre within a residential subdivision), and relocation of the building on the development site.

F5.2.8 PREVENTION OF DEMOLITION OF BUILT HERITAGE STRUCTURES

Pursuant to the Ontario Heritage Act, and as part of an overall strategy to conserve built heritage resources, Council may refuse to permit the demolition of heritage buildings or structures that have been designated under the Ontario Heritage Act.

F5.3 ARCHAEOLOGICAL RESOURCES

F5.3.1 ARCHAEOLOGICAL ASSESSMENT REQUIREMENTS

Council recognizes that there are archaeological remnants of prehistoric and early historic habitation as well as areas of archaeological potential within the Town. Archaeological sites and resources contained within these areas can be negatively impacted by any future development.

Council shall therefore require archaeological impact assessments and the preservation or excavation of significant archaeological resources in accordance with Provincial requirements and the Halton Region Archaeological Master Plan.

Archaeological assessment reports by licensed archaeologists are to be in compliance with guidelines set out by the Ministry of Citizenship, Culture and Recreation, as well as licensing requirements referenced under the Ontario Heritage Act.

Council may conserve the integrity of archaeological resources by adopting zoning by-laws under Section 34 of the Planning Act, to prohibit land uses on sites where an identified significant archaeological resource exists.

F5.3.2 ARCHAEOLOGICAL CONTINGENCY PLANNING

In accordance with the Halton Region Archaeological Master Plan, the Town shall prepare, with the advice of a licensed archaeologist and/or the appropriate Provincial ministry, and adopt by by-law a Contingency Plan for the Protection of Archaeological Resources in Urgent Situations. This plan shall provide guidelines for immediate action where accidental discoveries or imminent threats of damage to archaeological sites occur.

Council shall consult appropriate government agencies, including the Ministry of Citizenship, Culture and Recreation and the Ministry of Consumer Relations, where an identified human cemetery, marked or unmarked human burial is affected by land development. The provisions under the Ontario Heritage Act and the Cemeteries Act shall apply.

F6 TRANSPORTATION

F6.1 OBJECTIVES

It is the objective of this Plan to:

- a) facilitate the safe and efficient movement of people and goods within the Town's communities and to and from adjacent municipalities;
- b) establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including trains, automobiles, trucks, public transit, cycling and walking;
- c) promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;
- d) protect transportation corridors to facilitate the development of a transportation system that is compatible with and supportive of existing and future land uses;
- e) ensure that new roads in urban development areas are constructed safely, designed in a grid-oriented street network to help distribute car and truck traffic evenly and provide access for the future operation of an efficient public transit system;
- f) encourage the location of school sites on roads that can accommodate cycling, walking and all forms of motor vehicle traffic including school buses;
- g) ensure that appropriate right-of-way widths for all existing and proposed roads are provided in accordance with the Planning Act;
- h) encourage the use of alternative development standards for roads, where appropriate;
- i) encourage the efficient use of land along transportation corridors to maximize the use of public transit; and,
- j) restrict development on private roads.

F6.2 PEDESTRIAN AND CYCLING ROUTES AND FACILITIES

Council shall develop an interconnected system of cycling and walking routes providing access to major activity and employment areas and to future public transit. In this regard, Council shall refer to the Trails and Cycling Master Plan to provide the basis for the establishment of a pedestrian and cycling network in the Town.

In addition to the Master Plan, and in order to plan for and encourage walking and cycling, Council shall:

- a) consider the provision of safe and convenient cycling and walking routes in the review of all development applications;
- b) require the provision of sidewalks in *Urban Areas* and *Hamlet Areas*, where appropriate;

- c) require the integration of cycling and walking routes with the location of school sites in existing and new neighbourhoods;
- d) investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;
- e) encourage and support measures which will provide for barrier-free design of pedestrian facilities;
- f) ensure that lands for bicycle/pedestrian paths are included with the land requirements for roads;
- g) ensure that the rights and privacy of adjacent property owners are factored into the design process for pedestrian and cycling routes; and,
- h) ensure that all pedestrian and cycling routes are designed to be safe.

F6.3 PUBLIC TRANSIT

At the time of adoption of this Plan, a public transit system did not exist in the Town, however, the use and expansion of existing special transit service for the physically disabled (Acti-van) shall be encouraged and promoted.

Council shall actively promote transit-supportive land uses in Nodes, Corridors and new development areas. Council shall also review the need for a municipal transit system, as permitted by its financial capability, and if and when provided, integrate and support other transit systems and co-ordinate transportation planning efforts with Regional, Provincial and Federal transportation initiatives. Council shall encourage continuous improvements to the Provincial GO transit system.

F6.4 ROADNETWORK

F6.4.1 GENERAL POLICIES

F6.4.1.1 Road Classification System

For the purposes of this Plan, all roads in the Town are classified as follows:

- Provincial Freeway;
- Provincial Highway;
- Major Arterial Road;
- Minor Arterial Road;
- Multi-Purpose Arterial Road;
- Collector Road;
- Employment Road;

- Local Road; and,
- Private Road / Condominium Road/Private Laneway.

The types of roads described in this section of the Plan are shown on Schedule B1. Planned right-of-way widths are shown on Schedule B2 to this Plan. New roads and re-constructed roads under the Town's jurisdiction shall be developed to comply with the classification, function and general design requirements outlined in Table F6 – Function of Transportation Facilities and the planned right-of-way widths shown on Schedule B2 to this Plan. Highways and roads under the jurisdiction of the Province of Ontario or the Region of Halton are shown on Schedules B1 and B2 for information purposes only.

Any road transferred from the Province of Ontario to the Town shall be considered a Major Arterial Road for the purposes of this Plan. Any road transferred from the Region of Halton to the Town will be classified in accordance with the current and intended function of the road and will be subject to Section F6.4.1.2 of this Plan.

The location of any future Arterial and Collector Roads shown on Schedule B1 are approximate. The exact alignment of future Arterial and Collector Roads shall be determined either through municipal studies or during the consideration of development applications. An Amendment to the Official Plan will not be required to modify the locations of future roads, provided their function and location will continue to generally conform with the intent of the Official Plan.

F6.4.1.2 Changes to the Road Classification System

An Official Plan Amendment is required to change the classification of a road on Schedule B1.

F6.4.1.3 Right-of-Way Widths and Road Widenings

Right-of-way widths for every type of road are set out in Table F6. The right-of-way width for any public road may allow for the placement of travel lanes, turning lanes, utilities, infrastructure, high occupancy vehicle lanes, sidewalks, paths, bicycle lanes, medians, streetscaping and landscaped boulevards, where appropriate.

In addition to the road right-of-way widths set out in Table F6, the Town may, without the need for an amendment to the Official Plan, require the dedication of lands to be used for daylight triangles, to provide sufficient sight distances and turning lanes and/or traffic control devices, to provide safe and appropriate access to major generators or attractors of traffic. A greater right-of-way width may be required in cases where design solutions require additional lands for road improvements.

As a condition of a development approval, land for road widenings shall be conveyed at no expense to the Town in accordance with the provisions of the Planning Act. As a general principle, required road widenings will be taken equally from both sides of the right-of-way. Unequal road widenings may be considered by the Town where:

- a) the area is the site of a topographic feature which is difficult to overcome or costly to develop for road purposes;
- b) the location of an identified cultural heritage resource limits design options;

- c) the presence of a significant natural heritage feature limits design options; and/or,
- d) the location of mature trees contributes to the character of an area.

Notwithstanding the policies set out in this Plan, the Town recognizes that the reconstruction of roads to approved minimum standards in some existing developed areas may not be appropriate from a right-of-way acquisition or community design perspective, or economically or physically feasible. Any attempt to reconstruct such roads to minimize deficiencies shall only be undertaken after a study to determine a right-of-way which will result in a streetscape which minimizes impacts on abutting properties and is appropriate to the character of the area, while serving anticipated traffic volumes. No amendment to the Plan shall be required to implement such a modification to the right-of-way.

It is the policy of this Plan that an environmental assessment for any Arterial Road widening project shall address whether there are other transportation alternatives and how the project would implement the transportation goals, objectives and policies of this Plan.

F6.4.1.4 Financing of Road Construction

Construction of any part of the road network shall be in accordance with the ability of the authority having jurisdiction to finance such infrastructure. In addition, road construction under the jurisdiction of the Town shall be in accordance with the approved Capital Budget and/or the Capital Forecast.

F6.4.1.5 Road Design Standards

Council shall endorse a road standard design manual that reflects the Town's urban design policies and which will serve as the basis for the construction and design of roads that are under the jurisdiction of the Town. Council may consider alternative design standards to provide for the more efficient use of land in newly developing areas of the Town. In addition, the Town shall upgrade roads, sidewalks and related facilities to provide better access to the physically challenged. Changes to standards and design criteria for such roads and facilities may be permitted without an amendment to this Plan.

Local Urban Roads shall generally be designed on the basis of a grid street pattern and may be modified in certain circumstances to accommodate special locational or development circumstances.

F6.4.1.6 Road Closures

Council may stop up and close existing local roads and road related facilities, subject to the provisions of the Municipal Act, 2001, as amended without the need to amend the Official Plan.

F6.4.1.7 Traffic Calming

The Town may investigate traffic calming measures to be implemented in certain locations within the Town and/or as a requirement of a development approval to promote pedestrian safety and mitigate the effects of automobile traffic within the Town. Traffic calming features may be permitted subject to an evaluation by the Town of functional, operational, servicing and financial issues associated with their use.

F6.4.1.8 Roads in the Niagara Escarpment Plan Area

Proposed roads or roads to be re-constructed in the *Niagara Escarpment Plan Area* shall be subject to the provisions of the relevant land use designation and development criteria and the policies of the Niagara Escarpment Plan.

F6.4.1.9 Use of Town Roads by Trucks

Truck traffic is expected to use Arterial Roads and may be discouraged from using Collector and/or Local Roads.

F6.4.1.10 Special Situations

Any consideration of the extension of Queen Street in Acton, westerly to Main Street, as shown on Schedules B1 and B2 of this Plan, is conceptual only and will require a specific study in accordance with the requirements of the Municipal Class Environmental Assessment. Once an Environmental Assessment is completed, road widenings may be taken in accordance with the recommendations of the assessment.

F6.4.2 PRIVATE ROADS

Private roads are lanes, driveways, roads or right-of-ways maintained by private individuals or Condominium Corporations. It is the policy of this Plan to restrict new development on private roads to a Plan of Condominium.

The creation of a new lot for any purpose on a private road outside of a Plan of Condominium is not permitted.

If the Town is to assume any private road, it must be brought up to a municipal standard. The cost of bringing such a road up to municipal standards shall not be borne by the Town.

Development on vacant lots of record existing at the date of the adoption of this Plan may be subject to Site Plan Control. It is not the intent of this Plan to control the siting of building or structures on the lot, unless it is deemed by the Town that issues relating to buffering, building placement and/or drainage should be dealt with in the context of a Site Plan Agreement.

The Site Plan Agreement shall contain wording that indicates that:

- a) the owner acknowledges and agrees that the lot in question does not front on an improved public road;
- b) the owner acknowledges and agrees that the Town does not, or is not, required to maintain or snowplow the said road or street;
- c) the owner acknowledges and agrees that the Town will not take over or assume a private road or street as a Town public road or street unless it has been built according to an appropriate road standard; and,
- d) the owner acknowledges and agrees that the Town is not liable for any injuries, losses or damages as a consequence of the Town issuing a building permit.

F6.4.3

LANEWAYS

Private laneways shall only be permitted as part of a plan of condominium. Public water and wastewater services are generally prohibited by the Region in private laneways, except as permitted by the Region’s Urban and Rural Servicing Guidelines.

TABLE F6: FUNCTION OF TRANSPORTATION FACILITIES

Facility Type	Function	General Design Guidelines
Provincial Freeway	<ul style="list-style-type: none"> • Serve mainly inter-regional travel demands • Accommodate truck traffic • Accommodate rapid transit services and high-occupancy vehicle lanes • Carry high volumes of traffic • Connect urban areas or nodes in different regions 	<ul style="list-style-type: none"> • Under the jurisdiction of MTO • Minimum of 4 travel lanes • Access is fully controlled (under the jurisdiction of MTO) • Noise sensitive land uses to be discouraged along right-of-way • Adjacent development will be subject to the minimum safety and geometric requirements of MTO. MTO permits required prior to any construction and/or grading being undertaken.
Provincial Highways	<ul style="list-style-type: none"> • Serve mainly inter-regional travel demands • Accommodate truck traffic • Accommodate rapid transit services and high occupancy vehicle lanes • Carry high volumes of traffic • Connect urban areas or nodes in different municipalities 	<ul style="list-style-type: none"> • Right-of-way width up to 50m • Access is restricted (under the jurisdiction of MTO) • Transit-supportive land uses to be encouraged along right-of-way within urban areas • Adjacent development will be subject to the minimum safety and geometric requirements of MTO. MTO permits required prior to any construction and/or grading being undertaken.

Facility Type	Function	General Design Guidelines
Major Arterials	<ul style="list-style-type: none"> • Serve mainly inter-regional and regional travel demands • Accommodate truck traffic • Accommodate rapid transit services and high occupancy vehicle lanes • Connect urban areas or nodes in different municipalities • Carry high volumes of traffic • Distribute traffic to and from Provincial Highways and Freeways 	<ul style="list-style-type: none"> • Right-of-way width up to 50m • Transit supportive land uses to be encouraged along right-of-way within urban areas • On-street parking not permitted • Access is restricted with access points consolidated where possible
Minor Arterials	<ul style="list-style-type: none"> • Serve mainly local travel demands • Connect urban areas or nodes within the same municipality • Accommodate local truck traffic • Carry moderate to high volumes of traffic • Distribute traffic to and from Major and Multi-Purpose Arterials 	<ul style="list-style-type: none"> • Right-of-way width up to 35m • Up to 4 travel lanes • On-street parking may be permitted where appropriate • Access is partially controlled • Consolidated access points where possible

Facility Type	Function	General Design Guidelines
Multi-Purpose Arterials	<ul style="list-style-type: none"> • Serve a mix of functions of Major Arterials and Minor Arterials 	<ul style="list-style-type: none"> • Right-of-way width up to 50m • Up to 4 travel lanes • Access is restricted with consolidated access points where possible
Collectors	<ul style="list-style-type: none"> • Connect neighbourhoods • Distribute traffic to and from arterials • Provide access to adjacent land uses 	<ul style="list-style-type: none"> • Right-of-way width up to 26m • 2 to 4 travel lanes • On-street parking generally permitted • Access is partially controlled
Employment Road	<ul style="list-style-type: none"> • Serve mainly business parks, employment districts and areas with industrial type land uses 	<ul style="list-style-type: none"> • Right-of-way width up to 26m • 2 travel lanes • On-street parking generally permitted • Access is partially controlled
Local Road	<ul style="list-style-type: none"> • Provide access to urban land uses • Connect individual properties to collectors and arterials • Carry comparatively low volumes of traffic 	<ul style="list-style-type: none"> • Right-of-way width up to 20m in urban areas • Right-of-way width up to 26m in rural areas • 2 travel lanes • Convenient linkages to collector roads and arterial roads • Parking in rural areas is generally restricted • Parking in urban areas may be allowed on both sides depending on pavement widths • Access control not required

Facility Type	Function	General Design Guidelines
Rapid Transit and Commuter Rail Corridors	<ul style="list-style-type: none"> • Serve inter-municipal and inter-regional travel demand • Accommodate rapid transit services • Connect Nodes 	<ul style="list-style-type: none"> • Exclusive right-of-way for transit vehicles as possible • Transit-supportive land uses to be encouraged around stations
Rail Lines	<ul style="list-style-type: none"> • Serve all types of people and goods movement by rail at the regional or national scale • Accommodate commuter rail movement to major urban centres in the Greater Toronto Area and surrounding region 	<ul style="list-style-type: none"> • Grade separations at intersections with other major transportation facilities • Noise or vibration-sensitive land uses to be discouraged along right-of-way • Transit-supportive land uses to be encouraged around major transit stations
Bicycle Paths	<ul style="list-style-type: none"> • Serve both local transportation and recreational travel demands • Connect communities and activity areas throughout the Town 	<ul style="list-style-type: none"> • Bicycle paths may be located off-street or within road rights-of-way

*Right-of-way widths in some cases may need to be wider to accommodate design features, noise walls, turning lanes, bike paths, and utilities etc. Final right-of-way requirements along roads will be determined through functional designs and subdivision approvals.

F6.5

INTER-MUNICIPAL TRANSPORTATION STUDIES

The Town of Halton Hills shall participate in a study, led by the Regions of Halton and Peel, and the Province where necessary, to identify the long-term transportation and transit network requirements and other transportation solutions along the Halton Hills/Peel boundary. It is intended that the study be completed on a timely basis, and may lead to amendments to this Plan and other appropriate implementation mechanisms.

F6.6 HPBATS/GTA WEST CORRIDOR PROTECTION AREA

F6.6.1 OBJECTIVE

It is the objective of this Plan to protect the lands within the HPBATS/GTA West Corridor Protection Area from development that could preclude or negatively affect their future use for the purposes for which they are identified and being planned, until the completion of the applicable Environmental Assessments, including the Greater Toronto Area (GTA) West Environmental Assessment (EA) and environmental assessments for Halton Peel Boundary Area Transportation Study (HPBATS) transportation improvements, including the East-West connection.

F6.6.2 LOCATION

The HPBATS/GTA West Corridor Protection Area as shown on Schedules A1, A3, A8 and B1 to this Plan correspond with the Route Planning Study Area as identified by the Ministry of Transportation (MTO) through Phase 1 of the GTA West EA process, as well as lands in the vicinity of Tenth Line and Ten Side Road, including the Southeast Georgetown lands which the HPBATS 2031 Recommended Road Network identifies as required for the East-West connection/Norval West By-Pass.

F6.6.3 LANDUSE POLICIES

It is a policy of this Plan to prohibit the development of urban lands, within the HPBATS/GTA West Corridor Protection Area until the completion of the appropriate Environmental Assessments and by amendment to this Plan.

F6.7 OFF-STREET PARKING

The Town shall require that, as a condition of development or redevelopment, adequate off-street parking and loading facilities are provided. In addition, points of ingress/egress to parking areas shall be limited in number and the sharing of access points with adjacent similar uses shall be encouraged. The design and layout of parking facilities are addressed through the Town's Urban Design policies contained in Section F2 of this Plan.

- a) The Town will endeavour to provide off-street parking to serve the Georgetown and Acton *Downtown Areas*. In this regard, Council may:
 - i) operate municipal parking lots or structures on properties the Town owns, acquires and/or leases, and provide direction for establishing new lots and structures;
 - ii) establish areas where payment of cash-in-lieu of required parking may be accepted. A reserve fund may be established to be used for the improvement or expansion of public parking facilities; and,
 - iii) use, or authorize the use of vacant lands for parking on a temporary basis, where such parking is needed and desirable.

- b) The Town shall review off-street and on-street parking regulations to reflect evolving patterns of automobile use at the time of the preparation of the implementing Zoning By-law. Reduced parking requirements may be considered where sufficient public off-street and on-street parking facilities exist. In addition, parking requirements may be reduced if the uses on the lot each require parking at different times of the day. Opportunities for the sharing of parking in mixed use development will be considered during the review of a development application.

F6.8

RAIL NETWORK

The following policies apply to the rail network in the Town:

- a) The Town shall work with the Railway Corporations, Federal, Provincial and Regional governments to establish grade separated railway crossings on major roads wherever possible. Improvements to existing at-grade crossings shall also be encouraged to improve safety.
- b) Industrial uses that are adjacent to existing rail lines will be encouraged to use rail transport for the distribution of goods in order to reduce the burden on the existing highway system and to better utilize existing infrastructure. In addition, aggregate extraction operators will be encouraged to utilize rail wherever possible to transport aggregate to market and thereby minimize the impact to truck travel on residents, businesses and the natural environment.
- c) All proposed development adjacent to or in proximity to railway corridors shall be based on the implementation of the recommendations of the required noise and vibration studies as set out in C15 of this Plan. This shall include the provision of appropriate safety measures such as setbacks, berms and security fencing, mitigating measures, and notices on title to the satisfaction of the Town in consultation with the appropriate rail authority.
- d) The Town shall work with the appropriate agencies to develop appropriate strategies to deal with the movement of dangerous goods through the Town.

F7 PUBLIC PARKLAND

F7.1 OBJECTIVES

It is the objective of this Plan to:

- a) establish and maintain a system of public open space, parkland and recreational facilities that meets the needs of present and future residents;
- b) enhance existing parkland areas wherever possible to respond to changing public needs and preferences;
- c) ensure that appropriate amounts and types of parkland are acquired by the Town through the development process;
- d) encourage the dedication and donation of environmentally sensitive lands into public ownership to ensure their continued protection;
- e) protect and enhance the public open space and parkland areas in a manner that is consistent with the 'environment-first' objectives of this Plan, while accommodating appropriate levels of public use;
- f) promote the establishment of a continuous linear open space system connecting natural, cultural and recreational land uses within the Town and to surrounding municipalities;
- g) coordinate with other public and private agencies in the provision of open space, recreational and cultural facilities; and,
- h) encourage the development of a walking and cycling trail system within the open space system that is accessible to the public utilizing trails, paths, streets and other public open spaces.

F7.2 GENERAL POLICIES APPLYING TO ALL PUBLIC PARKLAND

F7.2.1 RECREATION AND PARKS STRATEGIC ACTION PLAN

The Recreation and Parks Strategic Action Plan adopted by Council in 2007 serves as the basis for the policies in this section of the Plan. The Strategic Action Plan is intended to serve as a guide for the development of parks and recreation facilities and services. The policies of this Official Plan are intended to complement the Recreation and Parks Strategic Action Plan. The Recreation and Parks Strategic Action Plan shall be updated, as required, to respond to changing needs and circumstances.

F7.2.2 TRAILS AND CYCLING MASTER PLAN

The Trails and Cycling Master Plan adopted by Council in 1999 together with the Cycling Master Plan adopted by Council in 2010 provide the basis for trail development and linkages. The policies of this Official Plan are intended to complement the Trails and Cycling Master Plan and Cycling Master Plan, and shall be updated, as required, to respond to changing needs

and circumstances. The development of trails within the Greenlands System shall be subject to Section B1.2.6 of this Plan.

F7.2.3 OVERALL PUBLIC PARKLAND STANDARD

Council shall encourage the provision of public parkland to achieve a minimum ratio of 1.2 hectares of local parkland per 1,000 residents and 2.5 hectares of non-local parkland per 1,000 residents.

F7.2.4 INTEGRATION OF OTHER PUBLIC USES WITH THE PUBLIC PARKLAND SYSTEM

Where a public parkland area is to be integrated with an educational or major recreational facility, it is the policy of this Plan that:

- a) no physical barriers be introduced to separate those facilities that fulfill a joint function;
- b) a separate identity be maintained for the park and school or recreational facility components through signage and landscaping; and
- c) the facilities are designed to complement each other.

F7.2.5 OTHER SOURCES OF PARKLAND AND FACILITIES

Where appropriate, Council may:

- a) encourage other agencies to provide open space and amenity areas for public use;
- b) enter into joint use/management agreements respecting the development of specific recreational facilities that are available to the general public;
- c) provide linkages between municipal open space areas and the facilities provided by other agencies or private organizations; and,
- d) ensure the adequate provision of private indoor/outdoor amenity spaces through regulations pertaining to development applications.

F7.2.6 DEDICATION OF LAND THROUGH THE DEVELOPMENT PROCESS

The Town shall require five percent of the gross residential land area within a Draft Plan of Subdivision in the *Low Density Residential Area* designation to be dedicated to the Town as parkland. The Town shall also require the dedication of 1.0 hectare of land per 300 dwelling units for development within all other Urban Living Area designations and wherever residential uses are permitted uses in the Community Area designations in the Urban Areas. Two percent of the land within industrial/commercial development shall be dedicated as parkland. For uses other than those listed above, the Town shall require a dedication equal to five per cent of the land value. In lieu of the above requirements, Council may require cash-in-lieu of parkland instead, as deemed appropriate.

Lands designated as *Greenlands* or required for stormwater management facilities shall not be considered as any part of the required parkland calculation. To the extent possible,

stormwater facilities will be incorporated into the adjacent parkland and designed in a manner to enhance the aesthetic appeal of the overall development.

Where applicable, lands to be reserved for future public open space and trail linkages will be identified as part of a development proposal.

All lands dedicated to the Town shall be conveyed in a physical condition satisfactory to the Town.

F7.2.7 USE OF DEDICATED LANDS

Lands dedicated for park purposes are intended to fulfill the requirements for Local Parkland as outlined in Section F7.3.4 of this Plan. In special cases, as determined by Council, such land may be utilized to fulfill some Non-Local Parkland requirements, as outlined in Section F7.3.5 of this Plan.

F7.2.8 USE OF MONIES RECEIVED THROUGH THE CASH-IN-LIEU PROCESS

All monies received under the provisions of Section F7.2.6 shall be used for the sole purpose of developing and acquiring public parkland and/or developing recreational facilities in accordance with the Planning Act. These monies may be used by Council for the:

- a) acquisition of additional land to expand existing parks where appropriate;
- b) acquisition of vacant infill sites to create new small parks;
- c) acquisition of lands that are declared surplus by a Board of Education or other public agencies;
- d) improvement of park design and development within existing parks; and/or,
- e) establishing priorities for acquisition through Council approval of updated Recreation Master Plans.

F7.2.9 BASIS FOR ACCEPTING CASH-IN-LIEU OF PARKLAND

Cash-in-lieu of parkland may be required where:

- a) the application of the rate of parkland dedication would render the remaining portion of the site unsuitable or impractical for development;
- b) existing municipal parkland is available in sufficient quantity and quality to accommodate further development in a particular area; and/or,
- c) more suitable parcels of land are available for municipal park purposes on other locations.

F7.2.10 PARKLAND DEDICATION BY-LAW

Council shall enact a Parkland Dedication By-law that establishes:

- a) the lands to which the by-law is applicable;

- b) the rate of parkland dedication in accordance with Section F7.2.6 of this Plan;
- c) the development applications which are subject to parkland dedication requirements; and,
- d) land uses that are exempt from parkland dedication requirements.

F7.3 PARKLAND DEVELOPMENT POLICIES

F7.3.1 PARKLAND SITING AND DESIGN

All public parkland shall:

- a) have as much street frontage as possible and be open to view on as many sides as possible to maximize 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 greenlands 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) be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors, utility corridors and drainage systems; and,
- h) incorporate multi-purpose community/recreational centers using the campus approach that may include schools, public, cultural facilities, libraries, cultural heritage resources, day nurseries and recreational facilities.

F7.3.2 PARKLAND DEVELOPMENT STANDARDS

It is the policy of this Plan that a Parkland Development Manual be prepared and approved by Council. The Parkland Manual shall deal with criteria such as planting size and species requirements, seeding and/or sodding requirements, drainage, park servicing requirements, facility material and quality requirements, parking requirements including quantities per facility and surfacing requirements and standard sizes for the layout of sports fields and park amenities.

F7.3.3 PARKLAND CLASSIFICATION SYSTEM

There are two types of public parkland in the Town. The Local Parkland classification applies to lands that are intended to be used by residents in the immediate area. The Non-Local Parkland classification applies to lands that are intended to be utilized on a community wide or Town basis. Policies for both types of parkland are contained within this section of the Plan.

F7.3.4 LOCAL PARKLAND

Local Parkland is intended to fulfill the needs and interests of residents in the surrounding residential area. The major components of Local Parkland include:

- a) Parkettes; and,
- b) Neighbourhood Parks.

Parkettes and Neighbourhood Parks are a permitted use in the Living Area (Low, Medium and *High Density Residential Area* designations) and do not require a separate land use designation. The conceptual locations of existing and planned Neighbourhood Parks are shown by symbol on the Land Use Schedules of this Plan. New Secondary Plans shall conceptually delineate the location of Local Parkland. Council will encourage the provision of Local Parkland at a ratio of 1.2 hectares per 1,000 residents. Council recognizes that factors, such as the amount and location of available vacant land, the proximity of lands within the Greenlands System and the location of schools, places of worship and Non-Local Parkland may influence the amount and location of Local Parkland provided in each area of the Town.

F7.3.4.1 Parkettes

Parkettes shall:

- a) generally service lands within a 0.2 to 0.4 kilometre radius, depending on population density;
- b) generally range from 0.2 to 0.6 hectares in size;
- c) be required when site conditions or neighbourhood design restrict access to other Town facilities;
- d) be required for housing developments that provide smaller lots with reduced opportunities for amenity areas;
- e) be centrally located within the neighbourhood it is intended to serve; and,
- f) provide a range of opportunities for active and passive activities, particularly for young children and older adults seeking close to home activities.

F7.3.4.2 Neighbourhood Parks

Neighbourhood Parks shall:

- a) generally service lands within a 0.4 to 0.8 kilometre radius, depending on population density;

- b) generally range from 1.5 to 2.5 hectares in size;
- c) be comprised mostly of tableland and be configured to support their intended use;
- d) be centrally located within the neighbourhood or neighbourhoods it is intended to serve;
- e) have frontage on a Collector Road that is adequate for the provision of on-street parking and site visibility;
- f) be located adjacent to an elementary school, other community facilities where feasible, other open space lands or storm water detention areas to complement existing facilities and/or provide a neighbourhood focal point; and,
- g) where adjacent to an elementary school have complementary facilities such as sports fields, hard surface play areas and components, and play apparatus.

F7.3.5 NON-LOCAL PARKLAND

Non-Local Parkland is intended to fulfill the needs and interests of all Town residents and visitors to the Town. The major components of Non-Local Parkland include:

- a) Community Parks; and,
- b) Town Wide Parks.

Council will encourage the provision of Non-Local Parkland at a ratio of 2.5 hectares per 1,000 residents. Council will encourage the co-ordinated development of Non-Local Parkland with secondary schools and other major institutional uses, and natural heritage features that form part of the Greenlands System. Non-Local Parkland in the Town is included within the *Major Parks and Open Space Area* designation and is also subject to the policies of Section B2 of this Plan.

F7.3.5.1 Community Parks

Community Parks shall:

- a) generally service a Secondary Plan Area or a specific Urban Area or *Hamlet Area*;
- b) have a minimum site area of 6.0 hectares of primarily tableland;
- c) be located adjacent to a secondary school or community facility such as a community centre, arena, pool or library where feasible, or other major open space lands to complement other neighbourhood facilities and provide a community focal point;
- d) have frontage on an Arterial or Collector Road;
- e) where adjacent to a secondary school, have complementary facilities such as major sports fields, hard surface play areas and other active park uses; and,

- f) be the site of primarily outdoor recreational uses with broader community facilities such as water play areas, gardens or special event staging areas with associated washrooms, pavilions or service areas.

F7.3.5.2 Town Wide Parks

Town Wide Parks shall:

- a) generally service the entire Town;
- b) have a minimum area of 11.0 hectares of primarily tableland;
- c) be located on an Arterial Road or Provincial Highway;
- d) provide major athletic facilities or standard sports fields, hard surface play areas, special event staging areas, multi-use trails, and other major recreation facilities with associated play, water play, washrooms, pavilions or service areas; and,
- e) where appropriate, integrate public cemeteries and other complementary public uses and community facilities.

F7.4 PUBLIC CEMETERIES

Public cemeteries and related facilities are considered part of the Town open space system since cemeteries are largely an open space use. Public cemeteries are only permitted in the *Major Parks and Open Space Area* designation and are subject to the policies of Section B2 of this Plan.

F8 COMMUNITY FACILITIES AND SERVICES

F8.1 COMMUNITY FACILITIES

Community facilities include schools, libraries, community centres, and other recreational facilities that are designed to meet the educational, social, recreational and cultural needs of Town residents. It is the intent of this Plan to ensure that:

- a) schools are designed and built to adequately serve the surrounding neighbourhood and/or catchment area;
- b) new schools are planned and sites are reserved as part of the planning process for the establishment of new neighbourhoods;
- c) the Town continues to be well served by community centres and other recreational facilities in appropriate locations;
- d) adequate library services are provided to Town residents; and,
- e) adequate emergency access is provided throughout the Town by police and fire stations and by police, fire and other emergency vehicles.

In order to ensure that municipal services are provided in a manner that meets the needs of Town residents, Facility Strategies that deal with service areas shall be prepared to serve as a guide for the provision of services to a growing and changing population. In addition, Council shall ensure that the School Boards are an integral part of the planning process so that the provision of schools keeps pace with projected demand.

F8.1.1 ELEMENTARY AND SECONDARY SCHOOL SITES

In the interest of preserving elementary and secondary school sites for their intended educational purposes and due to their importance as community hubs and/or neighbourhood gathering places, the Town of Halton Hills encourages the retention of all such schools that existed on the date this Plan was approved. In addition, where a school site has been identified and reserved in a newly developing area, the Town encourages the school boards to implement their request initially to reserve the site when the planning for the area was undertaken. Once such a school site has been identified, the Town will require that a sign be placed on the property advising residents that a school is planned for the site and that the timing and need for the site is at the absolute discretion of the school board involved.

Where all or part of a site which has been identified for an elementary or secondary school is not required, or where an existing school is proposed to be closed, alternative uses shall be permitted in order of priority as follows:

- a) Other public institutional uses, parks or other open space uses that would continue to fulfill the role of the site as a focus of community activity and neighbourhood interaction particularly in areas where there is a parkland deficiency;
- b) Private institutional uses such as places of worship, private educational facilities, day nurseries, and long term care facilities and retirement homes in accordance with Sections D1.3.1.8.1 and D1.3.1.9 as appropriate; and,

- c) Low Density Residential uses in accordance with the policies of Section D1.3.1 of this Plan and/or commercial uses, but only if commercial uses on the site would be permitted in accordance with Section D2.5.5 of this Plan.

In order to implement the Town's objectives in this regard, communication between the school boards and the Town is required and the Town will work cooperatively with the school boards on finding solutions regarding the long term use of existing and planned school sites.

F8.2 MUNICIPAL WATER AND WASTEWATER SERVICES

Municipal water and wastewater services are the responsibility of the Region of Halton as set out in the Regional Plan. It is the policy of this Plan that:

- a) All development in the Urban Area shall be connected to municipal water and wastewater systems unless exempted by the policies of this Plan and the Regional Official Plan;
- b) Development be limited in the Urban Area to the ability and financial capability of the Region to provide municipal water and wastewater services in accordance with its approved Development Charges Bylaws;
- c) The extension of municipal water and wastewater services across Urban Area boundaries is prohibited, unless the services are being provided to lands within the *Hamlet Area* designation or other exceptions specifically identified in the Regional Plan; and,
- d) The allocation of municipal water and wastewater system capacities through the development approvals process will be based upon a program developed in consultation with the Region, and implemented through reports to Council when necessary, which ensures the timely and efficient use of these services.

PUBLIC AND QUASI-PUBLIC USES

Public and quasi-public uses are permitted in land use designations within the Urban Area, *Hamlet Area* and *Rural Cluster Area*, subject to any regulatory requirements such as the provisions of the Environmental Assessment Act. These uses include municipal water and wastewater infrastructure, stormwater management facilities, roads, railways lines, natural gas, telecommunications infrastructure and similar uses. The implementing Zoning By-law shall contain regulations that control the siting of all public buildings and structures, accessory uses and outdoor storage associated with any public use.

Public and quasi-public uses are permitted in the Environmental and Open Space Area and the various designations outside of the Urban Area, *Hamlet Area* and *Rural Cluster Area* if specifically listed as a permitted use in the relevant land use designation. Specific policies regarding infrastructure within the lands subject to the Greenbelt Plan are contained in Section E2.6 of this Plan.

Where companies subject to federal or provincial control propose a new wireless communication facility, it is the policy of this Plan to encourage where feasible and appropriate:

- a) the screening of antennas and towers from view from roads or scenic vistas through landscaping, fencing or other architectural screening;
- b) the use of innovative design measures such as the integration of such uses with existing buildings or among existing uses;
- c) collocation with other service providers;
- d) locations on existing infrastructure such as water towers or utility poles; and,
- e) locations away from sensitive land uses.

The Town shall work with pipeline companies to ensure that the location and design and construction standards used for major oil and gas transmission pipelines have regard to environmental and safety matters. To this end, a minimum 7metre setback shall be maintained from the limits of the TransCanada Pipeline right-of-way located within the Premier Gateway Employment Area for all permanent structures and excavations. A reduction in the setback may be considered if it is demonstrated to the satisfaction of TransCanada Pipelines Limited that it will not compromise the safety and integrity of the pipeline.

F10 DEVELOPMENT PHASING STRATEGIES

F10.1 OBJECTIVES

It is the intent of this Plan:

- a) to ensure that development occurs in an orderly, well-planned manner;
- b) to ensure that the provision of community services and facilities is coordinated with the development of new communities;
- c) to give priority to the development of employment lands and Intensification Areas, infilling and completion of existing neighbourhoods and communities; and
- d) to maintain an acceptable balance between residential and non-residential assessment.

F10.2 GENERAL PHASING CRITERIA

Development in the Urban Area shall be phased in accordance with the following criteria:

- a) the proposal contributes to the protection and enhancement of natural heritage features and ecological functions and provides opportunities for public ownership of these lands;
- b) the proposal represents the logical completion or extension of the existing urbanized area, roads and other infrastructure to avoid scattered development patterns;
- c) the proposal can be adequately and economically serviced by municipal water and wastewater services and storm drainage facilities;
- d) the proposal will provide park sites, school sites and portions of a community wide trail system;
- e) the proposal provides an opportunity for both employment and residential uses in order to encourage improved live/work relationships and to attract non-residential assessment;
- f) where appropriate, proposals for residential development provide a mix and range of housing to accommodate the Town's housing needs as set out in the Municipal Housing Statement;
- g) the proposal can be accommodated within the financial capabilities of the Town to provide the necessary services without decreasing the level of service to existing development;
- h) the proposal participates in local or Regional servicing and financial agreements pursuant to the Development Charges Act; and,
- i) the proposal contributes to achieving the density targets of this Plan and the Regional Phasing set out in Section F10.4.

More detailed phasing strategies shall be included in Secondary Plans and where appropriate, Block Plans.

F10.3 GEORGETOWN SOUTH EXPANSION LANDS – SPECIAL PHASING POLICIES

Within the Georgetown South Expansion Lands, identified as Parts of Lots 11 and 12, Concessions 9 and 10, the phasing of development shall occur generally in accordance with the phases shown on Schedule A3 to this Plan. The Schedule anticipates the development will proceed within three stages, labelled as Phase 1, Phase 2A and Phase 2B generally in that order. Each phase shall contain a mix and range of housing types. Prior to any development within any phase, water and wastewater capacity must be available for lots to be registered within that subsequent phase.

The Town in consultation with the Region and landowners, may make adjustments to the boundaries of the Phases on Schedule A2 without amendment to this Plan, provided that the Phases correspond to the description set out below.

Phase 1 includes the completed Catholic elementary school site and an extension of the eastern section of Barber Drive. Also included in Phase 1 is the extension of the east and west “legs” of Barber Drive to 10 Side Road, which can be provided with sanitary sewer services by gravity drainage to the sewers in the existing Georgetown South Community to the north, with the exception of the westerly portion which will require the construction of a new sewage pumping station in the vicinity of the southwest corner of Phase 1. Phase 2A will also drain to this new pumping station. Phase 1 and 2A will each require the construction of a separate stormwater management facility. As part of any development in Phase 2A, the collector road and a separate pedestrian connection across the Sixteen Mile Creek will be required. Phase 2B requires the construction of a new sewage pumping station in the vicinity of the southeast corner of Phase 2B.

Prior to the registration of plans of subdivision in Phase 2, at least 65 percent of the residential units in Phase 1 must be serviced, which shall include the lands immediately adjacent to Mountainview Road, excepting residential units within the *Secondary Node*.

In the event that plans of subdivision are approved for only a portion of the Phase 1 lands, lands designated *Secondary Node* that are outside of the boundaries of the approved plans will be placed in a zoning category which restricts development until such time as servicing capacity is available.

F10.4 GENERAL PHASING POLICIES

F10.4.1 REGIONAL PHASING OF THE URBAN AREA

The phasing of development shall be in accordance with the Regional Phasing identified in Table F10 and subject to other relevant policies of this Plan and the Regional Official Plan.

Development within the *Future Residential/Mixed Use Area* shown on Schedule A3, the Premier Gateway Employment Area Phase 2 shown on Schedule A8, and the Mansewood area shown on Schedule A1 of this Plan is to be phased over the 2021 to 2031 period in accordance with Table F10.

TABLE F10: REGIONAL PHASING

	2012-2016	2017-2021	2022-2026	2027-2031
Units in Designated Greenfield Area	672	847	3,936	3,773
Low Density Units	623	751	2,205	2,402
Medium and High Density Units	49	96	1,731	1,371
Units Inside the Built Boundary	517	917	2,056	2,087
Employment	787	2,192	9,420	9,606

F10.4.2 JOINT INFRASTRUCTURE STAGING PLAN

It is the intent of this Plan that the Town participate with the Region, the School Boards, and Provincial human service agencies, in the preparation of a Joint Infrastructure Staging Plan based on the population and employment forecast contained in Section A1A of this Plan to ensure infrastructure and human services to support growth is planned and financing is in place before it is required.