



COUNCIL MEETING AGENDA MAY 7, 2018

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THE CORPORATION OF THE TOWN OF HALTON HILLS

COUNCIL MEMBERS

MAYOR Rick Bonnette

AREA COUNCILLORS

REGIONAL COUNCILLORS

Wards 1 and 2 Clark A. Somerville

Wards 3 and 4 Jane Fogal

Ward 1 Jon Hurst
Michael Albano

Ward 2 Ted Brown
Bryan Lewis

Ward 3 Moya Johnson
Dave Kentner

Ward 4 Bob Inglis
Ann Lawlor

STAFF

B. Marshall	Chief Administrative Officer	J. Diamanti	Commissioner of Corporate Services
W. Harris	Commissioner of Recreation & Parks	S. Jones	Clerk & Director of Legislative Services
C. Mills	Commissioner of Transportation & Public Works	J. deHooze	Commissioner and Chief of Fire Services
J. Linhardt	Commissioner of Planning & Sustainability	M. Leighton	Town Treasurer & Manager of Accounting

2018 COUNCIL MEETING DATES

Monday, January 15
Monday, February 5
Tuesday, March 6
Monday, March 26

Monday, April 16
Monday, May 7
Monday, June 11
Monday, July 9

Monday, September 16
Monday, November 19
Monday, December 11



AGENDA COUNCIL MEETING

Monday, May 7, 2018, Call to Order 6:00 p.m. in Council Chambers
Halton Hills Town Hall, Council Chambers
1 Halton Hills Drive

WE REQUEST YOUR CO-OPERATION IN MAINTAINING THE FOCUS AT COUNCIL MEETINGS. PLEASE REFRAIN FROM TALKING DURING DELEGATION PRESENTATIONS, AND PLEASE ENSURE THAT ALL PAGERS AND CELLULAR TELEPHONES ARE SWITCHED TO A NON-AUDIBLE FUNCTION

	Pages
1. OPENING OF THE COUNCIL MEETING 6:00 p.m. Council Chambers	
2. CLOSED MEETING/CONFIDENTIAL REPORTS FROM OFFICIALS	
3. RECESS AT THE CALL OF THE CHAIR	
4. RECONVENE INTO OPEN SESSION	
5. NATIONAL ANTHEM	
6. ANNOUNCEMENTS	
a. Volunteer Halton Awards	
b. Health and Safety Week	
c. Emergency Preparedness Week	
7. EMERGENCY BUSINESS MATTERS	
8. DISCLOSURES OF PECUNIARY INTEREST/CONFLICT OF INTEREST	
9. COUNCIL DELEGATIONS/PRESENTATIONS	
10. RESOLUTION PREPARED TO ADOPT THE MINUTES OF THE PREVIOUS MEETING(S) OF COUNCIL	

- a. Minutes of the Council Meeting held on April 16, 2018. 5
- b. Public Meeting (2018-0001) dated April 16, 2018. 18
- c. Public Meeting (2018-0002) dated April 16, 2018. 21
- d. Confidential minutes of the Council meeting held on April 16, 2018.

(Under Separate Cover)

11. GENERAL COMMITTEE

COUNCIL TO CONVENE INTO GENERAL COMMITTEE

Councillor B. Lewis, Chair

Vet Reports to be considered at General Committee

- a. Public Meetings / Hearings
 - 1. 6:15 p.m. - Public Meeting regarding Vision Georgetown Secondary Plan

Public Meeting regarding Vision Georgetown Secondary Plan.
(Refer to Item No. 11.c.1 of this agenda)
 - 2. 7:00 p.m. - Public Meeting regarding Premier Gateway Phase IB - Secondary Plan

Public Meeting regarding Premier Gateway Phase IB - Secondary Plan - Draft OPA 30 and Draft OPA 31
(Refer to Item No. 11.c.2 of this agenda)

b. Delegations/Presentations regarding items in General Committee

c. Municipal Officers Reports to be Considered by General Committee

All Reports and Memorandums considered in General Committee are deemed "Emergency Action Items" or "For Information Items" which require final disposition by Council at this meeting.

Reports will be automatically held if there is a presentation, delegation, or public meeting on the matter.

- 1. **REPORT NO. PLS-2018-0032 (AUTOMATIC HOLD)** 25

PLANNING AND SUSTAINABILITY REPORT NO. PLS-2018-0032 dated April 18, 2018 regarding Statutory Public Meeting Report for the Draft Vision Georgetown Secondary Plan.

2.	REPORT NO. PLS-2018-0029 (AUTOMATIC HOLD)	88
	PLANNING AND SUSTAINABILITY REPORT NO. PLS-2018-0029 dated April 19, 2018 regarding Statutory Public Meeting Report – Premier Gateway Phase 1B Secondary Plan – Draft OPA 30 and Draft OPA 31.	
3.	REPORT NO. PLS-2018-0034	189
	PLANNING AND SUSTAINABILITY REPORT NO. PLS-2018-0034 dated April 19, 2018 regarding Application for Removal of Holding (H1) Provision File No.: D14ZBA18.001H – HHVHI 16 Subdivision (Phase 6) Location: Part Lot 11, Concession 10 Esquesing, Town of Halton Hills (Georgetown).	
4.	REPORT NO. ADMIN-2018-0017	197
	OFFICE OF THE CAO REPORT NO. ADMIN-2018-0017 dated April 20, 2018 regarding Overview and Implications of the Province’s “Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring” Policy Proposal.	
5.	REPORT NO. CORPSERV-2018-0012	209
	CORPORATE SERVICES REPORT NO. CORPSERV-2018-0012 dated March 19, 2018 regarding Remuneration and Expenses Paid to Members of Council and Others During the Year 2017.	
	(Deferred from the Community and Corporate Affairs Committee Meeting of April 9, 2018)	
	d. Adjourn back into Council	
12.	REPORTS AND RECOMMENDATIONS FORWARDED FROM GENERAL COMMITTEE FOR APPROVAL	
13.	REPORTS OF THE STANDING COMMITTEES (ADOPTION / RECEIPT OF MINUTES & RECOMMENDATIONS)	
a.	Report of the Community and Corporate Affairs Committee Meeting held on April 30, 2018.	213
b.	Report of the Planning, Public Works and Transportation Committee Meeting held on April 30, 2018.	220
c.	Confidential Minutes of the Community and Corporate Affairs Meeting held on April 30, 2018.	
	(Under Separate Cover)	
14.	RECEIPT OF MINUTES OF ADVISORY/SPECIAL COMMITTEES	
a.	Minutes of the Committee of Adjustment Meeting held on March 7, 2018.	225

b.	Minutes of the Halton Hills Public Library Board Meeting held on March 14, 2018.	231
15.	PETITIONS/COMMUNICATIONS/MOTIONS	
a.	Support of Aggregate Property Appeal by the County of Wellington	236
16.	ADVANCE NOTICE OF MOTION	
	Motion(s) to be brought forward to the next meeting of Council.	
17.	MOTION TO RECEIVE AND FILE GENERAL INFORMATION PACKAGE	238
	Resolution prepared to receive the General Information Package dated May 7, 2018, for information.	
18.	MOTION TO APPROVE CLOSED SESSION ITEMS	
	(Council to reconvene into Closed Session if required)	
19.	CONSIDERATION OF BYLAWS	
a.	2018-0021	288
	A By-law to provide for the levy and collection of rates or levies required for the Town of Halton Hills for the year 2018 and to provide for the mailing of notices for the payment of taxes.	
b.	2018-0022	305
	A By-law to remove the Holding Provision from Zoning By-law 2010-0050, as amended, for lands described as Part Lot 11, Concession 10 Esquesing, Town of Halton Hills, Regional Municipality of Halton (Georgetown South).	
c.	2018-0023	307
	A By-law to adopt the proceedings of the Council Meeting held on the 7th day of May, 2018 and to authorize its execution.	
20.	ADJOURNMENT	



* Denotes Change From Council Agenda

MINUTES

COUNCIL MEETING

MONDAY, APRIL 16, 2018

The Town of Halton Hills Council met this 16th day of April, 2018, in the Council Chambers, Halton Hills Town Hall, commencing at 4:30 p.m., with Mayor R. Bonnette in the Chair, and continued in Council Chambers at 6:25 p.m.

MEMBERS PRESENT: Mayor R. Bonnette (departed at 7:45 p.m.), Councillors M. Albano, T. Brown, J. Fogal, J. Hurst, B. Inglis, M. Johnson, D. Kentner, A. Lawlor, B. Lewis, C. Somerville

STAFF PRESENT:
(Open Session)

J. Diamanti, Commissioner of Corporate Services;
W. Harris, Commissioner of Recreation and Parks;
J. Linhardt, Commissioner of Planning and Sustainability;
M. Leighton; Treasurer and Manager of Accounting;
S. Jones, Clerk and Director of Legislative Services;
M. Van Ravens, Acting Commissioner of Transportation and Public Works; H. Olivieri, Deputy Fire Chief; G. Cannon, Director of Library Services; J. Markowiak, Acting Manager of Development Review;
J. Jelsma, Manager of Development Engineering; B. King, Manager of Community and Adult Services; R. Cockfield; Senior Policy Intergovernmental Affairs Advisor; T. Boutassis, Planner – Development Review; R. Brown, Deputy Clerk; K. Withers, Enforcement Coordinator – Lead Customer Service Specialist; J. McMulkin, Planner Policy – Development Review; V. Petryniak, Deputy Clerk

STAFF PRESENT:
(Closed Session)

J. Diamanti, Commissioner of Corporate Services;
W. Harris, Commissioner of Recreation and Parks;
J. Linhardt, Commissioner of Planning and Sustainability;
J. DeHooe, Fire Chief
M. Leighton; Treasurer and Manager of Accounting;
M. Van Ravens, Acting Commissioner of Transportation and Public Works; G. Cannon, Director of Library Services; R. Cockfield, Senior Policy Intergovernmental Affairs Advisor; A. Fuller, Manager of Communications; S. Burke, Manager of Planning (present for Item 2B), Policy; S. Jones, Clerk and Director of Legislative Services

1. OPENING OF THE COUNCIL MEETING

Mayor R. Bonnette called the meeting to order at 4:30 p.m. in the Council Chambers.

2. CLOSED SESSION/CONFIDENTIAL REPORTS AND MEMORANDUMS FROM OFFICIALS

Resolution No. 2018-0064

Moved by: Councillor M. Albano

Seconded by: Councillor B. Lewis

THAT the Council of the Town of Halton Hills meet in closed session in order to address the following matters:

- A. A. SKIDMORE, PRESIDENT & CEO OF HALTON HILLS HYDRO INC.
Presentation to Council regarding a trade secret or scientific, technical, commercial or financial information that belongs to the municipality or local board and has monetary value or potential monetary value. (2018 Halton Hills Hydro Business Plan)
- B. PLANNING & SUSTAINABILITY, REPORT NO. PLS-2018-0028 dated April 5, 2018 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and Advice that is subject to solicitor-client privilege, including communications necessary for that purpose. (OMB Matter)

CARRIED

Council convened into Closed Session at 4:32 p.m.

3. RECESS AT THE CALL OF THE CHAIR

Mayor R. Bonnette called for a recess at 6:02 p.m.

4. RECONVENE INTO OPEN SESSION

Resolution No. 2018-0065

Moved by: Councillor T. Brown

Seconded by: Councillor M. Johnson

That the Council of the Town of Halton Hills reconvene this meeting in open session.

CARRIED

5. NATIONAL ANTHEM

6. ANNOUNCEMENTS

Mayor Bonnette announced that Brampton Brick has **withdrawn** its appeal at the OMB and **withdrawn** the Norval Quarry **application**. He noted that this is good news for the community.

7. EMERGENCY BUSINESS MATTERS

N/A

8. DISCLOSURES OF PECUNIARY INTEREST/CONFLICT OF INTEREST

The Mayor called upon Members of Council to declare any pecuniary interest they might have on the agenda this date.

None were declared.

9. COUNCIL DELEGATIONS/PRESENTATIONS

Nil

10. REPORTS AND RECOMMENDATIONS FORWARDED FROM THE PREVIOUS GENERAL COMMITTEE MEETING OF MARCH 26, 2018.

NIL

10.1 Resolution prepared to adopt the Minutes of the previous meeting of Council;

Resolution No. 2018-0066

Moved by: Councillor C. Somerville

Seconded by: Councillor J. Hurst

THAT the following minutes are hereby approved:

- A. Minutes of the Council Meeting held on March 26, 2018.
- B. Minutes of the Council Workshop held on March 26, 2018.
- C. Confidential Minutes of the Council Meeting held on March 26, 2018.
- D. Confidential Minutes of the Council Workshop held on March 26, 2018.

CARRIED

11. GENERAL COMMITTEE

Resolution No. 2018-0067

Moved by: Councillor B. Inglis

Seconded by: Councillor B. Lewis

THAT Council do now convene into General Committee.

CARRIED

Councillor A. Lawlor assumed the role of Presiding Officer.

11.1 Public Meetings / Hearings

6:15 p.m. Public Meeting Housekeeping Amendment to Comprehensive
Zoning By-law No. 2010-0050
Location: 249-251 Guelph Street (Georgetown)

(Refer Item No. 11.3A of these Minutes, Report No. PLS-2018-0022)

(Public Meeting Minutes (2018-0001) attached as Appendix A)

6:30 p.m. Public Meeting Proposed Zoning By-law Amendment to permit the development of twelve 3-storey residential townhouse units along a private driveway. Location: 12 Church Street East (Acton).

(Refer Item No. 11.3B of these Minutes, Report No. PLS-2018-0017)

(Public Meeting Minutes (2018-0002) attached as Appendix B)

11.2 Delegations/Presentations regarding items in General Committee

- A. Beverley King, Manager of Community and Adult Services
Presentation to General Committee regarding eLearning Service:
Lynda.com.

(PowerPoint on file in the Clerk's Office)

(Refer to Item No. 11.3C of these Minutes, Report No. LIB-2018-0003)

Ms. King provided an overview of the library's new online video-based learning library. Lynda.com offers numerous programs related to businesses, creativity and technology. The program is available at the library and on the library's website.

11.3 Municipal Officers Reports and Memorandums Considered by General Committee

* Denotes Change From Municipal Officers Report Recommendation

- A. PLANNING & SUSTAINABILITY, REPORT NO. PLS-2018-0022
dated March 26, 2018 regarding Housekeeping Amendment to Comprehensive Zoning By-law No. 2010-0050. Location: 249-251 Guelph Street (Georgetown).

Recommendation No. GC-2018-0027

THAT Report No. PLS-2018-0022 dated March 26, 2018, with respect to the Public Meeting for the "Proposed Housekeeping Amendment to Comprehensive Zoning By-law No. 2010-0050, for the lands legally described as Lots 3 and 4, Plan 1269, Except Parcels J and K, Plan 92, and Parts 1, 2 and 4, Plan 20R-18893, Town of Halton Hills, Regional Municipality of Halton, municipally known as 249-251 Guelph Street (Georgetown)", be received;

AND FURTHER THAT all agency and public comments be referred to staff for a further report regarding the disposition of this matter.

CARRIED

- B. PLANNING & SUSTAINABILITY, REPORT NO. PLS-2018-0017
dated April 4, 2018 regarding Proposed Zoning By-law Amendment to permit the development of twelve 3-storey residential townhouse units along a private driveway. Location: 12 Church Street East (Acton).

Recommendation No. GC-2018-0028

THAT Report No. PLS-2018-0017, dated April 4, 2018, with respect to the Public Meeting for a “Proposed Zoning By-law Amendment to permit the development of twelve 3-storey residential townhouse units located along a private laneway, File No. D14ZBA17.002, submitted by D and M Developers Inc., for the lands legally known as Lot 277, MUP 1098; Part Lots 1 to 4, Block 15, Plan 31, Town of Halton Hills, Regional Municipality of Halton, municipally known as 12 Church Street East (Acton)”, be received;

AND FURTHER THAT all agency and public comments be referred to staff for a further report regarding the disposition of this matter.

CARRIED

- C. LIBRARY SERVICES, REPORT NO. LIB-2018-0003 dated March 27, 2018 regarding eLearning Service: Lynda.com.

Recommendation No. GC-2018-0029

THAT Report No. LIB-2018-0003 dated March 27, 2018 regarding e-Learning service: Lynda.com be received.

CARRIED

- D. OFFICE OF THE CAO, REPORT NO. ADMIN-2018-0012 dated March 16, 2018 regarding 2018-2022 Multi-Year Accessibility Plan.

Recommendation No. GC-2018-0030

THAT Report No. ADMIN-2018-0012 dated March 16, 2018 regarding the 2018-2022 Multi-year Accessibility Plan be received;

AND FURTHER THAT Council endorse the 2018-2022 Multi-Year Accessibility Plan for the Town of Halton Hills (Appendix A).

CARRIED

- E. OFFICE OF THE CAO, REPORT NO. ADMIN-2018-0013 dated March 27, 2018 regarding Updated Use of Corporate Resources in an Election Year Policy.

Recommendation No. GC-2018-0031

THAT Report No. ADMIN-2018-0013 dated March 27, 2018 regarding Updated Use of Corporate Resources in an Election Year Policy be received;

AND FURTHER THAT the Use of Corporate Resources during an Election Year Policy, attached as Appendix A to this report be approved and PLCY-CL-2017-0005 be repealed.

CARRIED

11.4 Adjourn back into Council

Recommendation No. GC-2018-0032

THAT General Committee do now reconvene into Council.

CARRIED

12. REPORTS AND RECOMMENDATIONS FORWARDED FROM GENERAL COMMITTEE FOR APPROVAL

A. Resolution No. 2018-0068

Moved by: Councillor D. Kentner

Seconded by: Councillor J. Hurst

THAT the following recommendations from the April 16, 2018 General Committee Meeting are hereby adopted:

GC-2018-0027, GC-2018-0028

Gc-2018-0029, GC-2018-0030

GC-2018-0031

CARRIED

13. REPORTS OF THE STANDING COMMITTEES (ADOPTION/RECEIPT OF MINUTES & RECOMMENDATIONS)

Resolution No. 2018-0069

Moved by: Councillor J. Hurst

Seconded by: Councillor B. Lewis

THAT the following items are hereby approved:

- A. Report of the Community & Corporate Affairs Committee Meeting held on April 9, 2018.
- B. Report of the Planning, Public Works and Transportation Committee Meeting held on April 10, 2018.
- C. Confidential Minutes of the Community & Corporate Affairs Committee Meeting held on April 9, 2018.

CARRIED

14. RECEIPT OF MINUTES OF ADVISORY/SPECIAL COMMITTEES

Resolution No. 2018-0070

Moved by: Councillor T. Brown

Seconded by: Councillor M. Johnson

THAT the following minutes are hereby received for information:

- A. Minutes of the Heritage Halton Hills meeting held on March 21, 2018.

CARRIED

15. PETITIONS/COMMUNICATIONS/MOTIONS

- A. Support of Chicago Charter on Climate Change

Resolution No. 2018-0071

Moved by: Councillor C. Somerville

Seconded by: Councillor J. Hurst

WHEREAS Town of Halton Hills Mayor Rick Bonnette attended the North American Climate Change Summit which took place in Chicago December 4-7, 2017;

AND WHEREAS municipal leaders from around the world attended the summit to combat climate change and the devastating impact on our planet and its citizens;

AND WHEREAS Mayor Rick Bonnette signed the Chicago Climate Change Charter to affirm his commitment, on behalf of the Town of Halton Hills to stand together with municipal leaders from around the world to combat climate change, and make the necessary changes within our community to put an end to climate change and ensure the protection of our planet.

THEREFORE BE IT RESOLVED that Council for the Town of Halton Hills supports the signing of the Chicago Climate Change Charter and the commitment made to combat climate change;

AND FURTHER THAT a copy of this resolution be forwarded to Rahm Emanuel, Mayor of the City of Chicago, M. Chong, M.P., T. Arnott, M.P.P., FCM, AMO, Halton Region, City of Burlington, Town of Oakville, Town of Milton, the Minister of Environment and Climate Change for Ontario and the Minister of Environment and Climate Change for Canada.

CARRIED

B. Support of Pay for Use Child Care at Association of Municipalities of Ontario Conferences

Resolution No. 2018-0072

Moved by: Councillor C. Somerville

Seconded by: Councillor M. Johnson

WHEREAS the Town of Essex Town Council passed a motion on March 5, 2018 requesting that the Association of Municipalities of Ontario (AMO) and the Federation of Canadian Municipalities (FCM) to offer user pay childcare services at conferences during conference hours for elected and municipal officials when they attend with their families;

AND WHEREAS FCM already offers childcare services at conferences during conference hours;

AND WHEREAS the Council for the Town of Halton Hills wishes to support this request to offer user pay childcare services for AMO Conferences.

THEREFORE BE IT RESOLVED that Council for the Town of Halton Hills supports the Town of Essex motion with respect to requesting the Association of Municipalities of Ontario (AMO) to offer user pay childcare services at conferences during conference hours;

AND FURTHER THAT a copy of this motion be sent to the Association of Municipalities of Ontario (AMO), Town of Essex, Town of Milton, Town of Oakville, City of Burlington and Region of Halton.

CARRIED

C. Support of Human Values Day

Resolution No. 2018-0073

Moved by: Councillor J. Fogal

Seconded by: Councillor M. Johnson

WHEREAS the Walk for Values started in 2003 when street violence took place in the Malvern area of Toronto;

AND WHEREAS the Walk for Values and recognition of Human Values Day is a community based initiative that helps raise awareness of five important values: love, peace, truth, non-violence and right conduct;

AND WHEREAS these values are inherent in all creeds, countries, cultures and communities, making these values true "Values without Borders";

AND WHEREAS the Town of Halton Hills a “Community of Character” is for the greatest benefit of all our citizens.

THEREFORE BE IT RESOLVED that the Council of the Town of Halton Hills hereby supports April 24, 2018 as “Human Values Day”.

CARRIED

16. ADVANCE NOTICE OF MOTION

N/A

17. MOTION TO RECEIVE AND FILE GENERAL INFORMATION PACKAGE

Resolution No. 2018-0074

Moved by: Councillor M. Johnson
Seconded by: Councillor T. Brown

THAT the General Information Package dated April 16, 2018 be received.

CARRIED

18. RECONVENE INTO CLOSED MEETING

The following items pertain to Item #2 of these minutes.

2A

A. SKIDMORE, PRESIDENT & CEO OF HALTON HILLS HYDRO INC. Presentation to Council regarding a trade secret or scientific, technical, commercial or financial information that belongs to the municipality or local board and has monetary value or potential monetary value. (2018 Halton Hills Hydro Business Plan)

Resolution No. 2018-0075

Moved by: Councillor B. Inglis
Seconded by: Councillor D. Kentner

THAT the presentation by A. Skidmore, President & CEO of Halton Hills Hydro Inc. Council regarding a trade secret or scientific, technical, commercial or financial information that belongs to the municipality or local board and has monetary value (2018 Halton Hills Hydro Business Plan) be received.

CARRIED

2B

PLANNING & SUSTAINABILITY, REPORT NO. PLS-2018-0028 dated April 5, 2018 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and Advice that is subject to solicitor-client privilege, including communications necessary for that purpose. (OMB Matter)

Resolution No. 2018-0076

Moved by: Councillor J. Fogal
Seconded by: Councillor B. Inglis

THAT Report No. PLS-2018-0028 dated April 5, 2018 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and advice that is subject to solicitor-client privilege, including communications necessary for that purpose (OMB/LPAT Matter) be received;

AND FURTHER THAT Staff carry out Council's direction on this matter.

CARRIED

19. CONSIDERATION OF BY-LAWS

Resolution No. 2018-0077

Moved by: Councillor M. Albano
Seconded by: Councillor J. Fogal

THAT the following Bills are hereby passed by Council;

AND THAT the Mayor and Clerk are hereby authorized to execute the said by-laws and affix the seal of the Corporation thereto.

2018-0019 A By-law to Appoint Inspectors for the Enforcement of the Building Code Act for the Town of Halton Hills.

2018-0020 A By-law to adopt the proceedings of the Council meeting held on the 16th day of April 2018.

CARRIED

20. ADJOURNMENT

Resolution No. 2018-0078

Moved by: Councillor M. Albano

Seconded by: Councillor B. Lewis

That this meeting do now adjourn at 8:15 p.m.

CARRIED

Rick Bonnette

MAYOR

Suzanne Jones

CLERK



PUBLIC MEETING-2018-0001

Housekeeping Amendments To Zoning By-Law No. 2010-0050 – 249-251 Guelph Street (Georgetown)

Minutes of the Public Meeting Committee held on Monday, April 16, 2018, 6:25 p.m., in the Council Chambers, Town of Halton Hills Civic Centre, 1 Halton Hills Drive, Halton Hills.

Councillor A. Lawlor chaired the meeting.

Councillor A. Lawlor advised the following:

The purpose of this Public Meeting is to inform and provide the public with the opportunity to ask questions or to express views with respect to the development proposal. The Councillors are here to observe and listen to your comments; however, they will not make any decisions this evening.

As the Chair, I am informing you that when Council makes a decision, should you disagree with that decision, the Planning Act provides you with an opportunity to appeal the decision to the Local Planning Appeal Tribunal for a hearing, subject to Tribunal validation of your appeal. Please note that if a person or public body does not make oral submissions at a public meeting or written submissions to the Town of Halton Hills before the decision is made, the person or public body is not entitled to appeal the decision of the Town of Halton Hills to the Local Planning Appeal Tribunal. In addition, if a person or public body does not make oral submission at a public meeting, or make written comments to the Town of Halton Hills before the decision is made the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal, unless, in the opinion of the Tribunal, there are reasonable grounds to do so. You may wish to talk to Planning staff regarding further information on the appeal process.

The Planning Act requires that at least one Public Meeting be held for each development proposal and that every person in attendance shall be given an opportunity to make representations in respect of the proposal.

The format of this Public Meeting is as follows:

- The Town will generally explain the purpose and details of the proposal;
- Next, the public can obtain clarification, ask questions and express their views on the proposal.

The applicant and staff will attempt to answer questions or respond to concerns this evening. If this is not possible, the applicant and/or staff will follow up and obtain this information. Responses will be provided when this matter is brought forward and evaluated by Council at a later date.

SPECIFIC PROPOSAL

This Public Meeting involves a staff-initiated housekeeping amendment to the Town's Comprehensive Zoning By-law No. 2010-0050 to incorporate a property municipally known as 249-251 Guelph Street (Georgetown) into the By-law. The property is still subject to the Town of Georgetown Zoning By-law No. 57-91 and its zoning needs to be updated in order to facilitate the approval of a Site Plan Application filed by the new owner of the property for a 2-storey commercial building consisting of a drive-through take-out restaurant, retail units and business offices.

TOWN'S OPPORTUNITY

The Town's representative, John McMulkin, Planner – Development Review, came forward to explain the proposal.

J. McMulkin gave a presentation regarding the proposed by-law amendment at 249-251 Guelph Street to allow for the construction of a 2-storey retail/commercial building. It will contain a take-out restaurant with a drive-thru, and two retail units with business offices on the second floor. He explained the history of the zoning of the property and why an amendment to the by-law was needed today.

Staff are recommending the property be rezoned to "Georgetown Community Node Two Holding One (GCN2 (H1) Zone which applies to all of the properties that surround this site. The housekeeping amendment will also grant site specific permission to the site to reduce the front yard planting strip width from 3.0 m to 1.5 m. Staff are satisfied that the Owner has designed an attractive streetscape for the site. The proposed site plan complies with all parking, height and massing provisions of By-law 2010-0050.

J. McMulkin outlined the steps taken to notify the public throughout this process and to date, no public comments have been received, however the deadline for submitting comments is May 1, 2018. Staff will bring a report back to Council once they are satisfied with the final site plan proposal.

PUBLIC'S OPPORTUNITY

The Chair asked if there were any persons who have questions, require further clarification or information or wish to present their views on the proposal.

No person in attendance came forward to speak.

FINAL COMMENT FROM STAFF

The Chair asked if there was any further information which Town Staff wished to provide prior to the conclusion of the meeting.

There were no final comments from staff.

CONCLUSION OF MEETING

The Chair declared the Public Meeting closed and advised that Council will take no action on this proposal tonight. Staff will be reporting at a later date with a recommendation for Council's consideration.

If you wish to receive further notification of this proposal, please leave your name and contact information with Mr. McMulkin in the foyer outside this Council Chamber, or with the Town Clerk during regular business hours. Only those persons who leave their names and contact information will be provided further notification. If you wish to speak to the proposal when it is brought before Council in the future, you must register as a delegation with the Town Clerk prior to the meeting.

If you wish to make a written submission the deadline for comment is May 1, 2018.

The meeting adjourned at 6:50 p.m.

Rick Bonnette

MAYOR

Suzanne Jones

CLERK



PUBLIC MEETING-2018-0002

Amendment to the Halton Hills Zoning By-law 2010-0050, as amended to permit the development of 12 residential townhouse units (3-storeys) located along a private laneway (12 Church Street East, Acton)

Minutes of the Public Meeting Committee held on Monday, April 16, 2018, 6:52 p.m., in the Council Chambers, Town of Halton Hills Town Hall, 1 Halton Hills Drive, Halton Hills.

Councillor A. Lawlor chaired the meeting.

Councillor A. Lawlor advised the following:

The purpose of this Public Meeting is to inform and provide the public with the opportunity to ask questions or to express views with respect to the development proposal. The Councillors are here to observe and listen to your comments; however, they will not make any decisions this evening.

As the Chair, I am informing you that when Council makes a decision, should you disagree with that decision, the Planning Act provides you with an opportunity to appeal the decision to the Local Planning Appeal Tribunal for a hearing, subject to Tribunal validation of your appeal. Please note that if a person or public body does not make oral submissions at a public meeting or written submissions to the Town of Halton Hills before the decision is made, the person or public body is not entitled to appeal the decision of the Town of Halton Hills to the Local Planning Appeal Tribunal. In addition, if a person or public body does not make oral submission at a public meeting, or make written comments to the Town of Halton Hills before the decision is made the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal, unless, in the opinion of the Tribunal, there are reasonable grounds to do so. You may wish to talk to Planning staff regarding further information on the appeal process.

The Planning Act requires that at least one Public Meeting be held for each development proposal and that every person in attendance shall be given an opportunity to make representations in respect of the proposal.

The format of this Public Meeting is as follows:

- The Town will generally explain the purpose and details of an application;
- Next, the applicant will present any further relevant information, following which the public can obtain clarification, ask questions and express their views on the proposal.

The applicant and staff will attempt to answer questions or respond to concerns this evening. If this is not possible, the applicant and/or staff will follow up and obtain this information. Responses will be provided when this matter is brought forward and evaluated by Council at a later date.

SPECIFIC PROPOSAL

This Public Meeting involves an application by D and M Developers Inc. to amend the Town of Halton Hills Zoning By-law 2010-0050, as amended to permit the development of 12 residential townhouse units (3-storeys) located along a private laneway.

TOWN'S OPPORTUNITY

The Chair called on the Town's representative, Tony Boutassis, Senior Planner – Development Review, to come forward to explain the proposal.

T. Boutassis gave a presentation regarding the proposed amendment to Zoning By-law 2010-0050 to permit the development of 12 residential townhouse units which are 3 storey's in height located along a private laneway at 12 Church Street East in Acton. It is an irregular shaped property with a shared laneway. Due to ground water being relatively close to the surface, the townhomes will not have basements and will be 3 storey's in height. To offset no rear yardage, each unit will have a deck built on the second floor.

Public notification was done through public notices mailed to all properties within 120m of the subject lands as well as a notification published in the paper in March 2018. Staff received some public comments with 1 property owner supporting the proposal and 2 formally objecting it. A revised plan was submitted by the developer which reduced the amount of townhouses to 11.

Staff are currently awaiting public comments which are due by May 11, 2018. They will continue to work through the identified issues and are awaiting a 2nd submission from the applicant. A final report will be brought to Council once everything has been resolved.

APPLICANT'S OPPORTUNITY

The Chair called upon the applicant to provide further information and details on the proposal.

Rob Russell, agent acting on behalf of the applicant came forward to provide additional details to the presentation. He agreed with the staff presentation and further explained with the ground water close to the surface the units could not accommodate a basement, which resulted in going to 3 storeys. He also indicated there was no way to connect services to Church Street so they would need to be connected at Willow Street. This resulted in the removal of one of the units so the easement was left untouched and provided for a larger right of way.

PUBLIC'S OPPORTUNITY

The Chair asked if there were any persons who have questions, require further clarification or information or wish to present their views on the proposal.

Hugh Hyndman of 38 Willow Street came forward to present his concerns. He questioned the ground water level as he abuts this property and has a basement at his house with no water concerns at all. He asked if the applicant could re-check the ground water concerns, with hopes the townhouses could have basements which would only have them as 2 storey units. He asked if the developer would provide new fencing to help property owners maintain the privacy they currently have.

Jacoba Kamminga of 17 Agnes Street came forward to present her concerns. She shares the right of way with a garage located at 17 Agnes Street which is used by the tenant daily. She's asking for no vehicular access to the laneway as well as no pedestrian walkway. Other concerns were of a privacy fence along the north side of the easement; water runoff concerns and that the new people be made aware there is an existing garage there to avoid noise complaints. She also asked they be provided with adequate notices for construction.

Matthew Galliford of 149 Church Street East came forward to present his concerns. He is concerned of the height of the townhouse units and hopes the external features of the units will have feature characteristics that fit in with the surrounding area. He also addressed a concern for parking in the area which is greatly needed now, asking if additional parking will be provided as Church Street already has parking issues.

FINAL COMMENT FROM STAFF

The Chair asked if there was any further information which Town Staff wished to provide prior to the conclusion of the meeting.

There were no final comments from staff.

CONCLUSION OF MEETING

The Chair declared the Public Meeting closed and advised that Council will take no action on this proposal tonight. Staff will be reporting at a later date with a recommendation for Council's consideration.

If you wish to receive further notification of this proposal, please leave your name and contact information with Mr. Boutassis in the foyer outside this Council Chamber, or with the Town Clerk during regular business hours. Only those persons who leave their names and contact information will be provided further notification. If you wish to speak to the proposal when it is brought before Council in the future, you must register as a delegation with the Town Clerk prior to the meeting.

If you wish to make a written submission the deadline for comment is May 11, 2018.

The meeting adjourned at 7: 30 p.m.

Rick Bonnette

MAYOR

Suzanne Jones

CLERK



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Tara Buonpensiero, MCIP, RPP, Senior Planner - Policy

DATE: April 18, 2018

REPORT NO.: PLS-2018-0032

RE: Statutory Public Meeting Report for the Draft Vision Georgetown Secondary Plan

RECOMMENDATION:

THAT Report No. PLS-2018-0032, dated April 18, 2018, regarding a Statutory Public Meeting on the Draft Vision Georgetown Secondary Plan (April 2018), (attached as Schedule A), be received;

AND FURTHER THAT all agency and public comments be referred to staff for a further report regarding the disposition of this matter;

AND FURTHER THAT a copy of Report No. PLS-2018-0032 be forwarded to the Region of Halton.

BACKGROUND:

In June of 2010, Halton Hills Council adopted Official Plan Amendment No. 10 which among other matters, identified a Future Residential/Mixed Use Area on the Vision Georgetown lands. Official Plan Amendment No. 10 was approved by the Region of Halton in February 2017, with the exception of several site-specific appeals. These lands are to be planned to accommodate approximately 18,000 and 1,700 jobs between 2021 and 2031. The Vision Georgetown lands are bound by 15 Side Road, Eighth Line/Main Street, 10 Side Road and Trafalgar Road as shown on Figure 1.

Figure 1: Vision Georgetown Study Area



Background, Status and Report Purpose

The Vision Georgetown Study was initiated in 2013 and is being undertaken in five phases as shown on Figure 2. The key deliverables in each phase are also outlined on Figure 2. Throughout the Vision Georgetown study there have been multiple public open houses and workshops. A table outlining the dates and main purpose of each public session is outlined on Table 1.

Figure 2: Vision Georgetown Work Plan - Key Deliverables

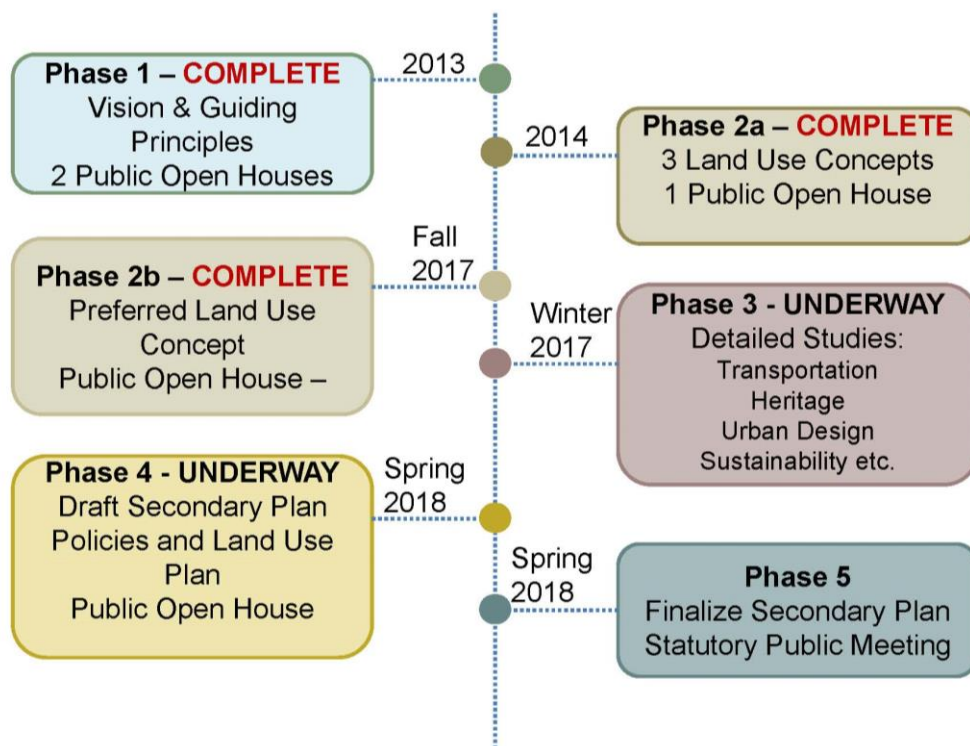


Table 1: Summary of Public Events for Vision Georgetown

#	Meeting	Date
1	Commencement and Community Open House	Sept. 16, 2013
2	Visioning Workshop	Nov. 2, 2013
3	Workshop on Land Use Concepts	April 15, 2014
4	Preferred Land Use Concept Workshop	Sept. 20, 2017
5	Draft Secondary Plan Open House	April 17, 2018

In December 2017, through the Recommendations of Staff Report PLS-2017-0023, Council endorsed the Vision Georgetown Proposed Land Use Concept in principle and directed staff to use the Proposed Land Use Concept as the basis for undertaking the

detailed planning studies to be completed in Phase 3, and the preparation of a Secondary Plan in Phases 4 and 5.

At the time of writing this Report, Town staff are in receipt of drafts of the following Phase 3 detailed planning studies:

1. Sustainable Design Guidelines (First Draft)
2. Transportation Assessment (First Draft)
3. Stormwater Management Plan (Preliminary Location and Sizing Identified)
4. Subwatershed Study Addendum (South West Floodplain Area Corridor Width (First Draft)
5. Functional Servicing Strategy (First Draft)
6. Cultural Heritage Strategy (First Draft)
7. Energy Conservation Strategy (First Draft)
8. Functional Servicing Strategy (First Draft)
9. Agricultural Impact Assessment (Final Draft)
10. Parkland Discussion Paper (Final Draft)

It is anticipated that these documents will be in final draft form and available for review and comment during the month of May.

The purpose of this report is to provide a brief overview of the April 17, 2018 public open house and to provide the information for a statutory public meeting to consider a draft Secondary Plan for Vision Georgetown.

COMMENTS:

April 17, 2018 Public Open House

Previous reports summarized each of the public events up until the April 2017 meeting. The fifth and final public open house for Vision Georgetown was held on April 17, 2018 and the primary purpose of that session was to present the draft Secondary Plan to the public. The meeting was held at Hillview Active Living Centre in Georgetown and approximately 65 members of the public were in attendance. A presentation was given at the session which outlined the process to date, the results from the last public workshop held September 20, 2017, key components of the draft Secondary Plan and some initial information from background reports that have been prepared to date including transportation, heritage and sustainable urban design.

Before and after the presentation, attendees were encouraged to visit five stations each with display boards and staff and/or members from the consulting team to answer questions. The themes of the stations were:

1. Community Structure
2. Land Use Plan
3. Complete Transportation (including active transportation and parks)
4. The Community Core
5. Sustainable Urban Design Guidelines

People were encouraged to write their comments or questions on sticky notes and place them on the display boards and also to take comment forms and provide comments to the project team by May 18, 2018. All comments provided will be responded to in a future report to Council in June of 2018.

Draft Secondary Plan

The draft Vision Georgetown Secondary Plan dated April 2018 (attached to this Report as Schedule A,) has been prepared using the Preferred Land Use Concept endorsed by Council as the foundation.

There have been very minimal changes made to the draft Land Use Plan, compared to the Concept endorsed by Council in principle in December 2017. The primary changes are as follows:

- The locations of storm water management ponds and heritage resources have now been identified on the plan;
- The north south road has been shifted to the west slightly to accommodate a storm water management pond in the Community Core; and
- A few parkette locations have been modified slightly to be located adjacent to storm water management ponds and the natural heritage system.

The updated draft Land Use Plan is Schedule H6-2 of the draft Secondary Plan attached to this report as Schedule A.

The draft Secondary Plan is structured as follows:

- | | |
|---|--|
| a) Vision Statement | g) Sustainable Development |
| b) Guiding Principles | h) Designing Streets for Active Transportation |
| c) Excellence in Community Living | i) Built Form and the Private Realm |
| d) Community Structure | j) Community Core |
| e) Amount of Planned Growth | k) Land Use Designations in the Community Core |
| f) Implications of Planned Growth on Built Form | |

- | | |
|--|---|
| l) Land Use Designations outside of the Community Core | r) Existing Land Uses and Small Land Holdings |
| m) Natural Heritage System | s) Location of Elementary Schools |
| n) Subwatershed Study | t) Energy Conservation |
| o) Road Network | u) Cultural Heritage |
| p) Parkland | v) Accessibility |
| q) Phasing | w) Affordable Housing |
| | x) Implementation |

A brief summary of each section of the draft Secondary Plan is provided below. In some instances, sections are combined where the policies are addressing similar objectives.

The **Vision, Guiding Principles** and **Excellence in Community Living** sections in the Plan ensure that the forward thinking policies that were expressed throughout the planning process by multiple stakeholders are included in the draft Secondary Plan and referred back to regularly to guide decision making. The Vision and Guiding Principles were established early in the study process and have been used to guide decision making throughout all of the project phases and in preparation of the draft Secondary Plan. To reflect the importance of the Vision and Guiding Principles they have been included in the draft Secondary Plan. The Vision Statement is as follows:

To be the New Community of Choice

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.

The guiding principles provide guidance on a wide range of elements in the new community, some of which include:

- the importance of providing a connected community both internally through roads parks and trails, and to the rest of Georgetown;
- to protect natural features;
- provide a range of housing types for all ages, abilities, incomes and household types;
- provide amenities in the community in a timely manner; and
- to create distinct neighbourhoods and community gathering places.

The **Community Structure** section and corresponding Schedule H6-1 of the draft Secondary Plan provide an overview of the elements that provide the framework for planning the community. The main building blocks of the new Community include the Natural Heritage System, and the proposed collector road system. Based on these building blocks, the Community Core is identified as the main Community gathering space for Vision Georgetown, with a number of neighbourhoods identified, each having their own local gathering spaces made up of schools and/or parks.

The amount of **planned growth and implications of this planned growth on built form** are outlined in the next two sections. These policies address the requirements from Official Plan Amendment Number 10 and the Region of Halton Official Plan with respect to the number of people and jobs to be planned for in Vision Georgetown, as well as the mix of housing types that are anticipated to be built in this new community.

Sustainable development is an important consideration in the future development of this community. This section provides policies related to the integration of land uses, as well as appropriate development patterns to promote resource conservation and promote and encourage active transportation as opposed to automobile travel. This section also emphasizes the importance of green infrastructure. Additional policies related to sustainable development are included throughout a number of other sections of the draft Secondary Plan.

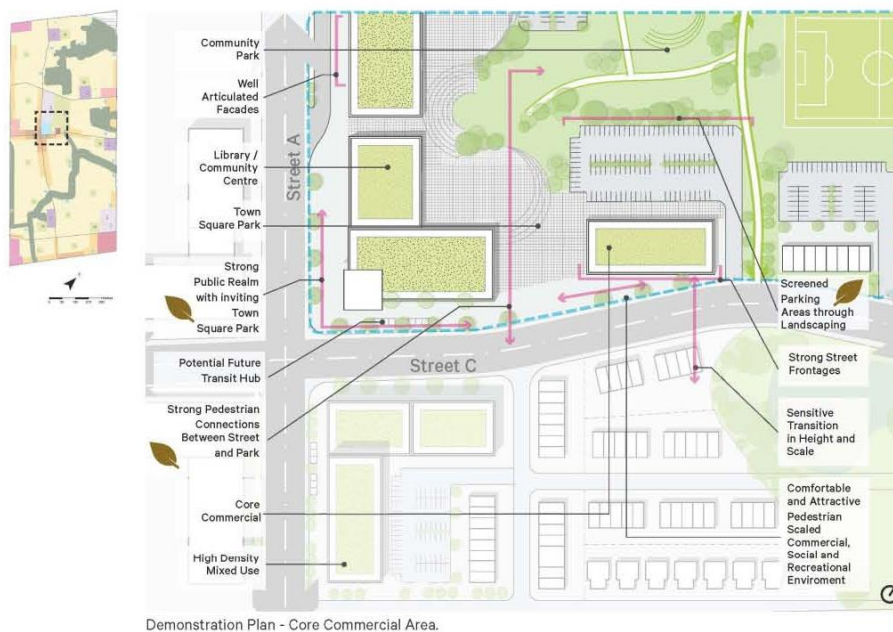
A number of guidelines from the **Sustainable Design Guidelines** have been included in the draft Secondary Plan. This section provides policies on the interface between development and the Natural Heritage System, general energy efficiency including further study to determine the feasibility of a cogeneration plant (also known as Combined Heat & Power (CHP)) in the Community Core, habitat protection, water conservation, local food production, guidance on material selection, and green roofs. Given that this plan is to develop over ten plus years, the policies state that new and innovative technologies should be considered throughout development.

Developing a new community that encourages active transportation was a priority throughout the planning process and is also prominent in the policies in the draft Secondary Plan. The next section of the draft Secondary Plan includes policies that guide **street design to encourage active transportation** through providing a modified grid pattern that is sensitive to natural areas, providing short development blocks that allow people to travel easily through the community providing connections to the Community Core, other community uses (schools and parks) and commercial areas.

Policies are provided on **Built Form and the Private Realm** which require that all development conform to the most current iteration of the Green Development Standards, encourage LEED certification, and be designed in keeping the Accessibility for Ontarians with Disabilities and Crime Prevention through Environmental Design Principles.

The **Community Core** in Vision Georgetown is planned to be the primary gathering place and strong policies to guide development of the Core are critical to its future success. Core policies reinforce the importance of high quality design, wide sidewalks, a trail system, and need for a mix of uses including medium and high density residential to support the Core Commercial area. The policies support creation of Community Hubs, co-location of uses, sharing of facilities including parking and requires that a more detailed plan be prepared before consideration of a development application in the Core to ensure all of the above policy objectives are met. A demonstration plan showing some of the key urban design principles that are to be achieved in the Community Core is included on Figure 2.

Figure 2: Demonstration Plan of the Community Core



The draft Secondary Plan then provides policies specific to the **land use designations in the Core** and **land use designations outside of the core**. A brief summary of the density, height and main permitted uses for each designation is provided in Table 2. The land use designations are shown on Schedule H6-2 of the attached draft Secondary Plan.

The draft policies in the **Natural Heritage System (NHS)** section specify that the permitted uses are limited to conservation and passive recreation (including trails). The section also discusses short and long term enhancement of the NHS through the development review process in accordance with the recommendations of the Vision Georgetown Subwatershed Study (May 2017), which was prepared by AECOM.

Table 2: Draft Proposed Land Use Designations and Permissions

Designation	Density (units/ net ha) and Height	Main Permitted Uses
In the Community Core		
Core Commercial Area	30-100 u/nh 4 Storeys	<ul style="list-style-type: none"> • Non-residential uses including child care centres, retail uses, personal service uses, office uses and restaurants in the first storey of any building located adjacent to a Major Collector Road • Multiple dwellings • Block townhouse dwellings • Low-rise apartment dwellings
High Density Residential and High Density Residential Mixed Use Area	75-150 u/nh 6 Storeys	<ul style="list-style-type: none"> • Apartment dwellings • Long term care homes and retirement homes • Mixed-use – Non-residential uses permitted on the first storey
Local Commercial Area	n/a	<ul style="list-style-type: none"> • Commercial fitness centres • Child care centres • Medical offices • Private and commercial schools • Supermarkets and specialty food stores • Restaurants • Retail and service commercial uses
Medium Density Residential Area	30-100 u/nh 4 Storeys	<ul style="list-style-type: none"> • Street townhouses, block townhouses and low-rise apartment dwellings • Long term care homes and retirement homes
Library/ Community Centre	n/a	<ul style="list-style-type: none"> • Community centres and libraries
Major Institutional Area	n/a	<ul style="list-style-type: none"> • Secondary Schools

Town Square Park	n/a	<ul style="list-style-type: none"> • Urban Park • Features may include patios, cafes, pergolas, event and gathering spaces, performing areas, fountains, water features and skating rinks
Designation	Density (units/net ha) and Height	Main Permitted Uses
Outside the Community Core		
Low Density Residential Area Allows 20% townhouses	Min 24- max 30 u/nh Min 30- max 45 u/nh (townhouses) 3 Storeys	<ul style="list-style-type: none"> • Single detached, semi-detached and duplex dwellings • Street townhouse dwellings • Block townhouse dwellings
Medium Density Residential Area	30-100 u/nh 4 Storeys	<ul style="list-style-type: none"> • Street townhouses, block townhouses and low-rise apartment dwellings • Long term care homes and retirement homes
Mixed Use Gateway	30-100 u/nh 4 Storeys	<ul style="list-style-type: none"> • Street townhouses, block townhouses and low-rise apartment dwellings • Long term care homes and retirement homes • Non-residential uses permitted on the first storey • The Stewarttown Public School
High Density Residential Area	75-150 u/nh 6 Storeys	<ul style="list-style-type: none"> • Apartment dwellings • Long term care homes and retirement homes
Major Commercial Area	3-6 Storeys (residential)	<ul style="list-style-type: none"> • Retail and service commercial uses • Supermarkets and specialty food stores • Department stores • Medical offices • Hotels and convention centres • Places of entertainment • Complementary multiple and apartment dwellings including long-term care facilities and retirement homes
Local Commercial Area	n/a	<ul style="list-style-type: none"> • Commercial fitness centres • Child care centres • Medical offices • Private and commercial schools • Supermarkets and specialty food stores • Restaurants

		<ul style="list-style-type: none"> Retail and service commercial uses
Major Institutional Area	n/a	<ul style="list-style-type: none"> Secondary Schools that may be combined with an elementary school

The draft Secondary Plan introduces a **Special Study Area** at the north west corner of Eighth Line and 15 Side Road. This property is treed and has a substantial slope. As a result of the characteristics of this site, the draft policies require that a comprehensive review be undertaken to support proposed development on the site. The results of the review would form the basis for an Official Plan Amendment which would place the lands in appropriate land use designations.

Policies in this section refer back to the **Subwatershed Study** (May 2017), prepared by AECOM and include some of the detailed recommendations included in the Subwatershed Study as policies in the draft Secondary Plan. The specific policies included in the draft Secondary Plan relate to analysis provided in the Subwatershed Study to support changes to the Natural Heritage System as identified in the Region of Halton Official Plan and the Halton Hills Official Plan (through Official Plan Amendment No. 10.) Specifically these policies identify the partial removal of the black locust woodland (which is an invasive species) and the refinement of enhancement areas.

This section also outlines the proposed approach included in the Subwatershed Study for identification of appropriate buffer widths in Vision Georgetown. A variable buffer approach has been utilized which determines an appropriate buffer width based on the sensitivity of the feature being protected, the adjacent land use and the level of enhancement. For example, if a buffer is well planted, it can be narrower, versus the need for a wider buffer if it is sparsely planted.

In the opinion of the consultant team, all of these proposed changes meet the policy requirements outlined in the Regional Official Plan.

The **Road Network** section provides an overview of the Collector Road system proposed in Vision Georgetown, which are comprised of one continuous north south road (Street A) and three continuous east west roads (Streets B,C and D). Streets A and C are classified as major collector roads in the plan. The proposed right of way widths for major collectors are slightly larger than the minor collector roads. The increase in width is provided to accommodate future transit along these main spines as well as accommodate wider sidewalks within the Community Core to provide a comfortable pedestrian atmosphere in this important community gathering place.

Schedule H6-3 of the draft Secondary Plan outlines the complete transportation system proposed in Vision Georgetown, including road classifications, right of way widths, multi-purpose pathways, bike lanes, soft surface trails adjacent to natural areas, and local connections (connections through the Community Core, on local roads, within school properties, and through parks and stormwater management ponds.)

The policies regarding **parkland** indicate how parkland dedication amounts will be calculated, the types of parks proposed in Vision Georgetown and criteria for how parks will be located. A range of park sizes and locations are proposed in Vision Georgetown which are shown on Schedule H6-2 of the draft Secondary Plan, and summarized on Table 3.

Table 3: Proposed Parks in Vision Georgetown

Land Use	#	Size (Approx.)	Location
Community Park	1	8 ha	Community Core Adjacent to Secondary School
Town Square	1	1 ha	Community Core
Neighbourhood Parks	5	1.6 ha	Beside Elementary Schools and JK-12 School
Parkettes	9	0.7 ha	Centrally located in neighbourhoods
Total	16	23.3 ha	

With respect to **phasing**, the Secondary Plan includes policies outlining phasing objectives to coordinate development of schools, commercial areas and parks in conjunction with the timing of development. Draft policies also state that each phase of development will provide for a range of different housing types to be developed. The draft Secondary Plan also identifies the need for Block Plans to provide additional details on more precise locations of land uses and densities, local road networks, servicing and stormwater ponds, location and timing of community uses including school, parks and community centres and phasing of development.

There are a number of **small land holdings** in Vision Georgetown that are the site of single detached dwellings or an elementary school in the case of Stewarttown School. Policies in this section recognize these existing uses as permitted uses, clearly stating

that expansions, accessory buildings, pools, decks etc. would be permitted subject to applicable zoning. In most cases, future development of these smaller parcels will require consolidation of adjacent lands into one development parcel. Consideration for the long term development of these parcels will be considered when adjacent plans of subdivision are provided.

Within the draft Secondary Plan, five new **elementary schools** are proposed, four of which are stand alone, and one is co-located with a Secondary School. Policies in this section state that should one of the sites identified for a stand-alone elementary school not be required, low and medium density development are an appropriate alternative for future development.

Energy conservation is a key guiding principle as it relates to the future development of Vision Georgetown. There are a number of policies included in the draft Secondary Plan that require buildings to be designed to demonstrate the potential for improved energy efficiency. Another key policy in this section reiterates that the potential for a cogeneration plant (combined heat and power) be explored in the Community Core and should it be feasible, that all buildings in the Core to be served by the system provide the infrastructure for connection.

The **cultural heritage** section identifies the heritage resources that have been identified in the study area and requires that all resources be assessed (if this hasn't already been undertaken) and that Heritage Impact Statements be prepared as part of the development process. If resources are determined worthy of conservation, the normal conservation principles will apply. This will firstly seek retention in situ. Other options for conservation will then be considered if this is not possible.

The draft Secondary Plan includes policies on **affordable housing**, and sets a minimum target of 30% of new housing units in Vision Georgetown being affordable. To implement this target, the Town will need to work closely with the Region of Halton with respect to programs in place to provide financial incentives for affordable housing, permit secondary suites throughout the community and innovative and alternative residential and community design standards to provide affordable housing.

The final section provided policy guidance on **implementation** including the need for a Master Parks Agreement, an infrastructure phasing plan, servicing agreements with the Region of Halton, and payment of development charges at the appropriate times in accordance with the Town's Development Charges Act.

RELATIONSHIP TO STRATEGIC PLAN:

The Town of Halton Hills Strategic Plan sets out a broad vision for the community contained in nine strategic directions as follows:

- A. Foster a Healthy Community
- B. Preserve, Protect and Enhance Our Environment
- C. Foster a Prosperous Economy
- D. Preserve, Protect and Promote Our Distinctive History
- E. Preserve, Protect and Enhance Our Countryside
- F. Protect and Enhance Our Agriculture
- G. Achieve Sustainable Growth
- H. Provide Sustainable Infrastructure & Services
- I. Provide Responsive, Effective Municipal Government

The Vision and Guiding Principles for Vision Georgetown advance a number of the strategic directions in the Town's Strategic Plan.

In addition, this report directly aligns with Priority #3 of Council's 2014-2018 Strategic Action Plan, which is Planning for Growth. Specifically this project advances the objective of 'preparing a Vision Georgetown Secondary Plan based on the approved Vision and Guiding Principles.'

FINANCIAL IMPACT:

There are no financial implications associated with this report.

CONSULTATION:

Both a Technical Advisory Committee and Steering Committee were established to provide input throughout the Vision Georgetown planning process.

The Technical Advisory Committee is comprised of staff from various departments in the Town, and other affected agencies such as the Region of Halton, Conservation Halton, Credit Valley Conservation, Halton District School Board, Halton Catholic District School Board and Halton Hills Hydro. The Technical Advisory Committee provided input throughout the Vision Georgetown process and members have been circulated the draft Secondary Plan for their review and comments by May 18, 2018.

The draft Secondary Plan was shared with the project Steering Committee at a meeting held on April 11, 2018. The Steering Committee is comprised of the Mayor, Councillor Johnson (Chair), Councillor Somerville, Councillor Fogal and Councillor Inglis, Town staff as well as representatives from a number of Committees of Council, residents and representatives from the Landowners Group. Steering Committee members are encouraged to provide any comments on the draft Secondary Plan by May 18, 2018.

PUBLIC ENGAGEMENT:

As mentioned in a previous section of this report, there have been five public open houses held to obtain public input at key times throughout the Vision Georgetown planning process and all were very well attended. The fifth and final public open house was held on April 17, 2018. The purpose of the latest open house was to present and obtain comments on the draft Secondary Plan.

In addition to public open houses, the webpage for the project (www.visiongeorgetown.ca) has been updated regularly with current information. Vision Georgetown is also a topic on Let's Talk Halton Hills where 832 people have visited the site since it went live in June 2017.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the all four pillar(s) of Sustainability which are cultural vibrancy, economic prosperity, environmental health and social well-being. In summary the alignment of this report with the Community Sustainability Strategy is Excellent.

COMMUNICATIONS:

Notification of the statutory public meeting has been provided in accordance with the requirements of the Planning Act, and the draft Secondary Plan has been available on the Town's website since April 17, 2018.

CONCLUSION:

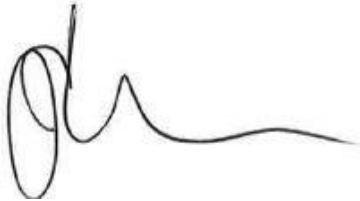
The purpose of this report is to provide information for a statutory public meeting to consider a draft Secondary Plan for Vision Georgetown.

All comments on the draft Secondary Plan from both agencies and the public are requested by May 18, 2018. Staff will respond to comments received in a follow up Recommendation report to Council.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read "Steve Burke". The signature is fluid and cursive, with the first name "Steve" written in a larger, more prominent script than the last name "Burke".

Steve Burke, Manager of Planning Policy

A handwritten signature in black ink, appearing to read "John Linhardt". The signature is very stylized and cursive, with the first letter "J" being particularly large and looping. The rest of the name is written in a more compact, flowing script.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is written in a cursive style, with the first name "Brent" and last name "Marshall" clearly distinguishable. The "M" in Marshall is particularly large and stylized.

Brent Marshall, CAO

VISION GEORGETOWN SECONDARY PLAN



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PART 1 - THE PREAMBLE

(THIS SECTION IS NOT PART OF THE
SECONDARY PLAN)

The Vision Georgetown Secondary Plan area is a 1,000 acre (405 hectare) concession block, bounded by 15 Side Road, Trafalgar Road, 10 Side Road, and Eighth Line/Main Street, as shown on the map below.



VISION GEORGETOWN LANDS ADDED TO URBAN AREA IN 2009

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

The process started with the release of 'Places to Grow' in 2006, which is a plan for where and how growth will take place in the Greater Golden Horseshoe. Through this plan, an additional 130,000 people and 50,000 jobs were allocated to the Region of Halton between 2021 and 2031.

Following the release of 'Places to Grow', the Region undertook a detailed planning exercise with the local municipalities ('Sustainable Halton') to determine where and how the population/employment targets would be distributed within the Region. This work resulted in Regional Official Plan Amendment (ROPA) 38, which allocated population growth of approximately 20,000 people to the Town of Halton Hills to be accommodated on new urban land in the form of Greenfield development. ROPA 38 also identified the Vision Georgetown lands as the major location of the new urban Greenfield land for residential purposes as well.

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

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

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

The area described as being "bounded by Trafalgar Road, Fifteen Side Road, Eighth Line (Main Street) and Tenth Side Road" represents a 1,000-acre (405 hectare) concession block that has since been

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

In terms of the amount of growth expected, the majority of the new Greenfield population (approximately 18,000 people) will be within the Vision Georgetown lands along with 1,700 jobs population related jobs in the educational, retail and service sectors that are typically found in residential areas. It is also expected that this growth will occur in the 2021 to 2031 time period.

In addition, a desired housing mix was also established at the outset for the Vision Georgetown lands as set out below:

- 62% - low density housing (single and semi-detached dwellings);
- 21% - medium-density housing (townhouses and walk-up apartments); and
- 17% - high-density housing (5-6 storey apartment buildings)

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

WORK PLAN THAT LED TO PREPARATION OF SECONDARY PLAN

The process leading to the preparation of this Secondary plan was named '*Vision Georgetown: Leading today, shaping tomorrow*', which was intended to express

that the new community will be different from what has previously been developed in Halton Hills.

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

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

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

- Phase One: Project Initiation;
- Phase Two: Background Research and Community Visioning;
- Phase Three: Detailed Planning Study;
- Phase Four: Land Use Plan development;
- Phase Five: Secondary Plan Development

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

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

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

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

DEVELOPING THE SECONDARY PLAN

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

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

- The community will have a minimum density that is 50% higher than currently in Georgetown as a whole;
- A higher percentage of medium and high density housing is required on the Vision Georgetown lands to meet Provincial and regional density requirements than has been provided in other newer urban areas of Georgetown;
- The need for new retail uses to serve the new population;
- The need for new parks, schools and other community facilities; and,
- Trafalgar Road, 10th Side Road, the Eighth Line and the 15th Side Road will all be upgraded and will look very different than they do today as a consequence of the development of the Vision Georgetown lands.

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

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

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

1. To design a community that is connected internally and integrated with the rest of Georgetown, and other surrounding communities, through a network of roads, paths and trails.
2. To provide wide range of residential, commercial, and institutional uses, in a manner that reduces the need for an automobile to meet the daily needs of life.
3. To protect existing topographical and natural heritage features and areas, and their associated ecological functions, and identify a linked natural heritage and open space

- system.
4. To create distinct neighbourhoods that feature community focal points and bring people and activities together.
 5. To provide a range and mix of housing that is available to all ages, abilities, incomes and household sizes.
 6. To provide adequate retail and service commercial development in a timely manner through various commercial areas, which are designed for people and pedestrians.
 7. To encourage a high standard of design that reflects existing small town character, creates a sense of place, and contributes to civic pride.
 8. To ensure convenient access to a range of types and sizes of parks and public spaces, which provide opportunities for recreation, neighbourliness, community events, and cultural activities.
 9. To provide a range of accessible community facilities in a timely manner and to co-locate these facilities where possible.
 10. To establish a transportation system that safely and efficiently accommodates different forms of travel (including automobiles, walking, and cycling) and plans for future public transit.
 11. To provide opportunities for local economic development in a manner that fosters competitiveness and a prosperous business environment.
 12. To ensure new infrastructure is developed in a manner that minimizes social and environmental impacts, and considers long-term maintenance, operational, and financial requirements.
 13. To apply sustainable development practices and encourage innovation, in order to maximize resource and energy conservation.

14. To conserve key cultural and built heritage resources as a vital link to our rich history.

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

BUILDING BLOCKS

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

NATURAL HERITAGE SYSTEM

As a consequence of the need to ensure that the boundaries of the Regional Natural Heritage System, which included lands subject to flooding particularly in the southwest corner of the Vision Georgetown lands was appropriately studied, the focus of the work between the middle of 2014 and the middle of 2017 was on the establishment of those development limits.

The product of this extensive technical exercise was the Southwest Georgetown Subwatershed Study that was completed in May 2017.

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

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

While development is not permitted within the Regional Natural Heritage System, other activities are permitted with the primary activity being passive recreation.

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

ROAD NETWORK

The next factor considered was the road network.

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

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

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

COMMUNITY CORE

Given the desire expressed throughout the public consultation process for there to be a community core area that would serve as a focal point for the community, the potential clearly existed to establish such a core area at the intersection of the central east-west road with the main north-south road. With the above in mind, the core area is proposed to be located at the intersection of Streets A and C.

The uses proposed in the core area include a high school, a community centre/library, a Town Square, a town centre commercial area which would be the site of a mixed-use buildings with residential units on top and high-density residential buildings with provision for retail and other non-residential uses on the ground floor.

The core area is also located 250 metres to the east of the intersection of Trafalgar Road and Street C where a local commercial centre is proposed. It is anticipated that this neighbourhood commercial centre would be the site of a number of retail uses, including potentially a food store and a drug store and similar types of uses.

MAJOR COMMERCIAL AREA

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

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

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

LOCAL COMMERCIAL AREA

In addition to the local commercial area on Trafalgar Road and within the community core, a second local commercial area was

located at the intersection of the Eighth Line and the extension of Miller Drive to provide opportunities for retail and other service uses in this part of the Vision Georgetown lands.

DISTRIBUTION OF RESIDENTIAL USES

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

- Low density residential area - single and semi-detached dwellings
- Medium density 1 residential area - street townhouses accessed either by a street or rear lane
- Medium density 2 residential area - back to back townhouses and walk-up apartments
- High density mixed use - 5 to 6 storey apartment buildings with ground floor retail
- High density residential area - 5 to 6 storey apartment buildings with no retail

In order to support the new core area, high-density mixed-use areas are included on both sides of the east-west collector in the core area. Additional high-density areas are located to the north and south along the north-south collector as well. Two other high-density residential areas are located on the 10th Sideroad to ensure that they were provided and made available in earlier phases of development.

Medium density 2 areas are predominantly located along Trafalgar Road, the 10th Side Road and the Eighth Line, all of which are arterial roads. Medium density 1 areas were primarily located in the interior of the Vision Georgetown lands and are primarily located on the north-south collector and the central east-west collector.

SCHOOLS AND PARKLAND

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

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

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

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

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

STORMWATER MANAGEMENT

Once the general arrangement of lands uses was determined, potential stormwater management facility locations were identified. These are required to ensure that all stormwater that is generated from development on the site is treated from both a quality and quantity perspective on the Vision Georgetown lands. In this regard, it is estimated that about 30 hectares of land may be required for stormwater management.

PART 2 - SECONDARY PLAN

The Town of Halton Hills Official Plan is amended, by adding a new Section H6 into the Official Plan as per below:

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

in order to maximize resource and energy conservation.

14. To conserve key cultural and built heritage resources as a vital link to our rich history.

H6.3 EXCELLENCE IN COMMUNITY LIVING

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

- a) A **well balanced community** in terms of an appropriate mix and distribution of residential densities and complementary uses;
- b) The promotion of **excellence in civic design** in both the public and private realm;
- c) An **interconnected system of open spaces**, including recreational areas and natural features and areas;
- d) A **range of recreational and community facilities** that facilitate shared use where practical;
- e) **The integration of new roads with existing roads** adjacent to the Vision Georgetown Secondary Plan area;
- f) An **attractive built form** of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments;
- g) **Efficient transportation links** that provide for all modes of travel through and in and out of the Vision Georgetown Secondary Plan area and which are planned with a strong pedestrian orientation;
- h) **Sustainable Community and Neighbourhood design** including LEED where practical; and,
- i) **Practical and cost effective innovations** to support the development of a sustainable community that encourages where

possible, the application of low impact development, alternative energy sources and energy conservation, water conservation, approximate targets for an urban forest canopy and, the restoration, linkage and enhancement of natural features where appropriate.

H6.4 COMMUNITY STRUCTURE

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

- a) **Natural Heritage System** - this area is the site of a number of natural heritage features, watercourse corridors, enhancement areas and buffer areas that will be protected and enhanced over the long term. Much of the Natural Heritage System is expected to come into public ownership as development occurs and it will be the site 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 one continuous north-south arterial 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 collector roads extending between the Eighth Line and Trafalgar Road 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 local commercial area fronting on Trafalgar Road is also included within the community core to meet the needs of the new residents and those travelling on Trafalgar Road. Included within the community core is a secondary school, Community Park and library that will be integrated with each other.
- d) **Major commercial area** - The major commercial area will be where higher order commercial uses are established to support both the existing Georgetown South community and new residents on the Vision Georgetown lands. Located to the north of the major commercial area is a combined secondary school/elementary school. These uses will also complement the existing Gellert Centre located on the east side of the Eighth Line.
- e) **Local commercial area on the Eighth Line** - This local commercial area, located at the intersection of Street B (Miller Drive extension) and the Eighth Line will be where locally serving retail and service uses are located. Adjacent to the local commercial area is a planned elementary school and neighbourhood park that combines to form a focal point in the new community.
- f) **Elementary schools** - in addition to the one elementary school that will be combined with the secondary school on the Eighth Line, there are four other elementary schools 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 H5-3**.

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, including the conveyance of lands by landowners in advance of draft plan approval.

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

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

H6.5 AMOUNT OF PLANNED GROWTH

- a) It is the intent of this Secondary Plan to accommodate approximately 17,800 residents and up to 1,700 jobs on the Vision Georgetown lands by 2031, and to establish the basis for the development of additional residential uses and jobs after 2031 as the area continues to evolve and mature into a dynamic urban area.
- b) The planned density for the Vision Georgetown lands is approximately 60 residents and jobs per hectare, with the calculation being net of

the lands within the Natural Heritage System.

- c) Housing targets by dwelling unit type for the Vision Georgetown lands are below:

Unit Type	Number	% Of Total
Low Density	TBD	TBD
Medium Density	TBD	TBD
High Density	TBD	TBD
	TBD	

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:

- 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;
- Lot sizes**, particularly for single and semidetached dwellings will **generally be smaller** than in other areas of the Town.
- 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.
- Rear laneways** will be required in strategic locations on the arterial and major collector roads to provide access that minimizes conflicts and provides for a more pedestrian oriented environment;
- 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;

- There also will be more of a reliance placed on **on-street parking** in key strategic locations, such as the community core area; and,
- There will be a greater likelihood that commercial and residential uses **will be integrated** to provide more dwelling units and the more efficient use of land.

H6.7 SUSTAINABLE DEVELOPMENT

H6.7.1 INTRODUCTION

- It is the intent of the Town to continuously require that development and redevelopment be 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.
- 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.
- 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 goes beyond the minimum standards established by the Town's Green Development Standards.

H6.7.2 OBJECTIVES

It is the objective of the Town to:

- 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; 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; and
 - 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.

H6.7.3 VISION GEORGETOWN SUSTAINABLE DESIGN GUIDELINES

A INTRODUCTION

The Vision Georgetown Sustainable Urban 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.

The sections below include a number of objectives that are to be considered as this Secondary Plan is implemented.

B NATURAL HERITAGE PROTECTION

Appreciation for natural areas 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 important Natural Heritage System features, while also providing access to educational and recreation activities through a network of parks, trails, and public spaces. On the basis of the above, it is the objective of this Plan that:

- | | |
|---|--|
| <ul style="list-style-type: none"> a) Community members of all ages are provided access and opportunities to connect with and enjoy the natural environment; b) Streets and roads be planned to reduce impacts on the natural landscape, and be designed to accommodate transit, cyclists and pedestrians as well as vehicles; c) Streets and parking areas be designed to encourage infiltration into the ground with permeable paving where possible; d) 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; e) Pedestrian and multi-use trails provide access to and through parks and natural heritage systems, and community services to help encourage active transportation as a viable means of both recreation and transportation; f) Community initiatives, which educate and celebrate the importance of the natural environment are supported; and g) Community awareness about climate change is promoted, and local action to help preserve the environment is supported. | <ul style="list-style-type: none"> (also known as CHP - Combined Heat & Power); b) Programs and partnerships to leverage municipal investment and demonstrate excellence in energy efficient design be promoted; c) Passive strategies in building design and construction be employed to reduce total energy consumption and peak energy use; d) Renewable energy technologies be integrated into the building façade, roof and site design, while not detracting from the public realm; e) Renewable energy production be showcased as prominent design elements to promote their use; f) Alternative heating and cooling systems, such as a cogeneration plant be encouraged in the Community Core and that consideration be given in new construction for the inclusion of infrastructure that will support the development of a cogeneration plant; g) New buildings should integrate active renewable energy production facilities onsite to help offset conventional demand; h) New buildings attain a level of sustainability with particular attention to achieving energy use reduction credits through the Halton Hills Green Development Standards and Leadership in Energy and Environmental Design (LEED); |
|---|--|

C ENERGY EFFICIENCY AND PRODUCTION

Throughout the Secondary Plan area, new developments should 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:

- | | |
|--|--|
| <ul style="list-style-type: none"> a) New development in the Community Core area be planned to be connected to a cogeneration plant | <ul style="list-style-type: none"> i) Reflective or light-coloured roofs be incorporated 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; j) Alternative or renewable energy sources such as solar panels be incorporated within building design and encouraged; |
|--|--|

- k) Lighting for pedestrian and multi-use trails should, where feasible, implement solar panels to reduce energy demand from non-renewable sources;
- l) 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;
- m) Net zero or net zero ready buildings be strongly encouraged; and
- n) Energy efficient lighting fixtures and appliances are encouraged.

D HABITAT PROTECTION

New neighbourhoods will not be the exclusive domain of human beings, with the habitat being shared with many animals, insects and bird 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 employ bird strike deterrent strategies;
- e) Building systems be set up to automatically turn off major lighting after hours or close blinds once the sun has set to reduce energy use and minimize

interference with the flight patterns of migratory birds.

E WASTEWATER AND STORMWATER MANAGEMENT

Throughout the community, development should be designed to conserve water use and to manage storm water on-site through Low Impact Development techniques such as bioswales, rainwater harvesting systems, infiltration trenches, and stormwater management ponds. 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;
- b) Stormwater management features be strategically located to take advantage of the existing topography and drainage patterns;
- c) Stormwater management features be developed as naturalized ponds, and incorporate native planting to help support pollinator species, and enhance biodiversity;
- d) Rainwater harvesting systems, such as rain barrels and other simple cisterns, be installed to capture rainwater, which can be used for landscape irrigation, thereby reducing unnecessary use of potable water;
- e) All buildings be designed for efficient water use using conventional methods, such as ultra-low flow fixtures and dual flush toilets and more innovative water saving measures like waterless urinals, and grey-water recycling systems;
- f) 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 avoid excessive strain on the potable water supply;

- g) All new development be 'grey water ready';
- h) Landscaped areas be located to optimize water infiltration potential;
- i) Landscaping of public and private facilities highlight 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 impermeable pavers;
- k) Impermeable hard surfaced areas (i.e. driveways and parking areas) be reduced and opportunities for ground water infiltration be incorporated; and
- l) Rain gardens, complete with native plant species and soil media, be encouraged to detain, infiltrate and filter runoff discharge from roof leaders, or integrated into surface parking areas where feasible.

F 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 that receive good sunlight be designed to incorporate urban agriculture and community gardens where appropriate;
- b) Space be allocated in the community for the retail sale of locally grown food;
- c) Programs and spaces for community gardening be provided as part of new development;
- d) The selection of native, low maintenance and drought resistant plants be prioritized to minimize the spread of invasive species; and
- e) Local agricultural products be promoted to help ensure that they

remain productive components of the local economy.

G 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 utilized 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 be encouraged wherever feasible;
- c) Construction materials containing post-consumer waste or recovered materials be incorporated;
- 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.

H 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 against the urban heat island effect. The construction of new mid and high rise facilities and institutional buildings in the community present an opportunity to expand the extent of surface area that absorbs rainwater through green roofs. 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) All mid and high rise buildings, as well as community facilities, be encouraged to include a green roof which achieves at least 80% coverage of the total open roof space not occupied by mechanical equipment or amenity areas;
- c) Where green roofs are accessible, use of these spaces for local food production be encouraged; and
- d) Where green roofs are not easily accessible, the use of native, low maintenance plant species be encouraged.

I INNOVATION AND FUTURE TECHNOLOGIES

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

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

H6.8 DESIGNING STREETS FOR ACTIVE TRANSPORTATION

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 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 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 incorporate 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 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 users and motorists;
- k) Dedicated bicycle lanes, with a minimum width of 1.5 metres, be provided on either side of Major Collector Roads and on one side of Minor Collector Roads;
- l) Multi-use paths, with a minimum width of 3 metres, be provided on one side of Major Collector Roads outside of the Community Core;
- m) Local Roads be designed with equal consideration given to the needs, safety and comfort of pedestrians and motorists, and reflect an intimate, pedestrian-scaled neighbourhood setting;
- n) Window Roads be considered adjacent to Arterial Roads, in order to promote neighbourhood visibility and provide a street-oriented built form presence, while eliminating the need for rear lotting; and,
- o) 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.

H6.9 BUILT FORM AND THE PRIVATE REALM

All development applications shall be supported by urban design guidelines. Proponents shall have regard to the 'Vision Georgetown Sustainable Urban Design Guidelines' dated April 2018 and every

effort should be made to ensure compliance with those 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) Subdivision-scale development seek 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;
- c) Site-scale development seek 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;
- d) Site-scale development seek 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;
- e) 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;
- f) 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;
- g) 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
- h) All buildings be designed to individually and collectively contribute to the character of the surrounding neighbourhood or district.

H6.10 COMMUNITY CORE

H6.10.1 LONG TERM VISION

- a) The Community Core shown on **Schedule H6-1** is envisioned as an important character area that functions as the primary gathering place in Vision Georgetown, and allow for various amenity and programming opportunities aimed at providing purpose and interest throughout the day and evening. Land use policies applying to the land use designations in the Community Core shown on **Schedule H6-2** are contained in **Section H6.11** of this Plan.
- b) Place making is critical to the long-term success of the Community Core, which shall strive to achieve a setting that reflects high quality design, where people can live, work, shop, learn and play.
- c) Streets within the Community Core will be planned as complete streets to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. In particular, the streets will be pedestrian oriented, and accessible for people of all ages and abilities. They will be framed by animated building edges including wide sidewalks, weather protection, lighting and wayfinding. A network

- of public and semi-private open spaces and pathways will be created to complement the Natural Heritage System and increase accessibility to outdoor open space, local public parks, and the Community Park.
- d) The viability of the retail, service and recreation amenities and facilities in the Community Core depends on the density of the population base within the immediate area. On this basis, a mix of uses that attracts a diversity of people throughout the day and evening, including seniors, students, shoppers, recreation and library facility users, cyclists and other residents shall be planned for.
- e) It is the intent of this Plan that the right conditions are created in the Community Core that reward 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.
- f) It is recognized that it will take some time for the Community Core to fully develop. It is also recognized that the market for certain housing types (most notably apartment dwelling units) and the mass of people required to support retail and service uses in the Community Core will also take some time to develop. As a consequence of the above, innovative development approaches and phasing options will be considered when considering the approval of Block Plans and implementing Plans of Subdivision.
- g) Notwithstanding the above, it is the intent of the Town to ensure that the density anticipated by this Secondary Plan in the Community

Core area is planned for and implemented.

plant in the Community Core.

H6.10.2 REQUIREMENT FOR BLOCK PLAN

a) Prior to the consideration of individual applications within the Community Core, a Block Plan for the Community Core area shall be prepared first to guide development applications. The limits of the Block Plan area shall be developed in consultation with the Town. 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 higher density residential 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 proposed built-form of the development including type, height, and architectural treatments;
- v) The location of appropriate access points onto the abutting road and trail network;
- vi) The location of pedestrian, bicycle, vehicular and service circulation and access and parking areas in the context of the overall parking management strategy; and,
- vii) A proposed strategy for establishing a cogeneration

b) 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 lands, 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.
- b) Community Hubs may offer school-community partnerships, respond to local service or recreational needs, provide more efficient and sustainable services, provide improved access to services and provide 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 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 public sector led process that ensures that all uses relate to each other, share space and land wherever possible and be designed in a manner where all uses complement each other;
- b) The secondary school and community centre/library incorporate the highest standard in architectural and sustainable design, with equal priority given to all visible building facades;
 - c) The secondary school and community centre/library embody a distinct visual identity, while respecting the character of the Community Core and surrounding neighbourhoods through the complementary use of architectural styles;
 - d) The library and community centre animate the two Collector Roads they front on, as well as the adjacent Town Square Park and Community Park, with active interior uses such as pools, gymnasiums, atriums, and cafeterias, where appropriate; and
 - e) The secondary school and community centre/library promote safety and ease of access through well-defined entrances and windows facing the public streets and primary walkways.

H6.11 LAND USE DESIGNATIONS IN THE COMMUNITY CORE

H6.11.1 OVERVIEW

- a) **Schedule H6-2** identifies the land use designations that apply in the Community Core. The land use designations are listed below:
 - i) Core Commercial Area;
 - ii) High Density Residential Mixed Use Area;
 - iii) Local Commercial Area;
 - iv) High Density Residential Mixed Use Area;

- v) Medium Density Residential Area; and
- vi) Major Institutional 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 is also planned in the Community Core and policies on the Community Park are contained in Section H6.16.4 of this Plan.
- d) A Town Square Park is also planned in the Community Core and policies on the Town Square Park are contained in Sections H6.11.9 and H6.16.7 of this Plan.

H6.11.2 CORE COMMERCIAL AREA

A GOAL

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

B PERMITTED USES

- a) Main permitted uses are limited to:
 - i) Non-residential uses including child care centres, retail uses, personal service uses, office uses and restaurants in the first storey of any building located adjacent to a Major Collector Road;
 - ii) Multiple dwellings;
 - iii) Block townhouse dwellings; and,
 - iv) Low-rise apartment dwellings
- b) Permitted complementary uses are set out below:

- i) Home occupations subject to Section D1.3.1.4 of this Plan; and,
- ii) Accessory apartments subject to Section D1.3.1.6 of this Plan.

C DENSITY AND HEIGHT

The density range shall be 30 to 100 units per net residential hectare and the maximum building height shall not exceed four storeys.

D SPECIAL DEVELOPMENT POLICIES

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

H6.11.3 HIGH DENSITY RESIDENTIAL MIXED USE AREA

A GOAL

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

B PERMITTED USES

- a) Main permitted uses are apartment dwellings and long term care homes and retirement homes.
- b) Permitted complementary uses are set out below:
 - i) Home occupations subject to Section D1.3.1.4 of this Plan; and,

- ii) Non-residential uses including child care centres, retail uses, personal service uses, office uses and restaurants in the first storey of any building located adjacent to a Major Collector Road.

C DENSITY AND HEIGHT

The density range shall be 75 to 150 units per net residential hectare and the maximum building height shall not exceed six storeys. The minimum building height shall be four storeys.

D SPECIAL DEVELOPMENT POLICIES

- a) The first storey shall be designed to accommodate permitted non-residential uses over the long term. In this regard, glazing should occupy a minimum of 60% of the first storey façade and first storey heights should be designed to accommodate a range of non-residential uses.
- b) If non-residential uses are proposed, some reliance will be placed on on-street parking to meet parking demand for permitted non-residential uses, as set out in the required Block Plan.
- c) Buildings should incorporate a high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades.
- d) Buildings should be designed to establish distinct base, middle and upper portions in order to visually break up their vertical massing. The base of the building should reinforce a human scale environment at street level.
- e) The middle portion of the building should contain the large mass of the building and should reflect the architectural character of the community.

- f) The upper portions of the building should be emphasized through articulations of the exterior wall plate, accent materials or roofline to draw the eye skyward.

H6.11.4 LOCAL COMMERCIAL AREA

A GOAL

It is the intent of this Plan that the **Local Commercial Area** designation be the site of retail and personal service uses that is designed to be transit supportive and pedestrian oriented.

B PERMITTED USES

Permitted uses are set out below:

- a) Commercial fitness centres;
- b) Child care centres;
- c) Medical offices;
- d) Private and commercial schools;
- e) Supermarkets and specialty food stores;
- f) Restaurants; and,
- g) Retail and service commercial uses.

C SPECIAL DEVELOPMENT POLICIES

- a) Local Commercial sites should have an approximately area of 2.5 hectares.
- b) The planned built form characteristics for this designation encourage the development of a wide variety of building forms that are generally low to mid rise in height. In this regard, the maximum height shall be three storeys.
- c) A smaller scale of commercial use is anticipated with emphasis on good building/street relationships. On this basis, below is the design and built form criteria that shall be applied in **Local Commercial** areas:
 - i) Buildings should be located on or close to the street line to reinforce a strong street edge.

- i) Front yard parking shall not be encouraged and larger parking areas shall be set back an appropriate distance from the street edge to ensure that the majority of the street edge is the site of building.

- ii) A strong street edge landscape treatment should be provided to contribute to the streetscape.

- iii) Well-delineated pedestrian walkways should be provided between the street and main entrances.

- d) The development of pedestrian oriented focal points that are walkable from nearby areas is required to be a key component of development in the **Local Commercial 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 a display of public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

H6.11.5 HIGH DENSITY RESIDENTIAL AREA (IN COMMUNITY CORE)

A GOAL

It is the intent of this Plan that the **High Density Residential Area** designation be planned to accommodate a range of housing types on Collector Roads in the Community Core.

B PERMITTED USES

- a) Main permitted uses are apartment dwellings and long term care homes and retirement homes.

- b) Permitted complementary uses are set out below:

- i) Home occupations subject to Section D1.3.1.4 of this Plan.

C DENSITY AND HEIGHT

The density range shall be 75 to 150 units per net residential hectare and the maximum building height shall not exceed six storeys. The minimum building height shall be three storeys.

D SPECIAL DEVELOPMENT POLICIES

- a) Buildings should incorporate a moderate to high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades.
- b) Buildings should be designed to establish distinct base, middle and upper portions in order to visually break up their vertical massing. The base of the building should reinforce a human scale environment at street level. The middle portion of the building should contain the large mass of the building and should reflect the architectural character of the community. The upper portion of the building should be emphasized through articulations of the exterior wall plate, accent materials or roofline to draw the eye skyward.

H6.11.6 MEDIUM DENSITY RESIDENTIAL (IN COMMUNITY CORE)

A 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.

B PERMITTED USES

- a) Main permitted uses are multiple, street townhouse, block townhouse and low-rise apartment dwellings

and long term care homes and retirement homes.

- b) Permitted complementary uses are set out below:

- i) Home occupations subject to Section D1.3.1.4 of this Plan; and
- ii) Accessory apartments subject to Section D1.3.1.6 of this Plan.

C DENSITY AND HEIGHT

The density range shall be 30 to 100 units per net residential hectare and the maximum building height shall not exceed four storeys.

D 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 the Major Collector road and support the development of complete streets.
- b) Buildings fronting on the Major and Collector Road in the Community Core shall have its main facade facing the Major Collector Road and be located close to the street and designed to frame the street.

H6.11.7 LIBRARY/COMMUNITY CENTRE AREA

A GOAL

It is the intent of this Plan that the **Library/Community Centre Area** designation in the Community Core be the site of a community library and community centre.

B PERMITTED USES

- a) Permitted uses in the **Library/Community Centre Area** designation are limited to community centres and libraries and other complementary and supportive uses.
- b) Minor changes to the location of the planned library/community centre are permitted, provided it continues

to be functionally connected with the planned Community Park and Secondary School.

H6.11.8 MAJOR INSTITUTIONAL AREA

A 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.

B PERMITTED USES

- a) Permitted uses in the **Major Institutional Area** designation are limited to Secondary Schools.
- b) 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.
- c) If the Secondary School is not required, an amendment to the Block Plan required by Section H5.10.2 would be required.
- d) 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 community centre/library.

H6.11.9 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 framed by the Community Centre and Library, as well as the Core Commercial and Mixed Use buildings, with active frontages to promote direct views and access.
- c) Storefronts should be located close to the edges of Town Square Park to create an active and vibrant pedestrian shopping environment, but should be sufficiently setback to preserve opportunities for the placement of small outdoor cafés

patios and commercial display spaces.

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

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, water features and skating rinks.

H6.12 LAND USE DESIGNATIONS OUTSIDE OF THE COMMUNITY CORE

H6.12.1 OVERVIEW

- a) **Schedule H6-2** provides the detailed land use designation for lands outside of the Community Core. The land use designations are listed below:
 - i) Low Density Residential Area;
 - ii) Medium Density Residential Area;
 - iii) Mixed Use Area (Gateway);
 - iv) High Density Residential Area;
 - v) Major Commercial Area;
 - vi) Local Commercial Area;
 - vii) Major Institutional Area;
 - viii) Natural Heritage System; and

- ix) 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

A 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 that are designed for both the motor vehicle, cyclists and pedestrians.

B PERMITTED USES

- a) Main permitted uses are limited to single detached, semi-detached and duplex dwellings.
- b) In addition, street townhouse dwellings and block townhouse dwellings are also permitted, provided the total number of such units does not exceed 20% of the total number of units in a Plan of Subdivision.
- c) Permitted complementary uses are set out below:
 - i) Home occupations subject to Section D1.3.1.4 of this Plan;
 - i) Bed and breakfast establishments in single detached dwellings subject to Section D1.3.1.5 of this Plan;
 - ii) Accessory apartments subject to Section D1.3.1.6 of this Plan;
 - iii) Garden suites subject to Section D1.3.1.7 of this Plan; and,
 - iv) Special needs housing subject to Section D1.3.1.8 of this Plan.

C DENSITY AND HEIGHT

- a) The minimum permitted density shall be 24 units per net residential hectare and the maximum permitted density shall be 30 units per net residential hectare.
- b) Notwithstanding the above, the minimum and maximum density permitted for street townhouse dwellings and block townhouse dwellings are 30 to 45 units per net residential hectare.
- c) The maximum building height shall not exceed three storeys.

D SPECIAL DEVELOPMENT POLICIES

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

A 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 primarily adjacent to or near Arterial and Collector Roads.

B PERMITTED USES

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

C DENSITY AND HEIGHT

The density range shall be 30 to 100 units per net residential hectare and the maximum building height shall not exceed four storeys.

D SPECIAL DEVELOPMENT POLICIES

- a) Buildings fronting on Major and Minor Collector Roads shall have its main facade facing the Major Collector Road and be located close to the street and designed to frame the street.
- b) Individual accesses to medium density development from Major and Minor Collector roads are not permitted.

H6.12.4 MIXED USE GATEWAY

A 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 and the 10th Sideroad and

Trafalgar Road and the 15 Sideroad, which are both considered to be gateways into the Vision Georgetown Secondary Plan area on Trafalgar Road.

B PERMITTED USES

- a) Main permitted uses are limited to:
 - i) Multiple dwellings;
 - ii) Street townhouse dwellings;
 - iii) Block townhouse dwellings;
 - iv) Low-rise apartment dwellings; and
 - v) Long-term care homes and retirement homes.
- b) The Stewarttown Public School is recognized as a permitted use.
- c) 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, 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 Medium Density Residential Area (Special).

C DENSITY AND HEIGHT

The density range shall be 30 to 100 units per net residential hectare and the maximum building height shall not exceed four storeys.

D SPECIAL DEVELOPMENT POLICIES

- a) Prior to any development occurring on the lands within the **Mixed Use Gateway Area** designation, a Block Plan shall be prepared to the

satisfaction of Council. The Block Plan shall include:

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

H6.12.5 HIGH DENSITY RESIDENTIAL AREA

A GOAL

It is the intent of this Plan that the **High Density Residential Area** designation be planned to accommodate a range of housing types on Arterial Roads in the Secondary Plan area.

B PERMITTED USES

- a) Main permitted uses are apartment dwellings, ~~and~~ long term care homes and retirement homes.
- b) Permitted complementary uses are set out below:
 - i) Home occupations subject to Section D1.3.1.4 of this Plan.

C DENSITY AND HEIGHT

The density range shall be 75 to 150 units per net residential hectare and the maximum building height shall not exceed six storeys. The minimum building height shall be three storeys.

D SPECIAL DEVELOPMENT POLICIES

- a) Buildings should incorporate a moderate to high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades.
- b) Buildings should be designed to establish distinct base, middle and upper portions in order to visually break up their vertical massing.
- c) The base of the building should reinforce a human scale environment at street level.
- d) The middle portion of the building should contain the large mass of the building and should reflect the architectural character of the community.
- e) The upper portion of the building should be emphasized through articulations of the exterior wall

plate, accent materials or roofline to draw the eye skyward.

H6.12.6 MAJOR COMMERCIAL AREA

A GOALS

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

B PERMITTED USES

Permitted uses are limited to:

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

C SPECIAL DEVELOPMENT POLICIES

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

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

- a) Major Commercial sites should have an approximately area of 6.0 hectares.
- b) It is the intent of this Plan that the lands within the **Major Commercial** designation are the focus of major retail uses and over the longer term, higher density residential uses in a mixed-use setting.
- c) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks that encourages pedestrian circulation even where the “streets” in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit.
- d) The maximum gross leasable floor area permitted for all retail uses combined in the **Major Commercial Area** designation is 20,000 square metres.
- e) The establishment of a higher-order supermarket serving a large trade area is a key component of the land use plan for the area.
- f) As this area develops, it is the intent of this Plan that a pedestrian oriented environment that is integrated with surrounding lands and in particular with the planned

Elementary/Secondary School to the north, medium and high density residential uses to the west and community uses on the east side of the Eighth Line is established.

- g) The development of pedestrian oriented focal points that are walkable from nearby areas is required to be a key component of development in the **Major Commercial Area** designation. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreation uses, possible public or private programmed activities, and a display of public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.
- h) The minimum height of any new residential building shall be 3 storeys and the maximum height shall be 6 storeys. The minimum height for non-residential buildings shall be two storeys.
- i) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge.
- j) It is the long-term intent of this Plan that the majority of the parking spaces in the **Major Commercial Area** designation be included within structured parking garages or underground. In this regard, the Comprehensive Development Plan required by subsection e) shall establish a long term parking strategy for the area which takes into account the phasing of development.

H6.12.7 LOCAL COMMERCIAL AREA

A GOAL

It is the intent of this Plan that the **Local Commercial Area** designation be the site of small - scale retail and personal service uses that are designed to be transit supportive and pedestrian oriented.

B PERMITTED USES

Permitted uses are set out below:

- a) Commercial fitness centres;
- b) Child care centres;
- c) Medical offices;
- d) Private and commercial schools;
- e) Supermarkets and specialty food stores;
- f) Restaurants; and,
- g) Retail and service commercial uses.

C SPECIAL DEVELOPMENT POLICIES

- a) Local Commercial sites should have an approximately area of 2.5 hectares.
- b) The planned built form characteristics for this designation encourage the development of a wide variety of building forms that are generally low to mid rise in height. In this regard, the maximum height shall be three storeys.
- c) A smaller scale of commercial use is anticipated with emphasis on good building/street relationships. On this basis, below is the design and built form criteria that shall be applied in **Local Commercial** areas:
 - i) Buildings should be located on or close to the street line to reinforce a strong street edge.
 - ii) Front yard parking shall not be encouraged and larger parking areas shall be set back an appropriate distance from the street edge to ensure that the

- majority of the street edge is the site of building.
- iii) A strong street edge landscape treatment should be provided to contribute to the streetscape.
 - iv) Well-delineated pedestrian walkways should be provided between the street and main entrances.
- d) The development of pedestrian oriented focal points that are walkable from nearby areas is required to be a key component of development in the **Local Commercial 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 a display of public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces.

H6.12.8 MAJOR INSTITUTIONAL AREA

A 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.

B PERMITTED USES

- a) Permitted uses in the **Major Institutional Area** designation are limited to Secondary Schools that may be combined with an elementary school.
- 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 this Plan would be required before development applications are considered.
- d) If the planned elementary school is retained, but the planned Secondary School is not, a Comprehensive Development Plan prepared in accordance with Section G3.3 of this Plan would be required to determine the appropriate location of the elementary school, Neighbourhood Park and residential uses.

H6.12.7 NATURAL HERITAGE SYSTEM

A GOAL

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

B PERMITTED USES

Permitted uses in the **Natural Heritage System** are limited to conservation uses and passive recreation, which includes trails. Lands that are within the Natural Heritage System are encouraged to be dedicated to the Town or another public authority as appropriate.

C ENHANCEMENT AND RESTORATION

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

- a) Increase in biological and habitat diversity;
- b) Enhancement of ecological system function;

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

D INTERFACE WITH THE NATURAL HERITAGE SYSTEM

A key component of the plan is the provision of appropriate visual and physical connections to the Natural Heritage System.

On the basis of the above, it is a target of this Secondary Plan that a minimum of 25% of all developable lands that abut the Natural Heritage System be developed with a single-loaded road, a public park, a stormwater management facility or other similar use.

Should it be demonstrated that 25% frontage by public land is not achievable due to such matters as serviceability, topography or valley configuration, and then the target may be revisited during the Block Plan process.

H6.12.8 SPECIAL STUDY AREA

A Location

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

B 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.

C 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 Sideroad or the Eighth Line or both.

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

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

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

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

H6.13 SUBWATERSHED STUDY

H6.13.1 PURPOSE

Town Council endorsed the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 in June 2017. 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)."*

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 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 and buffers. This process includes the refinement of the NHS to produce an area specific NHS, based on a detailed study, that is consistent with provincial and municipal environmental policies, including the Regional Official Plan.
- b) In addition to a number of minor changes, two changes to the spatial extent of the NHS are proposed as set out below:
 - i) The first change affects lands that are the site of a black locust woodland. The

Subwatershed Study concludes that 2.47 hectares of the black locust woodland can be removed, while still meeting the Regional policy requirement that any removal will have no negative impact on the remaining Block D woodland. The Subwatershed Study clearly outlines how this approach complies with applicable Regional Official Plan policies and the appropriate course of action, as it relates to the entire Natural Heritage System in Vision Georgetown.

- ii) The second change affects an Enhancement Area in the vicinity of Blocks C to D. The Natural Heritage System includes a large Enhancement Area, and the Subwatershed Study identifies Enhancement Areas in different locations that again consider a system-based approach. The assessment provided in the Subwatershed Study has provided the detail necessary to identify the principles and framework applied in Vision Georgetown that meet the Region's objectives and is consistent with Regional guidelines and policies.

H6.13.2 BUFFERS

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

In accordance with this approach, the buffers within the NHS as shown on **Schedule H6-2**, range between 15 and 25 metres. Passive trails will be planned to be located within the buffer areas where possible and be designed to minimize impacts on the NHS, while allowing residents to access the NHS in a sustainable manner.

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

H6.13.3 ENVIRONMENTAL IMPLEMENTATION REPORTS (EIR)

A Purpose

- a) The purpose of an EIR is to clearly demonstrate how specific development applications (such as a Draft Plan) will incorporate and follow the management strategy recommendations contained within Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017.
- b) The proponent will be required to demonstrate, through the preparation of an EIR, that the issues of stormwater management, infiltration, Natural Heritage System delineation and stream corridors have been addressed through the Draft Plan of Subdivision process, for the entire sub-catchment area.
- c) During the preparation of the EIR, the boundaries of the Natural Heritage System as illustrated in Figure 7.3.1 of the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 are considered final, subject to minimal refinements on surveying the edges of features and locating buffers.
- d) Additional refinements related to the proposed Block D woodland management and enhancement plan where the limits of black locust removal and the areas of

reforestation will require confirmation in consultation with the agencies.

- e) The EIR reporting is to reflect the management requirements for the Natural Heritage System as outlined in Section 7.4.2 and illustrated in Figure 7.3.1 of the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017.

B EIR Study Boundaries

- a) Figure 4.6.1 of the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 shows how the Secondary Plan has been broken into separate sub-catchment areas for the purposes of EIR preparation.
- b) The study area for an EIR will include not only the detailed assessment of the lands subject to application, but also an evaluation of how the lands subject to the application function within the subwatershed context.
- c) Where a portion of the Natural Heritage System is located within the sub-catchment area, it will be important to demonstrate that any required EIR's were completed on the basis of logical ecological boundaries or tributary areas.

C EIR Requirements

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

- a) Watercourse relocations and modifications, as well as associated aquatic habitat assessment;
- b) Stormwater quantity and quality control requirements;
- c) Specific location and detailed design for Enhancement Area and Replication Wetlands;
- d) Specific buffer width requirements;
- e) Multi-landowner facility design and locations;

- f) Operations and Maintenance Plans;
- g) Discrete monitoring requirements;
- h) Adherence to the Final Halton Source Protection Plan Policies;
- i) Facility cost sharing; and
- j) Conceptual fisheries compensation plans where necessary.

D Need for Technical Studies

EIRs may also require a number of technical studies, the need for which will have been identified in the Subwatershed Study. 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 where watercourse relocations and modifications are proposed;
- b) Studies to demonstrate that stream protection meets subwatershed objectives;
- c) Impacts associated with transportation, servicing and utility corridors;
- d) Water balance assessment of recharge (quantity and quality) within the WHPA-Q1/Q2, ICA (chloride), and baseflow contributing areas;
- e) Additional monitoring of groundwater levels along the upper reaches of Tributary A to further refine hydrogeological linkages with the watercourse;
- f) Additional flow monitoring of all three tributaries for one year (four seasons) to further verify and/or calibrate the model parameters.
- g) Functional SWM plan and outline approach and location of facilities to meet management strategy requirements;
- h) Natural Channel Design where watercourse relocations and modifications are proposed;

- i) Additional flow monitoring on Tributary A to confirm hydrologic model parameters;
- j) Additional soils investigations to refine valley wall setbacks on Tributary B and a portion of Tributary A, reaches AM-2 and AM-3; and
- k) Additional water quality analysis with LID application to ensure that TP reduction targets are met.
- l) The floodplain delineation for this study started at the Eighth Line crossing. Additional analysis has been requested by each Conservation Authority to carry out a flood hazard risk analysis 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 Master Drainage and SWM plan or as part of the EIR process (as long as the EIR is carried out to include the entire tributary).
- m) Additional servicing details for the proposed future development, either in the EIR or Master Drainage and SWM Plan needs to consider and coordinate with the proposed upgrades on Trafalgar Road.

H6.13.4 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.”

- b) On the basis of the above, monitoring in accordance with Section 7.5 of the Vision Georgetown Subwatershed Study, prepared by AECOM and dated May 2017 will be required.

H6.14 ROAD NETWORK

H6.14.1 COLLECTOR ROAD NETWORK

- a) Streets A and C are considered to be Major Collector roads and will have a minimum right-of-way width of 22.75 metres, which is increased to 25 metres in the Community Core.
- b) Streets B and D are considered to be Minor Collector roads and will have a minimum right-of-way width of 21 metres.
- 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 streets.
- 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.

- 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) All Collector Roads in the Secondary Plan area shall be designed in a manner that ensures that no more than approximately 60% of the planned right-of-way is devoted to the automobile.
- e) In this regard, a minimum of approximately 40% of the planned right-of-way shall be devoted to pedestrian and non-motorized modes of travel and landscaping.

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 Sideroad, will have higher vehicular traffic volumes. As a

- result, direct access for individual driveways is discouraged and laneway access 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.
 - 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 will have a minimum right-of-way width of 16 metres.
- b) Components of the active transportation network as per **Section H6.15** of this Plan will be planned on Local Roads.

H6.14.5 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.
- 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.

H6.14.6 SIDEWALKS

- a) All Collectors Roads shall have sidewalks on both sides.

- 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.

H6.14.6 ROUNDABOUTS

- a) Roundabouts shall be designed to incorporate pedestrian crossovers on each approach. Additionally roundabouts shall include bicycle bypasses on approaches with bike lanes.
- b) Where the Town has identified the need for single or multi-use roundabouts, 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.

H5.15 ACTIVE TRANSPORTATION

Schedule H5-3 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 OF PARKLAND

- a) The Town shall require five percent of the gross residential land area within a Draft Plan of Subdivision in the Low Density Residential Area designation to be dedicated to the Town as parkland.
- b) The Town shall also require the dedication of 1.0 hectare of land per 300 dwelling units for development within all other designations where residential uses

are permitted, except the Major Commercial Area designation.

- c) Two percent of the land within Major and Local Commercial Areas shall be dedicated as parkland. If residential development is later proposed within the Major Commercial Area designation, the provisions of the Town's Parkland Dedication By-law will apply.
- d) In lieu of the above requirements, Council may require cash-in-lieu of parkland instead, as deemed appropriate.
- e) Lands designated as Natural Heritage System or required for stormwater management facilities shall not be accepted as part of the required parkland dedication.
- f) To the extent possible, stormwater facilities will be incorporated into the adjacent parkland and designed in a manner to enhance the aesthetic appeal of the overall development.
- g) Prior to development occurring on any part of the Vision Georgetown lands, a Master Parks Agreement shall be required. 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. Rather than taking separate smaller pieces of parkland from each of the development interests, a Master Parks Agreement will allow the Town to acquire park parcels that provide for a range of park types, sizes and functions that will meet the needs of the new community. The agreement will enable the Town to acquire more parkland from some developers than would be required under the Planning Act and less from others in a quest to achieve a suitable distribution of the Community Park, Town Square

Park, Neighbourhood Parks and Parkettes.

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

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 maximize visibility from adjacent streets and promote safety;
- b) Maximize public safety through park block size, visibility, configuration and location of park fixtures and facilities;
- c) Have direct and safe pedestrian access from adjacent residential areas or adjacent 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
- 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.
- d) The Community Park should incorporate on-site surface 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.

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 NHS) 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.
- e) Neighbourhood Parks should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures, public art and sports fields, where appropriate.

H6.16.6 PARKETTES

- a) Parkettes should be situated centrally within individual neighbourhoods, and should be accessible within walking distance of most residents.
- b) Parkettes should be framed by public streets (or other public uses such as schools and/or the NHS) on at least two sides.
- c) Parkettes should incorporate recreational programming elements that target neighbourhood residents.

- 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) Policies on the Town Square Park are contained in Section H6.11.8 of this Plan.

H6.17 PHASING

H6.17.1 GENERAL

The phasing of development in the Vision Georgetown Secondary Plan area shall occur in a manner that:

- a) Provides for the early development of a range of housing types with a particular focus on medium and high density residential development;
- b) Supports the early development of retail and other non-retail and service uses needed to support the new residents;
- c) Supports the conveyance of lands within the Natural Heritage System into public ownership;
- d) Supports the early development of the Community Park, which should be dedicated to the Town before _____ of development lands are released for development;
- e) Supports the early construction of Street A to provide for continuous north-south travel through Vision Georgetown before no more than 50% of the development lands are released for development;
- f) Supports the necessary improvements to Trafalgar Road, Eighth Line, 10th Sideroad and 15th Sideroad as required;

- g) Incorporates the lands needed for schools to support the new residents of the community; and,
- h) 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.

H6.17.2 BLOCK PLANS

Block Plans in accordance with **Section G3.2** of this Plan are required and their boundaries will generally follow EIR Study boundaries as set out in **Section H6.13.4** of this Plan.

H6.18 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 the 10th and 15th Sideroads 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.
- 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.

H6.19 LOCATION OF ELEMENTARY SCHOOLS

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

H6.20 ENERGY CONSERVATION

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:

- a) All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through approaches related to factors such as building design, efficient technologies and behavioural change initiatives.
- b) The Town in consultation with stakeholders will explore the potential for the introduction of a cogeneration plant in the Community Core.

- c) 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
- d) 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.
- e) 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.
- f) All development will include a solar design strategy and all applications will identify buildings constructed to be solar ready. In addition, developers/builders will be required to provide Net Zero Ready and Net Zero Energy options for purchasers.

H6.21 CULTURAL HERITAGE

H6.21.1 BUILT HERITAGE RESOURCES

- a) There are three built heritage resources within the Secondary Plan area.
- b) **Site BHR-2** is located at 10686 Eighth Line and was constructed around 1880. This 2-storey dichromatic brick house sits on a rubble stone foundation. It has a hip roof with centre gable on the east (front) side and a boxed cornice with decorated frieze and brackets. Stone sills and arched yellow brick voussoirs accent the window openings with 2/2 double hung

sashes. The front (east) elevation has a double leafed door with a distinctive arched transom and bay window. The associated farm outbuildings that included a large gambrel barn and mature trees along the farm lane have been removed. BHR-2 is included on the Town of Halton Hills Register as a listed property.

- c) **Site BHR-5** is located at 10677 Trafalgar Road. This vernacular, 1-storey, red brick structure is set on a rubble stone foundation and has a side gable roof with returned eaves and a chimney on north roof ridge. Window openings have stone sills (ground floor), wood lug sills upper floor, radiating brick voussoirs, and 2/2 sashes (ground floor). The front door opening has been altered. There is a rear 1 storey modern wing. BHR-5 is included on the Town of Halton Hills Register as a listed property.
- d) **Site BHR-9** is located at 10229 Trafalgar Road. This vernacular 2 storey structure was built in the late 19th or early 20th century. It sits on a stone foundation, is clad in modern siding and has an asphalt shingled, cross gable roof. A 1-storey veranda is located in the “L” on the front elevation. Typical window openings are 2 x 2 sashes (ground floor) and 5 x 2 sashes (upper floor) and there is a 1-storey bay window on front ground floor.
- e) New development in the vicinity of BHR-2, BHR-5 and BHR-9 should be managed in such a way that its impact is sympathetic with the value of the resources and that it minimizes or avoids an adverse affect to cultural heritage resources.
- f) When the nature of the development is such that adverse impacts are unavoidable it may be necessary to implement management or conservation strategies that alleviate the

deleterious effects to cultural heritage resources. The principal heritage philosophy for the protection of cultural heritage resources is retention in situ and the preservation of the material integrity to the maximum extent possible, consistent with public safety.

- g) On the basis of the above, a Cultural Heritage Impact Statement in accordance with Section F5.1.2 of this Plan shall be required before development occurs.

H6.21.2 CULTURAL HERITAGE

- a) There is one cultural heritage landscape within the Secondary Plan area.
- b) **Site CHL-1** is located at 10114 Eighth Line and was formerly the site of the Reed Farmhouse, which has been demolished and removed from the Town of Halton Hills Heritage Register. However, a tree-lined farm lane, a windbreak north of lane, and other mature trees remain as attributes of the farm complex remain in the landscape marking the location of the Reed Farm in the environment.
- c) On the basis of the above, a Cultural Heritage Impact Statement in accordance with Section F5.1.2 of this Plan shall be required before development occurs, to determine how these components of the landscape can be incorporated into future development.

H6.21.3 MOUNT PLEASANT WESLEYAN METHODIST CEMETERY

- a) In 1833, land was donated for a cemetery and a schoolhouse or Methodist meeting house, or both. A chapel was built in 1844, closed in 1858 and moved to Lot 16, Concession 8 where it was reopened as the Stewarttown Wesleyan Church in the following year. In the mid-20th century, the Ashgrove Women’s Institute removed the

neglected cemetery markers on the east side and placed them in a concrete pad. The site is mainly a green space with a few isolated mature trees and shrubs. The cemetery is included on the Town of Halton Hills Register as a listed property.

- b) All cemeteries of cultural heritage significance shall be designated under Part IV or V of the Ontario Heritage Act, including vegetation and landscape of historic, aesthetic and contextual values to ensure effective protection and preservation.
- a) The Town shall restore and maintain all Town-owned heritage cemeteries and encourage owners of private heritage cemeteries to maintain and improve their properties.
- b) Standards and design guidelines for heritage cemetery preservation shall be developed including the design of appropriate fencing, signage and commemorative plaquing.
- c) The heritage integrity of cemeteries shall be given careful consideration at all times. Impacts and encroachments shall be assessed and mitigated and relocation of human remains shall be avoided.
- d) Archaeological and Heritage Impact Assessments, prepared by qualified heritage conservation professionals, shall be required for land use planning activities and development proposals on lands adjacent to cemeteries.
- e) Appropriate mitigation measures may include permanent “no disturbance” buffer zones, appropriate fencing and/or alternative development approaches, as well as temporary protection measures during construction and other activities, as part of the approval conditions to ameliorate any potential adverse impacts that may be caused.

H6.23 ACCESSIBILITY

- a) Accessibility shall be improved for persons with disabilities and seniors by removing or preventing land use barriers that restrict full participation in society.
- 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.

H6.24 AFFORDABLE HOUSING

The Town supports the provision of housing which is affordable and attainable 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 and attainable 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 shall encourage the provision of affordable and attainable 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 secondary suites;
- iii) Considering innovative and alternative residential and community design standards that facilitate affordable housing; and,
- iv) Encouraging the development of purpose built rental housing with a full mix and range of unit sizes.

H6.25 IMPLEMENTATION

H6.25.1 AGREEMENTS WITH THE TOWN

The successful implementation of this Secondary Plan requires working with the landowners and agencies and the entering into of the following agreements with Council:

- a) A Master Parks Agreement in accordance with Section H6.16.1 g) of this Plan; and,
- b) An agreement that implements an infrastructure staging plan and financial plan for the Secondary Plan Area that establishes the basis for the phasing of development, and the funding of new infrastructure.

H6.25.2 LANDOWNER AGREEMENTS

In order to ensure that the cost of new development will not have an adverse impact on the financial capability of the Town, development in the Vision Georgetown Secondary Plan Area shall only proceed when:

- a) Benefitting landowners within the Secondary Plan Area that benefit from the extension of municipal water and sewer services from the south have entered into an agreement or agreements or have made other satisfactory arrangements with the Town for the provision of funds or the provision of services or both and have

entered into an agreement with the Region with respect to the provision of sewer and water infrastructure.

- b) In order to implement sub-sections b) above, the Town may include conditions of Draft Plan Approval that may require the benefitting landowners to enter into agreements with other benefitting landowners with respect to the provision of servicing. If a benefitting landowner chooses not to enter into such agreements, no development shall be permitted until it has been demonstrated that the benefitting landowner has entered into required agreements with other affected landowners with respect to the provision of services and other infrastructure

H6.25.3 DEVELOPMENT CHARGES

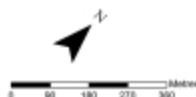
Prior to any development occurring and in addition to the other requirements set out above, it is a policy of this Plan that the Town has in full force and effect, and not subject to appeal, a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Secondary Plan Area.



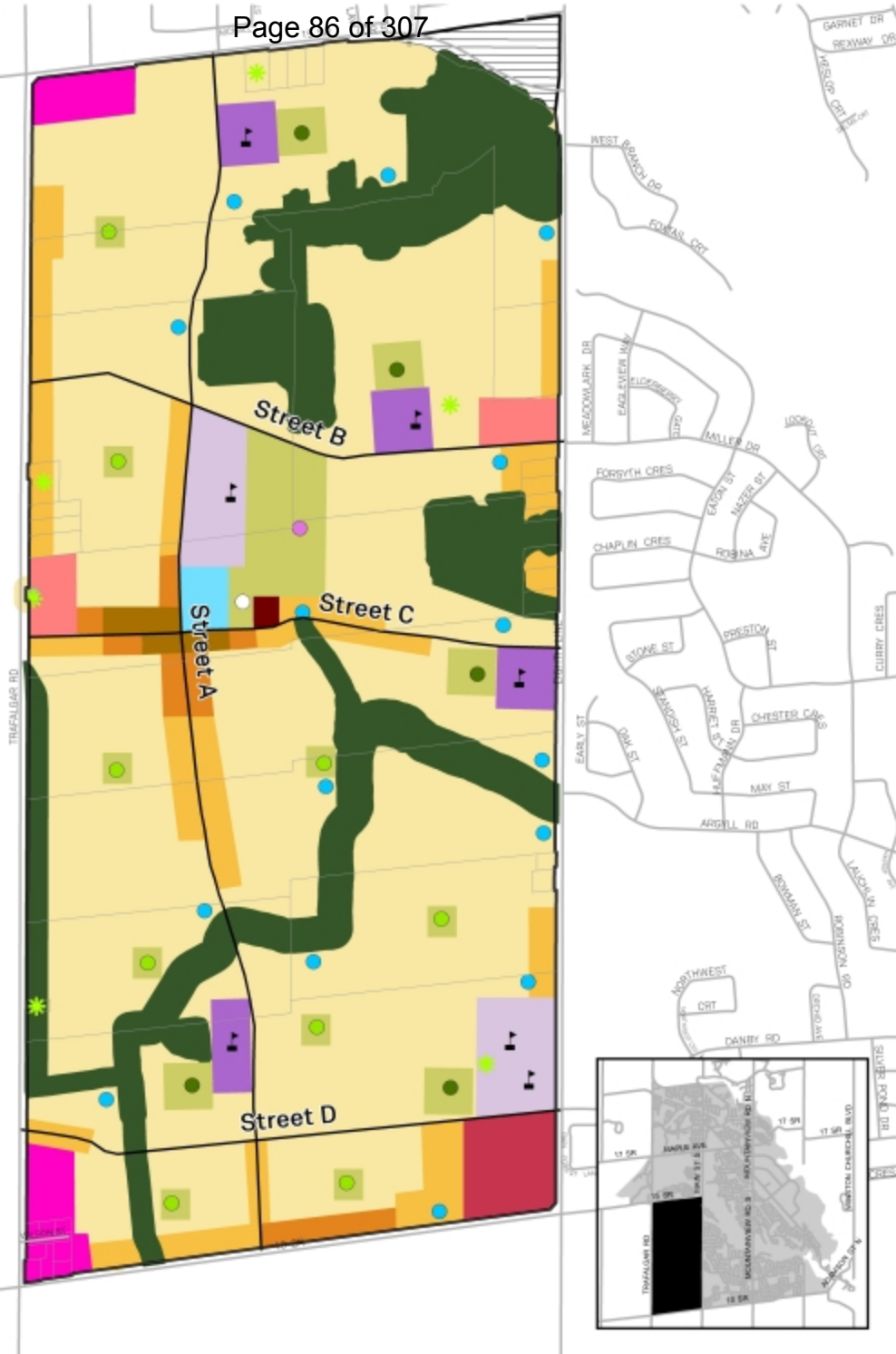
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TOWN OF HALTON HILLS OFFICIAL PLAN



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



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

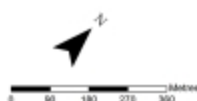
- Low Density Residential Area
- Medium Density Residential Area
- High Density Residential Area
- High Density Residential/Mixed Use Area
- Mixed Use Gateway

- Major Commercial Area
- Core Commercial Area
- Local Commercial Area
- Major Institutional Area
- School

- Library/Community Centre
- Park
- Cemetery
- Greenlands/NHS
- Special Study Area
- Vision Georgetown Boundary

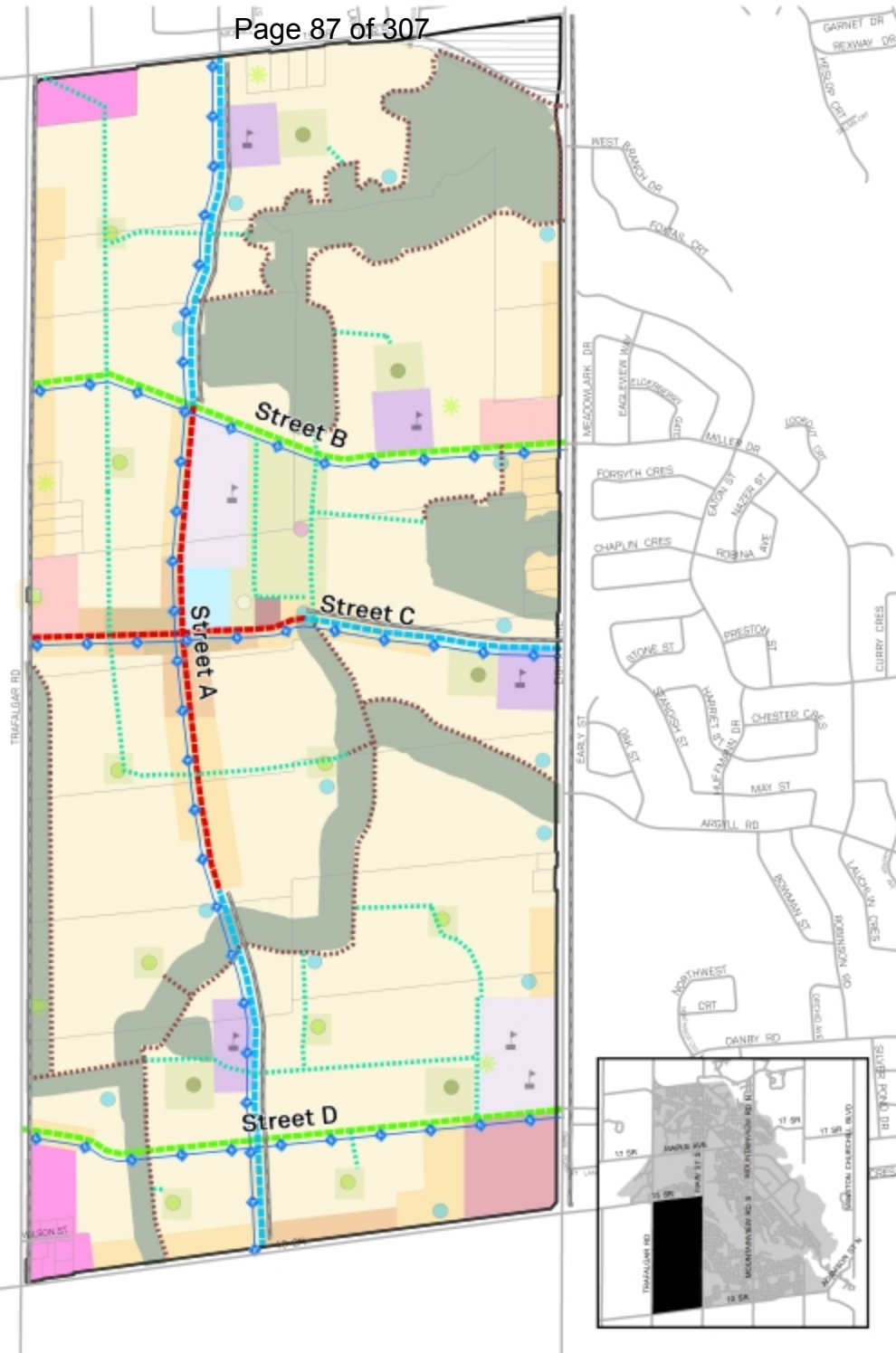
- Proposed Roads
- Stormwater Management Pond
- Town Square Park
- Community Park
- Neighbourhood Park
- Parkette
- School
- Cultural Heritage Resource

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TOWN OF HALTON HILLS OFFICIAL PLAN

SCHEDULE H6-2
VISION GEORGETOWN
LAND USE PLAN



- Proposed Major Collector, 25 metres ROW
- Proposed Major Collector, 22.75 metres ROW
- Proposed Minor Collector, 21 metres ROW
- Multi Purpose Path
- 2-Way Bike Lanes
- Soft Surface Trails
- Local Trail Connectors

DRAFT



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Bronwyn Parker, MCIP, RPP, Senior Planner – Policy

DATE: April 19, 2018

REPORT NO.: PLS-2018-0029

RE: Statutory Public Meeting Report – Premier Gateway Phase 1B
Secondary Plan – Draft OPA 30 and Draft OPA 31

RECOMMENDATION:

THAT Report PLS-2018-0029 dated April 19, 2018 regarding the Premier Gateway Phase 1B Secondary Plan and related Official Plan Amendments, provided as Appendices 1 and 2 to this report, be received for information;

AND FURTHER THAT all agency and public comments received be considered by staff in the preparation of the final Plan and Amendments being brought forward for Council's consideration in June, 2018;

AND FURTHER THAT a copy of Report PLS-2018-0029 be forwarded to the Region of Halton.

BACKGROUND:

Official Plan Amendment No. 10 (OPA 10) was adopted by Council in June 2010 and approved by the Region of Halton in February 2017 with the exception of a few policies that are currently under appeal. Among other matters, OPA 10 designated lands on the north side of Steeles Avenue in Lot 1 generally between the Eighth Line and Sixth Line as Phase 1B Employment Area and Greenlands. OPA 10 also identified the need for a Secondary Plan to be prepared prior to development occurring, as well as identifying the need for an additional 75 hectares of employment land to replace land unavailable due to corridor protection for the Halton Peel Boundary Area Transportation Study/GTA West Environmental Assessment. OPA 10 also identified rural residential concentrations not expected to develop for employment uses in the short to medium term, and set out possible measures to address land use compatibility with adjacent employment uses.

Given this context, the purpose of the Premier Gateway Phase 1B planning exercise is:

- To develop a comprehensive Secondary Plan with appropriate land use designations and policies for the Phase 1B Employment Area.
- To identify up to 75 ha of additional land to be designated for employment and added to the Phase 1B area to replace the shortfall of employment lands to the 2021 planning horizon in the Town as a result of GTA West/HPBATS Corridor Protection.

The Project Consulting Team was retained in March, 2015 through report PDS-2015-0021, with project initiation/kick-off taking place in April, 2015.

On April 10, 2017, Report PI-2017-0018 regarding the Premier Gateway Phase 1B Employment Area Integrated Planning Project Preferred Land Use Concept was endorsed in principle. This report authorized staff and the consulting team to prepare a draft Secondary Plan, based on the endorsed Preferred Land Use Concept, subject to completion of the Scoped Subwatershed Study and other supporting studies.

That report also gave staff direction to initiate an amendment to the Town's Official Plan to incorporate the 75 hectares (ha) of land identified for employment uses in Lot 2 of the Project Study Area into the Urban Area. Similarly the report requested that Halton Region initiate the Area Servicing Plan as well as an amendment to the Regional Official Plan in concert with the Town's Official Plan Amendment, to incorporate the Lot 2 lands identified for employment uses into the Regional Urban Area. Approval of the Regional Official Plan Amendment is a prerequisite to the Local Official Plan Amendment.

Regional Official Plan Amendment No. 47 (ROPA 47) was approved by Regional Council on April 18, 2018. With the approval of ROPA 47, the necessary changes to Map 1 of the Regional Official Plan have taken place, re-designating the Lot 2 lands from 'Agricultural Area' to 'Urban Area', thereby also establishing the necessary Regional policy framework for the Town to continue to move forward with implementation of the required Local Official Plan Amendment (OPA 30), attached as Appendix 1 to this report.

The Official Plan Amendment dealing specifically with the draft Secondary Plan policies and related land use plan follows OPA 30. It is a comprehensive Official Plan Amendment and takes into consideration the recommendations of the Scoped Subwatershed Study, other supporting studies and comments received from agencies and the public, where appropriate. That amendment is considered Official Plan Amendment No. 31 (OPA 31), attached as Appendix 2 to this report.

COMMENTS:

A. OPA 30 – Addition of 75 ha of Replacement Employment Land

GTA West/Northwest GTA Corridor Identification Study

The GTA West Corridor includes an area of land that extends from York Region in the east through Halton Hills, to the Town of Milton in the south west. It was the subject of an Environmental Assessment (EA) Study to consider construction of a multi-modal transportation facility within the Corridor.

After approximately 11 years of study, the Ministry of Transportation (MTO) announced on February 9, 2018 that the Province was no longer moving forward with the EA, and instead was initiating a new study. This new study, called the Northwest GTA Corridor Identification Study, encompasses a study area approximately one-third of the size of the GTA West Corridor and continues to include the municipalities of Halton Hills, Milton, Brampton, Caledon and Vaughan. The study is being undertaken by MTO and the Independent Electricity System Operator (IESO) as a joint study. Information on the study webpage (<http://www.mto.gov.on.ca/english/publications/gta-west-report/north-west-gta-corridor.shtml>) explains that,

“Based on the expected growth and infrastructure need in the area, the continued protection of a corridor is needed to ensure that the ongoing urbanization of the northwest GTA does not impede future infrastructure, such as utilities, transit or other transportation options, that will be needed to support this growth.”

The information provided to date explains that it is anticipated that the study will take approximately 9-12 months before any decisions are made, and directs affected municipalities to continue to protect for the study area corridor. Mapping has been prepared by Town staff and is included as Appendix 3 to this report, which demonstrates the extent of lands which continue to be frozen from employment land development within the Premier Gateway Employment Area. Based on the extent of land requiring continued protection for the Northwest GTA Corridor, the Town and the Region take the position that this precludes the opportunity to appropriately plan for the Premier Gateway lands east of Eighth Line along both the north and south sides of Steeles Avenue, therefore providing continued justification for identification of the 75 ha of replacement employment lands as proposed through the OPA 30 planning process.

B. OPA 31 – Premier Gateway Phase 1B Draft Secondary Plan

Supportive Studies

As discussed in previous staff reports for the Premier Gateway Secondary Plan Study, there has been an extensive amount of work undertaken in the form of technical background studies and documents which support the Town's approach for development of a comprehensive Secondary Plan study.

A number of studies have been prepared in support of the implementation and development of the Premier Gateway Phase 1B Secondary Plan. Studies completed since Council endorsement of the Preferred Land Use Concept include:

- Functional Servicing Report (Amec Foster Wheeler, June, 2017)
- Premier Gateway Phase 1B Employment Area Secondary Plan Transportation Study (Paradigm Transportation Solutions Ltd., July, 2017)
- Draft Phase 2 Scoped Subwatershed Study – Impact Assessment and Management Strategy Report (Amec Foster Wheeler, September, 2017)
- Land Use Compatibility (Air Quality, Light, Noise) Report (Amec Foster Wheeler, September, 2017)
- Fiscal Assumptions and Preliminary Results (Hemson Consulting Ltd., November, 2017)
- Premier Gateway West Scoped Area Traffic Study Background Traffic Growth Rates and Phase 1B Traffic Forecasts (Paradigm Transportation Solutions Ltd., January, 2018)

The Draft Final Scoped Subwatershed Study Report is expected to be received by staff in advance of the final recommendation report in June, 2018. The Town's consulting team is in the process of addressing the comments received from Halton Region and Conservation Halton, and will ensure that all agency feedback has been appropriately addressed in the final report.

Similarly, the Area Transportation Study report is also anticipated to be finalized and submitted to the Town, Region and Ministry staff for review in advance of the June, 2018 recommendation report.

A summary of some of the major supporting studies is attached as Appendix 5 to this report.

B1 – Draft Secondary Plan

The Draft Premier Gateway Phase 1B Secondary Plan dated April 2018, and provided as Appendix 2 to this report, has been prepared in keeping with the Council endorsed Preferred Land Use Concept.

The Draft Secondary Plan has been organized as follows:

- Vision Statement
- Guiding Principles
- Prestige Industrial Area
- Business Commercial Area
- Residential Special Policy Area
- Natural Heritage System
- Subwatershed Study

- Transportation
- Servicing
- Agriculture
- Cultural Heritage
- Land Use Compatibility
- Urban Design
- Sustainable Development
- Phasing
- Implementation

Vision Statement:

The vision statement for the Premier Gateway Phase 1B Area states that:

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.

Guiding Principles:

The guiding principles effectively identify the overarching elements which serve as key values for the Secondary Plan Area. The guiding principles discuss items such as the provision of significant employment growth on full municipal services; encouragement of high quality built form, including the establishment of urban design guidelines for the area; working with the Region to ensure appropriate gateway design for the Trafalgar Road and Steeles Avenue intersection; providing for a variety of employment uses to meet the needs of existing and future businesses; respecting the existing low density residential and institutional uses within and adjacent the Secondary Plan area and allowing for the creation of office and home based businesses in existing residential uses; and establishing an appropriate interface between new employment uses and adjacent existing agricultural areas to allow existing farming operations to continue to function effectively and efficiently.

Prestige Industrial Area:

The Prestige Industrial Area is the principal designation within the Secondary Plan area, where the predominant use of the land will be for employment uses. Development is to be designed to enhance the prominent location of the area through the creation of well-

designed and sustainable buildings, structures and landscaping in a visually attractive environment.

The Prestige Industrial Area designation speaks to the link between the Premier Gateway Phase 1B lands and the larger Premier Gateway Employment Area lands within close proximity. Permitted uses within this designation include both primary and secondary uses, and identify uses such as business and professional offices; industrial uses, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities etc. New residential uses are prohibited within the Prestige Industrial Area.

Business Commercial Area:

The purpose of the Business Commercial Area designation is to provide services that are important to support the primary employment function of the Prestige Industrial Area as well as the gateway function, including hotels, business and professional offices and limited commercial uses.

Permitted uses within the Business Commercial Area are limited and includes uses such as hotels including those with conference, exhibition and banquet facilities; business and professional offices; research and development facilities; limited retail and service commercial uses that are ancillary to and serve the main permitted industrial uses; motor vehicle service stations and restaurants.

Residential Special Policy Area:

The Residential Special Policy Area is an overlay to the Prestige Industrial Area designation. The intent of this Special Policy Area is to identify concentrations of existing residential uses along Hornby Road, Eighth Line and Sixth Line, which may not redevelop for employment uses in the short term. In an effort to address the land use compatibility of these residential uses within an employment area, special policies addressing these parcels have been proposed in the Secondary Plan, and in particular the requirement for a study for development proposals adjacent to these rural residential properties.

Natural Heritage System:

The policies within the Natural Heritage System designation reflect the systems approach taken to ensure the protection, preservation and enhancement of the Natural Heritage System. They recognize that the Natural Heritage System is a critical component of a healthy community, and helps to define the character of the area. Permitted uses within the Natural Heritage System are considered only in accordance with the objectives of the secondary plan and Conservation Halton regulations.

The policies of the Natural Heritage System designation speak to key features; buffers; linkages; watercourses and enhancement areas, as well as the need to restore and

enhance natural features and areas where possible. Headwater Drainage Features; Woodlands; Wetlands; Significant Wildlife Habitat and Species at Risk are also identified within the Natural Heritage System policies.

Subwatershed Study:

The policies within this section of the Secondary Plan discuss the Scoped Subwatershed Study undertaken in conjunction with the Secondary Plan as one of the key components of the Integrated Planning Project. The policies discuss the key elements evaluated through the Scoped Subwatershed Study, and require that all new development in the Secondary Plan Area generally comply with the recommendations of the Scoped Subwatershed Study.

The policies of the Subwatershed Study section discuss Subwatershed Impact Studies (SISs), and identify the requirement to submit these SISs in support of a complete development application. The framework and Terms of Reference for the SISs is outlined in Appendix A to the Secondary Plan, and shall be refined on an individual basis. SISs must be approved by the Town in consultation with Conservation Halton and the Region of Halton.

Transportation:

Policies within the Transportation section discuss the multi-modal transportation network proposed throughout the Secondary Plan Area, with significant connections to the larger Premier Gateway Employment Area. The intent is to provide easy access to major population areas within the Town, as well as key transportation corridors.

The policies of the Transportation section specifically address the overall road network; active transportation, including walking, cycling and lightly motorized modes of travel; transit and transit supportive land use; transportation demand management and parking.

Servicing:

The Servicing section policies focus primarily on the requirements for submission of Functional Servicing Studies in support of the subdivision or site plan approval processes. Policies also discuss municipal water and wastewater services; stormwater management and utilities.

Agriculture:

The policies within the Agriculture section discuss the full range of existing and new agricultural, agriculture-related and secondary agricultural uses being permitted within the Secondary Plan Area until such time as the lands are proposed for development. The policies specifically identify that nothing in the Secondary Plan will limit the ability of farmers to carry out normal farm practices in accordance with the Farming and Food

Protection Act. The policies also discuss the Minimum Distance Separation One formula, and the requirement for reflection of same via the implementing Zoning By-law.

Cultural Heritage:

The Cultural Heritage section identifies the rich cultural heritage evident within the Town, and requires that Cultural Heritage Resources be identified, conserved and enhanced wherever practical and that new development occur in a manner that respects the Town's heritage.

The policies discuss the Cultural Heritage Recourses that are currently listed on the Town's Heritage Register, as well as the additional resources recommended as candidates for conservation. The policies require that as part of a development application, a Cultural Heritage Impact Statement be prepared in accordance with Town standards.

Land Use Compatibility:

The significance of the land use compatibility policies are discussed throughout this report. These policies provide the requirements for buffering and/or mitigation of proposed industrial uses where adjacent to existing residential uses. The policies require that where new facilities are proposed in proximity to existing sensitive land uses, a proponent will be required to undertake the necessary impact analysis and implement as a condition of approval, the appropriate mitigation or abatement measures. The potential for Air and Noise impacts associated with new facilities are required to be addressed by provincial permitting and review tools, including those such as Environmental Compliance Approvals, Environmental Activity and Sector Registries, or Environmental Assessments.

Policies within the Land Use Compatibility section specifically address key elements including noise and vibration; air quality; lighting and construction activities. These policies require that all development applications be required to identify means to minimize and mitigate light pollution and suggest consideration of International Dark Sky guidelines. They recommend control effects for construction activities (including emissions) which consider scheduling, monitoring and mitigation techniques throughout. The policies also identify the importance of communication with impacted residents during the planning and construction phases.

Urban Design:

The policies within the Urban Design section are focused around the high profile gateway location of the Secondary Plan area, as well as the larger Premier Gateway lands. The policies discuss the need to ensure that all future development reflect high quality architectural and urban design standards. The importance of an attractive public realm, a comfortable and engaging environment and a consistent level of design quality are discussed.

Key locations such as the Trafalgar Road and Steeles Avenue intersection are discussed in greater detail, noting the importance of promoting a distinct visual presence and sense of arrival in these areas.

Sustainable Development:

In keeping with the sustainability initiatives of the Town, the Sustainable Development section of the Secondary Plan proposes 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.

Phasing:

The Phasing and Implementation sections discuss the need for development to occur in phases in order to ensure that major capital projects are provided in a cost-effective and timely manner as the area develops.

Implementation:

The Implementation policies require that the Secondary Plan be implemented in accordance with the parent Official Plan and note that the Town may request a peer review of any reports, plans and/or studies submitted in support of a development application.

The Draft Secondary Plan proposes to implement the policy directions established throughout the Integrated Planning Project for the Secondary Plan lands, which has been supported by a series of technical studies and public consultation sessions throughout the study process.

B2 – Changes from Preferred Land Use Concept to Draft Secondary Plan

Since the Preferred Land Use Concept has been endorsed, certain elements of the plan have been revised. These revisions have been made based on additional technical information resulting from continued finalization of the various technical reports, including the Scoped Subwatershed Study among others. The key changes and a brief description as to the rationale behind them include:

1. relocation of a watercourse on the Hornby Glen Golf Course lands;
2. delineation of a Wetland and identification of a Headwater Drainage Feature (HDF) on the UPS lands;
3. relocation of the NHS Enhancement Area on the property at 8131 Hornby Road;
4. relocation of the Business Commercial Area on the north side of Steeles Avenue;
5. realignment of Proposed Collector Road 3 in two locations; and
6. identification of additional Cultural Heritage Resources within the Study Area.

Relocation of the Hornby Glen Golf Course Watercourse:

As discussed in report P&I-2017-0018, the Preferred Land Use Concept contained a proposed Natural Heritage System which was subject to further refinements, through the work which was to be undertaken as part of Phase 2 for the Scoped Subwatershed Study. One of these identified areas included the westernmost watercourse on the Hornby Glen Golf Course lands.

Through the Phase 2 study and further discussion with technical staff from the Region and Conservation Halton, it has been determined that the western watercourse can be relocated immediately adjacent to the eastern watercourse, allowing for a more contiguous block of land being made available for future development opportunities and providing an ecological benefit to the watercourses. As a result of this agreement among the Town and agencies, the draft Land Use Plan reflects the relocation of this watercourse; however, this relocation remains subject to confirmation and detailed relocation at the SIS stage.

Identification of Wetland and Headwater Drainage Feature at Trafalgar and Steeles Avenue:

Through the additional analysis completed as part of the Phase 2 Scoped Subwatershed Study, a combined Wetland and Headwater Drainage Feature (HDF) was identified on the UPS lands located in the area of Trafalgar Road and Steeles Avenue. The combination of the two elements increases the environmental significance of the feature, which necessitated its identification on the draft Land Use Plan as a Wetland and Headwater Drainage Feature, linking back to specific policies regarding its potential relocation within the draft Secondary Plan text.

Relocation of an NHS Enhancement Area at 8131 Hornby Road:

The Preferred Land Use Concept had depicted an NHS Enhancement Area, which was reflective of what was at the time, an existing man-made pond at 8131 Hornby Road. The Enhancement Area was determined based on the identification of Significant Wildlife Habitat and Amphibian Breeding Habitat in the Phase 1 Scoped Subwatershed Study. Significant Wildlife Habitat is considered a “Key Natural Heritage Feature” in both the Town and Region’s Official Plans, requiring it to be protected within the Natural Heritage System.

Subsequent to the completion of the Phase 1 Subwatershed Study, the pond in question was filled in. In order to address this matter to the satisfaction of the Region and Conservation Halton, it was agreed that the pond could be re-constructed in a different location immediately adjacent to the Coulson Tract/Regional Forest. This work which has largely been completed by the owners to the satisfaction of the agencies, will facilitate the recreation of the significant wildlife and amphibian breeding habitat.

Relocation of the Business Commercial Area:

The Supportive Commercial Needs Study identified that between and 8 and 17 acres (3 to 6 ha) of supportive commercial uses were warranted in the Secondary Plan Area, specifically along the Steeles Avenue corridor. It recognized that there are good locational attributes for having these uses on both sides of Steeles Avenue at the Trafalgar Road intersection; and noted the benefits of them in proximity to Toronto Premium Outlets (TPO), and the Gateway land use designation in the Premier Gateway south of Steeles Avenue.

The Preferred Land Use Concept proposed a narrow Business Commercial Area designation on the north side of Steeles Avenue across from the TPO, moving westerly in an attempt to implement what was recommended in the Supportive Commercial Study. At the time, it was anticipated that the area would build on and enhance the location of existing commercial uses, including the TPO site, and provide an appropriate location for one or more hotels and associated uses.

Upon finalization of the various supportive studies, constraints emerged on the site at the northeast corner of Trafalgar Road and Steeles Avenue. These constraints include the identification of the Wetland and HDF discussed earlier in this report. In addition, comments received from UPS identified that they will require their entire site for a potential future distribution centre and associated parking area.

As such, it was determined that the limited amount of proposed Business Commercial Area should be relocated. The draft Land Use Plan currently depicts a deeper Business Commercial Area on the west side of Trafalgar Road, stretching over to the realigned Proposed Collector Road 3. This additional depth of the proposed Business Commercial Area will allow for larger contiguous Supportive Commercial Uses, potentially providing an appropriate area for the hotel and convention centre uses within the Premier Gateway Employment Area.

Realignment of Proposed Collector Road 3:

Proposed Collector Road 3 runs in an east-west direction from Eighth Line in the east, across Trafalgar Road immediately adjacent to the Regional Forest, and becomes a north-south road ultimately connecting on the north side of Steeles Avenue, west of Trafalgar Road (and linking to a possible “ring road” south of Steeles Avenue, which is under evaluation by the Area Transportation Study).

When the Preferred Land Use Concept was endorsed by Council, the connection at Steeles Avenue was closer to Trafalgar Road, which upon further traffic analysis, caused concern for both the Town and Halton Region in terms of intersection spacing along Steeles Avenue. With the relocation of the Business Commercial Area along the north side of Steeles Avenue and the concerns regarding intersection spacing, the decision was made to move the connection of Proposed Collector Road 3 with Steeles Avenue further west, to a mid-block location between Hornby Road and Trafalgar Road.

The conceptual alignment of Collector Road 3 with Steeles Avenue, as depicted on the Draft Land Use Schedule, potentially impacts the existing Bahr Saddlery building. The location is based upon Region arterial road intersection spacing requirements. The optimal location for the road would be typically determined at the detailed design stage, but will also be reassessed prior to the June 2018 recommendation report to Council.

The Proposed Collector Road 3 has also been realigned where it runs east-west between Trafalgar Road and Eighth Line. At the time of development of the Preferred Land Use Concept, the road had been proposed to cross the Natural Heritage System in a diagonal direction, cutting through a portion of the lower section of the Lot 2 parcel, maintaining what is considered to be an appropriate distance from the existing Eighth Line residential dwellings.

After additional consideration of the proposed road layout and evaluation of the contiguity of the parcels in the area, it was determined that the Proposed Collector Road 3 should be realigned. In order to ensure optimal opportunity for comprehensive development of the lands in the area, and ultimate configuration of the east-west portion of the proposed road, it has been realigned on the draft Land Use Plan along the property lines between Lot 1 and Lot 2 for the majority of its length, swinging further north as it approaches Eighth Line to ensure the appropriate distances from the Eighth Line residential dwellings is maintained.

Identification of Cultural Heritage Resources:

As noted previously, the Draft Secondary Plan identifies several cultural heritage resources, for which the impact of development would need to be assessed at the time of a development application, and conservation options considered based upon the outcome of the cultural heritage assessment. The Cultural Heritage Assessment report recommendations have been reviewed by the Town's heritage planner and Heritage Halton Hills. Consequently, 6 additional buildings identified in the report have been recommended for identification on the Secondary Plan land use schedule. These buildings are located at:

- 8156 Hornby Road;
- 8140 Hornby Road;
- 12993 Steeles Avenue;
- 13029 Steeles Avenue;
- 13265 Steeles Avenue;
- 13571 Steeles Avenue.

These buildings are not yet identified on the draft Secondary Plan land use schedule, pending review and verification by the Town's heritage consultant. Upon confirmation by the heritage consultant, these buildings would be identified on the draft Secondary Plan land use schedule, for consideration by Council in June 2018.

C. Feedback Received on the Draft Secondary Plan

The Premier Gateway Phase 1B Draft Secondary Plan has been available for public review and comment since December, 2017. It was circulated to the Technical Advisory Committee and Steering Committee (which includes landowner representatives) in November, 2017. Comments have been received from various circulated agencies, as well as interested landowners and members of the public since that time. The comments received have been comprehensive in nature, yet are in most instances, focused on similar themes or areas of concern. The comments have been separated out between 'public' and 'agency' feedback received, with themes being identified and further explained below.

Public Comments

Comments received from the public throughout the exercise have been consistent, and focus on the themes of transportation/roads; land use compatibility; land uses within the employment area and water and wastewater servicing. The Public Consultation Summary document from the March 1, 2018 Public Open House is attached as Appendix 4 to this report.

Transportation/roads

A consistent concern is with respect to inadequacy of existing roads within the Study Area and whether or not those roads will be able to take on the expected increase in both vehicular and truck traffic with future development of the Secondary Plan Area. Pedestrian infrastructure, such as sidewalks along Hornby Road and Steeles Avenue has been suggested by the public.

In July, 2017 the Premier Gateway Phase 1B Employment Area Secondary Plan Transportation Study was completed in support of the comprehensive Secondary Plan Study. That report identified the necessary road network improvements required to serve the proposed Premier Gateway Phase 1B development; outline the internal road network and provide direction for transit, walking and cycling use.

The Premier Gateway West Scoped Area Transportation Study (ATS) is being completed to identify improvements to local, regional and provincial transportation networks that are required to serve existing and planned development in the Premier Gateway Area. The ATS relies upon and builds on the data and analysis which was presented in the July, 2017 Secondary Plan Transportation Study.

A detailed staff response will be provided through the final recommendation report, however, the Area Transportation Study has comprehensively assessed the proposed road network and its conclusions will ultimately inform the final road network.

Buffering/land use compatibility

Staff has heard both through comments received at the Public Open House and through subsequent letters received from area residents, that buffering between existing residential properties and proposed employment development is a significant concern. Mitigation measures such as noise walls, vegetation including trees and berms and increased setbacks have been requested by area residents.

Buffering will be addressed through the site specific development approval processes, in conjunction with land use compatibility studies which will be required in support of development applications to determine the appropriate mitigation measures.

Concerns specifically relating to noise, light and air pollution from the future employment development (as well as from the existing Toronto Premium Outlet mall) is also a significant concern to residents in the area. There have been requests that residents be provided the opportunity to provide more specific input into the specific types of businesses that are permitted to locate within the Secondary Plan Area in the future.

In an effort to address the concerns noted above, the draft Secondary Plan contains detailed policies regarding land use compatibility and how these elements are to be addressed through the development approval stage.

Staff have also contacted the representatives from Toronto Premium Outlets in response to the concerns voiced at the March 1, 2018 Public Open House regarding light spillage from the site and the impact on residential properties in the area. With respect to the lighting interior to the parking garage, staff understands that lighting is required to be maintained due to safety requirements for vehicular parking structures and that TPO does not have the ability to turn those lights off. Regarding the exterior 'back-lit' signage on the north side of the building, TPO have been asked to turn them off in the non-operational evening hours so as not to negatively impact neighbouring residential properties. As of the date of writing of this report, finalization with respect to this matter is still being discussed between staff and the property owner.

Water and Wastewater Servicing

Residents within the study area expressed a desire to have the opportunity for municipal water and wastewater servicing provided to their homes as part of the extension of Regional servicing to the Secondary Plan Area. Through Council resolution in April 2017, the Region of Halton was asked to begin their work for the Area Servicing Plan to consider options for providing water and wastewater servicing to the study area. Residents along Hornby Road, Sixth Line and Eighth Line have specifically requested further details regarding the opportunity to have their lands municipally serviced. Other area residents also inquired about the opportunity for gas, fibre optics and high speed internet to be provided when the area is developed for employment uses.

The Region of Halton has initiated their Area Servicing Plan study, and as noted earlier in this report, has retained GM BluePlan to complete the work. Staff will provide an update regarding the Area Servicing Plan in the recommendation report.

Based on the extent of feedback that has been received over the last number of months, especially since the March 1, 2018 Public Open House, staff has reached out to those area residents that provided specific comments, offering to meet in person. At the time of writing of this report, staff has met with multiple residents and discussed their concerns, identifying the various stages of the planning approval processes; explaining how the Secondary Plan and related Official Plan Amendments fit within the larger development of the Employment area; and discussed with them how their concerns can be addressed moving forward and how best they can continue to stay informed and involved.

Agency Comments

Town staff has received comments from various internal departments as well as external agencies including Conservation Halton and Halton Region. Many comments received on the earlier version of the draft Secondary Plan focused on elements that were primarily editorial in nature and as such, have been addressed in the April 2018 draft Secondary Plan.

Conservation Halton comments were received on April 5, 2018 and evaluated the secondary plan from a regulatory perspective, as well as provided recommended policy language with respect to the future Subwatershed Impact Studies (SISs). SISs are required by policy as a necessary step in implementation of the recommendations of the Scoped Subwatershed Study.

On April 10, 2018 comments were received from Halton Region which provided both general feedback as well as proposed specific modifications to the draft secondary plan. Comments centered around elements such as definitions, distinctions between 'primary' and 'secondary' employment uses, the Natural Heritage System policies, transportation and the overall road network.

Staff and the consultants are currently reviewing the detailed agency comments and will be meeting with both the Region and Conservation Halton staff in the coming weeks to determine appropriate revisions to the draft Secondary Plan prior to bringing it forward for recommended Council endorsement in June.

RELATIONSHIP TO STRATEGIC PLAN:

The recommendations within this report support the Town's Strategic Goal C: Foster a Prosperous Economy.

This is supported through the Strategic Objective: C.1: To ensure an adequate supply of employment lands to provide flexibility and options for the business community and provide a range of job opportunities.

Specifically, Strategic Actions:

- C.1 (a) Undertake a Secondary Plan process for the Future Employment Area identified in OPA No. 10, and implement into Town Official Plan.
- C.1 (c) Preserve 2031 employment lands through HPBATS Corridor Protection process, by re-location if necessary, to ensure 340 ha secured through ROPA 38.

The recommendations also support the top Strategic Priorities for the 2014-2018 Council Term including the following priority which directly relates to the Integrated Planning Project:

Priority #6 – Economic Development

Complete a Secondary Plan for the Premier Gateway Phase 1B lands, based on a renewed vision for the employment uses that the Town wishes to attract to this area.

FINANCIAL IMPACT:

There are no direct financial impacts associated with this report.

CONSULTATION:

The Premier Gateway Phase 1B Secondary Plan Study has been carried out in keeping with an agreed upon Project Charter involving various internal departments and external agencies, including both Halton Region and Conservation Halton.

Discussions with key internal departments including Finance, Economic Development, Engineering and Recreation & Parks have occurred throughout the completion of the Integrated Planning Project.

PUBLIC ENGAGEMENT:

There have been multiple Public Open Houses; Workshops; Area-Specific Residents meetings and individual property and landowner meetings take place throughout the Integrated Planning Project lifecycle. These meetings have contributed to all three levels of the public engagement charter including to inform, engage and consult with the public.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Cultural Vibrancy, Economic Prosperity, Environmental Health pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is Very Good.

COMMUNICATIONS:

Upon Council approval of this report, a copy should be forwarded to the Region of Halton.

CONCLUSION:

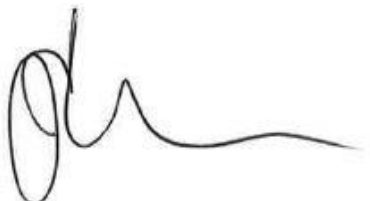
This report has provided Council with an update as to the overall status of the Secondary Plan Study, the related Official Plan Amendments and the supporting studies. It has identified comments received to date and how they can be addressed through the creation of appropriate policy at the Secondary Plan stage and/or how they must be addressed through site specific development approval processes.

The report and Statutory Public Meeting being held on May 7, 2018, meets the requirements mandated through the *Planning Act* and provides staff with the required direction to move forward with ultimate Council adoption of the draft Secondary Plan in June, 2018.

Reviewed and Approved by,

A handwritten signature in dark ink, appearing to read "Steve Burke". The signature is fluid and cursive, with the first name "Steve" and last name "Burke" clearly distinguishable.

Steve Burke, Manager of Planning Policy

A handwritten signature in dark ink, appearing to be a stylized "JL". The signature is fluid and cursive, with the first letter "J" being particularly large and prominent.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in dark ink, appearing to read "Brent Marshall". The signature is fluid and cursive, with the first name "Brent" and last name "Marshall" clearly distinguishable.

Brent Marshall, CAO

AMENDMENT NO. 30
TO THE OFFICIAL PLAN
FOR THE TOWN OF HALTON HILLS

Premier Gateway Employment Area
Replacement Employment Lands

THE CORPORATION OF THE TOWN OF HALTON HILLS

BY-LAW NO. 2017-

A By-law to adopt Amendment No. 30 to the Official Plan of the
Town of Halton Hills – Premier Gateway Employment Area – Replacement
Employment Lands

The Council of the Corporation of the Town of Halton Hills, in accordance with the provisions of the Planning Act, 1990, R.S.O., c.P. 13, as amended, hereby enacts as follows:

1. That Amendment No. 30 to the Official Plan of the Town of Halton Hills, being the attached text and schedules, is hereby adopted.
2. That the Town Clerk is hereby authorized and directed to make application to the Region of Halton for the approval of Amendment No. 30 to the Official Plan of the Town of Halton Hills.

BY-LAW read and passed by the Council of the Town of Halton Hills this ___ day
of _____, 2017.

MAYOR – R. Bonnette

CLERK – S. Jones

AMENDMENT NO. 30 TO THE OFFICIAL PLAN
OF THE TOWN OF HALTON HILLS

The attached text and schedules constitute Amendment No. 30 to the Official Plan of the Town of Halton Hills, which was adopted by the Council of the Town of Halton Hills by By-law 2017-XXXX in accordance with the provisions of the Planning Act, 1990, R.S.O., c.P. 13, as amended:

THE CORPORATION OF THE TOWN OF HALTON HILLS.

MAYOR – R. Bonnette

CLERK – S. Jones

AMENDMENT NO. 30

TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

PART A – THE PREAMBLE does not constitute part of the Amendment.

PART B - THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 30 to the Official Plan for the Town of Halton Hills.

PART C – THE APPENDICES, does not constitute part of the Amendment, but is included for information purposes only.

Part A – The Preamble

1. Purpose of the Amendment

The purpose of this Amendment is to designate up to 75 ha of additional land for employment uses to be added to the Town's Urban Area adjacent to the Phase 1B Premier Gateway Employment Area. These lands are being added to replace the shortfall of employment lands within the Town to the 2021 planning horizon, as a result of lands being lost to corridor protection for the Greater Toronto Area West/Halton-Peel Boundary Area Transportation Study (GTA West/HPBATS).

2. Location

The lands affected by this Amendment generally include lands east of Sixth Line, west of Eighth Line, north of Steeles Avenue and south of No. 5 Side Road. The lands are intersected by Hornby Road and Trafalgar Road. The lands are identified as Lot 2, Part of Concession 7 and Concession 8.

3. Basis of the Amendment

The Town of Halton Hills – Premier Gateway Employment Area – Replacement Employment Lands Official Plan Amendment is a required step in the process of designating appropriate lands for employment growth within the Town during the 2021 planning horizon.

It is an objective of the Halton Hills Official Plan to ensure that there are sufficient lands available for the creation of diverse employment opportunities at strategic locations throughout the Town. Lands have historically been designated for employment areas near major transportation infrastructure, including the 401 and 407 series Highways.

Through the Region of Halton Official Plan Amendment No. 38 (ROPA 38), 23,000 jobs were allocated to the Town of Halton Hills between 2006 and 2031. To accommodate this increase in employment growth, an additional 340 hectares of land was added to the previously designated Premier Gateway Employment Area (PGEA) lands. These additional 340 hectares were contemplated for development between the 2021-2031 timeframe.

In 2007 the Province initiated the Greater Toronto Area West Corridor Protection Study (GTA West). The study resulted in a significant amount of lands within the Town's PGEA being unavailable for development pending completion of the GTA West EA. Given the extent of lands unavailable for development as a result of GTA West, the Town and Region are now designating approximately 75 hectares of replacement lands to address this shortfall.

In January 2015, Council approved the Terms of Reference for the Premier Gateway Phase 1B Employment Area Integrated Planning Project (Phase 1B Secondary Plan Project). The purpose of the project/secondary planning exercise is to develop a comprehensive Secondary Plan with appropriate land use designations and policies for the Phase 1B Employment Area, and to identify the additional land to be designated for employment purposes and added to the Phase 1B lands. This Official Plan Amendment finalizes the latter process, ensures these replacement lands are included within the Town's Urban Area and replaces the shortfall of employment lands to the 2021 planning horizon.

Part B – The Amendment

All of this part of the document entitled PART B – THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 30 to the Official Plan for the Town of Halton Hills.

Details of the Amendment

1. That Section D3.5.4.4.3 Comprehensive Planning is amended by deleting the second paragraph in its entirety, and replacing it with the following:

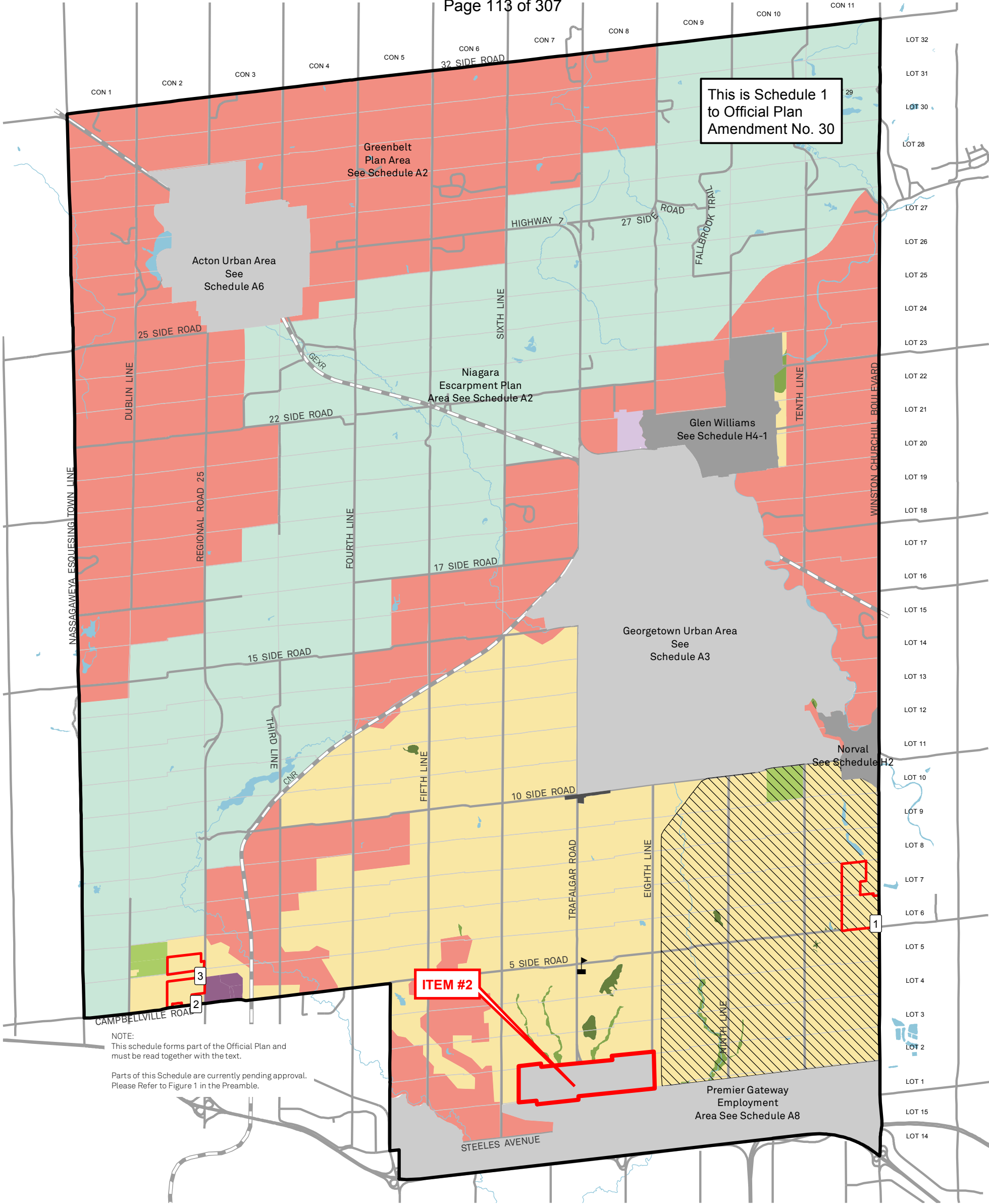
“The Terms of Reference for the Secondary Plan exercise included an evaluation of alternative locations to accommodate an additional supply of employment land to the 2021 planning horizon, required to complete the replacement of employment lands with Premier Gateway Employment Area Phase 2, subject to corridor protection. This supply has been accommodated by amendment to the Regional Official Plan and this Plan, on lands contiguous to the initial Phase 1B Employment Area.”
2. That Schedule A1 – Land Use Plan is amended by revising the boundary of the Premier Gateway Employment Area to include the lands identified as Item #2 as shown on Schedule “1” attached to and forming part of this amendment.
3. That Schedule A2 – Greenbelt Plan is amended by revising the boundary of the Premier Gateway Employment Area to include the lands identified as Item #3 as shown on Schedule “2” attached to and forming part of this amendment.
4. That Schedule A8 – Premier Gateway Employment Area is amended by revising the boundary of the Premier Gateway Employment Area to include the lands identified as Item #4, and incorporating the land use designations, as shown on Schedule “3” attached to and forming part of this amendment, and .
5. That Schedule A17 – Future Strategic Employment Areas is amended by removing the Future Strategic Employment Area Overlay from the lands identified as Item #5, and revising the boundary of the Premier Gateway Employment Area to include those lands as shown on Schedule “4” attached to and forming part of this amendment.
6. That Schedule B1 – Functional Plan of Major Transportation Facilities is amended by revising the boundary of the Premier Gateway Employment Area to include the lands identified as Item #6 as shown on Schedule “5” attached to and forming part of this amendment.
7. That Schedule B2 – Right of Way Classifications is amended by revising the boundary of the Premier Gateway Employment Area to include the lands identified as Item #7 as shown on Schedule “6” attached to and forming part of this amendment.

PART C

THE APPENDICES

To be determined

DRAFT



Environmental & Open Space Areas

- Greenlands A
- Greenlands B
- Private Open Space Area

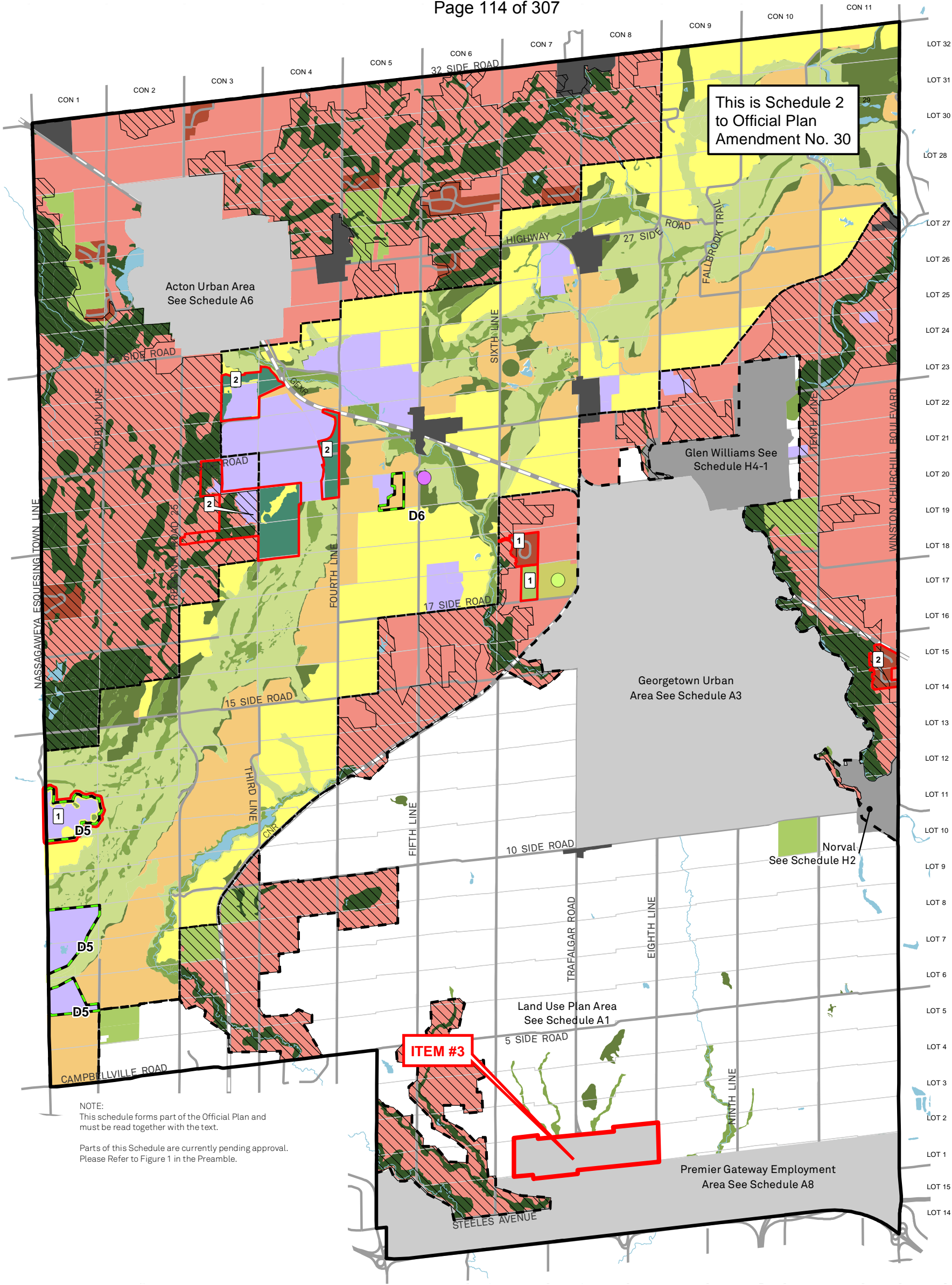
Urban Areas

- Urban
- Major Institutional Area
- General Employment Area (Regional Phasing 2021-2031)

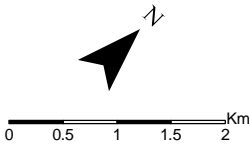
Agricultural/Rural Areas

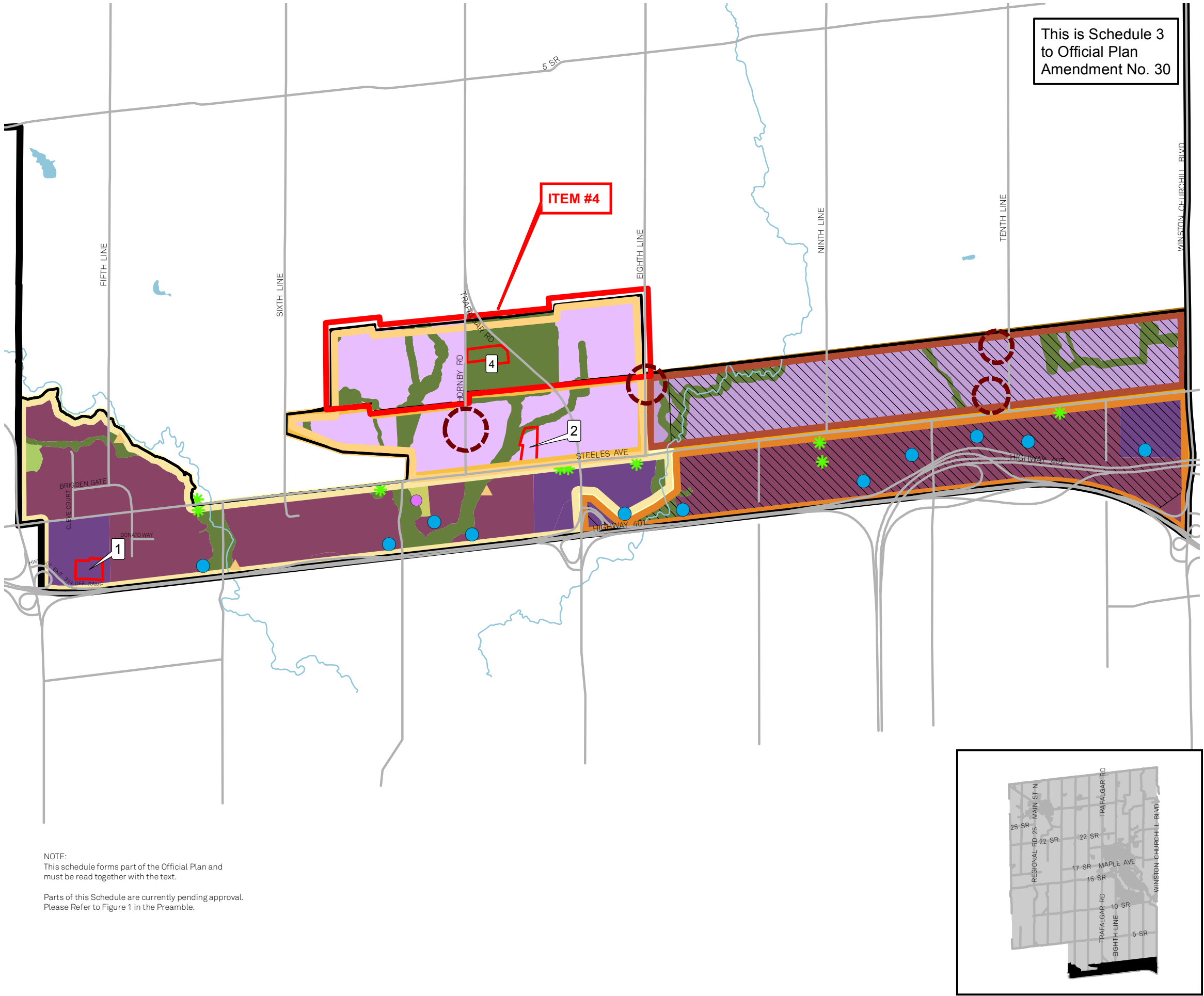
- Hamlet
- Rural Cluster
- Niagara Escarpment Plan Area
- Agricultural Area
- Protected Countryside Area

- Town of Halton Hills Boundary
- Special Policy Area
- HPBATS/GTA West Corridor Protection Area
- Waterbody
- Watercourse
- Railway Line
- School



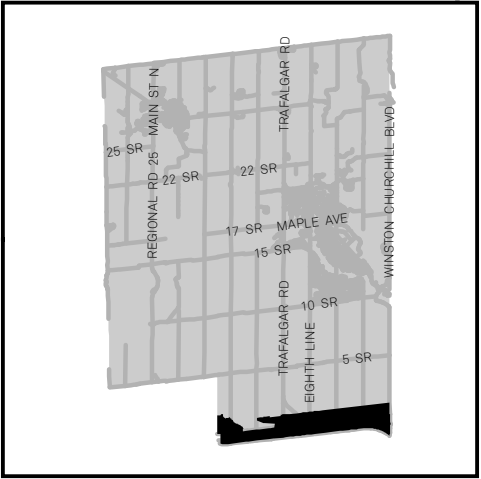
Environmental & Open Space Areas		Agricultural/Rural Areas		Town of Halton Hills Boundary	Waterbody
	Greenlands A		HamLet		
	Greenlands B		Rural Cluster		
	Greenlands		Protected Countryside Area		
	Greenbelt Greenlands Area		Country Residential Area		
	Major Parks and Open Space Area				
	Private Open Space Area				
	Escarpment Natural Area				
	Escarpment Protection Area				
	Escarpment Rural Area				
	Mineral Resource Extraction Area				



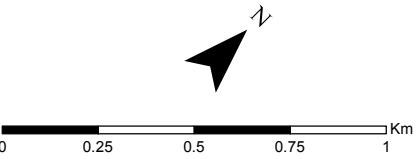


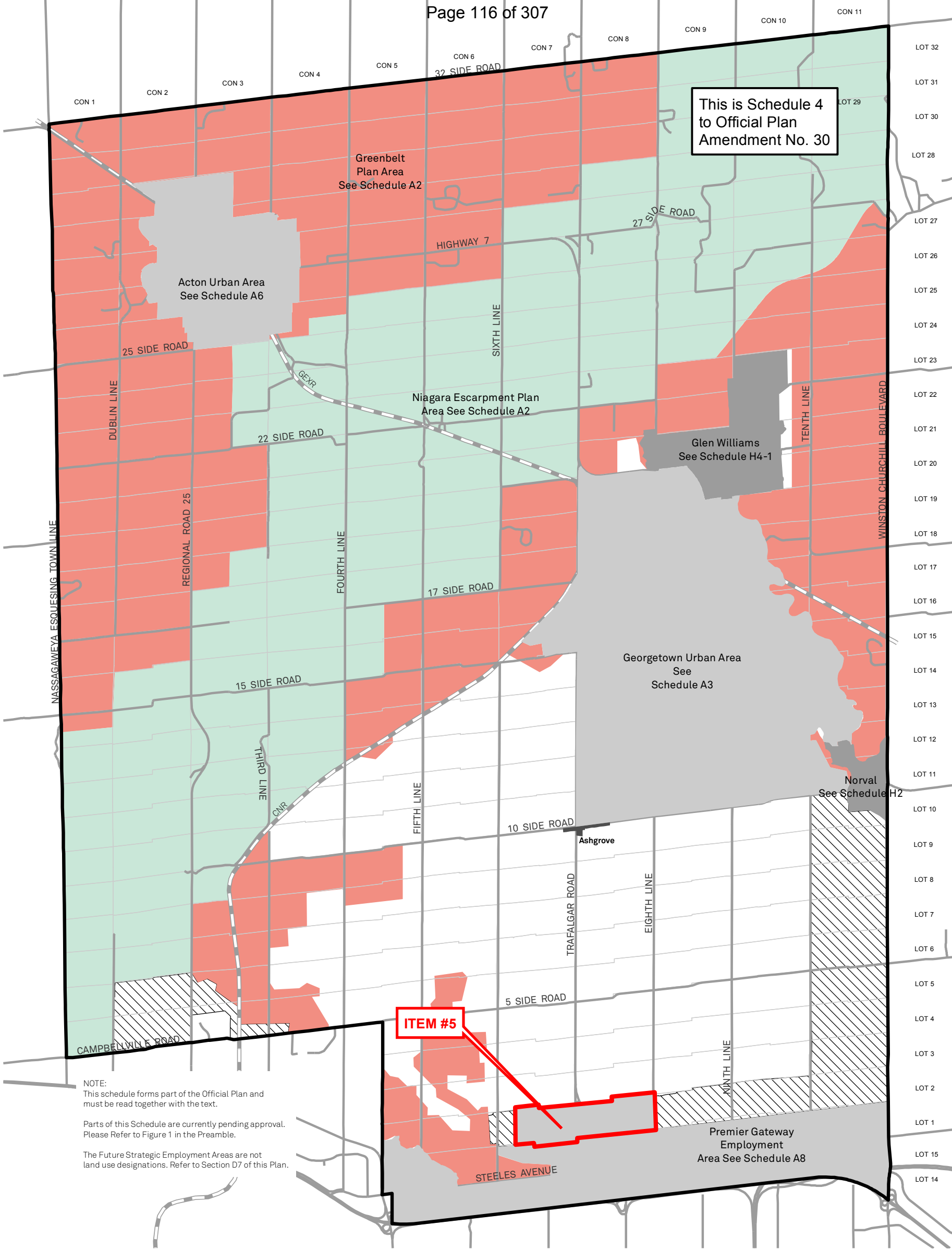
NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

Parts of this Schedule are currently pending approval. Please Refer to Figure 1 in the Preamble.



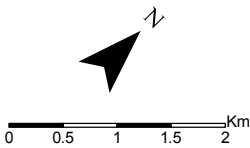
- Phase 1B Employment Area
- Phase 2B Employment Area
- Prestige Industrial Area
- Gateway Area
- Major Parks and Open Space Area
- Private Open Space Area
- Greenlands
- Employment Phase 1A
- Employment Phase 1B
- Employment Phase 2A (Regional Phasing 2021-2031)
- Employment Phase 2B (Regional Phasing 2021-2031)
- Existing Rural Residential Concentration
- Special Policy Area
- HPBATS/GTA West Corridor Protection Area
- Town of Halton Hills Boundary
- Urban Boundary
- Waterbody
- Watercourse
- Community Park
- Building with Historic Significance
- Stormwater Management Pond
- Potentially Unstable Slopes

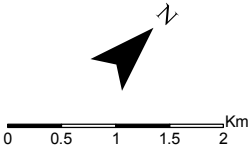
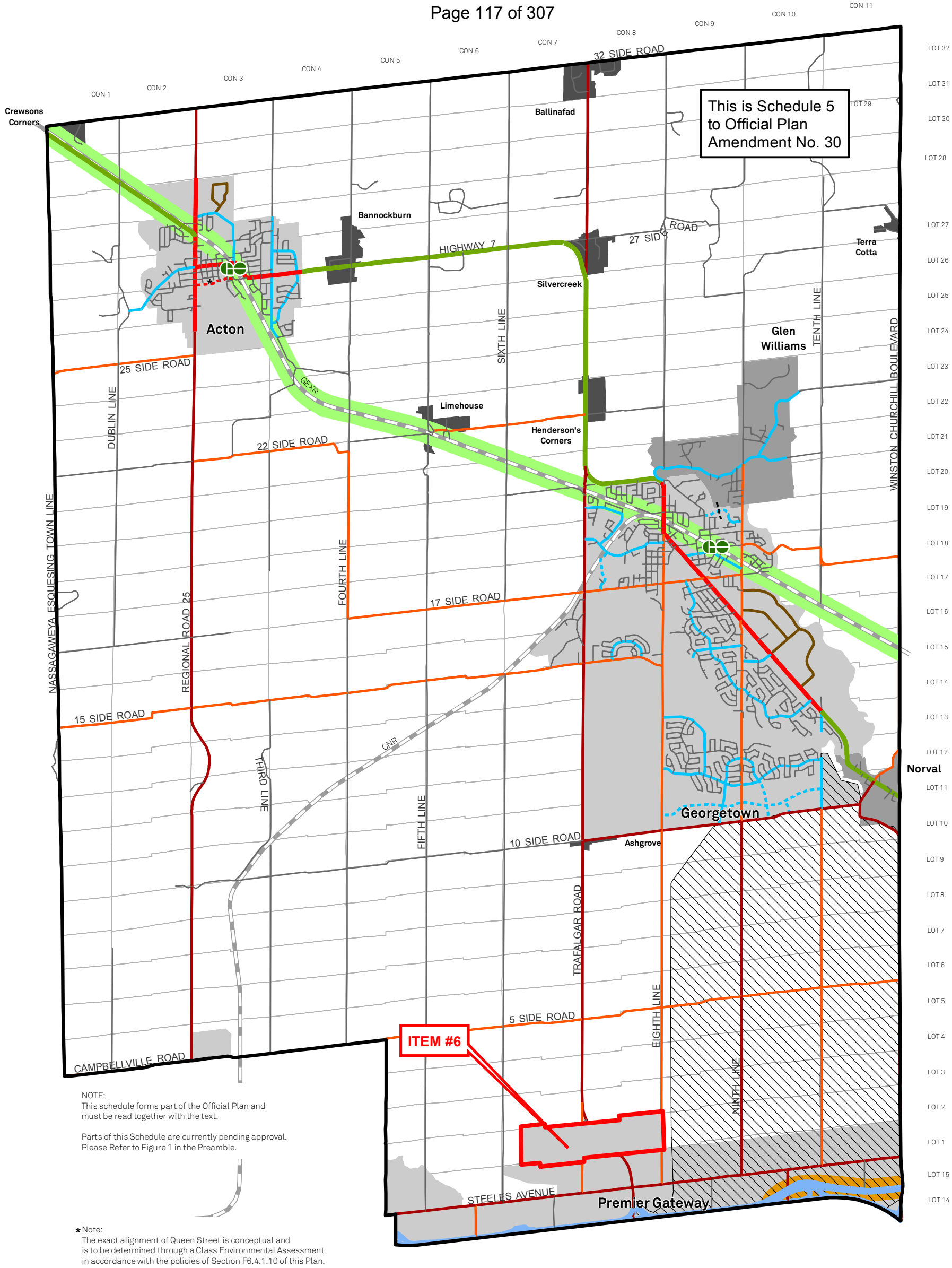


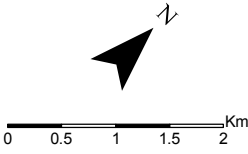
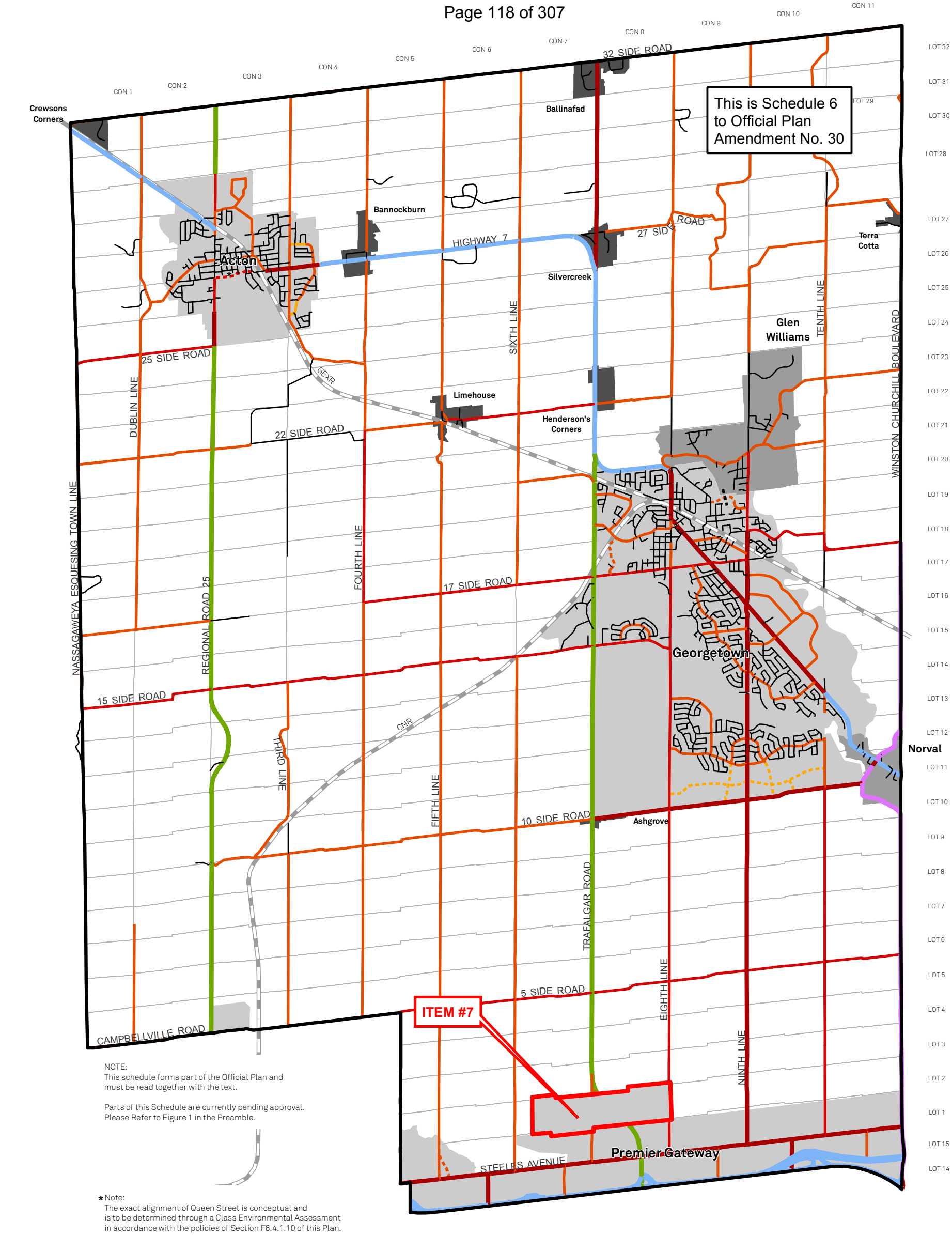


- Niagara Escarpment Plan Area
- Protected Countryside Area
- Urban
- Hamlet
- Rural Cluster

- Town of Halton Hills Boundary
- Future Strategic Employment Area Overlay *
- Railway Line







AMENDMENT NO. 31
TO THE OFFICIAL PLAN
FOR THE TOWN OF HALTON HILLS

Premier Gateway Employment Area Phase 1B
Secondary Plan

THE CORPORATION OF THE TOWN OF HALTON HILLS

BY-LAW NO. 2018-

A By-law to adopt Amendment No. 31 to the Official Plan of the
Town of Halton Hills – Premier Gateway Employment Area Phase 1B
Secondary Plan

The Council of the Corporation of the Town of Halton Hills, in accordance with the provisions of the Planning Act, 1990, R.S.O., c.P. 13, as amended, hereby enacts as follows:

1. That Amendment No. 31 to the Official Plan of the Town of Halton Hills, being the attached text and schedules, is hereby adopted.
2. That the Town Clerk is hereby authorized and directed to make application to the Region of Halton for the approval of Amendment No. 31 to the Official Plan of the Town of Halton Hills.

BY-LAW read and passed by the Council of the Town of Halton Hills this ___ day of _____, 2018.

MAYOR – R. Bonnette

CLERK – S. Jones

AMENDMENT NO. 31 TO THE OFFICIAL PLAN
OF THE TOWN OF HALTON HILLS

The attached text and schedules constitute Amendment No. 31 to the Official Plan of the Town of Halton Hills, which was adopted by the Council of the Town of Halton Hills by By-law 2018-XXXX in accordance with the provisions of the Planning Act, 1990, R.S.O., c.P. 13, as amended:

THE CORPORATION OF THE TOWN OF HALTON HILLS.

MAYOR – R. Bonnette

CLERK – S. Jones

AMENDMENT NO. 31

TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

PART A – THE PREAMBLE does not constitute part of the Amendment.

PART B - THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 31 to the Official Plan for the Town of Halton Hills.

PART C – THE APPENDICES, does not constitute part of the Amendment, but is included for information purposes only.

Part A – The Preamble

1. Purpose of the Amendment

The purpose of this Amendment is to establish a Secondary Plan for the Premier Gateway Phase 1B Employment lands with appropriate land use designations and policies to facilitate the development of these lands for employment purposes. These lands include 75 hectares of additional land for employment uses that are being added to the Town's Urban Area through Official Plan Amendment 30 and Regional Official Plan Amendment 47 to the Phase 1B Premier Gateway Employment Area. These additional lands are being added to replace the shortfall of employment lands within the Town to the 2021 planning horizon, as a result of lands being lost to corridor protection for the Greater Toronto Area West/Halton-Peel Boundary Area Transportation Study (GTA West/HPBATS).

2. Location

The lands affected by this Amendment generally include lands east of Sixth Line, west of Eighth Line, north of Steeles Avenue and south of No. 5 Side Road. The lands are intersected by Hornby Road and Trafalgar Road. The lands are identified as Lot 1 and 2, Part of Concession 7 and Concession 8.

3. Basis of the Amendment

It is an objective of the Halton Hills Official Plan to ensure that there are sufficient lands available for the creation of diverse employment opportunities and increased tax assessment at strategic locations throughout the Town to maintain and enhance the economic vitality of the Town. The Premier Gateway Employment Area Phase 1B Secondary Plan is a required step in the process of ensuring that there are appropriate lands available for employment growth within the Town during the 2021 planning horizon and that the lands have the appropriate planning documents in place to support their development.

In January 2015, Council approved the Terms of Reference for the Premier Gateway Phase 1B Employment Area Integrated Planning Project (Phase 1B Secondary Plan Project). The purpose of the project/secondary planning exercise is to develop a comprehensive Secondary Plan 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.

This study was undertaken as an integrated planning project, with two main components, the land use planning study (or Secondary Plan) and a Scoped Subwatershed Study. The study also fulfilled Phases 1 and 2 of the Environmental Assessment process for transportation and water/wastewater services planning in the area. The Secondary Plan incorporates the recommendations of the Scoped Subwatershed Study including the provision of updated mapping of the natural heritage system.

The Secondary Plan also includes the additional 75 hectares of land to be designated for employment purposes and added to the Phase 1B lands. In 2007 the Province initiated the Greater Toronto Area West Corridor Protection Study (GTA West). The study resulted in a significant amount of lands within the Town's PGEA being unavailable for development pending completion of the GTA West EA. Given the extent of lands unavailable for development as a result of GTA West, the Town and Region have now designated approximately 75 hectares of replacement lands to address this shortfall.

The Study provided for a public consultation process that included three public open houses and workshops, multiple meetings with various groups and individuals as well as the statutory public meeting to provide information and obtain public feedback. The public open houses/workshops included a drop in session, presentation, and detailed individual and group activities. The project website was also kept up to date throughout the project in order to communicate with stakeholders.

The study process also included a Technical Advisory Committee and Steering Committee which met throughout the study process. The Technical Advisory Committee included staff from relevant Town departments and agencies and the Steering Committee included members of Council, residents of the study area and developer/landowner interests.

This Official Plan Amendment finalizes the Study process. Updated Zoning By-law provisions and Urban Design Guidelines will provide further guidance for development within the area.

Part B – The Amendment

All of this part of the document entitled PART B – THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 31 to the Official Plan for the Town of Halton Hills.

Details of the Amendment

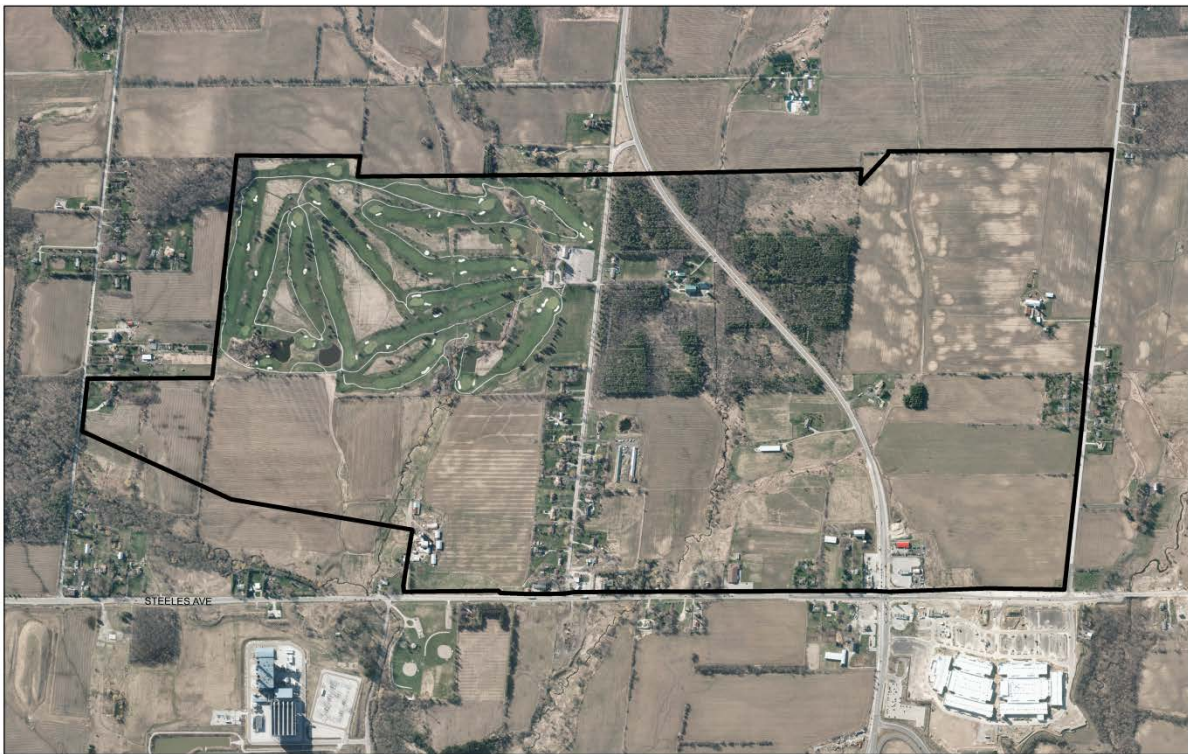
1. That Section H1 be amended by the addition of the following bullet point at the end of the existing section.
 - “Premier Gateway Employment Area Phase 1B Secondary Plan”.
2. That Section H be amended by the addition of the following Secondary Plan text and Schedules.

Implementation and Interpretation

This Official Plan Amendment shall be implemented and interpreted in accordance with the implementation and interpretation provisions set out in the Amendment and the relevant sections of the Official Plan.

TOWN OF HALTON HILLS

**PREMIER GATEWAY
EMPLOYMENT AREA
PHASE 1B
DRAFT SECONDARY PLAN**



April 2018

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DRAFT

PREMIER GATEWAY EMPLOYMENT AREA

DRAFT 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. 31 to the Official Plan for the Town of Halton Hills. Appendix A contains additional information that supports the policies of this 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) Eight Line to the east
- c) Sixth Line and the boundary of the Greenbelt Plan to the west
- d) The northern limit of Lot 2, Concessions 7 and 8.

The Secondary Plan area contains approximately 280 hectares (692 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.
- 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, 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, and G12 Pre-Consultation and Complete Application Requirements.
- 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 4500 jobs.

H5.6.1.2 In order to achieve this target, compact development within the Employment area 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 reduce the development density in the Secondary Plan area or 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 major retail uses and to limit other non-employment uses, in the Employment Area designation, 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 Employment Area designation 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 Employment Area designation; and,

- iv) such uses do not collectively displace employment from the Employment Area designation to an extent that the supply of land within the Employment Area designation is insufficient to meet the employment target contained in Tables A1A and F10 of this Plan.

H5.7 LAND USE DESIGNATIONS

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 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;
 - 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 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 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 industrial uses, such as 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;
- f) limited retail sales of goods and materials manufactured, or substantially assembled, on the premises;
- g) post-secondary education;
- h) limited institutional facilities in accordance with the requirements of Part D3.3.2 b;
- i) motor vehicle service stations; and,
- j) 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 is subject to the following:

- a) Individual retail and service commercial uses will not exceed 750 sq m in total floor area and the total retail and service commercial space on individual sites designated *Prestige Industrial Area* will not exceed 2500 sq m in total floor area.
- b) Full-service restaurants 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.
- d) 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. 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 commercial uses in easily accessible and central locations. Hotels are only permitted in the *Business Commercial Area* and while ancillary 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 industrial uses such as 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) banks and financial institutions and services;

- f) motor vehicle service stations, but no new ones will be permitted within 200 metres of the intersection of Steeles Avenue with Trafalgar Road;
- g) printing and associated service establishments;
- h) take-out restaurants subject to the policies in section H5.7.2.3 c);
- i) full service restaurants;
- j) industrial malls, containing one or more of the uses permitted in this designation;
- k) 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) Individual retail and service commercial uses will not exceed 750 sq m in total floor area and 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 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.
- e) 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 Employment 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 subject lands may be zoned to permit the existing residential uses including home occupations. 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, the Town may rezone lands to permit the use of the existing residential dwelling, including additions to such dwellings, for office 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, wetlands, watercourses and other hazardous lands, based on the functional recommendations of the Premier Gateway Scoped Subwatershed Study, and
- b) 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* reflects the systems approach taken to ensure the protection, preservation and enhancement of the key features, buffers, linkages and enhancement areas and to maintain biological diversity. The Natural Heritage System is a critical component of a healthy community and helps to define the character 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, other policies of this Plan 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 lands in the *Natural Heritage System* shown on Schedule H5 consist of the following Key Features and functions:

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

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. Notwithstanding any policies within this Plan, stormwater management facilities may be permitted no closer than 15 m from the greatest watercourse hazard.
 - 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 threatened or endangered species
Generally 30 metres from the boundary of the habitat unit as determined by MNRF in accordance with provincial requirements under the ESA, 2007.
- H5.7.4.10 Natural features and areas within the *Natural Heritage System* should be restored and enhanced, where feasible, and 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.

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 corridor widths for Headwater drainage features 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. 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 submitted 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 small wetland. The Subwatershed Impact Study prepared as part of the development application will 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.

H5.7.4.12 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 Where development is proposed on lands within adjacent lands of significant woodlands as defined in section B1.2.4, an Environmental Impact Study may be required. The Study will identify or refine the boundaries of significant woodlands and implement measures to protect and enhance such significant woodlands for any development proposal including defining the width of buffer.

H5.7.4.13 Wetlands

H5.7.4.13.1 Wetlands within the Secondary Plan area were not identified as provincially significant at the time of the Scoped Subwatershed Study; however all wetlands may be subject to re-evaluation as part of the Subwatershed Impact Studies should circumstances change. Where wetlands exist, they have been incorporated into the *Natural Heritage System*.

H5.7.4.13.2 As shown on Schedule H5, a small 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.

H5.7.4.14 Significant Wildlife Habitat

H5.7.4.14.1 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

H5.7.15 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.

H5.7.4.16 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. 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 through crossings and appropriate buffers from alignments will be addressed as part of the detailed design.
- 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 and other applicable legislation. It will be located a minimum of 30 metres from the watercourse and 15 metres from associated natural hazards and measures to minimize impacts of this road will be addressed through the Environmental Assessment process, the Subwatershed Impact Study or equivalent comprehensive study.
- H5.7.4.16.3 As noted in section H5.9.1.6, 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 its minimize impact will be determined as part of the Subwatershed Impact Study.

H5.7.4.17 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

and the trails 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 ensure 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 consultation 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 consultation with Conservation Halton and the Region of Halton.

H5.9. TRANSPORTATION

The Secondary Plan area will provide an integrated, 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 policies of Section F6 of this Plan are applicable to the Secondary Plan area and in addition, the following policies apply:

H5.9.1 Road Network

- H5.9.1.1 The road system will provide for the safe and efficient movement of people and goods. Road right of way widths will be provided in accordance with Table F6 of the Official Plan. The location and alignment of new collector and local roads as shown on Schedule H5 are conceptual, and subject to study as may be required by the Town and/or the Region. All roadway and driveway spacings will conform to standard roadway engineering practices and will be approved by the respective roadway jurisdiction. The provision of additional local roads where deemed necessary, may be determined as part of the development approval process. The road network will be designed to augment the existing system, improve connectivity within the Secondary Plan area and to adjacent areas, provide opportunities to relieve pressure on key intersections, and facilitate access to individual properties.
- H5.9.1.2 As part of any development application, a Traffic Impact Study that is approved by the respective roadway jurisdiction may be required to demonstrate that adequate network capacity exists to accommodate the proposed development, the need for road and/or intersection improvements (such as traffic signals, turn lanes, access construction, illumination etc.) and the timing for such improvements.
- H5.9.1.3 The Town will work with the Region of Halton to ensure that Trafalgar Road and Steeles Avenue function efficiently as major routes into and through the Secondary Plan area and that the intersection of Trafalgar Road and Steeles Avenue reflects its role as major gateway to Halton Hills. As such, the intersection will include enhanced streetscape design, landscaping, signage and lighting.
- H5.9.1.4 Future access to Steeles Avenue and Trafalgar Road will be restricted and/or controlled and will be based on a Traffic Impact Study that will require the approval of the Region of Halton in consultation with the Town. Alternatives to direct access to Regional Roads for existing driveways will be considered and where access to a Regional Road is required, safe solutions will be found. Access will be subject to Regional Access Management Guidelines.
- H5.9.1.5 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.

- H5.9.1.6 Two alternative east-west collector road options are shown east of Sixth Line. 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.
- H5.9.1.7 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 located slightly outside of the Secondary Plan area and on the north side of Steeles Avenue, it is located within the Greenbelt. As noted in section H5.7.4.16.2, the alignment of this road will be subject to study.
- H5.9.1.8 Truck traffic on Hornby Road between Steeles Avenue and the new roundabout at the intersection of Collector Road 2 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 is 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 and a multi-use path has been identified on 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 F.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 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 Although lands adjacent to the Sixth Line within Lot 2 are outside of the Urban Area, consideration may be given to the potential extension of the water main from internal roads within the Secondary Plan to Sixth Line in order to facilitate the creation of a looped water system.

H5.10.2.3 Existing houses in the area are currently serviced by individual water wells. Houses within the Secondary Plan area will be connected 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, 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 preconsultation 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, 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 stormwater 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 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, naturalized stormwater management systems may be permitted within the vegetation protection zone of a significant valleyland, provided 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. As noted in sections H5.8.2 and H5.10.1.1 the location and design for stormwater management facilities, will be determined through the Subwatershed Impact Study and Functional Servicing Study.

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 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 Town has a rich cultural heritage and this Plan requires that cultural heritage resources be identified, conserved and enhanced, whenever practical and that new development occur in a manner that respects the Town's heritage. The Secondary Plan area was historically an agricultural area. 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 Four properties within the Secondary Plan area are currently listed on the Town's Municipal Heritage Register and are shown on Schedule H5 as locations of Cultural Heritage Value.
- H5.12.3 Ten other cultural heritage resources have been identified as candidates for conservation. Of these, four may be candidates for integration into future land use developments in the secondary plan area and six are adjacent to the Secondary Plan

area, and potentially affected by future land use developments in the Secondary Plan area. These resources retain historical, architectural and/or contextual value that may be considered appropriate for municipal designation under the Ontario Heritage Act and Council, with advise from its Municipal Heritage Committee, will consider whether they should be included on the Town's Municipal Heritage Register.

- H5.12.4 Additional cultural heritage resources were identified as retaining historical, architectural or contextual values although not all of them are strong candidates based on the integrity, condition and composition.
- H5.12.5 The cultural heritage resources are shown in Appendix B. As part of a development application, a Cultural Heritage Impact Statement will 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.
- H5.12.6 The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where appropriate.
- H5.12.7 New development that is adjacent to or incorporates a cultural heritage resource should have regard for the scale, massing, setbacks, building materials and design of the resource.
- H5.12.8 Retention of significant views and vistas of prominent local cultural heritage resources will be encouraged.

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.

H5.14 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 will be at least partially screened from these streets by berms and landscaping;
- c) 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.

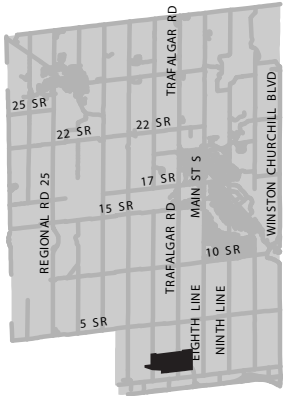
H5.16 PHASING

- H5.16.1 Development should occur in phases 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 A more detailed implementation plan for servicing and transportation infrastructure improvements should be prepared once the Region has completed the Area Servicing Plan and the Town has completed the Area Transportation Study in order to articulate the timing of the required improvements.

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 the Official 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**

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

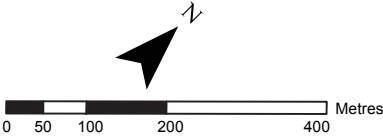


- Secondary Plan Area
- Natural Heritage System
- Relocated Drainage Feature
- Wetland and Headwater Drainage Feature See policies H5.7.4.11

- Prestige Industrial Area
- Area subject to separate Regional and Local Official Plan Amendment
- Residential Special Policy Area
- Business Commercial Area
- Cemetery

- Cultural Heritage Resource
- Stormwater Management Facility
- Watercourse
- Need for Extension to Sixth Line subject to Area Transportation Study
- Roundabout

- Intersection alignment subject to further Study
- Buffer for existing residential uses
- Buffer for cemetery
- Minimum Distance Separation (MDS)



APPENDIX A

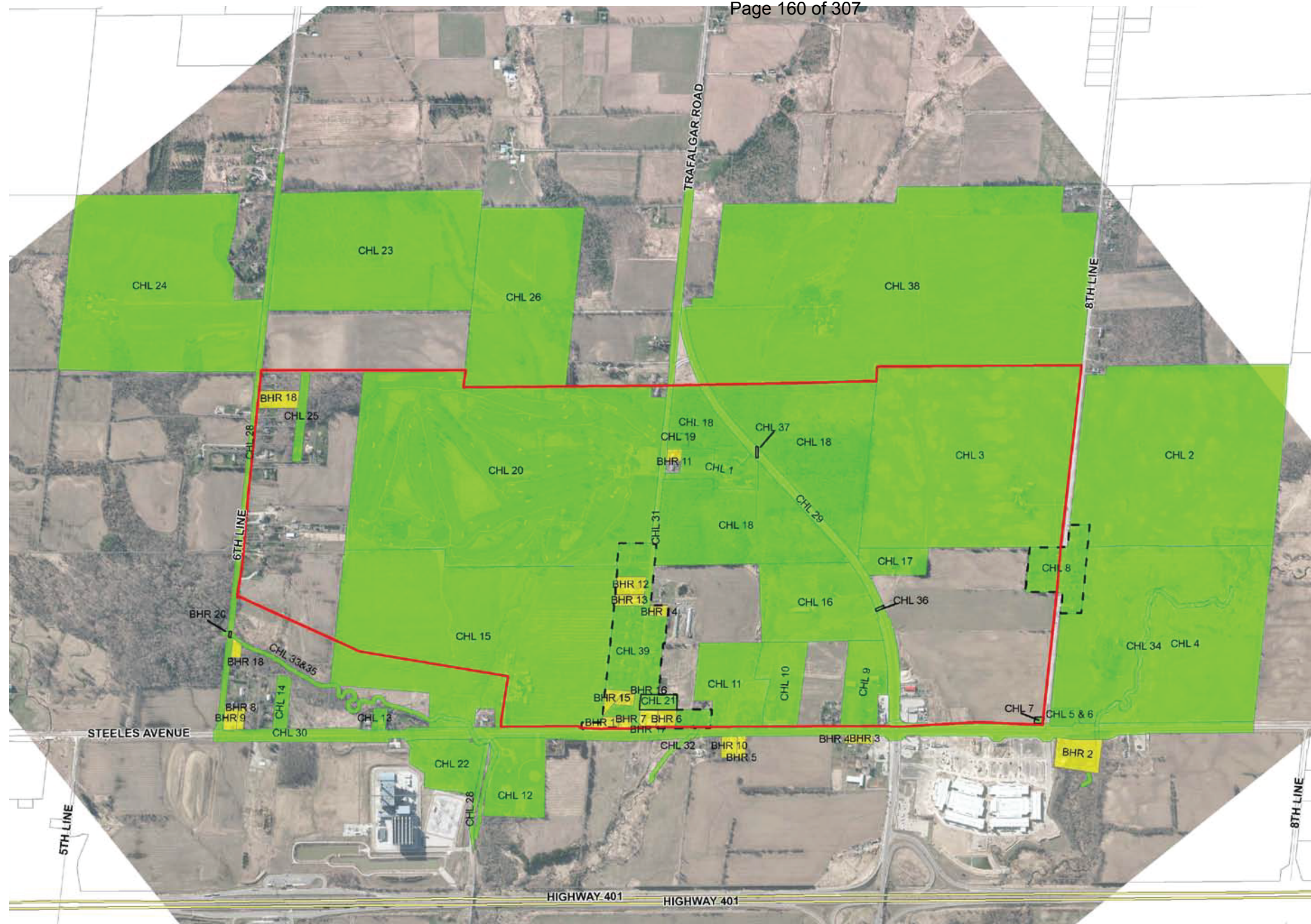
Subwatershed Impact Study

The Subwatershed Impact Study will:

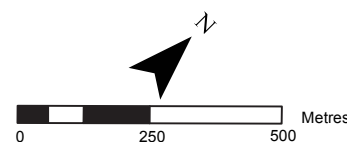
- a) Update the characterization of features that are recommended to be integrated in the Natural Heritage System;
- b) Refine the natural heritage and natural hazard limits reflecting the Natural Heritage System objectives and other intentions of the subwatershed study (i.e. final staking of Natural Heritage System features and buffers, calculation of riparian storage volumes, etc.);
- c) Delineate the location of key Natural Heritage System features and Conservation Halton regulated areas based on site specific topographic survey information and detailed technical studies regarding watercourses, flooding hazards (eg. floodplain analysis), erosion hazards (e.g. physical top of bank staking, geotechnical slope stability and/or meander belt erosion assessments) and wetlands (wetland limit staking and Ontario Wetland Evaluation System);
- d) Conduct feature-based wetland and pond water balance assessments for those features that have been identified as Significant Wildlife Habitat and/or associated with watercourses or “protection” or “conservation” rated headwater drainage features;
- e) Confirm presence of turtle nesting habitat and amphibian breeding habitat in areas not surveyed in the Scoped Subwatershed Study;
- f) Conduct Species at Risk surveys and establish mitigation measures in consultation with the Ministry of Natural Resources and Forestry, where required;
- g) Confirm the watercourse constraint ranking and Headwater Drainage Feature classification;
- h) Determine the preferred servicing plan;
- i) Determine the road layout;
- j) Develop and define integration of stormwater management facilities;
- k) Define phasing in areas of multiple ownership;
- l) Establish and fulfill terrestrial and aquatic natural heritage and groundwater monitoring requirements for pre, during and post development and define cost sharing for monitoring programs;
- m) Refine the meander belt width delineation, hazard setbacks and regulatory setbacks;
- n) Refine the limits of the Natural Heritage System with respect to updated watercourse corridor widths;
- o) Develop further characterization of the groundwater resources associated protection measures, and mitigation techniques;
- p) Verify the appropriate management of the water budget based on the proposed development and stormwater management plan;
- q) Determine the detailed road alignment and configuration of watercourse and valley crossings;

- r) Prescribe site specific standards and preliminary design for landscaping, implementation and the management of corridors, wetland creation areas, buffers, and restoration areas;
- s) Develop strategies to enable construction phasing while allowing rescue of biota from small isolated habitats, and maintenance of the Natural Heritage System resources and functioning through the construction period;
- t) Develop the use of Low Impact Development measures;
- u) Undertake a preliminary analysis of the stream corridor dimensions required to maintain the pre-development riparian strategy; and
- v) Determine the location and design of any trail system.

APPENDIX B



Town of Halton Hills Official Plan



MAP 1
Premier Gateway Employment
Phase 1B
CULTURAL HERITAGE RESOURCE ASSESSMENT

Halton Hills

PREMIER GATEWAY PHASE 1B SECONDARY PLAN STUDY

Public Open House and Workshop
Summary Report

March 1st, 2018

BrookMcIlroy/

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1. OVERVIEW



1.1 Study Overview

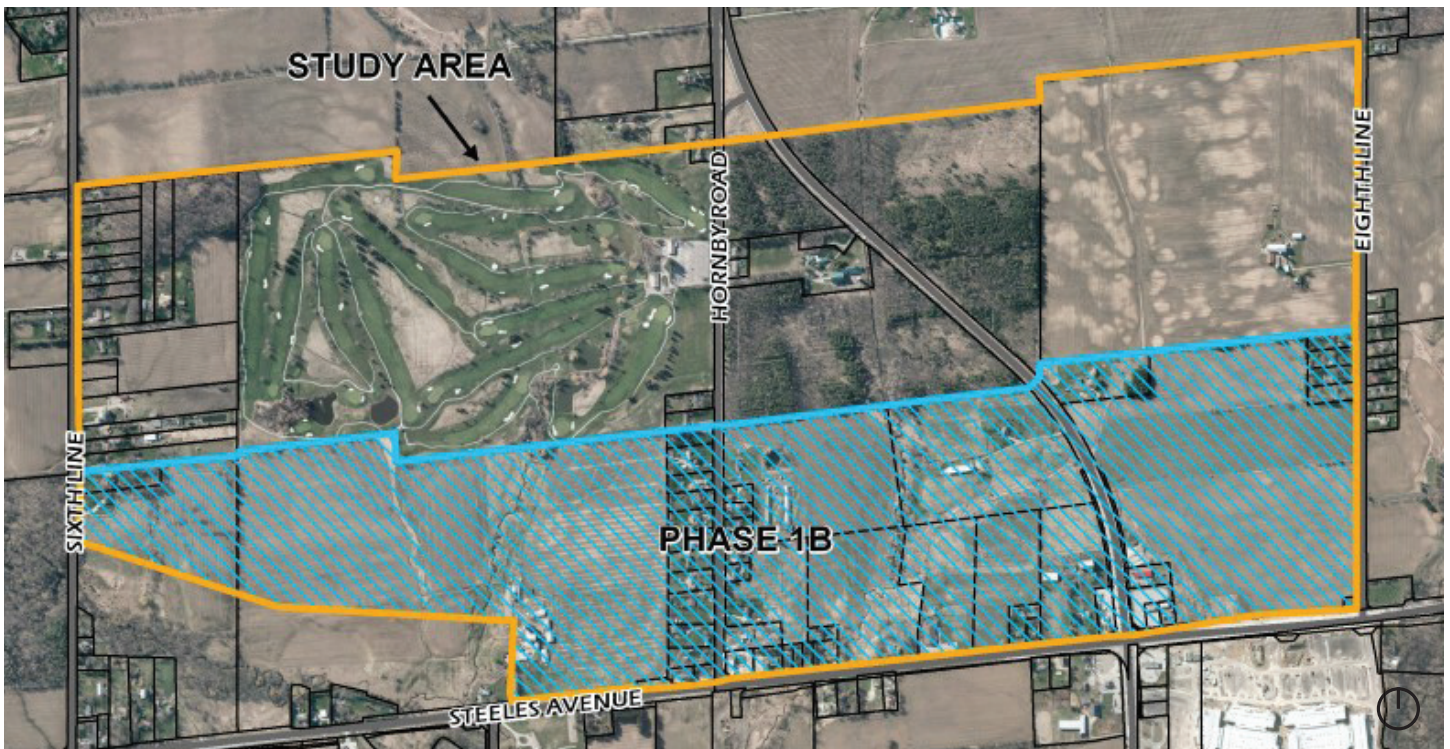
The Premier Gateway Employment Area is currently the Town of Halton Hills' major employment area. It is located between Steeles Avenue and Highway 401. The Town, in conformity with the Halton Region Official Plan, had proposed through Town Official Plan Amendment 10 (OPA 10) to designate an additional 340 gross hectares (840 acres) of land for employment uses on the north side of Steeles Avenue. However, the Region and the Town have since had to reconsider the location of the proposed expansion of the Employment Area as a result of the introduction of corridor protection for the GTA West Transportation Corridor.

The Premier Gateway Phase 1B Employment Area Secondary Plan Study will develop appropriate land use designations and policies for the Phase 1B Employment Area and identify the location of up to 75 hectares of additional land to be designated for employment and added to the Premier Gateway Employment Area to replace the shortfall of designated employment lands to the current 2021 planning horizon in the Town. A Subwatershed Study is also being undertaken as part of the project to address the predicted impacts from planned urbanization and establish a preferred stormwater and environmental management strategy.

1.2 Study Area

The Study Area is illustrated on the map below, including the Phase 1B Area and the lands which are to be considered for the location of up to 75 hectares of additional employment land.

- Premier Gateway Employment Area Study Area Boundary
- Phase 1B Study Area Boundary



1.3 Meeting Overview

On March 1st, 2018, the third in a series of Public Open Houses and Workshops was undertaken for the Premier Gateway Phase 1B Employment Area Secondary Plan Study. The meeting, which was scheduled from 6:30pm to 8:30pm, was held at the Mold Master Sportsplex in the Gordon Alcott Heritage Hall, at 221 Guelph St. (Hwy 7) in Georgetown.

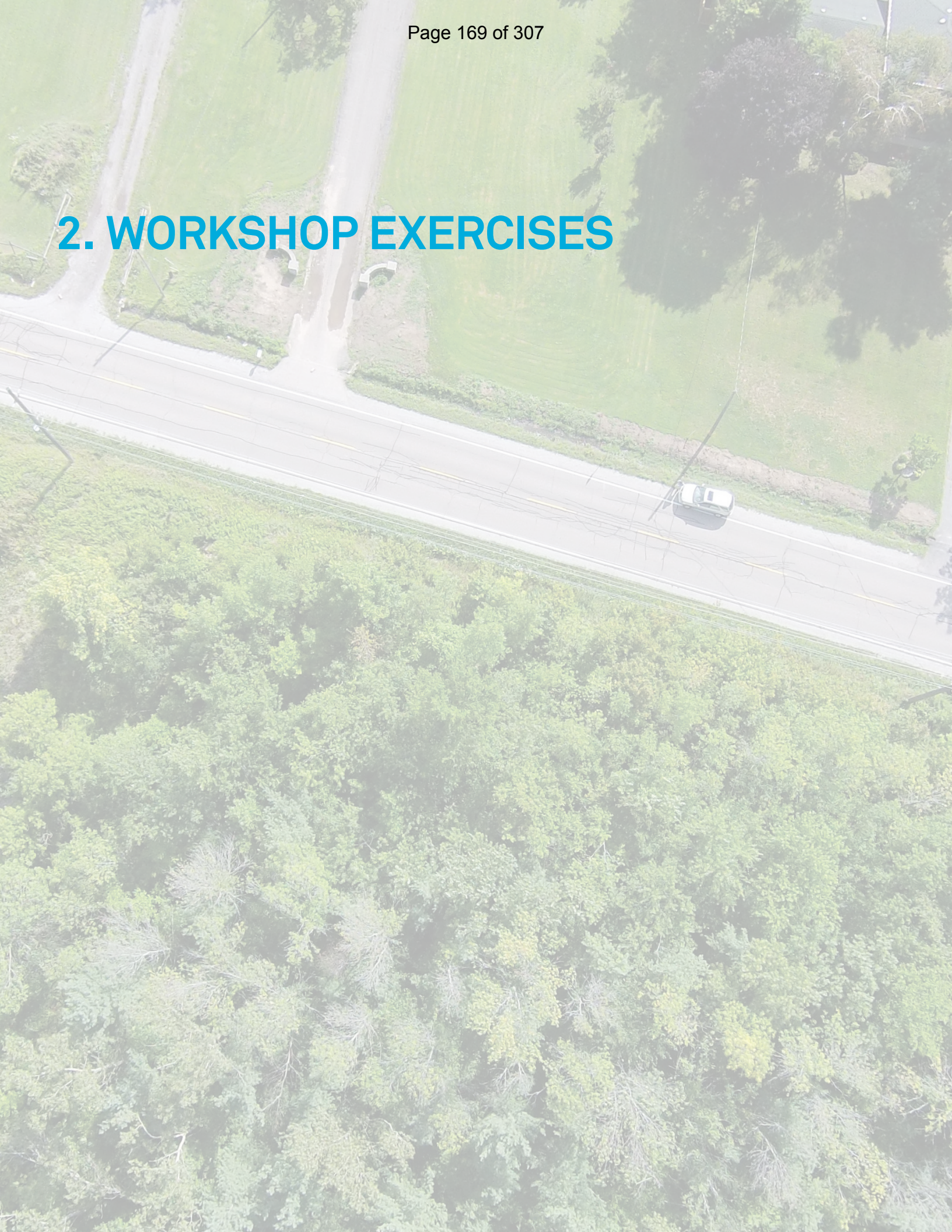
A total of approximately 40 persons attended the meeting, including local residents, stakeholders, members of the Project Team, Town Staff, Steering Committee, and Town Council. Doors opened at 6:30pm, at which time participants were asked to sign-in, and were provided with information handouts. Between 6:30pm and 7:00pm, participants were given the opportunity to review a series of presentation panels, which were distributed throughout the meeting room. Members of the Project Team were available to answer questions and facilitate discussion.

From 7:00pm to 7:30pm, members of the Project Team conducted a presentation which introduced the study process, provided an overview of the technical studies being undertaken, the recommendations of the Land Use Compatibility Report, outlined the proposed draft Secondary Plan for the Study, and summarized next steps in the study process.

From 7:30pm to 8:15pm, participants worked with one another in a group-based setting to complete a series of workshop exercises. The results of the workshop are summarized in Section 2.0.

From 8:15pm to 8:30pm, representatives from each group were asked to report back key findings of the group-based workshop exercises. Members of the Project Team outlined next steps in the study process, and made concluding remarks.

2. WORKSHOP EXERCISES



2.1 Exercise Overview

From 7:30pm to 8:15pm, participants worked with one another in a group-based environment, around 8 tables, to complete a series of workshop exercises. Participants were asked to introduce themselves to the other participants at their table, A Town staff person was at each table to facilitate discussion and take notes. Project team consultants were available to answer questions from all of the tables. Someone from each table was asked to present back the group's discussions and findings at the end of the session. Within their group, participants were asked to answer four questions in the space provided on their worksheet. Participants were also asked to illustrate their ideas, using the markers and pens provided, on the preliminary concept plans which were included on the worksheet.

Although the workshop was divided into four distinct questions, many of the tables chose to discuss their viewpoints generally using the questions only as a guide to their viewpoints. As such, the following summary relates less to any specific question. Instead,



Participants during workshop exercises

the summary has pulled viewpoints thematically to encompass workshop discussions.

The questions/exercises were as follows:

For question/exercise 1, groups were provided with a map and asked to provide feedback on the core elements of the draft secondary plan such as road pattern, location of business commercial uses, and cultural and natural heritage.

Question/exercise 2 provided participants with proposed permitted land uses in Prestige Industrial zoned areas as identified in the proposed secondary plan. Participants were then asked to provide their input into proposed permitted land uses.

Question/exercise 3 asked participants to review and comment on land use compatibility policy proposed in the secondary plan. Specifically:

- Need for buffering and/or mitigation must be addressed adjacent to existing residential uses
- A Noise and/or Vibration Impact Study will be required and will consider potential impacts and address mitigation measures such as berms and fencing

Lastly, question/exercise 4 provided participants with required studies prior to development approval and asked participants to comment on if any additional studies required prior to development approval. Currently, five studies are required before developments are approved. These include:

- Subwatershed Impact Study
- Servicing Study
- Stormwater Management Report

- Noise and/or Vibration Impact Study
- Transportation Impact Assessment

2.2 Key Findings

The key findings for all four questions/exercises have been organized thematically by noting over arching themes between table groups. Themes included Roads, Buffering, Communication, Servicing, Land Use, and other Remarks.

Roads

- Most tables provided their insight into existing and proposed roads. Existing roads were noted as being inadequate to handle additional traffic expected with rezoning. Some groups provided suggestions to modify the proposed road network. These suggestions can be viewed in Section 4.
- A gateway and/or intersection upgrade was

suggested by multiple groups for the intersection of Steeles Avenue and Trafalgar Road to act as a landmark feature for the area.

- Public realm improvements, including pedestrian infrastructure such as sidewalks, was suggested on Hornby Road and Steeles Avenue.
- Existing roads do not properly serve existing agricultural uses. Intersections/interchanges are also inadequate. Some participants see this as an opportunity to improve road infrastructure.



- Participants voiced concerns regarding additional congestion, noise, and pollution with proposed land use changes.

Buffering

- Table groups voiced concern and provided suggestions for buffering between existing residential uses and proposed areas. Some general concerns included pollution such as light, noise, and air; and privacy concerns with the size and height of the built form when adjacent to residential uses. As such, there was emphasis on the need to create buffers and setbacks with adequate width and proper materials in order to mitigate these concerns. One table commented that walls not be used for buffers. Instead, vegetation, such as trees, should be used. Buffering between new right-of-ways was also something suggested by multiple tables.
- Participants also wanted to see buffering requirements south of the secondary plan area.

Communication

- Communication has been a concern among various tables. There was a consensus in understanding that the municipality is not mandated through existing policy to communicate future development applications after sites have been rezoned, but participants requested that they be engaged in future applications and changes. Moreover, participants wanted to understand the planning process in greater detail as some tables did not understand why some parcels of land were rezoned, while others were not.

Servicing

- Multiple tables advised that servicing, such as water and sewage, should be added when reconstructing or adding new roads under the condition that residents, new or existing, are provided the option of connecting. Participants noted Hornby Road, Sixth Line, and 8th line.

Land Use

- Table groups voiced concern over new proposed land uses within the secondary plan area and provided some suggestions and comments. Various tables suggested that noisy or 24 hour operations not be located near existing residents. One table suggested that outdoor storage not be allowed within the secondary plan area. Another voiced concern over potential construction impacts such as excessive dust and additional construction vehicle traffic.
- Some participants also suggested that residents be provided more options for input into specific types of businesses that will be locating within the secondary plan area.

Other Remarks

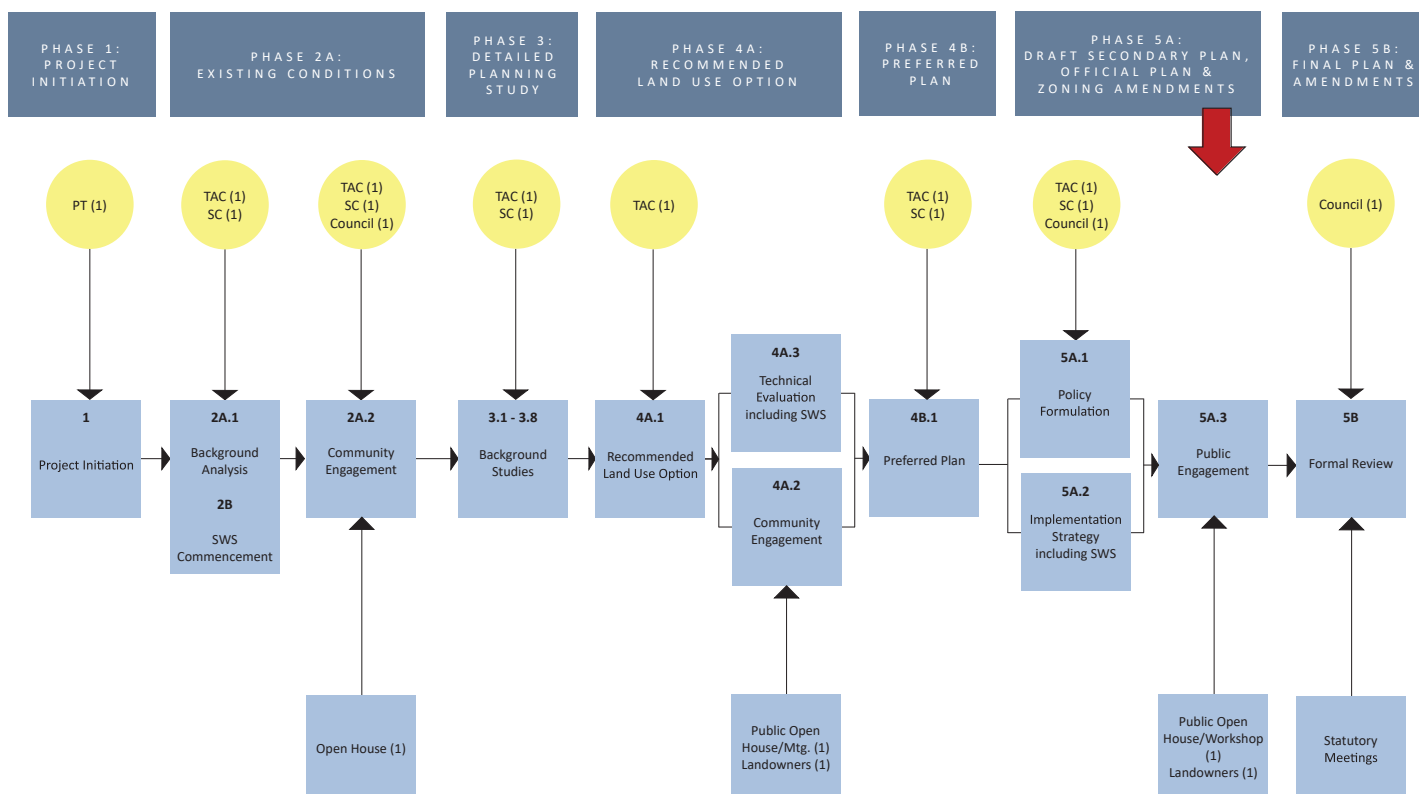
- A few participants voiced their concern regarding the downstream effects of relocating and/or modifying watercourses and green lands.
- One table asked that the municipality provide a clear process for monitoring and reporting externalities, such as noise and light pollution, after new land uses have been constructed.
- One table suggested a park be located somewhere within the secondary plan area.

3. NEXT STEPS



The following summarizes the next steps in the study process:

1. Review consultation findings;
2. Conduct follow-up discussions with residents and key stakeholders as required;
3. Make adjustments to the draft Secondary Plan to address the input received;
4. Hold Statutory Public meeting on the draft Secondary Plan.



Project Schedule.

3. Workshop Worksheets



Town of Halton Hills / Premier Gateway Employment Area

BrookMcIlroy /

Public Meeting and Workshop #3, March 1, 2018

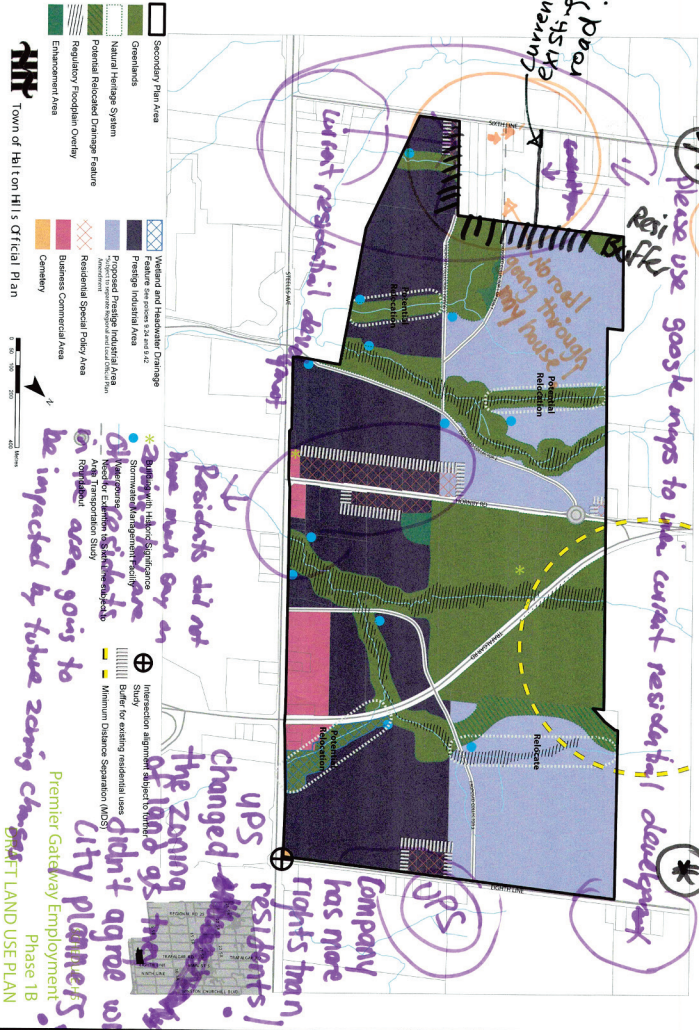
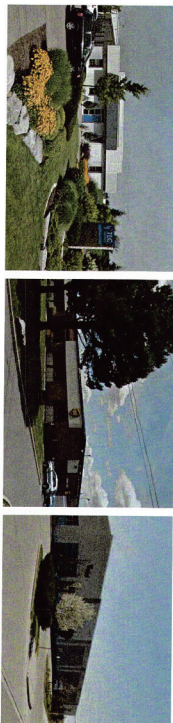
Phase 1B Draft Secondary Plan

1 Land Use

The map below illustrates the draft Land Use Plan for the Secondary Plan Area.

In your groups, do you have any feedback on the draft Land Use Plan? Do you have any business commercial uses, cultural heritage and natural heritage?

Sketch on the proposed plan or provide your appropriate comments in the space provided as appropriate.



2 Land Use Permissions

Introduction

The following Land Use Permissions are identified within the draft Secondary Plan. With your group, please review and mark-up these permissions to reflect your recommendations.

- The following uses are permitted in the Prestige Industrial Area:
 - Business and professional offices in free-standing buildings;
 - Industrial uses, such as manufacturing, assembling, processing, warehousing, wholesaling and distribution facilities located primarily within enclosed buildings with limited, accessory outdoor storage that is appropriately screened;
 - Computer, electronics and data processing facilities;
 - Research and development facilities including those that produce biomedical waste;
 - Printing and associated service establishments; and,
 - Industrial malls, containing one or more permitted uses.
- Secondary uses which include:
 - Limited retail sales of goods and materials made on site;
 - Free secondary education;
 - Limited institutional facilities;
 - Motor vehicle service stations;
 - Legally existing uses and operations or alterations thereof;
 - Legally existing uses and service commercial uses not exceeding 750 sq m and total retail and service commercial space on individual sites not exceeding 2,000 sq m;
 - Take-out restaurants and convenience stores in industrial malls or office buildings;
 - Two or more full service restaurants in a "campus" development.

The following policies are proposed for the Residential Special Policy Area:

- Lands may be zoned to permit the existing residential uses including home occupations;
- Lands may be rezoned to permit the use of the existing residential dwelling for office or other uses compatible residential uses and the underlying employment designation;
- New development abutting a residential building may require landscaping and other buffering.

The following uses are permitted in the Business Commercial Area:

- Hotels including conference, exhibition and banquet facilities;
- Limited ancillary retail and service commercial uses not including major retail or supermarkets, specialty food stores, department stores, general merchandise, and banks and financial institutions and services;
- Motor vehicle service centres, but no new ones within 200 m of Steeles & Trailglen intersection;
- Business and professional offices in free-standing buildings or as part of an industrial building;
- Printing and associated service establishments;
- Take-out restaurants incorporated into larger developments and ancillary to the primary use;
- Full service restaurants;
- Industrial malls;
- Uses that legally existed at the date of adoption.

Do you have any comments on the land use policies related to the Industrial or Business Commercial Area designation or the Residential Special Policy Area?

3 Land Use Compatibility

Introduction

The following recommendations for land use compatibility are identified within the draft Secondary Plan. With your group, please review and mark-up these considerations to reflect your recommendations.

- Need for buffering and/or mitigation must be addressed adjacent to existing residential uses;
- A Noise and/or Vibration Impact Study will be required and will consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing;
- Do you have any comments on the land use policies related to land use compatibility?

Back of golf course (circled area) buffer to exist homeowners

4 Development Approvals

Introduction

The following studies may be required before development can occur:

- Subwatershed Impact Study (may include further refinement of the Natural Heritage System);
- Servicing Study;
- Stormwater Management Report;
- Noise and/or Vibration Impact Study;
- Transportation Impact Assessment;
- Do you have any comments on the additional studies need prior to development?

Town of Halton Hills/ Premier Gateway Employment Area

Public Meeting and Workshop #3, March 1, 2018

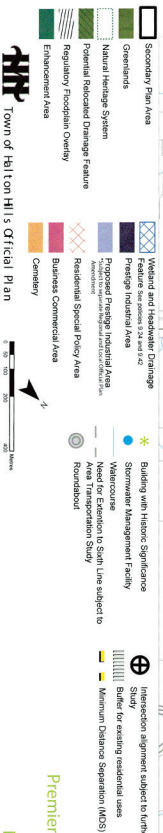
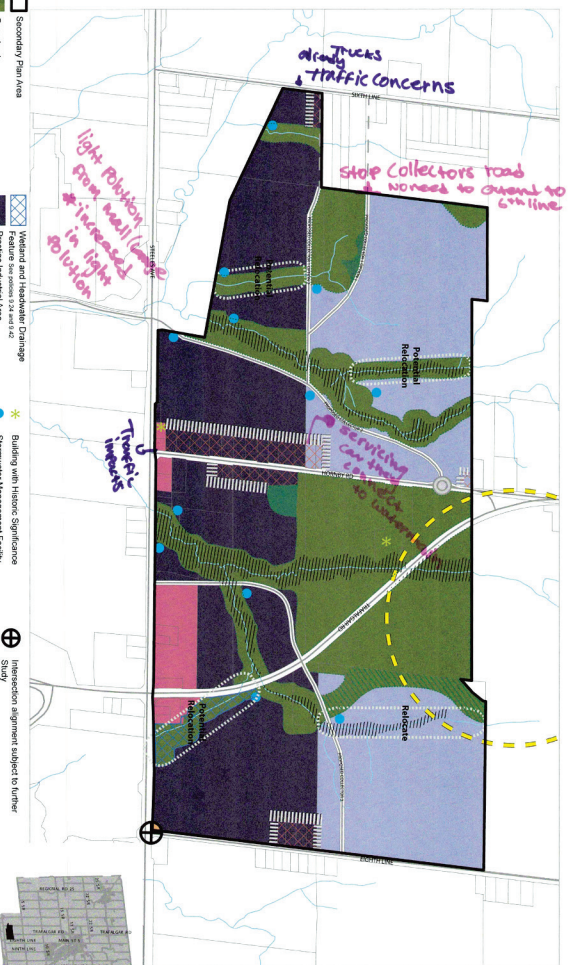
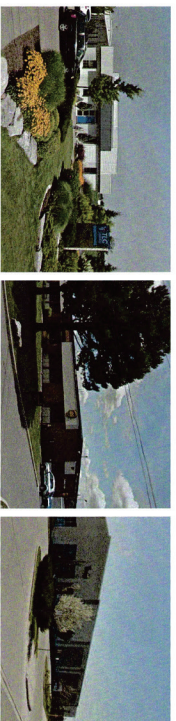
Phase 1B Draft Secondary Plan

1 Land Use

The map below illustrates the draft land-use plan for the Secondary Plan Area.

In your groups, do you have any feedback on the Secondary Plan Area? If so, please provide your feedback on the draft secondary plan such as the road patterns, location of business commercial uses, cultural heritage and natural heritage?

Sketch on the proposed plan or provide your feedback on the plan in the spaces provided as appropriate.



SCHEDULE H5
Premier Gateway Employment
Phase 1B
DRAFT LAND USE PLAN



2 Land Use Permissions

Introduction

The following Land Use Permissions are identified within the draft Secondary Plan. With your group, please review and mark-up these permissions to reflect your recommendations.

The following uses are permitted in the Priority, Industrial Area:

- Business and professional offices in free-standing buildings;
 - Industrial uses, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities located primarily within wholly enclosed buildings with limited, accessory outdoor storage that is appropriately screened;
 - Computer, electronics and data processing facilities;
 - Research and development facilities excluding those that produce biomedical wastes;
 - Printing and associated service establishments; and,
 - Industrial mills, containing one or more permitted uses.
- Secondary uses which include:
- Limited retail sales of goods and materials made on site;
 - Post-secondary education;
 - Limited institutional facilities;
 - Motor vehicle service stations;
 - Legally existing uses and expansions or alterations thereto;
 - Individual retail and service commercial uses not exceeding 750 sq m and total retail and service commercial space on individual sites not exceeding 2,500 sq m;
 - Take-out restaurants and convenience stores in industrial malls or office buildings;
 - Two or more full-service restaurants in a "campus" development.

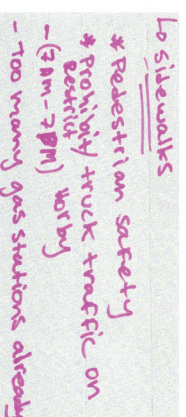
The following policies are proposed for the Residential Special Policy Area

- Lands may be zoned to permit the existing residential uses including home occupations
- Lands may be rezoned to permit the use of the existing residential dwelling for office or other uses compatible with residential uses and the underlying employment designation
- New development, including a residential building may require landscaping and other buffering

The following uses are permitted in the Business Commercial Area:

- Hotels including conference, exhibition and banquet facilities;
- Limited ancillary retail and service commercial uses not including major retail or supermarkets, specialty food stores, department stores, general merchandise, and fashion retailers;
- Banks and financial institutions and services;
- Motor vehicle service centres, but no new ones within 200 m of Steeles & Trafalgar intersection;
- Business and professional offices in free-standing buildings or as part of an industrial plaza;
- Printing and associated service establishments;
- Take-out restaurants incorporated into larger developments and ancillary to the primary use;
- Full service restaurants; → avoid bars
- Industrial mills;
- Uses that legally existed at the date of adoption

Do you have any comments on the land use policies related to the Industrial or Business Commercial Area designation or the Residential Special Policy Area?



3 Land Use Compatibility

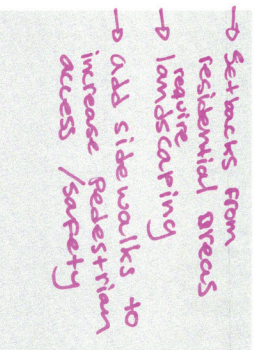
Introduction

The following recommendations for land use compatibility are identified within the draft Secondary Plan. With your group, please review and mark-up these recommendations to reflect your recommendations.

3. Land Use Compatibility

- Need for buffering and/or mitigation must be addressed adjacent to existing residential uses
- A Noise and/or Vibration Impact Study will be required and will consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing

Do you have any comments on the land use policies related to land use compatibility?

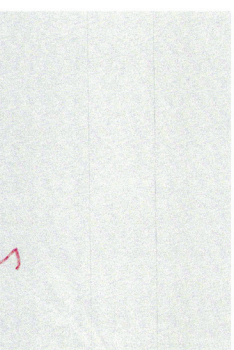


4 Development Approvals

Introduction

The following studies may be required before development can occur:

- Subwatershed Impact Study (may include further refinement of the Natural Heritage System)
 - Servicing Study
 - Stormwater Management Report
 - Noise and/or Vibration Impact Study
 - Transportation Impact Assessment
- Do you have any comments on the additional studies need prior to development?

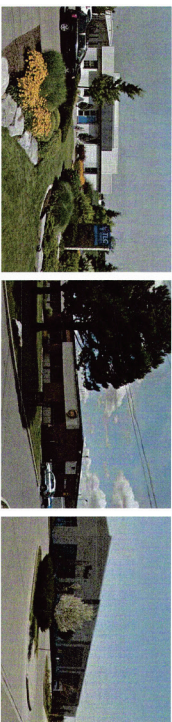


BrookMcIlroy/

The map below illustrates the draft land-use plan for the Secondary Plan Area.

In your groups, do you have any feedback on the core elements of the draft secondary plan such as the road patterns, location of business commercial uses, cultural heritage and natural heritage?

Sketch on the proposed plan or provide your groups comments in the space provided as appropriate.

[illegible]

Town of Halton Hills Official Plan



Introduction

The following Land Use Permissions are identified within the draft Secondary Plan. With your group, please review and mark-up these permissions to reflect your recommendations.

The following uses are permitted in the Prestige Industrial Area

- Industrial use, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities located primarily within wholly enclosed buildings with limited, accessory outdoor storage that is appropriately screened;
 - Computer, electronics and data processing facilities;
 - Research and development facilities including those that produce biochemical wastes;
 - Printing and associated service establishments; and,
 - Industrial malls, containing one or more permitted uses.
- Secondary uses which include:

- Post-secondary education:

- Limited institutional facilities;
- Motor vehicle service stations;
- Lightly existing uses and expansions or alterations thereof;
- Individual retail and service commercial uses not exceeding 750 sq m and total retail and service commercial space on individual sites not exceeding 7,500 sq m;
- Drive out restaurants and convenience stores in industrial malls or office buildings;
- Two or more full-service restaurants in a campus development.

The following policies are proposed for the Residential Special Policy Area

- Lands may be zoned to permit the existing residential uses including home occupations
- Lands may be rezoned to permit the use of the existing residential dwelling for office or other uses compatible with residential uses and the underlying employment designation
- New development abutting a residential building may require landscaping and other buffering

The following uses are permitted in the Business Commercial Areas

- Limited ancillary retail and service commercial uses not including major retail or supermajority, specialty food stores, department stores, general merchandise, and fashion retailers;
- Banks and financial institutions and services;
- Motor vehicle service centres, but no new ones within 200 m of Steeles & Trafalgar intersection;
- Business and professional offices in free standing buildings or as part of an industrial plaza;
- Printing and associated service establishments; and ancillary to the primary use;
- Take-out restaurants incorporated into larger developments and ancillary to the primary use;
- Full service restaurants;
- Industrial malls;
- Uses that legally existed at the date of adoption

Do you have any comments on the land use policies related to the **Industrial** : or **Business** : **Commercial Area** designation or the **Residential Special Policy Area**?

Paul Scott 8087 Hornby Rd

Nelson Pereira 8081 Hamby Rd

✓ Need Park land near middle 10

3- ~~Complexity~~ is a factor in fact

Introduction

The following recommendations for land use compatibility are identified within the draft Secondary Plan. With your group, please review and mark-up these considerations to reflect your recommendations.

3. Land Use Compatibility

- Need for buffering and/or mitigation must be addressed adjacent to existing residential uses
- A Noise and/or Vibration Impact Study will be required and will consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing

Do you have any comments on the land use policies related to land use compatibility?

Introduction

The following studies may be required before development can occur:

- Subwatershed Impact Study (may include further refinement of the Natural Heritage System)
 - Servicing Study
 - Stormwater Management Report
 - Noise and/or Vibration Impact Study
 - Transportation Impact Assessment
- Do you have any comments on the additional studies need prior to development?

Do you have any comments on the additional studies need prior to development?

- Construction Impact (Dust + Trucks)

- Dark skies initiative

Town of Halton Hills/ Premier Gateway Employment Area

Public Meeting and Workshop #3, March 1, 2018

Phase 1B Draft Secondary Plan

BrookMcIlroy/

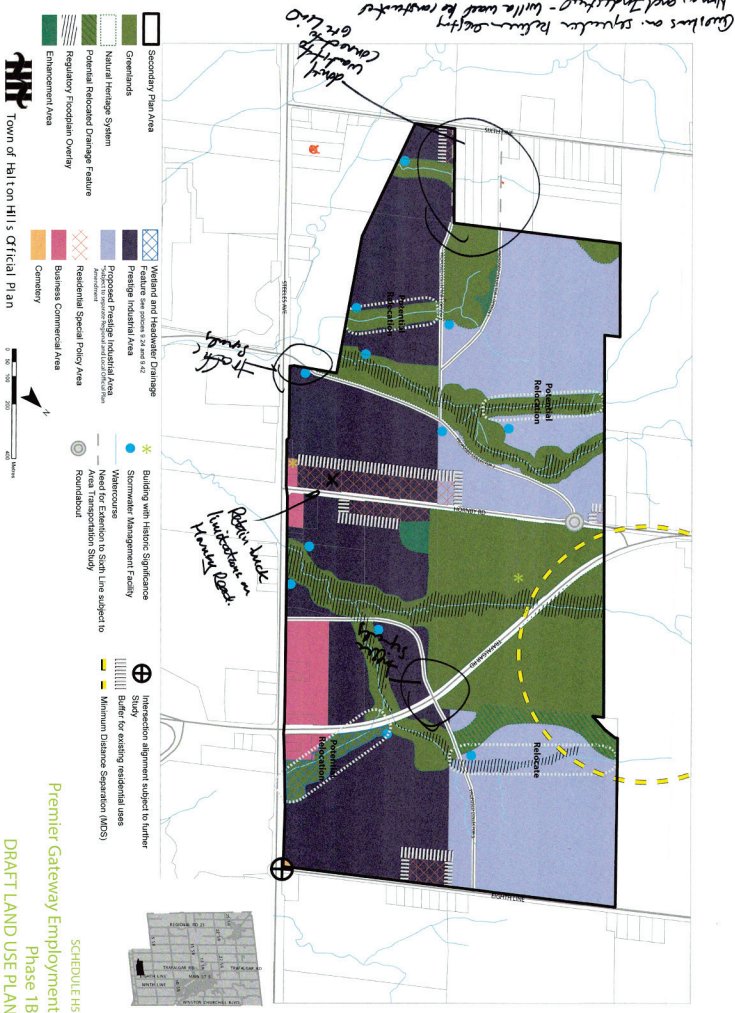
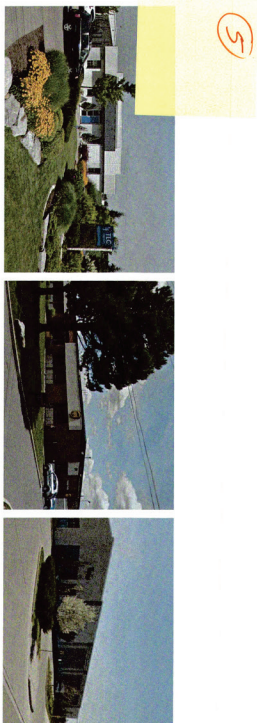
1 Land Use

10 minutes

The map below illustrates the draft land-use plan for the Secondary Plan Area.

In your groups, do you have any feedback on the core elements of the draft secondary plan such as the road patterns, location of business commercial uses, cultural heritage and natural heritage?

Sketch on the proposed plan or provide your group comments in the space provided as appropriate.



SCHEDULE HS
Premier Gateway Employment
Phase 1B
DRAFT LAND USE PLAN



2 Land Use Permissions

10 minutes

Introduction

The following Land Use Permissions are identified within the draft Secondary Plan. With your group, please review and mark-up these permissions to reflect your recommendations.

The following uses are permitted in the Prestige Industrial Area:

- Business and professional offices in free-standing buildings;
 - Industrial uses, such as manufacturing, assembling, fabricating, warehousing, wholesaling and distribution facilities located primarily within wholly enclosed buildings with limited accessory outdoor storage that is appropriately screened;
 - Computer, electronics and data processing facilities;
 - Research and development facilities excluding those that produce biomedical wastes;
 - Printing and associated service establishments; and,
 - Industrial mills, containing one or more permitted uses.
- Secondary uses which include:
- Limited retail sales of goods and materials made on site;
 - Post-secondary education;
 - Limited institutional facilities;
 - Motor vehicle service stations;
 - Legally existing uses and expansions or alterations thereto
 - Individual retail and service commercial uses not exceeding 750 sq m and total retail and service commercial space on individual sites not exceeding 2,500 sq m.
 - Take-out restaurants and convenience stores in industrial malls or office buildings;
 - Two or more full-service restaurants in a "campus" development

The following policies are proposed for the Residential Special Policy Area

- Lands may be zoned to permit the existing residential uses including home occupancies
- Lands may be rezoned to permit the use of the existing residential dwelling for office or other uses compatible residential uses and the underlying employment designation
- New development adjoining a residential building may require landscaping and other buffering

The following uses are permitted in the Business Commercial Area:

- Hotels including conference, exhibition and banquet facilities;
- Limited ancillary retail and service commercial uses not including major retail or supermarkets, specialty food stores, department stores, general merchandise, and fashion retailers;
- Banks and financial institutions and services;
- Motor vehicle service centres, but no new ones within 200 m of Steeles & Trafalgar intersection;
- Business and professional offices in free-standing building or as part of an industrial plaza;
- Printing and associated service establishments;
- Take-out restaurants incorporated into larger developments and ancillary to the primary use;
- Full-service restaurants;
- Industrial malls;
- Uses that legally existed at the date of adoption

Do you have any comments on the land use policies related to the Industrial or Business Commercial Area designation or the Residential Special Policy Area?



3 Land Use Compatibility

10 minutes

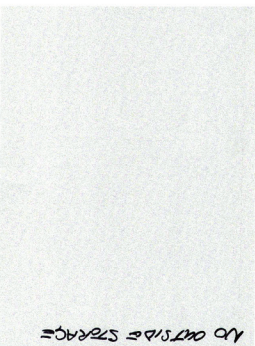
Introduction

The following recommendations for land use compatibility are identified within the draft Secondary Plan. With your group, please review and mark-up these considerations to reflect your recommendations.

3. Land Use Compatibility

- Need for buffering and/or mitigation must be addressed adjacent to existing residential uses
- A Noise and/or Vibration Impact Study will be required and all consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing

Do you have any comments on the land use policies related to land use compatibility?



4 Development Approvals

10 minutes

Introduction

The following studies may be required before development can occur:

- Subwatershed Impact Study (may include further refinement of the Natural Heritage System)
 - Servicing Study
 - Stormwater Management Report
 - Noise and/or Vibration Impact Study
 - Transportation Impact Assessment
- Do you have any comments on the additional studies need prior to development?



Town of Halton Hills/ Premier Gateway Employment Area

Public Meeting and Workshop #3, March 1, 2018

Phase 1B Draft Secondary Plan

1 Land Use

10 minutes

The map below illustrates the draft land use plan for the Secondary Plan Area.

In your groups, do you have any feedback on the draft Secondary Plan? Do you have any suggestions for the Secondary Plan such as the road patterns, location of business commercial uses, cultural heritage and natural heritage?

Sketch on the proposed plan or provide your comments on the map in the space provided as appropriate.



2 Land Use Permissions

10 minutes

Introduction

The following Land-Use Permissions are identified within the draft Secondary Plan. With your group, please review and mark-up these permissions to reflect your recommendations.

The following uses are permitted in the **Phase 1B Industrial Area**:

- Business and professional offices in free-standing buildings;
- Industrial uses, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities located primarily within wholly enclosed buildings with limited, accessory outdoor storage that is appropriately screened;
- Computer, electronics and data processing facilities;
- Research and development facilities excluding those that produce biomedical wastes;
- Printing and associated service establishments; and,
- Industrial malls, containing one or more permitted uses.

Secondary uses which include:

- Limited retail sales of goods and materials made on site;
- Post-secondary education;
- Limited institutional facilities;
- Motor vehicle service stations;
- Legally existing uses and expansions or alterations thereof;
- Individual retail and service commercial uses not exceeding 750 sq m and total retail and service commercial space on individual sites not exceeding 2,500 sq m;
- Take-out restaurants and convenience stores in industrial malls or office buildings;
- Two or more full-service restaurants in a "campus" development.

The following policies are proposed for the **Residential Special Policy Area**:

- Lands may be zoned to permit the existing residential uses including home occupations
- Lands may be zoned to permit the use of the existing residential dwelling for office or other uses compatible with residential uses and the underlying employment designation
- New development abutting a residential building may require landscaping and other buffering

The following uses are permitted in the **Business Commercial Area**:

- Hotels including conference, exhibition and banquet facilities;
- Limited ancillary retail and service commercial uses not including major retail or supermarkets, specialty food stores, department stores, general merchandise, and national retailers;
- Banks and financial institutions and services;
- Motor vehicle service centres, but no new ones within 200 m of Steeles & Trafalgar intersection;
- Businesses and professional offices in free-standing buildings or as part of an industrial park;
- Printing and associated service establishments;
- Take-out restaurants incorporated into larger developments and ancillary to the primary uses;
- Full service restaurants;
- Industrial malls;
- Uses that legally existed at the date of adoption

Do you have any comments on the land use policies related to the **Industrial** or **Business Commercial Area** designation or the **Residential Special Policy Area**?

3 Land Use Compatibility

10 minutes

Introduction

The following recommendations for land use compatibility are identified within the draft Secondary Plan. With your group, please review and mark-up these recommendations to reflect your recommendations.

Land Use Compatibility

- Need for buffering and/or mitigation must be addressed adjacent to existing residential uses.
- A Noise and/or Vibration Impact Study will be required and will consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing.

Do you have any comments on the land use policies related to land use compatibility?

4 Development Approvals

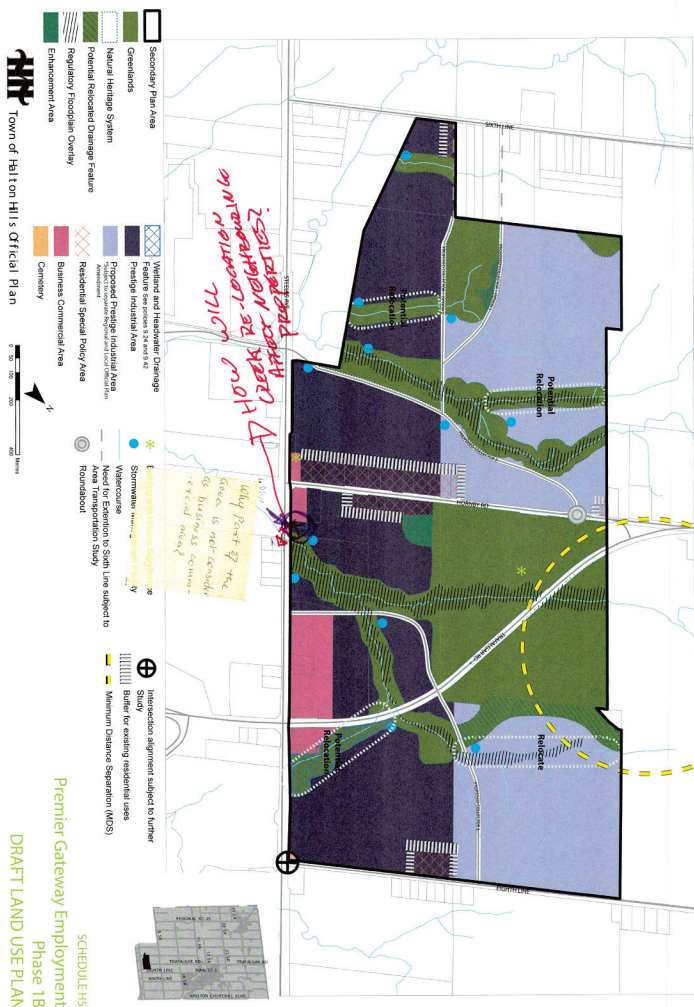
10 minutes

Introduction

The following studies may be required before development can occur:

- Subwatershed Impact Study (may include further refinement of the Natural Heritage System)
- Stormwater Management Report
- Noise and/or Vibration Impact Study
- Transportation Impact Assessment

Do you have any comments on the additional studies need prior to development?



SCHEDULE H5
Premier Gateway Employment
Phase 1B
DRAFT LAND USE PLAN



BrookMcIlroy

2 Land Use Permissions

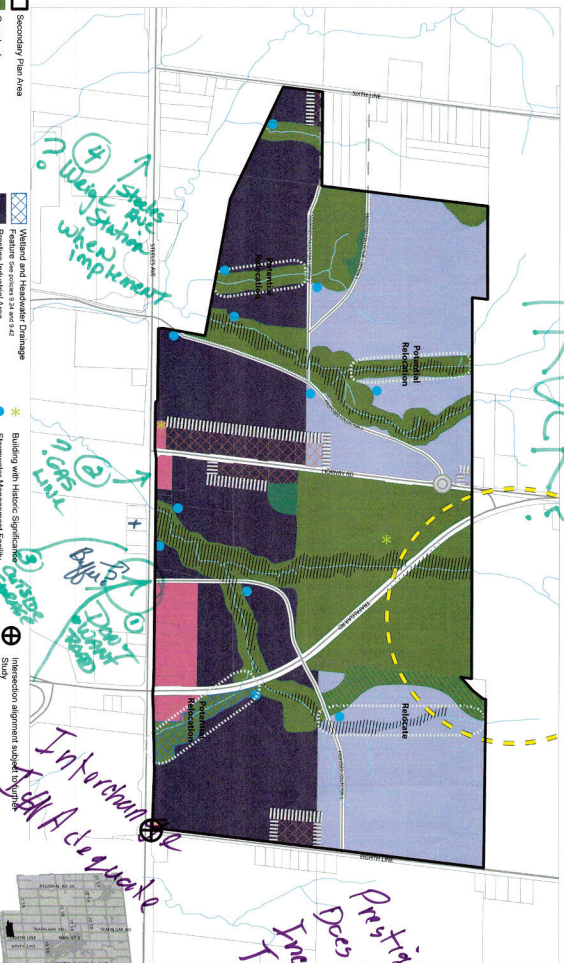
④

10 minutes

- do we have a say about what business goes in?
- public participation for type of business? when development applications come in.

BrookMcIlroy/

Sketch on the proposed plan or provide your groups comments in the space provided as appropriate.



The following uses are permitted in the Prestige Industrial Area

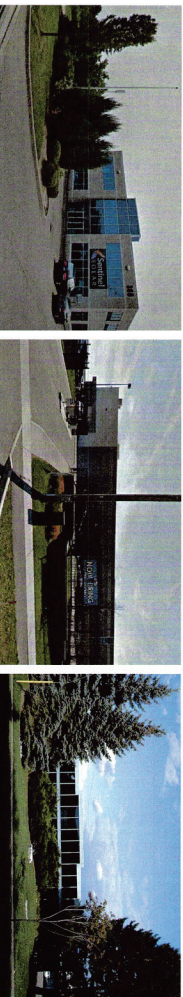
- Industrial uses, such as manufacturing, assembling, prototyping, fabricating, warehousing, wholesaling and distributor facilities located primarily within enclosed buildings with limited, accessory outdoor storage that is appropriately screened;
 - Computer, electronics and data processing facilities;
 - Research and development facilities including those that produce biomedical wastes;
 - Printing and associated service establishments; and
 - Industrial plants, containing one or more permitted uses.
- Secondary uses which include:
- Limited retail sales of goods and materials made on site;
 - Post-secondary education;
 - Limited institutional facilities;
 - Motor vehicle service facilities;
 - Lightly existing uses and expansions or alterations thereto
 - Individual retail and service commercial uses not exceeding 750 sq m and total retail and service commercial space on individual sites not exceeding 2,500 sq m
 - Take out restaurants and convenience stores in industrial malls or office buildings;
 - Two or more full-service restaurants in a campus development

3. Land Use Compatibility

- Need for differing and/or mitigation must be addressed adjacent to existing residential uses
 - A Noise and/or Vibration Impact Study will be required and will consider potential impacts and address mitigation measures through building design, setbacks and/or other measures such as berms and fencing
- Do you have any comments on the land use policies related to land use compatibility?

The following studies may be required before development can occur:

- Subwatershed Impact Study (may include further refinement of the Natural Heritage System)
 - Servicing Study
 - Stormwater Management Report
 - Noise and/or Vibration Impact Study
 - Transportation Impact Assessment
- Do you have any comments on the additional studies need prior to development?



Summary of Supportive Studies

Scoped Subwatershed Study Update

As outlined in reports PI-2016-0044 and P&I-2017-0018, the Scoped Subwatershed Study has been a key component in completion of the Premier Gateway Phase 1B Integrated Planning Project.

Phase 1 of the Scoped Subwatershed Study included a Characterization Report, which provides the identification of the existing natural features and physical environment in the study area. A Headwater Drainage Features (HDF) Report was also prepared, which provided the characterization of existing drainage features throughout the Phase 1B Secondary Plan lands. Detailed field work was also prepared and submitted as part of the comprehensive background information which supports the larger Scoped Subwatershed Study.

Phase 2 of the Subwatershed Study was comprised of an Impact Assessment and Management Strategy Report, which provides management recommendations for the identified features and how they should be dealt with at the future development application stage. The report identifies which features can be removed or relocated and which ones must remain in situ and/or require enhancement.

The Phase 2 report was completed and circulated to the Region of Halton and Conservation Halton in September, 2017. Mirroring the approach to the comments received on the Phase 1 report, a comment matrix was prepared which listed the agency comments received with a subsequent consulting team response included for each point raised by the agencies. At the time of writing of this report, the majority of the comments received by the agencies have been addressed by the consulting team and the final report will be revised to reflect those agreements. Staff anticipates receiving the final report in the coming weeks.

Area Servicing Plan Update

Halton Region has retained GM BluePlan Engineering to prepare a Water and Wastewater Area Servicing Plan (ASP) for the Premier Gateway Employment Area. The ASP will identify viable water and wastewater servicing alternatives for the Premier Gateway Phase 1B Secondary Plan Area, providing an evaluation of the alternatives and making a recommendation of the best servicing solution for the study area.

A report and presentation to Regional Council with respect to this item is expected in late May, 2018.

Area Transportation Study

As identified in report P&I-2017-0023, the purpose of the Area Transportation Study (ATS) is to identify improvements to local, regional and provincial transportation networks that are required to serve existing and planned development in the Premier Gateway Area, specifically in the vicinity of the Phase 1A and Phase 1B lands, centered on the intersection of Trafalgar Road and Steeles Avenue.

The study area extends from the southern limit of the Highway 401 corridor in the south to 5 Side Road in the north. It extends from Fifth Line North/Brownridge Road in the west to Ninth Line in the east. The study area includes the Highway 401 corridor and interchanges between Highway 401 and Winston Churchill Boulevard and James Snow Parkway as required by MTO.

Given that the Premier Gateway Phase 1B Secondary Plan lands are within these study boundaries, the ATS relies upon and builds on the data and analysis which was presented in the July, 2017 Premier Gateway Phase 1B Employment Area Secondary Plan Transportation Study.

Functional Servicing Report

The purpose of the Functional Servicing Report is to review the existing water and wastewater services accessible to the Secondary Plan Area, confirm their capacity, and describe the servicing concepts for the area. The analysis of the water and wastewater services completed in the report has been based on the water and wastewater in Halton Region's hydraulic models. The servicing concepts as demonstrated in the report are prepared in accordance with the land use and transportation planning framework for the Premier Gateway Phase 1B Secondary Plan lands.

Land Use Compatibility Report

The objective of the Land Use Compatibility Report is to assess the proposed employment land development in the context of compatibility with the existing sensitive land uses (primarily residential lands), both within the study area and in the vicinity of the Secondary Plan Study Area.

The Ministry of the Environment and Climate Change (MOECC) D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" (D-6 Guideline) is a tool for informed municipal planning to prevent issues that may arise from incompatible development. The D-6 Guideline specifies both minimum separation distances and areas of influence in which compatibility issues may arise depending on facility size and nature of operations. The Guideline rates facility operations as ranging from Class 1 (low potential impact) to Class 3 (highest potential impact).

As identified in the report, the study findings are based upon existing knowledge of the proposed development and the sensitive land uses both within the bounds of the study

area, and those proximate to the study area that may fall within the area of influence. Key in the preparation of a Secondary Plan Study however, is that there is the absence of information on specific facilities and their proposed uses, given development applications have not yet been filed within the Study Area. As a result, the potential for health or environmental effects (Air and Noise) associated with the facilities that will be permitted within the study area, will be addressed by Provincial permitting and review tools such as Environmental Compliance Approvals, or Environmental Assessments.

As a result of the preparation of the Land Use Compatibility report, the draft Secondary Plan policies have been crafted to ensure that at the time of submission of development applications, the necessary site specific studies are prepared and submitted for Town (and where necessary), peer review to ensure appropriate mitigation measures are put into place on a site by site basis.



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: John McMulkin, Planner – Development Review

DATE: April 19, 2018

REPORT NO.: PLS-2018-0034

RE: Application for Removal of Holding (H1) Provision
File No.: D14ZBA18.001H – HHVHI 16 Subdivision (Phase 6)
Location: Part Lot 11, Concession 10 Esquesing, Town of Halton Hills (Georgetown)

RECOMMENDATION:

THAT Report No. PLS-2018-0034, dated April 19, 2018, with respect to the Recommendation Report for an “Application for Removal of the Holding (H1) Provision, File No. D14ZBA18.001H – HHVHI 16 Subdivision (Phase 6), for the lands described as Part Lot 11, Concession 10 Esquesing, Town of Halton Hills (Georgetown)”, be received;

AND FURTHER THAT the request to remove the Holding (H1) Provision from Town of Halton Hills Zoning By-law 2010-0050, as amended, for the lands described as Part Lot 11, Concession 10 Esquesing, Town of Halton Hills (Georgetown), be approved;

AND FURTHER THAT the necessary By-law be enacted to authorize the removal of the Holding (H1) Provision, as shown in SCHEDULE 3 – PROPOSED ZONING BY-LAW.

BACKGROUND:

The subject lands (Phase 6) represent the last phase of the Halton Hills Village Homes Inc. (HHVHI) 16 subdivision to be developed. The first phase of the HHVHI 16 subdivision was approved by the Ontario Municipal Board (OMB) in 2000; development of the previous five phases of the subdivision occurred as follows:

- Phase 1 registered as Plan 20M-774, on February 4, 2004.
- Phase 2 registered as Plans 20M-944 and 20M-945, on September 8, 2005.
- Phase 3 registered as Plan 20M-1025, on December 4, 2007.
- Phase 4 registered as Plan 20M-1128, on February 14, 2013.
- Phase 5 registered as Plan 20M-1196, on October 17, 2017.

Phase 6 is subject to Zoning By-law 2010-0050, as amended by By-law 2011-0033, which zoned the lands to permit a mix of low and medium density residential uses. A Holding (H1) Provision applies to the lands that may be removed once Council is

satisfied that an appropriate subdivision agreement has been executed and that the allocation of servicing has been approved by the Region of Halton.

On February 16, 2018, the Town received a request from the Applicant (Rob Russell Planning Consultants) to commence with the Holding (H1) Provision removal process for the Phase 6 lands as shown on **SCHEDULE 1**. The Owner (Halton Hills South Property Corporation) requires the Holding (H1) Provision to be removed in order to proceed with the registration of Phase 6 and the issuance of Building Permits for the single and semi-detached dwellings. It should be noted that the two townhouse blocks will require Site Plan Approval and other implementing applications before Building Permits can be issued, while the senior's housing block still requires a further Zoning By-law Amendment.

The Holding (H1) Provision has already been removed from the lands subject to the previous five phases of the HHVHI 16 subdivision.

COMMENTS:

The Holding (H1) Provision may be lifted once Council is satisfied that:

- an appropriate subdivision agreement has been executed; and
- the allocation of servicing has been approved by the Region of Halton.

Town staff is satisfied that the conditions of the Holding (H1) Provision have been fulfilled as follows:

Subdivision Agreement

The Subdivision agreement for Phase 6 was finalized on April 13, 2018. All required securities and payments have also been submitted to the Town.

The scope of the agreement addresses typical requirements associated with the development of a new plan of subdivision for residential land use, which includes infrastructure (roads, stormwater, sanitary and water) and security (monetary) issues.

Servicing Allocation

Town Council assigned the necessary servicing allocation to multiple phases of the HHVHI 16 subdivision, including Phase 6, in January of 2015 through Report PDS-2015-0001.

However, as a condition of the 2015 water allocation, the developer/builder agreed to limit the number of Building Permits applied for annually, including consideration of a phased removal of the Holding (H1) Provision. As such, the necessary SDEs still remain assigned to Phase 6 of the subdivision.

On March 23, 2018, the Region of Halton confirmed that appropriate servicing has been allocated to Phase 6 of the subdivision.

On the basis of the above, Town staff has no objection to the Holding (H1) Provision being removed for the last phase (Phase 6) of the subdivision.

RELATIONSHIP TO STRATEGIC PLAN:

The lifting of the Holding (H1) Provision is consistent with the Town's strategy to manage growth.

FINANCIAL IMPACT:

The removal of the Holding (H1) Provision is an administrative matter and has no financial impact.

CONSULTATION:

Planning staff have consulted with the appropriate Town departments and the Region of Halton in preparation of this report.

PUBLIC ENGAGEMENT:

Public consultation is not required prior to the removal of this Holding (H1) Provision.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendations outlined in this report are not applicable to the Strategy's implementation.

COMMUNICATIONS:

Notice of the Town's intention to pass the Holding Removal By-law was completed in accordance with the requirements of the Planning Act.

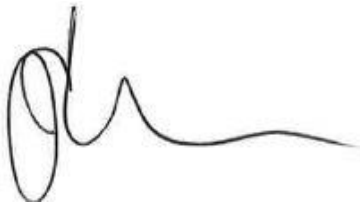
CONCLUSION:

On the basis of the foregoing, Planning staff recommends that Council lift the Holding (H1) Provision from the subject lands (Phase 6) by enacting the attached By-law, as generally shown in **SCHEDULE 3**.

Reviewed and Approved by,

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

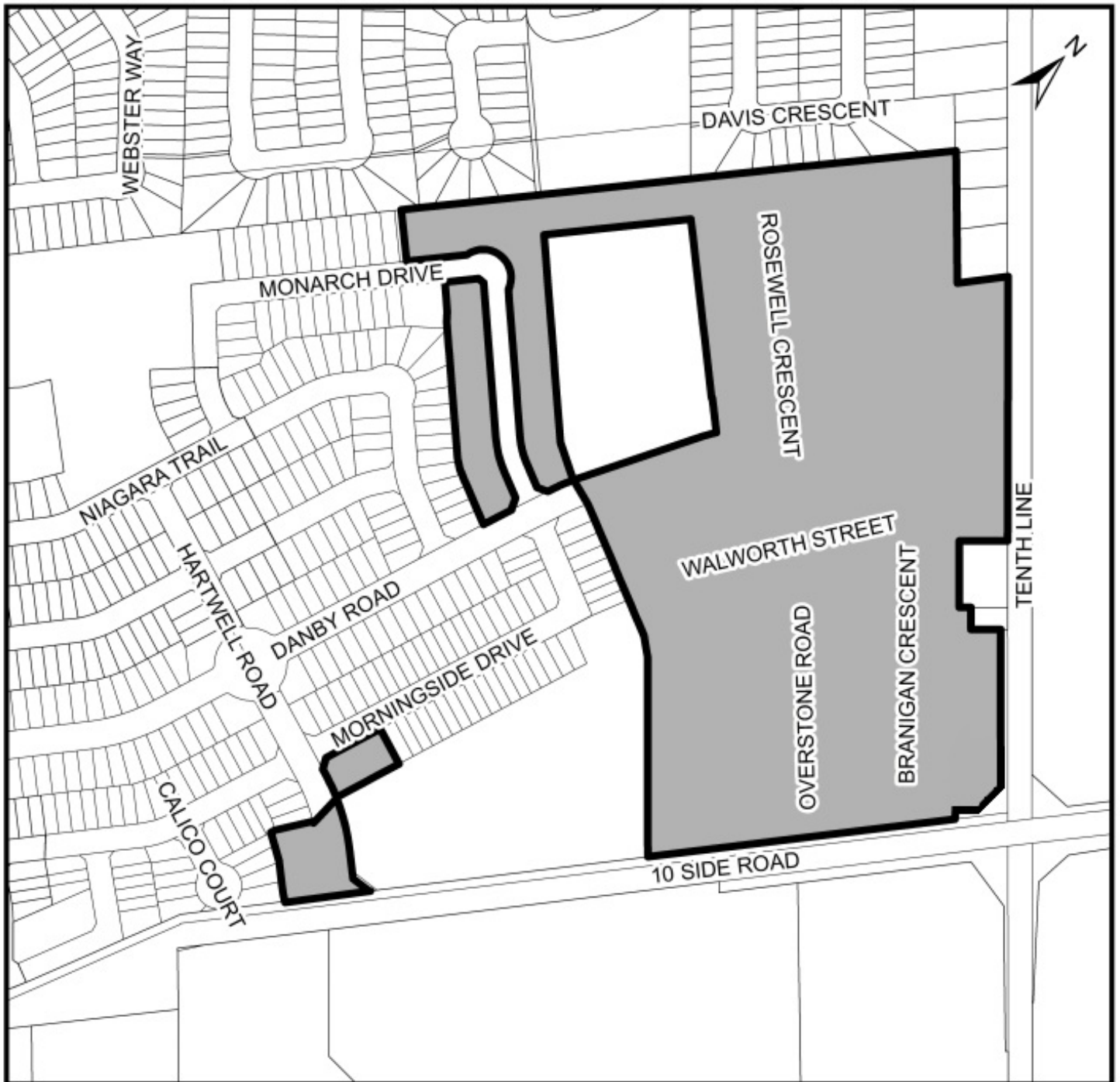
Jeff Markowiak, Acting Manager of Development Review

A handwritten signature in black ink, appearing to read "John Linhardt". The signature is cursive, with a large initial "J" and a long, sweeping underline.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is cursive, with the first name "Brent" being more prominent.

Brent Marshall, CAO



Legend

 Holding Provision (H) to be removed.





BY-LAW NO. 2018-

A By-law to remove the Holding Provision from Zoning By-law 2010-0050, as amended, for lands described as Part Lot 11, Concession 10 Esquesing, Town of Halton Hills, Regional Municipality of Halton (Georgetown South)

WHEREAS Council is empowered to enact this By-law by virtue of the provisions of Section 36 of the Planning Act, R.S.O. 1990, c. P.13, as amended;

AND WHEREAS notice of removal of the Holding Provision has been provided in accordance with the provisions of the Planning Act, R.S.O. 1990, c. P.13, as amended;

AND WHEREAS said By-law conforms to the Official Plan for the Town of Halton Hills;

AND WHEREAS Council has recommended that the Holding Provision be removed from Zoning By-law 2010-0050, as amended, as hereinafter set out;

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. That Schedule "A3-4" of Zoning By-law 2010-0050, as amended, is hereby further amended by removing the Holding (H1) Provision for the lands described Part Lot 11, Concession 10 Esquesing, Town of Halton Hills, Regional Municipality of Halton (Georgetown), as shown on Schedule "1" of this By-law; and
2. This By-law shall become effective from and after the date of passing hereof.

BY-LAW read and passed by the Council for the Town of Halton Hills this day of , 2018.

MAYOR – RICK BONNETTE

CLERK – SUZANNE JONES

Schedule 1 to By-law 2018-



Legend

 Holding Provision (H) to be removed.



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: John Linhardt, Commissioner, Planning and Sustainability
Damian Szybalski, Manager of Economic Development,
Innovation and Culture

DATE: April 20, 2018

REPORT NO.: ADMIN-2018-0017

RE: Overview and Implications of the Province's "Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring" Policy Proposal

RECOMMENDATION:

THAT Report No. ADMIN-2018-0017, dated April 20, 2018, regarding the province's "Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring" policy proposal, and potential implications on the Town of Halton Hills, be received;

AND FURTHER THAT the Province be informed that the Town of Halton Hills supports the potential Greenbelt expansion within the outer ring of the study area as defined by the Province;

AND FURTHER THAT the Province be requested not to expand the study area for Greenbelt expansion to include the whitebelt lands within the inner ring, nor grow the Greenbelt by incorporating any whitebelt lands located within the Town of Halton Hills as doing so would significantly restrict and undermine the Town of Halton Hills' ability to carry out local community planning, growth management and economic development initiatives, and be premature in light of the recently initiated Regional Official Plan Review (ROPR);

AND FURTHER THAT the Province be informed that the Town of Halton Hills' Council does not support the Region of Halton motion that was passed on February 21, 2018 requesting an extension of the Greenbelt study area to include the whitebelt lands;

AND FURTHER THAT, in keeping with the requirements of the Greenbelt Act (2005), the Province consult with the Town of Halton Hills, public and other stakeholders, on any proposed amendments to the Greenbelt Plan and its boundary, including any potential addition of the whitebelt lands into the Greenbelt, prior to any such changes being made;

AND FURTHER THAT a copy of this report and associated recommendation be forwarded to the Premier of Ontario, Minister of Municipal Affairs, Minister of Economic Development and Growth, Halton Region, Halton Hills Chamber of Commerce, Building Industry and Land Development Association, Greater Golden Horseshoe municipalities, Association of Municipalities of Ontario, Environmental Defense, Friends of the Greenbelt Foundation, Ontario Greenbelt Association, Ontario Nature, Earth Roots, Eco Spark and Save the Oak Rides Moraine (STORM).

BACKGROUND:

The purpose of this report is to advise Council of the potential impacts of the Province's "Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring" policy proposal, as well as the recently passed motion at Halton Region related to this matter.

On December 7, 2017, the Province posted the "Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring" policy proposal on the Environmental Registry for a 90 day comment period, ending March 7, 2018.

The Ministry of Municipal Affairs was seeking input on a study area for a potential Greenbelt expansion to protect water resources in the outer ring of the Greater Golden Horseshoe (Appendix 1). The study area is based on locations that have a high concentration of important water features that are under pressure from current or forecasted urban development. The consultation sought input on the (i) Province's approach to identifying important water features; (ii) the process followed for mapping the study area; and (iii) other factors that should be considered for mapping a proposed Greenbelt boundary (e.g. accommodating growth).

The study area for potential future Greenbelt expansion is made up of seven features and areas focused in Waterloo Region, Brant County, Wellington County, Dufferin County and Simcoe County. Importantly, the study area does not include Halton Region. The study area is not to be interpreted as a proposed Greenbelt boundary. The consultation did not include determining a proposed Greenbelt boundary. Consideration of the study area builds on the recently completed Coordinated Land Use Planning Review. The latter led to updates of the Growth Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan and the Niagara Escarpment Plan (released in May 2017). The importance of protecting water resources and the expansion of the Greenbelt to achieve this was a key recommendation of the Advisory Panel for the Review.

A map of the study area for the potential expansion of the Greenbelt is attached as Appendix 1. More information is available at: www.ontario.ca/greenbelt

In February 2018, Halton Region's Planning and Public Works Committee considered report LPS20-18 (dated February 14, 2018) regarding "Protecting Water for Future Generations and Growing the Greenbelt in the Outer Ring". Among other things, the report noted that "Halton Region is not planning on providing comments on this initiative given its geographic location...This initiative does not apply to Halton Region." The report also noted that while the Greenbelt Plan allows for the consideration of municipal requests to grow the Greenbelt, such requests must be accompanied by a Council resolution which is based on consultation with key stakeholders, indigenous groups, municipalities and the public.

On February 21, 2018, Halton Region Council passed a motion urging the Province to extend the study area for Greenbelt expansion to include the whitebelt lands (lands located between the existing Greenbelt Plan Protected Countryside boundary and Halton's settlement area boundaries) within the inner ring (Appendix 2). The motion also called on the Province to incorporate appropriate whitebelt lands within the inner ring to protect freshwater and natural heritage features. The motion noted that the current study area for Greenbelt expansion had omitted the whitebelt lands (lands outside of the Greenbelt and urban settlement areas) and that these lands are subject to development pressures. As outlined below, due to significant concerns with the motion, the Region's motion was not supported by representatives of Town Council. In a letter to Premier Kathleen Wynne, dated March 5, 2018, Mayor Bonnette expressed the Town's concerns with the Region's motion and requested that the whitebelt area not be considered for any potential Greenbelt expansion (Appendix 3).

Halton Region has begun the next Regional Official Plan Review (ROPR) to evaluate current Official Plan policies, meet current provincial policies, and achieve Regional Council and community goals. Among other matters, the review will include an in-depth study of growth management, and urban, rural, agricultural and natural heritage systems. A comprehensive Public Engagement Strategy is to be implemented. The project is to be completed by spring 2020. Regarding urban systems and growth management, the ROPR will consider ways of accommodating 220,000 additional residents and 80,000 jobs between 2031 and 2041.

COMMENTS:

Implications for the Town of Halton Hills

Although the Town supports a potential Greenbelt expansion within the original study area (outer ring), as defined by the Province, the Town does not support the Regional motion requesting the inclusion of whitebelt lands within the inner ring, as doing so would have significant negative impacts on the Town, including:

(i) Lack of Public Engagement

Public engagement is a key priority for Town Council. Recognizing this, a citizen taskforce was established to create the Public Engagement Charter highlighting the Town's commitment to community engagement. Halton Region's motion and any potential decision to expand the Greenbelt into the whitebelt area does not conform to the Town's Public Engagement Charter as no resident engagement, nor appropriate notification, has occurred.

(ii) Premature Request

The Region's motion is premature as it preempts the Region's own Municipal Comprehensive Review which will include a growth management strategy up to 2041. Expanding the Greenbelt into the whitebelt lands would place significant limitations, undermine the direction of the recently initiated Halton Region Official Plan Review Process, by altering the review's potential outcomes and do so in the absence of public engagement and the requisite studies, including demographic and economic factors. The ability to expand urban boundaries if necessary to accommodate future growth and economic development opportunities would be severely restricted by precluding a large area for potential future development.

(ii) Undermine Municipal Growth Management

Although it is too early to determine the amount of population and employment growth that will be allocated to Halton Hills, including the whitebelt lands in any Greenbelt expansion would severely restrict the Town's long-term planning options and development patterns for any future population and employment beyond 2031, thereby undermining Halton Hills' financial and economic health. As part of Town Council's Strategic Plan process which identifies Council's priorities for the current term and drives subsequent departmental business plans and workplans, Council confirmed planning for growth on the basis of a moderate scale and pace of growth.

(iv) Economic Prosperity

The Premier Gateway, generally located between Steeles Avenue and Highway 401 and in proximity to the 401/407 interchange along the Town's southern boundary, is Halton Hills' strategic employment area, offering easy access to major markets. The Premier Gateway continues to attract significant investment in new industrial and commercial development, including about \$230 million in private sector investment within the past 12-16 months. These investments are generating employment and contributing to economic prosperity, benefiting Halton Hills as well as the broader GTA.

The Town is also commencing an Employment Land Needs Study to determine if any additional employment lands to 2041 are required in order to support the Town's assessment base and generate local employment. Results of this study will be incorporated into Halton Region's Municipal Comprehensive Review. In addition, with

the view to protect lands for future employment, the Town's and Halton Region's Official Plans identify "Future Strategic Employment Areas" which would be adversely impacted if the whitebelt were included in the Greenbelt.

(v) Duplication

Lands within the whitebelt are already protected from development and subject to more restrictive planning policies. Adding these lands to the Greenbelt would add an unnecessary additional layer of policy complexity.

RELATIONSHIP TO STRATEGIC PLAN:

The Strategic Plan sets out Council's strategic priorities for the current term. The potential expansion of the Greenbelt into the whitebelt lands would have significant implications on several Council priorities, which need to be assessed through detailed planning and public engagement, including:

- **Municipal Service Delivery:** Effective, efficient and economical delivery of the Town's existing services.
- **Financial Sustainability:** Determine the fiscal impacts of potential future growth to 2041.
- **Planning for Growth:** Actively participate in the Regional Official Plan review on the basis of a moderate scale and pace of growth to 2041 for Halton Hills.
- **Communications:** Continue to provide timely, transparent communications with residents and businesses owners.

FINANCIAL IMPACT:

An in-depth financial and economic analysis is required to assess and fully understand the short and long-term financial and economic development impacts associated with any potential inclusion of the whitebelt lands in the Greenbelt. These impacts have not been considered in passing the Regional motion.

CONSULTATION:

This report has been prepared jointly between the Economic Development, Innovation and Culture division and the Planning and Sustainability Department

PUBLIC ENGAGEMENT:

There has been no public engagement by the Town or Halton Region respecting expansion of the Greenbelt within Halton Hills.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports all four pillars of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is Excellent.

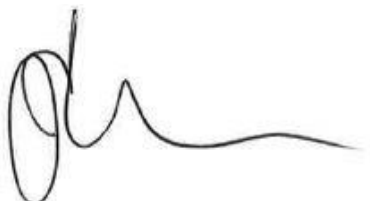
COMMUNICATIONS:

A copy of this report and associated recommendation will be forwarded to key stakeholders as per the recommendation of this report, including to the Premier of Ontario, Minister of Municipal Affairs, Minister of Economic Development and Growth, Halton Hills Chamber of Commerce and Halton Region.

CONCLUSION:

The Town supports provincial efforts to protect water resources. However, any potential expansion of the Greenbelt into the whitebelt lands within the Town of Halton Hills will have significant adverse impacts on the Town's ability to determine long-term planning and economic development opportunities for these lands. Precluding development within these lands at this time by placing them within the Greenbelt is premature in light of the recently initiated ROPR process as it would cause a fundamental change in the consideration of where any future growth could be allocated to Halton Hills, and if any such growth could be allocated to the Town.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to be 'John Linhardt', with a stylized, flowing script.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to be 'Damian Szybalski', written in a cursive style.

Damian Szybalski, Manager of Economic Development, Innovation & Culture

A handwritten signature in black ink, appearing to be 'Brent Marshall', written in a cursive style.

Brent Marshall, CAO

Appendix 1 to Report ADMIN-2018-0017
Study Area for Potential Greenbelt Expansion

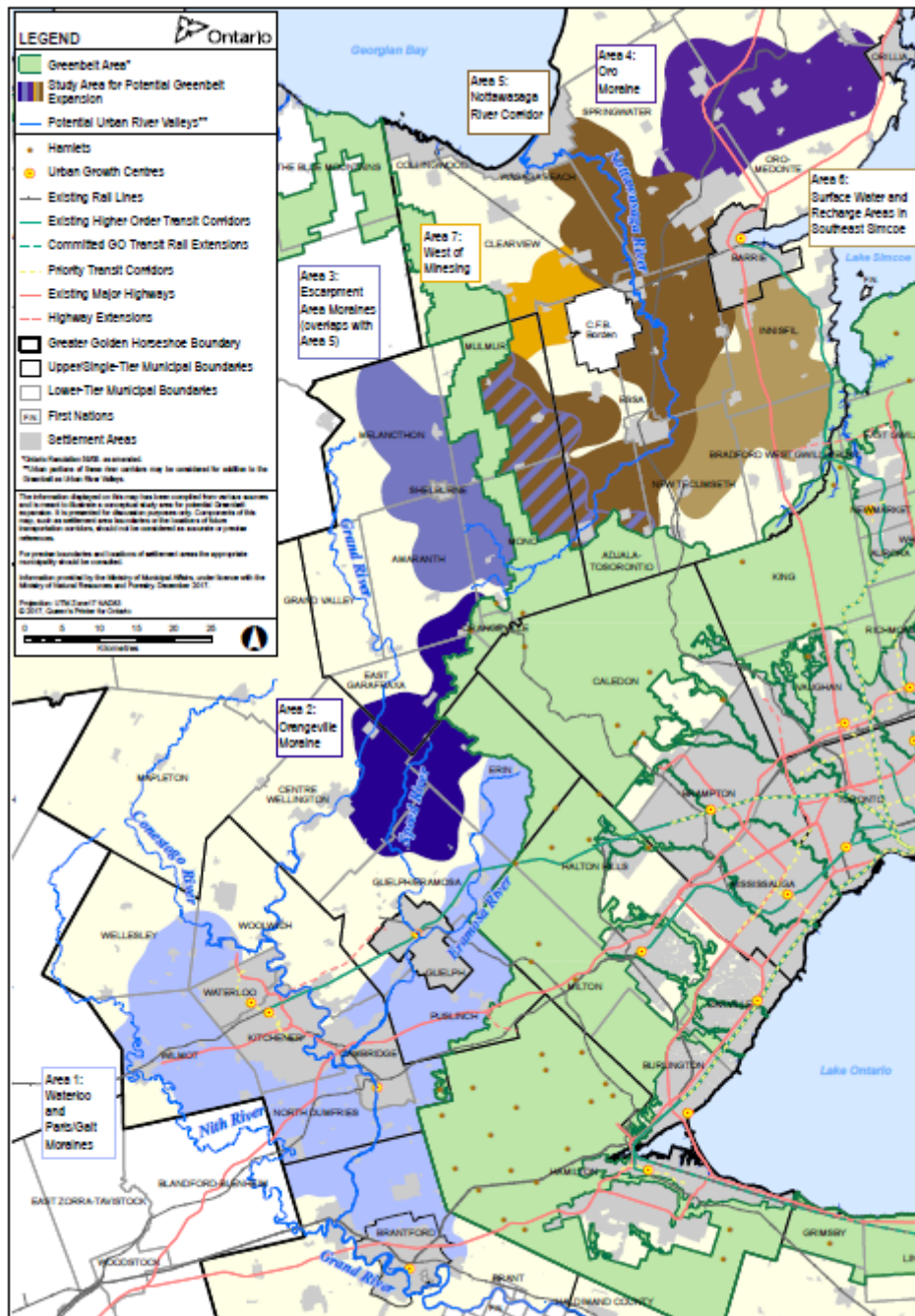


Figure 4: Study Area for Potential Greenbelt Expansion

Source: www.ontario.ca/greenbelt

Municipal Affairs, all Greater Golden Horseshoe municipalities, the Association of Municipalities of Ontario, Environmental Defence, Friends of the Greenbelt Foundation, the Ontario Greenbelt Association, Ontario Nature, Earth Roots, Eco Spark, and Save the Oak Ridges Moraine (STORM).

Appendix 3 to Report ADMIN-2018-0017
Letter to the Premier of Ontario, Kathleen Wynne

March 5, 2018

Kathleen Wynne, Premier
Legislative Building
Queen's Park
Toronto, Ontario M7A 1A1

Acton
Georgetown
Esquesing



Town of Halton Hills
Office of the Mayor
Rick Bonnette

Re: Protection of Municipally-Designated 'Whitebelt' Areas

Dear Premier Wynne:

I am writing to express my concern about a recent motion that was passed by Halton Regional Council concerning designation of lands within the Halton Hills boundary. As you can appreciate, upholding a municipality's rights to plan and develop for the purposes of managing growth in a responsible, sustainable and strategic manner that best meets the needs of its communities is a fundamental role of the local planning authority.

Further, please know that public engagement is a tenet of Halton Hills Council and to this end I have led a citizen task force that resulted in the creation of a Public Engagement Charter. This document was approved by Council and speaks to the municipality's commitment to engaging its citizens in a transparent and participatory manner with appropriate notification to residents and specific vested interest parties on issues as appropriate. I would ask that any consideration by your government of the motion passed by Halton Regional Council would allow such time for a proper and thorough consultation with our Halton Hills residents.

To be clear, the Town of Halton Hills (the Town) supports the potential greenbelt expansion study area as currently defined by the Province. The Town *does not* support the Regional resolution and the request to extend the study area for Greenbelt expansion to include the 'whitebelt' lands within the inner ring until the appropriate analysis and review is completed. Further, the Region's resolution pre-empt's its own Municipal Comprehensive Review which will include the growth management strategy up to 2041.



Town of Halton Hills • 1 Halton Hills Drive, Halton Hills (Georgetown), Ontario, L7G 5G2

Tel: 905-873-2601, ext. 2342 Toll Free: 1-877-712-2205 Fax: 905-873-2267 mayor@haltonhills.ca www.haltonhills.ca

Premier Kathleen Wynne

Page 2

Your consideration in denying the request for Greenbelt expansion into Halton Hills lands is appreciated and failing this direction, I respectfully request that the municipality be allowed the time to consult with its residents and that these findings be included in the Province's consideration of this matter.

Sincerely,

A handwritten signature in black ink that reads "Rick Bonnette". The signature is written in a cursive, slightly slanted style.

Rick Bonnette, Mayor

C.

Minister of Municipal Affairs

Minister of Economic Development and Growth

Members of Halton Hills Council

Greater Golden Horseshoe Municipalities

Association of Municipalities of Ontario

Halton Hills Chamber of Commerce

Environmental Defence

Friends of the Greenbelt Foundation

Ontario Greenbelt Association

Ontario Nature

Earth Roots

Eco Spark

Save the Oaks Ridges Moraine (STORM)

Building Industry and Land Development Association



REPORT

REPORT TO: The Chair and Members of The Community and Corporate Affairs Committee

REPORT FROM: Duncan Robertson, Budgets & Financial Reporting Supervisor

DATE: March 19, 2018

REPORT NO.: CORPSERV-2018-0012

RE: Remuneration and Expenses Paid to Members of Council and Others During the Year 2017
File No.: F16/RE

RECOMMENDATION:

THAT Report No. CORPSERV-2018-0012 dated March 19, 2018 regarding Remuneration and Expenses paid to Members of Council and Others during the year 2017, be received;

AND FURTHER THAT the attached Treasurer's statement on the remuneration and expenses paid to Members of Council, Local Boards and Committees in 2017 be received as information.

BACKGROUND:

The Municipal Act, S.O. 2001, c. 25, as amended, Section 284 (1) requires the Treasurer to submit a statement to Council itemizing remuneration and expenses paid to each member of Council for the previous year. In addition, the Treasurer is also required to report payments made to Council appointees to serve as a member of any body, including Local Boards and Committees. This requirement applies to the Committee of Adjustment in 2017.

COMMENTS:

Appendix A outlines remuneration and expenses paid to each member of Council and the members of the Committee of Adjustment in 2017. The authority for such payments is contained in By-laws 2001-0138, 2002-0007, 2002-0139, 2003-0005, 2005-0028 and 2008-0101.

In 2017, the Mayor and members of Council were budgeted discretionary spending allowances of \$14,500 and \$3,000 each respectively for community outreach expenses. Discretionary expenses could include items such as communications expenses, conference training not at the direction of Council but pertinent to their office, community or charity events, souvenirs or promotional items, and/or production costs for Ward newsletters or other mass mailings.

There were two conferences attended in 2017 by members of Council at the direction of Council – the Federation of Canadian Municipalities (FCM) and the Association of Municipalities of Ontario (AMO), both in Ottawa, Ontario. The expenses to attend these conferences are funded from a general Council Administration Budget administered by Town staff. Conferences and seminars represent all related costs including travel, meals, accommodations and registration.

RELATIONSHIP TO STRATEGIC PLAN:

This report supports the following strategic objectives:

- Effective, efficient and economical delivery of the Town's existing services.
- Ensure the accountability and transparency of the Town's operations, and that appropriate management policies, practices and procedures are in place.

FINANCIAL IMPACT:

Remuneration and expenses paid to members of Council are operational costs covered from the 2017 Operating Budget.

COMMUNICATIONS IMPACT:

There is no communications impact.

SUSTAINABILITY IMPLICATIONS:

The sustainability implications of the recommendations of the report were reviewed against the requirements of the Town's Sustainability Implications Worksheet. The Worksheet is completed for substantial non-administrative reports, major projects, studies, policies and initiatives that are relevant to advancing the Town's economic, cultural, environmental and social wellbeing, and quality of life. Since this report is none of the latter, the Sustainability Implications section is not applicable.

CONSULTATION:

The Mayor and Councillors were advised of the details pertaining to their remuneration and expenses.

CONCLUSION:

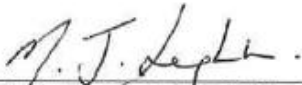
This report fulfills the requirements of the Municipal Act, S.O. 2001, c. 25, as amended, Section 284(1). All payments were made within the Council Expense Policy and provided for in the 2017 approved Operating Budget.

Respectfully submitted,

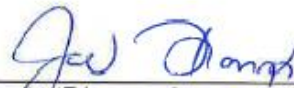


Duncan Robertson, CPA, CMA
Budgets & Financial Reporting Supervisor

Reviewed and Approved by,



Moya Leighton, MBA, CPA, CGA
Manager of Accounting & Town Treasurer



Jane K. Diamanti
Commissioner of Corporate Services



Brent Marshall
Chief Administrative Officer

Appendix A

**Mayor and Members of Council
Remuneration And Expenses - 2017**

Name	Salaries	Benefits	Conferences & Seminars	Community Outreach	Total
Bonnette, Richard	\$ 75,585.97	\$ 24,548.06	\$ -	\$ 3,117.20	\$ 103,251.23
Albano, Michael	\$ 31,012.26	\$ 6,216.34	\$ 2,693.11	\$ 673.82	\$ 40,595.53
Brown, Fredrick (Ted)	\$ 31,012.26	\$ 8,077.16	\$ 3,236.63	\$ 1,585.06	\$ 43,911.11
Fogal, Jane	\$ 31,012.26	\$ 3,490.31	\$ -	\$ 658.71	\$ 35,161.28
Hurst, Jon	\$ 31,012.26	\$ 2,500.84	\$ 4,552.57	\$ 548.92	\$ 38,614.59
Inglis, Robert	\$ 31,012.26	\$ 8,077.16	\$ 3,246.08	\$ 828.32	\$ 43,163.82
Johnson, Moya	\$ 31,012.26	\$ 3,341.18	\$ 4,935.43	\$ -	\$ 39,288.87
Kentner, David	\$ 31,012.26	\$ 5,366.14	\$ 3,356.86	\$ 1,183.77	\$ 40,919.03
Lawlor, Ann	\$ 31,012.26	\$ 5,211.86	\$ 2,737.71	\$ 199.02	\$ 39,160.85
Lewis, Bryan	\$ 31,012.26	\$ 630.16	\$ 3,252.93	\$ -	\$ 34,895.35
Somerville, Clark	\$ 31,012.26	\$ 8,226.29	\$ -	\$ 1,371.55	\$ 40,610.10
TOTAL	\$ 385,708.57	\$ 75,685.48	\$ 28,011.32	\$ 10,166.37	\$ 499,571.74

**Committee of Adjustment
Members Remuneration And Expenses - 2017**

Name	Salaries & Benefits	Other	Total
Cook, Allan	\$ 1,354.43	\$ 140.54	\$ 1,494.97
Jenny, Todd	\$ 1,083.61	\$ 200.24	\$ 1,283.85
Kowal, Erik	\$ 886.59	\$ 191.81	\$ 1,078.40
Roedding, Blair	\$ 985.10	\$ 120.00	\$ 1,105.10
Scott, Wayne	\$ 886.59	\$ 68.43	\$ 955.02
TOTAL	\$ 5,196.32	\$ 721.02	\$ 5,917.34



**REPORT OF THE
COMMUNITY AND CORPORATE AFFAIRS COMMITTEE
Minutes No. CCA-13-2017**

Minutes of the Community and Corporate Affairs Committee meeting held on Monday April 30, 2018, at 3:00 p.m., in the Council Chambers Halton Hills Town Hall.

Members Present: Mayor R. Bonnette (Ex-Officio); Councillor D. Kentner, Chair; Councillors C. Somerville, J. Fogal, T. Brown, A. Lawlor, J. Hurst,

Staff Present: A.B. Marshall, CAO; C. Mills, Commissioner of Transportation and Public Works; W. Harris, Commissioner of Recreation and Parks; J. Diamanti, Commissioner of Corporate Services; J. deHooze, Commissioner of Fire Services; J. Markowiak, Acting Manager of Development Review; M. J. Leighton, Treasurer and Manager of Accounting; G. Cannon, Chief Librarian; Services; S. Jones, Clerk & Director of Legislative Services; V. Petryniak, Deputy Clerk

Others Present: Councillors B. Lewis, M. Johnson, B. Inglis

1. CALL TO ORDER

Councillor D. Kentner called the meeting to order at 3:00 p.m.

2. DISCLOSURE OF PECUNIARY INTEREST

- a** Councillor J. Hurst declared a pecuniary interest with REPORT NO. RP-2018-0013 as he is a landlord of the Youth Centre in Acton. He did not partake in any discussion or voting on the matter.

3. COMMITTEE DELEGATIONS/PRESENTATIONS

a Bett Leverette, Halton Hills Library Board

Bett Leverette, Halton Hills Library Board gave a presentation to the Committee regarding Halton Hills Public Library 2017 year in Review.

b Catherine McLeod, Cultural Development Coordinator

Catherine McLeod, Cultural Development Coordinator presentation to Committee regarding Public Art Master Plan Consultation Update - "What we Heard" Report. (Refer to Item 4f of these minutes)

c Samantha Howard, Manager of Recreation Services

Samantha Howard, Manager of Recreation Services presentation to Committee regarding Youth Services Update. (Refer to Item 4g of these minutes)

4. REPORTS & MEMORANDUMS FROM OFFICIALS – EIGHT (8) ITEMS FOR RECOMMENDATION

a MEMORANDUM NO. FIRE-2018-0004 dated April 6, 2018 regarding Ontario Naloxone Program. (Recommendation No. CCA-2018-0046)

THAT FIRE SERVICES MEMORANDUM NO. FIRE-2018-0004 dated April 6, 2018 regarding Ontario Naloxone Program be received.

CARRIED

b MEMORANDUM NO. FIRE-2018-0007 dated March 20, 2018 regarding Comments on Draft FPPA Fire Regulations. (Recommendation No. CCA-2018-0047)

THAT FIRE SERVICES MEMORANDUM NO. FIRE-2018-0007 dated March 20, 2018 regarding Comments on Draft FPPA Fire Regulations be received.

CARRIED

c MEMORANDUM NO. FIRE-2018-0009 dated April 6, 2018 regarding Alert Ready Public Alerting System Enhancements. (Recommendation No. CCA-2018-0048)

THAT MEM-FIRE-2018-0009 dated April 6, 2018 regarding Alert Ready Public Alerting System Enhancements be received.

CARRIED

- d MEMORANDUM NO. LIB-2018-0002 dated March 29, 2018 regarding Family Escape Rooms. (Recommendation No. CCA-2018-0049)**

THAT MEMORANDUM NO. LIB-2018-0002 dated March 29, 2018 regarding Family Escape Rooms, be received.

CARRIED

- e MEMORANDUM NO. RP-2018-0002 dated April 2, 2018 regarding Croatian Centre Management Agreement Update. (Recommendation No. CCA-2018-0050)**

THAT MEMORANDUM NO. RP-2018-0002 dated April 2, 2018 regarding Croatian Centre Management Agreement Update, be received.

CARRIED

- f REPORT NO. ADMIN-2018-0015 dated April 12, 2018, regarding the Public Art Master Plan consultation process. (Recommendation No. CCA-2018-0051)**

THAT Report No. ADMIN-2018-0015, dated April 12, 2018, regarding the Public Art Master Plan consultation process be received for information;

AND FURTHER THAT the “What We Heard Report” (appended to this report under separate cover) prepared by The Planning Partnership, the consultants on this project, be received for information;

AND FURTHER THAT the “What We Heard Report” be posted on the Public Art Master Plan’s “Let’s Talk Halton Hills” webpage and be used to facilitate continued public engagement related to the Public Art Master Plan.

CARRIED

- g REPORT NO. RP-2018-0013 dated April 3, 2018 regarding Youth Services Update. (Recommendation No. CCA-2018-0052)**

THAT Report No. RP-2018-0013 dated April 3, 2018 regarding Youth Services Update be received;

AND FURTHER THAT staff be directed to enter into an MOU and license agreement with the Halton District School Board for youth space in Gary Allan High School, Georgetown;

AND FURTHER THAT ongoing funding and full operating budget impacts to support continued operations of the Youth Centres be referred to 2019 Budget Committee for consideration;

AND FURTHER THAT the Manager of Purchasing be authorized to extend the existing single source purchase order PO 18-004 to Reach Out Centre for Kids (ROCK) 471 Pearl Street Burlington, ON L7R 4M4 to an upset limit to a total of \$40,000 for on-site clinical support services at Youth Centres in 2018;

AND FURTHER THAT staff be directed to report back on future updates from the Youth Network to advise of further changes in the provision of youth services in Halton Hills.

CARRIED

h REPORT NO. RP-2018-0015 dated April 2, 2018 regarding the Trafalgar Sports Park – Field of Dreams Update. (Recommendation No. CCA-2018-0053)

THAT Report RP-2018-0015 dated April 2, 2018 regarding the Trafalgar Sports Park – Field of Dreams Update be received;

AND FURTHER THAT Council approve the Trafalgar Sports Park Phase 6 – Field of Dreams Joint Project pre-budget as outlined in Report RP-2018-0015 subject to the financial conditions listed in this report;

AND FURTHER THAT the user groups (Halton Hills Minor Baseball and Georgetown Slo-pitch) contribute up to \$537,000 of the total project cost payable to the Town prior to the award of tender for Phase I Field of Dreams Joint Project;

AND FURTHER THAT the remaining \$2,263,000 (\$2,800,000 less \$537,000) of funding required to complete Phase 6 of Trafalgar Sports Park be financed as 90% from the Recreation and Parks Development Charge reserve fund (\$2,036,700) and 10% from the Special Infrastructure Levy (\$226,300);

AND FURTHER THAT the Special Infrastructure Levy (SILR) loan the Recreation and Parks Development Charge reserve fund \$2,036,700 subject to the applicable annual interest amount and repayment terms prescribed in the Development Charges Act;

AND FURTHER THAT the list of amenity spaces outlined in Table 1 of Report RP-2018-0015, be approved as “naming opportunities” to facilitate the success of the Capital Fundraising Program lead by HHMBA and GSL;

AND FURTHER THAT Council approve the donation/sponsorship values in the confidential Appendix B to Report RP-2018-0015 for each naming opportunity;

AND FURTHER THAT Council direct staff to proceed with the detailed design and tender and report back on the tender results and the status of fundraising prior to the award of tender and initiation of construction for Phase I.

CARRIED

5. CLOSED SESSION

Recommendation No. CCA-2018-0054

THAT the Community and Corporate Affairs Committee hereby convene into Closed Session for the following purposes:

- a** MEMORANDUM NO. ADMIN-2018-0002 dated April 16, 2018 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board.
- b** REPORT NO. RP-2018-0014 dated April 6, 2018 regarding a proposed or pending acquisition or disposition of land by the municipality or local board.

Committee moved into Closed Session at 2:37 p.m.

6. RECONVENE INTO OPEN SESSION

Recommendation No. CCA-2018-0055

THAT the Community and Corporate Affairs Committee hereby reconvene into Open Session.

Committee reconvened into Open Session at 2:52 p.m.

CONFIDENTIAL REPORTS & MEMORANDUMS FROM OFFICIALS – TWO (2) ITEMS FOR RECOMMENDATION

- a. **MEMORANDUM NO. ADMIN-2018-0002 dated April 16, 2018 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board. (Recommendation No. CCA-2018-0056)**

THAT MEMORANDUM NO. ADMIN-2018-0002 dated April 16, 2018 regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

AND FURTHER THAT staff follow the recommendation as set out in the Confidential Minutes of the Community and Corporate Affairs Committee meeting dated April 30, 2018.

CARRIED

- b. **REPORT NO. RP-2018-0014 dated April 6, 2018 regarding a proposed or pending acquisition or disposition of land by the municipality or local board. (Recommendation No. CCA-2018-0057)**

THAT REPORT NO. RP-2018-0014 dated April 6, 2018 regarding a proposed or pending acquisition or disposition of land by the municipality or local board, be received;

AND FURTHER THAT staff follow the recommendation as set out in the Confidential Minutes of the Community and Corporate Affairs Committee meeting dated April 30, 2018.

CARRIED

7. ADJOURNMENT

The meeting adjourned at 2:55 p.m.

Rick Bonnette, MAYOR

Suzanne Jones, CLERK



REPORT OF THE
PLANNING, PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Minutes No. PPT-06-2018

Minutes of the Planning, Public Works & Transportation Committee held on Monday, April 30, 2018, at 3:30 p.m., in the Council Chambers Halton Hills Town Hall.

Members Present: Mayor R. Bonnette (Ex-officio), Councillors M. Johnson (Chair), M. Albano, J. Fogal, B. Inglis, B. Lewis, C. Somerville

Staff Present: B. Marshall, CAO, C. Mills, Commissioner of Transportation and Public Works, J. Linhardt, Commissioner of Planning and Sustainability, J. deHooze, Commissioner and Chief of Fire Services, W. Harris, Commissioner of Recreation and Parks, J. Diamanti, Commissioner of Corporate Services, M.J. Leighton, Manager of Accounting and Town Treasurer, G. Cannon, Chief Librarian, S. Jones, Clerk and Director of Legislative Services, R. Brown, Deputy Clerk

Others Present: Councillor T. Brown, J. Hurst, D. Kentner

1. CALL TO ORDER

Councillor M. Johnson called the meeting to order at 3:30 p.m.

2. DISCLOSURE OF PECUNIARY INTEREST

NIL

3. COMMITTEE DELEGATIONS/PRESENTATIONS

a. Donna Hinde, Partner at The Planning Partnership

Donna Hinde, Partner at The Planning Partnership made a presentation to Committee regarding Destination Downtown Phase 2 and 3 Status Update. (Refer to Item 4a of these Minutes)

b. Rob Stribbell, Transportation Planner

Rob Stribbell, Transportation Planner made a presentation to Committee regarding the Active Transportation Master Plan Terms of Reference. (Refer to Item 4b of these Minutes)

c. Andrew Grunda of Watson and Associates

Andrew Grunda of Watson and Associates made a presentation to Committee regarding Planning and Sustainability Application Fees Review Update. (Refer to Item 4c of these Minutes)

4. REPORTS & MEMORANDUMS FROM OFFICIALS

a. REPORT NO. PLS-2018-0027 dated April 9, 2018 regarding the Destination Downtown Phase 2 and 3 Status Update. (Recommendation No. PPT-2018-0036)

That Report No. PLS-2018-0027 dated April 9, 2018 regarding the Destination Downtown Phase 2 and 3 Status Update be received;
AND FURTHER THAT Council receive the Draft Background Discussion Paper as summarized in this Report and attached as Schedule A, for information;

AND FURTHER THAT Council endorse in principle the Draft Vision and Guiding Principles as the basis for the development of a Preferred Planning Alternative for Downtown Georgetown, subject to further refinement based on public input throughout the public engagement process.

CARRIED

- b. REPORT NO. TPW-2018-0014 dated April 10, 2018, regarding the Active Transportation Master Plan Terms of Reference. (Recommendation No. PPT-2018-0037)**

THAT Report No. TPW-2018-0014, dated April 10, 2018, regarding the Active Transportation Master Plan Terms of Reference, be received;
AND FURTHER THAT the Draft Terms of Reference for the Active Transportation Master Plan attached as Appendix A, be approved;

AND FURTHER THAT the Manager of Purchasing be authorized to issue a Request for Proposal (RFP) for the Active Transportation Master Plan, consistent with the Terms of Reference set out in this report;

AND FURTHER THAT staff report back to Council on the results of the Project Consultant selection process and contract award.

CARRIED

- c. REPORT NO. PLS-2018-0033 dated April 13, 2018, regarding the “Planning & Sustainability Application Fees Review Update”. (Resolution No. PPT-2018-0038)**

THAT Information Report No. PLS-2018-0033 dated April 13, 2018, regarding the “Planning & Sustainability Application Fees Review Update” be received;

AND FURTHER THAT Council direct staff to undertake consultation with development industry stakeholders regarding recommended changes to the Planning & Sustainability fee structure.

CARRIED

- d. REPORT NO. PLS-2018-0031 dated April 10, 2018, and titled “Watershed Planning Guidance – HAPP Joint Submission”. (Recommendation No. PPT-2018-0039)**

THAT Report No. PLS-2018-0031, dated April 10, 2018, and titled “Watershed Planning Guidance – HAPP Joint Submission”, be received;
AND FURTHER THAT Council formally endorses the comments contained in the HAPP Joint Submission(attached as Schedule A of this Report) dated April 6, 2018, from the Halton Area Planning Partnership to the Ministry of the Environment and Climate Change (MOECC) regarding the document released on February 6, 2018, and titled “Watershed Planning in Ontario: Guidance for Land-use Planning Authorities” (available as Schedule B to this report);

AND FURTHER THAT a copy of Report No. PLS-2018-0031 be forwarded to the Ministry of the Environment and Climate Change (MOECC), the Region of Halton, the City of Burlington, and the Towns of Oakville and Milton, as the comments of Council for the Town of Halton Hills on the Watershed Planning Guidance.

CARRIED

e. REPORT NO. TPW-2018-0015 dated April 17, 2018, regarding the Travel Time and Delay Study. (Recommendation No. PPT-2018-0040)

THAT Report No. TPW-2018-0015, dated April 17, 2018, regarding the Travel Time and Delay Study, be received.

CARRIED

f. REPORT NO. TPW-2018-0012 dated April 16, 2018, regarding the Amendment and Repeal of By-law No. 2015-0016 Widening or Altering of Driveway. (Recommendation No. PPT-2018-0041)

THAT Report No. TPW-2018-0012, dated April 16, 2018, regarding the Amendment and Repeal of By-law No. 2015-0016 Widening or Altering of Driveways, be received;

AND FURTHER THAT By-law 2015-0016 to regulate the construction, installation, widening or altering of driveways, be repealed and replaced with the by-law attached as an Appendix of this report.

CARRIED

5. CLOSED SESSION

NIL

6. RECONVENE INTO OPEN SESSION

NIL

7. ADJOURNMENT

The meeting adjourned at 4:59 p.m.

Rick Bonnette, MAYOR

Suzanne Jones, CLERK



MINOR VARIANCE OR PERMISSION (The *Planning Act*, 1990, Section 45)
CONSENT (The *Planning Act*, 1990, Section 53)

MINUTES

Committee of Adjustment hearing on **Wednesday, March 07, 2018** at 7:00 p.m. in the in the Council Chambers, Town Hall, 1 Halton Hills Drive, Halton Hills (Georgetown).

MEMBERS PRESENT:

Allan Cook (Chair), Todd Jenney, Blair Roedding, Wayne Scott

STAFF PRESENT:

Tony Boutassis, Senior Planner

Niloo Hodjati, Secretary-Treasurer, Committee of Adjustment

1. CHAIR'S OPENING REMARKS.
2. DISCLOSURES OF PECUNIARY INTEREST: None declared.
3. **It was MOVED by Wayne Scott, SECONDED by Todd Jenney, AND CARRIED**
"THAT THE MINUTES OF THE HALTON HILLS COMMITTEE OF ADJUSTMENT
HEARING HELD ON FEBRUARY 07, 2018 BE ADOPTED."
4. REQUESTS FOR DEFERRAL: No discussions occurred.
5. APPLICATIONS FOR MINOR VARIANCE OR PERMISSION, AND/OR FOR
CONSENT, HEARD BY THE COMMITTEE:
- 5A. **HEARING #1**

MINOR VARIANCE APPLICATION D13VAR18.004H - ROLPH

REQUESTING RELIEF FROM ZONING BY-LAW 2010-0050, AS AMENDED,

1. TO REDUCE THE REAR YARD SETBACK FROM THE MINIMUM 7.5 M TO
PERMIT A 6.3 M REAR YARD SETBACK (EXISTING ADDITION).
TO ACCOMMODATE AN EXISTING ADDITION TO A DWELLING.

LOCATION: PROPERTY DESCRIBED AS LOT 215, PL 660; S/T 248137,48362
HALTON HILLS, MUNICIPALLY KNOWN AS 5 STOCKMAN CRESCENT, TOWN OF
HALTON HILLS (GEORGETOWN), REGIONAL MUNICIPALITY OF HALTON

OWNER(S): JAMIE ROLPH, 5 STOCKMAN CRESCENT, GEORGETOWN ON L7G 1J5

AGENT: DOUG MATTHEWS, MATTHEWS DESIGN & DRAFTING SERVICES INC., 66 MAIN STREET SOUTH, GEORGETOWN, ON L7G 3G3

Present:

- Doug Matthews, agent

T. Boutassis: Noted no objection to approval, subject to condition.

D. Matthews: Stated that the owner built an outdoor sitting structure, and that overdue taxes have already been paid.

W. Scott: Stated that the condition should be left in the decision.

T. Jenney: Noted his agreement.

It was MOVED by Wayne Scott, SECONDED by Todd Jenney, AND CARRIED "THAT MINOR VARIANCE APPLICATION D13VAR18.004H - ROLPH, BE APPROVED, SUBJECT TO THE FOLLOWING CONDITION:

1. The Owner shall provide proof of payment of outstanding property taxes in the amount of \$11,364.29, plus any penalty fees, to the satisfaction of the Town."

Reasons for Approval - Minor Variance:

1. The Committee considered the requested variance(s) to be minor in nature.
 2. The Committee considered the requested variance(s) to be desirable for the appropriate use of the land, building or structure.
 3. The Committee considered the requested variance(s) to meet the intent and purpose of the Official Plan.
 4. The Committee considered the requested variance(s) to meet the intent and purpose of the Zoning By-law.
- The condition was read out.
 - The associated Planning report is dated February 28, 2018.
 - The Chairman informed those in attendance of the 20-day appeal period.

5B. HEARING #2

MINOR VARIANCE APPLICATION D13VAR18.005H - SCHULTZ

REQUESTING RELIEF FROM ZONING BY-LAW 2010-0050, AS AMENDED,

1. TO REDUCE THE FRONT YARD SETBACK FROM THE MINIMUM 9 M TO PERMIT A 4 M FRONT YARD SETBACK (DETACHED GARAGE).

TO ACCOMMODATE A PROPOSED DETACHED GARAGE.

LOCATION: PROPERTY DESCRIBED AS PT LT 32, CON 5 ESQ, AS IN 521581; HALTON HILLS/ESQUESING, MUNICIPALLY KNOWN AS 14229 FOURTH LINE, TOWN OF HALTON HILLS (ESQUESING), REGIONAL MUNICIPALITY OF HALTON

OWNER(S): MICHAEL SCHULTZ & MADELEINE HAGUE, 14229 FOURTH LINE,
ACTON, ON L7J 2L8

AGENT: GM SQUARED CONTRACTING, GLEN MOSS, 15 AIREDALE COURT,
GEORGETOWN ON L7G 1G33

Present:

- Glenn Moss, agent

T. Boutassis: Noted no objection to approval.

G. Moss: Stated that the property slopes and there is only one flat area for the garage.

**It was MOVED by Todd Jenney, SECONDED by Blair Roedding, AND CARRIED
“THAT MINOR VARIANCE APPLICATION D13VAR18.005H - SCHULTZ, BE
APPROVED.”**

Reasons for Approval - Minor Variance:

1. The Committee considered the requested variance(s) to be minor in nature.
 2. The Committee considered the requested variance(s) to be desirable for the appropriate use of the land, building or structure.
 3. The Committee considered the requested variance(s) to meet the intent and purpose of the Official Plan.
 4. The Committee considered the requested variance(s) to meet the intent and purpose of the Zoning By-law.
- The associated Planning report is dated February 27, 2018.
 - The Chairman informed those in attendance of the 20-day appeal period.

5C. HEARING #3

MINOR VARIANCE APPLICATION D13VAR18.006H - JARMOSZKA

REQUESTING RELIEF FROM ZONING BY-LAW 2010-0050, AS AMENDED,

1. TO REDUCE THE FRONT YARD SETBACK FROM THE MINIMUM 6 M TO
PERMIT A 3.29 M FRONT YARD SETBACK (ADDITION).

TO ACCOMMODATE A PROPOSED ADDITION TO A DWELLING.

LOCATION: PROPERTY DESCRIBED AS PT PPK LT 1, PL CAVANAGH , SE OF ANN
ST, AS IN 165721 TOWN OF HALTON HILLS, MUNICIPALLY KNOWN AS 33 ANN
STREET, TOWN OF HALTON HILLS (GEORGETOWN), REGIONAL MUNICIPALITY
OF HALTON

OWNER(S): SLAWEK JARMOSZKA, 33 ANN STREET, GEORGETOWN, ON L7G 2V3

Present:

- Slawek Jarmoszka, owner

T. Boutassis: Noted that 2 objections have been received since the report was written,

but there are no changes to the report, and he is still recommending approval.

S. Jarmoszka: Stated that there will be 12 feet from the garage to the street.

It was MOVED by Blair Roedding, SECONDED by Todd Jenney, AND CARRIED “THAT MINOR VARIANCE APPLICATION D13VAR18.006H - JARMOSZKA, BE APPROVED, SUBJECT TO THE FOLLOWING CONDITION:

1. The addition to the dwelling shall be constructed generally in accordance with the architectural design as shown in the building elevations on drawings A2.2, A2.3 and A2.4, date stamped by the Committee of Adjustment on January 31, 2018, to the satisfaction of the Commissioner of Planning & Sustainability.”

Reasons for Approval - Minor Variance:

1. The Committee considered the requested variance(s) to be minor in nature.
 2. The Committee considered the requested variance(s) to be desirable for the appropriate use of the land, building or structure.
 3. The Committee considered the requested variance(s) to meet the intent and purpose of the Official Plan.
 4. The Committee considered the requested variance(s) to meet the intent and purpose of the Zoning By-law.
- The condition was read out.
 - The associated Planning report is dated March 01, 2018.
 - The Chairman informed those in attendance of the 20-day appeal period.

5D. HEARING #4

MINOR VARIANCE APPLICATION D13VAR18.007H - NORMANDY DEVELOPMENT INC.

REQUESTING RELIEF FROM ZONING BY-LAW 2010-0050, AS AMENDED,

1. TO PERMIT A BUILDING, VEGETATIVE PLANTING, OR LANDSCAPING THAT HAS A HEIGHT OF GREATER THAN 1 M TO BE LOCATED IN A SITE TRIANGLE ON A CORNER LOT.
2. TO REDUCE THE NUMBER PARKING SPACES FROM THE MINIMUM 30 SPACES TO PERMIT 26 PARKING SPACES.

TO ACCOMMODATE A PROPOSED COMMERCIAL PLAZA.

LOCATION: PROPERTY DESCRIBED AS PT LTS 1 & 2, PL 383, AS IN 663923; LT 3, PL 383; HALTON HILLS, MUNICIPALLY KNOWN AS 0 NORMANDY BOULEVARD (120 GUELPH STREET), TOWN OF HALTON HILLS (GEORGETOWN), REGIONAL MUNICIPALITY OF HALTON

OWNER(S): NORMANDY DEVELOPMENT INC., SAM GANNI, 45 SORBONNE DRIVE, BRAMPTON ON L6P 1Z3

AGENT: PROFESSIONAL FLOOR PLANS INC., RAED AL-RAWI, 5147 PRESERVATION CIRCLE, MISSISSAUGA, ON L5M 7T4

Present:

- Raed Al-Rawi, agent
- William Weir, 4 Prince Charles Drive, Georgetown, ON L7G 3T7
- Gregory Hajer, 2 Prince Charles Drive, Georgetown, ON L7G 3T7

T. Boutassis: Stated that a parking study has been submitted and staff are satisfied and note no objection to approval.

R. Al-Rawi: Stated that they have been working with Town staff for the past 6 months, and have provided everything that was required.

W. Weir: Stated that he is not opposed to the application, but is concerned about traffic and cars parking on the street in front of houses.

G. Hajer: Stated that he is concerned about traffic and parking but is happy to see this proposal.

T. Boutassis: Stated that the subject site is also associated with a Site Plan application, and the proposal is for a medical office, pharmacy and retail. Indicated that Transportation staff reviewed the parking justification report, and are satisfied that 26 parking spots are more than enough.

G. Hajer: Asked for clarification where the drawing shows parking for solar cars.

R. Al-Rawi: Responded that the Town has energy and heat requirements, and there will be an electrical charger for electrical cars. Indicated that there will be 4 offices which will all be medical related, and the retail aspect will include a pharmacy. Noted that they have added space for bicycles, a sidewalk around the building, and will have restrictions such as no left turns on Normandy Boulevard.

W. Scott: Referenced the sketch, asking if there was room for additional parking.

T. Boutassis: Responded that landscaping would be going in the referenced area.

W. Scott: Asked if the vegetation is required by the owner or the municipality.

R. Al-Rawi: Responded that it is a municipal and regional requirement, and is needed for storing snow.

It was MOVED by Wayne Scott, SECONDED by Todd Jenney, AND CARRIED "THAT MINOR VARIANCE APPLICATION D13VAR18.007H - NORMANDY DEVELOPMENT INC., BE APPROVED."

Reasons for Approval - Minor Variance:

1. The Committee considered the requested variance(s) to be minor in nature.
2. The Committee considered the requested variance(s) to be desirable for the appropriate use of the land, building or structure.
3. The Committee considered the requested variance(s) to meet the intent and purpose of the Official Plan.

4. The Committee considered the requested variance(s) to meet the intent and purpose of the Zoning By-law.
 - The associated Planning report is dated February 28, 2018.
 - The Chairman informed those in attendance of the 20-day appeal period.

6. OTHER MATTERS: Committee paperwork.

7. **It was MOVED by Blair Roedding, SECONDED by Todd Jenney, AND CARRIED**
“THAT this Committee of Adjustment do now ADJOURN to meet again at 7:00 p.m. on Thursday, April 12, 2018, or at the call of the Chair.”
The hearing adjourned at approximately 7: 40 p.m.

Chair

C: Halton Hills Clerks, Attention: Council and Committee Services Coordinator

Halton Hills Public Library Board

Wednesday, March 14, 2018

Acton Branch – Community Room

7:00 p.m.

Minutes

Present: Ted Brown, Lisa Caissie, April Currey, Larry Hawes, Matt Kindbom,
Bett Leverette (Chair), Heather McAlpine, Tamara Smith

Staff Present: Geoff Cannon, Douglas Davey, Barb Elliott (Recorder), Beverley King

Regrets: Ann Lawlor, Marilyn Willis

1.0 Declaration of Quorum

- B. Leverette declared a quorum was present and called the meeting to order at 7:00 p.m.

2.0 Approval of Agenda

- New Business item 13.1 Memorandum No. LBM-2018-001 re: Family Escape Rooms will be presented as Item 4.2.

Moved by M. Kindbom

That the agenda be approved as amended.

Seconded by T. Smith

03/14/18-1

CARRIED

3.0 Declaration of pecuniary interest

- None

4.0 Presentations

4.1 Lynda.com

- B. King presented an introduction to the new online resource Lynda.com which is now available free of charge to all HHPL cardholders. Lynda.com is an e-learning platform that offers more than 3500 high-quality courses to improve business, technology and creative skills. This new service is being widely publicized through presentations to Town Council and the Community and Corporate Affairs Committee. As well, information is being provided to the Library's partners and to the general public through the HHPL website and media releases to local newspapers.

4.2 Memorandum No. LBM-2018-001 re: Family Escape Rooms

- D. Davey presented information about the Family Escape Room program which was introduced in 2017. This program was designed to provide family members of all ages a positive and enjoyable opportunity to participate together at the library to solve

clues and puzzles to 'escape the room'. Response to date has been very positive and the program will be renewed in 2018 and expanded to the Acton Branch.

- Memorandum No. LBM-2018-001 was received for information.

5.0 Minutes of February 14, 2018

Moved by H. McAlpine

That the Minutes of February 14, 2018 be approved.

Seconded by L. Caissie

03/14/18-2

CARRIED

6.0 Consent Agenda

Items removed for discussion:

- 6.7) New Tanner article (Mar. 8, 2018) re: Acton teens invited to provide leadership (B. Leverette)

Moved by L. Caissie

That Consent Agenda items:

- 6.1** Town of Halton Hills 2017 Stat of Sustainability Profile
- 6.2** New Tanner article (Feb. 22, 2018) re: Library announces new light therapy lamps
- 6.3** New Tanner article (Feb. 22, 2018) re: Family Day around Acton
- 6.4** Independent article (Feb. 22, 2018) re: Library can help if you're feeling depressed
- 6.5** Ifp.ca article (Mar. 1, 2018) re: Halton Hills Public Library now offering Lynda.com
- 6.6** Ifp.ca article (Mar. 6, 2018) re: Halton Hills Public Library hosts series for...

be approved.

Seconded by T. Smith

03/14/18-3

CARRIED

6.7 New Tanner article (Mar. 8, 2018) re: Acton teens invited to provide leadership

- B. Leverette requested additional information about the Teen Advisory Committee (TAC).
- D. Davey responded that a TAC is being formed at each branch to provide opportunities for Teens to earn volunteer hours while participating in a variety of activities including in new programs, seeing new teen books, movies, video games, and create and lead new teen events. To date, 16 teens have volunteered for the Georgetown Branch TAC and 3 for the Acton Branch.

Moved by T. Smith

That Consent Agenda item 6.7 be approved.

Seconded by H. McAlpine

03/14/18-4

CARRIED

7.0 Correspondence

7.1 Letter to B. King re: Public Libraries Leaders Program

7.2 Letter to D. Davey re: Public Libraries Leaders Program

- The Board congratulated B. King and D. Davey on completing the Public Libraries Leaders Program.
- All items of correspondence were received for information.

8.0 Business Arising

8.1 In Camera

Moved by A. Currey

That the meeting move In Camera

Seconded by M. Kindbom

03/14/18-5

CARRIED

B. Elliott left the meeting

Moved by M. Kindbom

That the meeting move Out of Camera

Seconded by T. Brown

03/14/18-6

CARRIED

B. Elliott returned to the meeting

Rising Report:

- The Board reported that:
 - Information had been received regarding the GPS for the Chief Librarian
 - Confidential Report No. LBD-2018-005 re: Succession Planning was received for information.

9.0 Council Update

- T. Brown discussed that he had attended the recent Downtown Georgetown Secondary Plan information session.

10.0 Friends of the Library Update

- M. Kindbom reported that preparations are well-underway for the Caddystacks event at the Georgetown Branch on April 7th. It was also noted that the donation bin for the children's books and toys sale being held in conjunction with this event has been placed next to the Georgetown Circulation desk. A Friends of the Library membership recruitment drive will also take place that day.
- At their February meeting the Friends approved several Library funding requests totaling \$11,600. Approved requests included the Ink Writing contest, the Acton Reading deck, Halton Hills lecture series, and the proposed citizenship ceremony.
- The next meeting will take place on March 22nd.

- G. Cannon updated the Board that the Library application to attain charitable status is almost complete and expects that it will be submitted very soon.

11.0 Community Connections Update

- L. Hawes noted that a number of 'Free Little Libraries' have been erected by Georgetown residents.
- On behalf of M. Willis, G. Cannon provided information inviting Board members to attend the next public event for Destination Downtown on April 4th at Knox Presbyterian Church, where design and planning options will be discussed.

12.0 Financial Report

12.1 Accounts Payable

Moved by H. McAlpine

That the Accounts for the Georgetown and Acton Branch Libraries in the amount of **\$71,044.38** as detailed in the Computer Cheque Register in week **#7 DATED February 15th, 2018** and **VISA** purchase statement for the month of **January 2018** have been examined and are hereby approved for payment.

Seconded by M. Kindbom
03/14/18-7

CARRIED

Moved by H. McAlpine

That the Accounts for the Georgetown and Acton Branch Libraries in the amount of **\$29,928.90** as detailed in the Computer Cheque Register for week **#9 DATED March 1st, 2018** have been examined and are hereby approved for payment.

Seconded by T. Brown
03/14/18-8

CARRIED

12.2 Month End Report (February)

- The monthly report was not yet available.

13.0 New Business

13.1 Memorandum No. LBM-2018-001 re: Family Escape Rooms

- Discussed under item 4.2.

14.0 Health & Safety Report

- G. Cannon reported that there had been no Health & Safety related issues since the February Board meeting.

15.0 Next Meeting

Wednesday, April 11, 2018

7:00 p.m.

Georgetown Branch – Board Room

16.0 Adjournment

Moved by T. Brown

Seconded by H. McAlpine

03/14/18-9

The meeting adjourned at 8:50 p.m.

That the meeting be adjourned.

CARRIED

Signed: _____

Bett Leverette, Chair

Halton Hills Public Library Board

Signed: _____

Geoff Cannon, Chief Librarian

Halton Hills Public Library Board

APPROVED: April 11, 2018

DATED: April 11, 2018



THE CORPORATION
OF
THE TOWN OF HALTON HILLS

Moved by: _____ Date: May 7, 2018
Mayor R. Bonnette

Seconded by: _____ Resolution No.: _____

Item No.15A

WHEREAS The Corporation of the Town of Halton Hills (the “Municipality”) has been advised that The Corporation of the County of Wellington (the “County of Wellington”) has appealed certain decisions of the Municipal Property Assessment Corporation (“MPAC”) with respect to some properties within the geographic boundaries of the County of Wellington that are used for the purposes of aggregate resources or gravel pits (the “Aggregate Property Appeals”);

AND WHEREAS previous assessment methodology valued areas that were used for aggregate resources or gravel pits (“Aggregate Resource Properties”) at industrial land rates on a per acre basis of the total site and such properties were formally classified and taxed as industrial lands;

AND WHEREAS Council of the Municipality supports a fair and equitable assessment system for all Aggregate Resource Properties;

AND WHEREAS MPAC, without municipal consultation, determined with the participation of the Ontario Stone, Sand and Gravel Association (the “OSSGA”), revised criteria for assessing Aggregate Resource Properties (the “Revised Valuation Methodology”);

AND WHEREAS the Municipality has concerns that the revised criteria does not fairly assess the current value of the Aggregate Resource Properties.

NOW THEREFORE BE IT RESOLVED THAT:

1. Council of The Corporation of the Town of Halton Hills hereby supports the Aggregate Property Appeals filed by The Corporation of the County of Wellington.
2. Council of The Corporation of the Town of Halton Hills does not consider the revised criteria for assessment of Aggregate Resource Properties as a fair method of valuation for these properties.
3. Council of The Corporation of the Town of Halton Hills further supports The Corporation of the County of Wellington in its efforts to achieve a fair and equitable assessment system for Aggregate Resource Properties in Ontario.

Mayor Rick Bonnette

**GENERAL INFORMATION PACKAGE
- COUNCIL MEETING -
MAY 7, 2018**

PAGE	INFORMATION
4	Letter from The Lieutenant Governor of Ontario dated April 11, 2018 regarding Visit to the Town of Halton Hills.
5-6	Ministry of Infrastructure dated April 19, 2018 regarding the Integrated Bilateral Agreement (IBA) to partner with the Government of Canada for federal funding.
7-12	Ministry of Infrastructure dated April 23, 2018 regarding Public Transit Funding Stream.
13	Office of the Mayor of Hamilton dated April 11, 2018 regarding Protection of Municipally-Designated “Whitebelt” Areas.
14	Letter from The Premier of Ontario dated April 10, 2018 regarding Student Transportation Procurement Process
15	Ministry of Education dated April 13, 2018 regarding Town of Halton Hills and Tyler Transport.
16-17	Halton Region dated April 20, 2018 regarding LPS26-18 – Adoption of Regional Official Plan Amendment (ROPA) No. 4 – “An Amendment to Address a Shortfall of Employment Lands in the Town of Halton Hills’ Premier Gateway Employment Area”. (Report on file in the Clerks’ Office)
18-21	Halton Region dated April 11, 2018 regarding Resolution Seeking Support on the Court Application Involving the CN Truck-Rail Development in the Town of Milton.
22	Halton Region dated April 20, 2018 regarding LPS38-18 – Update to Regional Policies under the Municipal Elections Act, 1996. (Report on file in the Clerks’ Office)
23-25	Halton Region dated April 20, 2018 regarding FN-12-18 – 2018 Tax Policy. (Report on file in the Clerks’ Office)

- 26 Halton Region dated April 20, 2018 regarding PW-10-18 – Regional Advanced Traffic Management System (ATMS).

(Report on file in the Clerks' Office)
- 27-28 Halton Region dated April 20, 2018 regarding LPS40-18 – Halton Tree By-law and Woodlands Stewardship Program – 2017 Annual Report.

(Report on file in the Clerks' Office)
- 29-35 Canadian Federation of University Women (CFUW) dated April 5, 2018 regarding Affordable Housing near the Civic Centre.
- 36-37 Township of Killaloe-Hagarty-Richards dated April 3, 2018 regarding Call upon the Government of Ontario to Formally Grant Municipalities the Authority to Approve Landfill Projects.
- 38-40 Township of Selwyn dated April 4, 2018 regarding Agricultural Systems and Natural Heritage System Mapping – Transition Policies.
- 41-42 AMO Watch File dated April 5, 2018.
- 43-45 AMO Watch File dated April 12, 2018.
- 46-47 AMO Watch File dated April 19, 2018.
- 48-50 AMO Watch File dated April 26, 2018.

MEDIA RELEASES

For full information please see the Town of Halton Hills Website:

<http://www.haltonhills.ca/media/index.php>

Release Date	Headline
April 10, 2018	Town Hosts Lieutenant Governor
April 14, 2018	Inclement Weather Update
April 16, 2018	Town Response to Weather Event
April 17, 2018	Town of Halton Hills Launches Roads 2018 Pavement Management Program
April 19, 2018	Earth Week Celebrations in Halton Hills
April 24, 2018	Council & Committee Meetings to Be Live Streamed
April 24, 2018	Candidate Information Session



THE LIEUTENANT GOVERNOR OF ONTARIO
LA LIEUTENANTE-GOUVERNEURE DE L'ONTARIO

April 11, 2018

Your Worship,

Thank you very much for hosting a most enjoyable visit to the Town of Halton Hills.

From my initial drive into town, evident was the great pride and care your citizens take in their community. A characteristic further underlined by a very informative roundtable that was illustrative of your commitment to a holistic approach to sustainability. Most certainly, your region is poised for an intelligent and thoughtful growth – a story that I will share with others as I travel the province.

Please convey my gratitude to the Halton Hills Fire Department for the provision of the Honour Guard and for a beautiful ceremonial coin, Geoff Cannon for his informative tour, Fred Helson for so warmly gracing us with his presence, and all those at the roundtable who so thoughtfully contributed. Kindly also accept my sincere thanks for the gift of the Rural Ontario Montage and Library Card, both will provide a welcome reminder of a lovely day.

I look forward to hearing of the further initiatives your community will take towards achieving the Sustainable Development Goals. In the meantime, please accept my best wishes and warmest regards.

Sincerely,

A handwritten signature in dark ink, appearing to read "Elizabeth Dowdeswell".

Elizabeth Dowdeswell

His Worship, Mayor Rick Bonnette
The Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON
L7G 5G2

Ministry of Infrastructure

Office of the Minister

Hearst Block, 8th Floor
900 Bay Street
Toronto, Ontario M7A 1L2
Telephone: 416-325-6666
Fax: 416-314-5464

Ministère de l'Infrastructure

Bureau du ministre

Édifice Hearst, 8^e étage
900, rue Bay
Toronto (Ontario) M7A 1L2
Téléphone : 416 325-6666
Télécopieur : 416 314-5464



April 19, 2018

Dear Mayor/Head of Council:

I am pleased to inform you that on March 14, 2018, the Ontario government signed an Integrated Bilateral Agreement (IBA) to partner with the Government of Canada to deliver up to \$11.8 billion in federal funding and \$10 billion in provincial funding for infrastructure projects under the Investing in Canada Infrastructure Program, over the next ten years.

Under this new program, the federal government will pay up to 40 per cent for most projects, with the province contributing up to 33 per cent and municipalities contributing the remaining 27 per cent. Through this agreement, contributions by all three levels of government are expected to result in an overall infrastructure investment of at least \$30 billion. The Ministry of Infrastructure has begun work on finalizing programs and administrative processes to implement the funding under the four federal funding streams: public transit; green infrastructure; community, culture and recreation; and rural and northern infrastructure.

Under the agreement the federal and provincial governments will together be providing up to \$15.1 billion in funding for public transit. The federal government has decided that the funding will be allocated to municipalities with existing transit systems using the 2015 transit ridership statistics. Within the next few weeks, the 98 municipalities with transit authorities can expect to receive another letter from me with confirmation of and additional detail on how to access their federally determined ridership-based allocation over the next ten years.

For the green; community, culture and recreation; and rural and northern streams, funding will be delivered through a mix of allocation and application-based programs similar to the current Clean Water Wastewater Fund and Small Communities Fund, and will include municipal, not-for-profit, and Indigenous recipients. The intake for these programs will not begin before the Ontario election begins in May 2018.

As part of this work, my ministry will engage partners as intake processes are developed. This is just the first step in the roll out of a long-term program that will support infrastructure investments across the province. Following the launch of these programs, my ministry will assess and nominate projects to the federal government. Programs are expected to begin launching toward the end of this year in order to best align with municipal election cycles and allow municipalities adequate time to determine their priorities.

I encourage you to work with your officials to ensure that local priority projects align with federal eligibility criteria, as outlined in the IBA, which can be accessed at www.infrastructure.gc.ca/prog/agreements-ententes/2018/2018-on-eng.html.

Since the launch of the Ontario's Municipal Infrastructure Strategy in 2012, provincial funding programs for municipal infrastructure have required communities to demonstrate a growing commitment to asset management planning. In developing your priorities, I would encourage you to ensure they align with these principles and build on our work to date in promoting sound infrastructure planning and fiscal sustainability.

Together, we have a responsibility to maintain a strong economy and high standards of living by building the critical public infrastructure needed in communities across Ontario. It has been a journey since negotiations for the new federal funding program started in spring 2017. I would like to thank the municipal sector—including the Association of Municipalities of Ontario (AMO)—who supported the Ministry of Infrastructure as it worked to improve the federal terms and conditions of this agreement.

Thank you again for your support and I look forward to continue working with you as we deliver the next phase of transformative federal-provincial infrastructure investments. If you have any questions, please contact Julia Danos, Director of the Intergovernmental Policy Branch, at Julia.Danos@ontario.ca.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Bob', is positioned above the printed name.

Bob Chiarelli
Minister

Ministry of Infrastructure

Office of the Minister

Hearst Block, 8th Floor
900 Bay Street
Toronto, Ontario M7A 1L2
Telephone: 416-325-6666

Ministry of Transportation

Office of the Minister

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto ON M7A 1Z8
Telephone: 416 327-9200



April 23, 2018

Dear Mayor/Head of Council:

We are pleased to provide you with a further update on the public transit funding stream including detailed 10 year funding allocations for your municipal transit system and the preliminary next steps to access this funding.

As part of the Integrated Bilateral Agreement with the federal government, Ontario will be allocating \$8.3 billion in federal funding and \$7.3 billion in provincial funding over ten years to support public transit infrastructure projects across the province. As determined by the federal government, federal and provincial funding will be allocated to municipalities and regional transit systems based on their share of transit ridership as per the data collected by the Canadian Urban Transit System in 2015. Please see the accompanying table for your municipality's federal and provincial funding allocations.

Projects will be cost-shared between three levels of government; for new projects the federal government will contribute up to 40 per cent, Ontario will contribute 33 per cent and municipalities are required to contribute 27 per cent of total project costs. Additionally, as per federal program conditions, municipalities can allocate up to 15 per cent of their allocations towards transit rehabilitation projects. The federal government will contribute up to 50 per cent towards the capital costs of these initiatives, Ontario will contribute 33 per cent and municipalities are required to contribute 17 per cent.

The province is currently working with the federal government on application requirements for this program. Projects that meet the following outcomes could be considered eligible for federal funding provided they also meet the general program requirements outlined in Schedule A of Ontario's bilateral agreement¹:

- Improved capacity of public transit infrastructure
- Improved quality and/or safety of existing or future transit systems
- Improved access to a public transit system

All projects receiving funding under this stream will also need to report on the following targets. Please note that these targets are aspirational and will not impact your funding allocation:

- **Mode-Share:** Increase by at least 25 per cent the modal share for public transit and active transportation. This target is subject to review by Canada, Ontario and the Canadian Urban Transit Association.
- **Proximity:** By 2028, Ontario will make investments that will increase to 95 per cent the percentage of people in a municipality with a transit system that live in the service area of their transit system.

¹ Please see: <http://www.infrastructure.gc.ca/prog/agreements-ententes/2018/2018-on-eng.html>

In addition to these conditions, applicants may be required to meet specific additional requirements based on project size, including:

- **Climate Lens Assessments:** all projects over \$10 million are required to complete a Climate Lens Assessment on potential Greenhouse Gas (GHG) impacts and/or climate resiliency before federal approval. Infrastructure Canada is working with the Ministry of Infrastructure to finalize the guidelines for these assessments.
- **Detailed Business Cases:** all large projects (i.e. greater than \$50 million) will require federal Treasury Board approval which could take at least six (6) to eight (8) months to obtain. Projects will also be subject to provincial due diligence, review of business cases and Treasury Board approval. To support the assessment of these projects, recipients will be required to submit comprehensive business cases that detail project costs, benefits and demonstrate support for federal targets and outcomes. More details on this process will be available when the intake program is launched.
- **Other Policy Objectives:** over the next few months the ministries of Infrastructure and Transportation will be working to finalize any additional requirements for provincial funding under this program. These could include the inclusion of community benefits agreements, reporting and targets related to encouraging density and transit-oriented development, and other key provincial policy objectives.

As per the bilateral agreement, federal and provincial funding cannot displace total municipal spending on public transit and the expectation is that funding through this program will result in an increase in overall provincial and municipal infrastructure investments over ten years.


We appreciate the input and feedback that municipalities have provided to date, including preliminary project worksheets submitted through our initial engagement on the public transit stream between December 2017 and spring 2018. As a next step, we will communicate details on application requirements in summer 2018 and expect to launch initial application intakes in late 2018 in order to best align with municipal election cycles and allow municipalities to have adequate time to submit their priorities.

If this timing presents any concerns for imminent projects, or if you have any other questions about this funding, please contact Julia Danos, Director of the Ministry of Infrastructure's Intergovernmental Policy Branch, at Julia.Danos@ontario.ca and Felix Fung, Acting Director of the Ministry of Transportation's Transit Policy Branch, at Felix.Fung@ontario.ca.

Sincerely,



Bob Chiarelli
Minister of Infrastructure



Kathryn McGarry
Minister of Transportation

Enclosure

c: The Honourable Amarjeet Sohi, Minister of Infrastructure and Communities

Investing in Canada Infrastructure Program (ICIP) Public Transit Ridership Allocation**Overview:**

The table below illustrates Ontario's ICIP public transit allocation by municipal/regional transit system.

Note that based on federal terms and conditions, the federal allocation represents a 40 per cent contribution to total project costs for eligible transit projects.

The table below illustrates the potential provincial and municipal contributions if Ontario contributes 33 per cent and municipalities contribute 27 per cent to match federal funding.

Transit System	Federal Ridership Estimate (2015 CUTA)	Federal Allocation	Estimated Provincial Cost-Match	Estimated Municipal Cost-Match
Bancroft	9,317	\$84,308	\$69,554	\$56,908
Barrie	2,587,964	\$23,417,948	\$19,319,807	\$15,807,115
Belleville	906,218	\$8,200,178	\$6,765,147	\$5,535,120
Blind River	1,385	\$12,533	\$10,339	\$8,459
Bradford Gwillimbury	25,541	\$231,115	\$190,670	\$156,003
Brampton	21,178,343	\$191,638,418	\$158,101,695	\$129,355,932
Burlington	1,588,225	\$18,086,987	\$14,921,765	\$12,208,717
Brantford	117,406	\$14,371,517	\$11,856,502	\$9,700,774
Brockville	1,998,829	\$1,062,382	\$876,466	\$717,108
Chapleau	3,303	\$29,888	\$24,658	\$20,175
Chatham-Kent	218,274	\$1,975,116	\$1,629,471	\$1,333,203
Clarence-Rockland	151,450	\$1,370,440	\$1,130,613	\$925,047
Cobourg	111,288	\$1,007,022	\$830,793	\$679,740
Cochrane	6,495	\$58,772	\$48,487	\$39,671
Collingwood	221,294	\$2,002,443	\$1,652,016	\$1,351,649
Cornwall	804,007	\$7,275,292	\$6,002,116	\$4,910,822
Cramahe	2,904	\$26,278	\$21,679	\$17,737
Deseronto	17,040	\$154,191	\$127,208	\$104,079
Durham Region	4,471	\$94,998,053	\$78,373,394	\$64,123,686
Dryden	10,498,424	\$40,457	\$33,377	\$27,309
Dysart et Al	1,510	\$13,664	\$11,273	\$9,223
Elliot Lake	103,316	\$934,885	\$771,280	\$631,047

Investing in Canada Infrastructure Program (ICIP) Public Transit Ridership Allocation

Transit System	Federal Ridership Estimate (2015 CUTA)	Federal Allocation	Estimated Provincial Cost-Match	Estimated Municipal Cost-Match
Espanola	5,456	\$49,370	\$40,730	\$33,325
Fort Erie	57,921	\$524,115	\$432,395	\$353,778
Fort Frances	21,404	\$193,680	\$159,786	\$130,734
Greater Sudbury	4,394,171	\$39,761,939	\$32,803,600	\$26,839,309
Greenstone	2,017	\$18,251	\$15,057	\$12,320
Guelph	6,433,333	\$58,213,891	\$48,026,460	\$39,294,377
Halton Hills	62,748	\$567,793	\$468,430	\$383,261
Hamilton	22,586,728	\$204,382,600	\$168,615,646	\$137,958,256
Hanover	33,941	\$307,125	\$253,378	\$207,309
Hearst	11,508	\$104,133	\$85,910	\$70,290
Huntsville	28,966	\$262,107	\$216,239	\$176,922
Ingersoll	3,969	\$35,915	\$29,630	\$24,242
Kapuskasing	17,662	\$159,820	\$131,851	\$107,878
Kawartha Lakes	104,633	\$946,802	\$781,112	\$639,092
Kenora	68,202	\$617,146	\$509,145	\$416,573
Kingston	4,739,417	\$42,885,998	\$35,380,948	\$28,948,049
Lanark County	16,900	\$152,925	\$126,163	\$103,224
LaSalle	3,132	\$28,341	\$23,381	\$19,130
Leamington	28,492	\$257,818	\$212,700	\$174,027
London	22,641,496	\$204,878,185	\$169,024,503	\$138,292,775
Loyalist Township	99,298	\$898,527	\$741,285	\$606,506
Machin	968	\$8,759	\$7,226	\$5,912
Marmora and Lake	4,554	\$41,208	\$33,997	\$27,816
Meaford	4,449	\$40,258	\$33,213	\$27,174
Metrolinx	65,546,623	\$593,117,749	\$889,676,624	
Milton	54,333	\$3,920,678	\$3,234,560	\$2,646,458
Midland	433,282	\$491,648	\$405,610	\$331,862
Mississauga	37,463,426	\$338,998,744	\$279,673,964	\$228,824,153
Niagara Falls	2,289,640	\$20,718,476	\$17,092,743	\$13,984,971
Niagara Region	205,643	\$1,860,821	\$1,535,177	\$1,256,054

Investing in Canada Infrastructure Program (ICIP) Public Transit Ridership Allocation

Transit System	Federal Ridership Estimate (2015 CUTA)	Federal Allocation	Estimated Provincial Cost-Match	Estimated Municipal Cost-Match
Niagara-on-the-Lake	16,457	\$148,916	\$122,856	\$100,518
Norfolk County	7,123	\$64,455	\$53,175	\$43,507
North Bay	1,606,582	\$14,537,626	\$11,993,542	\$9,812,898
North Perth	8,376	\$75,793	\$62,529	\$51,160
Oakville	2,931,278	\$26,524,524	\$21,882,733	\$17,904,054
Orangeville	112,709	\$1,019,880	\$841,401	\$688,419
Orillia	758,405	\$6,862,649	\$5,661,685	\$4,632,288
Ottawa	97,401,971	\$881,370,164	\$727,130,385	\$594,924,860
Owen Sound	203,598	\$1,842,316	\$1,519,911	\$1,243,563
Parry Sound	1,028	\$9,302	\$7,674	\$6,279
Peel	618,508	\$5,596,750	\$4,617,319	\$3,777,806
Pembroke	14,479	\$131,017	\$108,089	\$88,437
Perth East	11,797	\$106,749	\$88,068	\$72,055
Peterborough City	3,445,120	\$31,174,174	\$25,718,693	\$21,042,567
Peterborough County	2,649	\$23,970	\$19,775	\$16,180
Point Edward	25,970	\$234,997	\$193,873	\$158,623
Port Colborne	26,417	\$239,042	\$197,210	\$161,353
Port Hope	62,674	\$567,124	\$467,877	\$382,809
Prince Edward County	7,945	\$71,893	\$59,311	\$48,528
Quinte West	90,132	\$815,586	\$672,858	\$550,520
Renfrew	38,901	\$352,007	\$290,406	\$237,605
Russell	52,524	\$475,279	\$392,105	\$320,813
Sarnia	1,224,552	\$11,080,716	\$9,141,591	\$7,479,483
Sault Ste Marie	1,924,429	\$17,413,757	\$14,366,350	\$11,754,286
Schreiber	1,861	\$16,840	\$13,893	\$11,367
St. Catharines	5,197,617	\$47,032,154	\$38,801,527	\$31,746,704
St. Marys	11,634	\$105,274	\$86,851	\$71,060
St. Thomas	244,754	\$2,214,728	\$1,827,151	\$1,494,941
Stratford	626,273	\$5,667,014	\$4,675,287	\$3,825,234
Tecumseh	28,134	\$254,579	\$210,027	\$171,841

Investing in Canada Infrastructure Program (ICIP) Public Transit Ridership Allocation

Transit System	Federal Ridership Estimate (2015 CUTA)	Federal Allocation	Estimated Provincial Cost-Match	Estimated Municipal Cost-Match
Temiskaming Shores	138,000	\$1,248,733	\$1,030,205	\$842,895
Thorold	327,370	\$2,962,303	\$2,443,900	\$1,999,555
Thunder Bay	3,675,992	\$33,263,287	\$27,442,211	\$22,452,718
Timmins	931,937	\$8,432,904	\$6,957,146	\$5,692,210
Toronto	541,130,333	\$4,896,575,759	\$4,039,675,001	\$3,305,188,637
Trent Hills	4,017	\$36,349	\$29,988	\$24,536
Wasaga Beach	72,553	\$656,517	\$541,627	\$443,149
Waterloo Region	20,667,060	\$187,011,925	\$154,284,838	\$126,233,049
Wawa	1,193	\$10,795	\$8,906	\$7,287
Welland	865,960	\$7,835,892	\$6,464,611	\$5,289,227
West Elgin	2,724	\$24,649	\$20,335	\$16,638
West Perth	3,875	\$35,064	\$28,928	\$23,668
Windsor	6,399,789	\$57,910,359	\$47,776,046	\$39,089,492
Woodstock	360,370	\$3,260,913	\$2,690,253	\$2,201,116
York Region	22,505,052	\$203,643,531	\$168,005,914	\$137,459,384
Totals	921,711,438	\$8,340,374,969	\$7,281,163,830	\$5,229,398,623



**OFFICE OF THE MAYOR
CITY OF HAMILTON**

April 11, 2018

Mayor Rick Bonnette
Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON L7G 5G2

Dear Mayor Bonnette,

Re: Protection of Municipally-Designated 'Whitebelt' Areas

At its meeting of March 28, 2018 City Council received your correspondence respecting the above.

Yours truly,

A handwritten signature in black ink, appearing to read 'Fred Eisenberger', with a stylized flourish at the end.

Mayor Fred Eisenberger

File C18-005
(5.15)

The Premier of Ontario

Legislative Building, Queen's Park
Toronto, Ontario M7A 1A1



La première ministre de l'Ontario

Édifice de l'Assemblée législative, Queen's Park
Toronto (Ontario) M7A 1A1

April 10, 2018

Ms. Renee Brown
Deputy Clerk-Legislation & Elections
Town of Halton Hills
1 Halton Hills Drive
Halton Hills, Ontario
L7G 5G2

Dear Ms. Brown:

Thank you for your letter providing me with a copy of council's resolution regarding the student transportation procurement process. I appreciate your keeping me informed of council's activities.

I have forwarded a copy of council's resolution to my colleague the Honourable Indira Naidoo-Harris, Minister of Education. I trust that the minister will also take council's views into consideration.

Thank you again for the information. Please accept my best wishes.

Sincerely,

A handwritten signature in black ink, reading "Kathleen Wynne".

Kathleen Wynne
Premier

c: The Honourable Indira Naidoo-Harris

Ministry of Education

Ministère de l'Éducation

Mowat Block
Queen's Park
Toronto ON M7A 1L2

Edifice Mowat
Queens Park
Toronto ON M7A 1L2

Corporate Finance and Services Branch

Direction des finances et des
services ministériels



April 13, 2018

Renee Brown,
Deputy Clerk – Legislation & Elections
Town of Halton Hills
1 Halton Hills Drive
Halton Hills, Ontario L7G 5G2

Dear Ms. Brown,

RE: CU2018-338871 Town of Halton Hills and Tyler Transport

Thank you for your letter on school board procurement. I am pleased to respond on behalf of the Minister of Education.

The *Broader Public Sector (BPS) Accountability Act, 2010* introduced new rules and higher accountability standards for designated BPS organizations including school boards. The rules ensure greater transparency and accountability in the purchase of goods and services and the consistent management of procurement processes throughout the BPS.

School boards are responsible for developing and managing their own procurement policies, practices and decisions, subject to compliance with the *BPS Accountability Act*. In accordance with the BPS Procurement Directive, school boards must maximize the value they receive from the use of public funds through the use of open and competitive procurement processes.

Thank you again for taking the time to share your concerns.

Yours truly,

Paul Hoskin
Team Lead, Procurement
416-325-1822

cc: Mayor Rick Bonnette

**VIA EMAIL**

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

April 20, 2018

City of Burlington, Angela Morgan
Town of Halton Hills, Suzanne Jones
Town of Milton, Troy McHarg
Town of Oakville, Vicki Tytaneck
Conservation Halton, Barb Veale
Ministry of Municipal Affairs, Darryl Lyons

Please be advised that at its meeting held Wednesday, April 18, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS26-18 - Adoption of Regional Official Plan Amendment (ROPA) No. 47 – “An Amendment to Address a Shortfall of Employment Lands in the Town of Halton Hills’ Premier Gateway Employment Area” (File: RQ59A)

1. THAT pursuant to Section 17 of the *Planning Act*, Regional Council adopt Regional Official Plan Amendment No. 47 – “An Amendment to Address a Shortfall of Employment Lands in the Town of Halton Hills’ Premier Gateway Employment Area”, being Attachment #1 to Report No. LPS26-18.
2. THAT the Director of Legal Services and Corporate Counsel prepare the necessary By-laws to give effect to Recommendation No. 1 above.
3. THAT the Regional Clerk give notice of the adoption of Regional Official Plan Amendment No. 47 in accordance with the provisions of the Planning Act and its regulations.
4. THAT the Regional Clerk forward a copy of Report No. LPS26-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, Conservation Halton, and the Ministry of Municipal Affairs for their information

Included please find a copy of Report No. LPS26-18 for your information.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Milne', enclosed within a circular scribble.

Graham Milne
Regional Clerk
graham.milne@halton.ca

**VIA EMAIL**

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

April 11, 2018

Federation of Canadian Municipalities, Brock Carlton
Association of Municipalities of Ontario, Pat Vanini
Large Urban Municipal Caucus of Ontario (LUMCO), Mayor Jeffrey
Mayors and Regional Chairs Caucus of Ontario (MARCO), Ken Seiling
Rural Ontario Municipal Association (ROMA), Mayor Ronald Holman
Northwestern Ontario Municipal Association (NOMA), Mayor Wendy Landry
Federation of Northern Ontario Municipalities (FNOM), Mayor Alan Spacek
Conservation Authority of Ontario, Richard Hibma
all Ontario municipalities

Please be advised that at its meeting held Wednesday, March 28, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: Seeking Support on the Court Application Involving the CN
Truck-Rail Development in the Town of Milton**

WHEREAS under the Municipal Act, Ontario municipalities have the authority and responsibility to advance and protect the “economic, social and environmental well-being of the municipality” and the “health, safety and well-being of persons”;

WHEREAS the Provincial Government has designated Ontario municipalities to have responsibility to establish official plans that meet or exceed provincial standards for managing and directing physical change and effects on the social, economic, built and natural environment;

WHEREAS Halton Region and its area municipalities (“Halton Municipalities”), in partnership with Conservation Halton, have carried out multi-year, multi-phase planning processes to update their applicable official plans to address all relevant provincial plans and policy and foster healthy communities;

WHEREAS the most recent Halton Region official plan process engaged railways, including CN Rail, and was amended to accommodate stated railway plans for rail-supported development;

Regional Municipality of Halton

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WHEREAS contrary to its own stated plans, CN Rail has declared its intention to proceed with a new stand-alone, truck-rail development in the Town of Milton that would operate 7 days a week, 24 hours a day and add at least 1,600 truck trips a day on regional roads located in close proximity to existing and planned residential communities;

WHEREAS CN Rail has declared that Ontario and the Halton Municipalities have no regulatory role whatsoever with respect to the truck-rail development;

WHEREAS the Halton Municipalities, Conservation Halton, and Halton residents have concerns about the impacts of CN's proposed development on traffic congestion, community growth, health and safety, and the local environment;

WHEREAS the Halton Municipalities and Conservation Halton recognize that railways are a matter of federal jurisdiction, but assert that truck-rail developments have non-rail aspects that engage multiple areas of provincial and municipal government regulatory responsibility;

WHEREAS CN's truck-rail development engages numerous provincial and municipal by-laws, policies and plans that govern growth in the Halton Municipalities, including but not limited to, policies in Ontario's Growth Plan, Greenbelt Plan, the Provincial Policy Statement, and the provincially approved Official Plan for Halton Region and the Town of Milton;

WHEREAS CN's position that its proposed truck-rail development falls exclusively under federal jurisdiction, if upheld, would create a regulatory gap that would prevent the Province of Ontario, the Halton Municipalities and Conservation Halton from discharging their statutory responsibilities, and leave CN Rail, a for-profit company, to self-regulate on matters that engage provincial and municipal responsibilities;

WHEREAS the Halton Municipalities and Conservation Halton have commenced a Court Application (the "Application") to confirm their legitimate regulatory role in respect of the proposed CN development; and

WHEREAS irrespective of the merits of CN's proposed development, CN's interpretation of jurisdiction over this development, if upheld, would be detrimental to all provinces and municipalities that contain existing or proposed developments that engage matters of federal, provincial and municipal regulatory interest.

NOW THEREFORE BE IT RESOLVED:

1. THAT Regional Council endorse the principles that:
 - a. there must be a cooperative approach to all developments that engage federal, provincial and municipal regulatory matters.

- b. the existence of federal regulation over a development does not preclude and may require provincial and municipal regulation of the proposed development to avoid regulatory gaps.
2. THAT Halton Region calls on the Government of Ontario to join the Court Application of the Halton Municipalities.
3. THAT a copy of this resolution be forwarded to the Honourable Kathleen Wynne, Premier of Ontario; the Honourable Bill Mauro, Minister of Municipal Affairs; the Honourable Yasir Naqvi, Attorney General of Ontario; Halton's Members of Parliament (MPs), Members of Provincial Parliament(MPPs), and Leaders of the Opposition Parties.
4. THAT a copy of the attached resolution be forwarded to the Federation of Canadian Municipalities (FCM), the Association of Municipalities of Ontario (AMO), the Large Urban Municipal Caucus of Ontario (LUMCO), the Mayors and Regional Chairs Caucus of Ontario (MARCO), the Rural Ontario Municipal Association (ROMA), the Northwestern Ontario Municipal Association (NOMA), Federation of Northern Ontario Municipalities (FNOM), the Conservation Authority of Ontario, and to all Ontario municipalities for their endorsement.

As per the above resolution, please accept this correspondence and attached resolution for your information and consideration.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,



Graham Milne
Regional Clerk
graham.milne@halton.ca

Resolution for Endorsement by Other Municipalities

WHEREAS under the *Municipal Act*, Ontario municipalities have the authority and responsibility to advance and protect the “economic, social and environmental well-being of the municipality” and the “health, safety and well-being of persons”;

WHEREAS the Provincial Government has designated Ontario municipalities to have responsibility to establish official plans that meet or exceed provincial standards for managing and directing physical change and effects on the social, economic, built and natural environment;

WHEREAS CN Rail has declared that the Province of Ontario and the Halton Municipalities (the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville) and Conservation Halton have no regulatory role whatsoever with respect to a proposed truck/rail development that will have a direct impact on the economic, social and environmental well-being of the municipality and health, safety and well-being of residents;

WHEREAS the Halton Municipalities and Conservation Halton recognize that railways are a matter of federal jurisdiction, but assert that truck-rail developments have non-rail aspects that engage multiple areas of provincial and municipal government regulatory responsibility;

WHEREAS the Halton Municipalities and Conservation Halton have commenced a Court Application to confirm their legitimate regulatory role in respect of the CN development;

WHEREAS CN’s position that its proposed truck-rail development falls exclusively under federal jurisdiction, if upheld, would create a regulatory gap that would prevent the Province of Ontario, the Halton Municipalities and Conservation Halton from discharging their statutory responsibilities, and leave CN Rail, a for-profit company, to self-regulate on matters that engage provincial and municipal responsibilities; and

WHEREAS irrespective of the merits of CN’s proposed development, CN’s interpretation of jurisdiction over this development, if upheld, would be detrimental to all provinces and municipalities that contain existing or proposed developments that engage matters of federal, provincial and municipal regulatory interest;

NOW THEREFORE BE IT RESOLVED:

1. THAT the [insert municipality name] endorse the principles that:
 - a. there must be a cooperative approach to all developments that engage federal, provincial and municipal regulatory matters.
 - b. the existence of federal regulation over a development does not preclude and may require provincial and municipal regulation of the proposed development to avoid regulatory gaps.
2. THAT the [insert municipality name] calls on the Government of Ontario to join the court Application of the Halton Municipalities.



VIA EMAIL

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

April 20, 2018

City of Burlington, Angela Morgan
Town of Halton Hills, Suzanne Jones
Town of Milton, Troy McHarg
Town of Oakville, Vicki Tytaneck

Please be advised that at its meeting held Wednesday, April 18, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS38-18 - Update to Regional Policies Under the *Municipal Elections Act*, 1996

1. THAT the updated "Use of Regional Resources Policy" included as Attachment #1 to Report No. LPS38-18 re: "Update to Regional Policies Under the Municipal Elections Act, 1996" be approved.
2. THAT the Regional Clerk forward a copy of Report No. LPS38-18 to the City of Burlington, Town of Halton Hills, Town of Milton and Town of Oakville for their information.

Included please find a copy of Report No. LPS38-18 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Milne", written over a light blue circular stamp.

Graham Milne
Regional Clerk
graham.milne@halton.ca

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866



VIA EMAIL

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

April 20, 2018

City of Burlington, Angela Morgan
Town of Halton Hills, Suzanne Jones
Town of Milton, Troy McHarg
Town of Oakville, Vicki Tytaneck

Please be advised that at its meeting held Wednesday, April 18, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: FN-12-18 - 2018 Tax Policy

1. THAT the following tax ratios be adopted for the 2018 taxation year:

Residential 1.0000
Multi-Residential 2.0000
New Multi-Residential 1.0000
Commercial 1.4565
Industrial 2.3599
Pipe Line 1.0617
Farm 0.2000
Managed Forests 0.2500
Landfill 1.4565

2. THAT the 2018 taxation rates for Regional services as set out in Attachment #2 to Report No. FN-12-18 re: "2018 Tax Policy" be adopted.
3. THAT the 2018 mandatory capping program for commercial and industrial properties be funded from deferred revenue associated with this program and that the program be based on the criteria set out in Attachment #3 to Report No. FN-12-18.
4. THAT the 2018 Tax Supported Budget net levy requirement be increased by \$1,258,288 from \$405,881,337 to \$407,139,625 and the additional revenues be transferred to the Tax Stabilization reserve (501020) to address the higher actual assessment growth in 2017 compared to the 2018 budget.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866

5. THAT Halton Region continues to:

- a. Provide a tax rebate for Registered Charitable Organizations under Section 361 of the Municipal Act, 2001 at a rate of 40% of the current year's taxes applicable to the space occupied;
 - b. Cost-share in the property tax rebate program for older adults in the same proportion as the current year taxes subject to the rebate being established by by-law under Section 365 of the Municipal Act, 2001;
 - c. Provide a full property tax deferral to low income older adults under the Older Adults Property Tax Deferral Program as set out in By-law No. 20-16;
 - d. Provide a property tax increase deferral to low income older adults and persons with disabilities under Section 319 of the Municipal Act, 2001;
 - e. Provide a reduction or refund of the Regional portion of property taxes for eligible Heritage Property in the same proportion as that provided for by local municipalities' by-laws established under Section 365.2 of the Municipal Act, 2001;
 - f. Provide a municipal tax exemption for the lands and buildings of the Halton Naval Veterans Association and the Royal Canadian Legion within the City of Burlington from Regional taxes pursuant to a by-law passed under Section 6.1 of the Assessment Act, R.S.O. 1990, c. A.31 for a period coinciding with the current term of Council;
 - g. Provide a municipal tax exemption for the lands and buildings of the Royal Canadian Legion within the Town of Milton and the Town of Halton Hills from Regional taxes pursuant to a by-law passed under Section 6.1 of the Assessment Act, R.S.O. 1990, c. A.31 for a period of ten years;
6. THAT the Director of Legal Services & Corporate Counsel be authorized to prepare the necessary amendments to the Older Adults Property Tax Deferral Bylaw No. 20-16 to revise lien requirements as set out in Report No. FN-12-18.
7. THAT the Director of Legal Services & Corporate Counsel be authorized to prepare all necessary by-laws to establish the aforesaid 2018 taxation rates, taxation policies and property tax relief programs.
8. THAT the Regional Clerk forward a copy of Report No. FN-12-18 and the related by-laws to the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville.

Included please find a copy of Report No. FN-12-18 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Milne', enclosed within a large, loopy circular flourish.

Graham Milne
Regional Clerk
graham.milne@halton.ca

**VIA EMAIL**

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

April 20, 2018

City of Burlington, Angela Morgan
Town of Halton Hills, Suzanne Jones
Town of Milton, Troy McHarg
Town of Oakville, Vicki Tytaneck
Halton Regional Police Service, Chief Stephen Tanner
Halton Regional Paramedics Services, Chief Greg Sage
City of Hamilton, Rose Caterini
Region of Peel, Kathryn Lockyer
Ministry of Transportation, Fabio Saccon

Please be advised that at its meeting held Wednesday, April 18, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-10-18 - Regional Advanced Traffic Management System (ATMS), Our File: PR-3205A

1. THAT Regional Council approve the implementation of a Regional Advanced Traffic Management System as outlined in Report No. PW-10- 18 re: "Regional Advanced Traffic Management System (ATMS), Our File: PR-3205A".
2. THAT the Regional Clerk forward a copy of Report No. PW-10-18 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, Halton Regional Paramedics Services, the City of Hamilton, the Region of Peel and the Ministry of Transportation for their information.

Included please find a copy of Report No. PW-10-18 for your information.

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in dark ink, appearing to read "G. Milne", written over a light blue circular stamp.

Graham Milne
Regional Clerk
graham.milne@halton.ca

Regional Municipality of Halton
HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866



VIA EMAIL

Legislative & Planning Services
Department
Office of the Regional Clerk
1151 Bronte Road
Oakville ON L6M 3L1

April 20, 2018

Conservation Halton, Hassaan Basit
Credit Valley Conservation, Deborah Martin-Downs
Grand River Conservation Authority, Joe Farwell
Ministry of Natural Resources and Forestry, Paul Heeney
Ministry of Municipal Affairs, Darryl Lyons
Niagara Escarpment Commission, David Ayotte
Natural Heritage Advisory Committee, Richard Clark
Halton Agricultural Advisory Committee, Anna DeMarchi-Meyers
City of Burlington, Angela Morgan
Town of Halton Hills, Suzanne Jones
Town of Milton, Troy McHarg
Town of Oakville, Vicki Tytaneck

Please be advised that at its meeting held Wednesday, April 18, 2018, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS40-18 - Halton Tree By-law and Woodlands Stewardship Program - 2017 Annual Report

1. THAT Report No. LPS40-18 re: "Halton Tree By-law and Woodlands Stewardship Program - 2017 Annual Report" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS40-18 to the Conservation Authorities in Halton, the Ministry of Natural Resources and Forestry, the Ministry of Municipal Affairs, the Niagara Escarpment Commission, the Natural Heritage Advisory Committee, the Halton Agricultural Advisory Committee, the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

Included please find a copy of Report No. LPS40-18 for your information.

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1

905-825-6000 | Toll free: 1-866-442-5866

If you have any questions please contact me at extension 7110 or the e-mail address below.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Milne', written in a cursive style.

Graham Milne
Regional Clerk
graham.milne@halton.ca



THE POWER OF WOMEN WORKING TOGETHER
LA PUISSANCE AU FÉMININ: ENSEMBLE POUR RÉUSSIR.

Georgetown club

April 5, 2018

Mayor Rick Bonnette and
the Council of the Town of Halton Hills
1 Halton Hills Drive
Halton Hills, Ontario L7G 5G2

Your Worship and members of Council:

Congratulations on your proposal to provide affordable housing near the Civic Centre, as described in the *Independent and Free Press* last week.

This proposal is precisely in sync with a resolution approved unanimously this week by the Canadian Federation of University Women (CFUW) Georgetown, ***Housing for all through sustainable and mixed urban development in Ontario***. This resolution was circulated to all CFUW clubs in Ontario, and will be voted upon at CFUW Ontario's AGM in May. I am enclosing a copy.

Established in 1971, CFUW Georgetown has provided hundreds of local scholarships, hosted dozens of municipal, provincial and federal election debates, organized many projects to benefit local citizens, and welcomes the community to hear stimulating speakers at every monthly meeting. In 1996, the efforts and vision of Club members led to the establishment of the Old Seed House Garden. Currently the Club has 88 members.

Given our mandate which includes "active participation in public affairs" we are pleased to support the town's push for affordable housing.

Yours truly

Janet Duval
Vice-President and Resolutions Convenor
38 Chelvin Drive, Georgetown ON L7G 4P9



CFUW Ontario Council Resolution

Submitted by Sheila Lacroix, on behalf the Legislation Standing Committee
January 15, 2018

Housing for all through sustainable and mixed urban development in Ontario

RESOLVED that the Ontario Council of the Canadian Federation of University Women (CFUW OC) urge the Government of Ontario and municipal governments to cooperate through laws, bylaws and policies to guarantee that plans for redevelopment and new development for housing ensure that mixed income housing, including social housing, be included in urban communities.

RESOLVED that the Ontario Council of the Canadian Federation of University Women (CFUW OC) urge the Government of Ontario and municipal governments, in cooperation with First Nations, to ensure that as urban areas expand beyond current boundaries, urban growth is sustainable, protecting parks, crown land, First Nation communities, river basins and wetlands, farm lands and designated green space, such as Ontario's Greenbelt.

Purpose

The purpose of this resolution is to enable CFUW Ontario Council and Ontario Clubs to advocate on a broad variety of issues relating to housing and urban development. To meet the needs of the growing urban population, Ontario and municipal governments must work together to ensure that, as our urban areas are renewed or expand, a full range of housing options is offered, meeting the need for: healthy communities with accessible services; controlled development through regulated land use; and respectful consideration of the environment.

Related policies do exist:

Affordable Housing, 1992, CFUW National, offers policy to urge the Government of Canada to reinstate and finance non-profit, co-operative and affordable housing programs, and all levels of government to co-operate in establishing comprehensive plans for land use, which will guarantee affordable housing within community developments.

Preservation of Wetlands, 1991, CFUW OC (There is also National Policy). Relating to sustainability, Clause 2 involves evaluations when proposed development affects wetlands.

It is time to review, update and integrate existing policy. The Ontario government has been rolling out policy and legislative changes affecting both Ontario and municipal strategies, which will be addressed in this backgrounder. In municipalities, higher density housing options are replacing older residential communities and former industrial sites. It is important that development or redevelopment is community oriented, offering mixed housing, preserving or offering green space and providing housing for economically disadvantaged residents who relied on shelters and social or low cost housing. The knowledge and acceptance of environmental impacts have grown; for example, the significance of smaller, local wetlands has been recognized through research at the University of Waterloo as reported in *Waterloo News* (2015). The calls to action of the TRC (Truth and Reconciliation Commission) report have increased awareness of land claims and our relationship with First Nations with whom we share our province. The changing landscape justifies a review and update.

Introduction

The United Nations (UN) Sustainable Development Goal 11 is: "Make cities and human settlements inclusive, safe, resilient and sustainable". In his article about the UN's 2016 Habitat III international conference on housing and sustainable urban development, Dennis Carr (2017) reports that by 2050, 70% of the world's population will be living in urban centres. The conference's output, the **New Urban Agenda**, available on the Habitat III website, provides direction to reverse the 20th century legacy of uncontrolled sprawl and urban poverty. Ontario has witnessed both. Canadian delegates included MPs, municipal leaders and NGO advocates. Canada's national report to Habitat III (Employment and Social Development Canada, 2016) is worth reading to gain a national perspective. According to the 2016 Canadian Census, 37% of Canadians live in the largest municipalities.

In the Ontario Ministry of Finance (2017) report, **Ontario Population Projections Update**, based on the 2011 Census, and taking into consideration projected migration to Ontario, the Greater Toronto Area (GTA) is predicted to be the fastest growing region, passing the 50% (of the Ontario population) mark in 2025. Population is predicted to increase from 6.7 million to 9.6 million by 2041. The census regions of Simcoe and Dufferin north of the GTA will experience more than average growth. In Eastern Ontario, Ottawa will grow fastest, by 35.7%. In Southwestern Ontario, Middlesex and Oxford will be the fastest growing districts. Northern Ontario will remain stable. This report also provides age structure by region which is important in planning for housing needs.

The Greater Golden Horseshoe Region, indicates this region is home to 9 million, and is predicted to increase to 13.5 million by 2041. It is one of North America's fastest growing regions; in addition to being important to the Canadian economy it also encompasses productive farmland, the Niagara Escarpment, the Green Belt and the Oak Ridges Moraine (Ministry of Municipal Affairs and Housing). The map provided indicates the urban growth centres. Planning now for the next 20 years is essential.

In terms of poverty and homelessness, the Campaign 2000 (2016) Ontario report card indicates that many families across Ontario are in core housing need, particularly in the case of renter households where at least 30% of the rental units are unaffordable, require major repair or are overcrowded. The Homeless Hub is a good resource for data on homelessness.

Government Strategies

Being aware of federal policy is essential. The 2017 federal budget proposed investing more than \$11.2 billion over 11 years towards housing needs, and has developed the first National Housing Strategy through the Canadian Mortgage and Housing Corporation (CMHC) which reports to Parliament through the Minister of Families, Children and Social Development. The strategy was released November 2017 and information can be found on the CMHC website. For an analysis from the policy consultation process, refer to **Let's Talk Housing** (Conference Board of Canada, 2017). Although the funding and news of the strategy has been well received, there is concern that much of the funding is delayed until after the next election. According to Dennis Carr (2017), as of summer 2017, the Liberal government had not committed to the goals of Habitat III. So, although there is a greater expectation for support at the federal level, Carr points out that "the real power of Habitat III is the recognition of the role that provincial and municipal leaders, as well as civil society, will play in reshaping urban policy." The Federation of Canadian Municipalities (FCM) Big City Mayors' Caucus (BCMC) also emphasizes the value of local expertise in its recommendations to the National Housing Strategy, (FMC BCMC, 2017). Including local governments in local decision making is one of the ten principles the BCMC put forward.

In Ontario, the Ministry of Municipal Affairs and Housing (MAH) now has two ministers, the Minister of Housing, also responsible for the Poverty Reduction Strategy, and the Minister of Municipal Affairs. In 2016, Ontario committed \$178 million over three years to the housing system and updated the 2010

housing strategy. **Ontario's Long-Term Affordable Housing Strategy: Update** (MAH, 2016) provides a report card of accomplishments since 2010. Some highlights include funding for: a portable housing benefit for survivors of domestic violence; new supportive housing units; additional funding for the community homeless prevention initiative; development of an Indigenous housing strategy focusing on off reserve Indigenous families. Also proposed was legislation for inclusionary zoning, to enable municipalities to mandate the inclusion of affordable housing in new development projects. Also flagged is support for non profit and co-operative housing, as well as enhanced land use planning and municipal finance tools to support municipalities and private developers in developing affordable housing.

Ontario. Promoting Affordable Housing Act

Resulting from the strategy, this act, passed late 2016, amends existing legislation, including the **Planning Act**, aiming to increase affordable housing and modernize the social housing system. It introduced Inclusionary Zoning (IZ), a mechanism whereby municipalities can require that private developers reserve a portion of units to be rented at below market rates. Its aim is to increase the supply of affordable housing, create integrated and inclusive communities and provide tools for municipalities to meet their targets around housing and homelessness. To date, regulations of the Act relating to IZ have not been passed, but the Act does require that municipalities and private developers enter an agreement and be accountable. Currently, municipalities can impose IZ at their discretion. Clayton and Schwartz (2015) offer a research based paper on IZ. It was written before the legislation was updated, but offers background information, including a literature review, recommendations and a non government perspective. The authors conclude that the **Planning Act** should be sufficient to achieve the same results.

Ontario's Fair Housing Plan

Introduced in 2017 as a result of sky rocketing rental and housing costs, it includes measures spearheaded by different ministries to address this crisis; some have been included in this review. Refer to the Ministry of Finance (2017) backgrounder in its April 20, 2017 news release. One outcome was the establishment of the **Ontario Housing Forum**, a range of experts working together to determine how to make housing more affordable. The second meeting focused on the "missing middle" in the Ontario housing market; (Ministry of Housing, 2017). Another was the Development Approval Roundtable which released its **Action Plan**, (Development Approval Roundtable, 2017) to streamline the approval process to bring more housing to market, in particular for low and middle income households.

Ontario Bill 139, Building Better Communities and Preserving Watersheds Act

This Bill, which received Royal Assent Dec.12, 2017, will affect many laws, including **The Planning Act**. Once proclaimed, it repeals the **Ontario Municipal Board Act**, creating Local Planning Appeal Tribunals, giving more power to local councils and planning authorities. This will enhance our ability to act locally when concerned about development in our communities. Concerns have been expressed that this will cause NIMBYism (not in my back yard), but it also enables us to advocate to a local appeal body for housing that meets the criteria of mixed, affordable and sustainable.

Sustainable Development

This is widely known as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". Another guiding principle is from the wisdom of Indigenous peoples: the Seventh Generation Principle: decisions made today should consider impacts seven generations ahead. These principles should drive today's planning for growth beyond current urban areas.

The four main land use plans in southern Ontario to curb growth and protect the natural environment and farmlands are: the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Niagara Escarpment Plan, and the Growth Plan for the Greater Golden Horseshoe. They are interconnected and available on the MAH website. All were updated effective, 2017, and municipalities must update their plans to conform. However, concern remains. The Grow Our Greenbelt movement promotes yet a bigger, stronger Greenbelt. The building industry remains a constant threat to green belt preservation. Some powerful developers claim that lack of land for development is driving up house prices. Groups such as the Ontario Green Belt Alliance counteract such arguments; for example, there is currently sufficient land for development to accommodate population growth and increased housing options will reduce the demand for single family detached homes. The Neptis Foundation (2017) has concerns about rural settlements being a focus for growth. The 'Crombie Report' (Advisory Panel on the Coordinated Review of the Growth Plan, 2015) offers detailed justification for the plans.

Ontario has vast regions of crown land; 95% of Northern Ontario is crown land. Approximately 10% is held in provincial parks and conservation reserves. Most is managed by the Ministry of Natural Resources and Forestry. The most recent strategic directions for the management of crown lands (Ministry of Natural Resources, 1993) is very general with regards to disposition of lands. The Objectives do offer balance. The first is to promote environmental protection whereas another (number 6) is to support development. Another objective supports the resolution of Indigenous issues. Obviously this ministry is an important player when it comes to development that could encroach on crown lands.

Considering First Nations, it is important to be aware of current land claims in your region which could impact development. The largest land claim under current negotiation is the Algonquin Land Claim which will transfer crown land to Algonquin ownership. Another ongoing claim, sparked by development, is that of the Six Nations of the Grand River in the Caledonia area. An example of partnerships to enhance urban green space in Indigenous traditional territory is the Trillium Park and William G. Davis Trail Toronto waterfront park designed in collaboration with the Mississaugas of the New Credit First Nation on whose traditional lands the GTA has spread.

While Indigenous rights were recognized and confirmed in the Constitution Act of 1982, it was the Supreme Court decision of 2004 (Taku River Tlingit First Nation v. British Columbia) that established the legal need to consult Indigenous communities. As stated by the Ontario Ministries of Municipal Affairs and Housing in **Municipal-Aboriginal Relationships: Case Studies**, one of the first of these responsibilities is land-use planning and development. (Ontario, 2009)

Additional Selected Non Government Organizations (NGOs) to Monitor

The Ontario Non-Profit Housing Association (ONPHA) has a membership of over over 760 non-profit organizations providing housing in 220 communities across Ontario. It tracks and analyzes the housing situation and works with governments. Wigwamen is the oldest Indigenous non profit housing provider in Ontario. It provides housing units in both Toronto and Ottawa. It has partnered with YWCA Toronto and two other local partners to build the YWCA Elm Centre to house 50 Indigenous families. The Wellesley Institute focuses on advancing urban health and offers research and policy on housing. Evergreen's mission is to make cities flourish. Through its Mid Sized Cities Program, it works across the province with municipal leaders to consult regarding sustainable and inclusive development.

Conclusion

As our urban centres grow, advocating to ensure there is housing to meet all needs in healthy communities through sustainable development requires awareness of current policy and legislation at all government levels as well as data and resources from government and relevant NGOs. This resolution will provide policy to enable us to: advocate locally for specific housing needs and projects;

advocate at the provincial and local level to ensure compliance with law, policy and funding targets; and to speak out if the progressive legislation and policy currently underway is compromised.

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Websites to Consult

Canadian Mortgage and Housing Corporation - <https://www.cmhc-schl.gc.ca/en/>

Note: for information on the National Housing Strategy, use the search engine.

Centre for Urban Research and Land Development. Ryerson University -

<http://www.ryerson.ca/cur/>

Evergreen - <http://www.evergreen.ca>

Grow Our Greenbelt - <http://www.growourgreenbelt.ca/>

Habitat III - <http://habitat3.org/>

Homeless Hub - <http://homelesshub.ca/>

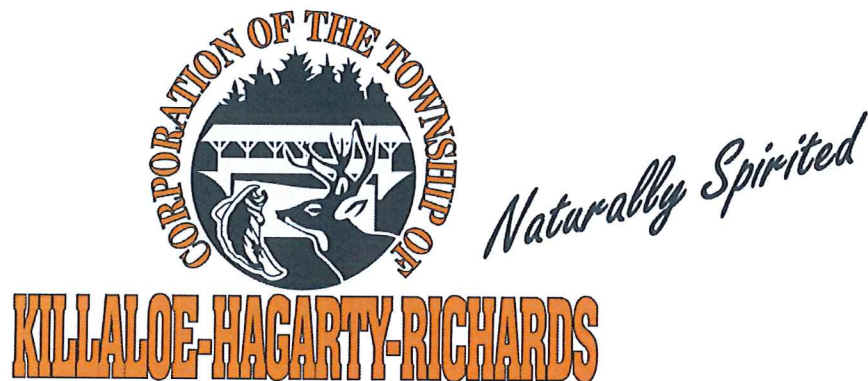
ONPHA (Ontario Non Profit Housing Assoc.) - <http://www.onpha.on.ca>

Ontario - Current Land Claims - <https://www.ontario.ca/page/current-land-claims>

Ontario Greenbelt Alliance - <http://greenbeltalliance.ca/>

Wellesley Institute - <http://www.wellesleyinstitute.com/>

Wigwamen Incorporated - <http://www.wigwamen.com/>

**TOWNSHIP OF KILLALOE, HAGARTY AND RICHARDS**

Date: April 3, 2018

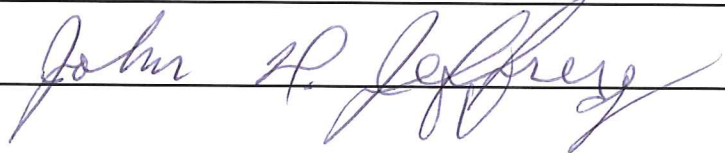
Resolution No.:

9

Moved By:



Seconded By:



WHEREAS municipal governments in Ontario do not have the right to approve landfill projects in their communities, but have authority for making decisions on all other types of development;

AND WHEREAS this out-dated policy allows private landfill operators to consult with local residents and municipal Councils, but essentially ignore them;

AND WHEREAS proposed Ontario legislation (Bill 139) will grant municipalities additional authority and autonomy to make decisions for their communities;

AND WHEREAS municipalities already have exclusive rights for approving casinos and nuclear waste facilities within their communities,

AND FURTHER that the province has recognized the value of municipal approval for the siting of power generation facilities;

AND WHEREAS the recent report from Ontario's Environmental Commissioner has found that Ontario has a garbage problem, particularly from Industrial, Commercial and

Institutional (ICI) waste generated within the City of Toronto, where diversion rates are as low as 15%;

AND UNLESS significant efforts are made to increase recycling and diversion rates, a new home for this Toronto garbage will need to be found, as landfill space is filling up quickly;

AND WHEREAS municipalities across Ontario are quietly being identified and targeted as potential landfill sites for future Toronto garbage by private landfill operators;

AND WHEREAS other communities should not be forced to take Toronto waste, as landfills can contaminate local watersheds, air quality, dramatically increase heavy truck traffic on community roads, and reduce the quality of life for local residents;

AND WHEREAS municipalities should be considered experts in waste management, as they are responsible for this within their own communities, and often have decades' worth of in-house expertise in managing waste, recycling, and diversion programs;

AND WHEREAS municipalities should have the exclusive right to approve or reject these projects, and assess whether the potential economic benefits are of sufficient value to offset any negative impacts and environmental concerns;

THEREFORE BE IT RESOLVED THAT the Township of Killaloe, Hagarty and Richards calls upon the Government of Ontario, and all political parties, to formally grant municipalities the authority to approve landfill projects in or adjacent to their communities, prior to June 2018;

AND THAT in the case of a two-tier municipality, the approval be required at both the upper-tier and affected lower-tier municipalities;

AND FURTHER THAT the Township of Killaloe, Hagarty and Richards encourage all other municipalities in Ontario to consider this motion calling for immediate provincial action.

Carried: ✓

Not Carried: _____



April 4, 2018

Kathleen Wynne, Premier
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Dear Premier Wynne:

Please be advised that at its meeting held the 27th day of March 2018, the Council of the Township of Selwyn passed the following resolution:

Resolution No. 2018 - 063 – Agricultural Systems and Natural Heritage System Mapping – Transition Policies

Deputy Mayor Sherry Senis – Councillor Anita Locke –

Whereas the Agricultural Systems (AS) and the Natural Heritage System (NHS) mapping was released by the Province of Ontario on February 9, 2018; and

Whereas the implementation procedures for the Agricultural System (AS) and the Natural Heritage System (NHS) mapping in Ontario's Greater Golden Horseshoe (GGH) was also issued by the Province on February 9, 2018 and the Province indicated that the implementation procedures for AS take effect immediately as stated by *"OMAFRA's agricultural land base mapping, issued on February 9, 2018, applies to all GGH land use planning decisions."* and for NHS as stated by *"Ontario has mapped a provincially-led Natural Heritage System for the Growth Plan for the Greater Golden Horseshoe (hereafter referred to as the Natural Heritage System for the Growth Plan), including criteria, methods and a regional Natural Heritage System map";* and

Whereas this implementation procedure means that all planning decisions must be consistent with the Provincial February 9, 2018 statement where agricultural systems and natural heritage systems have been identified by the Province regardless of when pre-consultation took place or when the planning application was made; and

Whereas planning staff for the County of Peterborough and Township of Selwyn have attempted to contact applicants that were expected to be impacted by the AS and NHS prior to the release of the mapping and the implementation procedures to advise them if their planning application

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PO Box 270
Bridgenorth
Ontario K0L 1H0

Tel: 705 292 9507
Fax: 705 292 8964

was not considered and approved as of the implementation date (February 9, 2018) that their application must be consistent with the Provincial mapping resulting in applications being denied due to non-conformity with the new mapping; and

Whereas traditionally when new legislation is implemented, the Province includes transition policies that would permit applications in the 'queue' to be considered under the former legislation;

Now therefore be it resolved that the Township of Selwyn strongly urge the Province of Ontario to reconsider the implementation procedure and include transition policies to provide greater flexibility for those applications that were made prior to February 9, 2018 and are impacted by the AS or NHS mapping and that a copy of this Resolution be sent to the Ministry of Municipal Affairs and Housing, Minister of Agriculture, Food and Rural Affairs and local M.P.P. Jeff Leal, the County of Peterborough, the City of Kawartha Lakes and upper and single tier municipalities within the GGH.

Mayor Mary Smith – yes
Councillor Donna Ballantyne – yes
Councillor Gerry Herron – yes
Councillor Anita Locke – yes
Deputy Mayor Sherry Senis – yes

Carried.

Should you have any questions regarding the above-noted matter, please do not hesitate to contact the office directly.

Regards,

Tania Goncalves

Tania Goncalves
Deputy Clerk

cc: Ministry of Municipal Affairs and Housing
Minister of Agriculture, Food and Rural Affairs
Jeff Leal, M.P.P.
County of Peterborough
City of Kawartha Lakes
Regional Municipality of Durham
Regional Municipality of York
City of Toronto
Regional Municipality of Peel
Regional Municipality of Halton

City of Hamilton
County of Northumberland
City of Peterborough
County of Simcoe
City of Barrie
City of Orillia
County of Dufferin
County of Wellington
City of Guelph
Regional Municipality of Waterloo
County of Brant
City of Brantford
County of Haldimand
Regional Municipality of Niagara



April 5, 2018

In This Issue

- 'Rowan's Law' potential regulations posted for public input.
- Federal Gas Tax Fund Outcomes Report now available.
- Applications now open for climate change staff grants.
- Nik Nanos to speak at AMO Annual Conference.
- Only 35 spots left in AMO Trade Show.
- Learn from social media power municipalities.
- Energy use planning is a municipal responsibility.
- First 2018 LAS Town Hall approaching fast.
- Natural gas rate changes are no joke.
- CFTA/CETA: The new face of municipal procurement.
- Career with Madoc.

Provincial Matters

The Government of Ontario has released a [consultation paper](#) for public comment on potential regulations to implement *Rowan's Law (Concussion Safety) Act*. The submission deadline is May 7, 2018.

Federal Matters

Municipalities invested \$1.3 billion from the federal Gas Tax Fund to grow our economy, improve the environment and strengthen communities. Learn more in [AMO's federal Gas Tax Fund Outcomes Report](#).

The Federation of Canadian Municipalities (FCM) is offering [climate change staff grants](#) for Canadian municipalities with populations of 150,000 or less, providing up to \$125,000 over two years to supplement the salary of a new or existing municipal employee who will work on initiatives to reduce greenhouse gas (GHG) emissions or improve adaptation to local climate change impacts. Applications are accepted until June 29, 2018.

Eye on Events

Nik Nanos to speak at AMO AGM and Annual Conference (August 19-22, 2018 in Ottawa). Join him as he addresses what the polls are saying for municipal election priorities. Find out what else is on the [program](#), and register today.

Only 35 spots left in the AMO Annual Conference Trade Show. Are you a municipal supplier or vendor? Do you have a product or service that would benefit the municipal sector? Then register today for the AMO Annual Conference Exhibit Hall. One of the largest municipal trade shows in Canada - with the show floor at 70% sold or on hold - don't miss out, [register today](#).

Municipal governments in Ontario try different ways to manage social media platforms. Join us for a deep dive into 3 different models of social media management - a larger municipality that is managing dozens of social media accounts, a mid-sized municipality experimenting with greater staff access to improve engagement, and a smaller, rural government that is managing social media with little staff and fewer resources. [Register today](#) for this hour long webinar on April 18, 12 - 1 p.m.

The wise use of energy in a community is a municipal responsibility. Conservation and Demand Management (CDM) Planning is the key tool to achieving this goal. Join the CDM webinar April 30, 11:00 a.m. - 12:30 p.m. and hear municipal and government experiences on how to succeed in energy planning for your community. [Register for this free webinar](#) today.

The first of LAS' 2018 Town Hall sessions is just around the corner. Join us in Ingersoll on Friday April 13th to learn about programs and services aimed at Ontario municipalities and their residents. For registration and details, visit the [LAS Town Hall webpage](#).

LAS

April 1st brought with it some laughter and Tom Foolery. It also brought rate changes to utility Natural Gas rates in Ontario. [See the new rates](#) from each utility and what impact they may have on your budget.

Government and BPS procurement regulations in Canada have changed. On July 1, 2017, the Canadian Free Trade Agreement came into effect. Join LAS on **Tuesday April 24 at 11:00 a.m.** to explore the ramifications on municipal procurement. [Register today](#) for this **FREE** webinar.

Careers

[Roads Superintendent - Madoc Township](#). Status: Full Time. A complete job description is available at [Madoc Township](#). Please submit a cover letter and resume in confidence by 4 p.m., Friday, April 13, 2018, quoting "Roads Superintendent", to the attention of: Cassandra Boniface, Clerk-Treasurer, P.O. Box 503, 15651 Hwy 62, Madoc, ON K0K 2K0. Phone: 613.476.2677 ext. 202; Email: clerk@madoc.ca.

About AMO

AMO is a non-profit organization representing almost all of Ontario's 444 municipal governments. AMO supports strong and effective municipal government in Ontario and promotes the value of municipal government as a vital and essential component of Ontario's and Canada's political system. Follow [@AMOPolicy](#) on Twitter!

AMO Contacts

[AMO Watch File Team](#), Tel: 416.971.9856

[Conferences/Events](#)

[Policy and Funding Programs](#)

[LAS Local Authority Services](#)

[MEPCO Municipal Employer Pension Centre of Ontario](#)

[Media Inquiries](#), Tel: 416.729.5425

[Municipal Wire, Career/Employment and Council Resolution Distributions](#)

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April 12, 2018

In This Issue

- AMO announces 2018 Provincial Election: Municipal Priorities.
- P.J. Marshall Awards - Submissions due May 11.
- Local Planning Appeal Support Centre now open to the public.
- Registered to vote in the municipal election?
- Inclusionary zoning legislation effective April 12.
- National Housing Strategy Multilateral Framework endorsed by Ontario.
- Ontario Small Urban Municipalities 2018 Conference fast approaching - register today!
- We Are on the Brink of a Revolution: The Future of Government.
- Practical social media tips.
- Learn from social media power municipalities.
- Government delegation requests at AMO Conference.
- LAS Town Halls start this week.
- Use incentives to upgrade your lights this summer.
- Community Energy Planning and AMO member feedback.
- Join the charge to make municipal fleets more efficient.
- Careers with Lakeshore, Halton Region, Thunder Bay DSSAB, York Region and CVC.

AMO Matters



AMO has set out municipal priorities for the June provincial election. Dubbed "Local Share/Local Say," these include steps the Province should take to make municipal government more affordable, with a greater local say in how services are delivered and a greater local share of revenue to support strong municipalities for the long-term. For more, watch the video and read AMO's 2018 Provincial Election [Municipal Priorities](#) one-pager.

The Peter J. Marshall Municipal Innovation Award is an opportunity to showcase a municipal project that demonstrates innovative and cost effective ways of providing public services and facilities. Please read [Call for Submissions](#) for complete details.

Provincial Matters

The [Local Planning Appeal Support Centre's](#) role is to help people understand and navigate the land use planning and appeal process. People with a question about the land use planning process or an appeal can get in touch with the centre using the [contact information](#).

Registered to vote in the municipal election? Visit MPAC's [voterlookup.ca](#) where you and electors can ensure information is correctly reflected on the Voters' List for the upcoming 2018 municipal and school board elections.

Under the *Promoting Affordable Housing Act*, the municipal ability to plan for the supply of affordable housing will be more flexible than originally proposed. Amendments include adding to the rental market, looking toward smaller developments of 10 units, and local determination of criteria regarding funding

Federal, provincial and territorial Ministers responsible for housing, including Ontario, have endorsed a multilateral Housing Partnership Framework, further advancing the National Housing Strategy (NHS). The next step is to reach a Canada-Ontario bilateral agreement. For more information on the agreement to date, see the joint [news release](#).

Eye on Events

Join us in Niagara Falls this spring, May 2-4, for the [OSUM 2018 Conference & Trade Show](#), Sheraton on the Falls Hotel & Conference Centre. This year's conference theme is the "Municipal Tightrope." [Draft program](#) is now available. Keynotes include John Miller, Front Line newspaper editor and Andrew Coyne, award winning journalist and political correspondent.

We Are on the Brink of a Revolution: The Future of Government. Hear from leading digital strategist Shawn Kanungo, on the AMO main stage, where he addresses through his hands-on experience what leaders need to understand in this digital age. Learn more about Shawn and other [programming details](#) and register today.

Looking for practical social media tips? Join AMO and Redbrick Communications August 19, 10:00 a.m. - noon at the Westin Ottawa for a hands-on Social Media Clinic. This clinic will focus on how to create compelling content, manage the risks and maximize the rewards of social media. It will also cover developing policies and plans that reflect current social media and traditional media environments. You do not need to register for the AMO Conference to attend. [Register today](#), space is limited.

Municipal governments try different ways to manage social media. Join us for a deep dive into 3 different models of social media management - a larger municipality that manages dozens of social media accounts, a mid-sized municipality experimenting with greater staff access to improve engagement, and a smaller, rural government that manages social media with little staff and fewer resources. [Register today](#) for this hour long webinar on April 18, 12 - 1 p.m.

Requests for delegations with the Ontario Government at the AMO Annual Conference is now open. The deadline to submit requests is Tuesday, July 3rd, 2018.

LAS Town Halls start this week in Ingersoll. Still room for the Kawartha Lakes session on April 20th. If you're new to the sector or unfamiliar with our services, [join us for a few hours](#) and see what we have to offer your municipality.

LAS

Are you considering a high bay lighting conversion in your buildings? Take advantage of 10% in incentives through our no-hassle, turn-key [Recreation Facility LED Lighting Service](#). [Contact LAS](#) to learn more.

AMO and LAS are exploring opportunities for municipalities in the low carbon economy. [Read key highlights](#) from a recent survey and the Community Energy Planning document it was based on and [join us for a cost-free webinar](#) on April 30 on Conservation and Demand Management Planning best practices.

LAS and FleetCarma are on a mission to reduce municipal fleet costs and GHG emissions. [Join us for a FREE webinar](#) on Tuesday May 8th at 11:00 am to learn how the [LAS Fleet Management Service](#) can make your municipal fleet more efficient.

Careers

[Director of Community and Development Services - Town of Lakeshore](#). Please visit the Town's [website](#) to view the full job description of the position. Interested and qualified candidates who possess

management experience and excellent communication skills are invited to submit a detailed resume by noon on April 30, 2018 by email to jobs@lakeshore.ca clearly indicating Director of Community and Development Services in the subject line.

Supervisor, Stores - Region of Halton. Department: Finance; Division: Purchasing Services & Stores. Status: Permanent, full time, 40 hours per week. Please apply online at Halton Region Current Employment Opportunities (Posting # F-129-18). Posting expires April 18, 2018.

Addictions Counsellor - District of Thunder Bay Social Services Administration Board (TBDSSAB). Applications must reference Competition No. 26-2018 and be submitted by 4:30 p.m. April 13, 2018 to the attention of: Human Resources, The District of Thunder Bay Social Services Administration Board, 231 May Street South, Thunder Bay, Ontario P7E 1B5. Applications can be faxed to 807.345.2466. Application forms are available on the TBDSSAB website.

Program Manager, Local Immigration Partnership #22264 - York Region. Department: Community & Health Services. Branch: Strategies & Partnerships. Location: Newmarket. Status: Full-Time, Non-Union. Please apply online by April 16, 2018, quoting competition #22264.

Coordinator, Climate Change Science - Credit Valley Conservation. Anticipated Start and End Dates: May 22, 2018 - May 22, 2019 (35 hours/week). Forward resume and cover letter by April 23, 2018 to: Credit Valley Conservation; email: hrcvc@creditvalleyca.ca or fax: 905.670.2210. Please quote "Coordinator, Climate Change Science" on resume/letter. Resumes/letters submitted electronically must be submitted in Word or Pdf. format.

About AMO

AMO is a non-profit organization representing almost all of Ontario's 444 municipal governments. AMO supports strong and effective municipal government in Ontario and promotes the value of municipal government as a vital and essential component of Ontario's and Canada's political system. Follow [@AMOPolicy](https://twitter.com/AMOPolicy) on Twitter!

AMO Contacts

AMO Watch File Team, Tel: 416.971.9856

Conferences/Events

Policy and Funding Programs

LAS Local Authority Services

MEPCO Municipal Employer Pension Centre of Ontario

Media Inquiries, Tel: 416.729.5425

Municipal Wire, Career/Employment and Council Resolution Distributions

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April 19, 2018

In This Issue

- 2018 Ontario Small Urban Municipalities Conference. Theme: *Municipal Tightrope*.
- We Are on the Brink of a Revolution: The Future of Government.
- Practical social media tips.
- Don't miss your chance to learn about LAS programming.
- Make your fleet more efficient with telematics.
- How can net-metering reduce your municipal electricity bill?
- Careers with Ontario Public Service and Norfolk County.

Eye on Events

Join us in Niagara Falls, May 2-4, for the OSUM 2018 Conference & Trade Show, Sheraton on the Falls Hotel & Conference Centre. This year's conference theme is the "Municipal Tightrope." Check out the program - keynotes include John Miller, Front Line newspaper editor and Andrew Coyne, award winning journalist and political correspondent. Register today!

We Are on the Brink of a Revolution: The Future of Government. Hear from leading digital strategist Shawn Kanungo, on the AMO main stage, where he addresses through his hands-on experience what leaders need to understand in this digital age. Learn more about Shawn and other programming details and register today.

Looking for practical social media tips? Join AMO and Redbrick Communications August 19, 10:00 a.m. - noon at the Westin Ottawa for a hands-on Social Media Clinic. This clinic will focus on how to create compelling content, manage the risks and maximize the rewards of social media. It will also cover developing policies and plans that reflect current social and traditional media environments. You do not need to register for the AMO Conference to attend. Register today, space is limited.

Don't miss your opportunity to learn what LAS can do for your municipality. Join us at the nearest Town Hall information session as we explore programming related to the broad areas of asset management, energy efficiency, and supporting your residents' needs. Register today!

LAS and FleetCarma are on a mission to reduce municipal fleet costs and GHG emissions. Join us for a FREE webinar on Tuesday, May 8 at 11:00 a.m. to learn how the LAS Fleet Management Service can make your municipal fleet more efficient using telematics.

LAS

If your municipality has a microFIT installation or another source of renewable energy, net-metering can offset the electricity you purchase with the electricity you generate on your own. Learn more about how your municipality can take advantage of net-metering.

Careers

Director, Early Years Child Care Programs & Service Integration Branch - Ontario Public Service.
Location: Ministry of Education, Toronto. Please apply online, only, by Sunday, April 29, 2018, by

Manager, Asset Management - Norfolk County. Status: Permanent, Full Time. Division: Public Works or Financial Services. Location: Delhi or Simcoe. Resumes must be submitted by 4:30 p.m., April 27, 2018 through email, mail, fax, courier, or in person to Human Resources & Staff Development, 185 Robinson St., Suite 300, Simcoe ON N3Y 5L6. Fax: 519.427.5902; Email: jobs@norfolkcounty.ca.

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April 26, 2018

In This Issue

- Joint Annual Memorandum of Understanding Statement.
- 2018 - 2020 AMO Board of Directors: Call for nominations.
- Apply for an AMO Gas Tax Award.
- P.J. Marshall Awards - Submissions due May 11.
- Funding available to get your industrial lands certified.
- National Disaster Mitigation Program: Funding for flood mitigation.
- Public health funding increase.
- Nominations for a Champion of Diversity Award.
- 2018 Ontario Small Urban Municipalities Conference fast approaching. Register today!
- We Are on the Brink of a Revolution: The Future of Government.
- AMO Trade Show almost sold out.
- Government delegation requests at AMO Conference.
- AMO presents cost-free webinar on CDM.
- Heading to FONOM? Take in an LAS Town Hall beforehand.
- LAS Energy Workshops are built for you.
- Roads Assessment Case Study: City of Kenora.
- Learn how to improve your municipal fleet's efficiency.
- Careers with Township of Nipigon and Ontario Public Service.

AMO Matters

AMO and the Province of Ontario released the 2017 Joint Annual Memorandum of Understanding Statement. The Joint Statement provides an update of some of the activities and accomplishments under the MOU during 2017.

Please be advised that in accordance with the Association's governing by-law, the Secretary-Treasurer is requesting nominations to the 2018-20 AMO Board of Directors. A completed [nomination form and supporting material](#) must be received no later than 12:00 noon Monday, June 25, 2018.

Do you have an excellent federal Gas Tax project? [Answer five questions to apply for a 2018 AMO Gas Tax Award](#). Recipients are recognized on stage at the 2018 AMO Conference.

The Peter J. Marshall Municipal Innovation Award is an opportunity to showcase a municipal project that demonstrates innovative and cost effective ways of providing public services and facilities. Please read [Call for Submissions](#) for complete details.

Provincial Matters

The Ministry of Economic Development and Growth's **Investment Ready: Certified Site Program** is now accepting applications **until June 27, 2018**. For complete program guidelines, visit [Ontario Certified Site](#). The Investment Ready: Certified Site Program is a province-wide investment attraction program providing industrial property owners a grant reimbursement for 50% or up to \$50,000 of eligible expenses that support the certification process and including marketing of the certified site.

Learn how to access federal funding to support flood mapping and riverine or urban flood mitigation

Proposals are due September 14, 2018.

The Ministry of Health and Long-Term Care has announced a 2% increase in base funding for all public health units. This represents an infusion of \$15 million across the province. Further, an additional 1% incremental amount will be allocated to some public health units based on local need as identified in annual service plans.

The Ministry of Citizenship and Immigration Champion of Diversity Award recognizes individuals, groups and employers who help promote immigrant success, economic growth, and inclusion in Ontario. The deadline is May 15, 2018. If you have any questions, call 416-314-7526, toll free 1-877-832-8622 or TTY 416-327-2391, or email ontariohonoursandawards@ontario.ca.

Eye on Events

Join us in Niagara Falls, May 2-4, for the OSUM 2018 Conference & Trade Show. This year's conference theme is the "Municipal Tightrope." Check out the program - keynotes include John Miller, Front Line newspaper editor and Andrew Coyne, award winning journalist and political correspondent. Register today!

We Are on the Brink of a Revolution: The Future of Government. Hear from leading digital strategist Shawn Kanungo, on the AMO main stage, where he addresses through his hands-on experience what leaders need to understand in this digital age. Learn more about Shawn and other programming details and register today.

Are you a municipal supplier or vendor? Do you have a product or service that would benefit the municipal sector? Then register today for the AMO Annual Conference Exhibit Hall. One of the largest municipal trade shows in Canada - the show is almost sold out - don't miss out, register today.

Requests for delegations with the Ontario Government at the 2018 AMO Annual Conference is now open. The deadline to submit requests is Tuesday, July 3, 2018.

AMO presents a no-cost webinar on April 30 at 11 a.m. that will provide best practises and supports for your mandatory Conservation and Demand Management (CDM) Plans. Register today.

If you plan on attending the FONOM Conference in Parry Sound, why not kick the conference off with an LAS Town Hall? This is your opportunity to learn about the programs and services available to Ontario municipalities through LAS. Register for free today!

LAS

Did you know LAS offers fully customized Energy Workshops? Choose the topics and timeframe to suit your team's needs and let us do the rest. Contact Christian Tham to find out more about Energy Efficient Building Operations. Now booking for Summer/Fall 2018.

The LAS Roads Assessment Service was launched one year ago. We sat down with one of the first municipalities to use the service, the City of Kenora, to find out how they used the service and what their overall experience was like.

LAS and FleetCarma are on a mission to reduce municipal fleet costs and GHG emissions. Join us for a FREE webinar on Tuesday May 8th at 11:00 a.m. to learn how the LAS Fleet Management Service can make your municipal fleet more efficient using telematics.

Careers

Deputy Clerk/Deputy Treasurer/By-Law Enforcement - Township of Nipigon. Qualified applicants are invited to submit their resumes and covering letter no later than 3:00 p.m. on May 11, 2018 to: CAO
 Mark MacNeil, The Corporation of the Township of Nipigon, Box 400, 50 Front St. Nipigon, Ontario

POT 2J0, or email lindsaymannila@nipigon.net.

Senior Economic Analyst - Ontario Public Service. Location: Ministry of Finance, Provincial Local Finance Division, Toronto. Additional information: 1 Temporary, duration up to 12 months. Note: less qualified applicants may be considered on an underfill basis. Please apply online, only, by Tuesday, May 8, 2018, by visiting Ontario Public Service Careers and entering Job ID 122755 in the Job ID search field.

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BY-LAW NO. 2018- 0021

A By-law to provide for the levy and collection of rates or levies required for the Town of Halton Hills for the year 2018 and to provide for the mailing of notices for the payment of taxes

WHEREAS Section 312 of The Municipal Act, 2001, S.O. 2001, as amended (Municipal Act), provides the authority for the Council of the Town of Halton Hills to levy on the whole rateable property according to the last returned assessment roll for the current year, the tax rates required for Town, Region of Halton and Public and Separate school boards purposes;

AND WHEREAS the Council of the Region of Halton has passed the Regional rating By-law #22-18, directing the Council of the Town of Halton Hills to levy the 2018 tax rates as approved for general and special purposes including Waste Management services;

AND WHEREAS the total assessable property according to the last returned assessment roll is \$12,922,927,475 of which \$9,778,804,300 is in the urban area (including the hamlets of Norval, Stewarttown, and Glen Williams) and the balance of \$3,144,123,175 is in the rural area;

AND WHEREAS the Municipal Act provides that the tax rates to be levied on each class of property shall be the same proportion to each other as the tax ratios for the property classes established under sections 307 and 308 of the Municipal Act;

AND WHEREAS regulations made under the Education Act prescribe the residential, farm, commercial, industrial and pipeline tax rates for school purposes;

AND WHEREAS in order to raise the amounts of the said estimates it is necessary to levy separate rates on the two areas aforesaid, the urban area and the rural area;

AND WHEREAS the amount of \$335,000 be levied and collected for hospital redevelopment;

AND WHEREAS the Board of Management for the Acton Business Improvement Area requires the amount of \$93,484.87 to be levied and collected in accordance with By-law #1993-0175 as amended by By-law #2003-0107 and By-law 2010-0003, to cover the 2018 estimated expenses of \$93,200 plus the previous year underage of \$284.87;

AND WHEREAS the Board of Management for Georgetown Central Business Improvement Area requires the amount of \$197,458.78 to be levied and collected in accordance with By-law #1993-0174 as amended by By-law #2003-0103, By-law 2010-0016 and By-law 2010-0026, to cover the 2018 estimated expenses of \$196,860 plus the previous year underage of \$598.78;

AND WHEREAS on April 9, 2018, Council for the Town of Halton Hills approved Report No. CORPSERV-2018-0025, dated March 14, 2018, in which certain recommendations were made relating to 2018 Final Property Tax Rates.

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. **THAT** for the raising of the sum of \$116,538,073 as shown in Schedule “A” attached hereto, for the current year lawful purposes of the Corporation of the Town of Halton Hills, the Regional Municipality of Halton, and the School Boards, the tax rates as shown on Schedule “B” attached hereto, shall be levied and collected upon the whole rateable property of the public and separate school supporters.
2. **THAT**,
 - (a) For Town purposes, the tax rates set out in Schedule “C” attached hereto and which forms part hereof, shall be levied upon the assessment amounts for residential, multi-residential, commercial, industrial, pipeline, farm and managed forest properties.
 - (b) For hospital redevelopment purposes, the tax rates set out in Schedule “D” attached hereto and which forms part hereof, shall be levied upon the assessment amounts for residential, multi-residential, commercial, industrial, pipeline, farm and managed forest properties.
 - (c) For Regional purposes, the tax rates set out in Schedules “E”, and “F” attached hereto and which forms part hereof, shall be levied upon the assessment amounts for residential, multi-residential, commercial, industrial, pipeline, farm and managed forest properties.
 - (d) For Education purposes, the tax rates set out in Schedule “G” attached hereto and which forms part hereof, shall be levied upon the assessment amounts for residential, multi-residential, commercial, industrial, pipeline, farm and managed forest properties.
 - (e) For the purposes of the Boards of Management for the Acton and Georgetown Business Improvement Areas, the tax rates set out in Schedules “H” and “I” attached hereto and which forms part hereof, shall be levied upon the rateable assessment in the improvement areas.
 - (f) For the purposes of Payments-in-Lieu (PIL) of taxes the tax rates set out in Schedules “J” and “K” attached hereto, and which forms part thereof, shall be requested for properties classed as such.
3. **THAT** the Treasurer/Manager of Accounting shall proceed to collect the amounts to be raised by this By-law, together with all the other sums on the tax roll in the manner as set forth in the Assessment Act, the Municipal Acts, The Education Act, the Regional Municipalities Act and any other applicable Acts and the By-law in force in this Municipality.
4. **THAT** the Treasurer/Manager of Accounting shall add to the Collector’s Roll, all or any arrears for service charges and fees as provided by the Weed Control Act, the Ditches and Watercourses Act, the Tile Drainage Act, the Municipal Act, the Planning Act, the Building Code Act and the Line Fences Act or any other charges which should be collected pursuant to any statute or By-law to the respective properties chargeable thereto.
5. **THAT** the net amount of taxes levied by this By-law shall be due and payable in two installments on June 27 and September 26, 2018.
6. **THAT** the net amount of taxes levied by this By-law for those on the Pre-authorized Due Date Plan shall be due and payable in two installments on June 27 and September 26 2018.

7. **THAT** the net amount of taxes levied by this By-law for those on the Monthly Pre-authorized Payment Plan shall be due and payable on June 27, July 27, August 29, September 26 and October 29, 2018 and January 29, February 26, March 27, April 26, May 29, 2019.
8. **THAT** the net amount of taxes levied by this By-law for all (portions of) lands classified as farmland (FT) shall be due and payable on September 26, 2018.
9. **THAT** the Treasurer/Manager of Accounting is hereby authorized to mail or cause to be mailed the notice of taxes due to the address of the residence or place of business of the person to whom such notice is required to be given.
10. **THAT** all arrears, taxes and assessments levied and imposed in any year prior to the current year plus all penalties and interest for each year must be paid before any installment of taxes of the current year is paid.
11. **THAT** in default of payment of any installment by the day named for payment thereof, the subsequent installment(s) shall forthwith become payable.
12. **THAT** any installment or any part of any installment of rates, taxes and assessments not paid on or before the date prescribed in Sections 5, 6, 7, or 8 of this By-law, shall be subject to a penalty which shall be added to and collected with the rates, taxes and assessments and which shall be a percentage charge of 1.25% of the unpaid principal. This charge shall be added on the first day of each calendar month in which the default continues.
13. **THAT** the Treasurer/Manager of Accounting may accept partial payments from time to time on account of any taxes due and may give a receipt for such payment, provided that acceptance of any such part payment does not affect the collection of any percentage charge imposed and collectable in respect of non-payment of taxes. Such partial payments shall be applied in the order specified below:
 - (a) To all penalties and interest applied in the taxation year which has been outstanding for the longest period of time
 - (b) To the taxes for the taxation year which has been outstanding for the longest period of time
 - (c) To all penalties and interest applied in the taxation year which has been outstanding for the second longest period of time
 - (d) To the taxes in the taxation year which has been outstanding for the second longest period of time
 - (e) And so forth for each successive year for which there are outstanding penalty / interest charges and / or taxes up to and including
 - (f) All penalties and interest for the current taxation year
 - (g) All taxes in the current taxation year
14. **THAT**, taxes may be paid:
 - (a) At the Municipal Offices, 1 Halton Hills Drive, Halton Hills, Ontario
 - (b) Or by mail payable to "The Town of Halton Hills", 1 Halton Hills Drive, Halton Hills, Ontario L7G 5G2
 - (c) Or by direct transfer through telephone or electronic banking available at most financial institutions

- (d) Or by third-party on-line payment service providers
- (e) To avoid penalty and interest charges, payment must be received at the Town of Halton Hills by the due date

BY-LAW read and passed by the Council for the Town of Halton Hills this 7th day of May, 2018.

MAYOR – RICK BONNETTE

CLERK – SUZANNE JONES

SCHEDULE " A "

**TOWN OF HALTON HILLS
SUMMARY OF TAX LEVIES
2018 FINAL**

	TAX LEVY	TOTAL TAX LEVY	SHARE %
EDUCATION PURPOSES			
English Public	22,442,121		
English Separate	8,377,478		
French Public	128,680		
French Separate	392,341		
Total Education Purposes		31,340,620	26.89%
REGIONAL PURPOSES			
General Purposes	34,820,290		
Waste Management Purposes	2,764,219		
Total Regional Purposes		37,584,509	32.25%
TOWN PURPOSES			
General Purposes	46,987,000		
Hospital Redevelopment	335,000		
Acton Business Improvement Area	93,485		
Georgetown Business Improvement Area	197,459		
Total Town Purposes		47,612,944	40.86%
TOTAL LEVY		116,538,073	100.00%

Page 294 of 307
TOWN OF HALTON HILLS
SUMMARY OF TAX RATES
2018 FINAL

SCHEDULE " B "

	Description	Town Tax Rate (%)	Hospital Rate (%)	Region Tax Rate (%)		Education Tax Rate (%)	Total Rural Tax Rate (%)	Total Urban Tax Rate (%)	Acton B.I.A.	Georgetown B.I.A.				
				General Services	Waste Management					Area @ 100%	Expanded Area @ 10%			
Commercial														
CF	Commercial - PIL Full Rate	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%	0.301185%	0.421161%	0.042116%			
CG	Commercial - PIL (no education)	0.525984%	0.003750%	0.389787%	0.040293%		0.919521%	0.959815%						
CH	Commercial - Shared PIL for education	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%						
CT	Commercial - Taxable Full	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%						
CU	Commercial - Excess land	0.368189%	0.002625%	0.272851%	0.028205%	0.586751%	1.230416%	1.258621%	0.210829%	0.294813%				
CX	Commercial - Vacant land	0.368189%	0.002625%	0.272851%	0.028205%	0.586751%	1.230416%	1.258621%						
CZ	Commercial - PIL - vacant land, (no education)	0.368189%	0.002625%	0.272851%	0.028205%		0.643665%	0.671870%	0.301185%	0.421161%	0.421161%			
DT	Office Building	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%						
GT	Parking Lot	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%						
ST	Shopping Centre	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%						
XT	Commercial New Construction - Full	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%						
XU	Commercial New Construction - Excess land	0.368189%	0.002625%	0.272851%	0.028205%	0.586751%	1.230416%	1.258621%						
ZT	Commercial New Construction - Shopping Ctr	0.525984%	0.003750%	0.389787%	0.040293%	0.838216%	1.757737%	1.798031%						
ZU	Commercial New Construction - Shopping Ctr - Excess land	0.368189%	0.002625%	0.272851%	0.028205%	0.586751%	1.230416%	1.258621%						
Farm & Managed Forest														
FT	Farm - Taxable Full	0.072226%	0.000515%	0.053524%	0.005533%	0.042500%	0.168765%	0.174297%						
TT	Managed Forests	0.090282%	0.000644%	0.066905%	0.006916%	0.042500%	0.200331%	0.207247%						
Farm Awaiting Development Phase 1														
I1	Industrial - Farm I	0.270847%	0.001931%	0.200714%	0.020748%	0.127500%	0.600992%	0.621740%						
R1	Residential - Farm I	0.270847%	0.001931%	0.200714%	0.020748%	0.127500%	0.600992%	0.621740%						
Industrial														
IH	Industrial - Shared (PIL for education)	0.852228%	0.006076%	0.631554%	0.065285%	1.244198%	2.734056%	2.799341%						
IK	Industrial - Shared Excess land	0.553948%	0.003949%	0.410510%	0.042435%	0.808729%	1.777137%	1.819572%						
IT	Industrial - Taxable Full	0.852228%	0.006076%	0.631554%	0.065285%	1.244198%	2.734056%	2.799341%						
IU	Industrial - Excess land	0.553948%	0.003949%	0.410510%	0.042435%	0.808729%	1.777137%	1.819572%						
IW	Industrial - PIL - Excess land (no education)	0.553948%	0.003949%	0.410510%	0.042435%		0.968408%	1.010843%						
IX	Industrial - Vacant land	0.553948%	0.003949%	0.410510%	0.042435%	0.808729%	1.777137%	1.819572%						
IZ	Industrial - PIL - Vacant land (no education)	0.553948%	0.003949%	0.410510%	0.042435%		0.968408%	1.010843%						
JT	Industrial New Construction	0.852228%	0.006076%	0.631554%	0.065285%	1.090000%	2.579858%	2.645143%						
JU	Industrial - New Construction - Excess land	0.553948%	0.003949%	0.410510%	0.042435%	0.708500%	1.676908%	1.719343%						
LT	Large Industrial - Taxable	0.852228%	0.006076%	0.631554%	0.065285%	1.244198%	2.734056%	2.799341%						
LU	Large Industrial - Excess land	0.553948%	0.003949%	0.410510%	0.042435%	0.808729%	1.777137%	1.819572%						
Multi-Residential														
MT	Multi-Residential	0.722258%	0.005149%	0.535238%	0.055329%	0.170000%	1.432645%	1.487974%						
NT	New Multi-Residential	0.361129%	0.002575%	0.267619%	0.027664%	0.170000%	0.801323%	0.828987%						
Pipeline														
PT	Pipeline	0.383411%	0.002734%	0.284131%	0.029371%	1.090000%	1.760275%	1.789647%						
Residential														
RD	Residential - Education only					0.170000%	0.170000%	0.170000%						
RG	Residential - PIL - no education	0.361129%	0.002575%	0.267619%	0.027664%		0.631323%	0.658987%						
RH	Residential - Shared PIL (for education)	0.361129%	0.002575%	0.267619%	0.027664%	0.170000%	0.801323%	0.828987%						
RP	Residential - Tenant of Prov - PIL - Full	0.361129%	0.002575%	0.267619%	0.027664%	0.170000%	0.801323%	0.828987%						
RT	Residential - Taxable Full	0.361129%	0.002575%	0.267619%	0.027664%	0.170000%	0.801323%	0.828987%						
Other														
UH	Utility Transmission	0.477080%	0.003400%	0.353540%		1.208660%	2.042680%	2.042680%						
WT	Railway Right of Way - CN	0.353120%	0.002520%	0.261690%		0.822690%	1.440020%	1.440020%						
WT	Railway Right of Way - Metrolinx	0.349690%	0.002490%	0.259140%		0.822690%	1.434010%	1.434010%						

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TOWN OF HALTON HILLS
2018 FINAL TAX RATE CALCULATIONS
FOR TOWN PURPOSES

SCHEDULE " C "

(Column 1)		(Column 2)	(Column 3)	(Column 4)	(Column 5)	(Column 6)	(Column 7)	(Column 8)
Description		Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Tax Rate	Levy
					(col. 3 x (1-col. 4))	(col. 2 x col. 5)	(Residential and Farm tax rate, as calculated below x col. 5)	(col. 2 x col. 7)
Commercial Shared (PIL for educ)	CH	697,926	1.456500	0.00%	1.456500	1,016,529	0.525984%	3,670.98
Commercial	CT	585,122,355	1.456500	0.00%	1.456500	852,230,710	0.525984%	3,077,651.67
- Excess land	CU	15,795,026	1.456500	30.00%	1.019550	16,103,819	0.368189%	58,155.55
- Vacant land	CX	22,998,312	1.456500	30.00%	1.019550	23,447,929	0.368189%	84,677.26
- Office Building	DT	2,412,500	1.456500	0.00%	1.456500	3,513,806	0.525984%	12,689.37
- Parking Lot	GT	968,200	1.456500	0.00%	1.456500	1,410,183	0.525984%	5,092.58
- Shopping Centre	ST	141,299,630	1.456500	0.00%	1.456500	205,802,911	0.525984%	743,213.86
- New Construction	XT	126,675,464	1.456500	0.00%	1.456500	184,502,813	0.525984%	666,293.04
- Vacant Land	XU	2,070,636	1.456500	30.00%	1.019550	2,111,117	0.368189%	7,623.85
- New Construction Shopping Centre	ZT	220,483,875	1.456500	0.00%	1.456500	321,134,764	0.525984%	1,159,710.55
- Excess Land	ZU	8,530	1.456500	30.00%	1.019550	8,697	0.368189%	31.41
Farm	FT	374,989,592	0.200000	0.00%	0.200000	74,997,918	0.072226%	270,839.18
Industrial Farm Phase 1	II	1,558,750	1.000000	25.00%	0.750000	1,169,063	0.270847%	4,221.82
Industrial Shared (PIL for educ)	IH	2,331,825	2.359900	0.00%	2.359900	5,502,874	0.852228%	19,872.47
- Excess land	IK	488,050	2.359900	35.00%	1.533935	748,637	0.553948%	2,703.54
Industrial	IT	186,113,137	2.359900	0.00%	2.359900	439,208,392	0.852228%	1,586,108.58
- Excess land	IU	5,647,453	2.359900	35.00%	1.533935	8,662,826	0.553948%	31,283.97
- Vacant land	IX	103,746,177	2.359900	35.00%	1.533935	159,139,892	0.553948%	574,700.19
- New Construction	JT	14,728,860	2.359900	0.00%	2.359900	34,758,637	0.852228%	125,523.49
- Excess land	JU	2,509,311	2.359900	35.00%	1.533935	3,849,120	0.553948%	13,900.29
- Large Industrial	LT	43,598,463	2.359900	0.00%	2.359900	102,888,013	0.852228%	371,558.38
- Excess land	LU	5,532,450	2.359900	35.00%	1.533935	8,486,419	0.553948%	30,646.91
Multi-residential	MT	106,499,650	2.000000	0.00%	2.000000	212,999,300	0.722258%	769,202.10
New Multi-residential	NT	3,734,350	1.000000	0.00%	1.000000	3,734,350	0.361129%	13,485.82
Pipeline	PT	18,356,500	1.061700	0.00%	1.061700	19,489,096	0.383411%	70,380.76
Residential Farm Phase 1	R1	1,094,750	1.000000	25.00%	0.750000	821,063	0.270847%	2,965.09
Residential Shared (PIL for educ)	RH	313,000	1.000000	0.00%	1.000000	313,000	0.361129%	1,130.33
Residential	RT	10,320,341,392	1.000000	0.00%	1.000000	10,320,341,392	0.361129%	37,269,738.77
Managed Forests	TT	10,996,805	0.250000	0.00%	0.250000	2,749,201	0.090282%	9,928.16
Total Returned Assessment		12,321,112,969				13,011,142,470		46,987,000.00
Levy Requirement		\$ 46,987,000						
Tax Rate Calculation		\$ 46,987,000	divided by	(total col. 6) 13,011,142,470	equals	Residential Tax Rate	0.361129%	

TOWN OF HALTON HILLS
2018 FINAL TAX RATE CALCULATIONS
FOR HOSPITAL PURPOSES

(Column 1)		(Column 2)	(Column 3)	(Column 4)	(Column 5)	(Column 6)	(Column 7)	(Column 8)
Description		Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Tax Rate	Levy
					(col. 3 X (1-col. 4))	(col. 2 X col. 5)	(Residential and Farm tax rate, as calculated below X col. 5)	(col. 2 X col. 7)
Commercial Shared (PIL for educ)	CH	697,926	1.456500	0.00%	1.456500	1,016,529	0.003750%	26.17
Commercial	CT	585,122,355	1.456500	0.00%	1.456500	852,230,710	0.003750%	21,942.52
- Excess land	CU	15,795,026	1.456500	30.00%	1.019550	16,103,819	0.002625%	414.63
- Vacant land	CX	22,998,312	1.456500	30.00%	1.019550	23,447,929	0.002625%	603.72
- Office Building	DT	2,412,500	1.456500	0.00%	1.456500	3,513,806	0.003750%	90.47
- Parking Lot	GT	968,200	1.456500	0.00%	1.456500	1,410,183	0.003750%	36.31
- Shopping Centre	ST	141,299,630	1.456500	0.00%	1.456500	205,802,911	0.003750%	5,298.84
- New Construction	XT	126,675,464	1.456500	0.00%	1.456500	184,502,813	0.003750%	4,750.42
- Vacant Land	XU	2,070,636	1.456500	30.00%	1.019550	2,111,117	0.002625%	54.36
- Shopping Centre	ZT	220,483,875	1.456500	0.00%	1.456500	321,134,764	0.003750%	8,268.31
- Excess Land	ZU	8,530	1.456500	30.00%	1.019550	8,697	0.002625%	0.22
Farm	FT	374,989,592	0.200000	0.00%	0.200000	74,997,918	0.000515%	1,930.98
Industrial Farm Phase 1	I1	1,558,750	1.000000	25.00%	0.750000	1,169,063	0.001931%	30.10
Industrial Shared (PIL for educ)	IH	2,331,825	2.359900	0.00%	2.359900	5,502,874	0.006076%	141.68
- Excess land	IK	488,050	2.359900	35.00%	1.533935	748,637	0.003949%	19.28
Industrial	IT	186,113,137	2.359900	0.00%	2.359900	439,208,392	0.006076%	11,308.37
- Excess land	IU	5,647,453	2.359900	35.00%	1.533935	8,662,826	0.003949%	223.04
- Vacant land	IX	103,746,177	2.359900	35.00%	1.533935	159,139,892	0.003949%	4,097.40
- new construction	JT	14,728,860	2.359900	0.00%	2.359900	34,758,637	0.006076%	894.94
- Excess land	JU	2,509,311	2.359900	35.00%	1.533935	3,849,120	0.003949%	99.10
- Large Industrial	LT	43,598,463	2.359900	0.00%	2.359900	102,888,013	0.006076%	2,649.07
- Excess land	LU	5,532,450	2.359900	35.00%	1.533935	8,486,419	0.003949%	218.50
Multi-residential	MT	106,499,650	2.000000	0.00%	2.000000	212,999,300	0.005149%	5,484.13
New Multi-residential	NT	3,734,350	1.000000	0.00%	1.000000	3,734,350	0.002575%	96.15
Pipeline	PT	18,356,500	1.061700	0.00%	1.061700	19,489,096	0.002734%	501.79
Residential Farm Phase 1	R1	1,094,750	1.000000	25.00%	0.750000	821,063	0.001931%	21.14
Residential Shared (PIL for educ)	RH	313,000	1.000000	0.00%	1.000000	313,000	0.002575%	8.06
Residential	RT	10,320,341,392	1.000000	0.00%	1.000000	10,320,341,392	0.002575%	265,719.51
Managed Forests	TT	10,996,805	0.250000	0.00%	0.250000	2,749,201	0.000644%	70.78
Total Returned Assessment		12,321,112,969				13,011,142,470		335,000.00
Levy Requirement		\$ 335,000						
Tax Rate Calculation		\$ 335,000	divided by	(total col. 6) 13,011,142,470	equals	Residential Tax Rate	0.002575%	

2018 FINAL TAX RATE CALCULATIONS
FOR THE REGION OF HALTON - GENERAL PURPOSES

(Column 1)		(Column 2)	(Column 3)	(Column 4)	(Column 5)	(Column 6)	(Column 7)	(Column 8)
Description		Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Tax Rate	Levy
					(col. 3 X (1-col. 4))	(col. 2 X col. 5)	(Residential and Farm tax rate, as calculated below X col. 5)	(col. 2 X col. 7)
Commercial Shared (PIL for educ)	CH	697,926	1.456500	0.00%	1.456500	1,016,529	0.389787%	2,720.43
Commercial	CT	585,122,355	1.456500	0.00%	1.456500	852,230,710	0.389787%	2,280,731.35
- Excess land	CU	15,795,026	1.456500	30.00%	1.019550	16,103,819	0.272851%	43,096.88
- Vacant land	CX	22,998,312	1.456500	30.00%	1.019550	23,447,929	0.272851%	62,751.11
- Office Building	DT	2,412,500	1.456500	0.00%	1.456500	3,513,806	0.389787%	9,403.61
- Parking Lot	GT	968,200	1.456500	0.00%	1.456500	1,410,183	0.389787%	3,773.92
- Shopping Centre	ST	141,299,630	1.456500	0.00%	1.456500	205,802,911	0.389787%	550,767.70
- New Construction	XT	126,675,464	1.456500	0.00%	1.456500	184,502,813	0.389787%	493,764.59
- Vacant Land	XU	2,070,636	1.456500	30.00%	1.019550	2,111,117	0.272851%	5,649.75
- Shopping Centre	ZT	220,483,875	1.456500	0.00%	1.456500	321,134,764	0.389787%	859,417.66
- Excess Land	ZU	8,530	1.456500	30.00%	1.019550	8,697	0.272851%	23.27
Farm	FT	374,989,592	0.200000	0.00%	0.200000	74,997,918	0.053524%	200,708.68
Industrial Farm Phase 1	II	1,558,750	1.000000	25.00%	0.750000	1,169,063	0.200714%	3,128.63
Industrial Shared (PIL for educ)	IH	2,331,825	2.359900	0.00%	2.359900	5,502,874	0.631554%	14,726.74
- Excess land	IK	488,050	2.359900	35.00%	1.533935	748,637	0.410510%	2,003.49
Industrial	IT	186,113,137	2.359900	0.00%	2.359900	439,208,392	0.631554%	1,175,405.13
- Excess land	IU	5,647,453	2.359900	35.00%	1.533935	8,662,826	0.410510%	23,183.37
- Vacant land	IX	103,746,177	2.359900	35.00%	1.533935	159,139,892	0.410510%	425,888.60
- new construction	JT	14,728,860	2.359900	0.00%	2.359900	34,758,637	0.631554%	93,020.72
- Excess land	JU	2,509,311	2.359900	35.00%	1.533935	3,849,120	0.410510%	10,300.98
- Large Industrial	LT	43,598,463	2.359900	0.00%	2.359900	102,888,013	0.631554%	275,347.88
- Excess land	LU	5,532,450	2.359900	35.00%	1.533935	8,486,419	0.410510%	22,711.27
Multi-residential	MT	106,499,650	2.000000	0.00%	2.000000	212,999,300	0.535238%	570,026.61
New Multi-residential	NT	3,734,350	1.000000	0.00%	1.000000	3,734,350	0.267619%	9,993.83
Pipeline	PT	18,356,500	1.061700	0.00%	1.061700	19,489,096	0.284131%	52,156.52
Residential Farm Phase 1	R1	1,094,750	1.000000	25.00%	0.750000	821,063	0.200714%	2,197.32
Residential Shared (PIL for educ)	RH	313,000	1.000000	0.00%	1.000000	313,000	0.267619%	837.65
Residential	RT	10,320,341,392	1.000000	0.00%	1.000000	10,320,341,392	0.267619%	27,619,194.93
Managed Forests	TT	10,996,805	0.250000	0.00%	0.250000	2,749,201	0.066905%	7,357.39
Total Returned Assessment		12,321,112,969				13,011,142,470		34,820,290.00
Levy Requirement		\$ 34,820,290						
Tax Rate Calculation		\$34,820,290	divided by	13,011,142,470	equals	Residential Tax Rate	0.267619%	

2018 FINAL TAX RATE CALCULATIONS
FOR THE REGION OF HALTON - GENERAL WASTE MANAGEMENT PURPOSES

(Column 1)		(Column 2)	(Column 3)	(Column 4)	(Column 5)	(Column 6)	(Column 7)	(Column 8)
Description		Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Tax Rate	Levy
					(col. 3 X (1-col. 4))	(col. 2 X col. 5)	(Residential and Farm tax rate, as calculated below X col. 5)	(col. 2 X col. 7)
Commercial Shared (PIL for educ)	CH	631,300	1.4565	0.00%	1.4565	919,488	0.040293%	254.37
Commercial	CT	437,805,478	1.4565	0.00%	1.4565	637,663,679	0.040293%	176,405.53
- Excess land	CU	5,969,621	1.4565	30.00%	1.0196	6,086,327	0.028205%	1,683.74
- Vacant land	CX	11,771,812	1.4565	30.00%	1.0196	12,001,951	0.028205%	3,320.26
- Office Building	DT	2,412,500	1.4565	0.00%	1.4565	3,513,806	0.040293%	972.07
- Parking Lot	GT	796,500	1.4565	0.00%	1.4565	1,160,102	0.040293%	320.93
- Shopping Centre	ST	141,299,630	1.4565	0.00%	1.4565	205,802,911	0.040293%	56,934.04
- New Construction	XT	37,339,268	1.4565	0.00%	1.4565	54,384,644	0.040293%	15,045.16
- Vacant Land	XU	1,364,225	1.4565	30.00%	1.0196	1,390,896	0.028205%	384.78
- Shopping Centre	ZT	258,350	1.4565	0.00%	1.4565	376,287	0.040293%	104.10
- Excess Land	ZU	8,530	1.4565	30.00%	1.0196	8,697	0.028205%	2.41
Farm	FT	2,909,200	0.2000	0.00%	0.2000	581,840	0.005533%	160.96
Industrial Farm Phase 1	II	1,558,750	1.0000	25.00%	0.7500	1,169,063	0.020748%	323.41
Industrial Shared (PIL for educ)	IH	1,799,700	2.3599	0.00%	2.3599	4,247,112	0.065285%	1,174.94
- Excess land	IK	488,050	2.3599	35.00%	1.5339	748,637	0.042435%	207.11
Industrial	IT	120,472,192	2.3599	0.00%	2.3599	284,302,326	0.065285%	78,650.40
- Excess land	IU	4,496,103	2.3599	35.00%	1.5339	6,896,730	0.042435%	1,907.94
- Vacant land	IX	15,546,550	2.3599	35.00%	1.5339	23,847,397	0.042435%	6,597.23
- new construction	JT	1,709,600	2.3599	0.00%	2.3599	4,034,485	0.065285%	1,116.11
- Excess land	JU	8,900	2.3599	35.00%	1.5339	13,652	0.042435%	3.78
- Large Industrial	LT	43,598,463	2.3599	0.00%	2.3599	102,888,013	0.065285%	28,463.30
- Excess land	LU	5,532,450	2.3599	35.00%	1.5339	8,486,419	0.042435%	2,347.71
Multi-residential	MT	106,499,650	2.0000	0.00%	2.0000	212,999,300	0.055329%	58,924.88
New Multi-residential	NT	3,734,350	1.0000	0.00%	1.0000	3,734,350	0.027664%	1,033.08
Pipeline	PT	16,322,500	1.0617	0.00%	1.0617	17,329,598	0.029371%	4,794.12
Residential Farm Phase 1	R1	0	1.0000	25.00%	0.7500	0	0.020748%	-
Residential Shared (PIL for educ)	RH	313,000	1.0000	0.00%	1.0000	313,000	0.027664%	86.59
Residential	RT	8,397,038,452	1.0000	0.00%	1.0000	8,397,038,452	0.027664%	2,322,986.41
Managed Forests	TT	196,950	0.2500	0.00%	0.2500	49,238	0.006916%	13.62
Total Returned Assessment		9,361,882,074				9,991,988,398		2,764,219.00
Levy Requirement		\$2,764,219						
Tax Rate Calculation		\$2,764,219	divided by	9,991,988,398	equals	Residential Tax Rate	0.027664%	

SCHEDULE " G "

TOWN OF HALTON HILLS
2018 FINAL TAX RATE CALCULATIONS
FOR EDUCATION PURPOSES

(Column 1)		(Column 2)	(Column 3)	(Column 4)	(Column 5)	(Column 6)	(Column 7)	(Column 8)	(Column 9)	(Column 10)	(Column 11)	(Column 12)	(Column 13)	(Column 14)
		Tax	No School Support		English Public		English Separate		French Public		French Separate		Total	
		Rate	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes
Commercial	CT	0.838216%	585,122,355	4,904,589.20	0	3,140,212.28	0	1,651,031.86	0	36,293.96	0	77,051.10	585,122,355	4,904,589.20
- Excess land	CU	0.586751%	15,795,026	92,677.50	0	59,337.70	0	31,198.03	0	685.81	0	1,455.96	15,795,026	92,677.50
- Vacant land	CX	0.586751%	22,998,312	134,942.87	0	86,398.52	0	45,425.82	0	998.58	0	2,119.95	22,998,312	134,942.87
- Office Building	DT	0.838216%	2,412,500	20,221.96	0	12,947.31	0	6,807.32	0	149.64	0	317.69	2,412,500	20,221.96
- Parking Lot	GT	0.838216%	968,200	8,115.61	0	5,196.10	0	2731.957794	0	60.06	0	127.50	968,200	8,115.61
- Shopping Centre	ST	0.838216%	141,299,630	1,184,396.11	0	758,321.45	0	398,703.26	0	8,764.53	0	18,606.86	141,299,630	1,184,396.11
- New construction	XT	0.838216%	126,675,464	1,061,814.01	0	679,837.04	0	357,438.45	0	7,857.42	0	16,681.10	126,675,464	1,061,814.01
- Excess land (NC)	XU	0.586751%	2,070,636	12,149.48	0	7,778.83	0	4,089.88	0	89.91	0	190.87	2,070,636	12,149.48
- Shopping Centre (NC)	ZT	0.838216%	220,483,875	1,848,131.12	0	1,183,284.43	0	622,136.38	0	13,676.17	0	29,034.14	220,483,875	1,848,131.12
- Excess land (NC)	ZU	0.586751%	8,530	50.05	0	32.05	0	16.85	0	0.37	0	0.79	8,530	50.05
Farm	FT	0.042500%	0	-	360,304,660	153,129.48	14,684,932	6,241.10	0	-	0	-	374,989,592	159,370.58
Industrial - Farm I	I1	0.127500%	1,558,750	1,987.41	0	1,272.46	0	669.02	0	14.71	0	31.22	1,558,750	1,987.41
Industrial	IT	1.244198%	186,113,137	2,315,615.93	0	1,482,596.26	0	779,505.79	0	17,135.56	0	36,378.33	186,113,137	2,315,615.93
- Excess land	IU	0.808729%	5,647,453	45,672.57	0	29,242.32	0	15,374.76	0	337.98	0	717.52	5,647,453	45,672.57
- Vacant land	IX	0.808729%	103,746,177	839,025.11	0	537,194.22	0	282,441.02	0	6,208.79	0	13,181.08	103,746,177	839,025.11
- new construction	JT	1.090000%	14,728,860	160,544.57	0	102,790.27	0	54,044.12	0	1,188.03	0	2,522.16	14,728,860	160,544.57
- Excess land	JU	0.708500%	2,509,311	17,778.47	0	11,382.84	0	5,984.77	0	131.56	0	279.30	2,509,311	17,778.47
- Large Industrial	LT	1.244198%	43,598,463	542,451.20	0	347,309.81	0	182,605.35	0	4,014.14	0	8,521.91	43,598,463	542,451.20
- Excess land	LU	0.808729%	5,532,450	44,742.51	0	28,646.84	0	15,061.67	0	331.09	0	702.90	5,532,450	44,742.51
Multi-residential	MT	0.170000%	0	-	98,835,035	168,019.56	7,078,715	12,033.82	190,045	323.08	395,855	672.95	106,499,650	181,049.41
New Multi-residential	NT	0.170000%	0	-	133,482	226.92	3,600,868	6,121.48	0	-	0	-	3,734,350	6,348.40
Pipeline	PT	1.090000%	18,356,500	200,085.85	0	128,106.97	0	67,354.90	0	1,480.64	0	3,143.35	18,356,500	200,085.85
Residential - Farm 1	R1	0.127500%	0	-	1,094,750	1,395.81	0	-	0	-	0	-	1,094,750	1,395.81
Res. School taxes only	RD	0.170000%	0	-	4,516,850	7,678.65	0	-	0	-	0	-	4,516,850	7,678.65
Residential, Shared PIL	RH	0.170000%	0	-	0	-	313,000	532.10	0	-	0	-	313,000	532.10
Residential	RT	0.170000%	68,690,362	116,773.62	7,900,601,927	13,505,788.75	2,229,434,759	3,829,348.59	16,513,335	28,936.79	105,101,009	180,506.23	10,320,341,392	17,544,580.37
Managed Forests	TT	0.042500%	0	-	9,398,704	3,994.45	1,363,138	579.33	3,157	1.34	231,806	98.52	10,996,805	4,673.64
Total Taxes			1,568,315,991	13,551,765.15	8,374,885,408	22,442,121.29	2,256,475,412	8,377,477.61	16,706,537	128,680.15	105,728,670	392,341.42	12,322,112,018	31,340,620.47
No support sharing ratio						0.64026		0.33663		0.00740		0.01571		1.00000

**TOWN OF HALTON HILLS
2018 FINAL TAX RATE CALCULATIONS
FOR ACTON BIA**

(Column 1)		(Column 2)	(Column 3)	(Column 4)	(Column 5)	(Column 6)	(Column 7)	(Column 8)
Description		Assessment	Transition Ratio	Tax Reduction	Weighted Ratio	Weighted Assessment	Tax Rate	Levy
					(col. 3 X (1-col. 4))	(col. 2 X col. 5)	(Residential and Farm tax rate, as calculated below X col. 5)	(col. 2 X col. 7)
Commercial Shared (PIL for educ)	CH	0	1.4565	0.00%	1.4565	0	0.000000%	\$0
Commercial	CT	28,273,600	1.4565	0.00%	1.4565	41,180,498	0.301185%	85,155.76
- Excess land	CU	0	1.4565	30.00%	1.0196	0	0.000000%	\$0
- Vacant land	CX	268,500	1.4565	30.00%	1.0196	273,749	0.210829%	566.08
- Office Building	DT	0	1.4565	0.00%	1.4565	0	0.000000%	\$0
- Parking Lot	GT	0	1.4565	0.00%	1.4565	0	0.000000%	\$0
- Shopping Centre	ST	0	1.4565	0.00%	1.4565	0	0.000000%	\$0
- new construction	XT	2,577,500	1.4565	0.00%	1.4565	3,754,129	0.301185%	7,763.04
Farm	FT	0	0.2000	0.00%	0.2000	0	0.000000%	\$0
Industrial Farm Phase 1	I1	0	1.0000	25.00%	0.7500	0	0.000000%	\$0
Industrial Shared (PIL for educ)	IH	0	2.3599	0.00%	2.3599	0	0.000000%	\$0
- Excess land	IK	0	2.3599	35.00%	1.5339	0	0.000000%	\$0
Industrial	IT	0	2.3599	0.00%	2.3599	0	0.000000%	\$0
- Excess land	IU	0	2.3599	35.00%	1.5339	0	0.000000%	\$0
- Vacant land	IX	0	2.3599	35.00%	1.5339	0	0.000000%	\$0
- new construction	JT	0	2.3599	0.00%	2.3599	0	0.000000%	\$0
- Excess land	JU	0	2.3599	35.00%	1.5339	0	0.000000%	\$0
- Large Industrial	LT	0	2.3599	0.00%	2.3599	0	0.000000%	\$0
- Excess land	LU	0	2.3599	35.00%	1.5339	0	0.000000%	\$0
Multi-residential	MT	0	2.0000	0.00%	2.0000	0	0.000000%	\$0
New Multi-residential	NT	0	1.0000	0.00%	1.0000	0	0.000000%	\$0
Pipeline	PT	0	1.0617	0.00%	1.0617	0	0.000000%	\$0
Residential Farm Phase 1	R1	0	1.0000	25.00%	0.7500	0	0.000000%	\$0
Residential Shared (PIL for educ)	RH	0	1.0000	0.00%	1.0000	0	0.000000%	\$0
Residential	RT	0	1.0000	0.00%	1.0000	0	0.000000%	\$0
Managed Forests	TT	0	0.2500	0.00%	0.2500	0	0.000000%	\$0
Total Returned Assessment		31,119,600				45,208,376		93,484.87
Levy Requirement		\$ 93,485						
Tax Rate Calculation		\$ 93,485	divided by	45,208,376	equals	Residential Tax Rate	0.206787%	

[illegible]

SCHEDULE " J "

TOWN OF HALTON HILLS
2018 FINAL TAX RATE CALCULATIONS
RIGHT OF WAY, UTILITY CORRIDOR AND HEADS AND BEDS

Right of Way/Utility Corridor		Acres	\$ 106.17	178.45	482.53
			Metrolinx	CNR RATES	ONT. HYDRO
Municipal rates	Comm. Tax	Share	\$ 611.33	\$ 617.33	\$ 834.02
Town Commercial	\$ 5,818,810.11	57.2020%	\$ 349.69	\$ 353.12	\$ 477.08
Hospital	\$ 41,485.97	0.4078%	\$ 2.49	\$ 2.52	\$ 3.40
Total Town	5,860,296.09	57.6098%	\$ 352.18	\$ 355.64	\$ 480.48
Region Commercial	\$ 4,312,100.28	42.3902%	\$ 259.14	\$ 261.69	\$ 353.54
Total Region	\$ 4,312,100.28	42.3902%	\$ 259.14	\$ 261.69	\$ 353.54
Total Town & Region	\$ 10,172,396.36	100.0000%	\$ 611.32	\$ 617.33	\$ 834.02
School rates		Share	\$ 822.69	\$ 822.69	\$ 1,208.66
English Public		64.026%	\$ 526.74	\$ 526.74	\$ 773.86
English Catholic		33.663%	\$ 276.94	\$ 276.94	\$ 406.87
French Public		0.740%	\$ 6.09	\$ 6.09	\$ 8.94
French Catholic		1.571%	\$ 12.92	\$ 12.92	\$ 18.99
Total School Boards		100.000%	\$ 822.69	\$ 822.69	\$ 1,208.66

\$1,434.02	\$ 1,440.02	\$ 2,042.68
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Heads/Beds			112	
	Com & Ind Taxes	Share	Rate per Bed	Total Taxes
			\$ 75.00	\$ 8,400.00
Town	\$ 8,579,329.77	54.7658%	\$ 41.07	\$ 4,600.33
Hospital	\$ 61,167.46	0.3905%	\$ 0.29	\$ 32.80
Acton BIA	\$ 93,484.87	0.5968%	\$ 0.45	\$ 50.13
Georgetown BIA	\$ 197,458.78	1.2605%	\$ 0.95	\$ 105.88
Town Total	\$ 8,931,440.88	57.0135%	\$ 42.76	\$ 4,789.14
Region	\$ 6,357,817.07	40.5849%	\$ 30.44	\$ 3,409.13
Waste	\$ 376,219.34	2.4016%	\$ 1.80	\$ 201.73
Region Total	\$ 6,734,036.41	42.9865%	\$ 32.24	\$ 3,610.86
	\$ 15,665,477.29	100.0000%	\$ 75.00	\$ 8,400.00

TOWN OF HALTON HILLS
2018 FINAL TAX RATE CALCULATIONS
PAYMENTS IN LIEU OF TAXES

		Assessment		Town	Hospital	Region		Education					Total
		Total Assessment	Urban Assessment			General Services	Waste Management	Education No Support	English Public	English Separate	French Public	French Separate	
	Commercial												
CF	Commercial - PIL Full Rate	26,675,850	23,867,650	\$ 140,310.78	\$ 1,000.36	\$ 103,979.02	\$ 9,617.02	\$ 223,601.24					478,508.43
CG	Commercial - PIL (no education)	18,291,469	5,042,969	\$ 96,210.25	\$ 685.94	\$ 71,297.78	\$ 2,031.97						170,225.95
CZ	Commercial - PIL - vacant land, (no education)	2,514,434	538,500	\$ 9,257.87	\$ 66.01	\$ 6,860.66	\$ 151.88						16,336.42
	Industrial												
IW	Industrial - PIL - Excess land (no education)	5,063,000	0	\$ 28,046.40	\$ 199.96	\$ 20,784.13	\$ -						49,030.49
IZ	Industrial - PIL - Vacant land (no education)	12,473	0	\$ 69.09	\$ 0.49	\$ 51.20	\$ -						120.79
	Residential												
RG	Residential - PIL - no education	694,500	694,500	\$ 2,508.04	\$ 17.88	\$ 1,858.61	\$ 192.13						4,576.66
RP	Residential, PIL, Full Rate, Tenant of Province (educ paid to SB)	589,000	0	\$ 2,127.05	\$ 15.17	\$ 1,576.28	\$ -		\$ 1,001.30	\$ -	\$ -	\$ -	4,719.79
	Rights of Way												
UH	Hydro Corridors ROW / Acre (\$ x 1/100000) (educ kept by LT)	48,253,000	0	\$ 230,205.41	\$ 1,640.60	\$ 170,593.66		\$ 583,214.71					985,654.38
WT CN	CN Rail ROW/ Acre (\$ x 1/100000) (education paid to SB)	17,845,000	0	\$ 63,014.26	\$ 449.69	\$ 46,698.58			\$ 93,996.75	\$ 49,419.94	\$ 1,086.76	\$ 2,305.57	256,971.57
WT ML	CN Rail ROW/ Acre (\$ x 1/100000) (education paid to SB)	10,617,000	0	\$ 37,126.59	\$ 264.36	\$ 27,512.89			\$ 55,923.99	\$ 29,402.72	\$ 646.58	\$ 1,371.72	152,248.84
	Heads and Beds												
	Heads and Beds (GHosp)(\$ x 1/100000) (no education)	11,200,000	11,200,000	\$ 4,756.34	\$ 32.80	\$ 3,409.13	\$ 201.73						8,400.00
		141,755,726	41,343,619	\$ 613,632.09	\$ 4,373.27	\$ 454,621.94	\$ 12,194.74	\$ 806,815.95	\$ 150,922.04	\$ 78,822.66	\$ 1,733.34	\$ 3,677.29	\$ 2,126,793.32

FIR Code	Description	Assessment		Town	Hospital	Region		Education					Total
		Total Assessment	Urban Assessment			General Services	Waste Management	Education No Support	English Public	English Separate	French Public	French Separate	
5010	National Defense	4,661,000	4,661,000	24,516.13	174.79	18,167.98	1,878.06	39,069.25					83,806.21
5020	Canada Post	2,323,500	2,323,500	12,221.25	87.13	9,056.70	936.21	19,475.95					41,777.24
5220	Min of Transportation	8,345,907	318,000	43,235.10	308.25	32,039.90	87.97	-					75,671.22
5240	Min of Energy and Infrastructure	1,577,500	0	5,766.60	41.11	4,273.41	-		1,001.30				11,082.42
5430	LCBO	896,500	896,500	4,715.45	33.62	3,494.44	361.23	-					8,604.74
5610	Town of Halton Hills	730,450	730,450	3,842.05	27.39	2,847.20	294.32	6,122.75					13,133.71
5610	Halton Hills Hydro	3,830,801	3,232,050	27,377.33	195.19	20,288.30	1,723.00	38,809.65	0.00	532.10			88,925.57
5910	Region of Halton	18,960,900	16,152,700	99,731.36	711.05	73,907.14	6,508.43	158,933.30					339,791.27
5910	Metrolinx	16,344,969	5,061,469	84,501.56	602.47	62,620.91	1,926.78	-					149,651.72
5432	Right of Way	28,462,000	0	100,140.85	714.06	74,211.47	-	-	149,920.74	78,822.66	1,733.34	3,677.29	409,220.41
5434	Hydro Right of Way	48,253,000	0	230,205.41	1,640.60	170,593.66	-	583,214.71					985,654.38
5230	Heads & Beds	11,200,000	11,200,000	4,756.34	32.80	3,409.13	201.73	-					8,400.00
Total		145,586,527	44,575,669	641,009.42	4,568.46	474,910.24	13,917.74	845,625.60	150,922.04	79,354.76	1,733.34	3,677.29	2,215,718.90
Total	Excluding Halton Hills Hydro	141,755,726	41,343,619	613,632.09	4,373.27	454,621.94	12,194.74	806,815.95	150,922.04	78,822.66	1,733.34	3,677.29	2,126,793.32
Total	Excluding Halton Hills Hydro & H & B	130,555,726	30,143,619	608,875.75	4,340.47	451,212.81	11,993.01	806,815.95	150,922.04	78,822.66	1,733.34	3,677.29	2,118,393.32
Total	Excluding Halton Hills Hydro, H & B, ROW	53,840,726	30,143,619	278,529.49	1,985.81	206,407.68	11,993.01	223,601.24	1,001.30	-	-	-	723,518.53



BY-LAW NO. 2018- 0022

A By-law to remove the Holding Provision from Zoning By-law 2010-0050, as amended, for lands described as Part Lot 11, Concession 10 Esquesing, Town of Halton Hills, Regional Municipality of Halton (Georgetown South)

WHEREAS Council is empowered to enact this By-law by virtue of the provisions of Section 36 of the Planning Act, R.S.O. 1990, c. P.13, as amended;

AND WHEREAS notice of removal of the Holding Provision has been provided in accordance with the provisions of the Planning Act, R.S.O. 1990, c. P.13, as amended;

AND WHEREAS said By-law conforms to the Official Plan for the Town of Halton Hills;

AND WHEREAS on May 7, 2018, Council for the Town of Halton Hills approved Report No. PLS-2018-0034, dated April 19, 2018, in which certain recommendations were made relating to the proposed Holding Removal By-law;

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

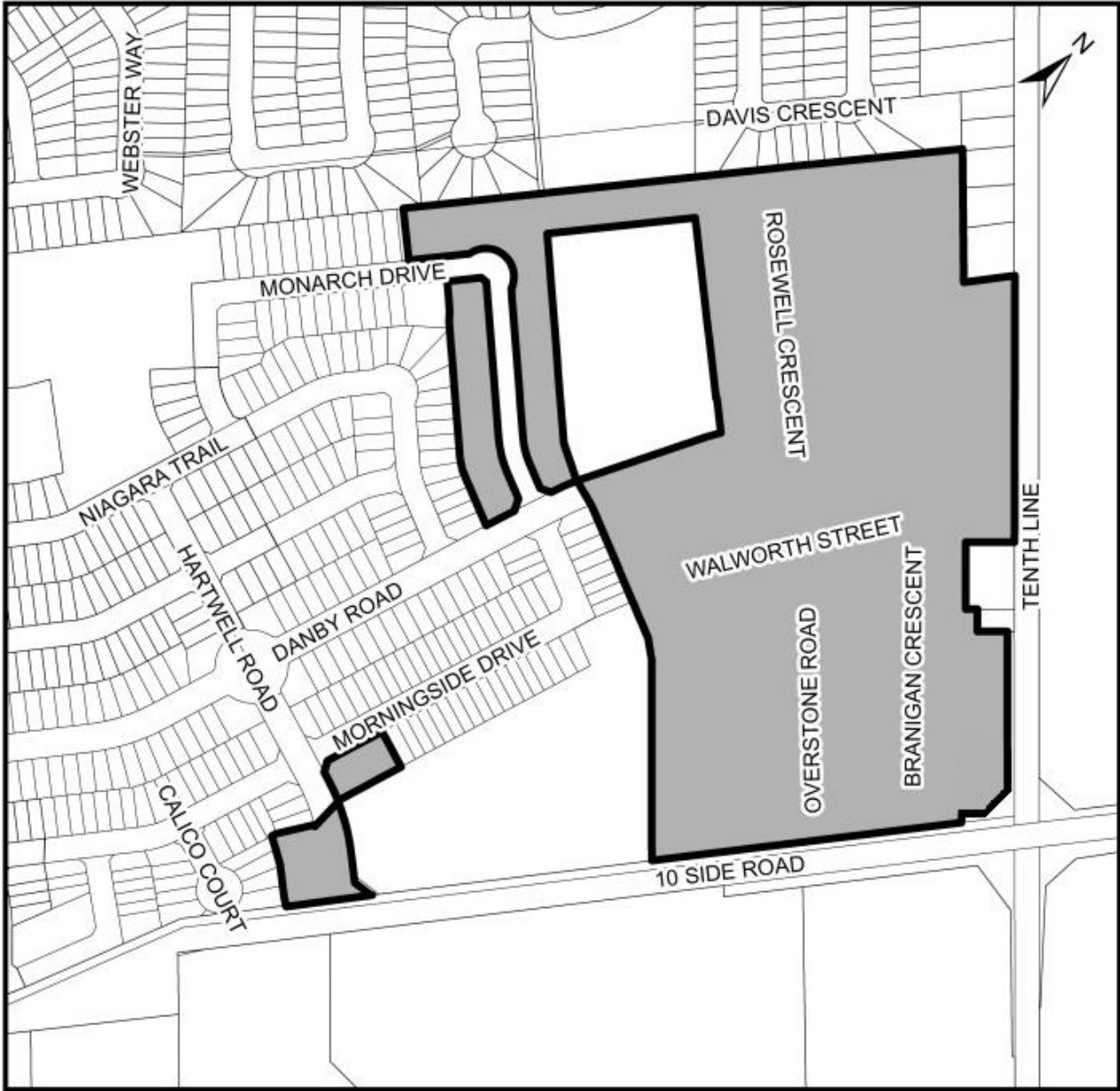
1. That Schedule "A3-4" of Zoning By-law 2010-0050, as amended, is hereby further amended by removing the Holding (H1) Provision for the lands described Part Lot 11, Concession 10 Esquesing, Town of Halton Hills, Regional Municipality of Halton (Georgetown), as shown on Schedule "1" of this By-law; and
2. This By-law shall become effective from and after the date of passing hereof.

BY-LAW read and passed by the Council for the Town of Halton Hills this 7th day of May, 2018.

MAYOR – RICK BONNETTE

CLERK – SUZANNE JONES

Schedule 1 to By-law 2018-



Legend

 Holding Provision (H) to be removed.



BY-LAW NO. 2018-0023

A By-law to adopt the proceedings of the Council Meeting held on the 7th day of May, 2018 and to authorize its execution.

WHEREAS Section 5(3) of *The Municipal Act*, 2001, c.25, as amended, provides that Council's powers shall be exercised by by-law;

AND WHEREAS certain actions of Council do not require the enactment of a specific by-law;

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. Subject to Paragraph 3 of this by-law, the proceedings of the above-referenced Council meeting, including all Resolutions, By-laws, Recommendations, Adoptions of Committee Reports, and all other motions and matters decided in the said Council Meeting are hereby adopted and confirmed, and shall have the same force and effect, as if such proceedings were expressly embodied in this by-law.
2. The Mayor and Clerk are hereby authorized to execute all such documents, and to direct other officials of the Town to take all other action, that may be required to give effect to the proceedings of the Council Meeting referred to in Paragraph 1 of this by-law.
3. Nothing in this by-law has the effect of conferring the status of a by-law upon any of the proceedings of the Council Meeting referred to in Paragraph 1 of this by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.
4. Any member of Council who complied with the provisions of Section 5 of the *Municipal Conflict of Interest Act*, R.S.O. 1990, Chapter M.50 respecting the proceedings of the Council Meeting referred to in Paragraph 1 of this by-law shall be deemed to have complied with said provisions in respect of this by-law.

BY-LAW read and passed by the Council for the Town of Halton Hills this 7th day of May, 2018.

MAYOR – RICK BONNETTE

CLERK – SUZANNE JONES