



REPORT

TO: Mayor Bonnette and Members of Council

FROM: Rob Stribbell, Senior Planner - Policy

DATE: November 23, 2021

REPORT NO.: PD-2021-0062

SUBJECT: Southeast Georgetown Secondary Plan – Land Use Alternatives

RECOMMENDATION:

THAT Report No. PD-2021-0062 regarding the Land Use Alternatives for the Southeast Georgetown Secondary Plan be received for information.

KEY POINTS:

The following are key points for consideration with respect to this report:

- The Town has retained SGL Planning and Design Inc. to complete the Southeast Georgetown Secondary Plan.
- The Secondary Plan will provide a detailed land use and infrastructure plan for the Southeast Georgetown Lands.
- The attached Land Use Alternatives Paper provides a draft vision and principles for the Secondary Plan and provides two draft land use alternatives.
- Public input on the two draft land use alternatives has been received and will be carefully considered in developing a preferred land use alternative during the next stage of the process.

BACKGROUND AND DISCUSSION:

The Southeast Georgetown Secondary Plan project commenced in October 2020 with the establishment of the Technical Advisory and Steering Committees. The Technical Advisory Committee (TAC) is comprised of relevant Town Staff, the Region of Halton, Credit Valley Conservation and representatives from the school boards. The Steering Committee (SC) is comprised of three members of the public, Town Staff and three

members of Council. Throughout the study process, Town Staff will engage these committees to seek input and feedback on the Secondary Plan.

The development of the Land Use Alternatives Paper (Attachment #1) is the result of input received from the TAC, SC, and members of the public through the Let's Talk Halton Hills online engagement platform and a public open house which was held on September 14, 2021. A policy review and guideline analysis were also undertaken in the preparation of the Land Use Alternatives. Two proposed land uses are presented in the Land Use Alternatives Paper and while the overall vision of the two land uses remains the same, the location of roads, cultural heritage resources, parks and housing vary. The land use alternatives were also designed with climate change, sustainability, and the 15-minute neighbourhood in mind.

Norval West By-pass

The need for the Norval West By-pass has been identified by both the Town of Halton Hills and the Region of Halton through the Halton Peel Boundary Area Transportation Study (HPBATS) as part of a broader suite of transportation improvements. Attachment # 2A shows the proposed transportation improvements in this area, including the proposed Winston Churchill Boulevard Bypass which would connect with the Norval West Bypass at Ten Sideroad.

As per the Norval Secondary Plan, 'The Town of Halton Hills and the Region of Halton will implement corridor protection for future north-south transportation facilities and related connections (East/West Connection bypass or Norval West Bypass).' The Southeast Georgetown lands are also subject to corridor protection policies in ROPA 43 and OPA 21¹.

In January 2020, the Region of Halton initiated the required Class EA Study for the proposed Norval West By-pass with a targeted completion of winter 2022².

The Region of Halton conducted online virtual public consultation for the Norval West By-pass between November 19, 2020, and December 18, 2020, and outlined the following problem and opportunities:

- Without a new Norval West Bypass and improvements to 10 Side Road, the Hamlet of Norval is expected to experience delays during peak periods as travel demand continues to grow by 2031.

¹ ROPA 43 remains under appeal at the Ontario Land Tribunal. OPA 21 is being held in abeyance by the Region at Town Council's request.

² The Town is and will continue to be an active participant in this process to ensure appropriate coordination between the Norval West Bypass Class EA and the Southeast Georgetown Secondary Plan exercise.

- To support future growth, travel demand and network connectivity, both a new Norval West Bypass and improvements to the 10 Side Road corridor are required.
- Both corridors should support all modes of transportation (i.e., active transportation) and provide safety for all road users.

Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class EA process and alignment with previous background studies, including Halton Region's Transportation Master Plan and the Halton-Peel Boundary Area Transportation Study.

As part of this consultation, a variety of route alternatives were explored as outlined in Attachment #2 to this report. After consideration for a variety of factors including cultural heritage, environmental constraints, engineering, and transportation among others, option B2 prevailed as the preferred route. The precise alignment of this option will be determined as part of the on-going Class EA. It is recognized that this road will have implications on the land-use concepts and staff will continue to engage with the Region to refine the corridor location to best suit SE Georgetown.

Land Use Alternative 1 (Attachment #3 to this Report)

Land Use Alternative 1 implements the idea of a 15-minute neighbourhood through a local commercial area, a mix of medium and low-density residential housing opportunities, a trail system, local collector road and a large park.

The local commercial area is proposed at the corner of the Norval West By-pass and 10 Sideroad which would serve the everyday needs of workers and residents. Some of the permitted uses in this area could include Doctors' Offices, day Nurseries, small scale supermarkets and specialty food stores.

This concept proposes that the medium density residential uses be primarily along the Norval West By-pass and 10 Sideroad. The medium density residential would be able to accommodate buildings with a height of 3-4 storeys and driveways could be provided at the rear of the buildings. Types of buildings that could be included are street townhouses, block townhouses and low-rise apartment or condo buildings. Long term care homes or retirement facilities can also be considered in this designation.

Low density residential is proposed in much of the community. This is in keeping with the built form of South Georgetown. Buildings up to 3 storeys can be permitted in this use and can include street townhouses, semi-detached and single-family housing.

Alternative 1 retains the Russell farm complex in its current location.

Two collector roads are proposed in Alternative 1. One would be an extension of Danby Road, and another would be an extension of Argyll Road. Many of the roads in Alternative 1 would be local roads.

The trail system is proposed to be located entirely within the Greenbelt Plan. It extends from Green Street to the east, to the Norval West Bypass, and then along the northern edge of the Greenbelt Plan to the unopened right of way of the Tenth Line, north of Argyll Road. The trail will extend along Argyll Road further west and connect to the Maple Creek Parkette which has a bridge connection into the Silver Creek Conservation Area and Hungry Hollow Trail network.

One large park on the eastern side of the Norval West By-pass is proposed in this Alternative. Part of this park can be acquired through parkland dedication with the remainder having to be acquired by the Town.

Land Use Alternative 2 (Attachment #4 to this Report)

Land Use Alternative 2 implements the 15-minute neighbourhood with a commercial node and western gateway into the community. This commercial node is envisioned as a 'Main Street' corridor along a proposed collector road and would have either retail at grade within buildings that are 3-4 storeys in height or retail as standalone buildings. On-street parking, streetside patios and well-designed pedestrian crossings are some of the components that will make up this commercial node.

Medium density residential uses make up approximately half of the residential in this alternative. Like Alternative 1, Alternative 2 has medium density along the Norval West By-pass and 10 Side Road. Alternative 2 provides additional medium density on the east side of the By-pass. The proposed building type is the same in Alternative 2 as Alternative 1.

Low density residential are proposed on the eastern and western edges of the community in Alternative 2. This will help keep the built form compatible with the existing communities and provide a transition to the denser uses in the core of the Southeast Georgetown Lands.

Alternative 2 proposes to relocate the Russell farm barn to the adjacent Greenbelt lands.

One collector road is proposed in Alternative 2. This will be an extension of Danby Road and will intersect with the Norval West By-pass and extends south to connect with Adamson Street/Winston Churchill Boulevard.

One diagonal Multi Use Path (MUP) or Sidewalk is proposed to follow a historic rail line that once ran through the property. The MUP or sidewalk may be wider and contain boulevards with low impact development features such as rain gardens or bioswales, or signage that speaks to the area's history.

Alternative 2 proposes two parks, one on either side of the Norval By-pass. This will provide residents of the community access to community space without having to cross the By-pass.

Next Steps:

The Land Use Alternatives Paper has been presented and reviewed by both the Technical Advisory Committee and the Steering Committee and has been placed on the Let's Talk Halton Hills online engagement platform. Comments received through these platforms will be taken into consideration in the preparation of the preferred land use plan. Each plan will also be evaluated by the consultant team based on a set of evaluation criteria and measures. A detailed evaluation matrix will be prepared to demonstrate to the public the pros and cons of both concept plans and the recommended refinements to create the preferred Land Use Plan, which may result in a hybrid version of the two Alternatives presented in the Land Use Alternatives Paper.

Going forward, the consulting team and Town Staff will develop a preferred land use alternative along with supporting land use policy framework for consideration by the Technical Advisory and Steering Committees. It is anticipated that the preferred Land Use Plan will be presented to the TAC and SC in late January 2022 with a presentation to Council in May 2022. With input and refinements arising from the consultation, the preferred land use alternative and related land use policy framework will be presented to Council for endorsement. This phase of the Study involves the completion of a series of studies which will be scoped accordingly to match the scale of development in the Secondary Plan and will support the development of the Secondary Plan policies and land use designations.

STRATEGIC PLAN ALIGNMENT:

This report aligns to the Town's Strategic plan recognizing the value to achieve sustainable growth to ensure that growth is managed so as to ensure a balanced, sustainable, well planned community infrastructure and services to meet the needs of its residents and businesses.

This report also identifies shaping growth as one of the Town's Strategic priorities.

RELATIONSHIP TO CLIMATE CHANGE:

This report is administrative in nature and does not directly impact or address climate change and the Town's Net Zero target.

Town Planning Staff along with the consultant will continue to engage with the Town's Climate Change team throughout the Secondary Plan process regarding the inclusion of appropriate climate change policies. New development will be subject to the Town's updated Green Development Standards

PUBLIC ENGAGEMENT:

Public Engagement has been conducted as follows: Online Survey, Open House/PIC/Workshop, Stakeholder Meetings.

A public open house was held on September 14, 2021. This open house was conducted virtually through Zoom. Approximately 50 members of the public were in attendance. The consulting team prepared and presented a Power Point presentation which outlined the two proposed Land Use Alternatives along with the methodology and considerations that were used in the development of the Alternatives. After the presentation, participants were put into smaller break out rooms, where they were able to ask questions and provide input in a smaller setting.

Following the open house, the presentation and associated feedback questions were posted on the Let's Talk Halton Hills Platform, where residents could watch the presentation and answer the questions at their leisure. To date 229 responses have been received. Input that has been received from the community includes but is not limited to:

- Desire for natural trails, parks and open space
- Walkable community
- Preservation of natural heritage resources
- Sustainability within new developments
- Concerns for traffic impact
- Mixed views on medium and low-density development

To date, there have been two meetings of both the Technical Advisory and Steering Committee. These meetings have focused on reviewing the Background Report and the Land Use Alternatives Paper. It is anticipated that the next TAC and SC meetings will occur in early 2022 in conjunction with the development of the Preferred Land Use Alternative.

INTERNAL CONSULTATION:

Internal consultation in the development of the Land Use Alternatives Paper has been conducted through the Technical Advisory Committee. Through the TAC process, relevant Town Staff have been able to provide input into the development of the Land Use Alternatives.

FINANCIAL IMPLICATIONS:

This report is administrative in nature and does not have any financial implications.

Although this Report is administrative in nature, it is important to note that in order to advance the Southeast Georgetown Secondary Plan, the Town entered into a financial agreement with the owner of the subject lands. The Financial Agreement is structured that one hundred percent of the costs of the Southeast Georgetown Secondary Plan will be the responsibility of the benefitting landowners. The Town has agreed to reimburse the cost of the Secondary Plan to the property owners in two equal installments of \$219,700 once the Secondary Plan and related background studies have been completed. The Financial Agreement requires that the first installment shall be paid no later than December 31, 2025, with the second payment being made no later than December 31, 2030.

Reviewed and approved by,

Bronwyn Parker, Director of Planning Policy

John Linhardt, Commissioner of Planning and Development

Chris Mills, Chief Administrative Officer