



SGL  
PLANNING  
& DESIGN INC.

Attachment #1 to  
Report PD-2021-0062



TOWN OF  
HALTON HILLS

Southeast Georgetown Secondary Plan

# LAND USE ALTERNATIVES PAPER



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# 1 Introduction

## 1.1 Purpose of this Study

The Town of Halton Hills has retained SGL Planning and Design Inc. (SGL) and their team of consultants including Wood, Lea, Hemson and AgPlan to undertake a Secondary Plan for the lands known as Southeast Georgetown. The Southeast Georgetown lands are identified in the Town of Halton Hills' Official Plan as an area of importance and designated as a future residential / mixed use area.

The purpose of the Secondary Plan Study is to prepare a detailed land use and infrastructure plan for the Southeast Georgetown area. The Secondary Plan will consider the impacts of the Norval West By-pass located on the subject lands, as well as impacts of updated Credit Valley Conservation (CVC) floodplain mapping within the study area. The Secondary Plan Study encompasses four phases. This report is part of Phase 2 Land Use Alternatives and Evaluation.

## 1.2 Purpose of this Paper

This Land Use Alternatives Paper (Paper) sets out a draft vision and principles for the secondary plan and describes the development of two land use alternatives for the Southeast Georgetown Secondary Plan Study Area.

## 1.3 Study Area Boundary



The Southeast Georgetown Secondary Plan Study Area is bound by Silver Creek to the north, Tenth Line to the west, 10 Side Road to the south and Winston Churchill Boulevard to the east, as shown in **Figure 1**. The Southeast Georgetown Secondary Plan Study Area ("Study Area") has an area of approximately 53 hectares.

**Figure 1: Southeast Georgetown Secondary Plan Area**

In Phase 1, a comprehensive background review and analysis of existing conditions, policy, sustainability, urban design, transportation, cultural heritage, servicing, and agricultural conditions were completed. Presentations were given to the Technical Advisory and Steering Committees to provide an overview of the Study and seek input. In April, the first online engagement was posted on the Let's Talk Halton Hills website. The purpose of the engagement was to introduce the Study and seek input into the Southeast Georgetown Secondary Plan vision and guiding principles. Participants were able to view a short presentation and take part in a survey answering questions on what they envisioned for these lands and how the lands could be developed.

**We are here**



## 2 The Vision and Principles



### 2.1 The Vision for Southeast Georgetown

The draft vision statement will help facilitate the development of the Secondary Plan land use concepts and policies in later phases of this Study. Informed by Regional Official Plan and the Halton Hills Official Plan policies and public input in Phase 1, the draft vision statement summarizes how the Secondary Plan area should be planned and designed.

The Southeast Georgetown Secondary Plan Study Area will foster healthy sustainable lifestyles. Balancing the needs for economic, environmental and social sustainability, this new community will be designed to be resilient, compact and contribute to surrounding community in a manner that respects the adjacent natural and cultural heritage features and surrounding neighbourhoods.

The vision was recently evaluated as part of the online engagement survey. Bolded text in the vision statement below reflects updates based on public feedback. Further, feedback from the engagement indicated there was some confusion regarding the word compact. Compact development helps support a wide range of transportation options through denser communities while providing valuable public open space. Compact also means providing a range of housing types in addition to single-detached houses such as townhouses, stacked townhouses and/ or low-rise walk-up apartments. To provide more clarity to the vision, the word compact has been replaced with walkable and transit supportive to reflect what compact means to the community. The following is the proposed updated vision:

Balancing the needs for economic, environmental and social sustainability, the Southeast Georgetown community will be designed to be resilient, **walkable, transit supportive and** foster healthy sustainable lifestyles. It will contribute to the surrounding community in a manner that respects the adjacent natural and cultural heritage features and surrounding neighbourhoods.

### 2.2 The Principles

The following draft design principles expand on how the vision for Southeast Georgetown may be accomplished.

- a) Provide for a mix of built form and a street and block pattern that contributes to a more walkable community;

- b) Provide for a mixed-use node to create a community hub to accommodate daily needs of residents;
- c) Respect both the natural and cultural heritage through conservation and appropriate incorporation into the community;
- d) Locate appropriate land uses to enhance natural features and incorporate into or adjacent to parks and open space;
- e) Provide a range of sustainability measures and urban design best practices;
- f) Provide parks, and trail connections, to create easy access to recreation and active transportation;
- g) Establish a sense of place by enhancing existing views to natural heritage features and incorporating connections to nature; and
- h) Ensure new communities are accessible for all ages and abilities.

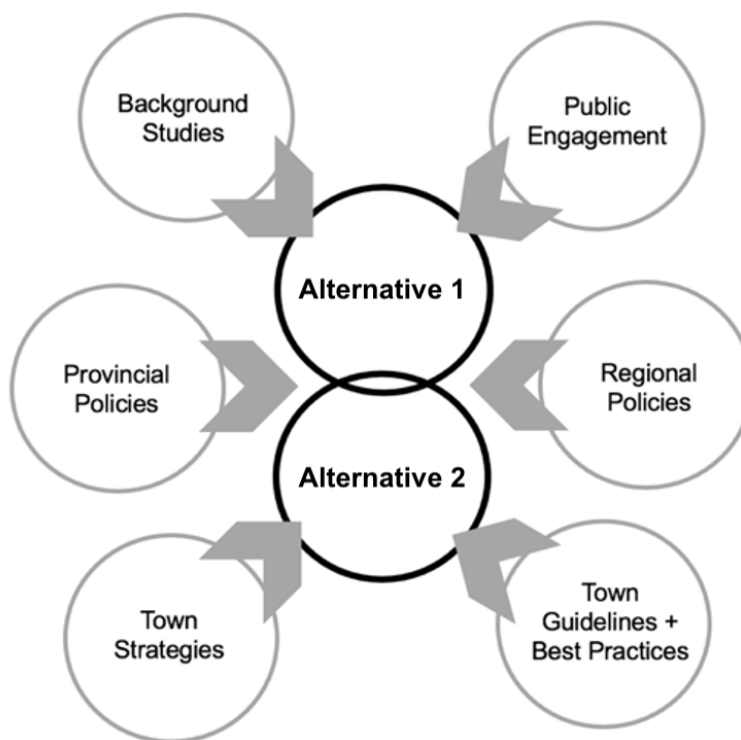
These draft principles, similar to the draft vision statement, will be used to confirm how the community should be designed, and were used to help guide the development of the land use alternatives.

### 3 Land Use Alternatives



#### 3.1 Development of the Land Use Alternatives

Two land use alternatives were developed with input from public and stakeholder engagement, background review, provincial and regional policies, CVC policies, and a review of Town guidelines and best practices. The land use alternatives are prepared for discussion purposes and to help inform the development of a preliminary preferred land use plan.

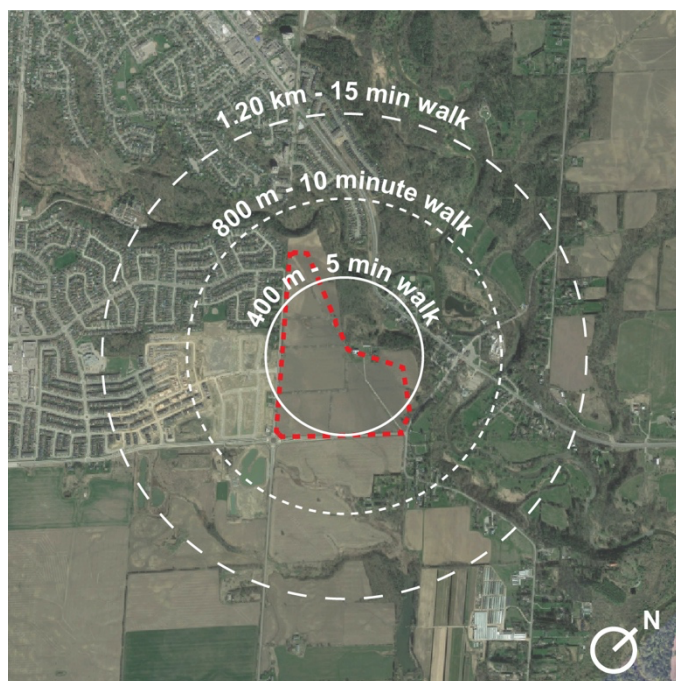


#### 3.2 Land Use Alternatives

Two land use alternatives were created that model different arrangements of land uses, location of heritage resources, collector and local road alignment, and size and location of parks. While the overall vision remains the same, the two alternatives provide different ways in which to achieve the overall vision. The following describes the common elements for both and provides a detailed description of each alternative.

The land use alternatives consider the impact of climate change through the creation of a planned compact community. Climate change is mitigated in both alternatives through implementing the principle of a 15 minute neighbourhood and incorporating sustainability features and stormwater management features. Other common elements for both alternatives include the conservation of cultural heritage resources, and inclusion of the Region of Halton's proposed Norval West Bypass. The following describes these common elements.





### 3.2.1 15 Minute Neighbourhood and Walkability

A 15-minute neighbourhood provides residents and workers access to everyday needs within a 15 minute walking distance of their home or place of work. This concept can be achieved by creating mixed use places that are walkable and transit supportive. A mix of land uses makes neighbourhoods more sustainable by reducing dependence on personal vehicles for everyday needs, encourages a healthy and active lifestyle, and provides opportunities to support local businesses and amenities.

Both alternatives achieve a 15 minute neighbourhood by providing local commercial land uses, a range of housing, parks and open spaces connected by trails and the potential for short street and block patterns to encourage walking and cycling.



### 3.2.2 Sustainability

Providing a range of sustainability features within the community is one of the guiding principles. Both alternatives propose to incorporate economic, social and environmental sustainability.

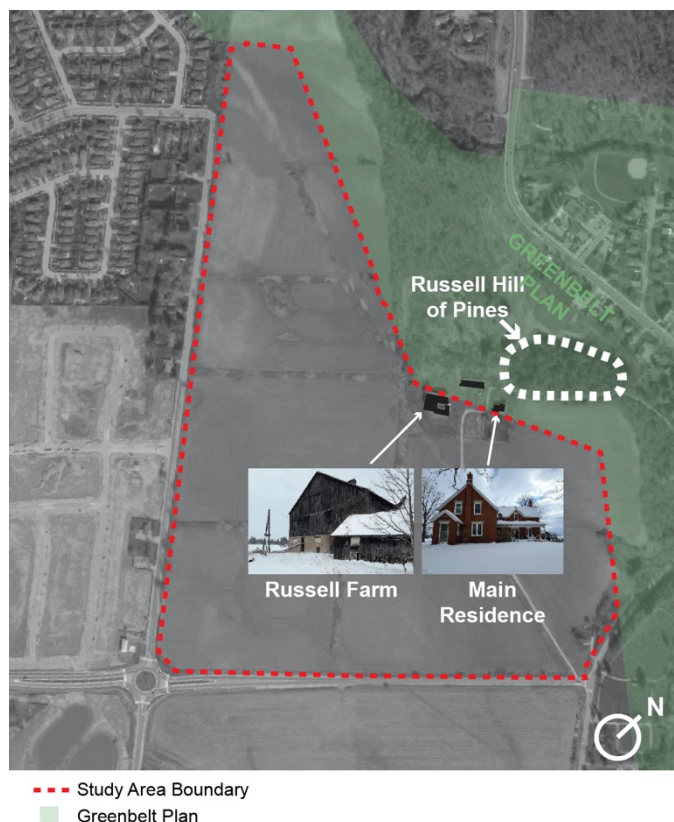
Each alternative includes a local commercial centre to provide residents somewhere close to walk for daily needs and personal services.

Both alternatives provide the opportunity for new buildings to achieve green development standards. Green Infrastructure such as low impact development (LIDs) features may also



be applied throughout the Study Area to create a holistic system that treats runoff and stormwater at the source, rather than at the end of pipe. Other green infrastructure could include additional tree planting to provide shade for walking and biking and greater topsoil depths to increase infiltration and create better growing conditions.

Opportunities for social interaction, gathering, and exploring within the new community are created through proposed parks, conservation of cultural heritage resources and a trail system, linking spaces within and outside the community.

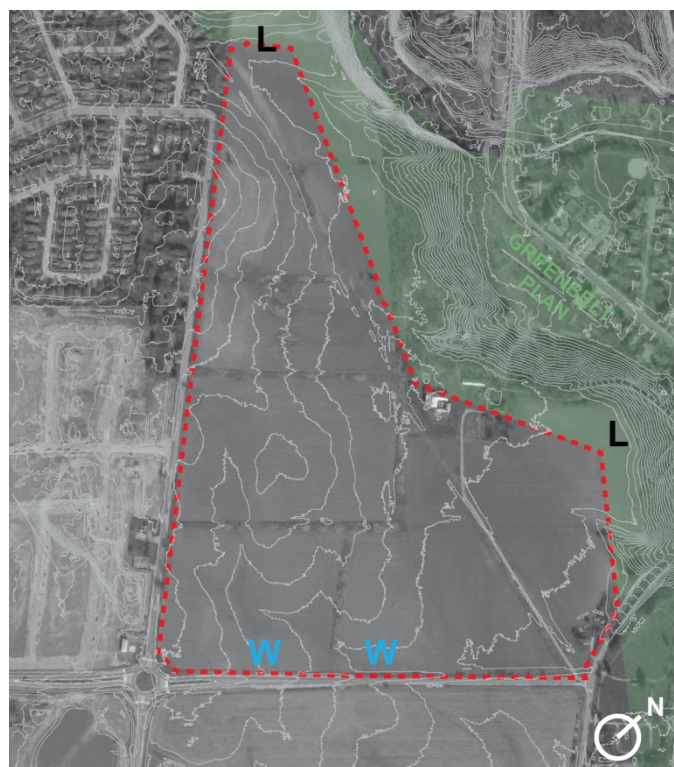


### 3.2.3 Cultural Heritage Resources

There is one cultural heritage resource and one potential cultural heritage landscape that will be retained for both alternatives. Russell Farm located at the edge of the study area, primarily within the Greenbelt Plan boundary was identified in the Cultural Heritage Resource Assessment Report as having cultural heritage significance. The Russell Hill of Pines, which is a grove of pine trees adjacent to the Farm has historic significance as a place frequented by Canadian author Lucy Maud Montgomery. The grove is in the Greenbelt Plan area. The farmhouse is proposed to remain in its current location with future uses of the house and barn to be determined.

Each land use alternative differs in its proposed treatment of the barn which is located just outside the Greenbelt Plan area.





--- Study Area Boundary    1 metre Contour Interval    L LID Feature  
 Greenbelt Plan    W Wet Pond

### 3.2.4 Stormwater Management

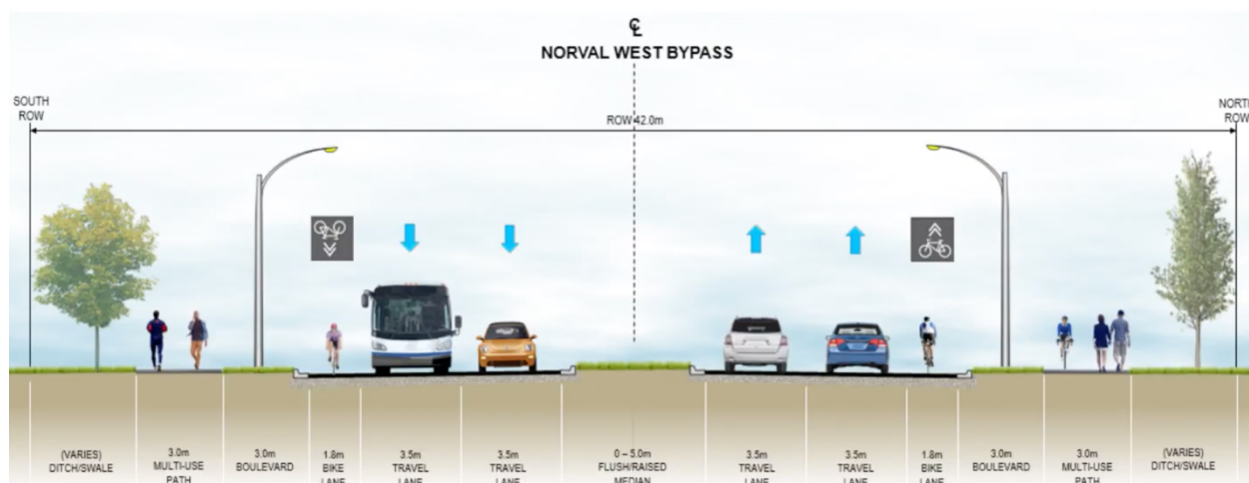
Stormwater Management is currently being confirmed as part of the Scoped Subwatershed Study. Stormwater facilities will be integrated into the land use areas for each alternative. After the Scoped Subwatershed Study is completed, the size and location of stormwater management facilities may be modified. The map indicates preliminary locations for wet ponds (W) and candidate areas for LIDs best management practices (L). The proposed wet ponds would drain to the Levi Creek and Credit River Main Branch system and the LIDs would contribute toward the Silver Creek and Credit River Main Branch systems.



### 3.2.5 10 Side Road and Norval West Bypass

The Region of Halton is currently completing an Environmental Assessment for the Norval West Bypass, an arterial road that will bisect the Southeast Georgetown Study Area connect to Guelph Street. Both land use alternatives incorporate the current alignment, with a proposed 42 metre right-of-way width as shown in the cross section diagrams provided by Halton Region in November 2020 (see Figure 2).

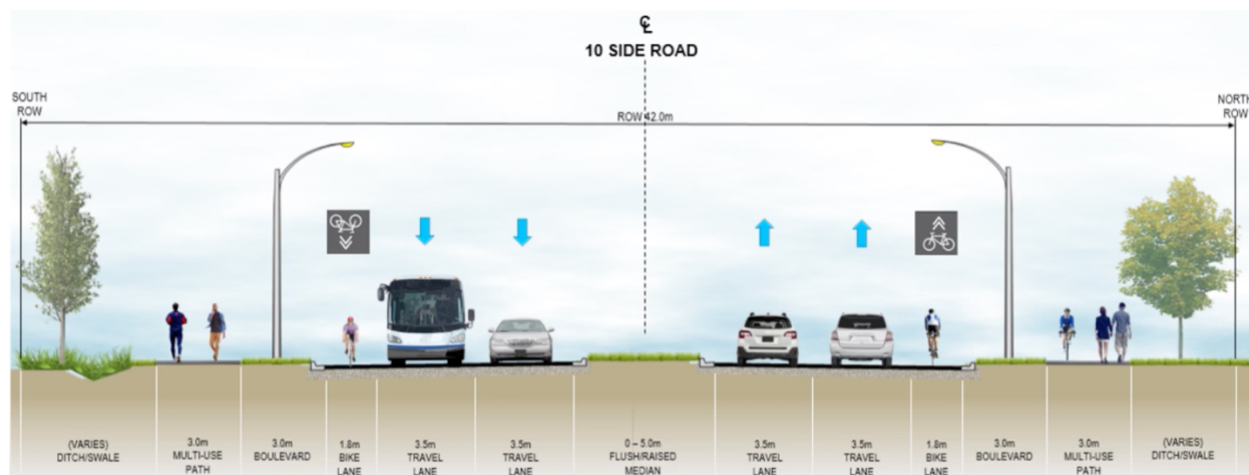




**Figure 2: Halton Region conceptual cross section design for the Norval West Bypass**

Source: Online Consultation Norval West Bypass Transportation Corridor Improvements – Municipal Class EA Study, Alternative Planning Solutions video (November 18, 2020)

As part of the development of the Norval West Bypass, 10 Side Road will also be realigned to connect south to Winston Churchill Boulevard. The cross section for 10 Side Road is shown in Figure 3.



**Figure 3: Halton Region conceptual cross section design for 10 Side Road**

Source: Online Consultation Norval West Bypass Transportation Corridor Improvements – Municipal Class EA Study, Alternative Planning Solutions video (November 18, 2020)



### 3.3 Land Use Alternative 1

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

### 3.3.1 Land Use



#### Local Commercial

A local commercial area located at the intersection of 10 Side Road and the Norval West Bypass is proposed as a small commercial area for neighbouring residents and employees. In keeping with the existing Policy D2.5.5 of the Town's Official Plan, this area will provide goods and services that accommodate the everyday needs of workers and residents. Permitted uses include:

- Retail and service commercial uses;
- Medical offices;
- Day nurseries;
- Private and commercial schools;
- Small scale supermarkets;
- Specialty food stores;
- Small scale commercial fitness centres; and
- Restaurants.







## Medium Density Residential

Medium density residential land uses are proposed along the Norval West Bypass and 10 Side Road. The placement of medium density land uses along these major arterial roads supports transit with a 3-4 storey built form fronting the street and driveways provided to the rear of buildings. Focusing a denser, built form along major arterial roads reinforces the principle of “eyes on the street” building safer, transit supportive communities.

In keeping with existing policy, built form is no taller than 4 storeys and would be encouraged to be 3-4 storeys. Proposed housing forms would include triplexes, quattroplex, street townhouse, block townhouses,

stacked townhouses, low-rise apartment or condominium dwellings and long-term care facilities and retirement homes.





### Low Density Residential

Low density residential land uses are proposed within the majority of the community. The proposed built form will be compatible with the adjacent residential neighbourhood to the west of Tenth Line. Up to 3 storey singles, semis, street townhouses and duplexes are the proposed built form. This ensures that Southeast Georgetown seamlessly blends into the existing character of surrounding neighbourhoods, while providing transition to higher intensity uses along major arterial roads.



### 3.3.2 Cultural Heritage Resources

Alternative 1 retains the Russell farm complex, which includes the Victorian style residence, barn, and outbuildings in their existing location. The farm complex is situated on the border of the Study Area and the Greenbelt Plan. Future policy direction for Southeast Georgetown would ensure the farm complex and associated buildings are protected from development as part of a large park.





### 3.3.3 Transportation and Active Transportation

#### Collector Roads and Local Roads

Two collector roads are proposed. Road A is an extension of Danby Road, intersecting the Norval West Bypass and extending south to connect to the 10 Side Road realignment. Road B is an extension of Argyle Road intersecting the Norval West Bypass along the edge of the Greenbelt Plan.

The majority of roads will be local roads to be confirmed through a future draft plan of subdivision. Potential local roads have been dotted on the plan.

The overall design intention of collector and local roads is to create a grid street layout that efficiently connects pedestrians, cyclists and vehicles throughout the community and beyond. The grid street layout with short street and block patterns encourages walkability by providing straightforward connections to community facilities such as the local commercial node.

#### Trails

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 Argyle Road. The trail will extend along Argyle 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 is located on the east side of the Norval West Bypass adjacent to and incorporating the cultural heritage resources. Part of this park can be delivered through parkland dedication with the remainder to be acquired by the Town. This larger park space can be designed in conjunction with the cultural resources, creating a large amenity space for residents in the neighbourhood and beyond.



Alternative 2 implements a 15 minute neighbourhood with a unique commercial node and western gateway into the community. This land use alternative evenly balances low density residential and medium density residential land use, and creates an enhanced pedestrian network, one central collector road and 2 parks.

### 3.4.1 Land Use



#### Local Commercial – Mixed Use

Local commercial for this alternative is envisioned as a mixed use “main street” corridor along the proposed collector road between Tenth Line and west of the Norval West Bypass. This Local Commercial area will be designed with either commercial at grade as part of a mid-rise built form (3-4 storeys), or as standalone buildings that will be oriented to the street. On-street parking, some rear parking, streetside patios, well defined pedestrian crossings, and pedestrian oriented boulevards are all proposed for this area. This area will act as a focal point for the community.

Similar with existing Policy D2.5.5 of the Town’s Official Plan, this area will provide goods and services that

accommodate the everyday needs of workers and residents. Permitted uses include:

- Retail and service commercial uses;
- Live/work retail commercial and apartment uses;
- Medical offices;
- Day nurseries;
- Private and commercial schools;
- Small scale supermarkets;
- Specialty food stores;
- Small scale commercial fitness centres; and
- Small Restaurants





### Medium Density Residential

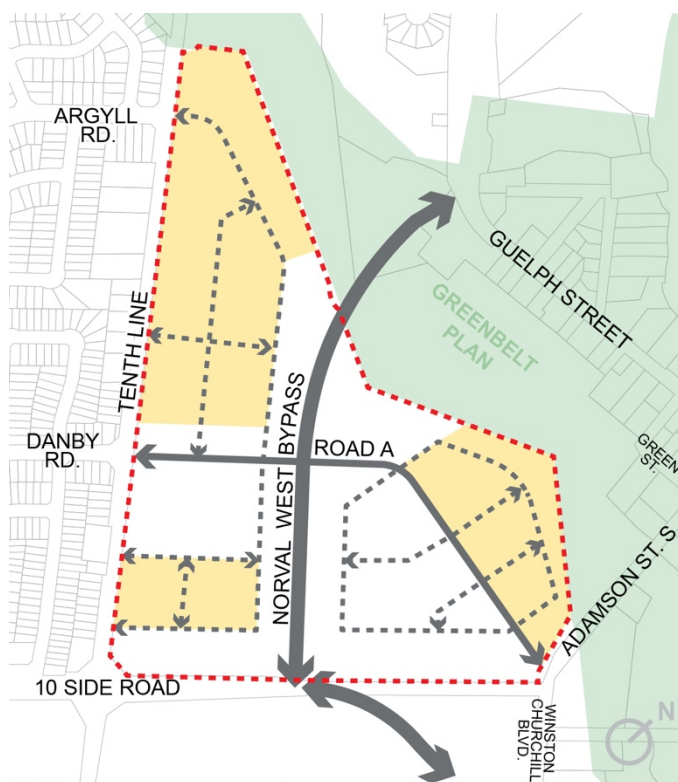
Medium density residential land uses make up approximately half of the developable area. This land use is concentrated along the Norval West Bypass and the 10 Side Road corridors and within the southeast segment of the Norval West Bypass/Road A intersection. This land use is arranged centrally in the Study Area, concentrating higher density in the centre and reinforcing the principle of “eyes on the street” building safer, transit supportive communities.

In keeping with existing policy, built form will be no taller than 4 storeys and would be encouraged to be 3-4 storeys in total height. Proposed built form would include triplexes, quattroplex, street townhouses, block

townhouses, stacked townhouses, low-rise apartment or condominium dwellings; and long term care facilities and retirement homes.







## Low Density Residential

Low density residential land uses are proposed on the eastern and western edges of the community. The proposed built form will be compatible with the adjacent residential neighbourhood to the west of Tenth Line. Up to 3 storey singles, semis, street townhouses and duplexes are the proposed built form. Low density residential at the edges ensures transition between the existing character of surrounding neighbourhoods and higher intensity uses in the core.

### 3.4.2 Cultural Heritage Resources

Alternative 2 relocates the Russell farm barn to be situated entirely within the Greenbelt Plan area. This will ensure that the barn is preserved for the long term and will be protected from any adverse impacts of new developments.

### 3.4.3 Transportation and Active Transportation

#### Collector Roads and Local Roads

One collector road, Road A, extends Danby Road crossing the Norval West Bypass and extending further south to connect to the Winston Churchill Boulevard/Adamson Street South and 10 Side Road intersection. The Road A intersection at Winston Churchill Boulevard/Adamson Street South establishes a key gateway into the Study Area. This alternative minimizes intersections into the Study Area to create an internalized road network. The majority of roads will be local





roads to be confirmed through a future draft plan of subdivision. Potential local roads have been dotted on the plan.

### Trails

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.

There is an opportunity to create a secondary trail that connects to the proposed cultural resource.



### Parks and Open Space

Alternative 2 provides parks on either side of the Norval West Bypass which allows residents to have access to parks without crossing a major arterial road. One larger park is situated adjacent to the main commercial area to the west of the Bypass, which creates a focal point and strengthens the gateway element into the site. Another smaller park is provided centrally to the east of the Bypass. These parks can be designed with differing characteristics and features to offer alternative experiences for visitors.



## 4 Next Steps

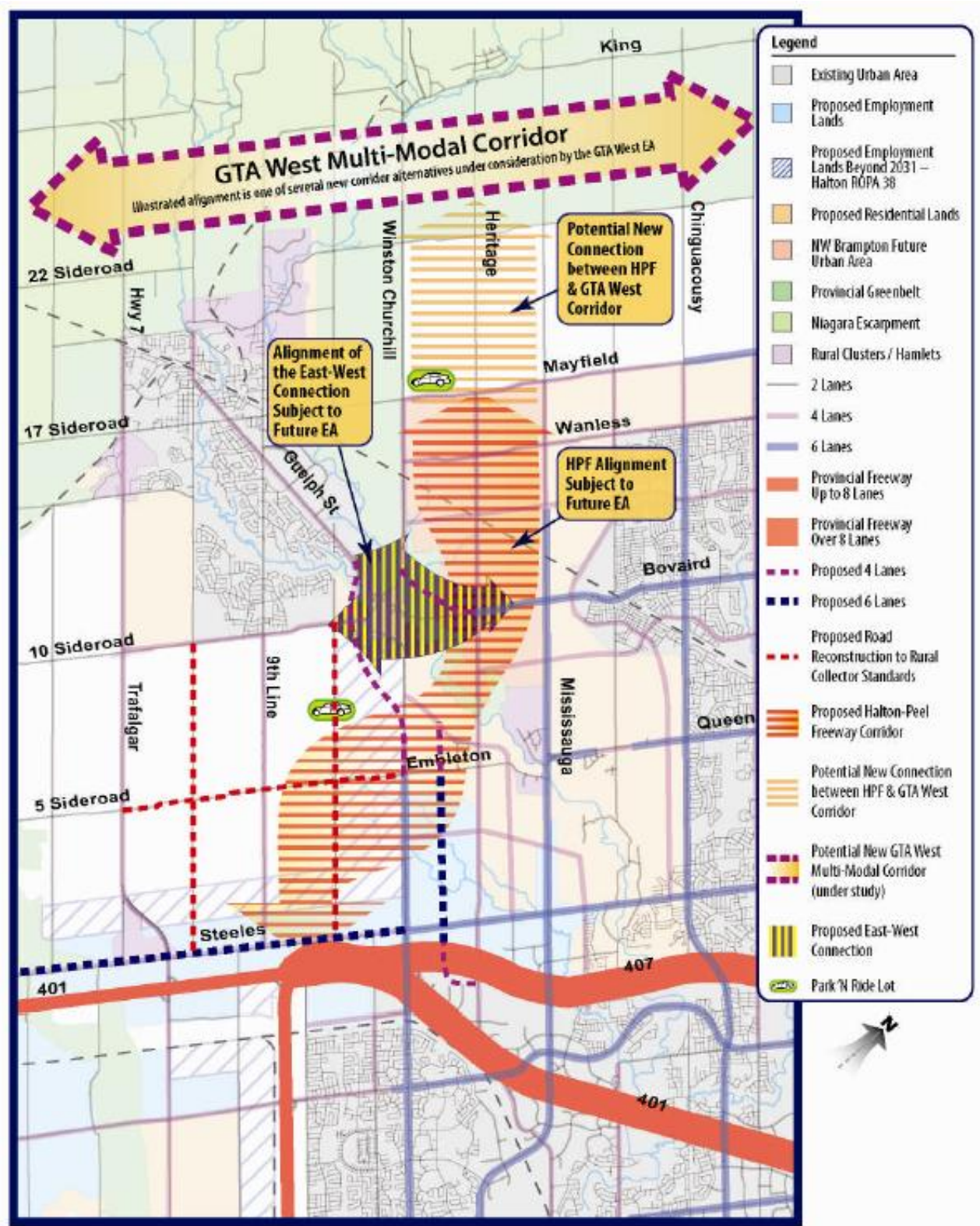


The two land use alternatives will be presented to the Technical Advisory Committee and Steering Committee for feedback. The alternatives will then be presented during an online Public Open House. The online Public Open House will seek input on the land use alternatives to help inform the development of the preferred land use plan.





Figure 2. HPBATS Recommended Road Network, 2031





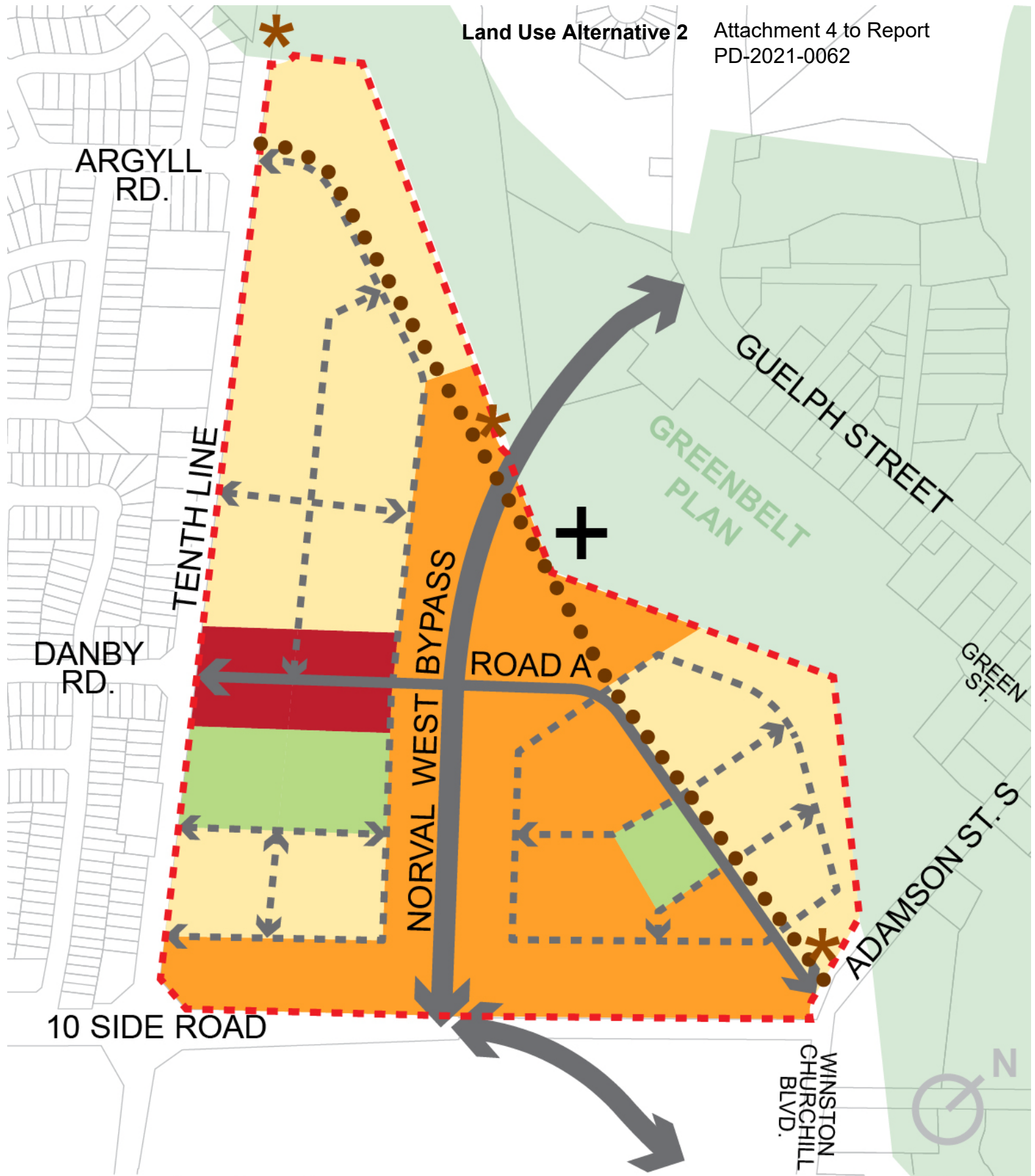


- Study Area Boundary
- Low Density Res.
- Medium Density Res.
- Local Commercial

- Greenbelt Plan
- Park
- Trail
- Trailhead

- + Proposed Cultural Heritage Resource to Remain
- Proposed Collector Roads
- Proposed Local Roads





- - - Study Area Boundary
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- Medium Density Res.
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- ● ● Trail
- ✱ Trailhead
- + Proposed Cultural Heritage Resource to Remain
- Proposed Collector Roads
- - - Proposed Local Roads