

## SECONDARY PLANS INTRODUCTION

In accordance with the provisions of Section G3 of this Plan, Secondary Plans may be prepared to allow for more detailed area or issue-based planning in newly developing areas or other areas where specific issues and concerns are identified.

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

- the Hamlet of Norval Secondary Plan;
- the Georgetown GO Station Area Secondary Plan;
- the Hamlet of Glen Williams Secondary Plan.
- Premier Gateway Employment Area Phase 1B Secondary Plan
- Vision Georgetown Secondary Plan
- Downtown Georgetown Secondary Plan

## H2 HAMLET OF NORVAL SECONDARY PLAN

### H2.1 OVERALL GOAL OF THE SECONDARY PLAN

The overall goal of the Norval Secondary Plan is to ensure the retention and enhancement of the natural, cultural and heritage resources of the Hamlet and to guide change so that it contributes to and does not detract from the character of the Hamlet, in an environmentally protective and cost effective manner. The plan provides for a limited amount of growth through infilling and the promotion of existing businesses focused on Guelph Street and small-scale tourist/retail related activities.

### H2.2 OBJECTIVES

The objectives of the Hamlet of Norval Secondary Plan are as follows:

- To reduce traffic congestion and heavy truck traffic within the Hamlet to the extent feasible and to fully support the further evaluation of bypass opportunities;
- To recognize that the boundary of Norval has been fixed through the Greenbelt Plan and to continue to ensure the preservation of hamlet character by addressing the interface between the *Hamlet Area*, surrounding land uses, the Georgetown urban area and lands in the City of Brampton;
- To maintain and enhance the existing character of the Hamlet and to recognize the existing street and lot pattern which contribute to the character;
- To improve the visual aesthetics through the use of Hamlet Design Principles and Hamlet Design Guidelines;
- To strengthen Norval's tourism presence within Halton Hills and the Greater Toronto Area;
- To provide for increased tourist-pedestrian related amenities and facilities;
- To enhance the vitality of the commercial core through the support of small, independent businesses focused on Guelph Street and maintain the core as a focal point for the community;
- To maintain, enhance and restore the health of the natural environment;
- To provide an environmental framework which serves both the existing and future community, which is formed by linking existing open spaces, natural features, and parks and the developed areas of the Hamlet;
- To recognize the constraints of the floodplain and to balance the need to protect public safety with the need to recognize historic development within the Hamlet;
- To recognize the heritage resources within the Hamlet which form an integral component of its character and ensure that new buildings are in keeping with the heritage character including height, built form, massing, scale and setbacks; and,
- To encourage active transportation and to provide facilities within the core which connect to Georgetown and the surrounding communities.

## H2.3 GENERAL POLICIES

Schedule H2 to this Plan identifies land use designations that apply to Norval and should be reviewed in conjunction with the following policies.

### H2.3.1 SERVICING

A municipal water system and storm sewers currently service the Hamlet of Norval. Individual, private septic beds accommodate sanitary sewage disposal. Halton Region is responsible for the provision of municipal water and wastewater services. The Region of Halton has reserved a limited capacity in the Georgetown Wastewater Pollution Control Plant to service the Hamlets when the Region, in consultation with the Town, determines it to be prudent and feasible.

Where feasible, development shall occur on the basis of municipal water supply and private wastewater treatment systems. In certain situations a municipal water connection may not be feasible or necessary. In such cases the policies of this Section and Sections H2.3.2, and H2.3.3 shall apply.

All new lots on partial municipal services or private services within the Hamlet shall meet the requirements of the Town of Halton Hills and the Regional Municipality of Halton. No new lot shall be smaller than 1,900 square metres in area.

The Town of Halton Hills does not currently envision and the Regional Municipality of Halton has not currently budgeted for the extension of municipal sanitary sewage services to the Hamlet. The introduction of this service could have a significant impact on the formation of new lots and the density of development.

Therefore, any proposal to provide municipal sanitary sewage services to the Hamlet will require the approval of the Town of Halton Hills, the Regional Municipality of Halton, and where appropriate Credit Valley Conservation. Such approval shall require all associated supporting studies deemed necessary by approval agencies.

The minimum lot size for new development on full urban services (municipal water and sewer) shall be 929 square metres.

### H2.3.2 GROUNDWATER PROTECTION

Prior to any development on private or partial services a hydrogeological study may be required to the satisfaction of the Town of Halton Hills and Regional Municipality of Halton in consultation with Credit Valley Conservation to ensure that groundwater resources will not be negatively impacted. Any residential proposal containing three lots or more shall be subject to a hydrogeological study that will address the protection of the existing groundwater supply.

Reference should be made to the Region of Halton's Hydrogeological Studies and Best Practices Guidelines when preparing a hydrogeological study in support of a development application.

### H2.3.3 NON-RESIDENTIAL USES

Existing non-residential uses can occupy up to 500 square metres of gross floor area. New non-residential uses can occupy up to 250 square metres of gross floor area. New non-residential uses proposing to exceed the 250 square metre limit, but less than 500 square metres of gross floor area

must also satisfy the criteria in Section H2.4.2 of this Plan. Prior to any development on private or partial services a hydrogeological study may be required in accordance with Section H2.3.2 of this Plan.

A “new” non-residential use refers to:

- the introduction of a use which is not currently permitted on a property; or.
- the re-designation and/or rezoning of a property from one land use to another.

#### H2.3.4 STORMWATER MANAGEMENT

All commercial, industrial, institutional, recreational and residential development shall be supported by a Stormwater Management (SWM) report unless waived by the Town through a pre-consultation process. The report shall be prepared to the satisfaction of the Town of Halton Hills in consultation with the appropriate agencies in accordance with the policies in Section C8 of the Halton Hills Official Plan.

In order to encourage more sustainable development, stormwater best management practices will be encouraged. This may include Low Impact Development (LID) stormwater management techniques with the objective to address stormwater at the source rather than solely in traditional end of pipe measures (e.g. stormwater management ponds). Stormwater best management practices such as LID techniques may include the use of measures such as bioretention facilities, permeable pavers, vegetated filter strips, rainwater harvesting, and disconnected downspouts.

In addition, a report on the impact on fisheries within the Credit River and Silver Creek may also be required. A Stormwater Management report may be required for a lot severance, if determined to be necessary by the Town of Halton Hills in consultation with the Credit Valley Conservation Authority.

#### H2.3.5 FLOODPLAIN, VALLEYLANDS AND NATURAL FEATURES

The Hamlet of Norval has historically developed within the valley of the Credit River. Development is normally prohibited within valleylands given the potential for impacts on the watershed. However, the long-term establishment of a community in this area makes the prohibition of development undesirable due to the impact of such a prohibition on the viability of the community and the potential loss of important cultural assets. A balance has been sought between the protection of the valleylands and the allowance of limited development to ensure the continued viability of the Hamlet.

The Regulatory Floodplain has been illustrated on Schedule H2 in order to identify all areas that are susceptible to flooding. Schedule H2 further designates areas of environmental importance as *Greenlands*. Section H2.12 of this Plan defines and provides planning policies for the *Greenlands*.

Areas that have been identified as wetlands, significant woodlands, Environmentally Sensitive Areas (ESAs) or steep slopes, have been designated as *Greenlands* on Schedule H2. Lands which are located within the floodplain have only been included in the *Greenlands* designation if they are not developed or if they have other natural heritage features listed above which also applies to them. Developed lands whose only environmental constraint is the floodplain have been given an underlying land use designation with a floodplain overlay designation as outlined in Section H2.13 of this Plan.

In accordance with the Provincial Policy Statement and Credit Valley Conservation’s Regulation 160/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), no new or expanded nursing homes, day care facilities, group homes, seniors homes,

schools, fire, police or ambulance stations, or other sensitive uses shall be permitted within the regulatory floodline established by Credit Valley Conservation.

Areas that are designated *Greenlands* are recognized as generally unsuitable for development given their importance to:

- human and ecological health;
- the protection of property from damage due to all natural hazards including erosion and slope instability as well as flooding; and,
- human safety.

The Georgetown Credit River Valley and Hungry Hollow Ravine ESAs are located partially within and adjacent to the Norval Secondary Plan area.

It is a policy of this plan to provide for the protection and enhancement of features within the *Greenlands* designation through the limitation of permitted uses, the provision of building setback requirements and other development requirements, such as the need for more detailed studies. The protection and enhancement of natural features can also be achieved through the restoration of watercourse corridor or riparian zones, and landowner stewardship.

An Environmental Impact Study may be required for development applications adjacent to the *Greenlands* to the satisfaction of the Town in consultation with the Region of Halton and Credit Valley Conservation Authority in accordance with Section C2 of the Town's Official Plan. Reference should be made to the Region of Halton's Environmental Impact Assessment Guidelines when preparing terms of reference for the study and when undertaking and completing the study.

Lands not designated as *Greenlands* may still have valuable natural features that should be considered for protection and enhancement. This is especially true for woodlands in the Hamlet which are not deemed significant woodlands. These woodlands perform important ecological functions both individually and as a whole that assist in erosion control, mitigating the impacts of wind and dust, providing habitat for local and migratory wildlife and improving aesthetics. Applicants for Site Plan approval, Subdivision approval or severance, may be required to submit a tree inventory and preservation plan and a proposed planting plan to the satisfaction of the Town. The tree inventory and preservation plan shall include tree protection, enhancement and replacement measures.

#### H2.3.6 EXPANSION OF REPLACEMENT OF EXISTING BUILDINGS WITHIN THE REGULATORY FLOODPLAIN

A portion of Norval's historical core area is within the regulatory flood line established by Credit Valley Conservation. Generally, new development and/or the creation of new lots is prohibited by the Credit Valley Conservation Authority within the floodplain given the potential danger to life and property and impacts on the Credit River Watershed. However, it is recognized that the existing buildings provide the homes and businesses that make up the community and are also important from a tourism and heritage preservation perspective.

In balancing these issues a limited amount of expansion or, under certain conditions, replacement of buildings will be permitted subject to approval by the Credit Valley Conservation Authority. The following Credit Valley Conservation requirements as may be amended from time to time are applicable:

- a) Expansions of existing buildings are limited to a ground floor addition of 50% or less of the original habitable ground floor area to a maximum of 100 square metres and does not include a basement;
- b) Expansions of existing buildings are flood proofed, to the regulatory flood level to the satisfaction of Credit Valley Conservation and the policies of this plan;
- c) Buildings destroyed by fire or other means will be permitted on the existing footprint provided that the reconstruction occurs within two years of the buildings destruction and that the building is designed so that no structural damage will occur from the regulatory flood and the building is flood proofed to the satisfaction of Credit Valley Conservation;
- d) That no habitable rooms are established below the regulatory flood level and there is no increase in the number of dwelling units;
- e) That safe access is provided for pedestrian and vehicular access and evacuation routes as determined by the Town of Halton Hills and Credit Valley Conservation;
- f) No new sensitive land uses including nursing homes, day care facilities, group homes, seniors homes, schools, fire, police or ambulance stations, or other similar uses shall be permitted, and any existing sensitive uses shall not be allowed to expand or be replaced in the event of destruction; and,
- g) Notwithstanding any policies of this Plan no uses associated with the storage or use of any hazardous or toxic materials shall be permitted to be reconstructed or enlarged.

### H2.3.7 PROTECTION OF FISH HABITAT

The reach of the Credit River through Norval is classified by Credit Valley Conservation as a “mixed cool/cold” water fisheries community. This classification requires a 30 metre development setback from the bank of the watercourse. The exact boundaries of the 30 metre buffer zone should be established in consultation with Credit Valley Conservation.

No new developments are permitted within the 30 metre buffer zone without the approval of Credit Valley Conservation. However, there is extensive historical development within the buffer zone and a prohibition on improvements, replacements or minor additions to buildings is not desirable. It is therefore a policy of this plan that Credit Valley Conservation must be consulted to evaluate impacts and propose mitigation strategies to achieve no negative impact as part of any application for development within this area.

### H2.3.8 HAMLET BOUNDARIES AND BUFFERS

A rational Hamlet boundary has been established based upon municipal boundaries and identifiable features such as valley top-of-bank, watercourses and roads.

In the case of Norval, the Silver Creek valley, Willow Park, and the Greenbelt Plan Area form an urban separator between Norval and the Georgetown Urban Area.

If the Hamlet of Norval is to retain its character, these separators are viewed as important elements. To this end, the following policies will apply:

- a) Wherever possible, environmental areas that represent a logical buffer between the Hamlet and both future and existing urban development will be used as an “urban separator”;
- b) Wherever possible, buffers will be included within the boundaries of the Hamlet;
- c) The Town of Halton Hills will engage in discussions with the City of Brampton and the Region of Peel to examine ways that a distinct separation between the Hamlet of Norval and the City of Brampton can be preserved; and,
- d) Planning for the Southeast Georgetown new growth area shall consider the interface with the Hamlet of Norval.

### H2.3.9 NOXIOUS USES

No use, which does, or is likely to cause air pollution, offensive odours, ground or surface water pollution, or noise in excess of Provincial regulations or guidelines, shall be permitted.

### H2.3.10 ADULT ENTERTAINMENT USES

Adult entertainment uses shall be prohibited in all land use designations in the Hamlet.

### H2.3.11 TRANSPORTATION

Highway 7 is a Provincial Highway with access restrictions. New entry points to Highway 7 are subject to the approval of the Ministry of Transportation.

The Halton-Peel Boundary Area Transportation Study (HPBATS) was undertaken to look at accommodating future travel demands generated by growth in Brampton and Halton Hills. Highway 7 and Adamson Street (Winston Churchill Boulevard) through Norval were identified as “bottlenecks”. Means of addressing congestion were discussed in the Study and included shifting traffic outside of peak hours (using travel demand management), shifting modes of travel (to carpooling, transit, cycling, or walking), reducing demand (typically addressed through employer-based programs such as telecommute), or shifting traffic elsewhere (i.e., a bypass). The HPBAT Study indicated that the roadways through Norval should remain two lanes serving local traffic and restricting capacity which will help to ensure the long term preservation of the Hamlet. It recommended additional capacity be provided via bypasses, new arterials, or new freeway options which included the Norval Bypass, the Adamson Street North Bypass and the Winston Churchill Blvd Bypass.

Environmental Assessments are required in order to undertake the bypass options. The Town will request as part of any Environmental Assessments that specific attention to north-south and east-west connections be made to determine how the connections will be achieved through either a combination of road connections or a new corridor. Possible conflicts between these connections and the existing housing and environmental features in the Hamlet must be given careful consideration in order to ensure that the river valley setting and the current built form character of the community is maintained. The Town will also request that truck traffic be restricted in the hamlet core.

The Town of Halton Hills and the Region of Halton will implement corridor protection for future north-south transportation facilities and related connections (East/West Connection bypass or Norval West Bypass). Schedule H2 of the Secondary Plan has identified a *Corridor Protection Area* within the Hamlet boundaries.

The HPBAT Study indicated that no bypass option will bring the volume-to-capacity ratio through Norval to less than one (functional capacity). As a result, there will continue to be on-going traffic congestion. Traffic Calming measures have therefore been initiated within Norval on streets under the jurisdiction of the Town in order to slow traffic. If traffic calming is to be provided on Highway 7 and Adamson Streets, yet still maintain function and capacity, the streets should be made visually narrower. On-street parking, street trees, landscaping, and street furniture should be investigated to make the road feel narrower and convey the message to slow down. Additional traffic calming measures which do not place any form of structure within the right of way such as pavement markings and pavement colouring should also be considered. As Guelph Street is under the jurisdiction of the Ministry of Transportation (MTO), Provincial approval will be required for any changes within the Guelph Street right of way.

Active transportation will be encouraged by improving pedestrian connections including movements into and out of the Hamlet and the expansion and enhancement of the trail systems, and by facilitating the addition of bicycle lanes as identified in the Town's Cycling Master Plan.

### H2.3.12 TOURISM DEVELOPMENT

Given both the cultural and natural heritage of the area, Norval has the potential to offer specialized tourism opportunities.

A significant opportunity within Norval stems from the artifacts associated with former resident, Lucy Maud Montgomery. Considered one of Canada's best-known writers, and recognized worldwide for many of her works, Lucy Maud Montgomery lived in Norval for a period of nine years dating from 1926 to 1935. Six of her most popular books were written in her home, the Norval Presbyterian Manse. Other former residents important to the Hamlet include Peter Adamson and Robert Noble whose names have been given to local streets.

The Willow Park Ecology Centre is an educational and tourist attraction, drawing upon the natural environment of the area to provide environmental education to visitors.

Norval is attracting tourists as people visit the town in which Montgomery lived. The parks and natural amenities that are associated with and surround the Credit River system through Norval will, if properly managed and protected, also contribute to the hamlet character and the attraction of tourists. Towards the maintenance and enhancement of Norval's tourism base the following policies shall apply:

- a) Consistent with the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5, there will be safe, efficient and deliberate movement of pedestrians between tourist attractions within the Hamlet and connection to the core commercial area via both trails and public streets;
- b) The community core, consistent with the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5 shall be the focus for commercial activities in the Hamlet;
- c) This plan encourages the production of materials such as self-guided historic and natural feature interpretation oriented walking tours to increase public knowledge and awareness of existing heritage resources;
- d) Interpretation signs, consistent with the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5, will be located within or adjacent to areas of natural, heritage and community significance, along any trail system and at major gateways;



- e) Land uses within the Hamlet shall be designated to support the required amenities to accommodate the visitors generated by the tourism development initiatives; and,
- f) It is a policy of this plan to encourage the tourism potential of events such as the Montgomery Christmas Festival and Riverfest, with themes relating to Lucy Maud Montgomery and the protection of the Credit River as a vital natural resource.

### H2.3.13 ARCHAEOLOGICAL RESOURCES

Development that impacts on areas that have information or evidence of potential for archaeological significance will require an archaeological impact assessment in accordance with the Halton Hills Official Plan to determine the presence of archaeological resources and, if required, provide mitigative recommendations.

Development and site alteration may be permitted on land containing archaeological resources or areas of archaeological potential, if significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration, which maintains the heritage integrity of the site, will be permitted.

### H2.3.14 HAMLET DESIGN AND HERITAGE PROTECTION

The character of the Hamlet of Norval is largely defined by the heritage buildings which shape the built form. These buildings help create an environment that is distinctive and lays the foundation for not only a cohesive community but also for tourism development initiatives. This is especially true for initiatives that leverage Norval's place in history as the residence of Lucy Maud Montgomery, as well as the recreational opportunities associated with the Credit River.

In order to maintain the character of the Hamlet, all development will recognize the existing built form context and protect the character of the heritage buildings and landscapes. Development will respect and reinforce:

- a) the height, massing, and scale of nearby buildings;
- b) the average setbacks of buildings from the street;
- c) the prevailing side and rear yard setbacks;
- d) the landscaped open space patterns;
- e) the size and configuration of lots; and,
- f) the existing street pattern.

All development must be in keeping with the physical character of the Hamlet and no approvals will be granted under the Planning Act for development which does not respect the existing built form.

Further details regarding the appropriate built form and the protection and enhancement of the community features are established in the Hamlet Design and Heritage Protection Guidelines. These are attached as Appendix X5 to this document and are designed to help the Town and the community guide new development.

The approval process for all planning applications within the Hamlet will include the application of the Hamlet Design and Heritage Protection Guidelines. An architectural and urban design brief/study may be required in support of an application indicating how the proposed development conforms with the Hamlet Design and Heritage Protection guidelines to the satisfaction of the Town. The Town may require a third party “peer review” of the proposed development.

It is a policy of this Plan that the cost of a peer review and implementation of on and off-site improvements consistent with the Hamlet Design and Heritage Protection Guidelines will be the responsibility of the proponent to the satisfaction of the Town.

### H2.3.15 HAMLET BOUNDARIES

Under the policies of the Greenbelt Plan, the boundaries of the Hamlets are delineated by the local Official Plan. Minor rounding out to a hamlet’s boundary is only permitted through an Official Plan Conformity exercise with the Greenbelt Plan. The Town of Halton Hills has undertaken a Greenbelt Plan conformity exercise and therefore no further expansion of the Hamlet boundaries is permitted.

### H2.3.16 TRAIL SYSTEMS

The development of improved trail systems which encourage walking and bicycling has been identified by the Town of Halton Hills through the Cycling Master Plan and the earlier Trails and Cycling Master Plan.

The existing trails and conceptual alignments for future bicycle and pedestrian trails/routes are shown on Schedule H2. Reference should be made to the Cycling Master Plan and the earlier Trails and Cycling Master Plan for details on how and when future trails are expected to be developed. The actual implementation of any trail system will be the subject of further assessment and additional public consultation will occur during that period. All trails will be developed to municipal standards and with regard to potential environmental impacts. Additional information on trail development is also provided in the Hamlet Design and Heritage Protection Guidelines.

## H2.4 HAMLET COMMUNITY CORE AREA

### H2.4.1 PURPOSE

The *Hamlet Community Core Area* designation identifies the central portion of the Hamlet where the greatest concentration of commercial activities and heritage features are located. It is an objective of the *Hamlet Community Core Area* designation to define and strengthen the character of the Hamlet through the protection of its architectural style and natural heritage while at the same time supporting and improving the commercial viability of the existing businesses and tourism based activities.

This designation serves to allow for the concentration of the primary commercial and tourism functions within the historic core area towards the creation of a vibrant centre of activity. Residential uses are also encouraged that are consistent with the policies of the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5.

### H2.4.2 PERMITTED USES

Uses permitted within the *Hamlet Community Core Area* designation include tourism and cultural uses, retail services, residential uses and office space. Existing non-residential uses can occupy up to 500

square metres of gross floor area. New non-residential uses can occupy up to 250 square metres of gross floor area. New non-residential uses proposing to exceed the 250 square metre limit, but less than 500 square metres of gross floor area must satisfy the following criteria:

- a) A design study must be provided that clearly demonstrates that the development meets the criteria of Section H2.3.14 and the Hamlet Design and Heritage Protection Guidelines and that the built form respects and reinforces the character of the community, is visually consistent with surrounding uses and is sensitive to existing vegetation and topography;
- b) The development is compatible with adjacent uses;
- c) A traffic impact study must be provided that addresses traffic impacts, mitigation measures and ensures that there is acceptable vehicular and pedestrian access to and within the site;
- d) Adequate Servicing must be provided for the proposed use in accordance with Section H2.3.1 of this Plan; and,
- e) Any adverse noise impacts can be appropriately mitigated.

The permitted uses include:

- a) animal clinics;
- b) antique and furniture stores;
- c) artist studios and art galleries;
- d) bakeries;
- e) banks;
- f) bed and breakfast establishments;
- g) business or professional offices;
- h) cafes;
- i) community centres;
- j) craft shops;
- k) custom workshops;
- l) day care centres;
- m) dwelling unit located in a non-residential building;
- n) general stores;
- o) home occupations and cottage industries;
- p) ice cream parlours;
- q) professional medical or dental offices;

- r) museums;
- s) personal service uses such as hair stylist and shoe repair;
- t) private parks;
- u) public parks;
- v) public parking areas;
- w) recreational uses;
- x) residential care facilities meeting the definition of a Group Home Type 1 subject to the requirements of the implementing Zoning By-law and the Official Plan;
- y) restaurants, but not a drive through restaurant;
- z) retail showrooms;
- aa) single detached dwellings;
- bb) tourist attractions; and
- cc) accessory apartments in single detached dwellings subject to Section E1.4.10.

In addition, small scale woodworking or blacksmith or other similar operations that have a tourism function in terms of providing opportunities for visitors to view historic or unique manufacturing practices, shall be permitted providing they conform to Section H2.3.3 of this Plan.

Within the area identified as *Hamlet Community Core Area*, automotive uses that legally existed on the day of the passing of the revised Secondary Plan (Official Plan Amendment 20) will be recognized and permitted to continue their existing operation and function in their current location. No additional automotive services or uses will be permitted with the exception of limited motor vehicle sales accessory to the main permitted automotive use at 488/490/492 Guelph St.

No new automotive uses will be permitted within the *Hamlet Community Core Area* designation.

Notwithstanding the permitted uses listed above, no new or expanded nursing homes, day care facilities, group homes, seniors' homes, schools, fire, police or ambulance stations, or other sensitive uses shall be permitted within the regulatory floodline established by Credit Valley Conservation.

### H2.4.3 LAND USE POLICIES

Development within the *Hamlet Community Core Area* designation shall be consistent with the following land use policies:

- a) Where commercial and residential uses abut, site planning to achieve adequate buffering in the form of landscaping or architectural screening shall be required;
- b) Adequate off street parking will be required. Parking facilities will be oriented to the side or rear of all commercial buildings;

- c) Adequate servicing for the proposed use must be provided in accordance with Section H2.3.1 of this Plan;
- d) The subdivision of land will only be permitted as infilling where the lots meet the minimum criteria specified in Section H2.3.1 of this Plan;
- e) New commercial uses shall generally be compatible with the character and scale of the Hamlet;
- f) Home occupations and cottage industries may be permitted as a secondary use to the primary residential use subject to criteria in accordance with the Halton Hills Official Plan;
- g) Outdoor storage is not permitted within the *Hamlet Community Core Area* designation;
- h) The development of office space will be encouraged to occur on second storeys above retail uses;
- i) All development will be consistent with the policies in section H2.3.14 and the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5, and shall not exceed two storeys;
- j) No drive through operations will be permitted within the *Hamlet Community Core Area* designation; and,
- k) Any development adjacent to Highway 7 is subject to approval from the Ministry of Transportation for new or changes to access on to Highway 7.

## H-H2.5 HAMLET COMMERCIAL AREA

### H2.5.1 PURPOSE

The *Hamlet Commercial Area* designation applies to existing automotive uses located on Highway 7 or existing commercial uses which are located outside of the *Hamlet Community Core Area*. The purpose of the designation is to recognize the existing uses and to permit limited additional commercial uses which are compatible with surrounding residential uses.

### H2.5.2 PERMITTED USES

Existing non-residential uses can occupy up to 500 square metres of gross floor area. New non-residential uses can occupy up to 250 square metres of gross floor area. New non-residential uses proposing to exceed the 250 square metre limit, but less than 500 square metres of gross floor area must satisfy the criteria in Section H2.4.2 of this Plan in addition to the land use policies of this designation.

The uses permitted within the *Hamlet Commercial Area* designation include:

- a) automotive uses that legally existed on the day of the passing of the bylaw adopting this Plan;
- b) commercial uses that legally existed on the day of the passing of the bylaw adopting this Plan;
- c) day care centres;
- d) single detached dwellings;

- e) bed and breakfast establishments;
- f) home occupations and cottage industries;
- g) animal clinics;
- h) business or professional offices;
- i) custom workshops;
- j) personal service uses such as hair stylists and shoe repair;
- k) retail stores; and
- l) accessory apartments in single detached dwellings subject to Section E1.4.10.

The existing commercial self-storage facility use at 16 Adamson Street North is permitted. No outdoor storage is permitted in the *Hamlet Commercial Area* designation in association with this use or any other use.

### H2.5.3 LAND USE POLICIES

Development within the *Hamlet Commercial Area* designation shall be consistent with the following land use policies:

- a) Notwithstanding the permitted uses listed above, no new or expanded nursing homes, day care facilities, group homes, seniors homes, schools, fire, police or ambulance stations, or other sensitive uses shall be permitted within the regulatory floodline established by Credit Valley Conservation;
- b) Within the area identified as *Hamlet Commercial Area*, automotive uses that legally existed on the day of the passing of the revised Secondary Plan (Official Plan Amendment 20) will be recognized and permitted to continue their existing operation and function in their current location. No additional automotive services or uses will be permitted with the exception of limited motor vehicle sales accessory to the main permitted automotive use at 546/548 Guelph St.;
- c) No new automotive uses are permitted in the *Hamlet Commercial Area* designation;
- d) Outdoor storage is not permitted in the *Hamlet Commercial Area* designation;
- e) Where commercial and residential uses abut, site planning to achieve adequate buffering in the form of landscaping, or architectural screening shall be required;
- f) All development will be consistent with the policies in section H2.3.14 and the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5, and shall not exceed two storeys;
- g) Adequate off street parking will be required. Parking facilities should be oriented to the side or rear of all commercial buildings;
- h) Adequate servicing for the proposed use must be provided in accordance with Section H2.3.1 of this Plan;

- i) New commercial uses shall generally be compatible with the character and scale of the Hamlet;
- j) Home occupations and cottage industries may be permitted as a secondary use to a primary residential use subject to criteria in accordance with the Halton Hills Official Plan;
- k) No drive through operations will be permitted within the *Hamlet Commercial Area* designation; and,
- l) Any development adjacent to Highway 7 is subject to approval from the Ministry of Transportation for new or changes to access on to Highway 7.

## H2.6 HAMLET COMMERCIAL SPECIAL AREA

### H2.6.1 PURPOSE

The *Hamlet Commercial Special Area* designation applies to a portion of 16 Adamson Street North. The purpose of the designation is to recognize the existing commercial self-storage facility on the rear of the property.

### H2.6.2 PERMITTED USES

Permitted uses are limited to the existing commercial self-storage facility on the property at 16 Adamson Street North. As outlined in Section H2.3.3 Non-Residential Uses of this Plan, existing non-residential uses can occupy up to 500 square metres of gross floor area.

### H2.6.3 LAND USE POLICIES

The following land use policies apply within the *Hamlet Commercial Special Area* designation:

- a) Accessory uses are limited to the temporary indoor and/or outdoor storage of recreational vehicles including boats and trailers, and antique/classic motor vehicles. The storage, use, and/or parking of shipping containers, truck/van/coach bodies, rail cars, dismantled and/or inoperable motor vehicles, commercial motor vehicles including transport trucks and/or transport trailers, and the outdoor storage of other materials or goods shall not be permitted;
- b) The implementing zoning by-law shall include provisions and setbacks for the accessory temporary or outdoor storage of recreational vehicles including boats and trailers, and antique/classic motor vehicles;
- c) The use of the property as a transport terminal, contractors yard/establishment, salvage yard or other outdoor storage use shall not be permitted;
- d) Where the commercial self-storage facility and accessory temporary outdoor storage of recreational vehicles including boats and trailers, and antique/classic motor vehicles is proposed abutting an existing residential use, site planning is required to achieve adequate buffering in the form of landscaping, or architectural screening;
- e) All development will be consistent with the policies in Section H2.3.14 and the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5, and shall not exceed two storeys;

- f) Adequate off street customer parking will be required. Parking facilities should be oriented to the side or rear of all commercial buildings; and,
- g) Adequate servicing for the use must be provided in accordance with Section H2.3.1 Servicing of this Plan.

## H2.7 HAMLET RESIDENTIAL AREA

### H2.7.1 PURPOSE

Lands designated within the *Hamlet Residential Area* designation recognize the predominant existing use of lands as residential. The designation allows for minor expansion of residential development within the Hamlet subject to the policies of this Plan. The purpose of this designation is to recognize the future use of these lands for residential purposes.

### H2.7.2 PERMITTED USES

The uses permitted within the *Hamlet Residential Area* designation include:

- h) single detached dwellings;
- i) bed and breakfast establishments;
- j) home occupations and cottage industries; and,
- k) residential care facilities meeting the definition of a Group Home Type 1 subject to the requirements of the implementing Zoning By-law and the Official Plan.
- l) accessory apartments in single detached dwellings subject to Section E1.4.10.

### H2.7.3 LAND USE POLICIES

Development within the *Hamlet Residential Area* designation shall be consistent with the following land use policies:

- a) Expansion will only occur through minor infilling;
- b) The subdivision of land will only be permitted as infilling where the lots meet the minimum criteria specified in Section H2.3.1 of this Plan and the Zoning By-law;
- c) Any development adjacent to Highway 7 is subject to approval from the Ministry of Transportation for new or changes to access on to Highway 7;
- d) Home occupations and cottage industries may be permitted as a secondary use to the primary residential use subject to criteria in accordance with the Halton Hills Official Plan;
- e) All development will be consistent with the policies in section H2.3.14 and the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5, and shall not exceed two storeys; and,



- f) Adequate servicing for the proposed use must be provided in accordance with Section H2.3.1 of this Plan.

## H2.8 HAMLET RESIDENTIAL/OFFICE AREA

### H2.8.1 PURPOSE

Lands that are designated *Hamlet Residential/Office Area* are intended to encourage the retention of the existing built form in those areas so that it is consistent and compatible with the adjacent residential and commercial uses.

### H2.8.2 PERMITTED USES

New non-residential uses can occupy up to 250 square metres of gross floor area.

The uses permitted within the *Hamlet Residential/Office Area* designation include:

- a) single detached dwellings;
- b) bed and breakfast establishments;
- c) home occupations and cottage industries;
- d) business or professional offices; and,
- e) dwelling unit located in a non-residential building.
- f) accessory apartments in single detached dwellings subject to Section E1.4.10.

### H2.8.3 LAND USE POLICIES

Development within the *Hamlet Residential/Office Area* designation shall be consistent with the following land use policies:

- a) Where office and residential uses abut, site planning to achieve adequate buffering in the form of landscaping, or architectural screening shall be required;
- b) Adequate on-site parking will be required. Parking facilities should be oriented to the side or rear of all office buildings;
- c) All development will be consistent with the policies in section H2.3.14 and the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5, and shall not exceed two storeys;
- d) Adequate servicing for the proposed use must be provided in accordance with Section H2.3.1 of this Plan;
- e) The subdivision of land will only be permitted as infilling where the lots meet the minimum criteria specified in Section H2.3.1 of this Plan;
- f) New office uses shall be compatible with the character and scale of the Hamlet;

- g) Home occupations and cottage industries may be permitted as a secondary use to the primary residential use subject to criteria in accordance with the Halton Hills Official Plan;
- h) Any development adjacent to Highway 7 is subject to approval from the Ministry of Transportation for new or changes to access on to Highway 7; and,
- i) Outdoor storage is not permitted within the *Hamlet Residential/Office Area* designation.

## H2.9 CORRIDOR PROTECTION AREA

### H2.9.1 PURPOSE

The purpose of the *Corridor Protection Area* designation is to recognize this area will be the subject of future environmental assessments to determine an appropriate location for a transportation bypass corridor.

### H2.9.2 PERMITTED USES

The uses permitted within the *Corridor Protection Area* are limited to:

- a) uses existing that legally existed on the day of the passing of the bylaw adopting Official Plan Amendment 20 (updating this Plan);
- b) existing agricultural operations;
- c) non-intensive recreation uses such as nature viewing and pedestrian trail activities; and,
- d) public uses.

### H2.9.3 LAND USE POLICIES

The erection of new buildings and structures shall be prohibited within lands designated *Corridor Protection Area*.

## H2.10 INSTITUTIONAL AREA

### H2.10.1 PURPOSE

Institutional activities that presently exist in the Hamlet include churches (St. Paul's Anglican Church, Norval Presbyterian Church, and Norval United Church), and the Norval Community Centre.

The purpose of the institutional designation is to recognize these uses and their role in the community.

### H2.10.2 PERMITTED USES

The predominant use of land designated *Institutional Area* shall be for purposes such as:

- a) public and private institutional activities;
- b) public utilities;
- c) community centres;

- d) day care centres;
- e) nursing homes;
- f) funeral homes;
- g) cultural, educational, religious and fraternal buildings; and,
- h) ancillary uses, which may be permitted on the same lots as the primary use may include a residence of caretakers or essential personnel.

Notwithstanding the permitted uses listed above, no new or expanded nursing homes, day care facilities, group homes, seniors' homes, schools, fire, police or ambulance stations, or other sensitive uses shall be permitted within the regulatory floodline established by Credit Valley Conservation.

### H2.10.3 LAND USE POLICIES

Development within the *Institutional Area* designation shall be consistent with the following land use policies:

- a) Adequate off street parking for institutional uses shall be provided on site; the parking standard to be applied shall be based on the anticipated number of vehicles to be generated by the proposed use and/or the standards contained in the zoning by-law as amended;
- b) Adequate landscaping, tree planting and buffering shall be provided;
- c) Institutional uses, where possible, shall be connected to a municipal water service and sanitary sewage service if such service becomes available. Studies may be required to determine the suitability of the use on private systems; and,
- d) All development will be consistent with the policies in section H2.3.14 and the Hamlet Design and Heritage Protection Guidelines contained in Appendix X5.

### H2.11 OPEN SPACE AREA

#### H2.11.1 PURPOSE

Open space uses that presently exist in the Hamlet include: Norval Park, McNab Park, Hillcrest Cemetery, McNab Pioneer Cemetery, and St. Paul's Anglican Pioneer Cemetery. The purpose of the *Open Space Area* designation is to recognize these uses and their role in the community.

#### H2.11.2 PERMITTED USES

The uses permitted within the *Open Space Area* designation include public and private open space uses such as:

- a) parks;
- b) cemeteries; and,
- c) public uses.

### H2.11.3 LAND USE POLICIES

All parks within the Hamlet exhibit characteristics of both Community and Neighbourhood Parks as defined in the Halton Hills Official Plan. Norval Park serves the local area, as well as acting as a trailhead for the Town-wide network of trails. Development of parkland in the Hamlet will be consistent with the parkland policies of the Halton Hills Official Plan.

Development within the *Open Space Area* designation shall be consistent with the following land use policies:

- a) Adequate off street parking for open space uses shall be provided on site; the parking standard to be applied shall be based on the anticipated number of vehicles to be generated by the proposed use and/or the standards contained in the Zoning By-law as amended; and,
- b) Adequate landscaping, tree planting and buffering shall be provided.

### H2.12 GREENLANDS

#### H2.12.1 PURPOSE

*Greenlands* are designated on Schedule H2 of the Secondary Plan. The purpose of the *Greenlands* designation is:

- a) to identify undeveloped lands which are flood susceptible for the protection of life and property;
- b) to protect the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton Hills;
- c) to maintain the water quality and natural flow regulation of rivers, streams and wetlands within the rural areas of Halton Hills;
- d) to provide opportunities, where appropriate, for passive outdoor recreational activities;
- e) to contribute to a continuous natural open space system, to provide a visual separation of communities and to provide continuous corridors between ecosystems;
- f) to protect significant scenic and heritage resources;
- g) to achieve no loss of function or area of provincially significant wetlands; and,
- h) to maintain or enhance fish and wildlife habitats.

#### H2.12.2 CRITERIA FOR DESIGNATION

The *Greenlands* designation includes only land and water areas that meet one or more of the following criteria:

- a) Areas included in the Regulatory Floodplains, as determined and mapped by Credit Valley Conservation, and refined from time to time, which are not currently developed, as shown on Schedule H2 of this Plan;

- b) Valleylands or significant portions of the habitat of endangered and threatened species, as determined by the Town, the Region, Credit Valley Conservation and the Ministry of Natural Resources, as refined from time to time;
- c) Environmentally Sensitive Areas and wetlands;
- d) Significant woodlands; and,
- e) Unstable or steep slopes.

### H2.12.3 SETBACKS

All new development in the Hamlet shall meet the following setbacks:

- a) a 10 metre building setback from the stable top and bottom of the bank of valley;
- b) a 10 metre building setback from any identified erosion allowance associated with a watercourse;
- c) a 10 metre building setback from the regulatory floodline is required for all new development;
- d) in non-valley situations a 30 metre building setback from the bank of the watercourse, or 10 metres from the flood line, whichever is greater unless the setback is within the *Greenlands* designation;
- e) a 10 metre building setback from Environmentally Sensitive Areas and wetlands;
- f) a 30 metre building setback from provincially significant wetlands; and,
- g) where lands are being subdivided or severed, a setback of 10 metres is required from the lot line to the greater of any flood hazard, erosion hazards or significant natural features.

These setback requirements must be met for all new development unless more appropriate setbacks are recommended in accordance with an approved report or study (e.g. subwatershed study, environmental impact study, geotechnical study) to the satisfaction of the Town in consultation with the Region of Halton and Credit Valley Conservation. For proposals minor in scale, study or report requirements may be scoped or waived by the Town in consultation with the Region of Halton and the Credit Valley Conservation Authority.

### H2.12.4 PERMITTED USES

The following uses may be permitted within the *Greenlands* designation shown on Schedule H2, subject to the policies of this Plan:

- a) Existing agricultural operations;
- b) Non-intensive recreation uses such as nature viewing and pedestrian trail activities on publicly owned lands or privately owned lands if access can be negotiated with the property owner;
- c) Forest, wildlife and fisheries management;
- d) Archaeological activities;

- e) Essential transmission and utility facilities;
- f) Essential watershed management and flood and erosion control projects carried out or supervised by a public authority; and,
- g) Uses that legally existed on the day of the passing of the bylaw adopting this Plan.

#### H2.12.5 LAND USE POLICIES

The erection of buildings and structures or the placing or removal of fill of any kind or any alteration to a watercourse or valley shall be prohibited within lands designated *Greenlands*.

It is the policy of this plan to require that any expansion or replacement of existing uses or permitted buildings within the *Greenlands* shall only be considered for approval by the Town, in consultation with the Region of Halton and Credit Valley Conservation on the basis of the following:

- a) Any environmental and/or physical hazards which affect the site can be mitigated in a manner consistent with accepted engineering techniques and resource management practices; and,
- b) Such buildings, structures and works will not locate in significant natural areas and are designed in a manner which:
  - i) recognizes natural ecological systems and processes and ensures they are maintained and enhanced;
  - ii) minimizes disruption to existing landforms and landscape features including vegetation, wetlands, steep slopes and groundwater discharge areas through such approaches as clustering works on less sensitive parts of the site;
  - iii) will result in no changes to the natural quality and quantity of ground and surface water resources;
  - iv) will result in the maintenance and/or enhancement of existing aquatic ecosystem functions;
  - v) will result in the maintenance and/or enhancement of existing terrestrial ecosystem functions; and,
  - vi) the required setbacks established in accordance with the policies of subsection H2.12.3 of this Plan can be met.

#### H2.12.6 DEVELOPMENT EVALUATION CRITERIA

The Town in consultation with the Region of Halton and Credit Valley Conservation may require as a basis for the evaluation of any proposed development within or adjacent to lands designated *Greenlands* the submission of:

- a) appropriate engineering studies conducted by the applicant to the satisfaction of the Town, in consultation with the Region of Halton, and Credit Valley Conservation, which address:
  - i) the existing environmental and/or physical hazards which affect the site;

- ii) the potential impact of such hazards;
  - iii) the potential impact of the proposed works on the lands and features in the *Greenlands* designation, particularly the natural quality and quantity of ground and surface water functions and resources; and,
  - iv) techniques and management practices so the identified impacts may be mitigated.
- b) an Environmental Impact Study prepared to the satisfaction of the Town in consultation with the Region of Halton and the Credit Valley Conservation, in accordance with Section C2 of the Halton Hills Official Plan. Reference should be made to the Region of Halton’s Environmental Impact Assessment Guidelines when preparing terms of reference for the study and when undertaking and completing the study; and,
- c) a detailed site plan, and landscaping and grading plans prepared to the satisfaction of the Town which demonstrate:
- i) how natural ecological, valleyland and erosional systems and processes will be maintained; and,
  - ii) how disruption to existing landform and landscape features will be minimized.

#### H2.12.7 ZONING

The boundaries of the *Greenlands* are delineated on Schedule H2 based on the best mapping currently available. The boundaries shall be delineated in the Zoning By-law and may be refined at the time of a development application based on studies and/or field investigations conducted by the proponent and approved by the Town, in consultation with the Region of Halton, Credit Valley Conservation and Provincial agencies. Refinement to the boundaries will not require an amendment to this Plan.

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

#### H2.12.8 OWNERSHIP

Where any land designated as *Greenlands* is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that the lands shall be purchased by the Town or other public agency; although the Region and the Town shall ensure that consideration be given to the acquisition of the critical parts of the *Greenlands* designation through the development approval process as permitted by legislation. Existing agricultural operations within the *Greenlands* designation will be recognized.

#### H2.12.9 PARKLAND DEDICATION

Where new development is proposed on a site, part of which is designated *Greenlands*, such lands shall not be considered acceptable as part of the dedication for park purposes as required by the Planning Act.

## H2.13 REGULATORY FLOODPLAIN OVERLAY

### H2.13.1 PURPOSE AND EFFECT

The purpose of the Floodplain Overlay is to identify developed properties which are located within the Regulatory Floodplain and identify that the properties are subject to the Credit Valley Conservation Authority's Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (160/06) as may be amended.

Properties subject to the Regulatory Floodplain Overlay are shown on Schedule H2 to the Secondary Plan.

### H2.14 IMPLEMENTATION

The provisions of the Halton Hills Official Plan and the Planning Act, as amended from time to time, regarding implementation, shall apply in regard to this Plan.



### INTRODUCTION

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

### STRUCTURE OF THE SECONDARY PLAN

The Introduction is considered part of the Secondary Plan. The Plan is further divided into seven sections:

#### SECTION H3.1 - VISION STATEMENT

Section H3.1 which provides a clear vision for the Secondary Plan area in the context of the Town's overall Community Vision, Goals and Strategic Objectives.

#### SECTION H3.2 - GOALS

Section H3.2 outlines overall goals applicable to the Secondary Plan area.

#### SECTION H3.3 - GENERAL POLICIES

Section H3.3 provides general policies related to matters such as transportation, urban design and sustainability applicable to the Secondary Plan area.

#### SECTION H3.4 - GO SOUTH PRECINCT OBJECTIVES AND POLICIES

Section H3.4 contains objectives and policies specific to the South Precinct of the Secondary Plan area.

#### SECTION H3.5 - GO NORTH PRECINCT OBJECTIVES AND POLICIES

Section H3.5 contains objectives and policies specific to the North Precinct of the Secondary Plan area.

#### SECTION H3.6 - MILL STREET CORRIDOR PRECINCT OBJECTIVES AND POLICIES

Section H3.6 contains objectives and policies specific to the Mill Street Corridor Precinct of the Secondary Plan area.

#### SECTION H3.7 - MAJOR TRANSIT STATION PRECINCT

Section H3.7 contains objectives and policies specific to the Major Transit Station Precinct of the Secondary Plan area.

## SECTION H3.8 - IMPLEMENTATION AND ADMINISTRATION

Section H3.8 describes how the Secondary Plan will be implemented and administered.

### SCHEDULES

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

### LOCATION

The Secondary Plan affects all the lands in the area identified on Schedule H3 which is generally bounded by:

- a) Northeast: Mountainview Road North;
- b) Southeast: Maple Avenue;
- c) South and Southwest: Guelph Street (Highway 7); and,
- d) Northwest: John Street and CNR Rail.

### H3.1 VISION STATEMENT

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

### H3.2 GOALS

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

### H3.3

#### GENERAL POLICIES

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

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

Decision Withheld

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

#### H3.3.1

##### POPULATION AND EMPLOYMENT TARGETS

The population target for the Secondary Plan Area to the year 2031 is 2,800 with the majority, in the order of 2,200, being planned for the North Precinct on the lands designated *High Density Residential/Mixed Use Area I* and *High Density Residential/Mixed Use Area II*.

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

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

#### H3.3.2

##### GREENLANDS

- a) Location

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

- b) Permitted Uses

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

- c) Enhancement of Silver Creek Corridor

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

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

Regional Natural Heritage System

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

H3.3.3 CEMETERY

The *Cemetery* designation on Schedule H3 recognizes Greenwood Cemetery, a public cemetery operated by the Town. This area is subject to the policies of the Official Plan, in particular Section B2.4.2, Public Cemeteries.

H3.3.4 PARKS

The *Parks* designation on Schedule H3 identifies the existing local parkland. These facilities are limited and, with additional development proposed for the Secondary Plan area, the Town shall, in accordance with the policies of Section F7 of the Official Plan:

- a) develop plans for the enhancement of these existing facilities; and,
- b) as part of any proposed development:
  - i) require the dedication of land for the creation of additional parkland, particularly for lands in the High Density Residential/ Mixed Use Area I and II designations in the North Precinct; and/or,
  - ii) use cash-in-lieu of parkland to expand or improve existing parkland and/or to create new parkland, including on lands adjacent to Silver Creek to enhance that resource.

H3.3.5 LOW DENSITY RESIDENTIAL AREA

The lands in the *Low Density Residential Area* designation on Schedule H3 shall develop in accordance with the provisions of Section D1.3.1 and D1.4.2 of the Official Plan. In addition, in evaluating applications for new development which require an amendment to, or variance from, the zoning bylaw or consent, the following additional criteria shall be considered:

- a) lotting pattern, proposed placement and design of buildings and structures, including additions and facilities such as an air conditioner, on the lot, will promote privacy on adjacent lots,

minimize noise and shadow impacts, and respect the existing pattern of setbacks in the immediate area including back yard setbacks;

- b) the Town is satisfied with the proposed grading, drainage and stormwater management including lot level controls, and, in particular, there shall be no impact related to these factors on adjacent properties;
- c) garages are located so they are not the dominant feature in the streetscape, and new buildings relate to the street; and,
- d) a new residence incorporates measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum or an equivalent alternative.

### H3.3.6 URBAN DESIGN

The Urban Design policies of Section F2 of the Official Plan provide the general framework for consideration of any proposals for changes in the public realm, as well as private development proposals. In addition, the following specific directions will be considered:

#### a) Public Realm

The primary component of the public realm in the Secondary Plan area is the street system. The Town, in accordance with the policies of Section F2.2.1.1 of the Official Plan, shall develop a specific plan for the improvement of the design of the streetscape in the Secondary Plan area, which reflects the policies of the Official Plan and this Secondary Plan. In particular, the plan will include:

- i) the recommendations of the pedestrian/cycling plan prepared in accordance with the direction in Section H3.3.7 of this Plan;
- ii) traffic calming techniques which balance the need for access to the GO Station with the creation of a safer environment for pedestrians and bicyclists;
- iii) enhancement of the tree lined boulevards;
- iv) the creation of specific gateways at key locations identified on Schedule H3 in accordance with the provisions of subsection b) of this Section;
- v) provisions for working with GO Transit, Via Rail and CN to enhance the GO Station area and its relationship with the surrounding area; and,
- vi) consideration of the character of Guelph Street and the relationship between development in the Secondary Plan area and the lands on the other side of the street in the *Downtown Area*.

#### b) Gateways

Key Gateways to the Secondary Plan area are designated on Schedule H3 at the following intersections:

- Queen Street and Guelph Street;

- King Street and Mountainview Road North;
- Queen Street and King Street;
- River Drive and Mountainview Road North; and,
- Mill Street and Guelph Street.

The Town will develop plans for the streetscape in these areas which incorporate upgraded street furniture, appropriate signage, and landscaping as well as special pavement treatments to reflect their role. In addition, consideration should be given to the introduction of non-habitable structures such as a clock tower, decorative poles with banners and/or specialized lighting to serve as a focal point at the gateway at Queen and King Streets which serves as the entrance to the GO Station in the South Precinct, and, as part of the redevelopment of the station in the North Precinct.

In addition, development on lots fronting and flanking these intersections shall be designed so that any buildings reinforce the streetscape edge and have upgraded elevation treatments and gateway features.

c) Redevelopment Sites

Significant redevelopment shall only be permitted on certain strategic sites, as identified on Schedule H3, subject to the relevant policies in Sections H3.5.5, H3.5.6 and H3.6.5. In addition, with respect to such development, careful attention shall be given to:

- i) the relationship between the proposed new development and existing, adjacent *Low Density Residential Areas* to minimize potential height and massing impacts and to protect privacy;
- ii) the relationship of the proposed new development in the North Precinct to the Secondary Plan area as a whole, and surrounding lands generally, taking into account the topography of the area;
- iii) the relationship of the buildings to the street to ensure that the development form reinforces the streetscape with the front entrance oriented to the street, and allows for suitable sidewalk and boulevard widths for pedestrian use and the placement of streetscape amenities; and,
- iv) the relationship of adjacent buildings to the rail corridor to minimize noise and vibration impacts.

In this regard, massing strategies such as the stepping down of buildings to buildings of lower density and the use of two or three storey base podiums, with increased setbacks for storeys above the podium, rather than “slab” building forms, will be employed to minimize impacts, overlook, shadowing, and high wind speeds.

d) Building Elements

Development shall be designed to reflect the character of the surrounding area. In particular:

- i) materials and colours for new buildings and additions or renovations to existing structures should complement and be compatible with adjacent buildings;
  - ii) the facades of buildings should have windows which overlook streets, lanes and parking areas in order to maintain a safe pedestrian environment;
  - iii) the main access to buildings or a group of buildings should face a street;
  - iv) pedestrian entrances should be spatially and architecturally prominent and welcoming;
  - v) buildings on corner lots should have upgraded elevation treatments for both front and flankage;
  - vi) blank walls are discouraged in situations which are exposed to public view. Where such walls are essential upgraded design and material standards are required; and,
  - vii) fine architectural detailing in building facades should be part of any new building or major addition to complement the streetscape.
- e) Landscape, Parking and Service Areas
- i) Surface parking lots should be screened from abutting streets through the use of low walls, decorative fences, planters, low shrubs or other landscaping, without compromising sightlines or maintenance flexibility.
  - ii) Surface parking areas should be visually softened by introducing landscape islands, planters and other landscaping, as well as clearly defined pedestrian routes.
  - iii) All parking areas should be well lit to ensure pedestrian safety, but lighting should be designed to avoid light spillage into adjacent residential areas.
  - iv) Ramps to underground parking areas should not detract from the façade or landscaping of the building.
  - v) Parking shall generally not be permitted between buildings, other than a driveway for low and medium density residential uses, and the street. Landscape planting shall be provided between the street and the building to frame the building.
  - vi) The planting of shade trees shall be encouraged.
  - vii) Service and loading areas should be located away from the primary building face and public view and integrated within buildings.
  - viii) Appropriate screening of service and loading areas should be incorporated.
  - ix) Open storage is prohibited with the exception of open storage related to railway uses. Where required, such uses should not front onto a public street and should be screened using landscaping or built screens or a combination of both.
  - x) Consideration should be given to the creation of a berm and noise attenuation wall along the railway in conformity with the design specifications of CNs Principal Mainline Requirements. The design should soften the visual impact of the wall on both the side

adjacent to development and the rail side to contribute to the ambience of the GO Station.

f) Low Density Residential Areas

No significant changes are planned for the majority of the Secondary Plan area. As stable residential areas, any proposed changes will be reviewed to ensure that the character of the surrounding area and the streetscape is maintained and/or enhanced in accordance with the policies of this Plan.

H3.3.7 TRANSPORTATION

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

a) Pedestrian and Cycling Routes and Facilities

The Town shall prepare a pedestrian/cycling plan for the Secondary Plan area which will address enhanced pedestrian/cycling connections to ensure that there is a well-connected system that ensures pedestrian and cyclist safety both for the existing and the ultimate development of the area. The establishment of pedestrian and cycling connections to serve any redevelopment shall be a condition of approval. The system will be designed to maximize:

- i) connectivity within the Secondary Plan area, including between the North and South Precincts. In that regard the Town will work with Metrolinx and the CNR to create improved grade separated and barrier free access across the railway tracks generally in the vicinity of the crossings identified on Schedule H3 and outside the GO Station Paid Fare areas;
- ii) connectivity between the Secondary Plan area and other areas of the Town, particularly the Downtown;
- iii) accessibility to the GO Station both north and south of the railway tracks; and,
- iv) bicycle storage facilities.

b) Road Network

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

- i) creation of additional road connections through the area around the GO Station to improve traffic movement and enhance the ability for area residents, GO patrons and GO buses to access the station and/or the proposed new development. Two potential connections are proposed, the extension of St. Michaels Street to Rosetta Street; and the extension of St. Michaels Street to John Street as designated on Schedule H3. The extension of St. Michaels Street to Rosetta Street will require the acquisition of lands or an easement from the railway;



- ii) changes to the intersections of River Drive and Mountainview Road North, and Mountainview Road and Maple Avenue, including signal timing modifications and possibly the extension of the north and/or west bound left turn tapers;
- iii) improvements where feasible westbound on Maple Avenue west of Mountainview Road; and,
- iv) potential improvements to the intersections of Mountainview Road North and John Street and Victoria Street and John Street.

c) Rail Network and Related Facilities

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

In particular, the Town will ensure that:

- i) in conformity with Sections C15 and F6.7 c) of the Official Plan, all proposed development adjacent to, or in proximity to, the railway corridor (including the adjacent layover), is based on the implementation of required noise and vibration studies which take into account CNs Principal Main Line Requirements (PMLR);
- ii) where new development abuts railway property fencing will be required generally in accordance with the PMLR;
- iii) the pedestrian/cycling plan is designed to maximize accessibility to the railway station; and,
- iv) redevelopment of the sites in the North Precinct adjacent to the tracks is designed to be coordinated with the station use including the provision of services and facilities for transit users such as commercial uses, “kiss and drive” facilities, shared parking, and bus stop areas.

d) Railway Buffer

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

e) Off- Street Parking

Where redevelopment is proposed in the North Precinct, the Town will work with the proponent and GO Transit to develop a parking strategy which may include the reduction of parking requirements based on a parking analysis which examines factors such as:

- i) the impacts of the proximity to the GO Station;
- ii) the type of uses, and a determination that they require parking at different times of day, including consideration of situations where parking is shared by the GO Station and the adjacent uses;
- iii) the availability of public off-street parking; and,
- iv) the potential for, and scale of, above-ground or underground parking garages.

In addition, based on this analysis, the Town may give consideration to other approaches to the provision of parking in this area including the use of cash-in-lieu of required parking, to allow for the establishment of a reserve fund for the creation, improvement or expansion of public parking facilities.

**H3.3.8 MUNICIPAL WATER AND WASTEWATER SERVICES**

The policies of Section F8.2 of the Official Plan are applicable to municipal water and wastewater services.

**H3.3.9 STORMWATER MANAGEMENT**

The Secondary Plan area currently has existing, limited stormwater management facilities in place, however the nature of the current development and proposed redevelopment preclude directing runoff to the existing stormwater management facilities.

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

**H3.3.10 UTILITIES**

The Town will confirm with all utility providers that adequate servicing networks are, or will be established, to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient.

### H3.4 GO SOUTH PRECINCT OBJECTIVES AND POLICIES

#### H3.4.1 OBJECTIVES

- a) To recognize the majority of the South Precinct, with the exception of the lands adjacent to Guelph Street, as a stable residential area where only modest changes in keeping with the existing character of the area will be permitted.
- b) To encourage consolidation of lots on or immediately adjacent to Guelph Street and their redevelopment for medium/high density residential uses.

#### H3.4.2 LOW DENSITY RESIDENTIAL AREA

The lands in the *Low Density Residential Area* designation shall develop in accordance with the provisions of Section H3.3.5 of this Secondary Plan.

#### H3.4.3 MEDIUM DENSITY RESIDENTIAL AREA

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

- a) minimizes height and massing impacts on existing, adjacent low density residential areas;
- b) contributes to the creation of a streetscape on Guelph Street which reflects its role as an Intensification Corridor and a major access route through the community, as well as to the GO Station and the Downtown by:
  - i) requiring a substantial building façade fronting on Guelph Street to define the street edge,
  - ii) encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
  - iii) prohibiting parking between the building and Guelph Street;
  - iv) prohibiting blank walls on any street; and,
  - v) requiring provision of high quality landscaping, including the protection, where feasible, of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town; and,
- c) incorporates measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum or equivalent alternative.

#### H3.4.4 EMPLOYMENT AREA

The *Employment Area* designation on Schedule H3 recognizes three lots abutting the railway which are used for existing industrial uses. The designation recognizes and permits the use of the lots and existing buildings, and additions to the buildings, for industrial, office and other non-residential uses including

retail and service commercial uses. However, should the buildings be demolished, any new development will be subject to the railway buffering policies in Section H3.3.7 d).

### H3.5 GO NORTH PRECINCT OBJECTIVES AND POLICIES

#### H3.5.1 OBJECTIVES

- a) To encourage the intensification and redevelopment of the existing brownfield lands immediately adjacent to the railway corridor and commuter rail station for high density residential with a mixed use component.
- b) To recognize the potential for the development of the lots fronting on the proposed intensification sites for medium density residential and/or office uses to complement the adjacent high density residential development.
- c) To recognize the remaining portions of the North Precinct as a stable residential area where only modest changes in keeping with the existing character of the area will be permitted.

Decision withheld, only on lands legally described as 60 John Street, Georgetown.

#### H3.5.2 LOW DENSITY RESIDENTIAL AREA

The lands in the *Low Density Residential Area* designation shall develop in accordance with the provisions of Section H3.3.5 of this Secondary Plan.

#### H3.5.3 MEDIUM DENSITY RESIDENTIAL AREA

The lands in the *Medium Density Residential Area* designation recognize an area of existing medium density housing and shall develop in accordance with the provisions of Section D1.3.2 of the Official Plan.

#### H3.5.4 MEDIUM DENSITY RESIDENTIAL/OFFICE AREA

a) Main Permitted Uses

The main permitted uses in the *Medium Density Residential/Office Area* are limited to:

- existing single detached dwellings;
- duplex dwellings;
- triplex dwellings;
- quattroplex dwellings;
- multiple dwellings;
- street townhouse dwellings;

- commercial/residential or office use in a single detached or street townhouse dwelling; and,
- office use in a permitted dwelling.

b) Density and Height

The maximum permitted density shall not exceed 35 units per residential hectare and the maximum building height shall not exceed three storeys.

c) Complementary Uses

Complementary uses that may be permitted in the *Medium Density Residential/Office Area* include the following:

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

d) New Development

Where appropriate, new uses shall be encouraged to locate in existing buildings. However, where new development is proposed, including any significant additions and the creation of new lots, the provisions of Section D1.4.2 of the Official Plan shall be used to evaluate such proposals, in addition to the following additional criteria:

- lotting pattern, proposed placement and design of buildings and structures, including additions and facilities such as an air conditioner, on the lot, will promote privacy on adjacent lots, minimize noise and shadow impacts, and respect the existing pattern of setbacks in the immediate area including back yard setbacks;
- the Town is satisfied with the proposed grading, drainage and stormwater management including lot level controls, and, in particular, there shall be no impact related to these factors on adjacent properties;
- garages are located so they are not the dominant feature in the streetscape, and new buildings relate to the street; and,
- incorporates measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum or equivalent alternative.

### H3.5.5 HIGH DENSITY RESIDENTIAL/MIXED USE AREA I

a) Main Permitted Uses

The main permitted uses in the *High Density Residential/Mixed Use Area I* are limited to:

- apartment dwellings;
- long term care facilities and retirement homes;
- mixed use buildings including high density residential, office and a full range of commercial uses; and,

- parking facilities, including above ground and underground parking garages, which may include a public parking component for GO patrons.

b) Density and Height

A minimum Floor Space Index (FSI) of 2.0 and maximum FSI of 3.0 for the site as a whole, with a maximum height of 12 storeys for certain portions of the site is permitted. Building heights will vary across the site as specified in Section H3.3.6 (c) of this Plan, in order to ensure that there is no significant visual impact on the surrounding area.

In addition, the maximum density and height may be further increased through the development process to a maximum FSI of 3.5 for the site and a maximum height of 16 storeys for some portions of these lands subject to the provisions of Section G4.3 of the Official Plan, and provided that the Town is satisfied that there will be no significant impact on the surrounding area, based on the submission of:

- detailed plans and models; and,
- a traffic analysis addressing the issues identified in Section H3.3.7.

c) Bonusing

In addition to the bonusing triggers in Section G4.3.1 of the Official Plan, the following additional bonusing triggers are applicable:

- development which reflects the principles of sustainable development by including three or more significant attributes which encourage energy efficiency, conservation of resources and minimization of environmental impacts (e.g. green or reflective roofs, LEED certification, water recycling);
- provision of parking, direct pedestrian links to the GO Station, and other facilities which are shared with the GO Station and provide a service to transit users; and,
- development of public parkland and/or private open space which is designed to be accessible to the public, as well as residents of the development; and,
- provision of affordable and special needs housing.

d) Complementary Uses

Complementary uses that may be permitted in the *High Density Residential/Mixed Use Area I* designation include the following:

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

### H3.5.6 HIGH DENSITY RESIDENTIAL/MIXED USE AREA II

#### a) Main Permitted Uses

The main permitted uses in the *High Density Residential/Mixed Use Area II* are limited to:

- apartment dwellings;
- long term care facilities and retirement homes;
- mixed use buildings including high density residential, office and a full range of commercial uses; and,
- parking facilities, including above ground and underground parking garages, which may include a public parking component for GO patrons.

#### b) Timing, Density and Height

The redevelopment of areas within this designation, for any residential development, shall be prohibited either until the relocation of the rail layover facility or until studies are submitted that satisfy the Town, in consultation with CN and Metrolinx, that noise and vibration can be appropriately mitigated in conformity with Ministry of Environment guidelines.

With respect to density and height, a minimum Floor Space Index (FSI) of 1.8 and a maximum FSI of 2.0, with a maximum height of 8 storeys, is permitted. In addition, the maximum density and height may be further increased through the development process to a maximum FSI of 2.5 for sites within this designation, and a height of 12 storeys for some portions of sites within this designation, subject to the provisions of Section G4.3 of the Official Plan, and provided that the Town is satisfied that there will be no significant impact on the surrounding area, based on the submission of detailed plans and models, and a traffic analysis addressing the transportation issues identified in Section H3.3.7. In addition to the bonusing triggers in Section G4.3.1 of the Official Plan, the additional triggers in Section H3.5.5 (c) of this Plan are applicable.

#### c) Complementary Uses

Complementary uses that may be permitted in the *High Density Residential/Mixed Use Area II* designation include the following:

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

### H3.6 MILL STREET CORRIDOR PRECINCT OBJECTIVES AND POLICIES

#### H3.6.1 OBJECTIVES

- To encourage consolidation of lots on or immediately adjacent to Guelph Street and along the Mill Street and rail corridors and their redevelopment for medium density residential uses.
- To permit the redevelopment of certain larger lots in appropriate locations, for medium and/or high density residential uses that are compatible with the surrounding area.

- c) To recognize the potential for the redevelopment of the Memorial Arena site and adjacent lands for high density residential, community facility and related uses.
- d) To recognize the remaining portions of the Mill Street Corridor Precinct as a stable residential area, where only modest changes in keeping with the existing character of the area will be permitted.

### H3.6.2 LOW DENSITY RESIDENTIAL AREA

The lands in the *Low Density Residential Area* designation shall develop in accordance with the provisions of Section H3.3.5 of this Secondary Plan.

### H3.6.3 MEDIUM DENSITY RESIDENTIAL AREA

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

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



- v) requiring provision of high quality landscaping, including:
  - the protection, where feasible of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town;
- vi) the introduction of naturalized areas with native plants and trees on and adjacent to, lands designated *Greenlands A*; and,
- vii) requiring buffers adjacent to the boundary of lands designated *Greenlands* on Schedule H3, as determined by the Town after consultation with Credit Valley Conservation; and,
- d) incorporating measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum, or an equivalent alternative.

#### H3.6.4 MEDIUM/HIGH DENSITY RESIDENTIAL AREA

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

##### a) Main Permitted Uses

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

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

##### b) Density and Height

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

##### c) Complementary Uses

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

- retail and service commercial uses;
- medical offices;

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

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

d) Compatibility with Surrounding Uses

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

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

### H3.6.5 HIGH DENSITY RESIDENTIAL/COMMUNITY FACILITY AREA

a) Main Permitted Uses

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

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

b) Density and Height

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

c) Complementary Uses

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

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

### H3.7 MAJOR TRANSIT STATION PRECINCT OBJECTIVES AND POLICIES

#### H3.7.1 OBJECTIVE

To recognize the existing GO Station facility and to encourage modifications to the facility which will allow for increased service while improving its integration with the surrounding residential area.

#### H3.7.2 MAJOR TRANSIT STATION

##### a) Permitted Uses

Permitted uses in the Major Transit Station designation include:

- railway related facilities including the existing heritage railway station, the existing layover facility, any new station building(s), parking, including underground parking or parking garages, open storage, bus storage, “kiss and ride” areas, pedestrian walkways and bicycle parking;
- accessory and ancillary uses, including retail and service commercial uses, offices and restaurants; and,
- in the North Precinct, uses permitted in the *High Density Residential/Mixed Use Area II* designation in accordance with the policies of Section H3.5.6.

##### b) Road Network

The extension of St. Michaels Street to allow it to connect to Rosetta Street, either as a public street on a public right-of-way, or easement or as a private road accessible to the public, shall be permitted and encouraged as part of any relocation of the rail layover facility in the North Precinct.

##### c) Improved Rail Service

Metrolinx plans improved service at the GO Station. The Town recognizes the need for balancing improved services in this location with the mitigation of the impacts, particularly those related to traffic, on the existing residential community; and the potential redevelopment for high density residential uses in the North Precinct.

Consequently, the Town will work with Metrolinx to limit the impacts of the station on the community by encouraging and, where possible, facilitating:

- i) the proposed relocation of the layover facility as soon as possible;
- ii) improved design of both the station and related facilities;

- iii) improved design of the transportation system which provides access to the Station, including improved facilities for pedestrians and cyclists and GO buses, in accordance with Section H3.3.6 and H3.3.7 of this Secondary Plan; and,
- iv) by redirecting, where feasible, GO bus service to the portion of the station in the North Precinct.

### H-H3.8 IMPLEMENTATION AND ADMINISTRATION

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

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

### H3.9 SPECIAL POLICY AREAS

Special Policy Areas apply to those lands that are the subject of a land use policy that is specific to a property or area. All other relevant policies of this Plan are applicable unless otherwise modified or exempted by the provisions applicable to each Special Policy Area.

#### H3.9.1 SPECIAL POLICY AREA 1

The following policies apply to lands designated as *High Density Residential/Community Facility Area* and identified as Special Policy Area 1, as shown on Schedule H3 of this Plan:

- a) Main Permitted Uses

The main permitted uses in the Special Policy Area 1 are limited to:

- institutional buildings;
- apartment dwellings;
- long term care facilities and retirement homes;
- mixed use buildings including high density residential, and community facilities, as well as ancillary retail and service commercial uses, including restaurants and offices; and,
- local parkland subject to Section F7.3.4 of the Official Plan; and
- Multiple Dwellings; and,

- Townhouse Dwellings

b) Density and Height

A maximum Floor Space Index (FSI) of 1.45, with a maximum height of 5 storeys, is permitted.

c) Parkland

The Town shall require the dedication of 1.0 hectare of land per 300 dwelling units for parkland in Special Policy Area 1 through a combination of cash-in-lieu of parkland and the dedication of a minimum of 0.24 hectares for local parkland at the rear of the site adjacent to Dayfoot Drive.

d) New Development and Redevelopment Policies

The following policies are intended to guide proposals for new development or redevelopment in Special Policy Area 1:

- i) new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;
- ii) any new building will not compromise the ability to redevelop any adjacent property;
- iii) a high standard of urban design is applied and any new building shall generally conform to the policies set out in Section F2 (Urban Design) of the Town of Halton Hills Official Plan;
- iv) any façade at street level shall incorporate broad window treatments and other architectural features and design elements to maintain an open and interesting pedestrian friendly environment. No blank walls shall be located at street level adjacent to a public road;
- v) blank walls or any portion of the foundation or underground garage exposed due to grade changes on the site shall be appropriately landscaped to provide a visual buffer or screen for adjacent residential properties;
- vi) any unenclosed loading or garbage areas shall be appropriately screened through the use of landscaping or fencing;
- vii) any new residential building is encouraged to provide a range of commercial, institutional and community uses that serve the needs of area residents at the street level along the Mill Street frontage;
- viii) new buildings are required to be set back an appropriate distance from the side and rear lot lines to provide sufficient space for the planning of a new local park adjacent to Dayfoot Drive and at the rear of Special Policy Area 1;
- ix) a new public or private road shall be provided through Special Policy Area 1 to allow access to any new buildings; and
- x) adequate underground parking will be provided on-site.

### H3.9.2 SPECIAL POLICY AREA 2

The main permitted uses in the Special Policy Area 2 are limited to:

- semi-detached dwellings;
- multiple dwellings; and,
- street townhouse dwellings.

### H3.9.3 SPECIAL POLICY AREA 3

A maximum of 14 units shall be permitted within the Medium Density Residential Area designation on lands identified as Special Policy Area 3, shown on Schedule H3 of this Plan.

### H3.9.4 SPECIAL POLICY AREA 4

A maximum of nine residential units consisting of one single detached dwelling, four multiple dwellings and four street townhouse dwellings, with a maximum height of 3 storeys for the single detached dwelling and multiple dwellings and 2 storeys for the street townhouse dwellings, shall be permitted within the Medium Density Residential Area designation on lands identified as Residential Special Policy Area 3, as shown on Schedule H3 of this Plan.

### H3.9.5 SPECIAL POLICY AREA 5

That notwithstanding Policy H3.6.4(b), an apartment building with a maximum height of six-storeys and a maximum permitted Floor Space Index of 1.5 shall be permitted within the Medium/High Density Residential Area designation on lands identified as Special Policy Area 5, as shown on Schedule H3 of this Plan. In addition, the minimum setback from the edge of a railway corridor to a building shall be 20 metres so long as a railway crash wall is provided.

## H4 HAMLET OF GLEN WILLIAMS SECONDARY PLAN

### H4.1 OVERALL GOAL OF THE SECONDARY PLAN

The overall goal of the Glen Williams Secondary Plan is to ensure the retention and enhancement of the natural, cultural and heritage resources of the Hamlet and to guide change so that it contributes to and does not detract from the compact character of the Hamlet, in an environmentally protective and cost effective manner.

### H4.2 OBJECTIVES

The objectives of the Hamlet of Glen Williams Secondary Plan are as follows:

- a) To provide for a rational boundary definition that:
  - i) permits limited growth appropriate to the hamlet;
  - ii) preserves hamlet scale and character; and,

- iii) protects the natural features of the area;
- b) To preserve and build upon the unique heritage character of Glen Williams as a distinct hamlet within the Town of Halton Hills;
- c) To preserve the delicate balance between hamlet development and the protection of environmental features and functions such as landforms, vegetation, water and associated features and groundwater recharge;
- d) To reinforce the importance of visual and physical access to open space, including valleylands, trails and parks, as an integral part of Glen Williams' hamlet design pattern;
- e) To provide improved linkages to the commercial and community facilities of the hamlet core area;
- f) To enhance the vitality of the commercial core and maintain the core as a focal point for the community;
- g) To maintain, enhance and restore the health of the natural environment;
- h) To ensure subdivision design that incorporates a wide variety of lot sizes consistent with the hamlet character and the method of water and wastewater servicing;
- i) To encourage architectural styles that are consistent with the hamlet character and meet a broad range of housing needs;
- j) To provide for growth only where it can be shown not to create any negative fiscal impacts to the Town of Halton Hills; and,
- k) To provide an environmental framework which serves both the existing and future community, which is formed by linking existing open spaces, natural features, and parks and the developed areas of the Hamlet.
- l) To maintain and enhance the character of Mature Neighbourhood Areas by ensuring that new housing, replacement housing, additions, alterations, and new or enlarged accessory buildings, are compatible, context sensitive, and respectful of the existing character of the neighbourhood.

#### H4.3 GENERAL POLICIES

The Hamlet of Glen Williams is graphically illustrated on Schedule H4-1. Schedule H4-1 identifies land use designations that apply to Glen Williams and shall be reviewed in conjunction with the following policies.

##### H4.3.1 HAMLET POPULATION

The year 2021 is the planning horizon for this Plan. A planned population of approximately 2,000 persons for the Hamlet has been determined based upon a limited amount of growth that: maintains Hamlet scale and character; and does not exceed the 2,600 population equivalent reserved in the Georgetown Wastewater Treatment Plant for the Hamlets of Glen Williams, Norval and Stewarttown.

#### H4.3.2

#### PROTECTION AND RESTORATION OF VALLEYLANDS AND NATURAL FEATURES

The Hamlet of Glen Williams has historically developed within the valley of the Credit River. Development is normally prohibited within valleylands given the potential for impacts on the watershed. However, given the establishment of a community in this area it is not possible to strictly limit development given the potential economic hardships that may be encountered. Recognizing this, a balance has been sought between the protection of the valleylands and the allowance of limited development consistent with the character of the Hamlet.

The Regulatory Floodplain has been delineated on Schedule H4-1 in order to identify all areas that are susceptible to flooding. Schedule H4-1 further designates areas of environmental importance as *Greenlands*. Schedule H4-2 categorizes areas identified as *Greenlands* on Schedule H4-1 as either *Core Greenlands* or *Supportive Greenlands*, and also identifies other environmental constraints related to policies in this Plan. Section H4.9 of this Plan defines and provides planning policies for each of these categories.

#### H4.3.3

#### TRAIL SYSTEMS

Glen Williams already has a significant start on a public trail system through the area. The ability to circulate through the community on foot or bicycle is viewed as an important element of the Hamlet character. The Plan therefore provides for the possibility of an extensive network of public pathways intended to link new and existing residential areas with the community core and provides a complement to the Halton Hills Trails and Cycling Master Plan.

Conceptual alignments for potential new trails are shown on Schedule H4-1. For those potential trails identified in the Halton Hills Trails and Cycling Master Plan reference should be made to that document for details.

Where trail development or open space linkages are proposed adjacent to, or within, areas designated *Core Greenlands*, the EIS requirements of Section H4.9.2.5 (b) of this Plan shall apply. A minimum 10 metre top of bank setback from proposed development shall be required to accommodate future trail alignments.

The actual need and implementation of any trail system will be assessed through the development approval process and associated public consultations, and the trails shall be developed to municipal standards.

#### H4.3.4

#### PROTECTION OF FISH HABITAT

The reach of the Credit River through Glen Williams is classified by Credit Valley Conservation as a "mixed cool/cold" water fisheries community. This classification requires a 30 metre development setback from the bank of the watercourse. The exact boundaries of the 30 metre buffer zone should be established in consultation with Credit Valley Conservation.

No new developments are permitted within the 30 metre buffer zone without the approval of Credit Valley Conservation. However, there is extensive historical development within the buffer zone and a prohibition on improvements, replacements or minor additions to buildings is not feasible or desirable. Therefore it is a policy of this Plan that Credit Valley Conservation must be consulted to evaluate impacts and propose mitigation strategies as part of any application for replacement and/or expansion within this area.



Schedule H4-2 also identifies tributaries of the Credit River within the Hamlet that provide fish habitat and are included in the *Core Greenlands* designation. A 15 metre development setback shall be required from warm water tributaries designated as *Core Greenlands* on Schedule H4-1 of this Plan. A 30 metre development setback shall be required from cold water tributaries designated as *Core Greenlands* on Schedule H4-1 of this Plan.

#### H4.3.5 WATER AND WASTEWATER SERVICES

A piped Regional water system currently services the majority of the Hamlet of Glen Williams. No expansions of the water service are permitted without the approval of the Region. All new development shall be serviced by piped Regional water.

The primary method of wastewater servicing for new development within the Hamlet shall be piped Regional wastewater services, with connection to the Georgetown Wastewater Treatment Plant. Unless otherwise provided for in this Plan, all new development shall only proceed on the basis of connection to the Regional sanitary sewage system.

Prior to the approval of any new development on piped water and wastewater services, the Region of Halton and the Town of Halton Hills shall require the submission of a Master Servicing Plan and Financial Implementation Strategy that outlines in detail the approach to the provision of these services and the manner by which they will be funded. Specifically, the Master Servicing Plan will include design and cost estimates for:

- a) water supply and distribution; and,
- b) wastewater treatment and disposal.

The Region of Halton and the Town of Halton Hills shall require developers to enter into cost-sharing agreements for wastewater servicing, as conditions of processing and/or approval of development proposals.

The lands described as being Part of Lots 19 and 20, Concession 10, Town of Halton Hills (Esquesing) known as the “Georgetown Investments Subdivision” and the “Desol lands”, as well as the lands described as being Part of the West Half of Lot 20, Concession 9, Town of Halton Hills (Esquesing) known as the “Devins property” are exempt from the Master Servicing Plan, Financial Implementation Strategy and cost-sharing agreement requirements of this Plan.

Extension of the Regional wastewater servicing system to existing development areas within the Hamlet may be approved by the Region of Halton when it is determined to be feasible and prudent due to public health or environmental concerns.

Existing lots of record and individual lots that are created by consent (land severance) as infilling within existing developed areas may be developed on private, individual wastewater systems. The minimum lot size for new development on private, individual wastewater treatment services shall be 1,900 square metres or larger, as may be determined by a hydrogeological study satisfactory to the Town and Region of Halton.

New development in areas designated in this Plan as *Hamlet Estate Residential Area* may proceed on private individual wastewater treatment systems where it has been determined that the provision of piped Regional wastewater services is not required. Additional treatment for nitrogen, phosphorous and

bacteria consistent with the recommendations of the Scoped Subwatershed Plan for Glen Williams and Regional Rural Servicing Guidelines shall be required.

#### H4.3.6 GROUNDWATER PROTECTION

It is an objective of this plan to encourage the protection of groundwater resources.

Schedule H4-2 identifies areas of higher potential groundwater recharge within the Hamlet. Any development proposal within these areas shall be subject to an Environmental Implementation Report, as specified in the Scoped Subwatershed Plan for Glen Williams that will assess the hydrogeological function of the area, and determine how to maintain the quality and quantity of groundwater.

Prior to any development on partial services (municipal water and private septics) an Environmental Implementation Report will be required to the satisfaction of the Regional Municipality of Halton and Credit Valley Conservation to ensure that groundwater resources will not be impacted in terms of either water quantity or quality, or impacts on other environmental resources as defined by Credit Valley Conservation.

Any residential development proposal containing four or more lots including the retained lot and adjacent to residential areas serviced by a private water supply system shall be subject to an Environmental Implementation Report that will contain a hydrogeological study to address the protection of the existing groundwater supply in terms of both quantity and quality.

Applications that have the effect of creating less than four lots may be subject to a hydrogeological study depending on local conditions and the discretion of the Region of Halton, the Town of Halton Hills and/or Credit Valley Conservation.

A generic Terms of Reference for Environmental Implementation Reports, consistent with the Scoped Subwatershed Study for Glen Williams, is contained in Appendix X7 to this Plan.

#### H4.3.7 STORMWATER MANAGEMENT

Any submission of a plan of subdivision must be accompanied by an Environmental Implementation Report including a stormwater management study that will address to the satisfaction of the Town of Halton Hills and Credit Valley Conservation how the quality and quantity of runoff will be managed.

A stormwater management report will also be required for a lot severance, if determined to be necessary by the Town of Halton Hills or Credit Valley Conservation.

#### H4.3.8 HAMLET BOUNDARIES AND BUFFERS

The boundaries of the Hamlet shown on Schedule H4-1 have been determined based upon a limited amount of growth that: maintains Hamlet scale and character; corresponds to available wastewater servicing capacity and identifiable features such as roads, property boundaries, physical features and other logical boundaries.

To further achieve the objective of preserving the hamlet character, a general lot line setback of 20 metres from the hamlet boundary in new development areas should be targeted. However, lesser widths may be approved where it can be shown to the Town of Halton Hills, that this objective has been achieved.

Lands within this setback will be allowed to regenerate as private natural areas or be used for public park purposes such as trail systems.

Mechanisms other than a lot line setback of establishing appropriate hamlet buffers, that meet the intent of the policy, will be considered by the Town, through the development application review process.

#### H4.3.9 NOXIOUS USES

No use, which does, or is likely to cause air pollution, offensive odours, ground or surface water pollution, or noise in excess of Provincial regulations or guidelines, shall be permitted.

#### H4.3.10 ARCHAEOLOGICAL RESOURCES

Development that impacts on areas identified for potential archaeological significance will require a Stage 2 Field Assessment, as outlined in the Provincial Archaeological Assessment Technical Guidelines 1993, to determine the presence of archaeological resources and, if required, provide recommendations for mitigation and conservation.

Development and site alteration may be permitted after the significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration, which maintains the heritage integrity of the site, will be permitted.

#### H4.3.11 HAMLET DESIGN AND HERITAGE PROTECTION

The character of the Hamlet of Glen Williams is largely defined by the heritage buildings, which shape the built form of Glen Williams. These buildings help create an environment that is distinctive and lays the foundation for not only a cohesive community but also for tourism development initiatives.

It is the policy of the Town of Halton Hills to implement Hamlet Design and Heritage Protection Guidelines for the Hamlet of Glen Williams in order to protect and enhance community features. These are attached as Appendix X6 to this document and are designed to help the Town and the community guide new development.

The approval process for all planning applications within the Hamlet will include the application of the Hamlet Design and Heritage Protection Guidelines. It is a policy of this Plan that the cost of implementation of on and off-site improvements consistent with the Hamlet Design and Heritage Protection Guidelines will be the responsibility of the proponent to the satisfaction of the Town.

#### H4.3.12 TRAFFIC

A Transportation Assessment completed as part of the development of this Secondary Plan concluded that the level of growth provided for in this Plan is not expected to create demand for new road improvements. However, a traffic study will be required for all new developments and may conclude that there is a need for certain road improvements.

The Background Planning Study noted however, that the level of traffic, generated from outside of Glen Williams, that utilizes roads passing through Glen Williams, is likely to increase over time. Unmitigated, this traffic is likely to have a significant impact on the community character. It is a policy of this Plan that the Town continue to monitor traffic and its impact on the Hamlet of Glen Williams, and determine

appropriate measures to address this impact. Transportation matters with respect to the Glen Williams area will continue to be reviewed through various studies, such as the Region of Halton Transportation Master Plan Study and the Halton Hills Transportation Study Update. In addition, the five-year review of the new Halton Hills Official Plan and Glen Williams Secondary Plan, shall include a review of transportation issues related to Glen Williams and the surrounding area.

This Plan will consider future design standards for roadways within Glen Williams that will be consistent with and complement the existing rural cross section (gravel shoulders and open ditches). The rural cross section is viewed as an important element in the hamlet character and preservation of this standard wherever possible is an objective of the plan.

#### H4.3.13 CHANGE IN MATURE NEIGHBOURHOODS

Mature Neighbourhood Areas are those areas of Glen Williams characterized by older established residential development, either on smaller lots in the historic core, or on larger lots but with a distinct character in other older areas of the hamlet. These areas are delineated in the Zoning By-law.

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

The implementing Zoning By-law shall further detail appropriate standards for new housing, replacement housing, additions, and alterations to housing within Mature Neighbourhood Areas, including lot coverage, building height, and side yard setbacks amongst other standards.

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

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

#### H4.4 HAMLET COMMUNITY CORE AREA

##### H4.4.1 PURPOSE

The *Hamlet Community Core Area* designation identifies the central portion of the Hamlet where the greatest concentration of commercial activities and heritage features are located. It is an objective of the *Hamlet Community Core Area* designation to define and strengthen the character of the *Hamlet Area* through the protection of its architectural style and natural heritage while at the same time improving the commercial viability and viability as a community centre.

This designation serves to allow for the concentration of the primary commercial and community functions within the historic core area towards the creation of a vibrant centre of activity. Residential

uses are also encouraged that are consistent with the policies of this plan and the Hamlet Design and Heritage Protection Guidelines contained in Appendix X6.

#### H4.4.2 PERMITTED USES

Uses permitted within the *Hamlet Community Core Area* designation include tourism and cultural uses, retail services, residential uses and office space. Non-residential uses can occupy up to 500 square metres of ground floor space. The permitted uses shall be limited to:

- a) bakery;
- b) bank;
- c) bed and breakfast establishment;
- d) business or professional office;
- e) community centre;
- f) home occupations and cottage industries within single detached dwelling units, subject to the policies of the Halton Hills Official Plan. A home occupation use shall not include any adult entertainment uses;
- g) ice cream parlour;
- h) museum;
- i) open space uses;
- j) public parking area;
- k) recreational use;
- l) restaurant, but not a drive through restaurant;
- m) retail and service commercial uses;
- n) single detached dwelling; and
- o) accessory apartments in single detached dwellings subject to Section E1.4.10.

Adult entertainment uses shall be prohibited in the *Hamlet Community Core Area* designation.

#### H4.4.3 LAND USE POLICIES

Development within the *Hamlet Community Core Area* designation shall be consistent with the following land use policies:

- a) Where commercial and residential uses abut, site plan control to achieve adequate buffering in the form of landscaping, or architectural screening shall be required;
- b) Adequate off street parking will be required. Parking facilities will be oriented to the side or rear of all commercial buildings wherever possible;

- c) Building heights will not exceed two storeys unless required to meet the objectives of the Hamlet Design and Heritage Protection Guidelines contained in Appendix X6;
- d) Commercial uses shall generally serve the needs of the community, the surrounding rural area and tourists;
- e) No outdoor storage uses, that were not existing on the day this plan was adopted, are permitted anywhere within the *Hamlet Community Core Area* designation;
- f) The development of office space will be encouraged to develop on second storeys above retail uses;
- g) All development will be consistent with the Hamlet Design and Heritage Protection Guidelines contained in Appendix X6; and,
- h) The majority of the *Hamlet Community Core Area* is situated within the Regulatory Floodplain of the Credit River, and development is subject to the policies contained in Section H4.9 of this Plan.

#### H4.5 HAMLET RESIDENTIAL AREA

##### H4.5.1 PURPOSE

The *Hamlet Residential Area* designation recognizes existing residential areas and lands that, subject to the fulfillment of the policies of this Plan, may be suitable for new residential development. The objective of the *Hamlet Residential Area* designation is to allow for gradual and limited growth over time in a manner that is consistent with the character of the Hamlet using innovative subdivision design and architectural techniques.

Applications for new development within the Hamlet of Glen Williams will require a variety of lot sizes, setbacks and architectural styles, within the parameters of this Plan, the Hamlet Design and Heritage Protection Guidelines contained in Appendix X6 and the implementing zoning by-law.

##### H4.5.2 PERMITTED USES

The uses permitted within the *Hamlet Residential Area* designation shall be limited to:

- a) single detached residential uses;
- b) bed and breakfast establishments (consistent with the policies in the Town of Halton Hills Official Plan);
- c) home occupations and cottage industries within single detached dwelling units, subject to the policies of the Halton Hills Official Plan. A home occupation shall not include any adult entertainment uses; and
- d) accessory apartments in single detached dwellings subject to Section E1.4.10.

Adult entertainment uses shall be prohibited in the *Hamlet Residential Area* designation.

Development within the *Hamlet Residential Area* designation shall be consistent with the following land use policies:

- a) All new development shall be serviced with piped Regional water and wastewater services in accordance with the policies of Section H4.3.5 of this plan;
- b) Lot creation shall occur by way of plan of subdivision for any development proposal if 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;
- c) Prior to draft plan approval, plans of subdivision must be supported by the following studies, conducted by qualified consultants, which may be scoped as determined to be appropriate by the Town or Region, in consultation with Credit Valley Conservation:
  - i) A Transportation Study that addresses potential impacts on the existing road network, site access, street signage, street and intersection lighting and pedestrian movements;
  - ii) A Design Study that illustrates how the development will achieve a format consistent with the Hamlet Design and Heritage Protection Guidelines contained in Appendix X6 of this Plan, and will preserve or enhance the cultural and natural character of the community.

The Design Study should address the following matters:

- i) Lot design, including conceptual building placements, typical streetscapes, open spaces and roads;
  - ii) Pedestrian and cycling connections to the Hamlet core and open space areas, by roads, walkways, trails or other pathways, including implementation of potential trails as shown on Schedule H4-1;
  - iii) The sensitive use of topography and vegetation, and the extent of new landscaping;
  - iv) Location of public amenities, such as parkettes, terraces and postal kiosks; and,
  - v) Typical housing types illustrating architectural style, setbacks and heights;
  - iii) A Functional Servicing Plan that will address the approach to supplying water and sanitary services to the proposed development consistent with the Master Servicing Plan as required in Section H4.3.5 of this Plan; and
  - iv) An Environmental Implementation Report that implements the Glen Williams Scoped Subwatershed Plan at the tributary level for the subject property, and includes, but is not limited to, a Stormwater Management Plan;
- d) The minimum lot size for residential development on Regional water and wastewater services will be 0.10 hectares (0.25 acres);

- i) Plans of subdivision that are developed on Regional water and wastewater services shall be required to provide for a range of lot sizes, consistent with the existing hamlet character, generally ranging in size from 0.10 hectares (0.25 acres) to 0.4 hectares (1.0 acre). The pattern of lot sizes will generally provide a transition from smaller to larger lots with distance from the core of the Hamlet; and,
- ii) The maximum permitted density of any plan of subdivision developed on Regional water and wastewater services shall be 5 units per net residential hectare (2 units/net acre), and must not exceed the available wastewater servicing reserve of 2,600 population equivalent at the Georgetown Wastewater Treatment Plan, subject to the policies of Section H4.3.5 of this Plan;
- e) Council shall only adopt zoning by-laws that implement plans of subdivision where the plan can be shown to be consistent with the policies and the Hamlet Design and Heritage Protection Guidelines of this Plan; and,
- f) Notwithstanding the policies of Section H4.3.5 as they pertain to the limitation on private individual wastewater treatment systems and Section H4.5.3 (a) of this Plan, the lands described as being Part of the West Half of Lot 20, Concession 10, Town of Halton Hills (Esquesing) known as the “Devins Subdivision, File No. 24T-03002/H”, may be developed on private, individual wastewater treatment services, subject to all other applicable policies of this Plan.

A hydrogeological study will be required to the satisfaction of the Region of Halton and Credit Valley Conservation. Additional treatment for nitrogen, phosphorous and bacteria shall be required, consistent with the recommendations of the Scoped Subwatershed Plan for Glen Williams and Regional Rural Servicing Guidelines.

## H4.6 HAMLET ESTATE RESIDENTIAL AREA

### H4.6.1 PURPOSE

Areas designated *Hamlet Estate Residential Area* consist of larger estate lots that provide a transition between the rural area and the core area of the Hamlet.

The *Hamlet Estate Residential Area* designation will not be provided with piped Regional wastewater services and no allocation of wastewater servicing capacity has been reserved or will be required as part of an approval by Council of a development application in this designation. Development in these limited areas will therefore proceed on the basis of private wastewater systems and piped water supply subject to the policies of this Plan.

### H4.6.2 PERMITTED USES

The uses permitted within the *Hamlet Estate Residential Area* designation shall be limited to:

- a) single detached residential uses; and,
- b) home occupations and cottage industries within single detached dwelling units, subject to the policies of the Halton Hills Official Plan. A home occupation use shall not include any adult entertainment uses.



- c) accessory apartments in single detached dwellings subject to Section E1.4.10.

Adult entertainment uses shall be prohibited in the *Hamlet Estate Residential Area* designation.

#### H4.6.3 LAND USE POLICIES

Development within the *Hamlet Estate Residential Area* designation shall be consistent with the following land use policies:

- a) Lot creation shall occur by way of plan of subdivision for any development proposal if over four lots, including the retained lands, are being created and/or the owner is retaining sufficient lands for the development of additional lots;
- b) Prior to draft plan approval, plans of subdivision must be supported by the following studies, conducted by qualified consultants, which may be scoped as determined to be appropriate by the Town or Region, in consultation with Credit Valley Conservation:
  - i) A Transportation Study that addresses potential impacts on the existing road network, site access, street signage, street and intersection lighting and pedestrian movements;
  - ii) A study that examines land use compatibility with the sand and gravel aggregate resource on the adjacent property, and provides recommendations regarding subdivision design to address issues of public health, public safety and environmental impact;
  - iii) A Design Study that illustrates how the development will achieve a format consistent with the Hamlet Design and Heritage Protection Guidelines contained in Appendix X6 of this Plan, and will preserve or enhance the cultural and natural character of the community.

The Design Study should address the following matters:

- i) Lot design, including conceptual building placements, typical streetscapes, open spaces and roads;
- ii) Pedestrian and cycling connections to the Hamlet core and open space areas, by roads, walkways, trails or other pathways, including implementation of potential trails as shown on Schedule H4-1;
- iii) The sensitive use of topography and vegetation, and the extent of new landscaping;
- iv) Location of public amenities, such as parkettes, terraces and postal kiosks; and,
- v) Typical housing types illustrating architectural style, setbacks and heights;
- vi) A Functional Servicing Plan that will address the approach to supplying water and sanitary services to the proposed development, consistent with the relevant provisions of Section H4.3.5 of this Plan; and,

- vii) An Environmental Implementation Report that implements the Glen Williams Scoped Subwatershed Plan at the tributary level for the subject property, and includes, but is not limited to, a Stormwater Management Plan;
- c) Lot sizes for residential development on Regional water and private septic services are subject to the suitability of the soil conditions in the development area and Regional criteria for septic systems but under no circumstances shall the minimum lot area be less than 0.4 hectares (1.0 acre); and,
- d) Council shall only adopt zoning by-laws that implement plans of subdivision where the plan can be shown to be consistent with the policies and the Hamlet Design and Heritage Protection Guidelines of this Plan.

#### H4.7 INSTITUTIONAL AREA

##### H4.7.1 PURPOSE

The purpose of the *Institutional Area* designation is to recognize the institutional uses within Glen Williams and their role in the community.

##### H4.7.2 PERMITTED USES

The predominant use of land designated *Institutional Area* shall be for purposes such as:

- a) public and private institutional activities;
- b) public utilities;
- c) schools;
- d) community centres;
- e) day care centres;
- f) nursing homes;
- g) funeral homes; and,
- h) cultural, educational, religious and fraternal buildings.

##### H4.7.3 LAND USE POLICIES

Development within the *Institutional Area* designation shall be consistent with the following land use policies:

- a) Adequate off street parking for institutional uses shall be provided on site; the parking standard to be applied shall be based on the anticipated number of vehicles to be generated by the proposed use and/or the standards contained in the zoning by-law as amended;
- b) Adequate landscaping, tree planting and buffering shall be provided; and,

- c) The majority of the areas designated *Institutional Area* are situated within the Regulatory Floodplain of the Credit River, and development is subject to the policies contained in Section H4.9 of this Plan.

#### H4.8 OPEN SPACE AREA

##### H4.8.1 PURPOSE

The purpose of the *Open Space Area* designation is to recognize and provide for open space uses within the Hamlet of Glen Williams.

##### H4.8.2 PERMITTED USES

The uses permitted within the *Open Space Area* designation will include public and private open space uses such as:

- a) parks;
- b) cemeteries; and,
- c) trails.

##### H4.8.3 LAND USE POLICIES

All parks within the Hamlet exhibit characteristics of both Community and Neighbourhood Parks as defined in the Halton Hills Official Plan. Glen Williams Park serves the local area, as well as acting as a trailhead for the Town-wide network of trails. Development of parkland in the Hamlet shall be consistent with the parkland policies of the Halton Hills Official Plan.

Development within the *Open Space Area* designation shall be consistent with the following land use policies:

- a) Adequate off street parking for park uses shall be provided on site; the parking standard to be applied shall be based on the anticipated number of vehicles to be generated by the proposed use and/or the standards contained in the zoning by-law as amended; and,
- b) Adequate landscaping, tree planting and buffering shall be provided.

#### H4.9 GREENLANDS

##### H4.9.1 PURPOSE

*Greenlands* are designated on Schedule H4-1 of the Secondary Plan. The purpose of the *Greenlands* designation is:

- a) to identify lands which are flood susceptible for the protection of life and property;
- b) to protect the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton Hills;

- c) to maintain the water quality and natural flow regulation of rivers, streams and wetlands within the rural areas of Halton Hills;
- d) to provide opportunities, where appropriate, for passive outdoor recreational activities;
- e) to contribute to a continuous natural open space system, to provide a visual buffer or separation of communities and to provide continuous corridors between ecosystems;
- f) to protect significant scenic and heritage resources; and,
- g) to maintain or enhance fish and wildlife habitats.

Land designated as *Greenlands* on Schedule H4-1 are more specifically categorized as either *Core Greenlands* or *Supportive Greenlands* on Schedule H4-2 of the Plan.

#### H4.9.2 CORE GREENLANDS

The *Core Greenlands* designation contains the most important natural features and areas that perform the most critical ecological functions, as described in the Scoped Subwatershed Plan for Glen Williams. No new development shall be permitted within the *Core Greenlands* designation, with the exception of those uses specified in subsection H4.9.2.2 of this Plan.

##### H4.9.2.1 CRITERIA FOR DESIGNATION AS CORE GREENLANDS

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

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

##### H4.9.2.2 PERMITTED USES

The following uses may be permitted within the *Core Greenlands* designation shown on Schedule H4-2, subject to the policies of this Plan:

- a) Existing agricultural operations;
- b) Non-intensive recreation uses such as nature viewing and pedestrian trail activities on publicly owned lands or privately owned lands if access can be negotiated with the property owner;
- c) Forest, wildlife and fisheries management;
- d) Archaeological activities;
- e) Essential public roads, transmission and utility facilities;

- f) Essential watershed management and flood and erosion control projects carried out or supervised by a public authority; and,
- g) Uses that legally existed on the day of the passing of the bylaw adopting this Plan.

#### H4.9.2.3 GENERAL LAND USE POLICIES

The erection of buildings and structures or the placing or removal of fill of any kind or any alteration to a watercourse or valley shall be prohibited within lands designated *Core Greenlands* or lands identified as within the limit of the Regulatory Flood. Buildings or structures associated with the uses permitted in subsection H4.9.2.2 will be developed in accordance with the following:

- a) Any environmental and/or physical hazards which affect the site can be mitigated in a manner consistent with accepted engineering techniques and resource management practices; and
- b) Such buildings, structures and works are designed in a manner which:
  - i) recognizes natural ecological systems and processes and ensures they are maintained and enhanced;
  - ii) minimizes disruption to existing landforms and landscape features including vegetation, wetlands, steep slopes and groundwater discharge areas through such approaches as clustering works on less sensitive parts of the site;
  - iii) will result in no changes to the natural quality and quantity of ground and surface water resources;
  - iv) will result in the maintenance and/or enhancement of existing aquatic ecosystem functions;
  - v) will result in the maintenance and/or enhancement of existing terrestrial ecosystem functions; and,
  - vi) the required setbacks established in accordance with the policies of subsection H4.9.4 of this Plan can be met.

#### H4.9.2.4 LAND USE POLICIES – REPLACEMENT OR EXPANSION OF EXISTING USES

It is the policy of this Plan to require that any expansion or replacement of existing uses or permitted buildings within *Core Greenlands* or lands identified as within the limits of the Regulatory Flood, shall only be considered for approval by the Town, in consultation with the Region of Halton and Credit Valley Conservation on the basis of the policies in subsection H4.9.2.3 and the following:

- a) Expansions of existing buildings must be dry flood-proofed to the regulatory flood level and velocity. Floodwater storage and conveyance must also be addressed to the satisfaction of Credit Valley Conservation and the policies of this Plan;
- b) Buildings destroyed by fire or other means will be permitted on the existing footprint providing the reconstruction occurs within two years of the buildings destruction and that the building is

designed so that no structural damage will occur from the regulatory flood and the building is flood proofed to the satisfaction of Credit Valley Conservation;

- c) That safe access is provided to any expanded or replacement development for pedestrian and vehicular access and evacuation routes as determined by the Town of Halton Hills and Credit Valley Conservation;
- d) Notwithstanding the permitted uses of the *Institutional Area* designation, no nursing homes, day care facilities, group homes, seniors homes, schools, fire, police or ambulance stations, or other similar uses shall be allowed to expand or be replaced in the event of destruction; and,
- e) Notwithstanding any policies of this Plan no uses associated with the storage or use of any chemical, hazardous or toxic materials shall be permitted to be reconstructed or enlarged.

#### H4.9.2.5 DEVELOPMENT EVALUATION CRITERIA

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

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

#### H4.9.3 SUPPORTIVE GREENLANDS

The *Supportive Greenlands* designation contains functions and linkages that support the ecological function of the features in the *Core Greenlands* designation. These areas would benefit from rehabilitation or restoration efforts to enhance their ecological value.

Any proposal for development within the *Supportive Greenlands* designation must be accompanied by an Environmental Implementation Report that can demonstrate the ecological function of the area can be maintained, and environmental impacts can be appropriately mitigated. Upon evaluation, these areas may meet the criteria for designation as *Core Greenlands*, and shall be placed in that designation by amendment to this Plan.

A generic Terms of Reference for Environmental Implementation Reports, consistent with the Scoped Subwatershed Study for Glen Williams, is contained in Appendix X7 to this Plan.

##### H4.9.3.1 CRITERIA FOR DESIGNATION FOR SUPPORTIVE GREENLANDS

The *Supportive Greenlands* designation contains areas that have natural heritage features and ecological functions but may not have specific provincial policy to regulate development. *Supportive Greenlands* areas include features such as woodlots, unevaluated wetlands, steep slopes and minor tributaries of the Credit River.

##### H4.9.3.2 LAND USE POLICIES

In general, the land use policies that apply to the *Core Greenlands* designation shall also apply to the *Supportive Greenlands* designation. However, development may be permitted in *Supportive Greenlands* areas where an Environmental Implementation Report is completed that illustrates how the environmental function of this area can be protected and improved through actions such stream rehabilitation efforts, reforestation and vegetative planting programs.

Development permitted in *Supportive Greenlands* areas through the approval of an Environmental Implementation Report by Credit Valley Conservation and the Town of Halton Hills will be consistent with the policies of the adjacent land use designations. In these cases, an amendment to the Plan will not be required.

#### H4.9.4 GREENLANDS SETBACKS

Although not considered to be part of either *Greenlands* designation, a general lot line setback of 5 metres from the stable top or staked top of bank (whichever is greater) or staked bottom of the bank of valley features shall be required for all development unless a subwatershed study, Environmental Impact Study or geotechnical study, undertaken to the satisfaction of Credit Valley Conservation, recommends more appropriate setbacks based on the natural features and functions of the area.

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

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

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

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

#### H4.9.5 GREENLANDS ZONING

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

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

#### H4.9.6 OWNERSHIP

Where any land designated as *Greenlands* is held under private ownership, this Plan shall not be construed as implying that such areas are free and open to the general public nor that the lands shall be purchased by the Town or other public agency; although the Region and the Town shall ensure that consideration be given to the acquisition of the critical parts of the *Greenlands* designation through the development approval process as permitted by legislation. Existing agricultural operations within the *Greenlands* designation will be recognized.

#### H4.9.7 PARKLAND DEDICATION

Where new development is proposed on a site, part of which is designated *Greenlands*, such lands shall not be considered acceptable as part of the dedication for park purposes as required by the Planning Act.

#### H4.10 IMPLEMENTATION

The provisions of the Town of Halton Hills Official Plan and the Planning Act, as amended from time to time, regarding Implementation, shall apply in regard to this Plan.

### H5 PREMIER GATEWAY PHASE 1B SECONDARY PLAN

#### H5.1 PURPOSE

The purpose of the Premier Gateway Employment Area Phase 1B Secondary Plan is to implement the policy directions that have been developed by the Town of Halton Hills, through a series of studies and public meetings. The Secondary Plan will establish a more comprehensive planning framework for the area in support of the general policy framework provided by the Official Plan. The more detailed policies



will guide new employment uses as well as address the interface between those new uses and the existing residential uses and the natural heritage system. The Plan incorporates the recommendations of the Scoped Subwatershed Study including the provision of updated natural heritage system mapping. It integrates transportation system updates, servicing policies, and land use compatibility directions, and addresses cultural heritage resources and surrounding agricultural uses. It is also intended to ensure financial sustainability to meet the long-term strategic goals of the Town.

## H5.2 STRUCTURE OF THE SECONDARY PLAN

All of this part of the document, consisting of the following text and Schedule H5 constitutes Amendment No. 31A and 31B to the Official Plan for the Town of Halton Hills. The appendices contain additional information that supports the policies of this Plan but do not form an operative part of the Plan.

## H5.3 LOCATION

The Secondary Plan affects all lands as shown on Schedule H5, which is generally bounded by:

- a) Steeles Ave to the south
- b) Eighth Line to the east
- c) Sixth Line and the boundary of the Greenbelt Plan to the west
- d) The northern limit of Lot 1, Concessions 7 and 8.

The Secondary Plan area contains approximately 279 hectares (689 acres) of land.

## H5.4 VISION STATEMENT

The Secondary Plan Area will be a high quality, comprehensively planned, prestige employment area that forms a key component of the Town's strategic gateway. It will diversify and enhance the Town's economic base and increase employment options. Visually attractive and sustainable development will enhance the stature of the area and improve resiliency. The natural heritage resources, which help to define the character of the area, will be protected, enhanced and where possible, restored. Access and connectivity will be improved, and attractive and comfortable streetscapes will encourage active transportation and support future public transit. Development will proceed based on full municipal services that meet the needs of businesses and existing residents.

## H5.5 GUIDING PRINCIPLES

- H5.5.1 Provide for significant employment growth on full municipal services to create a dynamic, accessible, and economically competitive employment area that can accommodate large and small-scale employment uses, provide a broad range of job opportunities and expand the Town's assessment base.
- H5.5.2 Encourage high quality built form, site design and landscape treatments with a strong visual identity in a sustainable environment that supports the area's gateway location. Ensure a consistent level of quality on both public and private lands with the highest quality of development at key locations.

- H5.5.3 Establish urban design guidelines and other measures, including zoning regulations that provide specific direction on the creation of high quality development and an attractive public realm. Ensure consistency with development in the other phases of the Premier Gateway Employment Area to provide a cohesive and coordinated employment area. Recognize that individual areas may develop their own specific character but will conform to the general vision for the Employment Area.
- H5.5.4 Work with the Region to ensure that the Trafalgar Road and Steeles Avenue intersection reflects its role as major gateway to Halton Hills that functions efficiently, provides a comfortable and engaging environment, and promotes a distinct visual presence and sense of arrival.
- H5.5.5 Provide for a variety of employment uses including light industrial, office and research facilities as primary uses as well as accessory retail and service uses that meet the needs of existing and future businesses to function in a supportive environment. The permitted uses will reinforce a diversified economic base.
- H5.5.6 Recognize that the Natural Heritage System within the Sixteen Mile Creek watershed is an important part of the community. Protect, enhance and where possible restore the natural heritage features and functions and connect the natural heritage systems with the Natural Heritage System within the Town, and the Provincial Greenbelt to the west and south.
- H5.5.7 Respect the existing low density residential and institutional uses within and adjacent the Secondary Plan area and recognize their right to continue to exist but prohibit new residential uses and restrict institutional uses in order to create a stable operating environment for businesses. Allow the creation of office and home based businesses in existing residential uses. Provide for appropriate buffering to minimize impacts on sensitive land uses from adjacent employment uses, while recognizing that the primary and long term use of the area is for employment.
- H5.5.8 Create a safe, efficient and integrated transportation network that provides public road access to all parcels, meets the needs of all modes of travel and promotes active transportation. The transportation system will facilitate connections to major transportation corridors as well as urban development areas within the Town to maximize connectivity to key markets and major areas of population.
- H5.5.9 Establish an appropriate interface between new employment uses and adjacent existing agricultural areas to allow existing farming operations to continue to function effectively and efficiently.
- H5.5.10 Recognize important existing cultural heritage resources and integrate them into future land use development through retention of heritage attributes that express the resource's cultural heritage significance in Lot 1. Recognize important existing cultural heritage resources and retain the heritage attributes that express the resource's cultural heritage significance in Lot 2.
- H5.5.11 Ensure that the full urban infrastructure necessary to support the employment uses and to supply municipal services to existing residential uses is provided in a timely manner in advance of, or in conjunction with, new development.
- H5.5.12 Ensure that development occurs in an orderly and phased manner in order to address the cost-effective and timely supply of major capital projects including municipal services and transportation network upgrades as the area develops.

H5.5.13 Promote sustainable site and building design and construction techniques to reduce energy and water consumption, encourage alternative modes of transportation, protect and enhance the natural environment, protect air and water quality, and improve waste management.

H5.5.14 Encourage a development framework that streamlines the approval process to facilitate development that takes advantage of the area's strategic location.

## H5.6 GENERAL POLICIES

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

- a) Part F General Development Policies, particularly F1 Subdivision of Land, F2 Urban Design, F5 Cultural Heritage Resources, F6 Transportation, F7 Public Parkland, F8 Community Facilities and Services, and F10 Development Phasing Strategies; and,
- b) Part G Plan Implementation and Administration, particularly G3 Secondary Plans and More Detailed Plans, G8 Site Plan Control, G12 Pre-Consultation and Complete Application Requirements, and G13 Interpretation.
- c) The planning horizon year for the employment land uses in this Plan is 2021 although the policies themselves are intended to address a 20 year time frame.

### H5.6.1 EMPLOYMENT TARGETS

H5.6.1.1 The employment target for the Secondary Plan area at full build out is 2700 jobs in Lot 1 and 1800 jobs in Lot 2.

H5.6.1.2 In order to achieve this target, compact development within the *Prestige Industrial* and *Business Commercial Areas* will be encouraged. It will also be important to ensure that critical linkages such as access to markets, service providers, and available labour pools are maintained.

H5.6.1.3 Any site-specific Official Plan or zoning by-law amendment to convert lands to non-employment uses including *major retail* uses is prohibited unless it is part of a Municipal Comprehensive Review that has been undertaken by the Region of Halton.

H5.6.1.4 It is the policy of this Plan to prohibit new residential uses and other non-employment uses, including *major retail* uses in the *Prestige Industrial Area* and *Business Commercial Area* designations, except:

- a) to recognize existing uses within the *Prestige Industrial Area* and *Business Commercial Area* as shown on Schedule H5 of this Plan;
- b) for institutional uses as a result of a detailed study that sets limits on, and establishes criteria for, such uses based on the following principles:
  - i) the use is small scale, and collectively such uses within the *Prestige Industrial Area* and/or *Business Commercial Area* designations do not change the character of that designation;
  - ii) the location and design of the use addresses land use compatibility in a manner based upon Regional Guidelines and the policies in section H5.13;

- iii) the use is located at the periphery of the Premier Gateway Employment Area; and,
- iv) such uses do not collectively displace employment from the *Prestige Industrial Area* and *Business Commercial Area* designations to an extent that the supply of land within the *Prestige Industrial Area* and *Business Commercial Area* designations are insufficient to meet the employment target contained in Tables A1A and F10 of this Plan.

**H5.6.1.5** It is the policy of this Plan to permit supportive commercial and secondary uses and services that enhance the Premier Gateway as set out in Business Commercial and the Prestige Industrial Area designations. Such uses are particularly encouraged to locate in the Business Commercial Area designation. The policy framework for these secondary uses was informed by a Supportive Commercial Needs Assessment study which provided estimates of how much supportive commercial floor space and acreage might be required. As the Secondary Plan develops, the Supportive Commercial Needs Assessment study, as amended from time to time, will be used as a guide in evaluating individual applications that include permitted secondary uses and/or preparing the implementing zoning by-law for such uses to ensure they do not detract from the Main Permitted Uses in the Prestige Industrial Area.

## **H5.7 LAND USE DESIGNATION**

### **H5.7.1 PRESTIGE INDUSTRIAL AREA**

**H5.7.1.1** The Secondary Plan area is part of a larger Premier Gateway Employment Area that is located in close proximity to Highways 401 and 407 where other lands are also designated *Prestige Industrial Area* and are intended to form an economically competitive, high quality employment area. Industrial and business operations which can benefit from the area's good accessibility will be encouraged.

**H5.7.1.2** Within the Secondary Plan where lands are identified as *Prestige Industrial Area* on Schedule H5 to this Plan, the predominant use of the land will be for employment uses. Development will be designed to reflect and enhance the prominent location of the area through the creation of well-designed and sustainable buildings, structures and landscaping in a visually attractive environment.

**H5.7.1.3** The main permitted uses within the *Prestige Industrial Area* will be limited to:

- a) business and professional offices in free-standing buildings or as part of an industrial mall;
- b) industrial uses, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities located primarily within wholly enclosed buildings. Outdoor storage will not be permitted. For the purposes of this Secondary Plan, *trailer waiting spaces* are not considered outdoor storage;
- c) computer, electronics and data processing facilities;
- d) research and development facilities excluding those that produce biomedical wastes;
- e) printing and associated service establishments; and,
- f) industrial malls, containing one or more of the main uses permitted in this designation.

New residential uses are prohibited. No use will be permitted that causes, or is likely to cause air pollution, offensive odours, ground or surface water pollution, or noise in excess of Provincial regulations or guidelines.

#### H5.7.1.4 PERMITTED SECONDARY USES

The following secondary uses that are predominantly ancillary to and supportive of the main permitted uses may be permitted in the *Prestige Industrial Area*:

- a) administrative office uses accessory to, and located on the same lot as a permitted industrial use;
- b) limited commercial uses which are ancillary to the main permitted uses, such as service commercial uses, take-out or full-service restaurants, financial institutions, convenience stores, and commercial fitness centres. *Major retail* uses will not be permitted;
- c) commercial or trade school facilities;
- d) public parks and recreational facilities, in accordance with Section F7 (Parkland) of this Plan;
- e) limited private parks and recreational facilities located on lands adjacent to Major Arterial Roads or Collector Roads;
- f) limited retail sales of goods and materials manufactured, or substantially assembled, on the premises;
- g) limited institutional and post-secondary education facilities in accordance with the requirements of Part H5.6.1.4;
- h) motor vehicle service stations; and,
- i) uses that legally existed at the date of adoption of this Plan and expansions or alterations thereto which conform to the intent of this Plan and the implementing Zoning By-law.

#### H5.7.1.5 DEVELOPMENT POLICY FOR SECONDARY COMMERCIAL USES

The development of new secondary commercial uses will be limited to those uses that serve the Prestige Industrial Area and as noted in H5.7.2.1 for Lot 1 and H5.7.1.5 a) for Lot 2, these uses will be encouraged to locate in the *Business Commercial Area* within Premier Gateway Phase 1B Secondary Plan Area. Secondary commercial uses are subject to the following:

- a) Individual retail and service commercial uses permitted in section H57.1.4b) will not exceed 400 sq m in total floor area within the *Prestige Industrial Area* unless they are located within a freestanding office building where they will be located on the ground floor and will not exceed 750 sq m in total floor area. The total retail and service commercial space on individual sites designated *Prestige Industrial Area* will not exceed 2000 sq m in total floor area.
- b) Full-service restaurants, commercial fitness centres, and financial institutions may be integrated into industrial malls and/or free-standing office buildings, or may be developed as free-standing buildings provided that the building design is consistent and compatible with the overall design of the adjacent development.
- c) Take-out restaurants and convenience stores will be integrated into industrial malls or free-standing office buildings.

- d) Two or more full-service restaurants may be developed in a “campus” development at the intersection of Major Arterial Roads with Collector Roads, subject to a comprehensive site development plan in order to achieve well-designed and integrated development, including
  - i) integrated internal circulation and parking areas;
  - ii) coordinated access points, in order to minimize the number of access points to abutting roads;
  - iii) compatible building design and location;
  - iv) complementary landscaping; and,
  - v) consistent signage and lighting facilities.
- e) A high quality of building and landscaping design will be required for all commercial uses to ensure compatibility with adjacent development.

**H5.7.1.6** The maximum height of all buildings or structures within the *Prestige Industrial Area* will not exceed six storeys although this policy does not apply to signs, utility towers or other non-habitable structures. The greatest heights will be encouraged to locate adjacent to Steeles Avenue and Trafalgar Road in the Premier Gateway Phase 1B Lot 1 Secondary Plan Area. Where heights in excess of 3 storeys are proposed adjacent to residential and institutional uses, appropriate transitions and buffering will be provided in accordance with the Urban Design Guidelines.

**H5.7.1.7** The property at 8173 Trafalgar Road currently contains a residential treatment facility. The subject lands may be zoned to permit the existing use. Any new development or expansion of the existing facility will require rezoning which will be reviewed by the Town in the context of the Secondary Plan policies.

**H5.7.2 BUSINESS COMMERCIAL AREA**

**H5.7.2.1** The purpose of the *Business Commercial Area* is to provide services that are important to support the primary employment function of the *Prestige Industrial Area* and the gateway function of the area such as hotels, business and professional offices and limited service commercial uses in easily accessible and central locations. Hotels are only permitted in the *Business Commercial Area* and while ancillary service commercial uses are also permitted within the *Prestige Industrial Area* designation, they will be encouraged to locate in the *Business Commercial Area*. Development will be designed to reflect and enhance the visible location of the land within the *Business Commercial Area* through the creation of well-designed and sustainable buildings, structures and landscaping in a visually attractive environment. The designation of new *Business Commercial Area* sites will only be permitted as part of a Municipal Comprehensive Review undertaken by the Region of Halton.

**H5.7.2.2** Permitted Uses within *Business Commercial Area* are limited to:

- a) hotels including full service hotels with conference, exhibition and banquet facilities;
- b) business and professional offices in free-standing buildings or as part of an industrial mall;
- c) research and development facilities excluding those that produce biomedical wastes;

- d) limited retail and service commercial uses that are ancillary to and serve the main permitted uses such as take-out restaurants, banks and financial institutions and services, convenience stores and commercial fitness centres. Limited retail and service commercial uses do not include *major retail* or supermarkets, specialty food stores, department stores, general merchandise stores, and fashion retailers;
- e) motor vehicle service stations, but no new ones will be permitted within 200 metres of the intersection of Steeles Avenue with Trafalgar Road;
- f) printing and associated service establishments;
- g) full service restaurants;
- h) industrial malls, containing one or more of the uses permitted in this designation;
- i) automotive commercial uses excluding motor vehicle body shops and motor vehicle wreckers. The total floor area for an individual automotive commercial use shall not exceed 1500 sq m. A maximum of 20 percent of the land area within the Business Commercial designation may be permitted for automotive commercial uses and they may not be located in a campus style or adjacent to each other;
- j) uses that legally existed at the date of adoption of this Plan and expansions or alterations thereto, which conform to the implementing Zoning By-law.

#### H5.7.2.3

Development within the *Business Commercial Area* is subject to the following:

- a) All individual retail and service commercial uses permitted in section H5.7.2.2b) will not exceed 750 sq m in total floor area within the *Business Commercial Area* designation. The total retail and service commercial space on individual sites designated *Business Commercial Area* will not exceed 2500 sq m in total floor area.
- b) Full-service restaurants, financial institutions, and commercial fitness centres may be integrated into industrial malls and/or free-standing office buildings, or may be developed as free-standing buildings provided that the building design is consistent and compatible with the overall design of the adjacent development.
- c) Take-out restaurants and convenience stores will be integrated into industrial malls or free-standing office buildings.
- d) Two or more full-service restaurants may be developed in a “campus” development, subject to a comprehensive site development plan in order to achieve well-designed and integrated development, including:
  - i) integrated internal circulation and parking areas;
  - ii) coordinated access points, in order to minimize the number of access points to abutting roads;
  - iii) compatible building design and location;
  - iv) complementary landscaping; and,

- v) consistent signage and lighting facilities.

Building and landscaping design will be required to meet the objectives of the Urban Design Guidelines to ensure appropriate design considerations along the Regional Major Arterial, Local Minor Arterial and Local Collector Road frontages.

**H5.7.2.4** The maximum height of any buildings or structures within the *Business Commercial Area* will not exceed six storeys except for hotels which may be permitted up to eight storeys. This policy does not apply to signs, utility towers or other non-habitable structures. Where heights in excess of 3 storeys are proposed adjacent to residential and institutional uses, appropriate transitions and buffering will be provided in accordance with the Urban Design Guidelines.

### **H5.7.3 RESIDENTIAL SPECIAL POLICY AREA**

**H5.7.3.1** The Residential Special Policy Area is an overlay to the *Prestige Industrial Area* designation. The lands in the Residential Special Policy Area on Schedule H5 will be developed in accordance with the underlying land use designation. The Residential Special Policy Area identifies locations where there are existing residential uses which might not redevelop in the short term. To recognize this situation, the following special policies will apply to those lands:

- a) The existing residential uses may be recognized in the Implementing Zoning By-law. Any new development will require rezoning which will be reviewed by the Town in the context of the Secondary Plan policies.
- b) In addition to the uses permitted in the underlying land use designation on Schedule H5, within the Residential Special Policy Area, the Town may permit the use of the existing residential dwelling, including additions to such dwellings, for office uses, home occupations, or other uses which are compatible with the adjacent residential uses and uses permitted by the underlying employment land use designation.
- c) Where development is proposed on lands abutting a building being used for residential purposes in the Residential Special Policy Area, the Town may require the provision of landscaping and other buffering on the boundary of the residential use in accordance with the provisions in section H5.13.

### **H5.7.4 NATURAL HERITAGE SYSTEM**

**H5.7.4.1** The goal of the *Natural Heritage System* is:

- a) to protect areas which have been identified as having environmental significance or contain natural hazards including valleylands, woodlands, wetlands, watercourses and other hazardous lands, based on the functional recommendations of the Premier Gateway Scoped Subwatershed Study, and to ensure that the *Natural Heritage System* will be resilient to the impacts of the adjacent urban development and climate change by achieving enhanced ecological and hydrologic features and functions.

**H5.7.4.2** The Natural Heritage System is a critical component of a healthy community and helps to define the character of the area. The Natural Heritage System reflects the systems approach taken to ensure the protection, preservation and enhancement of *natural features* and to maintain biological diversity and *ecological functions* of the area.



H5.7.4.3 Lands within the *Natural Heritage System* will be protected and enhanced over time, and the following uses may be permitted in accordance with the objectives of the Secondary Plan, and subject to other policies of this Plan, applicable Zoning By-laws, and Conservation Halton Regulations:

- a) existing agricultural operations;
- b) single detached dwellings on existing lots;
- c) passive non-motorized recreational uses, such as nature viewing and pedestrian trail activities, only on publicly owned lands;
- d) *forest, wildlife and fisheries management*;
- e) archaeological activities;
- f) *essential* transportation and *utility* facilities; and,
- g) *essential watershed management* and flood and erosion control projects carried out or supervised by a *public authority*.

H5.7.4.4 Where any land within the *Natural Heritage System* designation is held under private ownership, this Plan will not be construed as implying that such areas are free and open to the general public. The Town will seek to obtain dedication of these lands through the development review process

H5.7.4.5 Where new development is proposed on a site, part of which is designated *Natural Heritage System*, such lands shall not be considered acceptable as part of the dedication for park purposes as required by the Planning Act.

H5.7.4.6 The *Natural Heritage System* shown on Schedule H5 is a systems approach to protecting and enhancing *natural features* and functions and consists of the following components:

- 1) *Key Features*, which include:
  - a) habitat of endangered and threatened species,
  - b) *significant wetlands*,
  - c) *significant woodlands*,
  - d) *significant valleylands*,
  - e) *significant wildlife habitat*,
  - f) *significant* areas of natural and scientific interest; and,
  - g) *fish habitat*,

*Key Features* that have been identified are shown on Schedule H5. There may exist other *Key Features* that are not shown on Schedule H5 or that may exist in other land use designations. These unmapped *Key Features*, if found during detailed study, shall be protected through appropriate development approvals in accordance with Section H57.4.10.

- 2) *Enhancements to the Key Features*,

- 3) *Linkages*,
- 4) *Buffers*,
- 5) *Watercourses* that are within Conservation Halton Regulation Limit or that provide a *linkage* to a *wetland* or a *significant woodland*, and
- 6) *Wetlands* other than those considered *significant*.
- 7) Regulated *Flood Plains* as determined, mapped and refined from time to time by Conservation Halton are also included within the *Natural Heritage System*.

The boundaries of the *Natural Heritage System* may be refined in accordance with Section

**H5.7.4.7** The *Natural Heritage System* may include additional lands beyond identified natural heritage features and their *buffers*, which are identified through an approved Subwatershed Impact Study as being a *Key Feature* and/or which provide additional enhancement to the system. These enhancements provide for increased ecological services such as wildlife habitat and movement opportunities, increased buffering to natural heritage features, and restoration opportunities including additional vegetation plantings.

**H5.7.4.8** The *Natural Heritage System* in the Secondary Plan area connects with the natural heritage system within the Town, and the Provincial Greenbelt to the west and south. This connectivity is important to support natural processes and provide corridors that allow species to move and adapt, thereby ensuring a healthy and resilient ecosystem that protects biodiversity for the long term.

**H5.7.4.9** *Buffers* for natural heritage features have been included within the *Natural Heritage System* illustrated on Schedule H5, so additional *buffers* should not be required except where unmapped *Key Features* have been identified through an approved Subwatershed Impact Study and/or requirements to address any Endangered or Threatened species may be applicable. The following *buffer* widths are provided for general guidance but the final *buffer* widths, which may be smaller or larger, will be determined in the Subwatershed Impact Study based on an analysis of the feature sensitivity and proposed adjacent land uses.

- a) *Watercourse Corridors*: Generally greater of 15 metres from the greatest hazard (Regional Storm flood plain, meander belt or stable top of bank) or 30 metres from the bankfull channel of cold, cool and warm water sportfish watercourses. Where a trail is planned, it may be located within the buffer subject to section H5.7.4.17.
- b) *Significant woodlands*: Generally 30 metres from the drip line. Where a trail is planned, it may be located within the *buffer* subject to section H5.7.4.17.
- c) *Wetlands*: Generally 30 metres from the *wetlands* limits. The size and significance of the *wetland* is subject to *wetland* delineation and the Ontario Wetland Evaluation System as part of the Subwatershed Impact Study.
- d) *Significant wildlife habitat*: Generally 30 metres from the boundary of the habitat unit.
- e) *Significant habitat of endangered or threatened species*: Generally 30 metres from the boundary of the habitat unit as determined by Ministry of Natural Resources and Forestry in accordance with provincial requirements under the Endangered Species Act, 2007.

**H5.7.4.10** A systems based approach to implementing the *Natural Heritage System* will be applied by

- a) Prohibiting *development* and *site alteration* within *significant wetlands*, *significant* habitat of endangered and threatened species and *fish habitat* except in accordance with Provincial and Federal legislation or regulations;
- b) Not permitting the alteration of any components of the *Natural Heritage System* unless it has been demonstrated that there will be no *negative impacts* on the *natural features and areas* or their *ecological functions*;
- c) Refining the boundaries of the *Natural Heritage System*, including additions, deletions, and/or boundary adjustments, through a Subwatershed Impact Study in accordance with Section H5.8 and accepted by the *Town* and *Region*, an individual Environment Impact Assessment accepted by the *Town* and *Region*, or similar studies based on terms of reference accepted by the *Town* and *Region*;
- d) Restoring and enhancing, where feasible, *natural features* and *areas* within the *Natural Heritage System*. Where areas are not in a natural state, they should be naturalized and planted with native, non-invasive species. The requisite planting and seeding plans will be established at the time of subdivision or site plan approval.
- e) Requiring the proponent of any *development* or *site alteration*, including public works, that are located wholly or partially within 120m of the *Natural Heritage System* to carry out an Environmental Impact Assessment (EIA), unless:
  - i) the proponent can demonstrate to the satisfaction of the *Town* and *Region* that the proposal is minor in scale and/or nature and does not warrant an EIA;
  - ii) the proponent can demonstrate to the satisfaction of the *Town* and *Region* that a Subwatershed Impact Study prepared in accordance with Section H5.8 that adequately addresses the purpose of an EIA;

The purpose of an EIA is to demonstrate that the proposed *development* or *site alteration* will result in no *negative impacts* to that portion of the Natural Heritage System or unmapped *Key Features* affected by the *development* or *site alteration* by identifying components of the Natural Heritage System as listed in Section H5.7.4.6 and their associated *ecological functions* and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify *Key Features* on or near the subject site that are not mapped on Schedule H5.

#### H5.7.4.11 WATERCOURSES AND HEADWATER DRAINAGE FEATURES

- H5.7.4.11.1 The watercourses within the Secondary Plan area are part of the *Natural Heritage System* and as noted above, the corridor width will be determined as part of the Subwatershed Impact Study and will contain the watercourse, associated hazards and buffer.
- H5.7.4.11.2 The location of Headwater Drainage Features identified for protection or conservation, and the width of associated *buffers* will be determined as part of the Subwatershed Impact Study.
- H5.7.4.11.3 Schedule H5 illustrates locations where regulated *watercourses* and headwater drainage features may be suitable for relocation. In some cases, the conceptual relocation area has been illustrated on Schedule H5 based on the preliminary work undertaken in the Scoped Subwatershed Study (“Relocated”) and in other cases, the matter has been left to the Subwatershed Impact Study (“Potential Relocation”). Where relocation occurs, the feature should be moved to an area where its form and function can be replicated and it is contiguous with other natural features where possible, in order to

provide overall benefit to the natural heritage feature and the wildlife that use and inhabit them. Final determination as to whether the relocation is appropriate will be determined through the Subwatershed Impact Study (“Potential Relocation”) submitted in accordance with Section H5.8 as part of a development application and should be further supported by a Natural Channel Design Brief at the detailed design stage which will generally include:

- a) Details related to the natural channel design principles applied to the detailed design of the watercourse;
- b) Fluvial geomorphological analysis of the proposed watercourse design;
- c) Rationale for selection of plantings within the riparian zone and floodplain;
- d) Details regarding any enhancements proposed within the adjacent watercourse;
- e) Detailed hydrologic and hydraulic analyses of proposed watercourse and hydraulic structures to demonstrate impacts to floodplains, and freeboard under proposed conditions, maintenance of riparian storage post-development;
- f) Detailed groundwater analysis to demonstrate that the groundwater seepage function can be replicated in proposed condition
- g) Detailed assessment of impacts of proposed watercourse to aquatic habitat and fish species; and
- h) Detailed design of the drainage for proposed watercourse and corridor.

**H5.7.4.11.4** As shown on Schedule H5, a headwater drainage feature which is located northeast of the Steeles Avenue and Trafalgar Road intersection is associated with a *wetland*. The Subwatershed Impact Study prepared as part of the development application will be required to further assess this feature in accordance with the management recommendations of the Scoped Subwatershed Study. As also identified in H5.7.4.13.2, a determination will be made through the Subwatershed Impact Study as to whether to retain the headwater drainage feature and *wetland* in their current location with appropriate *buffers* or to relocate and replicate them in a different location addressing the requirements in H5.7.4.11.3 and the requirements of the management recommendations of the Scoped Subwatershed Study.

## WOODLANDS

**H5.7.4.12.1** The Woodlands identified within the Secondary Plan area were considered *significant* at the time of the Scoped Subwatershed Study.

**H5.7.4.12.2** The Subwatershed Impact Study will identify or refine the boundaries of *significant woodlands* and implement measures to protect and enhance such *significant woodlands* including refining the width of *buffer*.

## WETLANDS

**H5.7.4.13.2** *Wetlands* within the Secondary Plan area were not identified as provincially significant at the time of the Scoped Subwatershed Study; however all *wetlands* will be evaluated as part of the Subwatershed Impact Studies as per the Ontario Wetland Evaluation System. Where *wetlands* exist, they have been incorporated into the Natural Heritage System.

H5.7.4.13.2 As shown on Schedule H5, a *wetland* has been identified at the northeast corner of the Steeles Avenue and Trafalgar Road intersection which is associated with a headwater drainage feature. This *wetland* is regulated by Conservation Halton and will require a development setback based on delineation and evaluation in the Subwatershed Impact Study. Further, Conservation Halton regulations do not permit interference with wetlands including removal and replication. As noted in H5.7.4.11.4, the Subwatershed Impact Study prepared as part of the development application will further assess this feature in conjunction with the headwater drainage feature in this location. A determination will be made through the Subwatershed Impact Study as to whether to retain the wetland in situ and protect it with appropriate buffers or to relocate and replicate it in a different location.

#### SIGNIFICANT WILDLIFE HABITAT

H5.7.14.1 *Significant Wildlife Habitat* has been identified within the Secondary Plan area and included in the *Natural Heritage System* resulting in an expansion of some areas beyond the boundaries of the Regional Natural Heritage System. Further assessment and mitigation requirements for *Significant Wildlife Habitat* are required in the Subwatershed Impact Study. Any additional *Significant Wildlife Habitat* identified as part of a Subwatershed Impact Study should be incorporated into the Natural Heritage System along with appropriately sized *buffers* to ensure its protection and enhancement.

#### SPECIES AT RISK

H5.7.4.15.1 Species at Risk were observed within the Secondary Plan area although habitats for those species noted are not considered optimal. Further assessment and mitigation requirements for Species at Risk habitat will be addressed through the Subwatershed Impact Study. Boundaries of any *significant* habitat for endangered and threatened species identified as part of the Subwatershed Impact Study should be delineated in consultation with MNRF in accordance with provincial requirements under the ESA, 2007. The boundaries of this habitat and any buffers deemed necessary through the Subwatershed Impact Study should also be incorporated into the *Natural Heritage System* to ensure its protection and enhancement.

#### ROAD CROSSINGS AND ALIGNMENTS

H5.7.4.16.1 New roads are intended to be located outside of the *Natural Heritage System* and its associated *buffers* to the extent possible and to minimize road crossings in order to reduce impacts on the natural heritage features. The approach to be taken in addressing road locations will be to first avoid impacts if possible, and then minimize, mitigate and finally compensate for any resulting impacts. Only *essential* road infrastructure may be permitted in the *Natural Heritage System* and only after all other alternatives have been considered through an appropriate study. Crossings and alignments within or in close proximity to the *Natural Heritage System* will need to be assessed through an Environmental Assessment, Subwatershed Impact Study, or an equivalent comprehensive study to address *negative impacts*. Best management practices to facilitate fish and wildlife passage across road crossings will be addressed as part of the detailed design. This is to include appropriate *buffers* to the road alignment.

H5.7.4.16.2 A new north-south road has been illustrated west of Hornby Road which may be located slightly outside of the Secondary Plan area within the Greenbelt Plan in order to align with Sixth Line south of Steeles Avenue. The alignment for this road will be determined through an Environmental Assessment, Subwatershed Impact Study or an equivalent comprehensive study taking into consideration the Greenbelt Plan policies, Conservation Halton Regulations and other applicable legislation.

H5.7.4.16.3 As noted in section H5.9.1.8, two options have been identified for proposed Collector Road 1 as shown on Schedule H5. Only one of these options was considered necessary at the time of the Scoped Subwatershed Study. The preferred option, its alignment and measures to minimize impact will be determined as part of the Subwatershed Impact Study.

## TRAILS

H5.7.4.17.1 A trail system should be established along the edge of the *Natural Heritage System* where lands are being put into public ownership to allow public use and access. The trails and associated activities will not negatively impact ecologically sensitive areas. Where possible, the trail system should be constructed at the start of development, to provide immediate access and connection with the natural environment, while discouraging the establishment of footpaths and ensuring that proper regard is given to avoiding trespassing on private properties. For all trails proposed within *Natural Heritage System buffers* and enhancement areas, trail siting should be located close to the development side of the *buffer* to provide as much area as possible for naturalization plantings between the development and key natural heritage features. Adjacent landowners potentially affected by the trails will be consulted.

H5.7.4.17.2 Fencing should be considered along the edge of the *Natural Heritage System* irrespective of ownership in order to restrict access from people and pets. Public access to the key natural heritage features should be discouraged and trails should avoid the restored amphibian breeding habitat near Hornby Road, south of the Regional Forest, in order to protect this habitat from further disturbance impacts.

## H5.8 SUBWATERSHED STUDY

H5.8.1 The Premier Gateway Scoped Subwatershed Study was undertaken in conjunction with preparation of this Secondary Plan in order to characterize the terrestrial and aquatic ecology, stream systems and surface water and groundwater resources, refine the *Natural Heritage System*, assist with development of the land use plan, determine the impacts from development and address the associated requirements and opportunities for mitigation and management. All new development in the Secondary Plan area will generally comply with the recommendations of the Premier Gateway Scoped Subwatershed Study. No amendments to the Secondary Plan will be required to implement the recommendations of the Premier Gateway Scoped Subwatershed Study.

H5.8.2 A Subwatershed Impact Study will be required in support of a complete development application. The goal of the Subwatershed Impact Study will be to achieve a greater level of detail in the integration of land use, servicing, stormwater management and the *Natural Heritage System*. The study area for the Subwatershed Impact Study should be based on subcatchment areas but could be modified or consolidated subject to the approval of the Town, in conjunction with Conservation Halton and the Region of Halton.

H5.8.3 Greater detail regarding the matters to be addressed by the Subwatershed Impact Studies is outlined in Appendix A and should be incorporated into the Terms of Reference for the Subwatershed Impact Study. The Terms of Reference will be refined on an individual basis and subject to the approval of the Town, in conjunction with Conservation Halton and the Region of Halton.

H5.8.4 Notwithstanding Section H5.8.2, in some circumstances, a Subwatershed Impact Study may not be required where the proponent can demonstrate to the satisfaction of the Town, the *Region* and *Conservation Halton*:

- a) a Subwatershed Impact Study that applies to the subject lands has already been completed to the satisfaction of the *Town*, the *Region* and *Conservation Halton*, and on this basis it is more

appropriate to complete a Subwatershed Impact Study Update or an Environmental Impact Assessment in accordance with section H5.7.4.10; or

- b) the proposal is minor in scale and/or nature and does not warrant a Subwatershed Impact Study or Subwatershed Impact Study Update and considerations related to the *Natural Heritage System* are addressed in accordance with H5.7.4.10.

## H5.9 TRANSPORTATION

The Secondary Plan area will provide an integrated, holistic, multi-modal transportation network that is well connected to other lands within the Premier Gateway Employment Area, and provides easy access to major population areas within the Town as well as key transportation corridors. The transportation system is based on the work undertaken through the Secondary Plan Study process including the Premier Gateway West Scoped Area Transportation Study (ATS). The Premier Gateway West Scoped ATS was initiated to identify the local, Regional and Provincial transportation network improvements required to serve both the Premier Gateway Phase 1B Employment Area Secondary Plan and other proposed development outside of the Secondary Plan area. As a result of this work, a road network as well as a number of transportation infrastructure improvements were identified as required to support the development of the Secondary Plan area. All future development will be tied to the provision of these required infrastructure improvements. The Transportation policies of Section F6 of this Plan are applicable to the Secondary Plan area and in addition, the following policies which identify the road network and provide direction regarding its implementation, apply:

### H5.9.1 ROAD NETWORK

#### H5.9.1.1 CONTEXT

The road network will provide for the safe and efficient movement of people and goods. Road right of way widths shown on Schedule B2 to this Plan, will be provided in accordance with Table F6 (Function of Transportation Facilities) of this Plan. The overall road network for the Phase 1B Employment Area as a whole is shown in Schedule H5. As development occurs within Lot 1, the Town will ensure such development considers and supports the implementation of the overall road network as shown Schedule H5. The Premier Gateway West Scoped ATS also identified the need for transportation infrastructure improvements outside of the Secondary Plan area which are shown for reference on Schedule H5. The Town will identify a process for implementing these improvements to ensure they are in place to support the development of the Secondary Plan area in a timely manner. In the interim, development may commence in accordance with the Secondary Plan, provided each Traffic Impact Study prepared in accordance with Section H59.1.6 demonstrates sufficient capacity within the road network. Should the results of a Traffic Impact Study show that capacity is no longer available, the Town and/or Region may not support the development until the improvements required to address the capacity constraints are implemented.

#### H5.9.1.2 ROAD ALIGNMENTS AND IMPLEMENTATION

The location and general alignment of new collector roads as shown on Schedule H5 are approximate. These roads, and their connections to other roads to form a network, are necessary to ensure appropriate overall function of a transportation system that can support the planned development of the area and therefore cannot be changed without an amendment to this Secondary Plan. However, adjustments to the precise alignment of these roads, provided they maintain their function and

connections to other roads in accordance with the intent of this Secondary Plan may be permitted and shall be determined through municipal studies or during the consideration of studies prepared in support of development applications. Such studies shall confirm that the alignment:

- a) supports the overall function of the road network for the Phase 1B Secondary Plan area as identified on Schedule H5;
- b) addresses the requirements related to the Natural Heritage System as set out in Section H57.4.16;
- c) addresses any applicable further study identified as required in Section H59.1.8 and shown on Schedule H5;
- d) supports the delivery of water and wastewater infrastructure; and
- e) addresses any additional requirements as determined by the Town and/or Region.

To facilitate the development of an effective road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters related to the road network including the distribution of costs and the provision of infrastructure facilities.

#### H5.9.1.3 OTHER EMPLOYMENT ROADS

Other Employment Roads are not identified on Schedule H5. The provision of local such roads, where deemed necessary, may be determined as part of the development approval process and will be in accordance with the requirements of Section F6 of the Official Plan. In addition, the identification of other employment roads will be based on the following principles:

- a) designed to augment the existing system,
- b) improve connectivity within the Secondary Plan area and to adjacent areas,
- c) provide opportunities to relieve pressure on key intersections,
- d) facilitate access to individual properties in a coordinated manner that supports and does not preclude access to other properties within the Secondary Plan Area; and
- e) reduce driveway accesses onto arterial roads.

To facilitate the development of an effective local road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters including but not limited to the road network including the distribution of costs and the provision of infrastructure facilities.

#### H5.9.1.4 SPACING

All roadway and driveway spacings will conform to standard roadway engineering practices and will be approved by the respective roadway jurisdiction.



#### H5.9.1.5 ACCESS

Access to the Regional Road network should be limited to the connections with the road network identified for the Secondary Plan area as shown on Schedule H5. Access to the Regional Road network from a private property shall only be permitted where access to a local road is not feasible as demonstrated through a Traffic Impact Study that considers all reasonable alternative access locations, types and designs and identified an access that conforms to the Regional Access Management Guidelines to the satisfaction of the Region in consultation with the Town. To facilitate the development of an effective local road network, the Town and/or Region may require landowners in the Secondary Plan area to enter into an agreement or agreements amongst themselves to address matters including but not limited to accessing the local road network.

#### H5.9.1.6 TRAFFIC IMPACT STUDIES

As part of any development application, a Traffic Impact Study that is approved by the respective roadway jurisdiction may be required to demonstrate the following:

- a) that adequate network capacity exists to accommodate the proposed development,
- b) the need for road and/or intersection improvements (such as traffic signals, turn lanes, access construction, illumination etc.) and the timing for such improvements;
- c) the development supports the overall function of the road network for the Phase 1B Secondary Plan area as identified on Schedule H5;
- d) any additional requirements as determined by the Town and/or Region.

The Traffic Impact Study shall be completed in accordance with the Region's Transportation Impact Study Guidelines.

#### H5.9.1.7

In order to ensure that the Trafalgar Road and Steeles Avenue intersection functions efficiently within the Secondary Plan area, the capacity available at this intersection will be monitored through each individual Traffic Impact Study completed in accordance with Section H59.1.6. Should the results of a Traffic Impact Study show that capacity is no longer available, the Town and/or Region may not support the development until the required improvements to address the capacity constraints at the intersection of Trafalgar Road and Steeles Avenue are implemented.

#### H5.9.1.8 AREAS SUBJECT TO FURTHER STUDY

Certain components of the road network were identified as requiring further study through the Premier Gateway West Scoped ATS. These areas are identified below and shown on Schedule H5. The implementation of these components of the road network may be advanced through municipal studies or during the consideration of studies prepared in support of development applications as set out in Section H59.1.2.

- a) Steeles Avenue & Eighth Line

Given the future projected traffic volumes, it is anticipated that improvements will be required around the intersection of Steeles Avenue and Eighth Line. There are currently cemeteries located on both the northeast and northwest corners of this intersection and

as a result, further analysis will be required to determine the most appropriate means to address future traffic volumes in this area.

b) Collector Road 1 & Sixth Line

Two alternative east-west collector road options have been provided east of Sixth Line as illustrated in Schedule H5. Only one of these alternatives will be built and the appropriate option will be determined when development applications are brought forward, taking into consideration the impacts on the Natural Heritage System as identified in section H5.7.4.16.1.

c) Collector Road 2 & Steeles Avenue

A new collector road is proposed to extend north from Sixth Line south of Steeles Avenue in order to provide access to the employment area while avoiding truck traffic on Hornby Road where there are existing residential uses. The intersection of Sixth Line South and Steeles Avenue is proposed to be located slightly outside of the Secondary Plan area and on the north side of Steeles Avenue; it is located within the Greenbelt Plan. As noted in section H5.7.4.16.2, the alignment of this road will be subject to study.

d) Ring Road Connection

The Premier Gateway West Scoped ATS identified the need for and benefit of a Ring Road connection from the Trafalgar Road and Highway 401 north ramp terminal to Proposed Collector Road 3 at Steeles Avenue, on lands outside the Secondary Plan area as shown on Schedule H5. The implementation of this new connection would improve forecasted traffic operations within the Secondary Plan area. Given the importance of this Ring Road connection and its location outside the Secondary Plan area, the Town and Region will work with the relevant stakeholders to ensure that an appropriate process for implementing this critical improvement occurs in order to support the development of the Secondary Plan area and provide the required support to the transportation network as shown on Schedule H5.

#### H5.9.1.9 DESIGN CONSIDERATIONS

- a) The Trafalgar Road and Steeles Avenue intersection should be designed to reflect its role as major gateway to Halton Hills. As such, the intersection will include enhanced streetscape design, landscaping, signage and lighting.
- b) Truck traffic on Hornby Road north of Steeles Avenue should be restricted and traffic calming measures near existing residential uses may be considered.

#### H5.9.2 ACTIVE TRANSPORTATION

- H5.9.2.1 Development will be based on facilitating the use of walking, cycling and lightly motorized modes of travel within the Secondary Plan area in order to assist the Town in achieving its environmental stewardship goals and to encourage increased activity levels regardless of age, fitness, or ability as a component of healthy living by those who live and work within the Town.

H5.9.2.2 The transportation system will be designed to maximize connectivity, safety and comfort for pedestrians, cyclists, those with accessibility issues and those using lightly motorized modes of travel both within the Secondary Plan area and between the Secondary Plan area and other activity areas within the Town.

H5.9.2.3 The Town's Cycling Master Plan, which supports and promotes an increased level of cycling within the Town, has identified a two tiered cycling network that provides for both on-road opportunities such as bike lanes and off-road opportunities such as trails and multi-use paths.

H5.9.2.4 The Region of Halton Active Transportation Master Plan also identifies regional cycling and walking networks. Within the Secondary Plan area, on-road Bike Lanes and multi-use trail have been identified on Steeles Avenue, to be confirmed through a future Municipal Class Environmental Assessment and a paved shoulder has been identified on both sides of Trafalgar Road along with a multiuse path on the east side of Trafalgar Road.

H5.9.2.5 In addition to the infrastructure identified, Council will also:

- a) require the provision of sidewalks as new roads are created or existing roads are redeveloped in the Secondary Plan area;
- b) ensure the provision of safe and convenient on-site pedestrian connections and adequate bicycle storage facilities in the review of development applications;
- c) require barrier-free design of all new pedestrian facilities; and
- d) ensure that lands for bicycle, pedestrian and lightly motorized facilities are included with the land requirements for roads.

### H5.9.3 TRANSIT

H5.9.3.1 Although the Town does not have a full transit system, all development within the Secondary Plan area will be designed to promote transit supportive land use in order to facilitate its use when services are provided. Future transit stops should be designed to capture the majority of development within a 10-minute walk.

H5.9.3.2 The Region of Halton has identified Trafalgar Road and Steeles Avenue as Transit Priority Corridors and the intersection of Trafalgar Road and Steeles Avenue as a Proposed Transit Node in their Mobility Management Strategy for Halton. As the Region undertakes further work, the form and function of the node and corridors may be updated.

### H5.9.4 TRANSPORTATION DEMAND MANAGEMENT

H5.9.4.1 In support of the creation of a multi-modal transportation system, the Town will actively work with developers and businesses to develop and implement Transportation Demand Management measures that aim to reduce motorized vehicular trips and promote the use of active transportation modes, car-sharing and/or carpooling, public transit when it becomes available, and travel during off-peak hours.

### H5.9.5 PARKING

H5.9.5.1 Surface parking will be minimized in order to reduce large expanses of hard surfaces and to encourage the use of alternative means of transportation. Where surface parking is provided, it should be appropriately landscaped and screened from the street in accordance with F2.2.2.5, with clearly defined pedestrian connections between the parking area and the building entrances.

## H5.10 SERVICING

### H5.10.1 FUNCTIONAL SERVICING STUDY

H5.10.1.1 A Functional Servicing Study will be prepared as part of the subdivision or site plan approval process, which will generally include:

- a) Location and preliminary sizing of wastewater sewers;
- b) Location and preliminary sizing of storm sewers;
- c) Location and preliminary sizing of watermains;
- d) Preliminary site grading plan;
- e) Location and preliminary sizing of stormwater management facilities;
- f) Location where Low Impact Development Best Management Practices may be considered;
- g) Location and preliminary sizing of hydraulic structures (i.e. bridges and culverts);
- h) Preliminary channel grading plans and supporting analyses; and
- i) Assessment of riparian storage for existing channel and preliminary channel designs.

The report will be prepared to the satisfaction of the Town and the Region in consultation with the appropriate agencies in accordance with the policies in Section C8 and G12 of this Plan.

### H5.10.2 MUNICIPAL WATER AND WASTEWATER SERVICES

H5.10.2.1 All new development will occur on the basis of full municipal services. Background analysis has confirmed that the Region's water distribution system and wastewater collection system have sufficient capacity to support development within the Secondary Plan area. The Region of Halton is preparing a water and wastewater Area Servicing Plan to develop a detailed infrastructure plan for the Secondary Plan area. The Area Servicing Plan will set out the framework for infrastructure requirements for servicing the Secondary Plan area. Functional Servicing Studies in support of development applications will be prepared and reviewed in accordance with the Area Servicing Plan.

H5.10.2.2 Existing houses in the area are currently serviced by individual water wells. Houses within the Secondary Plan area will be eligible for connection to full municipal services as part of the provision of municipal services to the employment area. The use of Best Management Practices to protect local aquifer and water supply wells will be required for all development within the Secondary Plan area.

### H5.10.3 STORMWATER MANAGEMENT

H5.10.3.1 The Stormwater Management Facilities shown on Schedule H5 represent the general locations for stormwater management facilities within the Secondary Plan Area. These locations are intended to

maintain the supply of runoff to receiving systems and to minimize requirements for operation and maintenance by the Town. Stormwater Management Facilities will accommodate the ultimate Trafalgar Road and Steeles Avenue drainage. Notwithstanding the location of these designations, such facilities will be permitted in all designations except the *Natural Heritage System*, where only those components of such facilities that are *essential* for conveying stormwater from the facility to the receiving *watercourse* may be permitted. Stormwater Management Facilities will be located and designed to the satisfaction of the Town and Conservation Halton, and should be integrated with the open space system. Final details including location and design criteria for stormwater management facilities, including Low Impact Development are to be determined through the Subwatershed Impact Study and Functional Servicing Study taking into account any proposed watercourse and headwater drainage feature alterations.

**H5.10.3.2** All new development will be supported by a Stormwater Management (SWM) report unless waived by the Town through a pre-consultation process. The purpose of the report is to demonstrate capability and compliance with the principles and criteria in the Scoped Subwatershed Study as well as the Subwatershed Impact Study. It will identify the specific stormwater management infrastructure to be implemented, and the details related to its design, maintenance and subsequent monitoring requirements.

**H5.10.3.3** In preparing stormwater management plans, a treatment train approach is recommended in order to address requirements for water quality, erosion control, flood control, thermal mitigation and water budget. Low Impact Development Best Management Practices such as bioswales/biofilters with underdrains, infiltration trenches, rain gardens and perforated pipes will be encouraged in addition to wet end of pipe facilities. Consideration will be given to minimizing the size of storm water management facilities through the use of such measures as roof top storage, parking lot storage, infiltration galleries, modified pond design standards, and other appropriate measure to the satisfaction of the Town and Conservation Halton in order to manage water budget and maintain groundwater recharge.

**H5.10.3.4** In accordance with the Greenbelt Plan, stormwater management systems are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones except for those portions of the Protected Countryside within the Greenbelt Plan that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario. In those areas, notwithstanding the restriction on the components of stormwater management facilities within the Natural Heritage System as set out in Section H5.10.3.1, components of naturalized stormwater management facilities beyond those that are essential for conveying stormwater to a receiving watercourse may be permitted within the vegetation protection zone of a significant valleyland, in accordance with the following:

- i) they are located a minimum of 30 metres from wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands and they are located outside of the vegetation protection zone of any other key natural heritage feature or key hydrologic feature;
- ii) they conform to the policies in Section 4.2.1 and 4.2.3 of the Greenbelt Plan;
- iii) they are determined to be essential in accordance with the Regional Official Plan; and,
- iv) through the Subwatershed Impact Study and Functional Servicing Study it is demonstrated that the Natural Heritage System in the surrounding area will be enhanced and integrated with the naturalized stormwater management system to the satisfaction of the Town, Region and Conservation Halton.

#### H5.10.4 UTILITIES

H5.10.4.1 The Town will confirm with all utility providers that adequate servicing networks are, or will be established to serve the anticipated and existing development, and that these networks can be phased in a manner that is cost-effective and efficient.

#### H5.11 AGRICULTURE

H5.11.1 The full range of existing and new agricultural, agriculture-related, and secondary uses are permitted within the Secondary Plan Area until lands are developed in accordance with the policies in the Secondary Plan.

H5.11.2 Nothing in this Plan will limit the ability of farmers to carry out normal and reasonable farm practices in accordance with the Farming and Food Production Protection Act. All new development, including development on existing lots of record, will be sensitive to existing agricultural uses and will be required to address Minimum Distance Separation One formula, as amended with respect to setbacks from agricultural operations. The identified Minimum Distance Separation is illustrated on Schedule H5 and will be reflected in the Zoning By-law.

#### H5.12 CULTURAL HERITAGE

H5.12.1 The Secondary Plan area was historically an agricultural area and it also provided transportation and automotive services around the Hornby historic settlement area and the intersection of Steeles Avenue and Trafalgar Road. The cultural heritage resources reflect that history.

H5.12.2 It is an objective of the Town to conserve significant cultural heritage resources and to ensure that all new development and any site alteration conserves significant cultural heritage resources. They shall be maintained and integrated into new development, where appropriate and feasible. The Town will exercise the powers and apply the tools provided by legislation, particularly the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Building Code Act, and the Municipal Act in implementing and enforcing the cultural heritage policies of the Town.

H5.12.3 The following properties within the Secondary Plan area are currently listed on the Town's Municipal Heritage Register and shown on Schedule H5 as locations of Cultural Heritage Value:

- Former Loyal Orange Lodge, 12927 Steeles Avenue;
- Wesleyan Cemetery, 8002 Eighth Line
- Coulson Cairn, 8315 Hornby Road
- Former James Snow farmstead, 8585 Trafalgar Road.

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

H5.12.4 Other cultural heritage resources have been identified as candidates for conservation and are shown on Schedule H5 as locations of Cultural Heritage Value. These comprise:

- 8140 Hornby Road;
- 8156 Hornby Road;

- Former Hornby General Store, 12993 Steeles Avenue;
- Former Hornby School, 13029 Steeles Avenue; and
- 13571 Steeles Avenue.

The abovementioned cultural heritage resources retain historical and associative, design and architectural and/or contextual value. Council, with advice from its Municipal Heritage Committee, will consider whether they should be included on the Town's Municipal Heritage Register. They may also be considered appropriate for municipal designation under the Ontario Heritage Act.

**H5.12.5** In evaluating development applications, the Town:

- Will encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site; or
- May, where resources which are not designated and are not to be conserved, request the documentation of such resources in a cultural heritage report with a detailed property history, architectural description and photographic recording.

The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development.

**H5.12.6** The Town will require a Cultural Heritage Impact Statement (CHIS) be prepared in accordance with section F5.1.2 of this Plan to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures be prepared where development or redevelopment is proposed:

- on, within, adjacent to, or in the immediate vicinity of any designated cultural heritage resource; or
- on a property listed on the Town's Heritage Register.

The Town may require a Cultural Heritage Impact Statement (CHIS) be prepared in accordance with section F5.1.2 of this Plan to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures for any development or redevelopment proposal that affects any of the cultural heritage resources mentioned above in policies H5.12.3 and H5.12.4.

**H5.12.7** The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where appropriate.

**H5.12.8** New development should achieve a compatible relationship with cultural heritage resources in their context (both those within and those adjacent to the Secondary Plan area) through consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression.

**H5.12.9** The Town may take additional steps to recognize the heritage of Hornby, including:

- a) the use of interpretative plaques and displays; and
- b) the commemoration of historic persons, families and events in the naming of public buildings, streets, parks and other public places.

**H5.12.10** Development that impacts on areas identified for potential archaeological significance will require assessment in accordance with Provincial requirements and the Regional Archaeological Management Plan to determine the presence of archaeological resources and, if required, provide recommendations for mitigation and conservation. Development and site alteration may be permitted after the significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration, which maintains the heritage integrity of the site, will be permitted.

**H5.13 LAND USE COMPATIBILITY**

The Official Plan recognizes that residential and institutional uses are sensitive to noise, vibration, odour, dust or other emissions, particulates or contaminants from industrial, transportation and utility sources. Schedule H5 has identified that the need for buffering and/or mitigation must be addressed adjacent to existing residential uses. Where new facilities are proposed in proximity to existing sensitive uses, a proponent will be required to undertake the necessary impact analysis and implement, as a condition of approval, the appropriate abatement measures, in accordance with Halton Region and Ministry of Environment and Climate Change guidelines. The potential for impacts (Air and Noise) associated with new facilities will be addressed by provincial permitting and review tools such as Environmental Compliance Approvals, Environmental Activity and Sector Registry, or Environmental Assessments.

**H5.13.1 NOISE AND VIBRATION**

**H5.13.1.1** Noise can be expected to vary significantly within the Secondary Plan area and will occur from both stationary sources (the employment and commercial land uses) and transportation sources within and in the vicinity of the Secondary Plan area.

**H5.13.1.2** A Noise and/or Vibration Impact Study will be required in accordance with Ministry of Environment and Climate Change guidelines and Halton Region “Noise Abatement Guidelines” to the satisfaction of the Town and the Region and will address Environmental Protection Act requirements with respect to existing sensitive land uses. The Noise Impact and/or Vibration Study will consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing. The Study will be provided early in the site plan approval process to assist in determining the most efficient way to mitigate noise emissions. Changes such as building orientation can significantly affect noise impacts at nearby sensitive land uses and address applicable Ministry of Environment and Climate Change noise criteria without the need for other costly or operationally restrictive mitigation measures.

**H5.13.1.3** Design measures to avoid queuing or traffic congestion such as strategic siting of entrances and exits and a reasonable setback from sensitive land uses may be required as part of site plan approval in order to limit nuisance effects associated with the truck traffic.



## H5.13.2 AIR QUALITY

H5.13.2.1 Air quality studies will be required in support of Class II industrial development in accordance with Region of Halton and Ministry of Environment and Climate Change guidelines. Odour may be caused by discharges from a variety of sources including stationary sources such as buildings, outdoor sources, or fugitive sources such as equipment leaks. As a result, odour assessment, and odour management plans and control measures that are specific to the facility that is being proposed should be required at the Site Plan application stage to avoid odour release and off-site effects.

H5.13.2.2 Effective fugitive dust management will be required in support of Class II industrial development in accordance with Ministry of Environment and Climate Change guidelines. A Best Management Plan outlining procedures and practices to prevent nuisance effects and deposition of fugitive dust should be prepared in support of development applications.

## H5.13.3 OTHER COMPATIBILITY ISSUES

H5.13.3.1 All development applications will be required to identify means to minimize and mitigate light pollution and should consider International Dark Sky guidelines. The Town may consider developing a strategic lighting master plan that addresses both private lighting of facilities and municipal lighting of roadways and supporting facilities such as future transit stops in order to address:

- Light intrusion or light trespass of unwanted light onto adjacent properties and the Natural Heritage System;
- Timing of lighting; and
- Light intensity, spectrum, clutter and glare.

H5.13.3.2 Construction activities can be a source of emissions and should be managed to control effects from these emissions, with consideration of scheduling, monitoring and mitigation.

H5.13.3.3 Effective communication with residents during planning and construction phases will be encouraged and the Town may consider establishing a public liaison committee to encourage resident participation.

H5.13.3.4 *Sensitive land uses*, if proposed within the Secondary Plan area, shall require the completion of a land use compatibility assessment to ensure that the use is appropriate and the location and design of the use can minimize and mitigate any adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

## H5.14 URBAN DESIGN

### H5.14.1 URBAN DESIGN POLICIES

H5.14.1.1 The Secondary Plan area is intended to reflect its role as a high profile gateway into the Town from Highway 401 and to ensure that future development reflects high quality architectural and urban design standards. All development within the Secondary Plan area will address the Urban Design objectives and policies in section F2 of this Plan, which are intended to ensure an attractive public realm, a comfortable and engaging environment and a consistent level of quality on both public and private lands. The highest quality of development will occur at key locations, particularly at the Trafalgar Road and Steeles Avenue intersection, in order to promote a distinct visual presence and sense of arrival.

H5.14.1.2 The zoning by-law and site plan approval process will assist in controlling development along Trafalgar Road and Steeles Avenue to ensure a high quality of site design. In particular:

- a) buildings will be designed to front on these roads;
- b) parking including the parking of transport trucks and trailers and delivery trucks regularly used in the business operation will be at least partially screened from these streets by berms and landscaping;
- c) the majority of service and loading facilities will be screened from these roads; and,
- d) safe and functional vehicular and pedestrian access will be provided.

H5.14.1.3 Development standards, including zoning provisions and urban design guidelines, will be coordinated with the other phases of the Premier Gateway Employment Area in order to provide a cohesive built environment and an overall unified employment area.

H5.14.1.4 Development will support sustainable site and building design and construction practices.

## H5.14.2 URBAN DESIGN GUIDELINES

H5.14.2.1 Urban Design Guidelines will be prepared to establish a planning framework that will help the Town achieve its goal to create a dynamic, accessible, and economically competitive employment area that includes sustainable development practices. The Urban Design Guidelines will focus on the creation of unique, well connected gateway to the Town that includes high quality streetscape design and urban design which is supportive of transit and active transportation.

H5.14.2.2 The Urban Design Guidelines will be based on the following principles:

- a) Enhancing Natural Features and mitigating impacts;
- b) Achieving a Strong Visual Identity for Trafalgar Road and Steeles Avenue;
- c) Developing Nodes at the Gateway Locations;
- d) Ensuring a High Quality of Built Form and Landscape Development;
- e) Providing Flexible Development to Accommodate Evolving Needs;
- f) Encouraging the Protection and Adaptive Reuse of Heritage Elements; and
- g) Encouraging the Construction of Sustainable Buildings.

H5.14.2.3 The Urban Design Guidelines will address matters related to site plan design, built form design, and environment and open space.

## H5.15 SUSTAINABLE DEVELOPMENT

H5.15.1 This Plan is intended to facilitate development by addressing such matters as: energy conservation; water conservation and quality; natural environment; air quality; waste management; communication; and, transportation and/or community design. References are made throughout this Secondary Plan to

where sustainable development practices may be considered or encouraged. Further guidance and recommendations will be provided in the Urban Design Guidelines.

H5.15.2 Section C19 addresses how development will have been deemed to have met the goals for sustainable or green development.

## H5.16 PHASING

H5.16.1 Development should occur in a logical and orderly manner in order to ensure that major capital projects including municipal services and transportation network upgrades are provided in a cost-effective and timely manner as the area develops.

H5.16.2 Development within the Secondary Plan area shall occur in accordance with the Premier Gateway West Scoped Area Transportation Study and the Area Servicing Plan which generally articulate required infrastructure improvements and their timing. Some flexibility may be permitted at the development stage if a proposal is supported by updated studies that are to the satisfaction of the Town and the Region.

H5.16.3 Development within the Secondary Plan area shall be in accordance with the policies of this Plan and the following criteria:

- a) the proposal can be adequately and economically serviced by municipal water, wastewater, stormwater, and transportation infrastructure;
- b) if required, the proposal participates in Local or Regional servicing and financial agreements pursuant to the Development Charges Act, or, where applicable, in a private cost sharing agreement or agreements amongst landowners to address the distribution of costs of development for the provision of matters such as infrastructure facilities; and
- c) appropriate development charge and/or community benefit charge by-laws are in place to the satisfaction of Council.

## H5.17 IMPLEMENTATION

H5.17.1 The Secondary Plan will be implemented and interpreted in accordance with the provisions of Part G - Implementation and Administration of this Plan.

H5.17.2 The Town, at its discretion, may request a peer review of any of the reports, plans and/or studies required in support of complete applications.

### H5.17.3 Definitions

***Buffer*** means an area of land located adjacent to ***Key Features*** or ***watercourses*** and usually bordering lands that are subject to ***development*** or ***site alteration***. The purpose of the ***buffer*** is to protect the features and ***ecological functions*** of the Natural Heritage System by mitigating impacts of the proposed ***development*** or ***site alteration***. The extent of the ***buffer*** and activities that may be permitted within it shall be based on the sensitivity and significance of the ***Key Features*** and ***watercourses*** and their contribution to the long term ***ecological functions*** of the Natural Heritage System as determined through a Subwatershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area.

***Enhancements to the Key Features*** means ecologically supporting areas adjacent to ***Key Features*** and/or measures internal to the ***Key Features*** that increase the ecological resilience and function of individual ***Key Features*** or groups of ***Key Features***.

***Essential*** means that which is deemed necessary to the public interest after all alternatives have been considered and, where applicable, as determined through the Environmental Assessment process.

***Forest management or forestry*** means the wise use and management of forests for the production of wood and wood products, to provide outdoor recreation, to maintain, restore, or enhance environmental conditions for wildlife, and for the protection and production of water supplies.

***Key features*** mean key natural heritage and hydrological features described in section H57.4.6.

***Linkage*** means an area intended to provide connectivity supporting a range of community and ecosystem processes enabling plants and animals to move between ***Key Features*** over multiple generations. ***Linkages*** are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long term sustainability of the ***Natural Heritage System***. They are not meant to interfere with ***normal farm practice***. The extent and location of the ***linkages*** can be assessed in the context of both the scale of the proposed ***development or site alteration***, and the ***ecological functions*** they contribute to the ***Natural Heritage System***.

***Major Creek or Certain Headwater Creek*** means, as it applies to subsection (4) of the definition for ***significant woodland***, all ***watercourses*** within a ***Conservation Authority Regulation Limit*** as of the date of the adoption of this Plan and those portions of a ***watercourse*** that extend beyond the limit of the ***Conservation Authority Regulation Limit*** to connect a ***woodland*** considered ***significant*** based on criteria under subsections (1), (2), and (3) of the definition for ***significant woodland***, and/or ***wetland*** feature within the ***Natural Heritage System***. The extent and location of ***major creeks or certain headwater creeks*** will be updated from time to time by the appropriate ***Conservation Authority*** and as a result may lead to refinements to the boundaries of ***significant woodlands***.

***Major Retail*** is defined as large scale or large format stand alone retail stores or retail centres that have the primary purpose of commercial activities.

***Natural Features or Natural Heritage Features and Areas*** means features and/or areas which are important for their environmental and social values as a legacy of the natural landscapes of an area.

***Negative Impacts*** means:

- 1) in regard to water, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive ***development or site alteration*** activities;
- 2) in regard to ***fish habitat***, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and
- 3) in regard to other components of the ***Natural Heritage System***, degradation that threatens the health and integrity of the ***natural features or ecological functions*** for which an area is identified due to single, multiple or successive ***development or site alteration*** activities.

**Public Authority** means any federal, provincial, regional, county or municipal agency including any commission, board, authority or department established by such agency exercising any power or authority under a Statute of Canada or Ontario.

**Significant** means:

- 1) in regard to wetlands, an area as defined in the definition of Significant Wetlands in this Secondary Plan;
- 2) in regard to the habitat of endangered species and threatened species, the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;
- 3) in regard to woodlands, an area as defined in the definition of Significant Woodlands in this Secondary Plan; and,
- 4) in regard to other components of the Natural Heritage System, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

**Significant wetlands** means:

- 1) for lands within the *Natural Heritage System* but outside the Greenbelt Plan Area, *Provincially Significant Wetlands* and wetlands that make an important ecological contribution to the *Natural Heritage System*; and,
- 2) outside the *Natural Heritage System*, *Provincially Significant Wetlands*.

**Significant woodland** means a Woodland 0.5ha or larger determined through a *Watershed Plan*, a *Sub-watershed Study* or a site-specific Environmental Impact Assessment to meet one or more of the four following criteria:

- 1) the *Woodland* contains forest patches over 99 years old,
- 2) the patch size of the *Woodland* is 2 ha or larger if it is located in the Urban Area, or 4 ha or larger if it is located outside the Urban Area but below the *Escarpment Brow*, or 10 ha or larger if it is located outside the Urban Area but above the *Escarpment Brow*,
- 3) the *Woodland* has an interior core area of 4 ha or larger, measured 100m from the edge, or
- 4) the *Woodland* is wholly or partially within 50 m of a *major creek* or *certain headwater creek* or within 150m of the *Escarpment Brow*.

**Trailer Waiting Spaces** is defined as on-site designated commercial vehicle waiting spaces that are restricted in scope and/or extent in the Zoning By-law. *Trailer Waiting Spaces* do not include loading spaces. No other commercial vehicle parking is permitted, as it would be considered outdoor storage.

**Utility** means a water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power including renewable energy systems, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

**Watercourse** means an identifiable depression in the ground in which a flow of water regularly or continuously occurs.

**Watershed management** means the analysis, protection, development, operation and maintenance of water, water-related features, terrestrial resources and fisheries of a drainage basin.

**Wetlands** means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

## H5.18 SPECIAL POLICY AREA

Special Policy Areas apply to those lands within the Prestige Industrial Area that are subject to a land use policy that is specific to a property or area. All other relevant policies of this Plan are applicable unless otherwise modified or exempted by the provisions applicable to each Special Policy Area.

### H5.18.1 SPECIAL POLICY AREA 1

H.5.18.1 Special Policy Area 1 shall only apply to the portion of lands designated as Prestige Industrial Area.

H.5.18.2 The following additional uses are permitted and prioritized for the lands designated as Prestige Industrial Area and identified as Special Policy Area 1:

- a) hotels including full-service hotels with conference and exhibition facilities including accessory food services, restaurants and retail uses;
- b) conference and exhibition facilities; and,
- c) indoor waterpark consisting of waterpark slides, pools and wave pools and other water related entertainment structures that may also include outdoor waterpark facilities, accessory office space, accessory retail and food services, accessory outdoor storage, and maintenance buildings.

H.5.18.3 That the following uses are also permitted only on the same property and ancillary to one or more of the uses permitted under Policy H5.18.1.2:

- a) place of entertainment, including:
  - i) amusement rides and structures;
  - ii) games of skill or chance excluding those regulated by the Province of Ontario as a gambling establishment;
  - iii) retail directly associated with a place of
  - iv) entertainment;
  - v) e-sport and e-gaming activities;
  - vi) go-carting;
  - vii) office uses accessory to the place of entertainment;

- viii) miniature golf;
  - ix) theatres and cinemas but excluding stand alone multi-plex cinemas that predominantly feature new release movies;
  - x) food services associated with another place of entertainment use.
- b) spa and wellness centre with associated outdoor pools, saunas, steam rooms and/or buildings, accessory food services, etc.;
- c) Full-service restaurants.

**H.5.18.4** That notwithstanding Policy H5.7.1.6 a hotel, or the portion of a building containing the hotel if the hotel is contained within the same building as another use permitted in Policies H5.18.1.2 and H5.18.1.3 is permitted to have a maximum height of eight storeys. Policy H5.7.1.8.3 in its entirety shall continue to apply to all non-hotel land uses. Appropriate transitions and buffering will be provided in accordance with the Urban Design Guidelines where heights more than 3-storeys are proposed adjacent to residential and institutional uses.

**H.5.18.5** Any use permitted under Section H5.7.1.3 and H5.7.1.4 may be subject to a Holding Provision in the implementing Zoning By-law, consistent with the objectives set out under Section G4.2 of the Town of Halton Hills Official Plan.

**H.5.18.6** Industrial uses noted under Section H5.7.1.3(b) shall only be permitted at such time that intersection improvements at Eighth Line and Steeles Avenue associated with the Eighth Line Environmental Assessment have been completed or that the East/West Collector Road intended between Eighth Line and Trafalgar Road (as shown on Schedule H5) has been completed and is open for public travel, or that a Transportation Impact Study (TIS) has been prepared demonstrating that the existing road network and intersections can satisfactorily accommodate truck traffic and turning movements to the satisfaction of the Town of Halton Hills and the Region of Halton. A Holding Provision in the implementing Zoning By-law may be utilized to implement this policy.

**H.5.18.7** The following policy shall apply to uses permitted under Section H5.7.1.3:

- a) Any proposed development must demonstrate how it could support achieving the long-term intent of the jobs per hectare Employment Area targets set out under Policy 83.2(5) and Table 2 of the Region of Halton Official Plan.
- b) To fulfill the vision and guiding principles of the Secondary Plan, which encourage a variety of higher density employment uses, prior to considering any application, Council shall be satisfied that:
  - i) the development provides land uses which could contribute to achieving the required density targets as prescribed by Provincial and Regional Policy;
  - ii) the development is planned to encourage shared use of land, secondary uses such as office spaces, efficient use of multi-storey buildings (full or partial), and to maximize the space to encourage higher employment densities;
  - iii) elements of the public realm which will serve both employees and the community alike will be improved as a condition of development/redevelopment; and,

- iv) low density development such as warehousing / logistics does not preclude intensification in the future. Therefore, a plan must be submitted that demonstrates how the site and buildings could transition to higher density employment uses in keeping with the Town's objective to pursue investment that generates the greatest community benefits, including a higher number of jobs per sq. ft. of gross floor area.



## H6 VISION GEORGETOWN SECONDARY PLAN

### H6.1 VISION STATEMENT

The Vision Georgetown community is an inspiring new urban community; distinctive in the way it looks and functions, fostering healthy lifestyles, neighbourliness, economic prosperity, and local pride. It is a resilient, sustainable, complete, and compact community, with a thriving natural heritage system. It feels like a small Town and is physically connected to the broader community of Georgetown and the Town of Halton Hills. It honours the rich heritage of the Town, emphasizes people, and provides choices for day-to-day living. Overall, the Vision Georgetown community is an exceptional, forward thinking, and innovative model for new community development.

### H6.2 GUIDING PRINCIPLES

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

13. To apply sustainable development practices and encourage innovation, in order to maximize resource and energy conservation.
14. To conserve key cultural and built heritage resources as a vital link to our rich history.

### H6.3 EXCELLENCE IN COMMUNITY LIVING

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

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

### H6.4 COMMUNITY STRUCTURE

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

- a) Natural Heritage System - this area is comprised of a number of natural heritage features, watercourse corridors, enhancement areas and buffer areas that will be protected and enhanced over the long term. Much of the Natural Heritage System is expected to come into public ownership as development occurs and it will be comprised of a number of passive recreational uses and most notably, a trail system that will link all elements of the Vision Georgetown together;

- b) Collector Road System - The road system is made up of one continuous north-south Major Collector Road that would provide for north-south travel through the Vision Georgetown lands and which would be primary route for transit when it is introduced. Three east-west Major and Minor Collector Roads extending between the Eighth Line and Trafalgar Road (Regional Road 3) are also proposed to provide for east-west connectivity and to Georgetown South via extensions to Danby Road and Miller Drive. These Collector Roads are intended to provide for the movement of motor vehicles, pedestrians and alternative forms of transportation in both a north-south and east-west direction. These Collector Roads are to be planned as complete streets;
- c) Community Core area - This area is to be planned as the main concentration of urban activities where a fully integrated array of institutional, retail and service, recreational, cultural and supportive uses are provided. A core commercial mixed use area fronting on Trafalgar Road (Regional Road 3) is also included within the Community Core to meet the needs of the new residents and those travelling on Trafalgar Road (Regional Road 3). A local commercial mixed use area is also located in the southern portion of the Community Core. Included within the community core is a secondary school, Community Park and library/community centre that will be integrated with each other;
- d) Major commercial area - The major commercial area will be where higher order commercial uses are established to support both the existing Georgetown South community and new residents on the Vision Georgetown lands. Located to the west of the major commercial area is a high density residential mixed use area. This area will also complement the existing Gellert Centre located on the east side of the Eighth Line;
- e) Local commercial mixed use areas on the Eighth Line and Trafalgar Road - Three local commercial mixed uses areas (one on the 8th Line at Street B and two on Trafalgar Road at Street D) will be where locally serving retail and service uses are located. Adjacent to these local commercial mixed use areas are planned elementary schools and neighbourhood parks that combine to form focal points in the new community; and,
- f) Schools - in addition to the one secondary school proposed in the Community Core, an additional secondary school will be combined with an elementary school on 10 Side Road. Four other elementary schools are also located in central locations throughout the Vision Georgetown lands.

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

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

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

To support the objectives above, overall development within the Secondary Plan area shall be phased in accordance with Section H6.23 of this Plan.

**H6.5 AMOUNT OF PLANNED GROWTH**

- a. It is the intent of this Secondary Plan to accommodate approximately 23,800 residents and 2,400 jobs on the Vision Georgetown lands by 2031, and to establish a framework for the continued development of additional residential uses and jobs over the longer term as the area continues to evolve and mature into a dynamic urban area;
- b. The planned density for the Vision Georgetown lands is approximately 75 residents and jobs per hectare, with the calculation being net of the lands within the Natural Heritage System;
- c. The approximate number of residents and housing units by type are below, with these numbers subject to updating through the required Block Planning process:

	Units	Population
Low Density	2,287	8,257
Medium Density	4,012	10,351
High Density	3,043	5,234
Total	9,342	23,842

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

HOUSING MIX		
	Secondary Plan	Halton Region Best Planning Estimates (BPE)
Low Density	24%	62%
Medium Density	43%	21%
High Density	33%	17%
Total	100%	100%

## H6.6 IMPLICATIONS OF PLANNED DENSITY ON BUILT FORM

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

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

- a) The proportion of dwelling units made up of single detached dwellings will be less than in other recent developments in Halton Hills - and this has the effect of providing more housing units on less land;
- b) Lot sizes, particularly for single and semidetached dwellings will generally be smaller than in other areas of the Town;
- c) Most new buildings will generally be located closer to the street to maximize the use of land and provide for a more pedestrian oriented environment;
- d) Rear public or private laneways will be permitted in strategic locations on the arterial and major collector roads to provide access that minimizes conflicts and provides for a more pedestrian oriented environment;
- e) The proportion of land devoted to surface parking may potentially be reduced in areas where a mix of uses is proposed and shared parking is possible, such as in the Community Core area which has the effect of providing additional land for new dwelling units and other uses;
- f) The amount of land covered by commercial and institutional buildings in relation to lands used for parking and open space uses will increase to reduce the amount of land area required for these uses;
- g) There also will be more of a reliance placed on on-street parking and lay-by lanes in key strategic locations internal to the community, such as the Community Core area; and
- h) There will be a greater emphasis on the integration of all land uses to make more efficient use of land.

## H6.7 SUSTAINABLE DEVELOPMENT

### H6.7.1 INTRODUCTION

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

standards established by the Town's Green Development Standards as updated from time to time.

#### H6.7.2 OBJECTIVES

It is the objective of the Town to:

- a) Encourage land use and development patterns that support the health and well-being of the people of Halton Hills and contribute to a higher quality of life;
- b) Promote the development of complete, sustainable and healthy communities that create and improve physical and social environments and expand community resources which enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential, including:
  - i) Providing choices and opportunities for all residents of all ages, by providing a diverse range of housing types, transportation modes, employment options, and recreation or leisure activities, including opportunities for local food production; and
  - ii) Efficiently managing the natural and social resources of the community to achieve the optimal benefits for all residents of all ages;
- c) Recognize that the built environment plays a critical role in shaping the physical, psychological and social health of individuals and the communities they live within;
- d) Recognize that a number of factors, such as land use patterns, transportation networks, public spaces and natural systems can all promote increased physical activity, psychological well-being and healthier lifestyles for residents;
- e) Ensure the development of healthy and sustainable communities with an emphasis on the importance of design and green infrastructure;
- f) Recognize that healthy communities attract investment and labour, particularly for those working at home, in small spaces and in a collaborative setting;
- g) Adapt to and mitigate the impacts of climate change through the creation of resilient communities;
- h) Ensure that development and land use patterns consider the impacts of climate change;
- i) Promote improved accessibility for persons with disabilities and the elderly;
- j) Coordinate with other service providers, municipalities, government agencies, non-profit, and private partners to deliver, and where appropriate, to lead, healthy communities initiatives;
- k) Coordinate and appropriately deliver where possible social and community services to meet the needs of the population, including co-location or clustering of facilities in strategic locations to facilitate maximum access by residents and visitors; and,
- l) Promote public art to help create distinctive areas and people-places.

## H6.7.3 VISION GEORGETOWN SUSTAINABLE DESIGN GUIDELINES

### H6.7.3.1 INTRODUCTION

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

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

### H6.7.3.2 NATURAL HERITAGE PROTECTION

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

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

- h) Community awareness about climate change is promoted, and local action to help preserve the environment is supported; and,
- i) Natural Heritage System features and functions are monitored with established targets, measurable objectives and adaptive management responses through the development process as per the Vision Georgetown Subwatershed Study as defined in Policy H6.13.1 below, and as updated/revised through Environmental Implementation Reports (EIRs) and Environmental Impact Studies (EISs).

### H6.7.3.3 ENERGY EFFICIENCY AND PRODUCTION

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



- x) Other methods for improving energy efficiency and air quality such as earth source energy, passive solar design, building orientation, ventilation, increased insulation, photovoltaic panels, green roofs, cool roofs, and high quality windows be considered;
- xi) Net zero or net zero ready buildings be encouraged; and
- xii) Energy efficient lighting fixtures and appliances are encouraged.

#### H6.7.3.4 WILDLIFE HABITAT PROTECTION

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

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

#### H6.7.3.5 WASTEWATER, WATER AND STORMWATER MANAGEMENT

1. The locations of stormwater management facilities as shown on the Secondary Plan schedules represent their general location. The final location, number and configuration of such facilities will be more specifically delineated through an EIR/EIS or Functional Servicing Study (FSS). Further refinement of the locations, number and sizes may be done through an applicable Stormwater Management Plan prepared in support of individual development applications, without amendment to this Plan (i.e. Vision Georgetown Secondary Plan).
2. Throughout the community, development should be designed to conserve water use and to manage stormwater on-site through Low Impact Development techniques such as bioswales, rainwater harvesting systems, infiltration trenches, and stormwater management facilities. On the basis of the above, it is the objective of this Plan that:
  - a) New buildings be designed where possible to collect rainwater for irrigation on site, and reduce excess stormwater runoff, which carries pollutants into natural waterways and groundwater recharge areas, with these features allowing for the consideration of reduced sizes for stormwater management facilities;

- b) Stormwater management features be strategically located to take advantage of the existing topography and drainage patterns and to minimize their footprint;
- c) Stormwater management features be developed as naturalized facilities, and incorporate native planting to help support pollinator species, and enhance biodiversity;
- d) Stormwater management facilities be designed to support key features and ecological functions of the Natural Heritage System;
- e) Rainwater harvesting systems, such as rain barrels and other simple cisterns, be installed where feasible to capture rainwater, which can be used for landscape irrigation, thereby reducing unnecessary use of potable water;
- f) All buildings be designed for efficient water use using conventional methods, such as ultra-low flow fixtures and dual flush toilets and other innovative water saving measures like waterless urinals, and grey-water recycling systems;
- g) The re-use of relatively clean domestic waste water, or “grey water”, often from laundry machines, sinks, showers, baths and other appliances be encouraged to help minimize the use of the potable water supply;
- h) Landscaped areas be located to optimize water infiltration potential;
- i) Landscaping of public and private facilities utilize drought tolerant native and non-invasive species that require minimal irrigation;
- j) Surface parking areas minimize the use of impervious surface materials, such as through the incorporation of permeable pavers and trenches, where feasible;
- k) Impermeable hard surfaced areas (i.e. driveways and parking areas) be reduced and opportunities for ground water infiltration be encouraged;
- l) Rain gardens, complete with native plant species and soil media, be encouraged to detain, infiltrate and filter runoff discharge from roof leaders, or integrated into surface parking areas where feasible;
- m) Stormwater management facilities shall be located and designed such that they will accommodate stormwater runoff from new pavement (quality and quantity) from Trafalgar Road (Regional Road 3) identified in the Trafalgar Road (Regional Road 3) Transportation Corridor Improvements Class Environmental Assessment Study – Steeles Avenue to North of 10 Side Road – Environmental Study Report, and from 10 Side Road (Regional Road 10); and
- n) The number of stormwater management facilities shall be refined in a manner that considers both the need to provide for efficient development patterns and the need to protect and support the natural heritage system.

#### H6.7.3.6 LOCAL FOOD PRODUCTION

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

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

#### H6.7.3.7 MATERIAL SELECTION AND SOLID WASTE MANAGEMENT

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

- a) Light coloured materials be considered for large hardscape areas such as surface parking lots, driveways, pedestrian walkways and urban plazas;
- b) The use of salvaged or re-purposed construction materials for new buildings and public spaces, including the use of such materials for the construction of roads, multi- use pathways and trails be encouraged wherever feasible;
- c) Construction materials containing post-consumer waste or recovered materials be used in new construction, where permitted and feasible;
- d) Building materials be selected based on their durability, energy efficiency, lifecycle cost, and environmental impact; and
- e) Waste Reduction Plans be prepared for use during the construction process.

#### H6.7.3.8 GREEN ROOFS

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

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

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

### H6.7.3.9 INNOVATION AND FUTURE TECHNOLOGIES

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

- a) Where possible, the consideration for the integration of future technologies and infrastructure be part of community planning and design;
- b) Charging stations, which supply electricity for electric vehicles, be encouraged in new developments and parking lots and be incorporated into the design of high density development and mixed use buildings, as well as small and large-format commercial buildings and institutional buildings; and,
- c) All ground oriented developments be designed to accommodate electrical connections in all garages to facilitate the installation of car chargers at a later date and that all Part 3 and Part 9 buildings be designed to accommodate shared electric vehicle charging within associated visitor parking areas and the option for resident charging if selected by the purchasers of residential units.

### H6.8 DESIGNING STREETS FOR ACTIVE TRANSPORTATION

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

- a) A comprehensive and integrated continuous trail network be established, in order to contribute to the establishment of walkable, bicycle friendly and active neighbourhoods;
- b) Trails, where feasible and appropriate, be utilized to create connections and linkages between parks, the Natural Heritage System, the community core, community facilities, and other activity nodes throughout Vision Georgetown;
- c) New trails provide seamless connections to Georgetown's existing active transportation network;
- d) Street and block configurations provide street exposure for natural features, and strengthen their presence as focal features;
- e) Streets be designed, where appropriate, to reflect complete street design principles, in order to balance the competing needs of pedestrians, cyclists, transit users and motorists;
- f) Streets be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns;
- g) Street patterns provide continuous, safe and comfortable avenues of public movement and promote connections to neighbourhood focal points;
- h) Street patterns establish significant views and vistas, where feasible;

- i) Block lengths should generally range between 200 and 250 metres and in special circumstances, where blocks lengths exceed 250 metres, a through-block pedestrian walkway should be provided;
- j) Collector Roads have an urban character, and be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit and motorists;
- k) Dedicated bicycle lanes, with a minimum width of 1.5 metres, be provided on either side of Major Collector Roads and on one side of Minor Collector Roads;
- l) Multi-use paths, with a minimum width of 3 metres, be provided on one side of Major Collector Roads outside of the Community Core;
- m) Local Roads be designed with equal consideration given to the needs, safety and comfort of pedestrians and motorists, and reflect an intimate, pedestrian-scaled neighbourhood setting;
- n) Window Roads be considered adjacent to Arterial Roads, in order to promote neighbourhood visibility and provide a street-oriented built form presence, while eliminating the need for rear lotting;
- o) Public or private laneways be considered in strategic locations adjacent to Arterial and Collector Roads, in order to provide a street- oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways; and,
- p) The most current Regional Active Transportation Plan be considered when implementing the active transportation policies of this Plan. Land uses should be aligned to support all modes of transportation while maintaining the mobility function of Major Arterial Roads.

## H6.9 BUILT FORM AND THE PRIVATE REALM

### H6.9.1 NEED FOR URBAN DESIGN GUIDELINES

All development applications shall be supported by urban design guidelines. Proponents shall have regard to the final version of the 'Vision Georgetown Sustainable Design Guidelines'. In addition to the above, it is the objective of this Plan that:

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

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

#### H6.9.2 INCREASED HEIGHT AND DENSITY

- a) Where a building height of greater than eight storeys and/or a density of greater than 250 units per net residential hectare is proposed in the Core Commercial Mixed Use Area, Local Commercial Mixed Use Area or High Density Residential Mixed Use Area designations, the policies of this section apply to the requested increases.
- b) The maximum height that may be considered without an Official Plan Amendment is ten storeys and the maximum density that may be considered is 400 units per net residential hectare subject to meeting the policies of this section.
- c) Additional height and density subject to the limitations set out in sub-section b) may be considered through the required Block Plan process set out in Section H6.23 subject to the preparation of urban design guidelines that establish the appropriate maximum height and density in the context of the site and surrounding existing and planned development, including with respect to topography, to ensure such buildings will be designed to:
  - i) be integrated with appropriate transitions to surrounding development particularly public uses such as schools and parks;
  - ii) establish an attractive streetscape with a defined street edge, which contributes to the pedestrian experience;
  - iii) reduce the perceived building mass through design measures such as the vertical articulation of the facades, building step-backs at the upper floors and the use of a podium;
  - iv) respond to the existing topography to minimize the use of retaining walls and blank street walls;
  - v) provide architectural expression which emphasizes the entry area and other special building areas, while screening mechanical penthouses and elevator cores and integrating them with the building design;

- vi) maximize sunlight as demonstrated, if required by the Town, through a sun/shadow analysis; and,
- vii) establish variations in building materials and design treatments.

## H6.10 COMMUNITY CORE

### H6.10.1 LONG TERM VISION

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

### H6.10.2 REQUIREMENT FOR A COMMUNITY CORE PLAN

- a) Prior to, or concurrent with, the consideration of individual applications within the Community Core, a Block Plan in accordance with Sections G3.2 and G3.3 of the Official Plan and Section H6.23.3 of this Secondary Plan shall be prepared first to guide development applications. The Community Core Plan may be part of a Block Plan for the Core only, or for all or part of the Secondary Plan Area.
- b) The Block Plan shall be prepared to the satisfaction of Council and contain the following:
  - i) A detailed overall land use plan, identifying the location of all of the proposed uses and in particular the location of medium and high density residential uses and the Core Commercial and Local Commercial Mixed Use Areas (the land use plan may show

modified boundaries of the land use designations and/or the Collector Roads based on more detailed analysis without requiring an amendment to this Secondary Plan provided that the long term vision for the area is achieved in particular the location of public facilities as a focal point for the Core);

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

### H6.10.3 COMMUNITY HUBS

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



#### H6.10.4 COMMUNITY USES IN THE COMMUNITY CORE

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

- a) The secondary school, the community centre/library and the neighbouring Town Square Park and Community Park be the subject of an integrated planning process that is undertaken in conjunction with the Block Plan required by Section H6.10.2 or through a separate public sector led process that ensures that all uses relate to each other, share space and land wherever possible and be designed in a manner where all uses complement each other;
- b) The secondary school and community centre/library incorporate the highest standard in architectural and sustainable design, with equal priority given to all visible building facades;
- c) The secondary school and community centre/library embody a distinct visual identity, while respecting the character of the Community Core and surrounding neighbourhoods through the complementary use of architectural styles;
- d) The library and community centre animate the two Collector Roads they front on, as well as the adjacent Town Square Park and Community Park, with active interior uses such as pools, gymnasiums, atriums, and cafeterias, where appropriate; and
- e) The secondary school and community centre/library promote safety and ease of access through well-defined entrances and windows facing the public streets and primary walkways.

#### H6.11 LAND USE DESIGNATIONS IN THE COMMUNITY CORE

##### H6.11.1 OVERVIEW

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

- d) A Town Square Park is also planned in the Community Core and policies on the Town Square Park are contained in Sections H6.11.7 and H6.16.7 of this Plan.

## H6.11.2 CORE COMMERCIAL MIXED USE AREA

### H6.11.2.1 GOAL

It is the intent of this Plan that the Core Commercial Mixed Use Area designation be planned to accommodate a diverse range of retail and service uses and complementary medium and high density residential uses.

### H6.11.2.2 PERMITTED USES

- a) Main permitted uses are limited to:
  - viii) Child care centres;
  - ix) Commercial fitness centres;
  - x) Department stores;
  - xi) Financial institutions and services;
  - xii) Offices including medical offices;
  - xiii) Places of entertainment;
  - xiv) Private and commercial schools;
  - xv) Public service uses;
  - xvi) Restaurants;
  - xvii) Retail and service commercial uses; and
  - xviii) Supermarkets, pharmacies and specialty food stores.
- b) Permitted complementary uses in single purpose or mixed use buildings uses are limited to:
  - i) Apartment dwellings;
  - ii) Long term care homes;
  - iii) Multiple dwellings;
  - iv) Places of worship; and,
  - v) Retirement homes.

#### H6.11.2.3 DENSITY AND HEIGHT

- a) The minimum height of any new residential building shall be four storeys and the maximum height of any building shall be eight storeys. The maximum permitted density shall be 250 units per net residential hectare;
- b) Notwithstanding the above, the Town may approve without amendment to this Plan, development with a building height higher than eight storeys and/or a density of greater than 250 units per net residential hectare subject to additional study through the Block Plan process in accordance with the provisions of Section H6.9.2; and
- c) The minimum height for non-residential buildings shall be the equivalent of two storeys and the minimum height of mixed use buildings comprising both residential and non-residential uses shall be three storeys.

#### H6.11.2.4 SPECIAL DEVELOPMENT POLICIES

- a) The lands in the Core Commercial Mixed Use Area designation should have an approximate area of 4.0 hectares;
- b) The establishment of a supermarket is a key component of the land use plan for the area;
- c) Prior to any development occurring on the lands within the Core Commercial Mixed Use Area designation, a Comprehensive Development Plan shall be prepared to the satisfaction of Council. The Comprehensive Development Plan shall consider all matters listed in Section D2.5.2.3.3 of the Town of Halton Hills Official Plan and the other matters listed in this Section;
- d) A key element of the Comprehensive Development Plan will be the preparation of a long term parking management strategy that considers the needs of both permitted and complementary uses and which takes into account the ultimate provision of underground and/or structured parking;
- e) Permitted complementary uses as per Section H6.11.2.2 b) shall only be permitted once 12,000 square metres of gross leasable floor area has been approved. Within the 12,000 square metres shall be a single use food store premises having a minimum gross leasable floor area of 1,800 square metres. The remaining 10,200 square metres may be located in stand-alone buildings or in the base of mixed-use buildings. For the purposes of this policy, 'approved' shall mean a site plan approval in accordance with Section 41 of the Planning Act. Consideration may be given by the Town to the phased site plan approval of the 12,000 square metres, provided a minimum of 7,500 square metres (which includes the 1,800 square metre food store premises) is included in the first phase;
- f) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks that encourages pedestrian circulation even where the "streets" in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit;
- g) The development of a pedestrian oriented focal point or points that are walkable from nearby areas internal to the Community Core shall be a component of development in the Core

Commercial Mixed Use Area designation. Such features are intended to provide an internal focal point for the area and function as a small scale public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain facilities such as seating amenities, hard landscaping, and natural elements, and potentially also provide passive recreation uses, possible public or private programmed activities, and public art;

- h) Buildings shall be located on or close to the street line and massed at intersections to establish a strong street edge;
- i) Gateway features shall be required at the intersection of the Collector Road and Trafalgar Road that highlight the site as the entrance to the Community Core;
- j) Front yard parking shall not be encouraged and larger parking areas shall be set back an appropriate distance from the street edge, or landscaped to ensure that the majority of the street edge is the site of buildings or landscaping; and
- k) Well-delineated pedestrian walkways should be provided between the street and main entrances.

### H6.11.3 HIGH DENSITY RESIDENTIAL MIXED USE AREA

#### H6.11.3.1 GOAL

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

#### H6.11.3.2 PERMITTED USES

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

#### H6.11.3.3 DENSITY AND HEIGHT

- a) The density range shall be 75 to 250 units per net residential hectare and the maximum building height shall not exceed eight storeys. However, the Town may approve, without amendment to this Plan, development with a building height higher than eight storeys and/or a

density of greater than 250 units per net residential hectare, with the exception of lands designated High Density Residential Mixed Use Area on the Eighth Line, subject to additional study through the Block Plan process in accordance with the provisions of Section H6.9.2. The minimum building height shall be four storeys.

#### H6.11.3.4 SPECIAL DEVELOPMENT POLICIES

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

#### H6.11.4 LOCAL COMMERCIAL MIXED USE AREA

##### H6.11.4.1 GOAL

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

##### H6.11.4.2 PERMITTED USES

Permitted uses are set out below and are permitted in single purpose or mixed use buildings:

- a) Block townhouse dwellings;
- b) Child care centres;
- c) Commercial fitness centres;
- d) Financial institutions and services;
- e) Long term care facilities and retirement homes;
- f) Apartment dwellings;
- g) Multiple dwellings;

- h) Office uses including medical offices;
- i) Places of entertainment;
- j) Places of Worship;
- k) Private and commercial schools;
- l) Public service uses and other institutional uses;
- m) Restaurants;
- n) Retail and service commercial uses;
- o) Specialty food stores;
- p) Stacked townhouse dwellings; and,
- q) Supermarkets, pharmacies and grocery stores.

#### H6.11.4.3 SPECIAL DEVELOPMENT POLICIES

- a) Local Commercial Mixed Use Area sites should have an approximate area of 0.9 to 2.5 hectares;
- b) The planned built form characteristics for this designation encourage the development of a wide variety of building forms. In this regard, the maximum height shall be eight storeys. However, the Town may approve, without amendment to this Plan, development with a building height higher than eight storeys and/or a density of greater than 250 units per net residential hectare subject to additional study through the Block Plan process in accordance with the provisions of Section H6.9.2;
- c) Notwithstanding the permission for increased height beyond 8 storeys as set out above in subsection b), no more than eight storeys are permitted on lands designated Local Commercial Mixed Use at the 8th Line and Street B. In addition, any portion of a building on this site greater than 6 storeys is required to be generally set back a minimum of 40 metres from the centre line of the Eighth Line;
- d) A smaller scale of commercial use is anticipated with emphasis on good building/street relationships. On this basis, below is the design and built form criteria that shall be applied in the Local Commercial Mixed Use Areas:
  - i) Those buildings fronting on Collector Roads should be located on or close to the street line to reinforce a strong street edge;
  - ii) Front yard parking shall not be encouraged and larger parking areas shall be set back an appropriate distance from the street edge, or landscaped to ensure that the majority of the street edge is the site of buildings or landscaping;
  - iii) A strong street edge landscape treatment should be provided to contribute to the streetscape; and,

- iv) Well-delineated pedestrian walkways should be provided between the street and main entrances.
- e) The development of pedestrian oriented focal points that are walkable from nearby areas is required to be a key component of development in the Local Commercial Mixed Use Area designation. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreation uses, possible public or private programmed activities and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces;
- f) Permitted residential uses may be considered provided:
  - i) No less than 50% of the ground floor of all buildings on the lands within the Local Commercial Mixed Use Area designation within the Community Core at the intersection of Streets A and C is the site of, or planned to be site of, non-residential uses;
  - ii) No less than 50% of the ground floor of all buildings within 80 metres of the centre-line of the Trafalgar Road right-of-way on the lands within each of the two sites that are designated Local Commercial Mixed Use Area at Trafalgar Road and Street D is the site of, or planned to be site of, non-residential uses;
  - iii) A minimum of 3,700 square metres of floor area within the Local Commercial Mixed Use Area designation at the 8th Line and Street B is the site of, or planned to be site of, non-residential uses;
  - iv) The function of the lands as a focal point and local destination for goods and services is maintained or enhanced;
  - v) The non-residential uses on the site are visible from surrounding roads to encourage their viability; and,
  - vi) The density range shall be 40 to 250 units per net hectare.

#### H6.11.5 MEDIUM DENSITY RESIDENTIAL (IN COMMUNITY CORE)

##### H6.11.5.1 GOAL

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

##### H6.11.5.2 PERMITTED USES

- a) Main permitted uses are multiple, street townhouse, block townhouse, stacked townhouse, back-to-back townhouse and low-rise apartment dwellings and long term care homes and retirement homes; and

- b) Permitted complementary uses are set out below:
  - i) Home occupations subject to Section D1.3.1.4 of this Plan;
  - ii) Accessory apartments subject to Section D1.3.1.6 of this Plan;
  - iii) Institutional uses which generally serve the needs of the surrounding residential areas such as private elementary schools, child care centres and places of worship, subject to Section D1.3.1.9 of this Plan;
  - iv) Public elementary schools subject to Sections D1.3.1.9 and H6.17 of this Plan; and,
  - v) Live/work units which may include residential or non-residential uses in the first storey.

**H6.11.5.3 DENSITY AND HEIGHT**

The density range shall be 30 to 120 units per net residential hectare and the maximum building height shall not exceed four storeys. However, the Town may approve, without amendment to this Plan, development with a building height of a maximum of five storeys and/or a density of up to 150 per net residential hectare at the intersections of Collector and Arterial Roads or Collector and Collector Roads subject to additional study through the Block Plan process.

**H6.11.5.4 SPECIAL DEVELOPMENT POLICIES**

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

**H6.11.6 MAJOR INSTITUTIONAL AREA (IN COMMUNITY CORE)**

**H6.11.6.1 GOAL**

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

**H6.11.6.2 PERMITTED USES**

- a) Permitted uses in the Major Institutional Area designation are limited to a stand-alone Secondary School or a Secondary School combined with an elementary school. Child care centres are permitted on a school site as an accessory use. Other permitted uses include other



community facilities such as a library and community centre (which may also include a child care centre) and public service uses to support the development of a community hub. The location of both the Secondary School and the library and community centre is shown on Schedule H6-2;

- b) Minor changes to the location of the planned library and community centre are permitted, provided they continue to be functionally connected with the planned Community Park and Secondary School;
- c) The maximum permitted height for a Secondary School is five storeys;
- d) The Town will explore either 'alternative' or 'reduced' setbacks and parking standards to support the efficient use of any school site and in support of reduced parking standards, a parking study shall be prepared to determine the appropriate parking spaces for the school site to the satisfaction of the Town, in consultation with the relevant School Board;
- e) Notwithstanding Section F8.1.1 of this Plan, both medium and high-density uses are permitted if the Secondary School site within the Community Core is not required;
- f) If the Secondary School is not required, an amendment to the Community Core Plan as specified in Section H6.10.2 would be required; and
- g) Minor changes to the location of the planned Secondary School are permitted, provided it continues to be functionally connected with the planned Community Park and the library and community centre.

## H6.11.7 MAJOR PARKS AND OPEN SPACE AREA (IN COMMUNITY CORE)

### H6.11.7.1 GOAL

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

### H6.11.7.2 PERMITTED USES

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

## H6.12 LAND USE DESIGNATIONS OUTSIDE THE COMMUNITY CORE

### H6.12.1 OVERVIEW

- a) Schedule H6-2 provides the detailed land use designations for lands outside of the Community Core. The land use designations are listed below:
  - i) Low Density Residential Area;

- ii) Medium Density Residential Area;
- iii) Mixed Use Area (Gateway);
- iv) High Density Residential Mixed Use Area;
- v) Major Commercial Area;
- vi) Local Commercial Mixed Use Area;
- vii) Major Institutional Area;
- viii) Natural Heritage System; and
- ix) Eighth Line Special Study Area.

b) In instances where the policies and designations contained in Section H6.12 vary with the policies within Part D of this Plan, the more specific and detailed policies of this Section shall prevail, provided the overall intent of the Official Plan is maintained.

## H6.12.2 LOW DENSITY RESIDENTIAL AREA

### H6.12.2.1 GOAL

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

### H6.12.2.2 PERMITTED USES

- a) Main permitted uses are limited to single detached, semi-detached and duplex dwellings;
- b) In addition, street townhouse dwellings, stacked townhouse dwellings, back-to-back and block townhouse dwellings are also permitted provided the total number of such units does not exceed 10% of the total number of units in a Plan of Subdivision; and,
- c) Permitted complementary uses are set out below:
  - x) Home occupations subject to Section D1.3.1.4 of this Plan;
  - xi) Bed and breakfast establishments in single detached dwellings subject to Section D1.3.1.5 of this Plan;
  - xii) Accessory apartments subject to Section D1.3.1.6 of this Plan;
  - xiii) Garden suites subject to Section D1.3.1.7 of this Plan;
  - xiv) Institutional uses which generally serve the needs of the surrounding residential areas such as private elementary schools, child care centres and places of worship, subject to Section D1.3.1.9 of this Plan;
  - xv) Public elementary schools subject to Sections D1.3.1.9 and H6.17 of this Plan; and,

- xvi) Special needs housing subject to Section D1.3.1.8 of this Plan.

#### H6.12.2.3 DENSITY AND HEIGHT

- a) The minimum permitted density shall be 24 units per net residential hectare and the maximum permitted density shall be 35 units per net residential hectare;
- b) Notwithstanding the above, the minimum and maximum density permitted for street townhouse dwellings, stacked townhouse dwellings, back-to-back and block townhouse dwellings are 30 to 100 units per net residential hectare; and,
- c) The maximum building height shall not exceed four storeys.

#### H6.12.2.4 SPECIAL DEVELOPMENT POLICIES

- a) Dwellings should incorporate appropriate architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- b) Each dwelling should have a unique identity, while respecting and responding to the surrounding context;
- c) Each dwelling should have appropriate facade detailing, materials and colours consistent with its architectural style;
- d) Identical building elevations should not be located side by side or directly opposite from one another. Such elevations should be separated by a minimum of 2 single detached dwellings;
- e) Identical building elevations should not appear more than 3 times within a cluster of 10 dwelling units; and,
- f) Variety of architectural expression is encouraged through the use of alternative façade treatments, rooflines, building projections, materials, colours and architectural styles.

#### H6.12.3 MEDIUM DENSITY RESIDENTIAL (OUTSIDE COMMUNITY CORE)

The lands in the Medium Density Residential Area designation shall be developed in accordance with Section H6.11.5 of this Plan. However, a limited number of single detached, semi-detached and duplex dwellings may also be permitted provided such units are generally located adjacent to lands in the Low Density Residential Area designation.

#### H6.12.4 MIXED USE GATEWAY AREA

##### H6.12.4.1 GOAL

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

#### H6.12.4.2 PERMITTED USES

- a) Main permitted uses are multiple, street townhouse, block townhouse, stacked townhouse, back-to-back townhouse and low-rise apartment dwellings and long term care homes and retirement homes;
- b) Places of worship may also be permitted;
- c) The existing Stewarttown Public School is recognized as a permitted use;
- d) Elementary schools are also permitted as a stand-alone use on lands designated Mixed Use Gateway Area at the intersection of Trafalgar Road and 15 Side Road;
- e) Child care centres are permitted on a school site as an accessory use;
- f) Permitted complementary uses are set out below:
  - i) Home occupations subject to Section D1.3.1.4 of this Plan;
  - ii) Accessory apartments subject to Section D1.3.1.6 of this Plan; and,
  - iii) Limited non-residential uses including child care centres, retail uses, personal service uses, public service uses, office uses and restaurants provided the total floor area planned for these uses does not exceed 20% of the total amount of residential floor area within each area that is designated Mixed Use Gateway.

#### H6.12.4.4 DENSITY AND HEIGHT

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

#### H6.12.4.5 SPECIAL DEVELOPMENT POLICIES

- a) Prior to any development occurring on the lands within the Mixed Use Gateway Area designation, a Comprehensive Development Plan shall be prepared to the satisfaction of Council. The Comprehensive Development Plan shall include:
  - i) A detailed overall land use plan, identifying the location of all of the proposed uses;
  - ii) A detailed phasing plan that describes the sequencing of development and the timing of any infrastructure improvements;
  - iii) A plan showing the location of any future public lands that may be dedicated to the Town as part of the approval process;
  - iv) The means by which the non-residential uses are to be accessed by abutting Arterial Roads;
  - v) The proposed built-form of the development including type, height, and architectural treatments;
  - vi) The location of appropriate access points onto the abutting road network; and,

- vii) The location of pedestrian, bicycle, vehicular and service circulation and access and parking areas in the context of the overall parking management strategy.
- b) Notwithstanding the above, a Comprehensive Development Plan would not be required if the existing Stewarttown School was proposed to be expanded or if the lands designated Mixed Use Gateway Area at the intersection of Trafalgar Road and 15 Side Road are being redeveloped with a new elementary school;
- c) The development of a range of medium density housing types (street townhouse, stacked townhouse, block townhouse and back to back townhouses) is encouraged; and,
- d) Given the prominent location of this land use designation, special consideration will be given to establishing gateway features at the intersection of Arterial Roads.

#### H6.12.5 HIGH DENSITY RESIDENTIAL MIXED USE AREA

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

#### H6.12.6 MAJOR COMMERCIAL AREA

##### H6.12.6.1 GOAL

It is the intent of this Plan to:

- a) establish the Major Commercial Area designation as a major activity area in the Secondary Plan Area;
- b) provide a focus for the development of major retail uses in the Secondary Plan Area;
- c) provide for the establishment of a focal point that is easily accessed by pedestrians, bicycles and transit; and,
- d) provide for a diverse range of retail and service uses to serve the Town and the Region.

##### H6.12.6.2 PERMITTED USES

- a) Main permitted uses are limited to:
  - i) Adult specialty stores;
  - ii) Child care centres;
  - iii) Commercial fitness centres;
  - iv) Department stores;
  - v) Financial institutions and services;
  - vi) Hotels and convention centres;
  - vii) Offices including medical offices;

- viii) Motor vehicle service stations;
  - ix) Places of entertainment;
  - x) Places of worship;
  - xi) Private and commercial schools;
  - xii) Private recreational uses, such as banquet halls and private clubs;
  - xiii) Public service uses;
  - xiv) Restaurants;
  - xv) Retail and service commercial uses; and
  - xvi) Supermarkets, pharmacy and specialty food stores.
- b) Permitted complementary uses in single purpose and mixed use buildings are limited to:
- i) Apartment dwellings;
  - ii) Long term care homes;
  - iii) Multiple dwellings; and
  - iv) Retirement homes.

#### H6.12.6.3 DENSITY AND HEIGHT

- a) The minimum height of any new residential building shall be four storeys and the maximum height of any building shall be six storeys; and
- b) The permitted density range for permitted complementary uses shall be 75 to 250 units per net residential hectare.

#### H6.12.6.4 SPECIAL DEVELOPMENT POLICIES

- a) The lands in the Major Commercial Area designation should have an approximate area of 5.0 hectares;
- b) The establishment of a higher-order supermarket serving a large trade area is a key component of the land use plan for the area;
- d) Prior to any development occurring on the lands within the Major Commercial Area designation, a Comprehensive Development Plan shall be prepared to the satisfaction of Council. The Comprehensive Development Plan shall consider all matters listed in Section D2.5.2.3.3 of the Town of Halton Hills Official Plan and the other matters listed in this Section;
- e) The Comprehensive Development Plan shall include a co-ordinated concept plan that also includes adjacent lands that are within the High Density Residential Mixed Use Area designation;

- f) A key element of the Comprehensive Development Plan will be the preparation of a long term parking management strategy that considers the needs of both permitted and complementary uses and which takes into account the ultimate provision of underground and/or structured parking;
- g) Complementary uses permitted as per Section H6.12.6.2 b) shall only be permitted once a minimum of 13,500 square metres of gross leasable floor area of non-residential uses has been approved. Notwithstanding the above, a retirement home or a long term care home, with permitted non-residential uses on the ground floor, shall be permitted once a supermarket is approved, provided the use does not occupy more than approximately 10% of the lands in the Major Commercial Area designation subject to consideration of shared parking and drive aisle with other uses. For the purposes of this policy, 'approved' shall mean a site plan approval in accordance with Section 41 of the Planning Act. The development of the 13,500 square metres may occur in phases;
- h) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks that encourages pedestrian circulation even where the “streets” in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit;
- i) As this area develops, it is the intent of this Plan that a pedestrian oriented environment that is integrated with surrounding lands be established;
- j) The development of a pedestrian oriented focal point or points that are walkable from nearby areas is to be a component of development in the Major Commercial Area designation. However, these spaces shall be carefully designed to ensure they enhance, and do not limit, the commercial function, or restrict the achievement of the minimum gross leasable floor area and may be internal or external to buildings. Such features are intended to provide an internal focal point for the area and function as a small scale public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain facilities such as seating amenities, hard landscaping, and natural elements, and potentially also provide passive recreation uses, possible public or private programmed activities, and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces;
- k) Buildings shall be located on or close to the street line and massed at intersections to establish a strong street edge;
- l) Gateway features shall be required at the intersection of the 8th Line and 10 Side Road that highlight the site as the entrance to the Vision Georgetown Secondary Plan area; and
- m) Front yard parking shall be discouraged and larger parking areas shall be set back an appropriate distance from the street edge, or landscaped to ensure that the majority of the street edge is the site of buildings or landscaping.

#### H6.12.7 LOCAL COMMERCIAL MIXED USE AREA

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

## H6.12.8 MAJOR INSTITUTIONAL AREA (OUTSIDE OF COMMUNITY CORE)

### H6.12.8.1 GOAL

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

### H6.12.8.2 PERMITTED USES

- a) Permitted uses in the Major Institutional Area designation are limited to Secondary Schools that may be combined with an elementary school and/or an elementary school or Secondary School. The elementary school may be developed prior to the Secondary School. Child care centres are permitted on a school site as an accessory use. The joint Secondary School/elementary school site size shall be approximately 6.1 hectares. Public service uses are also permitted to support the development of a community hub;
- b) Notwithstanding Section F8.1.1 of this Plan, both medium and high-density uses are permitted if the Elementary/Secondary School site is not required;
- c) If the Secondary School is not required, a Comprehensive Development Plan prepared in accordance with Section G3.3 of the Town of Halton Hills Official Plan would be required before development applications are considered;
- d) The maximum permitted height for a Secondary School or a joint Secondary School/elementary school is five storeys. The maximum permitted height for a stand-alone elementary school is four storeys; and
- e) The Town will explore either 'alternative' or 'reduced' setbacks and parking standards to support the efficient use of any school site and in support of reduced parking standards, a parking study shall be prepared to determine the appropriate parking spaces for the school site to the satisfaction of the Town, in consultation with the relevant School Board.

## H6.12.9 NATURAL HERITAGE SYSTEM

### H6.12.9.1 GOAL

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

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

### H6.12.9.2 PERMITTED USES

- a) Permitted uses in the Natural Heritage System are limited to conservation uses and compatible passive recreation, which includes trails, as outlined in b) below. Lands that are within the Natural Heritage System are encouraged to be dedicated to the Town or another public authority as appropriate;



- b) Trails shall be permitted within linkage and enhancement areas of the Natural Heritage System provided that they:
  - i) Are not located in hazard lands;
  - ii) Use native species to naturalize trail edges;
  - iii) Are the minimum width required;
  - iv) Are designed with suitable surfacing material compatible with their surroundings; and
  - v) Are designed and located to manage access to the Natural Heritage System by minimizing impacts to Key Features.
- c) Trails shall be permitted within buffers of the Natural Heritage System, as approved by the Town, in consultation with the Region, and applicable Conservation Authority, where it can be demonstrated that there is no negative impact on key features and functions;
- d) Essential utility facilities may also be permitted, if it is deemed necessary in the public interest after all alternatives have been considered and, where applicable, as determined through an Environmental Assessment Process; and
- e) Stormwater Management facilities are not permitted. Notwithstanding the foregoing:
  - i) stormwater management components such as ancillary pipes, outlets, headwalls, and other associated infrastructure required to convey flow from facilities outside the Natural Heritage System to receiving water bodies may be permitted where deemed essential and it is determined there are no negative impacts on ecological features and functions through an EIR/EIS or other appropriate study; and
  - ii) appropriately designed Low Impact Development measures may be permitted within the buffer, linkage and enhancement areas of the Natural Heritage System if it is determined that there are no negative impacts on ecological features and functions through an EIR/EIS or other appropriate study.

#### H6.12.9.3 ENHANCEMENT AND RESTORATION

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

- a) Increase in biological and habitat diversity;
- b) Enhancement of ecological system function;
- c) Enhancement of wildlife habitat;
- d) Enhancement of natural succession;
- e) Creation of new wetlands or woodlands;
- f) Enhancement of riparian corridors;

- g) Enhancement of groundwater recharge or discharge areas; and,
- h) Establishment or enhancement of linkages between significant natural heritage features or and areas.

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

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

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

#### H6.12.10 EIGHTH LINE SPECIAL STUDY AREA

##### H6.12.10.1 LOCATION

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

##### H6.12.10.2 OBJECTIVES

It is the objective of this designation to:

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

##### H6.12.10.3 NEED FOR COMPREHENSIVE PLANNING

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

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

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

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

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

#### H6.12.11 REGULATED WATERCOURSE AND ASSOCIATED FLOODING HAZARD SOUTHWEST QUADRANT

A flooding hazard exists in the southwest quadrant of the secondary plan area east of Trafalgar Road (Regional Road 3). Conservation Halton has indicated that, pursuant to the Conservation Authorities Act and Ontario Regulation 162/06 (as amended), a regulated watercourse and associated flooding hazard is located in this area as generally shown on Schedule H6-4 of this Plan.

While a considerable amount of technical work was completed in advance of the preparation of this Plan, EIR-FSSs and/or EISs and FSRs will be required to support future development in this area to refine the Conservation Halton regulated area.

The flooding hazard shown on Schedule H6-4 as Conservation Halton's Regulated Watercourse and Associated Flooding Hazard Southwest Quadrant can be relocated within a future Tributary A watercourse corridor subject to the replication of riparian storage volume and the management of the flooding hazard within Tributary A. An area adjacent to the future Tributary A may be used as an enhanced floodplain area. The location and preliminary design of Tributary A and the enhanced floodplain area shall be finalized to the satisfaction of Conservation Halton and the Town of Halton Hills in advance of Draft Plan of Subdivision approval.

At the time this policy was approved, Schedules H6-1 and H6-2 designated portions of Tributary A and lands adjacent to Tributary A as Natural Heritage System. By way of this policy, the location and extent of the Natural Heritage System can be modified without an Amendment to this Plan to address Conservation Halton's regulated area within the southwest quadrant.

Other lands not included within Conservation Halton's regulated area within the southwest quadrant can be developed in accordance with the adjacent land use designation without requiring an Amendment to this Plan.

#### H6.13 SUBWATERSHED STUDY

##### H6.13.1 PURPOSE

Town Council endorsed the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 in June 2017 and the Subwatershed Study Addendum dated September 2020 (collectively referred to in this Official Plan as the Vision Georgetown Subwatershed Study). The purpose of the

Vision Georgetown Subwatershed Study was "to develop a subwatershed plan that allows sustainable development while ensuring maximum benefits to the natural and human environments on a watershed basis. The subwatershed areas in this study include the headwaters of Sixteen Mile Creek and a headwater tributary of Silver Creek (part of the Silver Creek Watershed)."

The Vision Georgetown Subwatershed Study is regarded as a "Living Document" whose findings and recommendations may be updated/revised as appropriate based upon new information and analysis as noted in this Plan. Studies completed by the landowners which build upon the Vision Georgetown Subwatershed Study may also be considered as appropriate. Further analysis, updates and refinements will be set out in the EIR/EIS submitted in support of development applications.

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

#### H6.13.2 EXTENT OF NATURAL HERITAGE SYSTEM (NHS)

- a) A review and assessment of the Vision Georgetown lands was undertaken as part of the Vision Georgetown Subwatershed Study. The steps followed in developing the Natural Heritage System (NHS) on the Vision Georgetown lands included the identification of natural heritage features within and adjacent to the Vision Georgetown lands, screening for core areas and opportunities for enhancing the NHS, and the identification of ecological linkages, enhancement areas and buffers. This process includes the refinement of the Regional NHS to produce an area specific NHS, based on a detailed study. Further refinement may occur at the EIR/EIS or later stage of development in consideration of the Vision Georgetown Subwatershed Study and its associated Addenda. As such, the NHS is illustrated on Schedules H6-1 and H6-2 should be considered preliminary and subject to further refinement.
- b) A number of modifications and improvements to the existing Regional NHS were recommended through the Subwatershed Study process, along with additional requirements in the Addenda, including, but not limited to:

- i) Black Locust Woodland Special Study Area:

The Vision Georgetown Subwatershed Study and associated Addenda contain initial recommendations related to the protection and enhancement of the broader Block D significant woodland associated with the Silver Creek Tributary B valley. The broader significant woodland includes a black locust woodland community which is considered to be an invasive species, along the Eighth Line in a former wayside pit.

The Vision Georgetown Subwatershed Study and associated Addenda concludes that portions of the black locust woodland community adjacent to the Eighth Line could be removed and mitigated through the establishment of reforestation areas and infill restoration opportunities.

The extent of the black locust woodland community that can be removed, along with the location of the reforestation areas and infill restoration opportunities shall be determined through the EIR/EIS which will provide a detailed assessment of the black locust woodland ecological functions in accordance with relevant Provincial, Regional and Town policies. The EIR/EIS shall also identify the locations of reforestation areas

that best support the ecological function of the significant woodland and shall have regard to the recommendations made in the Vision Georgetown Subwatershed Study and associated Addenda.

Based on this detailed assessment the EIR/EIS shall delineate the portion of the Study Area that is to be included in the Natural Heritage System. Lands that are not integrated into the Natural Heritage System may develop in accordance with the adjacent Low Density and Medium Density Residential Area designations.

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

- ii) Enhancement and Restoration Areas: The Subwatershed Study identifies the need for a number of enhancement areas, replication features and restoration opportunities required to mitigate for potential negative impacts and to increase the certainty that the biological diversity and ecological functions of the NHS will be preserved and enhanced for future generations. There are several enhancement areas, infill restoration opportunity sites and replication features required to be created as outlined in the Subwatershed Study – including targets for feature type and ecological functions to guide detailed design;
- iii) Local Linkage/Enhancement Area: The Subwatershed Study identifies a key local linkage to be restored and enhanced between the Silver Creek Tributary B system (Block D) and the adjacent significant woodland to the south (Block C). Consistent with the recommendations of the Subwatershed Study and input from the Region of Halton, reforestation areas, infill restoration opportunities, replication features and other enhancements will be included within or adjacent to the linkage based on established targets and as refined through subsequent stages of development; and,
- iv) Natural Channel Design and Riparian Enhancements: The Vision Georgetown Subwatershed Study Addenda and supporting technical documents provide detailed direction on channel realignments, natural channel design riparian storage and low flow channel enhancement areas for the Sixteen Mile Creek Tributary A reaches.
- v) Woodland A2

The relocation of woodland A2 as shown on Schedules H6-1 and H6-2 within the Vision Georgetown Secondary Plan area shall be permitted where the following principles are satisfied:

- a) The new woodland shall result in a net ecological benefit through the provision of improved vegetation community types and wildlife diversity;
- b) The new woodland shall be located within or immediately adjacent to the Natural Heritage System to ensure functional connections will be achieved and ecological interactions are enhanced over time and to increase habitat opportunities in the Natural Heritage System;

- c) The configuration of the new woodland shall be designed to minimize edge effects (i.e. reduce the edge to interior ratio) recognizing that it will be at least 0.5 ha in size;
- d) The new woodland shall form part of the Natural Heritage System and be designated as such; and
- e) The new woodland shall be 0.5 ha in area and the new woodland shall be provided with a buffer except where adjacent to other components of the Natural Heritage System which components may be counted towards the required buffer width. In the event that the new woodland is approved to be located within an enhanced floodplain area, a larger woodland of up to 0.7 hectares in size will be required.

The location and area of the new woodland shall be determined through the EIR/EIS process. Upon Woodland A2 being relocated, an Amendment to Schedules H6-1 and H6-2 of this Plan shall not be required to remove the lands on which Woodland A2 was previously situated from the Natural Heritage System and such lands may be used in accordance with the adjacent land use designation.

- vi) AM-7

AM-7 as shown in the Town's Subwatershed Study and Addenda and on Schedule H6-4 provides for a water conveyance function however is not regulated and is not a component of the Natural Heritage System. The design of AM-7 and its function shall be addressed through EIR/EIS/FSR reports.

### H6.13.3 BUFFERS

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

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

The Regional Official Plan allows for refinement of the NHS and buffers through a subwatershed study or an individual EIR/EIS, provided that these studies are accepted by the Region.

The Vision Georgetown Subwatershed Study and related addenda, as interpreted in accordance with the policies of Section H6.13.1, contemplate a variable buffer framework that generally ranges between 10 and 30 metres. This framework represents an initial assessment and recommendation of buffer widths based on general information on land uses contemplated adjacent to the NHS.

The final buffer width is to be determined through an EIR/EIS at the development stage when additional information is available to determine the nature of adjacent uses and related impacts on the system and may include additions or deletions to the buffer widths.

When determining the final buffer width, consideration shall also be given to matters such as:

- enhancement and mitigation opportunities such as fencing and vegetative planting within the buffers or on abutting lands;
- the location of passive trails, recognizing that trails will not be permitted in buffers of less than 10 metres, and the location of stormwater management components in accordance with Section H6.12.9.2 d); and,
- minor fill and grading encroachments established as part of an overall site alteration plan developed through the EIR/EIS, where no negative impact has been demonstrated in accordance with Section H6.13.4.1 f). This may include where features are being created or reconstructed as determined through the EIR/EIS.

The EIR/EIS shall be prepared in accordance with the policy directions in Section H6.13.4, Environmental Implementation Reports (EIR) of this Plan and any required EIR/EIS shall be prepared in accordance with terms of reference established by the Town/Region in consultation with the applicable Conservation Authority.

With respect to the establishment of buffers, through the EIR/EIS there will be consideration of the nature of abutting land uses in relation to the adjacent key features and the significance of those key features. In particular, the intensity of the abutting land uses as illustrated through specific plans for such uses (i.e. grading, setbacks maintenance, servicing, built form including height, location of buildings and structures and other activities) will be evaluated. In all cases, the establishment of buffer widths must have regard to the following:

- Maintain or improve the level of certainty regarding buffer function effectiveness post refinement including factors such as the timing of planting and certainty regarding the nature of the abutting development
- Achieve no negative impacts to the NHS key features and their ecological functions;
- The ecological functions, characteristics, significance and sensitivity of the NHS key features which will ultimately determine the final buffer width through the EIR/EIS; and
- Adhere to the relevant goals, objectives and policies of this Plan, Regional Official Plan and relevant Provincial policies to the satisfaction of the Town, and Region and in consultation with the applicable Conservation Authority;
- With regard to Fish Habitat, additional buffer requirements as per Provincial and Federal requirements may be necessary; and,
- Where a feature/area is regulated by a Conservation Authority, and the regulatory requirements exceed the required buffer, those regulatory requirements shall apply, subject to the provisions of the Conservation Authorities Act.
- Notwithstanding the buffer range, a lesser buffer width may only be considered abutting a public facility such as a stormwater management facility, school, or park:
- If it can be demonstrated through a facility fit plan or detailed engineering design that examines the intensity of use throughout the whole site and, in particular the location of buildings and structures and outside activity areas in relationship to the buffer, and that recommends appropriate mitigation

measures such as fencing and planting, such that there will be no negative impacts on the natural features and ecological functions of the NHS;

- Certainty can be established with respect to the proposed development form through zoning or some other legal mechanisms; and,
- After evaluation with respect to all other criteria set out with respect to buffers in Section H6.13.3.
- Where a public use such as a school does not proceed, the new use shall be developed based on evaluation in accordance with the requirements of this buffer policy (Section H6.13.3).

#### H6.13.4 ENVIRONMENTAL IMPLEMENTATION REPORTS (EIR)

##### H6.13.4.1 PURPOSE

- a) The purpose of an EIR/EIS is to clearly demonstrate how specific development applications (such as a Draft Plan) will implement the management strategy recommendations contained within Vision Georgetown Subwatershed Study as interpreted in accordance with the policies of Section H6.13.1, However, it is recognized that management strategy recommendations may be refined by additional analysis completed through the EIR/EIS subject to the satisfaction of the Town of Halton Hills and, where there is a regulated feature/area, to the satisfaction of the Conservation Authority.
- b) The proponent will be required to demonstrate, through the preparation of an EIR/EIS, that the issues of stormwater management, infiltration, Natural Heritage System delineation and protection and stream corridor design have been addressed through the Draft Plan of Subdivision process, for the entire sub-catchment area;
- c) During the preparation of the EIR/EIS, the boundaries of the Natural Heritage System are subject to appropriate refinements, based on more detailed information, additional surveying of features and final buffer, corridor, linkage, enhancement and restoration area design established through an EIR/EIS;
- d) Additional analysis related to the Black Locust Woodland Special Study Area, and the Regulated Watercourse and Associated Flooding Hazard Southwest Quadrant will be subject to review by the Town, the Region and applicable Conservation Authority.
- e) The EIR/EIS reporting is to respect the management requirements for the Natural Heritage System as outlined in Section H6.13.4.1, and in Section 7.4.2 and illustrated in Figure 7.3.1 of the Vision Georgetown Subwatershed Study as interpreted in accordance with the policies of Section H6.13.1. However, it is recognized that management strategy recommendations may be refined by additional analysis completed through the EIR/EIS subject to the satisfaction of the Town of Halton Hills and, where there is a regulated feature/area, to the satisfaction of the Conservation Authority.
- f) The proponent will be required to demonstrate to the satisfaction of the Town, in consultation with the Region and the applicable Conservation Authority that the refinements to the NHS through the EIR/EIS will occur in accordance with a systems approach by:



- i) Prohibiting development and site alteration within significant wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;
- ii) Not permitting the alteration of any components of the NHS unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions.

#### H6.13.4.2 EIR/EIS STUDY BOUNDARIES

- a) The Vision Georgetown Subwatershed Study as interpreted in accordance with the policies of Section H6.13.1, shows how the Secondary Plan has been broken into separate sub- catchment areas for the purposes of EIR/EIS preparation, which should be undertaken in conjunction with the Block Plans required by Section H6.23.4 of this Plan;
- b) The study area for an EIR/EIS will include not only the detailed assessment of the lands subject to application, but also an evaluation of how the lands subject to the application function within the subwatershed context; and,
- c) Where a portion of the Natural Heritage System is located within the sub-catchment area, it will be important to demonstrate that any required EIR's/EIS's were completed on the basis of logical ecological boundaries or tributary areas.

#### H6.13.4.3 EIR/EIS REQUIREMENTS

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

- a) Watercourse relocations and modifications, floodplain (riparian) storage, conveyance, sediment transport, as well as associated riparian enhancements and aquatic habitat assessment;
- b) Stormwater quantity (flood and erosion), quality and erosion control targets and requirements;
- c) Specific location and detailed design for Enhancement Area and Replication Wetlands;
- d) Natural heritage system feature- based water balance assessments;
- e) Specific buffer width requirements;
- f) Wildlife surveys at a greater level of detail than the Vision Georgetown Subwatershed Study, where appropriate;
- g) Multi-landowner facility design and locations;
- h) Operations and Maintenance Plans;
- i) Discrete monitoring requirements;

- j) Adherence to the Approved Halton – Hamilton and Credit Valley – Toronto and Region – Central Lake Ontario Source Protection Plan Policies, including identification of which land use activities may require development of Risk Management Plans;
- k) Facility cost sharing;
- l) Conceptual fisheries compensation plans where necessary; and,
- m) Location and design of stormwater management facilities in accordance with Section H6.7.3.5 of this Plan.

#### H6.13.4.4 NEED FOR TECHNICAL STUDIES

EIRs/EISs may also require a number of technical studies, the need for which will have been identified in the Vision Georgetown Subwatershed Study. Although individual studies are listed below, it is possible that they will be combined given the interrelationship of these issues. Studies may include:

- a) Aquatic habitat assessment including fish and aquatic invertebrate studies and riparian vegetation assessments where watercourse relocations and modifications are proposed;
- b) Studies to demonstrate or confirm that enhancement areas, restoration opportunities, replacement features, linkages and buffer treatments will implement subwatershed objectives and recommendations;
- c) Determining impacts associated with transportation, servicing and utility corridors (including detailed mitigation measures as required);
- d) Natural Heritage System feature-based water balance assessments and water balance assessment for baseflow contributing areas;
- e) Water balance assessment of recharge within the Wellhead Protection Area (WHPA)-Q1/Q2, including consideration of recharge water quality within the Issue Contributing Area (ICA) (chloride), to comply with Source Protection Plan policies;
- f) Additional monitoring of groundwater levels along the upper reaches of Tributary A to further refine hydrogeological linkages with the watercourse;
- g) Additional flow monitoring of all three tributaries for one year (four seasons) to further verify and/or calibrate the hydrologic model parameters;
- h) Functional SWM plan and outline approach and location of facilities to meet management strategy requirements;
- i) Natural Channel Design, informed by geomorphic parameters of the existing watercourse, where watercourse relocations and modifications are proposed and fisheries compensation plans are required;
- j) Additional geotechnical investigations to confirm valley slope stability and setback options for Tributary B and Tributary A, (Reaches AM-2 and AM-3);
- k) Additional water quality analysis to support LID best practice applications to ensure that Total Phosphorous (TP) reduction targets are met or exceeded; and,

- l) Additional servicing details for the proposed future development, either in the EIR/EIS or SWM Plan needs to consider and coordinate with Regional Road projects as well as Regional water and wastewater infrastructure projects.

#### H6.13.4.5 FLOODPLAIN AT THE EIGHTH LINE

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

#### H6.13.4.6 STORMWATER MANAGEMENT

- a) Planning for stormwater management shall:
  - i) Minimize, or, where possible, prevent increases in contaminant loads;
  - ii) Minimize changes in water balance and erosion;
  - iii) Refine the number of stormwater management facilities, in a manner that considers both the need to provide for efficient development patterns and the need to protect and support the natural heritage system and in a manner that reflects the objectives of Section H6.7.3.5 m) and n);
  - iv) Maximize the extent and function of vegetative and pervious surfaces;
  - v) Promote stormwater management best practices, including stormwater attenuation and re-use, and Low Impact Development practices; and
  - vi) Consider the impacts of climate change in the design of stormwater management systems.
- b) All proposals for development shall provide for a Low Impact Development approach to stormwater management that may include techniques such as rainwater harvesting, bio-retention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover; and,
- c) In considering proposals for stormwater management, the Town will assess alternatives for stormwater quantity and quality control and sustainable best management practices with regard to the following:
  - i) Location of stormwater management facilities with a preference for at source controls, and Low Impact Development practices where feasible and compatible with planning and engineering objectives;
  - ii) Impact of maintenance costs for wet and/or dry ponds and other stormwater management facilities to the Town; and

- iii) Minimize the number of stormwater management facilities without compromising the benefits of stormwater management.

#### H6.13.5 MONITORING

- a) According to the Subwatershed Planning Report prepared by the Province in 1993: "A subwatershed plan cannot be considered complete until its monitoring program is established. Monitoring programs should be designed to assess environmental changes in the subwatershed, to evaluate compliance with the plans, goals and objectives, and to provide information which will assist custodians of the plan to implement it and update it. The monitoring program should be presented as part of the subwatershed implementation plan."; and,
- b) On the basis of the above, monitoring in accordance with the Vision Georgetown Subwatershed Study as interpreted in accordance with the policies of Section H6.13.1 (as updated/ revised through EIRs/EISs) will be required.

#### H6.14 ROAD NETWORK

##### H6.14.1 COLLECTOR ROAD NETWORK

- a) Streets A, B and C are considered to be Major Collector Roads and will have a minimum right-of-way width of 22.75 metres, which may be increased to 25 metres in the Community Core. A reduction from 25 metres to 24 metres may be considered provided all elements of the pedestrian realm can be provided in a manner satisfactory to the Town;
- b) Streets D, E and F are considered Minor Collector Roads and will have a minimum right-of-way width of 21 metres; and,
- c) Major and Minor Collector Roads are shown on Schedule H6-3.

##### H6.14.2 DESIGN OF COLLECTOR ROADS

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

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

#### H6.14.3 STREET A

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

#### H6.14.4 LOCAL ROADS

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

#### H6.14.5 PUBLIC LANEWAYS

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

#### H6.14.6 TREE CANOPY

- a) Collector Roads and Local Roads shall be planned to be the site of a tree canopy that will provide shade and enhance and establish a vibrant urban environment. In this regard, a Tree Canopy Plan shall be prepared for each of these roads and the trees shall be planted as soon as feasible to ensure that a canopy is established in the shorter term; and,
- b) Each of the local roads shall also be the site of street trees that are planted in a manner that provides for the establishment a vibrant and healthy tree canopy. In order to maximize the amount of tree planting, the co-location of utilities is encouraged.

#### H6.14.7 SIDEWALKS

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

#### H6.14.8 ROUNDABOUTS

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

#### H6.14.9 DEVELOPMENT ADJACENT TO ARTERIAL ROADS

- a) The development of reverse frontage lots on Arterial Roads is strongly discouraged to minimize the use of noise attenuation walls on the edges of the Vision Georgetown Secondary Plan Area.
- b) Noise attenuation walls as a mitigation measure shall only be considered where it has been demonstrated that there are no other reasonable alternatives.

#### H6.14.10 REGIONAL ARTERIAL ROAD NETWORK

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

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

The Region is undertaking the design for the widening of Trafalgar Road from Steeles Avenue to Highway 7. The provisions of the Trafalgar Road Corridor Study - Steeles Avenue to Highway 7 - Municipal Engineer's Association Class Environmental Assessment will be implemented by the Region.

#### H6.14.11 TRANSPORTATION IMPACT STUDIES

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

#### H6.15 ACTIVE TRANSPORTATION

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

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

#### H6.16 PARKLAND

##### H6.16.1 AMOUNT AND LOCATION OF PARKLAND

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

##### H6.16.2 TYPES OF PARKLAND

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

- a) A Community Park, which has an approximate area of 8.0 hectares, or as set out in the Master Parks Agreement;

- b) Five Neighbourhood Parks, which have been co-located with elementary schools and have approximate areas of 1.5 to 2.5 hectares, or as set out in the Master Parks Agreement;
- c) A number of Parkettes, which have approximate areas of 0.2 to 0.6 hectares each or as set out in the Master Parks Agreement; and,
- d) A Town Square Park located in the Community Core that has an approximate area of 0.5 hectares or as set out in the Master Parks Agreement.

#### H6.16.3 GENERAL PARKLAND SITING CRITERIA

All public parkland shall:

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

#### H6.16.4 COMMUNITY PARK

- a) The Community Park should incorporate recreational programming elements that target visitors from throughout Georgetown and the Town of Halton Hills, in addition to the neighbourhood residents;
- b) The design of the Community Park and the adjacent planned Secondary School should be coordinated in order to capitalize on opportunities for shared facilities and amenities, such as parking and playfields.
- c) The Community Park should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures, public art and sports fields, where appropriate; and,



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

#### H6.16.5 NEIGHBOURHOOD PARK

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

#### H6.16.6 PARKETTES

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

#### H6.16.7 TOWN SQUARE PARK

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

- d) The Town Square Park should establish and frame prominent views and vistas, and should establish direct pedestrian connections, functioning as a prominent gateway feature within the Community Core;
- e) The Town Square Park should incorporate Low Impact Development techniques such as pervious paving treatments, bioswales, rainwater harvesting systems, and infiltration trenches, seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, banners, trees, accent / decorative planting, hard landscaping, shade structures and public art, where appropriate and,
- f) The Town Square Park should incorporate an appropriate range and variety of active and passive recreational uses. Such features may include patios, cafes, pergolas, event and gathering spaces, performing areas, fountains, and water features and skating rinks.

#### H6.17 LOCATION OF ELEMENTARY SCHOOLS

- a) The policies contained within Section F8.1.1 of this Plan apply, unless modified by this Section of the Plan;
- b) Notwithstanding Section F8.1.1 of this Plan, both low and medium density uses are permitted if a school site within the Vision Georgetown Secondary Plan is not required;
- c) Child care centres are permitted on a school site as an accessory use;
- d) Changes to the number of school sites or minor changes to the location of school sites identified in this Plan are permitted to satisfy locational, school accommodation needs and/or other general requirements of the relevant School Board without the need to amend this Plan;
- e) The maximum permitted height for elementary schools is four storeys;
- f) Draft Plans of Subdivision shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. The Town will explore either 'alternative' or 'reduced' setbacks and parking standards to support the efficient use of any school site and in support of reduced parking standards, a parking study shall be prepared to determine the appropriate parking spaces for the school site to the satisfaction of the Town, in consultation with the relevant School Board;
- g) Landowners will be required to submit at the Draft Plan of Subdivision stage an alternative lotting plan to facilitate development should the site not be used for school purposes; and
- h) For the elementary school located adjacent to the lands designated Major Institutional Area on the 10 Side Road, the elementary school site shall have a site size of approximately 2.4 hectares if located adjacent to a neighbourhood park.

#### H6.18 ENERGY CONSERVATION AND UTILITIES

- a) The Town will promote development on the Vision Georgetown lands that utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies as set out below:

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

H6.19 CULTURAL HERITAGE

H6.19.1 BUILT AND CULTURAL HERITAGE RESOURCES

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

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

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

#### H6.19.2 IMPLEMENTATION

- a) In evaluating development applications, the Town:
  - i) Will encourage the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site; or
  - ii) May, where resources which are not designated and are not to be conserved, request the documentation of such resources in a cultural heritage report with a detailed property history, architectural description and photographic recording.
- b) The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development;
- c) The Town will require a Cultural Heritage Impact Statement (CHIS) be prepared in accordance with Section F5.1.2 of this Plan to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures be prepared where development or redevelopment is proposed:
  - i) On, within, adjacent to, or in the immediate vicinity of any designated cultural heritage resource; or
  - ii) On a property listed on the Town's Heritage Register.
- d) The Town may require a Cultural Heritage Impact Statement (CHIS) be prepared in accordance with Section F5.1.2 of this Plan to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures for any development or redevelopment proposal that affects any of the cultural heritage resources mentioned above in Sections H6.19.1 c) and d);
- e) The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where appropriate;
- f) New development should achieve a compatible relationship with cultural heritage resources in their context (both those within and those adjacent to the Secondary Plan area) through consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression; and,

- g) The Town may take additional steps to recognize the heritage of Esquesing Township, which was first surveyed in 1818, and the Hamlet of Ashgrove by:
  - i) Creating interpretative plaques and displays; and
  - ii) Commemorating historic persons, families and events in the naming of public buildings, streets, parks and other public places.

#### H6.20 ACCESABILITY

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

#### H6.21 AFFORDABLE HOUSING

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

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

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

- d) An affordable housing strategy is required for the Secondary Plan Area through the Block Plan process that provides for the achievement of the affordable housing requirements of the Town and the Region. The affordable housing strategy will be initiated by the landowners and will involve the Region and the Town.

## H6.22 EXISTING LAND USES AND SMALL LAND HOLDINGS

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

## H6.23 IMPLEMENTATION

### H6.23.1 PHASING PLAN AND BLOCK PLAN REQUIREMENT

Prior to draft plan approval of individual applications for development, a Phasing Plan shall be prepared to the satisfaction of the Town. The Phasing Plan shall be supported by an Infrastructure Staging Plan and a Block Plan, both of which shall identify how the development in Vision Georgetown is to be phased in accordance with this Section of the Plan.

Draft plans of subdivision and zoning by-law amendment applications can be processed concurrently with the preparation of these Plans.

### H6.23.2 PHASING PLAN

- a) The Phasing Plan shall divide the phasing of development into a minimum of two phases and shall ensure that the sequencing of development within the Vision Georgetown Secondary Plan area occurs in a manner that:
  - i) Provides for the early development of a range of housing types (including low, medium and high density);
  - ii) Supports the early servicing of retail and other non-retail and service uses needed to support the new residents;
  - iii) Ensures that the entirety of the Community Core is in the first phase;

- iv) Supports the early servicing of school sites, their acquisition by the school boards and their development;
  - v) Supports the early servicing of the community centre and library in the Community Core;
  - vi) Supports the conveyance of lands within the Natural Heritage System into public ownership;
  - vii) Supports the early servicing of the Community Park;
  - viii) Supports the early development of centralized stormwater management facilities and associated infrastructure;
  - ix) Supports the early construction of Street A to provide for continuous north-south travel through Vision Georgetown;
  - x) Supports the early construction of Streets B, C and F to provide for east-west travel through Vision Georgetown;
  - xi) Supports the necessary transportation infrastructure improvements to Trafalgar Road (Regional Road 3), Eighth Line, 10 Side Road (Regional Road 10) and 15 Side Road, all of which may be subject to studies as required by the Town and/or Region; and,
  - xii) Allows for the completion of distinct components of the Vision Georgetown Secondary Plan area so that the length of construction in any given area is kept to a minimum where possible.
- b) The Phasing Plan shall be supported by an Infrastructure Staging Plan that sets out the sequencing of the installation and delivery of sewer, water and stormwater infrastructure on the Vision Georgetown lands.
  - c) In each phase, sub-phases generally corresponding to the Neighbourhoods, as delineated on Schedule H6-1, may be identified through the Block Planning process.
  - d) Prior to the commencement of the development in each phase, all requirements of the Town and the Region shall be satisfied and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.
  - e) The progression of development shall be contingent on the availability and efficient utilization of public infrastructure and services, including the construction of critical elements of the road network and that adequate schools and community facilities are provided in a timely fashion, in keeping with the complete communities principles of the Secondary Plan.
  - f) Prior to development commencing in a subsequent phase, a minimum of 75 percent of the gross developable area in the Low and Medium Density Residential Area designations in the preceding phase must be within draft plans of subdivision or site plans.
  - g) Public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time, subject to the availability of servicing infrastructure and other requirements of the Town and the Region.

- h) Council may, at its sole discretion, determine to permit development in a subsequent phase prior to a minimum of 75 percent of the gross developable area as set out in Subsection f) if it is determined by Council that the development for which the application is made is in accordance with the general purpose and intent of this Secondary Plan and if it is demonstrated, to the satisfaction of Council, in consultation with Halton Region, that there are no negative impacts on the Town or Region, including from a land use planning (development of complete communities) perspective, and infrastructure and financial impact perspective.
- i) Notwithstanding the phasing provisions in this section, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of development contemplated by this Plan. Where unreasonable delay is occurring as determined at the Town's sole discretion, the phasing may be re-evaluated to the satisfaction of the Town in consultation with Halton Region. In such circumstances, Council may revise the phasing, if it is determined by Council that such a proposal is in accordance with the general intent and purpose of this Secondary Plan, and if there are no unacceptable impacts on the Town as determined by Council in consultation with Halton Region.

### H6.23.3

#### BLOCK PLAN

- a) The required Block Plan shall, in addition to identifying development phases in accordance with Section H6.23.2, identify the following:
  - i) various land uses and densities, with a breakdown of the anticipated range and mix of dwelling types and associated population yields;
  - ii) the limits of the Natural Heritage System, as recommended in the EIR/EIS prepared in accordance with the policies of this Plan;
  - iii) public transit facilities;
  - iv) the means by which affordable housing is to be delivered in accordance with Section H6.21 of this Plan;
  - v) all existing and proposed roads and public laneways including the location of sidewalks, multi-use paths, the trail system, and cycling infrastructure;
  - vi) sizes of schools, parks, and other community facilities, which are informed by facility fit plans that are supported by the Town and/or the school boards;
  - vii) conceptual location of centralized mailboxes;
  - viii) cultural heritage resources;
  - ix) proposed stormwater management ponds and related infrastructure; and
  - x) any essential servicing corridors that are to traverse the Natural Heritage System.
- b) The approval of the Block Plan by Council in consultation with the Region of Halton, the Conservation Authorities and the School Boards shall be required.



- c) The Block Plan shall be supported by a Traffic Impact Study that is supported by a Terms of Reference that is accepted by the Town and Region that will analyze existing and future traffic conditions based on any upgrades to the roadway network that are planned to occur and make recommendations on:
  - i) appropriate improvements needed to the external road network to accommodate the proposed development; and
  - ii) the timing of the development of external road improvements and internal road infrastructure in relation to overall development timing.
- d) The Block Plan shall provide the anticipated schedule of the residential and non-residential development in the Block Plan area.

#### H6.23.4 OTHER TOWN REQUIREMENTS

In addition to the requirement for a Phasing Plan and a Block Plan as set out in this section, the draft plan approval of individual applications for development may only be considered when:

- a) The Town has in full force and effect, and not subject to appeal, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation, identifying and imposing charges applicable to the lands in the Secondary Plan Area;
- b) Landowners within the Secondary Plan area have entered, or will enter, into an agreement or agreements with the Town in accordance with the Infrastructure Staging Plan and the approved Block Plan;
- c) Landowners within the Secondary Plan have entered, or will enter, into a private cost-sharing agreement(s) amongst themselves to address the equitable distribution of costs of development, for the provision of matters such as community uses and infrastructure facilities, including, where appropriate, the lands required for such uses and facilities;
- d) Landowners within the Secondary Plan area have entered, or will enter, into an Allocation Agreement with the Region of Halton addressing the provision of water and wastewater servicing and roads;
- e) Water treatment and distribution and wastewater collection and treatment are available in accordance with Town and Regional policies;
- f) The preparation of a Master Parks Agreement which further expresses the requirements of the Planning Act has been initiated; and
- g) The requirements of Section G.12 (Pre-consultation and Complete Applications) of the Town of Halton Hills Official Plan have been addressed to the satisfaction of the Town in consultation with the Region and other applicable agencies.

#### H6.23.5 DEVELOPMENT MONITORING

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

- a) Level of population and employment growth;

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

**H6.23.6 NET RESIDENTIAL HECTARE**

- a) Means for detached, semi-detached, duplex, street townhouses and other dwelling types with individual frontages on a public street, the area of land measured in hectares for residential dwelling units and consists of only the residential lots and blocks.
- b) Means for cluster or group housing and apartment blocks, the area of land measured in hectares for residential units, private internal roads and parking, landscaped areas, and other associated amenities.

## H7 DESTINATION DOWNTOWN SECONDARY PLAN

### H7.1 INTRODUCTION

- a) This Secondary Plan is a refinement of the existing policy framework for development within Downtown Georgetown. This Secondary Plan does not propose any development, but rather, it establishes a framework within which the Town will review future redevelopment applications.
- b) In considering the policies of this Secondary Plan, Provincial and Regional policies shall be read in their entirety and all relevant policies are to be applied to each application for development.
- c) This Secondary Plan shall be read in its entirety, and all relevant policies applied to every application for development. Further, this Secondary Plan shall be read in conjunction with all of the applicable policies of the Town of Halton Hills Official Plan. Where there is a conflict between the policies of this Secondary Plan and any policies in the Official Plan, the policies of this Secondary Plan shall apply.
- d) This Secondary Plan includes the following text, as well as:
  - i. Schedule H7-1 - Downtown Georgetown Land Use Plan;
  - ii. Schedule H7-2 - Downtown Georgetown Built Form; and,
  - iii. Schedule H7-3 - Downtown Georgetown Active Transportation Plan.
- e) Attached to this Secondary Plan are the following Appendices:
  - i. Appendix I – Downtown Georgetown Demonstration Plan;
  - ii. Appendix II - Downtown Georgetown Design Guidelines; and,
  - iii. Appendix III - Downtown Georgetown Cultural Heritage Resources.
- f) The Appendices are intended to provide additional detail and clarity to the policies and Schedules of this Secondary Plan. They are Council endorsed, but are not a statutory component of this Secondary Plan.

### H7.2 VISION + PRINCIPLES

Today the Downtown remains the administrative, cultural and historic heart of Georgetown. It is also a residential neighbourhood, containing a significant cluster of service commercial and retail activity. The retail component generally includes smaller-scale stores that serve a 'boutique' function, serving both the local residential community, and beyond.

Downtown Georgetown includes an eclectic mixture of buildings - different styles, different scales and from different eras. The mixture of land uses varies from single detached homes to apartments and small- scale office uses. Main Street supports an inventory of historic buildings that accommodate a range of retail and service commercial land uses and restaurants.

Downtown Georgetown includes distinct districts that reflect the historic development pattern that has evolved over the past century and a half. These districts form the basis for the land use and policy framework articulated in this Secondary Plan.

New development within Downtown Georgetown will happen incrementally over the long-term. New development will take many forms and will respond to market forces, financial feasibility and political directions over many years. To achieve long-term success, it is imperative that a commitment to revitalization and redevelopment is shown by the public sector, including the Town, the Region and, where appropriate, the Province of Ontario.

#### H7.2.1 VISION STATEMENT

Downtown Georgetown is a vibrant destination that serves the residents of Georgetown and Halton Hills and draws visitors from all corners of the Greater Golden Horseshoe Area.

New development will build on the rich natural and cultural heritage that makes Downtown Georgetown unique and so cherished by all who live there and visit.

Through sustainable development and enhanced public realm initiatives, Downtown Georgetown will continue to grow and offer an increasingly diverse range of places to live, work, shop, be entertained, and enjoy community life in a setting that artfully integrates old and new development into a picturesque landscape.

#### H7.2.2 PRINCIPLES

- Ensure new development celebrates and protects the existing built heritage character of the Downtown.
- Establish a variety of beautiful public gathering spaces to support cultural events, festivals and community life throughout the year.
- Create vibrant, safe and comfortable pedestrian- oriented streets that enhance mobility for pedestrians, cyclists and drivers and support existing and future transit.
- Promote a mix of uses in a variety of building forms, including a range of housing types and opportunities for retail, commercial and community uses.
- Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship.
- Demonstrate high-quality design in new development and incorporate best practices that respect and complement the character of Downtown Georgetown and its adjacent neighbourhoods.
- Incorporate sustainable development and construction practices to maximize resource conservation.

#### H7.3 OBJECTIVES FOR A SUCCESSFUL DOWNTOWN

Building upon the Vision + Principles, fundamental to realizing a successful Downtown Georgetown are a number of interrelated objectives. These objectives are as follows:

### H7.3.1

#### A COMPLETE COMMUNITY

- a) A complete community meets people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing including affordable housing, public services and community infrastructure including educational and recreational facilities, and a robust open space system. Convenient access to transit and options for active transportation are crucial elements of a complete community. Objectives are:
- i) To support the creation of a complete community with easy access for all residents of all ages and abilities to a wide range of uses including shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, live-work options, mobility options, a mix and diversity of housing types, and a range of community facilities, services and amenities;
  - ii) To encourage the development of a complete community that includes higher intensity built forms and land uses that optimize the use of land, while maximizing the efficiency and cost effectiveness of municipal service infrastructure. Higher intensity forms of housing may also enhance life-cycle and affordable housing options; and,
  - iii) To support access to shared community infrastructure, between the Georgetown Major Transit Station Area (MTSA) and Downtown Georgetown as a way to complement the objectives of this Plan.

### H7.3.2

#### A HIGH-QUALITY DOWNTOWN

- a) A high-quality and ultimately a beautiful Downtown will include well designed buildings, streetscapes, parks and open spaces. A beautiful Downtown protects natural and cultural heritage features and viewscales and includes an accessible and well- designed system of public parks and open spaces that celebrate the area, and provide opportunities for enjoyment by the entire population.
- b) A high-quality Downtown recognizes the importance of the inventory of cultural heritage resources and builds upon that context, identifying destinations, landmarks and gateways that distinguish the Downtown within its broader context and strengthens its sense of place. Crucial to a high- quality Downtown is the attention to the interplay among built form, the public realm and the natural environment.
- c) A high-quality Downtown should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Objectives are:
- i. To develop a welcoming Downtown that encourages and supports active living, social engagement, civic pride and the creation of a sense of place and well-being for all people of all ages and abilities;
  - ii. To include landmarks and gateways that clearly identify where you are, and when you have arrived. Landmarks must be recognizable and visible from a distance. Gateways help recognize entry points into the Downtown. Landmarks and gateways can include buildings, structural elements and/or landscape features;

- iii. To build beautiful public and private streets and streetscapes. Streets need to accommodate all modes of transportation and be designed to be pedestrian friendly and safe. Building facades play a crucial role in defining and animating the street edge and creating the image and character of the Downtown. Together the roads and the adjacent building facades create a streetscape;
- iv. To ensure that parks and open spaces, including the existing natural features, are beautiful, accessible and linked together. Parks and open spaces need to be visible and accessible from, and integrated with, the street network, and include a full array of opportunities for outdoor festivals, recreation and play, as well as quiet contemplation. High quality landscape architecture will ensure that these outdoor spaces include public art and appropriate grading, paving and planting materials that celebrate the landscape context; and,
- v. To require high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of height and scale, and a diversity of style that may be defined through building materials, colour and architectural details. The historic context of Downtown Georgetown presents an opportunity for outstanding urban design that showcases a high-quality destination, desirable to both residents and visitors alike.

### H7.3.3

#### A HEALTHY DOWNTOWN

- a) A healthy Downtown consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social and mental well-being are the necessary components of public health.
- b) The built environment should be designed to create opportunities that encourage residents to be physically active and socially engaged. A fundamental element of a healthy community is the inclusion of active transportation. Active transportation refers to any form of human- powered transportation. Objectives are:
  - i. To plan for an active transportation system which is highly integrated and connected within the Downtown, the adjacent communities, the Town and to transportation systems that serve the broader Region;
  - ii. To design the Downtown around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping and restaurant opportunities, all within walking distance to promote walking and cycling and which, in turn, encourages daily physical activity and lessens the dependence on automobiles;
  - iii. To ensure that the appropriate level of infrastructure and amenities are provided along active transportation routes to ensure pedestrian comfort and to create enjoyable and safe environments through which to travel; and,
  - iv. To provide for “age-in-place” facilities within Downtown Georgetown that anticipate changing housing needs for an ageing population.

#### H7.3.4

#### A SUSTAINABLE DOWNTOWN

- a) A sustainable Downtown is economically, environmentally, culturally and socially healthy and resilient. It meets the challenges of climate change and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of another.
- b) A sustainable Downtown manages its human, natural and financial resources equitably and takes a long-term view – one that is focused on both present and future generations. Sustainability success relies upon having specific and measurable targets for indicators related to energy, water and waste. Objectives are:
  - i. To protect and enhance local and regional ecosystems and biological diversity;
  - ii. To promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water and waste systems;
  - iii. To demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources, as well as opportunities to improve air quality;
  - iv. To incorporate low impact design and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment;
  - v. To require a transportation system that reduces reliance on the automobile as the primary mode of transportation, promotes the use of no/low carbon vehicles, promotes active transportation and is transit ready; and,
  - vi. To identify, understand and address high priority risks and vulnerabilities through the integration of practical and effective resiliency measures in the design of buildings, streetscapes, parks and natural areas.

#### H7.3.5

#### A VIABLE DOWNTOWN

- a) A viable Downtown provides needed goods and services to a growing local residential community, and is a desirable destination for other people in Halton Hills and beyond. A successful retail and service commercial community is crucial to a viable Downtown. Objectives are:
  - i. To ensure that development optimizes the use of land and is appropriate for the market place, and that this Secondary Plan has the flexibility to respond to, and encourage, positive changes in the market place over time;
  - ii. To maximize the efficient use of existing infrastructure investments and to promote the coordinated, efficient and cost effective delivery of service infrastructure and community infrastructure that is appropriate for the planned urban development forms;
  - iii. To ensure that new development supports a full range of mobility options, including transit;

- iv. To ensure that all development is sustainable and financially viable over its life-cycle; and,
- v. To continue to encourage and support partnerships and collaboration between the Town and service delivery groups such as the Downtown BIA, the Chamber of Commerce and Heritage Halton Hills.

#### H7.4 GROWTH MANAGEMENT

- a) Downtown Georgetown is identified as one of two Downtown Areas within the Town of Halton Hills Official Plan. It is within the Built Boundary and it is to be a focus for contextually appropriate intensified development.
- b) It is estimated that the Downtown is approximately 21 gross hectares in size and currently accommodates approximately:
  - i. A total of 650 population-related job opportunities, accommodated in approximately 32,500 square metres of non-residential Gross Floor Area; and,
  - ii. 445 dwelling units accommodating about 1,350 residents in an array of house forms.

The existing gross density of Downtown Georgetown is estimated to be approximately 105 persons and jobs combined per hectare

- c) To the year 2031, the identified time horizon of this Secondary Plan, Downtown Georgetown is expected to accommodate approximately:
  - i. A total of 730 population-related and/or knowledge-based jobs (80 new or replacement jobs); and,
  - ii. 1,000 total dwelling units, accommodating approximately 2,875 residents (555 new dwelling units, accommodating an additional 1445 residents).

The anticipated gross density of Downtown Georgetown by 2031 is estimated to be approximately 170 persons and jobs combined per hectare.

- d) Like all historic downtowns, Downtown Georgetown is expected to continue to grow and to evolve well beyond 2031. To that end, the land use designations and associated policy framework in this Secondary Plan are intended to implement the long term vision for this area and anticipate ongoing growth beyond the 2031 planning horizon. A further amendment to this Secondary Plan to address post 2031 growth expectations, gross density and to extend the planning horizon shall be required upon completion of the current Regional Official Plan review.
- e) All new development within Downtown Georgetown is to be counted toward the Town's residential intensification target to the year 2031.
- f) Phasing development in an existing, built context like Downtown Georgetown is both complex and highly subjective. The actual achievement of the intensification opportunities identified in this Secondary Plan is reliant upon:



- i. Financial feasibility and market acceptance;
  - ii. The subsequent planning approvals processes;
  - iii. The availability of municipal water and wastewater infrastructure. All policies under H7.4 of this Secondary Plan are subject to the capabilities of Halton Region’s water and wastewater infrastructure to support development, in accordance with the current Water and Wastewater Master Plan, the Regional Official Plan, and the Development Charges Background Study;
  - iv. The implementation of enhanced transit facilities;
  - v. Landowner motivation and urgency;
  - vi. Alternative opportunities for development in greenfields;
  - vii. Council priorities; and,
  - viii. The provision of development incentives.
- g) The Town of Halton Hills will work with the Region of Halton to achieve a Region wide affordable housing target of 30 percent of all new dwelling units.
- h) The Town will encourage the provision of affordable housing through:
- i. Working with the Region of Halton and the development community to consider progressive financial incentives to encourage and support the development of affordable housing;
  - ii. Supporting assisted housing, which is housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program;
  - iii. Supporting accessory apartments;
  - iv. Considering innovative and alternative residential and community design standards that facilitate affordable housing; and
  - v. Encouraging the development of purpose built rental housing with a full mix and range of unit sizes.

## H7.5 LAND USE DESIGNATIONS

### H7.5.1 INTRODUCTION

- a) The policy directives of this Secondary Plan make the Downtown Area a focus for investment in the years to come. The designations and policies of this Secondary Plan are intended to:
- i. Identify the current structure of the Downtown and determine where new development activity should be focused;

- ii. Reduce barriers to redevelopment and support the re-use of existing buildings through a flexible policy regime;
  - iii. Provide clear direction that:
    - › Protects and enhances the character and viability of the historic Main Street;
    - › Promotes the Downtown as a focal area for investment in commercial, institutional, cultural, entertainment and residential uses; and,
    - › Ensures that new development is compatible with existing development patterns both within the Downtown and within adjacent Mature Neighbourhoods;
  - iv. Promote new programs and/or financial mechanisms to ensure more urban lifestyle choices and a high standard of urban design, while reducing the costs of new forms of development in the Downtown;
  - v. Enhance the appearance and encourage a high level of property maintenance for buildings and their surroundings from both the public and private sectors;
  - vi. Ensure that public sector improvement projects are undertaken within a comprehensive design and implementation program that is consistent with the policy objectives of this Secondary Plan; and,
  - vii. Encourage the Town to work with other government agencies and the private sector to promote innovative housing forms and development techniques in the Downtown that will facilitate the production of housing that is affordable to the residents of Halton Hills.
- b) Appendix I - Downtown Georgetown Demonstration Plan is attached to this Plan to provide general guidance and context to the Town in consideration of development applications as they are received over time.
- The Demonstration Plan provides a conceptual example of how the Downtown may develop comprehensively over time, including ideas about built form, height distribution and the potential locations for park spaces. The Demonstration Plan does not represent any implicit development scenario nor does it preclude any subsequent development approvals process.
- c) All development, with the exception of additions to commercial buildings less than 75 square metres, within the Downtown shall be:
- i. Subject to the provisions of a community benefits, under Section 37 of the Planning Act;
  - ii. Subject to Site Plan Control and may be subject to a Zoning By-law Amendment. The Town may, through the provisions for Site Plan Control, consider requirements for landscape design, building design, sustainable design, colour, building material and architectural detail as identified in Section 41 of the Planning Act; and,
  - iii. In conformity with the Urban Design Policies of this Secondary Plan and consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.

- d) The land use designations that apply to Downtown Georgetown are identified on Schedule H7-1 - Downtown Georgetown Land Use Plan, and include:
- i. Historic Main Street Area;
  - ii. Downtown Regeneration Area;
  - iii. Downtown Neighbourhood Area;
  - iv. Natural Heritage System; and,
  - v. Major Parks and Open Space Area.

## H7.5.2 HISTORIC MAIN STREET AREA

### H7.5.2.1 GOAL

It is a goal of this Secondary Plan to promote the economic vitality of the Historic Main Street Area, as identified on Schedule H7-1 - Downtown Georgetown Land Use Plan, within a context of historic preservation, while at the same time encouraging adaptive reuse, redevelopment and intensification where appropriate.

It is also a goal of this Secondary Plan to ensure new development is appropriately designed to reflect the heritage character of Main Street, and is compatible with existing development within this Area, and with development within abutting Areas.

### H7.5.2.2 PERMITTED LAND USES

- a) Land uses within this Area will continue to function as a focal point for commerce and hospitality in the Town, accommodating a diverse mix of uses and opportunities. Permitted uses on lands identified as within the Historic Main Street Area on Schedule H7-1 - Downtown Georgetown Land Use Plan may include:
- i. Residential apartments and townhouse dwelling. Townhouse dwellings may include accessory apartments in accordance with Section D1.3.1.6 of the Official Plan;
  - ii. Group home and special needs housing;
  - iii. Bed and breakfast establishments;
  - iv. Home occupations;
  - v. Live-work uses;
  - vi. Day Nursery;
  - vii. Retail and service commercial uses;
  - viii. Restaurants;
  - ix. Hotels;

- x. Places of worship and other institutional uses;
  - xi. Cultural, administrative, recreational and entertainment uses;
  - xii. Private and commercial schools;
  - xiii. Libraries, museums and art galleries;
  - xiv. Commercial and professional offices;
  - xv. Parking facilities at-grade and/or in structure;
  - xvi. Parks and urban squares; and,
  - xvii. Public uses and pquasi-public uses.
- b) The Town will, through the Implementing Zoning By-law, refine the list of permitted land uses to ensure that new development is consistent with the Vision and Guiding Principles of this Secondary Plan, as well as appropriate and compatible in the context of adjacent land uses and the surrounding community.
  - c) The existing Halton Hills Library and Cultural Centre is identified on Schedule H7-1 - Downtown Georgetown Land Use Plan

#### H7.5.2.3 DEVELOPMENT + DESIGN POLICIES

- a) Land assembly is encouraged to create larger, more viable development parcels that may, or may not, incorporate existing buildings, within the Historic Main Street Area.
- b) Buildings and sites should accommodate an array of compatible development. A mixture of uses in proximity to each other is encouraged not just within this Area in general, but also on individual development sites, and within individual buildings.
- c) All permitted uses shall be accommodated within Low-Rise Buildings, or Mid-Rise I Buildings, in accordance with the policies of this Secondary Plan. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- d) High activity uses that animate the streetscape and encourage foot traffic are required at-grade abutting Main Street, and are encouraged at- grade along the side streets within the Historic Main Street Area, with uses such as offices and residential apartments on second floors and above. At- grade façades shall incorporate primary building entrances and broad window treatments at street level.
- e) New stand-alone residential buildings, including Group home and special needs housing as well as tourist accommodations are permitted at-grade only on side streets within the Historic Main Street Area, provided Council is satisfied that:
  - i. The proposed at-grade facade is pedestrian in scale and incorporates a primary entrance; and,

- ii. The building is designed to be compatible with and complement adjacent buildings.
- f) Permitted retail and service commercial uses, and restaurants shall have a maximum Gross Floor Area of 1,500 square metres per use.
- g) Parking areas for any permitted land use shall be located in structure, where possible. Where surface parking is necessary, it is preferred that it be located within the rear yard. Where any parking facility is located adjacent to a public street, it shall be designed to complement and integrate with adjacent buildings and the streetscape.
- h) All development proposals within the Historic Main Street Area shall incorporate the following requirements for the design of front and exterior side façades:
  - i. The minimum building height shall be a functional 2 storeys;
  - ii. Buildings adjacent shall be required to articulate the historic 2 storey building height, both through architectural detailing and where taller than adjacent building, with a building step-back above the 2nd or 3rd storey; and,
  - iii. The floor-to-ceiling height of ground floors for all new buildings shall be a minimum of 4.25 metres.
- i) Low-Rise Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, including Live-Work Units, shall be a maximum of 3 storeys. The regulation of building height for all Low-Rise Buildings shall be exclusive of rooftop mechanical penthouses and roof ornamentation. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- j) To facilitate the approval of any Low-Rise Building development within the Historic Main Street Area, the Town shall be satisfied that:
  - i. Exterior building colours and materials are high quality and are selected from a traditional palette;
  - ii. Building mass, lot coverage, scale and building set-backs shall be compatible with buildings in the immediate vicinity;
  - iii. Additions or renovations to an existing building shall be complimentary to the architectural style, exterior colour and materials of the primary building;
  - iv. Façades of any building facing a street shall feature a prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street; and,
  - v. The elevation of the front door shall preferably be flush with grade, and shall be no more than 1 step above grade;
- k) Mid-Rise I Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, are to be a minimum of 3 storeys and a maximum of 6 storeys. The regulation of building height for all Mid-Rise I Buildings shall be exclusive of rooftop mechanical penthouses and roof ornamentation. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.

- l) Prior to approving an Implementing Zoning By-law Amendment that permits a Mid-Rise I Building, the Town shall be satisfied that:
- i. The development has appropriately applied the policies for compatible development and development transition included in this Plan, and is representative of good planning;
  - ii. The site is suitable for the proposed development and that it has adequate land area to incorporate required parking, landscaping and buffering on-site;
  - iii. The built form respects the character of, and can be suitably integrated with adjacent existing and planned developments;
  - iv. Exterior building colours and materials are high quality and are selected from a traditional palette;
  - v. Facades of any building facing a street shall feature a prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street;
  - vi. The elevation of the front door shall preferably be flush with grade, and shall be no more than 1 step above grade;
  - vii. Buildings shall be sited to align to streets and open spaces to frame these areas;
  - viii. Buildings include a podium element that approximates the scale of adjacent buildings (2 or 3 storeys). The portion of the building above the podium structure shall step back a minimum of 2 metres from the podium facade that forms the front and exterior street wall;
  - ix. Permanent parking, loading and service areas should be located in rear yards. It is also preferable for parking, loading and service areas to be located in structure; and,
  - x. Rooftop mechanical equipment shall be screened from view with materials that are complementary to the building or through architectural features.

### H7.5.3 DOWNTOWN REGENERATION AREA

#### H7.5.3.1 GOAL

It is a goal of this Secondary Plan to promote significant development and intensification within the Downtown Regeneration Area and that this Area becomes the focus for higher density residential uses in Downtown Georgetown, together with complementary commercial and/or institutional uses. This emphasis recognizes the redevelopment potential of the Area, and its location on the Guelph Street Intensification Corridor, in proximity to the GO Station/Mill Street Corridor.

It is also a goal of this Secondary Plan to ensure that new development is appropriately designed, and is compatible with existing development within this Area, and with development within abutting Areas. The introduction of new residents is expected to support the ongoing success of the businesses within the Historic Main Street Area.

### H7.5.3.2

### PERMITTED LAND USES

- a) Permitted uses on lands identified as Downtown Regeneration Area on Schedule H7-1 - Downtown Georgetown Land Use Plan may include:
  - i. Existing single-detached and semi-detached dwellings, including associated accessory apartments in accordance with Section D1.3.1.6 of the Official Plan;
  - ii. Home occupations;
  - iii. Converted dwellings;
  - iv. Live-work uses;
  - v. Bed and breakfast establishments;
  - vi. Residential apartments;
  - vii. Group home and special needs housing;
  - viii. Hotels;
  - ix. Conference centres;
  - x. Commercial and professional offices;
  - xi. Institutional uses;
  - xii. Administrative, cultural, recreational and entertainment uses;
  - xiii. Parking facilities at-grade and/or in structure;
  
  - xiv. Parks, community gardens and urban squares; and,
  - xv. Public uses and quasi-public uses.
  
- b) Complementary uses that may be permitted on the first floor of any building within the Downtown Regeneration Area may include:
  - i. Retail and service commercial uses;
  - ii. Private and commercial schools;
  - iii. Day nursery;
  - iv. Places of worship and other institutional uses; and,
  - v. Restaurants.
  
- c) The Town will, through the Implementing Zoning By-law, refine the list of permitted land uses to ensure that new development is consistent with the Vision and Guiding Principles of this

Secondary Plan, as well as appropriate and compatible in the context of adjacent land uses and the surrounding community.

### H7.5.3.3 DEVELOPMENT + DESIGN POLICIES

- a) Land assembly within the Downtown Regeneration Area is encouraged to create larger, more viable development parcels.
- b) Buildings and sites should accommodate an array of compatible development. A mixture of uses is encouraged not just within the Area in general, but also on individual development sites, and within individual buildings.
- c) All permitted uses, with the exception of permitted uses within existing buildings, shall be accommodated within Mid-Rise I Buildings or Mid-Rise II Buildings, in accordance with the policies of this Secondary Plan. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- d) High activity uses that animate the streetscape and encourage foot traffic are required at-grade abutting Main Street and Mill Street within the Downtown Regeneration Area with uses such as offices and residential uses on second floors and above. At-grade façades shall incorporate primary building entrances and broad window treatments at street level.
- e) Abutting other streets within the Downtown Regeneration Area high activity uses that animate the streetscape and encourage foot traffic, are encouraged at-grade. At-grade façades shall incorporate primary building entrances and broad window treatments at street level, where appropriate.
- f) Permitted retail and service commercial uses, and restaurants shall have a maximum Gross Floor Area of 500 square metres per use.
- g) Parking areas for any permitted land use shall be located in structure wherever possible. Where surface parking is proposed, it is preferred that it be located within the rear yard or the interior side yard. Where any parking facility is located adjacent to a public street, it shall be designed to complement and integrate with adjacent buildings and the streetscape.
- h) Where a new development site abuts a property line within the Historic Main Street Area, or the Downtown Neighbourhood Area, building setbacks and angular planes shall be established within the Implementing Zoning By-law to ensure an appropriate interface with abutting lower scale built forms.

The angular plane (as defined in Appendix II - Downtown Georgetown Design Guidelines) will require the stepping back of the upper floors of the building, moving away from abutting lower scale built forms. Property lines that abut a public street allowance are not subject to the angular plane provisions.

- i) Development within the Downtown Regeneration Area shall:
  - i. Ensure that enhanced connections to the Town's parks and trails are provided;
  - ii. Provide enhanced on-site pedestrian elements;



- iii. Consider the topography of the area in determining appropriate building design and massing; and,
  - iv. Incorporate appropriate conservation and integration of any on-site Designated or Listed Cultural Heritage Resource.
- j) All development proposals shall incorporate the following requirements for the design of front and exterior side façades:
- i. The minimum building height shall be 3 storeys;
  - ii. The floor-to-ceiling height of ground floors for all new buildings shall be a minimum of 4.25 metres;
  - iii. The maximum floor plate for any building component above the sixth floor shall be 750 square metres; and,
  - iv. The minimum separation distance between adjacent buildings above the sixth floor shall be 25 metres, notwithstanding any other setbacks established by the Implementing Zoning By- law.
- k) Mid-Rise I Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, are to be a minimum of 3 storeys and a maximum of 6 storeys. The regulation of building height for all Mid-Rise I Buildings shall be exclusive of rooftop mechanical penthouses and roof ornamentation. The implementing Zoning By- law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- l) Prior to approving an Implementing Zoning By-law Amendment that permits a Mid-Rise I Building, the Town shall be satisfied that:
- i. The development has appropriately applied the policies for compatible development and development transition, and is representative of good planning;
  - ii. The site is suitable for the proposed development and that it has adequate land area to incorporate required parking, landscaping and buffering on-site;
  - iii. The built form respects the character of, and can be suitably integrated with, adjacent existing and planned developments;
  - iv. The façades of any building facing a street feature a prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street;
  - v. The elevation of the front door is preferably flush with grade, and is no more than 1 step above grade;
  - vi. Buildings are sited to align to streets and open spaces;
  - vii. Buildings include a podium element that approximates the scale of adjacent buildings (2 or 3 storeys). The portion of the building above the podium structure steps back a minimum of 2 metres from any podium façade that faces a public street;

- viii. Permanent parking, loading and service areas should be located in rear yards. It is also preferable for parking, loading and service areas to be located in structure;
- ix. Rooftop mechanical equipment is screened from view with materials that are complementary to the building or through architectural features.
- m) Mid-Rise II Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, are a minimum of 6 storeys and a maximum of 12 storeys.
- n) The regulation of building height for all Mid- Rise II Buildings shall be exclusive of mechanical penthouses and roof ornamentation. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- o) Prior to approving an Implementing Zoning By-law that permits a Mid-Rise II Building, the Town shall be satisfied that:
  - i. The development has appropriately applied the policies for compatible development and development transition, and is representative of good planning;
  - ii. The site is suitable for the proposed development and that it has adequate land area to incorporate required parking, landscaping and buffering on-site;
  - iii. The built form respects the character of and can be suitably integrated with adjacent existing and planned developments, in terms of height and massing;
  - iv. Buildings include a podium element that approximates the scale of adjacent buildings (2 or 3 storeys). The portion of the building above the podium element steps back a minimum of 2 metres from any podium façade that faces a public street. Additional step backs may be required as the building gets taller;
  - v. Where a building abuts another building, either existing or permitted by this Secondary Plan, the podiums may have a minimal separation;
  - vi. Permanent parking, loading and service areas are located in side or rear yards and set back from the front facade of the building. It is preferable for parking, loading and service areas to be located in structure; and,
  - vii. Rooftop mechanical equipment is screened from view with materials that are complementary to the building or through architectural features.

#### H7.5.4 DOWNTOWN NEIGHBOURHOOD AREA

##### H7.5.4.1 GOALS

It is a goal of this Secondary Plan to protect the areas within the Downtown Neighbourhood Area, as identified on Schedule H7-2 - Downtown Georgetown Land Use Plan, from incompatible forms of development and, at the same time, permit them to evolve and be enhanced over time.

It is also a goal of this Secondary Plan that the Downtown Neighbourhood Area function as a transitional area between the lands within Downtown Georgetown and the established and the mature residential neighbourhoods that are adjacent to the Downtown.

#### H7.5.4.2 PERMITTED LAND USES

- a) It is anticipated that the Downtown Neighbourhood Area will accommodate existing house form buildings that may accommodate some other complementary small-scale uses that will maintain the residential character of the area. Permitted uses on lands within the Downtown Neighbourhood Area on Schedule H7-2 - Downtown Georgetown Land Use Plan may include:
  - i. Residential uses, including single-detached, semi-detached and townhouse dwellings;
  - ii. Accessory apartments in accordance with Section D1.3.1.6 of the Official Plan;
  - iii. Group home and special needs housing;
  - iv. Day Nursery;
  - v. Home occupations;
  - vi. Converted dwellings;
  - vii. Live-work uses;
  - viii. Bed and breakfast establishments;
  - ix. Professional office uses;
  - x. Parking facilities at-grade and/or in structure;
  - xi. Parks and urban squares; and,
  - xii. Public uses and pquasi-public uses.
- b) The Town will, through the Implementing Zoning By-law, refine the list of permitted land uses to ensure that new development is consistent with the Vision and Guiding Principles of this Secondary Plan, as well as appropriate and compatible in the context of adjacent land uses and the surrounding community.

#### H7.5.4.3 DEVELOPMENT + DESIGN POLICIES

- a) Permitted service commercial or professional office use shall be limited to a maximum of 100 square metres per building.
- b) All permitted uses within the Downtown Neighbourhood Area, including Live-Work Units, shall be accommodated within Low-Rise Buildings that are residential in character. Low-Rise Buildings are a maximum of 2.5 storeys. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.

- c) To facilitate the approval of any Low-Rise Building development within the Downtown Neighbourhood Area, as identified on Schedule H7-2 - Downtown Georgetown Built Form, the Town shall be satisfied that:
- i. The residential character of the neighbourhood is maintained;
  - ii. The use complements, and is similar to other existing residential buildings in proximity in terms of:
    - › Landscape treatments;
    - › Building height, scale, lot coverage and massing;
    - › Roof line;
    - › The location and size of parking facilities/ garages;
    - › Architectural detail;
    - › Building materials and colour; and,
    - › Front and side-yard setbacks.
  - iii. The façade of any building facing a street shall feature a porch, prominent entrance or other architectural gestures that provides a ‘public face’. The main front door must be clearly visible from the street;
  - iv. The elevation of the front door shall be no more than 1.2 metres above grade;
  - v. Appropriate buffering such as landscaping and fencing will be provided on-site to ensure the compatibility of the use with adjacent uses; and,
  - vi. Appropriate on-site parking is available. Driveways and/or garage doors shall not dominate the front façade of the primary building or the view from the street. All on-site parking shall be located within the interior side and/or rear yard.

#### H7.5.5 NATURAL HERITAGE SYSTEM

The policies applicable to this land use designation shall be those of Section B1A of the Halton Hills Official Plan.

#### H7. 5.6 MAJOR PARKS AND OPEN SPACE AREA

The policies applicable to this land use designation shall be those of Section B2 of the Halton Hills Official Plan.

#### H7.6 URBAN DESIGN POLICIES

##### H7.6.1 DESIGN OBJECTIVES

In Downtown Georgetown there is a strong sense of value attached to the historic structures and associated heritage character that permeates throughout the area. As a result, heritage conservation is

an important aspect of this Secondary Plan, and this Secondary Plan provides substantial policy guidance for future development that follows historic development patterns, without making impositions of a particular aesthetic.

The Town's objectives for urban design in Downtown Georgetown are based on the belief that the livability and physical appeal of a community can be enhanced by the quality, layout and attractiveness of its public and private realm.

The design policies in this Section of this Plan provide development proponents with an understanding of the design intent of the Town.

- a) The basis of these design policies is to create a built environment, which provides:
  - i. An attractive and distinctive Downtown that achieves outstanding architecture that respects the integrity of the past, yet sits well in the context of visual diversity, interest and beauty;
  - ii. A well-defined public realm, including interconnected open space, trails and sidewalk networks;
  - iii. Sensitive integration of new development with existing development through the promotion of compatible development;
  - iv. A full range of retail and service commercial uses, restaurants and community services and facilities in proximity to housing to promote walking and to help reduce automobile trips; and,
  - v. A pedestrian-oriented, transit supportive and cyclist-oriented development pattern and street network where priority is given to the pedestrian, cyclist and transit user, as well as motorists.

#### H7.6.2 HERITAGE DESIGN POLICIES

- a) Appendix III includes an inventory of both Designated and Listed Cultural Heritage Resources. Significant Cultural Heritage Resources, including buildings and associated landscapes shall be developed in conformity with the policies of this Secondary Plan and the policies of the Town of Halton Hills Official Plan.
- b) All development proposals within Downtown Georgetown shall design, restore or enhance their building façades in order to maintain the historic architectural character and identity of the Downtown as follows:
  - i. Where development is proposed that includes a Designated or Listed Heritage Building (as identified in Appendix III), the original architectural details and features shall be restored and appropriately incorporated into the development; and,
  - ii. Where an existing building lacks significant architectural detail, or a new building is proposed, the façade shall be representative of, or consistent with the historic architectural character and identity of the Designated or Listed Heritage Buildings in proximity.

### H7.6.3 DESIGN POLICIES FOR BUILDINGS

- a) An array of building types are encouraged throughout the Downtown. It is the intent of this Secondary Plan that built form be the key determining factor for the types of development permitted in each land use area.
- b) Built form will be specifically regulated in this Secondary Plan by building height. Lot coverage, setbacks and density may appropriately be considered within the Implementing Zoning By-law.
- c) All development within Downtown Georgetown shall be compatible with development on adjacent properties. In Downtown Georgetown new building design shall incorporate universal design principles and shall be compliant with the requirements of the Accessibility for Ontarians with Disabilities Act. Further, all development shall be carried out in conformity with the applicable policies of this Secondary Plan, and consistent with the Design Guidelines included as Appendix II to this Secondary Plan.
- d) Architectural variety is crucial in creating a visually stimulating urban environment. Streetscapes composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in order to improve the overall architectural richness, variety, and building articulation in the community.

#### H7.6.3.1 ARCHITECTURAL QUALITY

- a) Downtown Georgetown has a proud history of well- designed buildings. All development shall ensure excellence in design and demonstrate high quality architectural detailing and the use of high quality materials.

The intent of the policies of this Secondary Plan is to achieve a balance between a consistency of design as well as individual expression in new developments. This Secondary Plan promotes innovation. Rather than requiring a strict level of conformity, the design and architectural quality of development shall be measured according to its level of consistency with the Design Guidelines attached to this Secondary Plan as Appendix II.

#### H7.6.3.2 LANDMARK SITES/BUILDINGS

- a) Schedule H7-1 - Downtown Georgetown Land Use Plan identifies several Landmark Sites that warrant special design treatment because of their location and visibility. These Landmark Sites have tremendous potential to strengthen Downtown Georgetown's identity and enhance the quality of the Public Realm Network

On identified Landmark Sites, exceptions to the policies governing building height may be considered without an Amendment to this Secondary Plan if the proposed building is deemed by the Town to be consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.

#### H7.6.3.3 GATEWAYS

- a) Schedule H7-1 - Downtown Georgetown Land Use Plan identifies several Gateways that mark key locations that announce the key entrances to the Downtown and/or important locations within the Downtown. Gateways provide opportunities for signage that may also include landscape treatments, built form elements and public art. These Gateways have tremendous

potential to promote wayfinding, to strengthen Downtown Georgetown’s identity and enhance the quality of the Public Realm Network.

#### H7.6.3.4 COMPATIBLE DEVELOPMENT

- a) All development applications within Downtown Georgetown will be required to demonstrate compatibility with their surrounding context. Compatible development is central to the vision of preserving and enhancing the unique character of the entire area. Development is defined in the Town of Halton Hills Official Plan.

#### H7.6.3.5 DEVELOPMENT TRANSITION

- a) This Secondary Plan promotes a transition in development height. More specifically, the transition between building types between abutting Areas and properties shall be established through Implementing Zoning By-laws that apply a combination of transition tools. Transition requirements shall specifically consider and mitigate impacts related to overlook and loss of privacy, to the satisfaction of the Town.
- b) Where any Area of this Secondary Plan abuts the Downtown Neighbourhood Area:
  - i. A minimum landscape buffer strip of 3 metres should be encouraged within the setback, abutting any rear or side lot line. A 3 metre landscape buffer provides the opportunity for substantial tree planting and appropriate privacy fencing; and,
  - ii. An angular plane shall be used to establish the maximum height of any new development.

Unless otherwise identified in this Secondary Plan, front lot lines and exterior side lot lines are specifically exempt from the requirements of this Policy.

- c) Where the transition techniques identified in this Secondary Plan are to be applied, they shall be applied only to those developments that are expected to accommodate Mid-Rise I Buildings or Mid-Rise II Buildings. It is the responsibility of the taller buildings to establish appropriate transition to the abutting smaller scale development.

#### H7.6.4 DESIGN POLICIES FOR THE PUBLIC REALM

##### H7.6.4.1 INTENT

As the population of Downtown Georgetown continues to grow over time, it will require a diverse Public Realm Network where residents and visitors can walk, sit, socialize and engage in the street life of the area. The Public Realm Network for Downtown Georgetown is comprised of various and diverse components, including Park Spaces and Streetscapes. The Public Realm Network will be diverse in design, and will serve a variety of functions.

A comprehensive understanding of how the components of the Public Realm Network work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces throughout Downtown Georgetown. Moving people into, out of and through the community easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority of this Secondary Plan.

- a) Collectively, the Streetscapes in Downtown Georgetown comprise a substantial percentage of community open space - which solidifies their importance as a defining feature of the Public Realm Network. Streets and lanes can be engaging and safe outdoor places with beautiful trees and plants, seating, shade and Public Art for everyone to enjoy.
- b) This Secondary Plan ensures that the design and maintenance of the range of Streetscapes in the Downtown reflects its high quality character and that they create an enhanced Public Realm Network that supports pedestrian, cyclist and vehicular movement.
- c) The Streetscape Hierarchy in Downtown Georgetown identified on Schedule H7-3 - Active Transportation Plan, is comprised of the following:
  - i. Main Street;
  - ii. Guelph Street;
  - iii. Mill Street;
  - iv. Church Street; and,
  - v. Local Streets.
- d) How built form interfaces with the streetscape is important to animating the street and creating a safe, welcoming environment for pedestrians and cyclists. This crucial interface of streetscape and built form is dependent upon the scale of the buildings, the width and function of the street and the size of the building setbacks. Active frontages generally correspond to existing at-grade uses,
- e) and the level of animation also define the type of streetscape that is appropriate.
- f) Main Street is both a traditional commercial Main Street, as well as a promenade that fronts a number of stately residential properties. As such, it will be given special consideration in terms of both its three identified contexts in terms of the design treatment of the street itself, and its adjacent pedestrian realm, as identified on Schedule H7-3 - Active Transportation Plan and as articulated in the Design Guidelines attached to this Secondary Plan as Appendix II.
- g) Guelph Street, as identified on Schedule H7-3 - Active Transportation Plan, has a distinct identity and character that should be enhanced consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.
- h) Mill Street, as identified on Schedule H7-3 - Active Transportation Plan, has a distinct identity and character that should be enhanced consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.
- i) Church Street, as identified on Schedule H7-3 - Active Transportation Plan, adjacent to the Library and Art Gallery, is a unique public space that requires a flexible design, consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.
- j) Within Downtown Georgetown, Local Streets are intimate neighbourhood public spaces where children play and neighbours meet. They are lined with residential gardens, lawns and mature



trees and shall be designed to be consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.

#### H7.6.4.3 PARK SPACES

- a) Existing major Parks and Open Space Areas, as well as Potential Parks are identified on Schedule H7-1- Downtown Georgetown Land Use Plan. People must be able to walk their dogs, eat lunch, play with children and access nearby amenities. These animated, interesting and unique Park Spaces are the jewels of the community and foster a strong sense of place within Downtown Georgetown.
- b) The Potential Parks, which are identified symbolically on Schedule H7-1 - Downtown Georgetown Land Use Plan are not defined specifically in terms of their size, configuration or character. In addition, not all of the identified Potential Parks may be achieved, and, additional locations for park spaces may be achieved through the development approval process, without the need for an Amendment to this Secondary Plan. Parks and Urban Squares are a permitted use within all of the land use designations in Downtown Georgetown, with the exception of the Natural Heritage System.
- c) The Park Space Hierarchy appropriate for Downtown Georgetown is comprised of the following components:
  - i. The Existing Park;
  - ii. Urban Squares;
  - iii. Pocket Parks;
  - iv. Sliver Parks; and,
  - v. Enhanced Connecting Links.
- d) All of these Park Spaces within the hierarchy may be publicly owned or privately owned. Privately owned Park Spaces should be considered accessible to the public, has been designed to Town standards, and maintained to Town standards. Legal agreements to ensure the long-term adherence to these requirements may be executed.
- e) New Park Spaces in Downtown Georgetown shall:
  - i. Include a signed Park Manifesto that outlines appropriate conduct for Park Space users;
  - ii. Be safe, secure and accessible to the public;
  - iii. Be AODA compliant and well maintained;
  - iv. Prioritize pedestrian comfort;

- v. Be designed to the highest standards;
  - vi. Include opportunities for Public Art; and,
  - vii. Create and enhance opportunities for greening, and shall be appropriately linked with other elements of the Public Realm Network.
- f) Urban Squares are small pedestrian spaces that accommodate socializing in a dense urban area. An Urban Square is defined as a pedestrian space larger than 1,000 square metres and smaller than 8,000 square metres in size with street frontage. They include both hard and softscaped elements and are equipped with seating opportunities and ample pedestrian amenities.
  - g) Pocket Parks are small scaled components of the Public Realm Network. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres.
  - h) Sliver parks are small scale components of the Public Realm Network that add to the width of the public sidewalk system, and create plazas or forecourts between the face of the adjacent building and the street right-of-way.
  - i) Enhanced Connecting Links are outdoor walkways through a development site, connecting two streets together. They need to be provided in high pedestrian volume areas, for ease of movement as well as the creation of unique urban spaces. Enhanced Connecting Links are in addition to typical sidewalk connections and should contribute to the logical wayfinding system and help to establish a network of publicly accessible spaces within Downtown Georgetown.

## H7.6.5 SUSTAINABLE DESIGN POLICIES

### H7.6.5.1 BUILDINGS

- a) All new buildings are required to conform with applicable policies for:
  - i. Air Quality Impacts;
  - ii. Source Water Protection; and,
  - iii. Water Balance Assessments.
- b) For all buildings with a GFA of 600 square metres or greater and/or identified under Part 3 of the Ontario Building Code, the achievement of the following sustainability targets is encouraged:
  - i. Generally:
    - › Be certified LEED v4 Silver, or equivalent, or be compliant with the Town’s Green Development Standards Program, whichever is greater;
  - ii. For Energy:
    - › Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy consumption per ASHRAE 90.1-2010;

- › Include on-site renewable or alternative energy systems which produce at least 15% of building energy use;
- › Be “solar ready”, and maximize solar gains through:
  - + Orienting building to maximize potential for passive and active solar energy;
  - + Designing roofs to support solar panels and rough-ins for wiring needs;
  - + South facing windows;
- › Incorporate green/white or another high albedo roofing;
- › Use regionally and locally sourced building materials to the greatest extent possible;
- iii. For Water:
  - › Meet the requirements for two points under LEED v4 Credit Indoor Water Use Reduction (30% reduction) OR provide water consuming fixtures that are each at least 20% better than 6 LPF toilets, 2.2 GPM faucets and 2.5 GPM showers;
- iv. For Waste:
  - › Divert 75% of all construction waste away from landfill sites; and,
  - › Provide trisorting facilities for waste.
- c) For all buildings with a GFA of 600 square metres or less and/or identified under Part 9 of the Ontario Building Code, achievement of the following sustainability targets is encouraged:
  - i. For Energy:
    - › Be Energy Star certified. Grade-related residential units (3.5 storeys and less) to be designed to EnerGuide 83, or equivalent, per Energy Star for Homes;
    - › Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy consumption per ASHRAE 90.1-2010, which is 5 to 10% better than the Ontario Building Code;
    - › Include on-site renewable or alternative energy systems which produce at least 15% of building energy use. Alternatively, identify opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling;
    - › Be “solar ready”, and maximize solar gains through:
      - +Orienting building to maximize potential for passive and active solar energy;
      - + Designing roofs to support solar panels and rough-ins for wiring needs;
      - +South facing windows;

+ Incorporate green/white or another high albedo roofing;

+ Use regionally and locally sourced building materials to the greatest extent possible;

ii. For Water:

› Meet the requirements for 2 points under LEED v4 Credit Indoor Water Use Reduction (30% reduction), OR provide water consuming fixtures that are each at least 20% better than 6 LPF toilets, 2.2 GPM faucets and 2.5 GPM showers;

iii. For Waste:

› Divert 75% of all construction waste away from landfill sites.

#### H7.6.5.2 PARK SPACES + STREETSCAPES

a) For all new landscapes and streetscapes, the achievement of the following sustainability targets is encouraged:

i. For Energy:

› Require that new construction use regionally and locally sourced building materials to the greatest extent possible;

ii. For Water:

› For projects where soft landscapes exceed 5% of the building Ground Floor Area, meet the requirements of LEED v4 Credit Outdoor Water Use Reduction (50% reduction in irrigation water), or equivalent

› Promote sustainable landscape practices by requiring the use of water efficient, drought resistant Secondary Plant materials in parks, along streetscapes, and in public and private landscaping.

iii. For Waste:

› Divert 75% of all construction waste away from landfill sites; and,

iv. To mitigate heat island effects by:

› Locating trees or other Secondary Plantings to provide shading for a least 50% of sidewalks, patios, and driveways within 15 metres of new buildings; and,

› Installing light-colored paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.

#### H7.6.5.3 STORM WATER MANAGEMENT

a) All new development in Downtown Georgetown shall incorporate the following into its design for storm water management:

- i. Ensure that the maximum allowable annual runoff volume for the development site does not exceed the runoff under pre-development conditions;
  - ii. Promote the implementation of Low Impact Design Standards that emphasize the use of bioswales, innovative storm water and run-off techniques and practices, at-source infiltration, and greywater re-use systems, with reference to Conservation Authority guidelines ; and,
  - iii. As required by CTC Source Protection Plan policies, in locations where the Issue Contributing Area for chloride overlaps the Secondary Plan Area, design considerations will be required to ensure that measures to promote groundwater recharge limit the infiltration of runoff from areas where road salt is applied. Recharge enhancements in these areas should focus on infiltrating runoff from areas where road salt is not applied (i.e., greenspace, rooftops, etc
- b) Introduce green infrastructure, such as bioswales, within the street rights-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.
  - c) Require water conservation by including the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use, including absorbent landscaping, landscaped walls, cisterns, rain barrels, underground storage tanks and/or infiltration trenches.
  - d) Require landscaping using native, drought-tolerant Secondary Plants, a cost-effective landscape method to conserve water and other resources on a community-wide level.
  - e) Implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.
  - f) Require the installation of subsurface basins below parking lots to enable storm water to be stored and absorbed slowly into surrounding soils.

#### H7.6.5.4 NATURAL HERITAGE SYSTEM

- a) The Natural Heritage System is identified on Schedule H7-1 - Downtown Georgetown Land Use Plan. The Town recognizes the important contribution that Silver Creek makes to the creation of a vibrant and livable Downtown.
- b) The biodiversity, ecological function, and connectivity of the natural features within Downtown Georgetown shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features.

This Secondary Plan is intended to:

- i. Protect the health and water quality of Silver Creek;
- ii. Conserve biodiversity;
- iii. Protect all significant natural features and their ecological functions; and,

- iv. Protect surface and underground water resources.
- c) Lands within the Silver Creek valley system will be integrated with other open spaces and will accommodate a public trail where appropriate, in accordance with section B1A of the Halton Hills Official Plan, providing opportunities to link various neighbourhoods to the Downtown.
- d) Activities considered to be Significant Drinking Water Threats will be subject to the Credit Valley, Toronto and Region, Central Lake Ontario (CTC) Source Protection Plan policies.

#### H7.6.5.5 THE URBAN FOREST

- a) The urban forest includes trees and shrubs on public and private lands, provides ecological benefits, and assists in mitigating the urban heat island effect. Trees or other plantings shall be located throughout the Downtown to provide shading for sidewalks, parks and open spaces and other publicly accessible areas. To this end, the Town shall:
  - i. Implement tree protection policies, which will include a tree replacement ratio where tree removal is unavoidable;
  - ii. Implement street tree and naturalization programs to increase urban canopy cover; and,
  - iii. Require the planting of trees in all public works projects.
- b) The urban forest shall include a variety of trees that are hardy, resilient, non-invasive, salt tolerant, drought resistant, and low maintenance. All trees shall provide a large canopy and shade over sidewalks, parks, and open spaces. Native tree species are preferred in the urban forest, except in areas that are contained within/connected to the Natural Heritage System designation, where any new trees planted should be native varieties that are common to the surrounding system.

#### H7.6.5.6 LOCAL FOOD PRODUCTION

- a) The creation of opportunities for local food production is supported by the Town. Development plans and building designs shall consider opportunities for local food growing and production through:
  - i. Community gardens;
  - ii. Edible landscapes;
  - iii. Food-related home occupations/industries;
  - iv. Small and medium scaled food retailers; and,
  - v. Local market space (i.e. a farmer's market).

#### H7.6.5.7 SUSTAINABILITY CERTIFICATION

- a) Design, construction, and monitoring within the Downtown should be evaluated in accordance with the EcoDistricts rating system, WELL Building Standard, and Active Design Guidelines

(Center for Active Design). Equivalent rating systems, or other similar rating/evaluation approaches may be considered by the Town.

- b) The design and deployment of infrastructure shall be evaluated in accordance with the Envision Systems rating system, a rating system and Secondary Planning guide for sustainable infrastructure projects.

## H7.7 MOBILITY POLICIES

### H7.7.1 THE STREET NETWORK

- a) The street network serving Downtown Georgetown will be redeveloped over time utilizing the principles of “complete streets”, with appropriate facilities provided for pedestrians, cyclists, transit and cars/trucks. The street network and mobility opportunities within the Downtown are identified on Schedule H7-3 - Downtown Georgetown Active Transportation Plan.
- b) Alternative design standards and opportunities for public or private ownership for the street network are encouraged by this Secondary Plan.
- c) Lanes widths for vehicular travel shall be minimized, and traffic control measures will be implemented, while still allowing for transit and emergency services circulation. Pedestrian spaces and landscaped boulevards should be maximized to support active transportation initiatives.

### H7.7.2 PUBLIC TRANSIT

- a) The Town will develop an enhanced transit system for Georgetown that includes the Downtown, when population levels justify such an enhanced system. Transit services will be implemented on a phased basis and based on acceptable operational and financial criteria.
- b) Development within Downtown Georgetown must contribute to the creation of a sufficient density to make transit feasible and efficient in the long-term. As such, this Secondary Plan promotes compact and intensified development to support future transit services.
- c) This Secondary Plan is designed in anticipation of a transit service that has convenient links to, between, and through major destinations within the community, and to the broader region. Transit supportive design requires the following:
  - i. Locate stops within a 5-minute walk of a destination. The maximum walking distance for residents is generally 200 to 400 metres (3 to 5-minute walk);
  - ii. Ensure the coordination of the transit network with the multi-use trails and the sidewalk system to further the accessibility of transit; and,
  - iii. The Town will provide a range of transit facility amenities including but not limited to: bicycle parking, weather protection, seating, waste baskets, lighting, route information, and automated fare machines at transit stops.

### H7.7.3 ACTIVE TRANSPORTATION

- a) This Secondary Plan provides for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling and other non-motorized forms of transportation. This Secondary Plan requires that all development contribute to the creation of a walkable and connected Downtown with multiple destinations within walking distance of all residents and visitors to the Downtown.
- b) Sidewalks, bike lanes, and multi-use trails will connect to public sidewalks and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation.
- c) Active transportation routes, such as sidewalks, bike lanes, trails, and multi-use trails will include streetscaping elements that promote pedestrian and cyclist comfort and safety and will be designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act.

#### H7.7.4 MULTI-USE TRAILS

- a) Multi-use trails are identified conceptually on Schedule H7-3 - Downtown Georgetown Active Transportation Plan and a component of the active transportation network for use by pedestrians, cyclists, and other non-motorized modes of transportation, and are a crucial component of an integrated parks and open space system.
- b) In developing a comprehensive multi-use trail system throughout the Downtown, the following shall apply:
  - i. The multi-use trails network will include and link to trails adjacent to, or within the Silver Creek Valley, other parks and open spaces, and the sidewalks and bike lanes within the street network; and,
  - ii. Where a multi-use trail is adjacent to, or within the Silver Creek Valley, it will be designed to avoid and mitigate impact on the features and its associated ecological and hydrogeological functions, including the requirement to utilize native, non-invasive plant materials in accordance with Section B1A of the Halton Hills Official Plan.

#### H7.7.5 TRANSPORTATION DEMAND MANAGEMENT

- a) Appropriate Transportation Demand Management measures to reduce single occupancy automobile trips will be identified in transportation studies that accompany development applications. This could include strategies to enhance the use of transit, provide preferential carpool parking, and/or requirements for bicycle facilities.

#### H7.7.6 PARKING

- a) Alternative (reduced) parking requirements are expected to be necessary to address new development forms and broader community needs within Downtown Georgetown in the future. The following policies will be considered in establishing an appropriate parking supply within the Downtown:
  - i. All new residential development shall provide adequate parking, in consideration of Downtown Georgetown's urban context and proximity to the Georgetown GO Station.



- ii. The Town currently provides, and should continue to provide public parking areas (surface lots and/or structured parking facilities) within the Downtown to augment the supply of parking for bicycles and automobiles;
- iii. Where new development is proposed within 250 metres of an existing public parking facility, the Town may, subject to a Parking Needs Study, reduce the minimum non-resident parking requirement, identified in the Zoning By-law in recognition of the enhanced public parking supply; and,
- iv. Where a development proposal is unable, or does not wish to provide all of the required parking spaces, the Town may accept cash-in-lieu of parking spaces. The minimum parking requirement shall be used to calculate any parking space deficiency.

The cost of each parking space shall be established by the Town, and may be waived for any specific development, at the discretion of the Town. The funds raised through this provision shall be utilized by the Town solely for the purchase of property for public parking and/or the building of public parking within the boundaries of the Downtown.

- b) All new development will include EV charging stations.
- c) All new development shall include parking for bicycles, in accordance with the following:
  - i. Provide bicycle parking at retail, commercial, and employment areas, as well as at destinations to promote purposeful cycling;
  - ii. Provide bike storage sheltered from weather for 15% of total building occupants for all multiple and apartment form residential developments; and,
  - iii. For non-residential development, place accessible and secure bike racks at the front of buildings.

## H7.8 IMPLEMENTATION POLICIES

- a) All development within Downtown Georgetown shall be subject to the Implementation Policies of the Town of Halton Hills Official Plan, in addition to the following more specific policies:

### H7.8.1 COMMUNITY IMPROVEMENT

- a) All lands within Downtown Georgetown are identified as within the Halton Hills Comprehensive Community Improvement Plan (CIP). The Town will use the CIP to further the objectives of this Secondary Plan.

### H7.8.2 DOWNTOWN BUSINESS IMPROVEMENT AREA

- a) All lands within Downtown Georgetown are included within the boundaries of the Downtown Business Improvement Area (BIA). The Town will work with the BIA to further implement the objectives of this Secondary Plan.

### H7.8.3 HERITAGE CONSERVATION DISTRICT

- a) The Town may consider the establishment of a Heritage Conservation District under Part V of the Heritage Act for the area identified as Potential Heritage Conservation District on the map included as Appendix III - Downtown Georgetown Cultural Heritage Resources.

#### H7.8.4 SITE PLAN CONTROL

- a) Where Site Plan Control is required, no building permit may be issued by the Town without first reviewing the development application in the context of the Vision, Principles, Objectives and Policies identified within this Secondary Plan, as well as in consideration of the Design Guidelines attached to this Secondary Plan as Appendix II.

#### H7.8.5 SERVICING

- a) Ensuring sufficient municipal servicing capacity to accommodate the anticipated growth is critical to the success of this Secondary Plan. The Town shall complete an Area Servicing Plan for the Secondary Plan Area developed in accordance with the Region's Water and Wastewater Master Plan, the Regional Official Plan, Development Charges Background Study, and the Region's financing policies for growth infrastructure to the satisfaction of Halton Region.
- b) Until the requirements of H7.8.5 a) are met, development applications shall be required to complete supplemental servicing analysis in addition to the requirements for a Functional Servicing Report detailed in section H7.8.6 a), to the satisfaction of the Town and Halton Region. Requirements shall include:
  - › Water and wastewater hydraulic modeling to include analysis of the local Functional Servicing Report area as well as the impacted area external to the Secondary Plan area in order to confirm there are no system capacity constraints accumulatively.
- c) Notwithstanding H7.8.5 b), the requirements for supplemental servicing analysis may be scoped or waived at the sole discretion of Halton Region.
- d) Upon completion of the requirements of H7.8.5 a), Functional Servicing Reports shall be completed in accordance with section H7.8.6 a) and the Downtown Georgetown Area Servicing Plan to the satisfaction of the Town and Halton Region.

#### H7.8.6 COMPLETE APPLICATION REQUIREMENTS

- a) A development application under the Planning Act will be required in accordance with section G12 of the Halton Hills Official Plan. In addition to the requirements in section G12, the following policies apply:
  - i. As part of the land use planning report an analysis of current rental housing supply, demand and risk of loss through development.
  - ii. Where required by the policies of the Town of Halton Hills Official Plan and/or Regional Official Plan, an Environmental Impact Assessment will be prepared in support of applications for proposed development or site alteration. The EIA will be prepared in accordance with the Downtown Georgetown Natural Heritage Assessment, Regional Official Plan, and the Halton Region Environmental Impact Assessment Guideline to the satisfaction of the Town, the Region, and the Conservation Authority. In particular, the EIA must identify the appropriate buffer width in conjunction with other mitigation

techniques to ensure the features and functions of the NHS are protected, and include an environmental management strategy.

- iii. Functional Servicing Reports shall be prepared in accordance with section H7.8.5, specifying how water and wastewater servicing will be provided for proposed developments. The Functional Servicing Report will be prepared to the satisfaction of the Town and Halton Region and must include, at a minimum:
  - › Servicing design requirements;
  - › A preferred servicing plan based on analysis of servicing requirements, in accordance with Downtown Georgetown Area Servicing Plan as well as the current Water and Wastewater Master Plan;
  - › Preliminary sizing and location of water and wastewater infrastructure.

## H7.8.7 COMMUNITY BENEFITS

### H7.8.7.1 HEIGHT BONUSING

- a) In considering the use of a height bonus under Section 37 of the Planning Act, the Town shall ensure:
  - i. The development has appropriately applied the tests for compatible development and built form transition, and is representative of good planning;
  - ii. The proposed community benefits are to be located within the boundaries of Downtown Georgetown;
  - iii. Where cash-in-lieu of a community benefit is accepted by the Town, the funds shall be spent on appropriate community benefits within Downtown Georgetown; and,
  - iv. The community benefit, or cash for a community benefit shall be used to help ameliorate the impacts on the community generally attributable to the permitted height bonus.
  - v. In determining community benefits, the following shall be considered priorities for Downtown Georgetown:
    - › Improvements to public parks, including parkland acquisition;
    - › Improvements to public streetscapes;
    - › Establishment of new, or enhancements to existing public art installations;
    - › Establishment of new, or expansions to existing non-profit community services and facilities, including child care;
    - › Improvements to library and/or museum facilities;

- › Additional affordable housing units;
  - › The conservation of identified cultural heritage resources; and/or,
  - › Achievement of the Sustainable Design Policies of this Plan.
- b) Notwithstanding the maximum height for Mid- Rise I Buildings identified in this Secondary Plan, the Town may only consider the achievement of any height above 4 storeys in exchange for the provision of community benefits, in accordance with the provisions of Section 37 of the Planning Act, the Planning Act, as they are expressed in the Town of Halton Hills Official Plan. The Town may establish a lower parkland dedication requirement that is applicable specifically within Downtown Georgetown.

#### H7.8.7.1 HEIGHT BONUSING

- a) All development within the Downtown shall be subject to the parkland dedication requirements of the Planning Act, as they are expressed in the Town of Halton Hills Official Plan. The Town may establish a lower parkland dedication requirement that is applicable specifically within Downtown Georgetown.
- b) In addition, Section 37 of the Planning Act may be used to acquire land, or provide funds to build components of the Pedestrian Realm Network, and the Development Charges Act can be used to fund Pedestrian Realm development/improvements that are required to properly accommodate a growing population. Public Art contributions shall be secured through Section 37 of the Planning Act.
- c) All developments on sites less than 1,000 square metres in size shall be required to dedicate land and/or make a cash-in-lieu of parkland payment.
- d) All primarily residential development on sites greater than 1,000 square metres shall include:
- i. An Urban Square or Pocket Park with a minimum frontage on a public street of 7.5 metres, and a minimum size of 75 square metres. Larger sites shall include larger Pocket Parks/Urban Squares;
  - ii. Enhanced Connecting Links with a minimum width of 6 metres (indoor or outdoor); and/or,
  - iii. A cash or additional land contribution that makes up any land dedication shortfall, once the minimum of 7.5 percent of the land area has been dedicated.

#### 7.8.8 DEVELOPMENT MONITORING

- a) The Town shall establish a development monitoring program, in consultation with Halton Region, for the Downtown Georgetown lands to track and report on the status of development (both allocated and built units) on an annual basis. This may include:
- i. Level of population and employment growth;

- ii. Supply of existing lots and number of building permits granted;
- iii. General achievement of housing mix targets;
- iv. Building permits granted; and
- v. Development application status.

## H7.9 SPECIAL POLICY AREAS

- a) Special Policy Areas apply to those lands shown on Schedule H7-1 and/or H7-2 that are the subject of a land use policy that is specific to a property or area. All other relevant policies of this Secondary Plan are applicable unless otherwise modified or exempted by the provision specific to each Special Policy Area.

### H7.9.1 SPECIAL POLICY AREA 1

- a) In addition to the policies of the Historic Main Street Area and any other applicable policies of this Secondary Plan, development on the site identified as Special Policy Area 1 on Schedule H7-1 - Downtown Georgetown Land Use Plan and Schedule H7-2 - Downtown Georgetown Built Form shall be subject to the provisions of By-Law No. 2017-0064, as enacted by the Ontario Municipal Board Order / Decision of November 1, 2017.

### H7.9.2 SPECIAL POLICY AREA 2

- a) The lands designated Major Parks and Open Space Area, and identified as Special Policy Area 2 on Schedules H7-1 and H7-2, function as a gateway to the Downtown Georgetown Area. Notwithstanding this designation, the lands are classified as a Neighbourhood Park and are subject to the policies contained in Section F7.3.4.2 of the Official Plan.