



# DG

*Destination*  
DOWNTOWN

## BACKGROUND PAPER

Issues and Opportunities

April 9, 2018



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# 1.0 Introduction

## 1.1 Why is the Downtown Georgetown Planning Study Required?

The Downtown Planning Study will be an integral component of the Town’s planning framework setting forth planning initiatives related to the implementation of Growth Plan objectives and developing growth projections for Downtown Georgetown to the 2041 planning horizon. The policies in the Town’s Official Plan that are outdated will be updated in the Secondary Plan which will also provide input into the Region’s Sustainable Halton Official Plan Review.

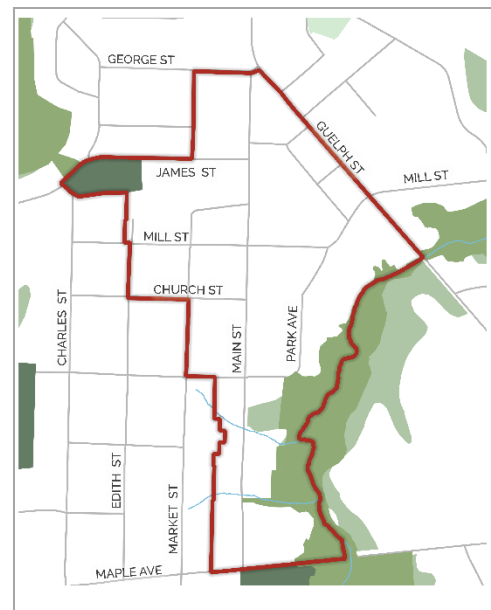
The Planning Study will apply to Downtown Georgetown where redevelopment is expected. It will provide specific local policies for the Downtown for land use, urban design, natural heritage, parking, parks, and sustainability where more detailed direction is needed for matters beyond the general framework provided by the Official Plan. The Secondary Plan will guide growth and development in the defined downtown area where physical changes are expected and desired.

Many downtowns have experienced a renaissance fuelled by market shifts towards alternative housing choices, urbane life styles, and the novelty of heritage and ‘main street’ charm. With growing interests in developing in such contexts, a great opportunity exists for Halton Hills to harness this change in a manner that will reinforce those qualities of Downtown Georgetown that are treasured. Essential to this end is a clearly articulated long-term vision and comprehensive guidance for the evolution of Downtown Georgetown, which is recognized to be a priority.

## 1.2 What is the Purpose of the Downtown Georgetown Planning Study?

The Town of Halton Hills has initiated a Downtown Planning Study to:

- Review key planning issues and emerging trends that will influence future growth and change in the Downtown;
- Develop a new detailed planning framework (land use and built form) for Downtown Georgetown, which will be used to guide decision-making and development, primarily infill and intensification proposals, to ensure the heritage character and mixed-use function of the Downtown is enhanced.
- Identify the scale and magnitude of intensification appropriate for the area in the context of growth to the 2041 planning horizon, and the targets of the Growth Plan.
- Establish planning policies, guidelines, and schedules to update the Town of Halton Hills Official Plan and inform the Region of Halton Official Plan review.



## 1.3 Downtown Planning Study Process

The Secondary Plan is proceeding in six phases:

- Phase 1: Project Initiation & Background Review (complete)
- Phase 2: Community Visioning and Information Gathering (ongoing)
- Phase 3: Detailed Downtown Planning Study
- Phase 4: Downtown Planning Alternatives
- Phase 5: Preferred Detailed Downtown Planning Alternative
- Phase 6: Secondary Plan Development

### Phase 1: Project Initiation & Background Review - complete

During Phase 1, the work program was confirmed and a preliminary background review of existing conditions was undertaken to gain a general understanding and overview of the Downtown Georgetown Secondary Plan area.

The Community Engagement Strategy was prepared and outlined the various engagement opportunities for the study, such as a Downtown Visioning Workshop, with the objective of collecting important information from stakeholders and the community to shape a 'made in Georgetown' vision for the Downtown.

### Phase 2: Community Visioning and Information Gathering - ongoing

Phase 2 involved a comprehensive review of existing documents and available data relevant to articulating and formulating a new vision for the Downtown. Past and current plans, policies, studies, and research that pertain to Downtown Georgetown were reviewed, analyzed, and synthesized. The objective is to gain an understanding of the planning and regulatory context, historical and cultural resources, environmental, transportation, servicing, and market potential of Downtown Georgetown and how it fits into, and is defined, by the larger community.

Initial meetings with the Steering Committee (SC) and the Technical Advisory Committee (TAC) were held in December 2017 to introduce the project and provide a summary of findings from the Phase 1 work, including the review of background data. Preliminary issues and opportunities were summarized and form the various sections of this paper. The Community Visioning exercise will be undertaken in late February to establish an overall vision and guiding principles which will direct the development of the Downtown Georgetown planning alternatives and secondary plan development.

The next four phases of the study will follow this Background Paper and include the following:

### Phase 3: Detailed Downtown Planning Study

During this phase of the study a number of strategies and reports that will, along with the information gained from the Background Report, provide further policy directions and targets for the Downtown Secondary Plan in the form of urban design guidelines, sustainability strategy, heritage conservation, mobility options, and community infrastructure.

## Phase 4: Downtown Planning Alternatives

The objective of this phase is the development of three land use/built form alternatives for the Downtown Area that build on the background review and supporting studies completed in the previous phases.

## Phase 5: Preferred Detailed Downtown Planning Alternative

Building on the work undertaken in Phase 2, 3, and 4 a Preferred Land Use/Built Form alternative will be developed.

## Phase 6: Secondary Plan Development

The objective of Phase 6 is the preparation and development of the Secondary Plan policies for Downtown Georgetown. If required, an associated Zoning By-law Amendment will be prepared. To assist with realizing the vision for the Downtown Area, an Implementation Plan will be prepared to provide direction on the implications on other Municipal studies.

## 1.4 Paper Outline

This Background Paper outlines the key issues and opportunities identified in the background analysis. The Background Paper consolidates our review of information and analysis of issues and opportunities for:

### Policy

The Policy Review section highlights key issues, and outlines:

- Applicable provincial and regional policy directions and requirements;
- Existing policies under Town of Halton Hill's current Official Plan; and,
- Options/policy approaches for addressing the key issues and achieving conformity with provincial and regional policies.

For each issue or opportunity, a series of preliminary observations is provided that either facilitate, manage or restrict actions by development proponents or other members of the community. The selection of a preferred approach for any given issue is dependent upon the Town's objectives and goals.

### Urban Design

The Urban Design Review examined the Official Plan Urban Design Guidelines for the Downtown area, as well as any urban design briefs prepared in support of previous development proposals in the area, to establish a framework for updating the guidelines to appropriately guide redevelopment and intensification.

### Land Use

The Land Use Inventory for the Downtown provides an overview of development that has occurred in the area to prepare an up-to-date land use inventory. A physical conditions assessment evaluated the physical opportunities and constraints to redevelopment in the Downtown area.

## Market

The Market Analysis assesses the potential for land use intensification within the study area. Using a SWOT analysis framework, this analysis focused primarily on residential intensification, but built upon the recent work completed for the Retail Market Demand Study. Further, this market analysis considered how the role and function of an intensified downtown will function in relation to other planned nodes of intensification in the municipality as it relates to likely market demand and physical opportunities available to accommodate new development.

## Municipal Servicing

The review of existing and future water, wastewater, and stormwater servicing focused on understanding the available capacity implications in the Downtown with regards to potential future development / intensification. The identification of potential servicing options and challenges, and recommendations were prepared for further analysis at the next planning stage.

## Parking and Mobility

The Parking and Mobility Background Review included an initial review of existing policies and programs, currently in place guiding development in Downtown Georgetown. This included a review of policies related to land use development, transportation and parking by-laws applicable to the downtown core and surrounding areas.

## Natural Environment

An overview of the existing natural environment conditions and constraints/opportunities associated with Downtown Georgetown was prepared to provide an “environmental framework” for the secondary plan and to identify “opportunities” for restoring/enhancing the ecological features and their associated ecological functions within the study area.

## Built Heritage & Cultural Resources

A preliminary Built Heritage & Cultural Resources review and assessment included a research of the local history, historical mapping, and historical photos.

## 2.0 Policy

Through the review of provincial, regional, and local policies a number of key issues and opportunities have been identified and organized under six themes:

### FORM OF GROWTH

- #1 Intensification
- #2 Housing
- #3 Urban Design
- #4 Healthy Communities

### GREEN INFRASTRUCTURE

- #8 Natural Heritage
- #9 Servicing & Low Impact Development

### ECONOMIC DEVELOPMENT

- #5 Residential and Commercial Activity

### CLIMATE CHANGE

- #10 Climate Change & Resiliency (includes green development standards)

### COMMUNITY INFRASTRUCTURE

- #6 Transit & Active Transportation
- #7 Parks & Community Facilities

### CULTURAL HERITAGE

- #11 Built Heritage & Cultural Resources

## Form of Growth

### Issue and Opportunity #1: Intensification

[How can the town best accommodate the expected intensification within the existing downtown in a fiscally and environmental sustainable manner?](#)

Downtown Georgetown is identified as an Urban Area in the Regional OP and the Town of Halton Hills OP directs intensification to the Downtown. Considering the focus on intensification within the Town, there is an opportunity to explore residential intensification, as well as strategies for attracting and facilitating intensification to maximize those opportunities. The priority for intensification is to make use of properties which are vacant, underutilized, include significant surface parking or which can be considered 'underdeveloped' considering their location along important transportation corridors. Intensification should also respect the Downtown's heritage resources and character, as well as the traditional commercial and established residential neighbourhoods.

### Provincial Policies

Provincial Policy Statement (2014): Section 1.1.3 (Settlement Areas)

- The Provincial Policy Statement (PPS) requires municipalities to plan for efficient and resilient development and land use patterns.
- Under the PPS, settlement areas shall be the focus of growth and development, occurring as:
  - Intensification and redevelopment within previously developed areas; and,
  - New development in designated growth areas, which have not yet been fully developed.
- The PPS requires planning authorities to:
  - Identify targets for intensification and redevelopment; and,
  - Ensure the orderly progression of development within designated growth areas.

Places to Grow (2017): Section 2.2.2 (Delineated Built-up Areas); Schedule 3 (Distribution of Population and Employment for the Greater Golden Horseshoe to 2041

- The Growth Plan requires municipalities to focus a minimum of 60% of all residential development within the delineated built-up area beginning in 2031. Each municipality within the Halton Region should: “
  - encourage intensification generally to achieve the desired urban structure;
  - identify the appropriate type and scale of development and transition of built form to adjacent areas;
  - identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
  - ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
  - prioritize planning and investment in infrastructure and public service facilities that will support intensification; and,
  - be implemented through official plan policies and designations, updated zoning and other supporting documents. “
- Schedule 3 of the Growth Plan has allocated a population and employment growth of 1,000,000 and 470,000, respectively, to the Region of Halton to the 2041 planning horizon.

## Regional Policies

Region of Halton Official Plan (2015): Section 55 (Halton’s Regional Structure); Section 72 (Urban Area)

- Halton Region Official Plan indicates that Urban Areas should accommodate for most of the growth within the Halton Region. Planning for this growth should take into consideration the character and capacity of the area where it will occur.
  - Urban Areas are planned to provide transit-supportive densities in more compact form in a wide range of housing typologies, providing options for a diverse range of residents, as well as promoting employment opportunities where best suited, amongst other things.
- On Map 5 of the Regional OP, Downtown Georgetown is located within an Urban Area with Regional phasing to 2021.
  - Specific to Halton Hills, the Regional OP indicates that the Town should accommodate 917 residential units between 2017-2021, 2,056 residential units between 2022-2026 and 2,087 residential units between 2027-2031, within its built boundary, which includes Downtown Georgetown. In general, and looking at employment, the Town should plan for 2,192 jobs between 2017-2021, 9,420 jobs between 2022-2026 and 9,606 jobs between 2027-2031. (Table 2A Regional Phasing)
  - The Regional OP specifies that “*the progression from one phase to the subsequent phase within a municipality is independent for each municipality and is also independent for employment and residential lands*”.

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.2 (Growth and Settlement); D2.5.1 (Downtown Area); D5 (Built-up Area and Intensification Areas)

- Section A2.2.1 states that it is the Town's goal *"to direct most forms of development to urban areas where full wastewater and water services are available and to support the efficient use of land in these areas"*.
- Section A2.2.2 highlights the Town's objectives pertaining to growth and settlement such as the need to have most growth focused within Urban Areas on the basis of appropriate servicing, to *"reinforce the function of the two downtown areas as cultural, administrative, entertainment, retail and social focal points of the community"*, to encourage compatible development/redevelopment, and to phase development *"in conjunction with required infrastructure improvement where appropriate"*.
- Section A2.3.2 pertains to the Town's objectives regarding urban areas. Specifically, the Town aims to:
  - *"Encourage the further intensification and use of the lands within the Downtown Areas, as appropriate;*
  - *Ensure that all new urban development has a positive contribution on urban life in the Town;*
  - *Ensure that the character and stability of existing and well established residential neighbourhoods is maintained and enhanced by ensuring that development and redevelopment is compatible, in terms of built form, with the character of adjacent buildings and neighbourhoods and the scale and density of existing development;*
  - *Ensure that all urban streets are defined by buildings and public spaces wherever possible and appropriate;*
  - *Encourage a high quality of site and building design for all forms of development within the Town;*
  - *Exercise appropriate municipal development control in order to achieve a consistently high standard of site, building and landscape design;*
  - *Ensure that new development areas are integrated into the fabric of the existing community;*
  - *Ensure that neighbourhoods are compact and pedestrian-friendly with a mix of housing types, community facilities, public schools, commercial centres and open spaces; and,*
  - *Foster a sense of civic identity and pride through a high standard of urban design in all future developments"*.
- Section A3.2 highlights the existing land use designations with urban areas including Community Areas with sub-designation Downtown Area.
  - The Downtown Area designation is applied to Downtown Georgetown which is planned to be a focal point for commerce, tourism, mixed-use development, and streetscape and façade improvements. The downtown should also be an area for pedestrian-scale activity (D2.5.1).
  - The Georgetown Downtown Area includes 3 sub-areas: Downtown Core, Downtown Complementary and Georgetown Downtown Redevelopment. (see Map 1)



- The vision for the Downtown Core Sub-Area is to “*continue to function as focal points for commerce and hospitality in the Town, accommodating a diverse mix of commercial, residential, cultural and social uses and opportunities*” while preserving and enhancing the cultural and historic features of the Downtown (Section D2.5.1.4.1).
  - o Max Height along Main St: 4 Storeys
  - o Max Residential Building Height: 8 Storeys
  - o Max Density: 100 units/ha
  
- The vision for the Downtown Complementary Sub-Area is to become a “*transitional area between the lands within the Downtown Core Sub-Area and established and stable residential neighbourhoods.*” *The intent of this designation is to accommodate small scale, commercial and residential uses that can utilize existing house form buildings to maintain the character of the area and be complementary to the mixed-use, pedestrian oriented focus of the Downtown.* (Section D2.5.1.5.1).
  - o Max Residential Building Height: 3 Storeys
  - o Max Density: 30 units/ha
  
- The vision for the Georgetown Downtown Redevelopment Sub-Area is to “*become the focus for higher density residential uses in the Georgetown Downtown Area, together with complementary commercial or institutional uses, recognizing the redevelopment potential of the area, and its location on the Guelph Street Intensification Corridor between the Georgetown Downtown Core Sub-Area and the GO Station/Mill Street Corridor Area. It is the intent ... that the scale and location of new development in the Georgetown Downtown Redevelopment Sub-Area complement the character of the Georgetown Downtown Core Sub-Area, while providing an opportunity for higher density residential uses in close proximity to the Downtown Core, which will support the function of the Downtown Core*” (Section D2.5.1.6.1).
  - o Height Range for High Density Residential: 4-8 Storeys
  - o Density Range: 75-150 units/ha
  - o Min Density: 21-50 units/ha
  
- Under Section D5, it is the objective of the Town to support and encourage intensification within the Built-up Area of Georgetown with Downtown Georgetown identified as a redevelopment area under D5.2 c). It is also the objective of the Official Plan that:
  - Intensification Areas provide a compatible urban form with existing areas, are transit supportive, promote active transportation, and are environmentally sustainable;
  - Intensification Areas receive priority infrastructure investment;
  - Council consider planning and financial incentives, including CIP’s to support development in Intensification Areas;
  - Cultural heritage resources are conserved;
  - Development is characterized by high quality urban design and appropriate type and scale is addressed through area specific plans;
  - Minimum densities are achieved; and,
  - The public realm is of high quality and creates attractive pedestrian-friendly places.



- A minimum intensification target of 340 units to the planning horizon of 2031 has been established for Downtown Georgetown under Section D5 Table D5.1.
- Section D5.4 sets forth policies for intensification to ensure the identified areas are development-ready by:
  - “i) *coordinating with the Regional the provision of water, wastewater, stormwater and transportation infrastructure with sufficient capacity to support the development densities planned for these areas;*
  - ii) *coordinating discussions with utility providers to ensure that adequate utility services are or will be in place to serve the proposed development; and,*
  - iii) *adopting Zoning By-laws or a Secondary Plan or Comprehensive Development Plan, within one year of the approval of the Official Plan Amendment introducing the Intensification Area;”*

### Town of Halton Hills Strategic Plan

- The Town Strategic Plan Review and 2014-2018 Strategic Action Plan was a focused review of the 10 strategic action plan priorities from the previous term of Council with a goal of developing a new set of strategic priorities for the 2014-2018 term of Council. The Strategic Plan guides the Town’s plans, programs, and services to 2031.
- The Strategic Action Plan identified 8 priorities for the 2014 to 2018 term of Council with a number of objectives for each:
  1. Municipal Service Delivery
  2. Financial Sustainability
  3. Planning for Growth
  4. Transportation/Mobility
  5. Sustainability
  6. Employment Areas Development
  7. Rural Economic Development
  8. Communications
- Strategic Action 3: Planning for Growth promotes the protection and adaptive reuse of built heritage resources as a component of intensification and focuses development in intensification areas.

### Town of Halton Hills Zoning By-law 2010-0050 – (Consolidated 2016)

The following are the current zones that apply to the Downtown Area (see Map 2 and 3):

#### Urban Commercial Zones

Downtown Commercial One (DC1)	Maximum Height	13.0 metres
Downtown Commercial Two (DC2)	Maximum Height	10.0 metres
	Minimum Lot Frontage	15.0 metres

*(Standards do not apply to single and semi-detached dwellings)*

There are currently three properties within the Downtown with special provisions recognizing previous planning permissions.

## Other Zones

Development (D)

*Buildings and structures that existed on effective date of by-law*

Single detached and accessory buildings – in accordance with standards for Urban Residential Zones

Additions to single detached: max. height 11.0m

Environmental Protection1 (EP1)

Environmental Protection 2 (EP2)

Open Space Two (OS2)

## Preliminary Observations

1. Attracting residential intensification within Downtown Georgetown accomplishes several goals, including:
  - Accommodating residential growth without needing to expand the settlement areas;
  - Ensuring that new development does not negatively impact the character and appearance of the existing stable residential neighbourhoods and Georgetown's historic downtown;
  - Increasing the population in proximity to businesses to better support them;
  - Encouraging reinvestment in buildings and the public realm; and,
  - Achieving mixed-use development where residents are closer to jobs and commercial areas and are more able to use alternative modes of transportation.
  
2. It will be important for the Town to identify strategies for facilitating intensification through this secondary plan process. There are three principal areas that should be considered:
  - **Establish the environment for change:** The Official Plan policies provide the foundation for establishing the right environment for change, by developing a strong vision and supportive policies which prioritize and support residential intensification projects. By furthering these objectives in the Secondary Plan, this will announce the Town's position and interest in working with developers to realize these new forms of development, as well as provide a guiding framework for how intensification can fit within the Downtown's context.
  - **Reduce the cost of development:** Intensification is generally considered to be a more expensive and complex form of development, and therefore the Town should consider expanding financial incentives to make it more attractive for developers.
  - **Reduce the risks of the development approval process:** Due to the complexity that is often involved with intensification, there are numerous elements of a project's planning approval process that can pose a risk to the project's ultimate success. Reducing the risks of intensification projects may include pre-zoning certain lands to permit the desired form of intensification and building support among Town staff and Council members to ensure a smoother approval process.
  
3. This study will review the existing Town Official Plan policies for the Downtown and will recommend amendments as appropriate and identify the scale and magnitude of intensification appropriate for the area in the context of growth to the 2041 planning horizon, and the targets of the Growth Plan.
  
4. The density and height in the current OP for Downtown Georgetown and the existing Zoning By-law do not correlate and that appropriate densities for recommended heights will need to be addressed through this study.
  
5. Further the strategy for the Downtown by including the following:

### **Protect**

Downtown Georgetown is recognized for its special character. A core principle of the strategy may be to protect:

- buildings of historic or architectural value and significance;
- the character of adjacent residential neighbourhoods;
- the pedestrian friendly sidewalks;
- views to church spires and other landmarks; and,
- mature trees.

### **Promote**

Provincial and Regional policy directs growth to centres such as Downtown Georgetown. A core principle of the strategy may be to promote:

- intensification to support transit;
- mixed use development;
- the conservation of significant heritage resource;
- architecture that is of its time;
- urban public spaces;
- the identity of Downtown as a destination;
- the economic vitality of Downtown; and,
- sustainable development.

### **Enhance**

The analysis of existing conditions revealed several opportunities to enhance Downtown's character and defining elements. A core principle of the strategy may be to enhance:

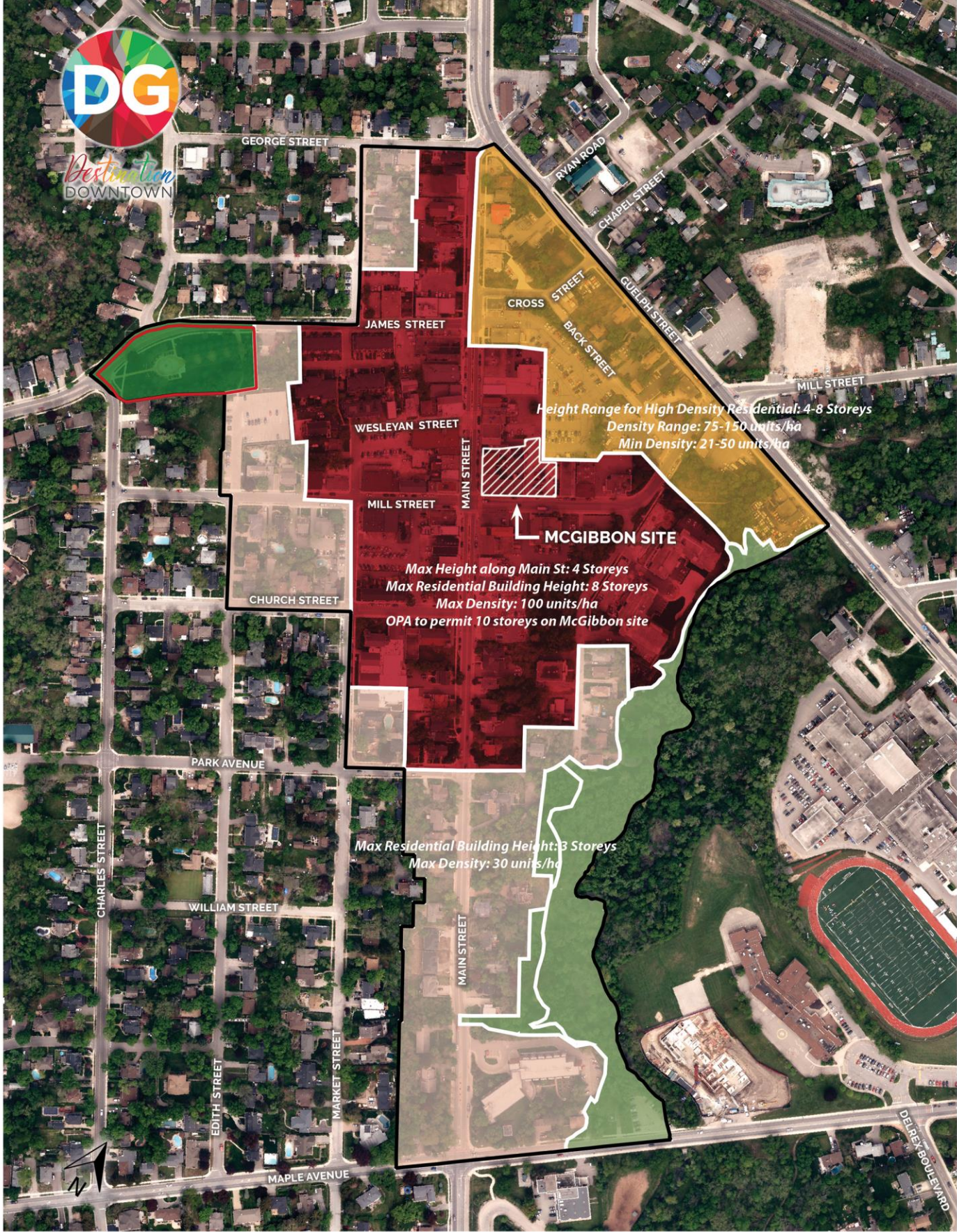
- courtyards, mews, lanes;
- public spaces;
- streetscapes;
- pedestrian connections;
- transition to adjacent neighbourhoods;
- sustainability;
- public art; and,
- signage.

6. Downtown intensification does not only include new infill buildings, but can be achieved by smaller projects involving additions and changes of use of existing underutilized buildings. Policy direction should address this form of development.





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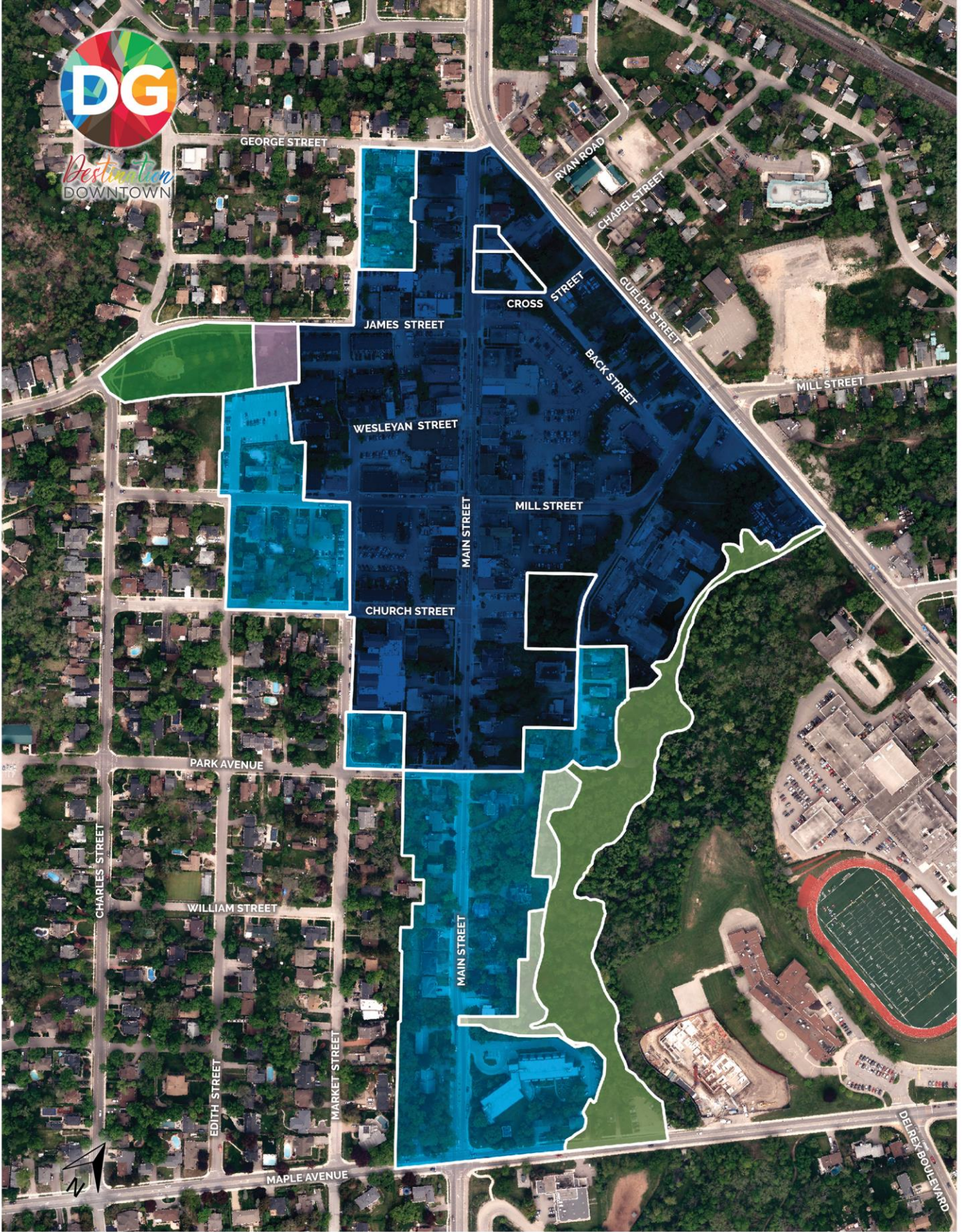
### MAP 1 - OFFICIAL PLAN

- |  |                                 |  |                                 |
|--|---------------------------------|--|---------------------------------|
|  | Greenlands                      |  | Downtown Complimentary Sub-Area |
|  | Major Parks and Open Space Area |  | Downtown Redevelopment Sub-Area |
|  | Downtown Core Sub-Area          |  | Downtown Boundary               |
|  |                                 |  | Other Special Policy Area       |





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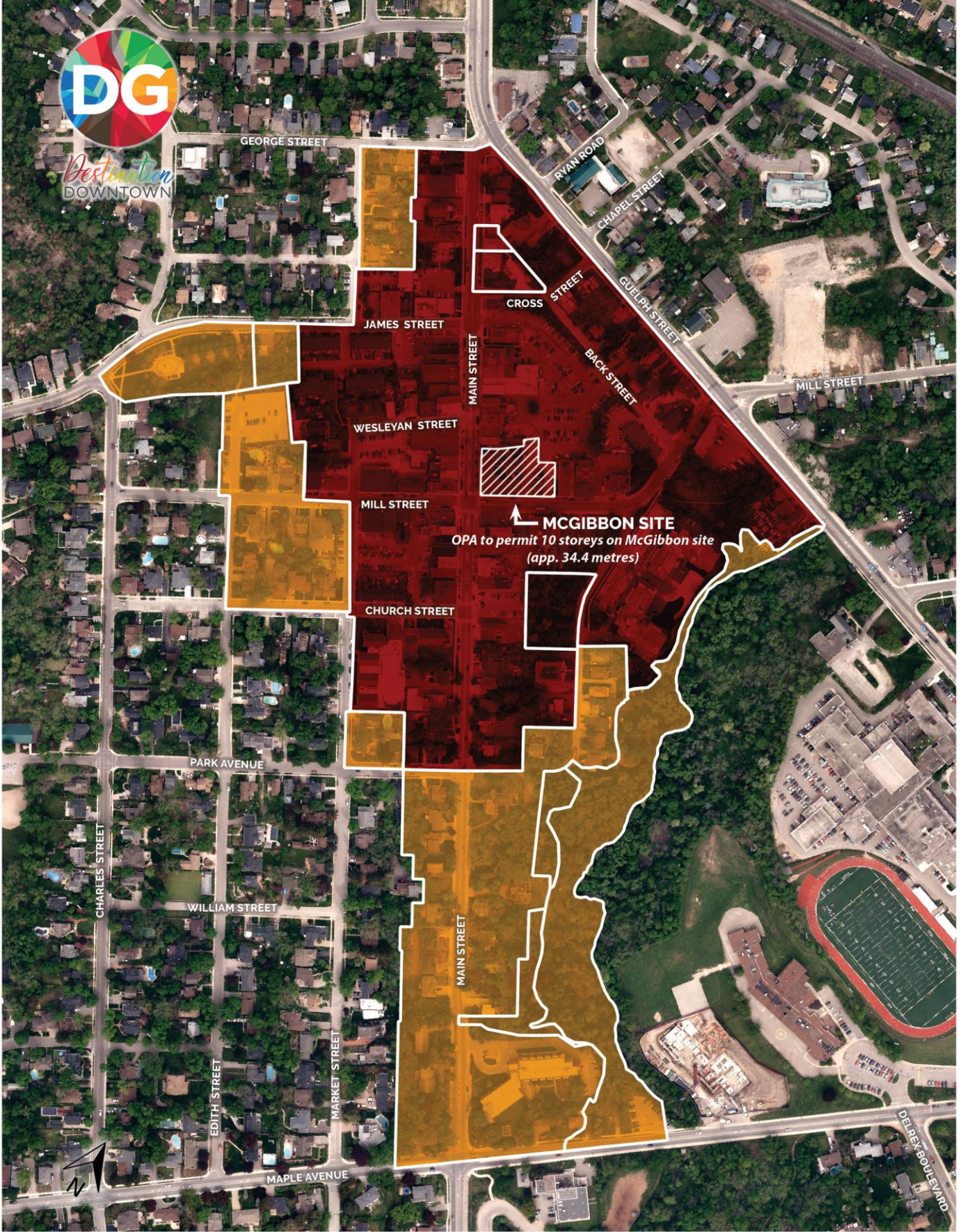
## MAP 2 - ZONING

- |   |                               |   |                                  |
|---|-------------------------------|---|----------------------------------|
|  | Downtown Commercial One (DC1) |  | Environmental Protection 1 (EP1) |
|  | Downtown Commercial Two (DC2) |  | Environmental Protection 2 (EP2) |
|  | Development (D)               |  | Open Space Two (OS2)             |





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MAP 3 - ZONING  
PERMITTED HEIGHT

- 11.0 m
- 13.0 m



## Issue and Opportunity #2: Housing

What policies are needed to further a diversity of housing options in the Downtown that will not only meet the needs of the current population but the future requirements of an ageing population?

According to the Market Analysis discussed in Section 6.0, Downtown Georgetown has experienced some intensification in the Downtown in the form of townhouse infill. The Residences of the McGibbon Hotel, a ten storey mixed use building, will bring a significant residential development component to the Downtown that offers a higher density housing form along the main street that does not currently exist. Georgetown has historically been a low-density residential community, with 85% of dwelling units registered as single-detached, semi-detached, or townhouses at the time of the 2016 Census.

Housing affordability – The affordability of low density housing is rising in the GTA, including Halton Hills. As discussed below, new single-detached housing prices are over \$1,000,000. This trend is expected to continue. For the Town of Halton Hills to continue to grow and attract a broad range of new residents, a diverse housing stock, that includes more affordable options, will be needed.

High pricing in the low-density market is likely to increase demand for higher density housing types (townhouses, stacked townhouses, apartments) in Georgetown, similar to trends observed in other communities in the GTA.

### Provincial Policies

Provincial Policy Statement (2014): Section 1.4 (Housing)

- The PPS calls on municipalities to provide an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area. To do so, planning authorities are required to:
  - Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;
  - Maintain at all times land with servicing capacity to support at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans;
  - Establish minimum affordable housing targets;
  - Permit and facilitate the development of special needs housing;
  - Permit second units;
  - Direct new housing to locations served by existing or planned infrastructure and public service facilities;
  - Promote residential densities that use land, resources, infrastructure and public service facilities efficiently, and support the use of active transportation and transit in areas where it exists or is to be developed; and,
  - Establish development standards for *residential intensification, redevelopment and new residential* that minimize the cost of housing, facilitate compact form, and maintain public health and safety. (Sections 1.4.1 & 1.4.3).

Places to Grow (2017): Section 2.2.1 (Managing Growth); 2.2.6 (Housing)

- Section 2.2.1 of the Growth Plan states that to achieve complete communities, a diverse range and mix of housing options should be provided to accommodate people at all stages of life, as well as the needs of all household sizes and incomes.
- The Growth Plan requires municipalities to develop a housing strategy to meet the intensification/density targets with a diverse range of housing options and affordable housing. The strategy should:
  - Identify a range of mechanisms such as land use planning;
  - Be complementary to current housing and homeless plans;
  - Be implementable through official plan policies/designations and zoning by-laws;
  - Support the achievement of complete communities;
  - Support multi-unit residential developments; and,
  - Require the Town to maintain appropriate servicing capacity to support at least a three-year supply of residential units (Section 2.2.6)

## Regional Policies

Region of Halton Official Plan (2015): Section 57-70 (Development Criteria); Section 84-86 (Housing)

- Halton Region OP requires municipalities to direct growth in environmentally suitable areas with appropriate land use designations based on servicing capacity and policy goals laid out in both Regional and local official plans. In addition, the Regional OP requires that:
  - Development be restricted in environmentally sensitive areas;
  - New lots be created under specific conditions such as for the purpose of acquisition by a public body and consolidating lots; and,
  - Single detached dwellings be limited to one per lot unless the additional dwelling's use is accessory to agriculture and unless the additional dwelling is to preserve the heritage value of the existing single detached dwelling within the Niagara Escarpment Plan Area.
- Section 84-86 of the Region OP provides policy direction pertaining to housing.
- Section 84 states that “the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs”
- Section 86 states it is the policy of the Region to:
  - Provide affordable housing;
  - Establish housing targets;
  - Expedite development approval process to reduce cost of housing;
  - Encourage innovative designs;
  - Encourage municipalities to maintain quality of existing housing stock;



- Promote residential intensification through the development/redevelopment of brownfield and greyfield sites, infill, redevelopment and conversion of existing structures;
- Permit second unit;
- Section 86(6) specifies that:
  - “at least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multi-storey building; and
  - that at least 30 percent of new housing units produced annually in Halton be affordable or assisted housing”.

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.9 (Housing); Section D1.4.7 (Housing Mix); Section D2.5.1 (Downtown Area)

- Section A2.9.1 states that the Town’s goal is “to provide an adequate housing supply and range of housing choices to meet the needs of present and future residents”.
- Section A2.9.2 outlines the Town’s strategic objectives pertaining to housing including the need to encourage:
  - an adequate supply of land for residential development;
  - residential intensification and affordable housing
  - mixed-use development;
  - a full range of housing development;
  - seniors housing;
  - rental housing;
  - assisted housing;
  - residential care facilities and emergency housing; and,
  - universal physical access.
- Under Section D1.4.7, a complete range and mix of housing is encouraged to assist in achieving a balance of housing in the Town.
- Section D2.5.1 sets forth the policies for the three Downtown Sub-Areas for Downtown Georgetown. Each Sub-Area includes permissions for residential uses that include street and block townhouses, multiple, and apartment buildings, long term care facilities, retirement homes, and special needs housing.
- The Official Plan does not have an affordable housing target and looks to Secondary Plans to establish targets for affordable housing (G3.1 b)). The Region OP under Section 86(6) identifies a target of 30% of new housing units in Halton be affordable or assisted housing.

## Preliminary Observations

1. The existing policy framework for housing in the Downtown Area with respect to housing mix and level of detail in the plan is supportive, and does not require major changes in approach. Retain the current approach of:
  - Generally permitting and encouraging a mix of housing types in the Downtown Area.
2. It is important to further support the provision of housing options specifically designed for seniors. Consider placing retirement and long-term care facilities closer to a neighbourhood centre and incorporate multi-storey dense components to achieve a sufficient yield on small sites.
3. Universally accessible housing options should be provided to accommodate the widest spectrum of people, regardless of age or ability, to live within the community.
4. The Town should consider the addition of policies that facilitate the development of affordable housing and special needs housing, including the establishment of an affordable and assisted housing target and the introduction of various incentives for affordable and/or special needs housing.

## Issue and Opportunity #3: Urban Design

The development of a built environment that is well designed, compact, and supports people's needs for daily living should include a high quality public realm that is reinforced by urban design standards that create attractive and vibrant places.

The urban design analysis under Section 4.2 of this paper will provide further detail on the review of the existing urban design guidelines. The intent of this review is to provide an overview of the opportunities for structuring the built environment to support a high quality public realm in the Downtown.

## Provincial Policies

Provincial Policy Statement (2014): Part V, Section 1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns)

- The PPS promotes “Building Strong Healthy Communities”, but does not provide specific guidance on community design. Guidance related to efficient land use patterns, as well as providing a mix of densities and land uses in Settlement Areas does, however, support the achievement of compact and walkable communities (Section 1.1.1, 1.1.3.2).
- In addition, Section 1.1.3.4 states that “Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety”.
- In the context of new Provincial Accessibility for Ontarians with Disabilities (AODA) legislation and an aging population, accessible/universal design also needs to be considered.

Places to Grow (2017): Section 2.2.1 (Managing Growth); and Section 5.2.5 (Targets).

- The Growth Plan is based on the need to develop complete communities that are healthy, safe, and balanced.
- Under Section 2.2.1 Managing Growth, the Growth Plan states that the achievement of complete communities will be supported by:
  - having a diverse mix of land uses, access to services and public facilities
  - including a diverse range and mix of housing options to support people at all stages of life
  - expanding access to a range of mobility and active transportation options, and publicly accessible open spaces, parks, and trails
  - ensuring high quality public realm through site design and urban design standards
- Further under Section 5.2.5 Targets, the Growth Plan directs municipalities to develop and implement urban design and site design policies to support the development of a high quality public realm and compact built form.

## Regional Policies

Region of Halton Official Plan (2015): Section 150-164 (Human Services)

- Section 150(1) states that it is the Region’s goal to “achieve a sustainable state of health for all on the basis of a clean environment, economic prosperity, social equity, public safety and provision of opportunities for individuals to develop their maximum Potential”.
- Section 152(1) states that it is the Region’s policy to adopt Healthy Communities Guidelines with Local Municipalities.
- Section 156 states the municipalities should:
  - “Require all proponents of *development* to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security;
  - Encourage the Local Municipalities to develop Crime Prevention through Environmental Design (CPTED) guidelines for use in their site plan approval process; and,
  - Promote community based programs for increasing safety and security of individual neighbourhoods”.

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.3 (Urban Character); Section D2.5.1 (Downtown Area); Section D5 (Built-up Area and Intensification Areas); Section F2 (Urban Design); Section G4.3 (Height and Density Bonusing)

- Under Section A2.3.2, it is the Town’s objective to ensure that:
  - *“All urban streets are defined by buildings and public spaces wherever possible and appropriate;*
  - *There is a high quality of site and building design for all forms of development within the Town;*
  - *New development areas are integrated into the fabric of the existing community; and,*

- *Neighbourhoods are compact and pedestrian-friendly with a mix of housing types, community facilities, public schools, commercial centres and open spaces”.*
- Section D2.5.1.4.3 provides policy directions to new development and redevelopment within the Downtown Core Sub-Area. Specifically, it states that land assembly is encouraged, maximum height of buildings facing onto Main Street shall not exceed four storeys and new development shall *“maintain the architectural character and identity of the Downtown Core Sub-Area”.*
- Section D2.5.1.4.4 provides policy directions to residential uses within the Downtown Core Sub-Area. It states that Main Street shall be the focal point for commercial and business activity in Downtown Georgetown. New residential uses should be located on the upper floors of buildings located on Main Street. In addition, it states that the *“maximum permitted density for townhouse, multiple and apartment dwelling on a lot shall not exceed 100 units per net residential hectare (...) and the maximum building height shall not exceed eight storeys”.* Also, the policy states that development shall require a Zoning By-law Amendment and ensure adequate servicing and amenities are provided.
- Section D2.5.1.5.3 provides policy directions to residential uses in the Downtown Complementary Sub-Area. It states that the *“maximum permitted density for new townhouse, multiple, apartment dwellings and special needs housing on a lot shall not exceed 30 units per net hectare (...)”.* In addition, the policy states that development shall require a Zoning By-law Amendment and follow the existing Urban Design Guidelines, as well as ensure adequate servicing and amenities are provided.
- Section D2.5.1.6.5 provides policy directions to new development and redevelopment within the Downtown Redevelopment Sub-Area. Specifically, it states that land assembly is encouraged and that development shall require a Zoning By-law Amendment. In addition, *“a Comprehensive Development Plan (CDP) for all contiguous lands within the designation shall be prepared and approved”.* The CDP shall conform to the Urban Design Guidelines and Urban Design policies laid out in the Town's Official Plan.
- Under Section D5, it is the objective of the Town to support and encourage intensification within the Built-up Area of Georgetown with Downtown Georgetown identified as a redevelopment area under D5.2 c). It is also the objective of the Official Plan that:
  - Intensification Areas provide a compatible urban form with existing areas, are transit supportive, promote active transportation, and are environmentally sustainable;
  - Cultural heritage resources are conserved;
  - Development is characterized by high quality urban design and appropriate type and scale is addressed through area specific plans; and,
  - The public realm is of high quality and creates attractive pedestrian-friendly places.
- Section F2.1 outlines the objectives for urban design in response to the growth of the urban population in the existing Built-up Areas through intensification and to support a high quality of built form. The Section provides policy direction for both the Public and Private Realms.
- Section F2.2.6 states that *“barrier-free access for persons using walking or mobility aids shall be provided in all public and publicly-accessible buildings and facilities and along major pedestrian routes. Barrier free features shall be integrated with the functional and design components of the site and/or buildings”.*

- Section F2.2.7 highlights the need for public art in the Town. Specifically, the Town’s official plan brings forward the need for:
  - *“The creation of public art in public and private spaces which fosters community identity by interpreting local history, traditions and culture shall be encouraged.*
  - *The integration of art into new development shall be encouraged, particularly within the Downtown Area and Community Node designations.*
  - *Consideration shall be given to incorporating public art into new public buildings, bridges, parks, and noise barriers where appropriate and feasible”.*
- Section F2.2.8 pertains to views and vistas and highlights the need for *“the preservation, enhancement and/or creation of significant views and vistas as part of comprehensive planning studies, such as Secondary Plans and during the review of development applications”.*
- G4.3 pertains to height and density bonusing. Through the Planning Act, the Town is permitted to pass a by-law allowing development to achieve greater density and height than permitted in exchange for public benefits.

### Preliminary Observations

1. Establish a clear policy framework for the design issues related to infill, redevelopment and conversion in order to ensure compatible development adjacent to existing neighbourhoods.
2. Key considerations for good urban design include community structure, street connectivity, streetscaping, building placement orientation and articulation, provision of parking, provision of public space, land use mix, variety of parks, and access to services and amenities. Other considerations should include sustainable design (e.g. passive solar orientation, Low Impact Development), active transportation, and Crime Prevention Through Environmental Design (CPTED).
3. The existing Official Plan recognizes the significance of the Downtown and the policies under Sections D2.5.1 and F2.1 will be incorporated/reflected in an updated and enhanced Downtown Urban Design Guideline.
4. It is recommended that policies be provided that
  - Strengthen the requirements for high quality private and public realms and active transportation facilities;
  - Establish built forms that achieve intensification targets without resulting in negative impact on surrounding neighbourhoods and adjacent properties; and,
  - Provide a policy framework which guides how new development should be compatible with and complement the existing character and architectural style, without attempting an imitation.

## Issue and Opportunity # 4: Healthy Communities

A successful community consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda.

Physical, social, and mental well-being are the necessary components of public health. To ensure that these components are achieved, the built environment should be designed to create opportunities to encourage residents to be physically active and socially engaged.

### Provincial Policies

Provincial Policy Statement (2014): Section 1.0 (Building Strong Healthy Communities); Section 1.6 (Infrastructure and Public Service Facilities); Section 1.8 (Energy Conservation, Air Quality and Climate Change)

- The PPS provides a substantial policy framework aimed at building strong and healthy communities. Section 1.1.1 of the PPS states:
  - “1.1.1 Healthy, liveable and safe communities are sustained by:*
    - a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term*
    - b) *Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs*
    - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
    - d) *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas*
    - e) *Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs*
    - f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
    - g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
    - h) *Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate”*
- Further, the PPS states “healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity” (Section 1.5.1 a)).
- In the context of new Provincial Accessibility for Ontarians with Disabilities (AODA) legislation and an aging population, accessible/universal design also needs to be considered.

Places to Grow (2017): Section 1.2.1 (Guiding Principles); Section 2.2.1 (Managing Growth); Section 2.2.2 (Delineated Built-up Areas)

- Under Section 1.2.1, a guiding principle of the Plan is the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- To support the achievement of complete communities that are healthier, safer, and more equitable, the Growth Plan directs growth to establish healthy and balanced communities that will maintain and improve the quality of life for residents.
- Section 2.2.1 (4) further supports the achievement of complete communities through a diverse mix of land uses, access to services, range and mix of housing options, access to transportation options and use of active transportation, a vibrant public realm, integration of green infrastructure, and climate change mitigation.

### Regional Policies

Region of Halton Official Plan (2015): Section 31 (Halton’s Planning Vision); Part IV (Healthy Communities Policies); Section 152

- The Regional Official Plan is divided into two planning concepts, “land stewardship” and “healthy communities”. Healthy Communities are the central component of the Region’s planning vision as outlined under Section 31 which describes a healthy community as one:
  - 31(1) that fosters among the residents a state of physical, mental, social and economic well-being;*
  - 31(2) where residents take part in, and have a sense of control over, decisions that affect them;*
  - 31(3) that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;*
  - 31(4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;*
  - 31(5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and nonmotorized travel modes; and*
  - 31(6) where the principles of sustainability are embraced and practiced by residents, businesses and governments.*
- Part IV Healthy Communities Policies sets forth goals and general policies for the development of a built environment that supports healthy objectives for human services, public safety, social support services, transportation services, and energy conservation.
- Further, section 152(2) directs Local Municipalities to have regard for Healthy Communities Guidelines when they are preparing area specific plans or policies related to intensification.

### Halton Healthy Communities Guideline

- The Healthy Communities Guideline is an implementation framework to transform identified attributes into concrete municipal policy directions and tangible development outcomes for new and existing communities in the Region. The Guideline is to be used to enhance and complement local



initiatives, ensuring consistent policies among the local municipalities with a view to achieving the six ROPA healthy community components, under Section 31.

- The Guideline sets forth seven attributes and corresponding elements for a healthy community:
  - Built Environment
  - Mobility
  - Natural Environment & Open Space
  - Human Services
  - Sustainable Design
  - Economy
  - Community Food Supply

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.11 (Sustainable Community Development); Section G3.1 (Secondary Plans)

- Under Section A2.11.2 of the Official Plan, a strategic objective of the Town is to “*develop an energy efficient mix of land uses in urban areas by integrating land use planning with energy conservation practices that take into account community layout, building types and densities, mix of uses and other factors that contribute to creating efficient, vibrant, compact, complete and healthy communities;*”
- Under Section G3.1 Secondary Plans, the Official Plan establishes the requirements for Secondary Plans with the intent of any Secondary Plan to:
  - d) *ensure that the environment-first objectives of this Plan are met, including policies for the protection and enhancement of natural heritage features and ecological functions;*
  - j) *establish land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including identifying the locations for social, cultural, recreational, educational and religious facilities;*
  - k) *establish the location, types and density of residential and employment lands that contributes to the creation of healthy communities through: the appropriate mix and density of housing; strengthening live-work relationships through the balance of residential and employment land uses; the provision of local parks and open space; and promoting active transportation and the use of public transit;*

## Preliminary Observations

1. Provincial and Regional planning frameworks provide some direction for healthy communities. However, it is not one single action or policy topic that will define or lead to the achievement of a healthy community, but rather an approach to implementation that considers all of the policy sections of the Secondary Plan comprehensively.
2. A high quality, well-designed built environment is valued within the Town. To support this environment the Town promotes the Downtown as a focal point for a mix of uses, commerce and pedestrian scale activity.
3. With respect to healthy communities, the Town should introduce policies and/or community design standards applicable to new development that implement:



- The AODA: as of January 1, 2016, the design of all new public spaces/facilities are required to meet *Accessibility for Ontarians with Disabilities Act (AODA)* standards;
  - Healthy community and active transportation criteria, including walking and cycling as viable modes of transportation for a variety of trips;
  - CPTED principles; and
  - Public art requirements.
4. Include a section on healthy communities, as required by Section G3.1 of the Town OP. Wording would suggest that healthy, liveable and safe communities are sustained by:
- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
  - Providing for an appropriate range of housing types and densities to meet projected needs of current and future residents;
  - Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate;
  - Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  - Integrating arts, cultural, and recreational facilities with local business, health and social services, schools, parks, and civic buildings;
  - Promoting the accessibility of services, culture, and recreation facilities by walking, cycling, or transit;
  - Providing a full range and equitable distribution of publicly accessible built and natural settings for recreation facilities;
  - Facilitating accessibility for persons with disabilities and older persons; and
  - Promoting conservation in energy, water and wastewater management.

## Economic Development

### Issue and Opportunity #5: Residential and Commercial Activity

Attracting commercial and residential development to the Downtown is necessary to support economic development, a diversified tax base, and complete communities where residents have access to jobs, goods, and services.

The ability of the Town to attract new investment in Downtown Georgetown is influenced by the changing nature of retail and affordability of housing in the GTA. Further discussion can be found under Section 6.0 Market Analysis.

### Provincial Policies

Provincial Policy Statement (2014): Section 1.3 (Employment)

- Under the PPS, the province requires planning authorities to promote economic development and competitiveness by:
  - Providing an appropriate mix and range of employment and institutional uses to meet long-term needs;

- Maintaining a range and choice of suitable sites for employment uses and take into account the needs of existing and future businesses;
- Encouraging compact, mixed use development that incorporates compatible employment uses to support liveable and resilient communities; and,
- Ensuring the necessary infrastructure is provided to support current and projected needs (Section 1.3.1).

Places to Grow (2017): Section 2.2.5 (Employment); Section 2.2.6 (Housing)

- Under Section 2.2.5 Employment, the Growth Plan directs retail and office uses to locations supported by active transportation and transit, that the retail sector be supported by compact built form and intensification of retail and service uses, and the integration of these uses to further achieve complete communities (Section 2.2.5, 3.and 12).
- Providing housing options and densities through the development of a housing strategy that includes the identification of a diverse range and mix of housing types, second units, and affordable housing to meet the needs of current and future residents (Section 2.2.6 a)).
- To further support the achievement of complete communities, municipalities should consider available tools to require that multi-use residential developments incorporate a mix of unit sizes (Section 2.2.6, 3.).

## Regional Policies

Region of Halton Official Plan (2015): Section 168-170 (Economic Development); Section 81 (Urban Area); Part V Section 205 (Implementation)

- Under Section 81(7.2) the Region will “*Consider intensification and development of Intensification Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification.*”
- Section 168 states that the “goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base”.
- Specific to Downtown Planning, Halton Region OP encourages local municipalities to “implement plans and programs for the preservation, improvement, redevelopment and/or revitalization, as the case may be, of downtown core area(s)” (Section 170.12 c)).
- Under Part V Implementation, the Official Plan further outlines policies in regards to Community Improvement Plans.

*205.3 Under the Planning Act and its regulations, the Region is a prescribed upper-tier municipality that may designate all or part of the Region as a Community Improvement Project Area for the purpose of preparing and implementing Community Improvement Plans to improve the following elements within the Project Area:*

*205.3(1) infrastructure within the Region’s jurisdiction,*

*205.3(2) land and buildings within any Intensification Area, and*

205.3(3) *Affordable Housing.*

205.4 *Under a Community Improvement Plan, the Region may acquire and dispose of lands and buildings, undertake improvements to such lands and buildings, and make grants and loans to other parties for the purpose of carrying out programs under the Plan.*

205.5 *The Region may also participate in a Local Municipality's Community Improvement Plan and make loans and grants to that Local Municipality in support of its Plan.*

205.6 *Regional Council, in consultation with the affected Local Councils, will use Community Improvement Plans at the appropriate time and circumstances to implement policies of this Plan.*

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.7 (Economic Development); D2.5.1 (Downtown Area); Section G7 (Community Improvement Plan Areas)

- Section A2.7.1 states that it is the Town's goal "to provide opportunities for economic development in a manner that fosters competitiveness and a positive business environment".
- Section A2.7.2 outlines the Town's strategic objectives including the need to:
  - *"To ensure that the quality and character of life in the Town is sustained and improved in context of the Greater Toronto Area and the global economy;*
  - *To facilitate opportunities to provide a range of goods and services to the public within Halton Hills through the use of a flexible policy regime;*
  - *To facilitate the establishment of a competitive business environment that is able to easily adapt to changing circumstances and priorities;*
  - *To encourage the development of the business infrastructure required to attract uses that will contribute to the quality of life in the Town;*
  - *To promote the establishment of more live-work relationships that reduce commuting;*
  - *To establish, maintain and enhance employment areas that provide a range of job opportunities and a broad range of commercial and service facilities that meet the needs of residents of the Town and the wider area;*
  - *To encourage wherever possible through the land use planning process the retention and expansion of existing businesses in the Town;*
  - *To ensure that a sufficient supply of serviced employment generating lands is available for development at all times;*
  - *To carefully monitor local and regional trends with respect to the supply of land for employment to ensure that an adequate supply in appropriate locations is available at all times;*
  - *To encourage further industrial development in the Acton Urban Area on the basis of full or partial services, as appropriate;*
  - *To protect lands that have the potential of being used for agricultural purposes from incompatible development to ensure that farming operations can operate with the maximum degree of flexibility and efficiency;*

- *To encourage the development of home-based businesses provided the proposed use is compatible with adjacent uses;*
  - *To encourage the protection of the Town's natural attributes, such as its rural character and its natural heritage features in order to maintain and enhance recreational and tourism opportunities that rely upon these attributes;*
  - *To encourage the protection of the Town's cultural heritage resources in order to maintain and enhance economic development and tourism opportunities;*
  - *To protect and recognize the Town's mineral aggregate resource industry as an important component of its economic base;*
  - *To encourage the continued revitalization of the Downtown Areas, which reflects their heritage significance and promote a mix of uses and attractions for community activities both in the commercial core and in immediately adjacent areas; and,*
  - *To improve the aesthetic quality of the retail corridors in the Town to ensure that they function as attractive destinations for shoppers from the Town and the surrounding area".*
- Section D2.5.1.4.4 provides policy directions to residential uses within the Downtown Core Sub-Area. It states that Main Street shall be the focal point for commercial and business activity in Downtown Georgetown.
  - Section G7 of the Official Plan establishes the entirety of the Town of Halton Hills as a community Improvement Project Area and identifies the Georgetown Downtown Sub-Area as one of the Community Improvement Project Sub-Areas.
  - OPA 9 established the intensification hierarchy for the Town. The Georgetown Downtown Redevelopment Area was established as a focus for higher density residential due to its proximity to the GO Station and redevelopment potential. A total of 340 residential units is targeted for Downtown Georgetown with approximately 125 units allocated to the McGibbon Hotel development.

## Town of Halton Hills Comprehensive Community Improvement Plan (CIP)

The Town of Halton Hills has a Community Improvement Plan Program in place to assist with the revitalization and redevelopment of an area through financial incentives. The CIP applies to Downtown Georgetown. An Amendment has been prepared by the Town to introduce criteria to allow flexibility for the Town to consider the eligibility of commercial, mixed-use, and institutional properties outside of delineated CIP areas for façade and building improvement grants and loans on a case by case basis.

A review of the Town and Region Community Improvement Plan programs will be undertaken in greater detail in the later phases of the study.

## Preliminary Observations

1. It is important to be innovative and to respond to all forms of the new economy within the evolving economic context of Halton, which includes leveraging the Town's quality of life/place attributes.
2. The Downtown Area should be a focal point for higher density residential, commercial, and institutional uses, and should:
  - Establish safe and pleasant pedestrian environments that encourage movement by all modes of transportation;
  - Provide attractive streetscapes; and
  - Provide a range and mix of housing types, including affordable and special needs housing.
3. The Downtown is an important and highly cherished part of Georgetown. Its protection and enhancement are of interest to the Province, the Region, and the Town. Provincial and Regional planning frameworks identify downtowns and main streets as focal points for residential, commercial, and institutional uses, and require the Town to:
  - Establish safe and pleasant pedestrian environments that encourage movement by foot, bicycle and transit;
  - Provide attractive streetscapes;
  - Encourage downtown economic development initiatives; and
  - Provide a range of housing types and costs.

## Community Infrastructure

### Issue and Opportunity #6: Transit and Active Transportation

How can the Town best ensure that the land use planning framework supports the expansion of public transit as the community continues to grow and the demographic and economic conditions become more favourable for additional transit expenditures?

- Access to transit improves mobility options for people who cannot or choose not to drive, such as youth, seniors, and people without access to a private vehicle. It can also be part of a community's strategy for reducing greenhouse gas emissions from the transportation sector.
- The Town uses ActiVan and the Taxi Scrip Program for transit. Should expanded transit be considered, a supportive land use framework will be important to its success. Key factors include achieving the right mix and density of uses along transit corridors and at transit stops to generate ridership.

How can the Secondary Plan support “complete streets”, an integrated trail/cycling network, and built form throughout Downtown Georgetown that provides the opportunity for residents of all ages and abilities to travel safely and conveniently by active modes of transportation – including walking and cycling.

- A variety of transportation options should be available to residents, with the built environment designed to encourage physical activity, facilitate active transportation and support public transit in place of motor vehicles and driving. The accommodation of various travel choices ensures the economic, social, and environmental sustainability of transportation systems.
- Designing a safe, convenient, and accessible environment for walking and cycling encourages these alternative modes of transportation.

## Provincial Policies

Provincial Policy Statement (2014): Section 1.6.7 (Transportation Systems); Section 1.6.8 (Transportation and Infrastructure Corridors); 1.8 (Energy Conservation, Air Quality and Climate Change); 1.5 (Public Spaces, Recreation, Parks, Trails and Open Space)

- The PPS calls for the provision of safe, efficient, and multi-modal transportation systems that meet projected needs.
- The PPS recognizes the connection between land use patterns and transportation choices, and calls for integrated planning that minimizes the length and number of vehicle trips, and supports transit and active transportation (Section 1.6.7.4).
- The PPS also requires planning authorities to plan for and protect corridors and right-of-ways for infrastructure, including transportation and transit.
- To reduce greenhouse gas emissions from transportation, the PPS calls on planning authorities to:
  - Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and,
  - Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future (Section 1.8 b&c)).
- In addition, the PPS states “healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity” (Section 1.5.1 a)).

Places to Grow (2017): Section 3.2.2 (Transportation); Section 3.2.3 (Moving People)

- The Growth Plan requires municipalities to plan for transportation system and offer a “balance of transportation choices that reduces reliance upon the automobile and promotes transit” (Section 3.2.2.2 b)) and multimodal access to a range of destinations. Municipalities should also develop and implement transportation demand management policies so that, amongst other things, modal share of alternative to the automobile is increased, active transportation is prioritized, and infrastructure to support active transportation is expanded.
- The Growth Plan requires municipalities to plan for transportation system and improve connectivity among transportation modes. In addition, “in the design, refurbishment, or reconstruction of the

existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated” (Section 3.2.2.3). Municipalities should also develop and implement transportation demand management policies so that, amongst other things, trip distance and time are reduced.

- Section 3.2.3.1 states that “public transit will be the first priority for transportation infrastructure planning and major transportation investments”. In addition, municipalities should make decisions regarding transit on the basis on the following criteria:
  - Plan for transit whereby residential and employment high densities are existing and/or planned;
  - Improve transit in strategic growth areas;
  - Expand transit whereby transit-supportive densities and mix of uses are existing and/or planned;
  - Improve connections to urban growth centres, major transit station areas and other strategic growth areas;
  - Increase modal share of transit; and,
  - Reduce greenhouse gas emissions.
  
- Section 3.2.3.3 states that “*municipalities will work with transit operators, the Province, Metrolinx where applicable, and each other to support transit service integration within and across municipal boundaries*”.
  
- Section 3.2.3.4 states that “*Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives*”.

## Regional Policies

Region of Halton Official Plan (2015): Section 146 (Land); Section 171-173 (Transportation and Active Transportation)

- Section 146(5) highlights the Region’s desire to promote a Regional Trail system by enhancing connectivity through acquisitions or easements.
  
- Section 171 states that it is the Region’s objective to promote an active transportation network that is elevated through new development, land use patterns and densities.
  
- Under Section 172 it is the Region’s objective to provide a high level of public transit service that is safe, convenient, within reasonable walking distance (i.e. within 400m), at a reasonable cost, is efficient and that connects with surrounding transit network.
  
- Section 172 (8) indicates that the Region is aiming for a public transit mode share of at least 20 per cent of all daily trips made by Halton residents by 2031.



- Section 172 (9) supports the “early introduction of public transit service in new development and redevelopment areas and in intensification areas”.
- Section 172 (10) indicates the need for “land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation”.
- Section 173 (2) states the Region should “ensure that the development of the transportation system in and around Halton supports the development of Intensification Areas”.
- The Region requires municipalities to “include in the site plan approval process a review of how the proposal has maximized active transportation opportunities and transit access to the site” and to “adopt parking policies in the Intensification Areas that would promote active transportation and the use of public transit” (173 (21)).
- Section 173 highlights the policy direction of the Region pertaining to transit infrastructure such as the need to:
  - Develop and fund inter-regional high order transit projects, in conjunction with the Province, Metrolinx and Local Municipalities, to ensure a transit system with acceptable frequency and capacity;
  - *“Secure, through the development process and/or strategic property acquisitions, the necessary rights-of-way and sites for transit stops and stations and commuter parking or mode transfer facilities for the implementation of local and inter-regional transit systems within Halton” (Section 173(25));*
  - *“Seek Provincial and Federal funding and advocate other revenue sources to support strong local transit systems characterized by: a) a good state of repair, b) excellent feeder services to the inter-municipal/inter-regional higher order transit network, and c) timely services for new and existing communities” (Section 173(27)); and,*
  - Implement the 20 per cent transit mode share target through proactively planning for the required transit infrastructure, monitor public transit usage, and work with the Province and Metrolinx to remove barriers to implementation.

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.8 (Infrastructure); Section F2 (Urban Design); F6 (Transportation); Section F7 (Public Parkland)

- Section A2.8.2 c) states that it is the Town’s objective to “establish a transportation system that safely and efficiently accommodates various modes of transportation including trains, automobiles, trucks, public transit, cycling and walking”.
- Section F2.2.1.1 pertains to streetscapes and highlights the need for road designs that include bicycle lanes where appropriate, an integrated and specialized design and treatment of streetscape features, complementary streetscape features, gateway features and planned road reconstruction that enhance the existing streetscape.
- Section F2.2.1.2 pertains to roads and highlights the need for rights-of-way with appropriate sidewalks for pedestrian, collector/arterial roads with boulevard if appropriate, medians with hard/soft landscape materials, regularized pattern of street tree planting, minimized private access



onto the public road system, and street lighting that enhances pedestrian safety and that reduces energy consumption.

- Section F6.1 outlines the Town’s objectives in regards to transportation including the need to efficiently move people and goods across the Town, ensure appropriate right-of-way widths, encourage alternative development standards for roads, and promote public transit and encourage the efficient use of land along transportation corridors to maximize the use of public transit.
- Section F6.2 provides direction for pedestrian and cycling routes and facilities and states that “Council shall develop an interconnected system of cycling and walking routes providing access to major activity and employment areas and to future public transit. In this regard, Council shall refer to the Trails and Cycling Master Plan to provide the basis for the establishment of a pedestrian and cycling network in the Town”. In addition, the Town’s Official Plan provides additional policy such that the Town should consider:
  - The provision of safe and convenient cycling;
  - The integration of cycling around school sites;
  - The implementation of bicycle when a road/bridge is being constructed/reconstructed; and,
  - The provision of lands necessary for bicycle paths within road requirements.
- Section F6.3 states that “at the time of adoption of this Plan, a public transit system did not exist in the Town, however, the use and expansion of existing special transit service for the physically disabled (Acti-van) shall be encouraged and promoted. Council shall actively promote transit-supportive land uses in Nodes, Corridors and new development areas. Council shall also review the need for a municipal transit system, as permitted by its financial capability, and if and when provided, integrate and support other transit systems and co-ordinate transportation planning efforts with Regional, Provincial and Federal transportation initiatives. Council shall encourage continuous improvements to the Provincial GO transit system”.
- Section F7.1 h) states that it is the Town’s objective to “encourage the development of a walking and cycling trail system within the open space system that is accessible to the public utilizing trails, paths, streets and other public open spaces”.

## Preliminary Observations

1. Establish a transportation policy framework that supports and encourages a multi-modal system for cars, bikes, pedestrians, and future transit. Build upon and implement the Transit Service Strategy once complete.
2. Establish parking strategies for the Downtown. These observations will incorporate the full parking analysis, as well as the conclusions from background review, to provide well informed and targeted long-term solutions. The results from the gap analysis and parking assessment will advise the recommended measures and provide direction related to parking strategies. These observations will represent a phased transition plan to implement the recommended parking strategies developed for short, medium, and long range.

It is important to balance the supply of parking in concert with redevelopment through a comprehensive approach to planning and urban design. It requires a special approach to the provision of parking that, while meeting the needs of motorists, sustains and enhances the vision for Downtown Georgetown. Parking demand is typically reduced with the provision of transit and

improved cycling and pedestrian routes. The valuable role parking plays in a strong downtown is not questioned, but a strategy should advocate that parking be carefully planned, designed, and located to create a diverse, thriving, pedestrian friendly area. Properly located, signed, and designed parking that offers choice to motorists will augment the function of Downtown and will not result in the visual blight that often results from large surface parking lots.

3. Recognize walking and cycling as viable modes of transportation for a variety of trips that are in the range of five kilometres or less. Build upon the Halton Hills Cycling Master Plan (2010) recommendations and the Town's Parks and Trails Master Plan.
4. Develop complete streets policies unique to the demands and challenges of Georgetown. Require a complete streets approach to the design of new streets, as well as the reconstruction, repair, and maintenance of all arterial, collector, and local streets.

As part of a complete streets approach, establish a Streetscape Hierarchy. Streets comprise the most significant land area in public ownership and are the primary way in which people experience a place. More than a road, a streetscape defines and considers all of the elements that combine to create the quality and character of the room that contains the street: sidewalks, trees, lighting, furnishing, signage and the character and quality of the buildings that define the street wall.

Given that a culture of walking is fundamental to achieving a successful downtown, streetscapes must be designed to balance pedestrian, cycling, transit, land use and civic functions, in addition to the movement of cars. The intent of a streetscape hierarchy is to identify the conditions of use, built form, and streetscape required to create beautiful streets.

5. Introduce policies to support the provision of pedestrian and cycling amenities along streets (e.g. street trees, benches, bicycle racks, etc.).
6. Improve connectivity with the GO Station through active transportation opportunities.

## Issue and Opportunity #7: Parks and Community Facilities

What policies are needed to support the Recreation & Parks Strategic Plan, and to ensure Georgetown’s parks system, open spaces, trails, and recreational facilities continue to support the community for the next 20 years?

Ensuring residents have convenient access to a connected and diverse range of open spaces and parks offers increased opportunities for improved public health. Offering a range of alternative open space opportunities in the Downtown will provide for an enhanced public realm that is both animated and pedestrian friendly.

### Provincial Policies

Provincial Policy Statement (2014): Section 1.5 (Public Spaces, Recreation, Parks, Trails and Open Space

- To achieve “healthy, active communities”, the PPS promotes the provision of “a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources” (Section 1.5.1 b)).
- Section 42 of the Planning Act supports the provision of parks by enabling municipalities to require parkland dedication as part of development, at the rate of 5% of the land area for residential uses or up to 1 hectare per 300 dwelling units, and 2% of the land area for commercial and industrial land uses.
- Under Provincial legislation the design of all new public spaces must meet AODA standards as of January 1, 2016.

Places to Grow (2017): Section 4.2.5 (Public Open Space)

- The Growth Plan requires municipalities to plan for a park system that is publicly-accessible that includes open space and trails that:
  - *“Clearly demarcates where public access is and is not permitted;*
  - *Is based on a co-ordinated approach to trail planning and development; and,*
  - *Is based on good land stewardship practices for public and private lands”* (Section 4.2.5.1).
- Section 4.2.5.2 states that “Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks”.

### Regional Policies

Region of Halton Official Plan (2015): Section 77

- Section 77(5) requires Local Municipalities to prepare Area-Specific Plans for communities in development/redevelopment. Such plans should include, amongst other things, local parks and open space.

## Town Policies

Town of Halton Hills Official Plan (2017): Section A3 (Land Use Concept); Section B2.6 (Special Policy Areas); Section D5 (Built-up Area and Intensification Areas); Section F7 (Public Parkland)

- The Town official plan has a land use designation, Major Parks and Open Space Area, which *“applies to lands, which are the site of large land holdings owned by a public authority that are used, or have the potential for passive or active recreational uses”* (Section A3.1.1);
- Section F7 provides objectives and policy directions for public parkland located within the Town of Halton Hills such as the need to maintain, enhance, promote, and protect the system of parkland areas. In addition, the Town Official Plan requires the acquisition, development and maintenance of parks to be guided by the policy framework established through the Recreation and Parks Strategic Action Plan, the Trails and Cycling Master Plan, public parkland standards, Parkland Dedication By-Law, and parkland development policies.
- Specific to Downtown Georgetown, Section B2.6.2 identifies Remembrance Park as a Major Parks and Open Space Area that functions as a gateway to the downtown area and is subject to the policies established for Neighbourhood Parks in the Town Official Plan. As such, Major Parks and Open Space Area located within the Downtown Georgetown shall:
  - *“generally service lands within a 0.4 to 0.8 kilometre radius, depending on population density;*
  - *generally range from 1.5 to 2.5 hectares in size;*
  - *be comprised mostly of tableland and be configured to support their intended use;*
  - *be centrally located within the neighbourhood or neighbourhoods it is intended to serve;*
  - *have frontage on a Collector Road that is adequate for the provision of on-street parking and site visibility;*
  - *be located adjacent to an elementary school, other community facilities where feasible, other open space lands or storm water detention areas to complement existing facilities and/or provide a neighbourhood focal point; and,*
  - *where adjacent to an elementary school have complementary facilities such as sports fields, hard surface play areas and components, and play apparatus”* (Section F7.3.4.2).
- Under Section D5, it is an objective of the Town for intensification areas to provide *high quality public open spaces with site and urban design that create attractive pedestrian-friendly places for social interaction* (D5.1 j)).
- Section F8 sets forth policies for the provision of community facilities and services. Community facilities include schools, libraries, community centres, and other recreational facilities that are designed to meet the educational, social, recreational and cultural needs of Town residents (F8.1).

## Preliminary Observations

1. Consider the development of a Public Realm Framework to establish a legible, coherent and appealing physical environment in the Downtown. The Public Realm Framework identifies:
  - urban squares, parkettes and church lawns, as well as existing parks in proximity to Downtown;
  - gateways, key views and sites for landmarks;
  - locations for courtyards and mews;
  - streetscape hierarchy; and,
  - public art opportunities / to be coordinated with the Halton Hills Public Art Master Plan.
2. A variety of parkland options should be considered in the Downtown. Consider the inclusion of alternative parks such as:
  - Pocket Parks – small scale components of the parks system that are generally less than 1,000 square metres in size, but generally greater than 75 square metres:
    - Have frontage on at least one public street;
    - Require that adjacent built form have primary and active frontages facing the Pocket Park, where appropriate; and,
    - Facilities shall include seating and a full furniture program, including lighting, opportunities for outdoor cafés and restaurants, and facilities that promote a passive, relaxing atmosphere.
  - Strata Parks – the use of lands that are built over top of built form (usually below grade parking structures) or
  - POPS - privately owned publicly accessible space that are a specific type of open space which is accessible to the public but remains privately owned. Offers opportunities for additional open space that will complement the public park system
  - Mid-block connections – access within/between development blocks, barrier free and visible from sidewalk
3. Introduce new policies regarding AODA standards/universal design for all elements of the parks and greenway system, and for all community facilities.
4. Introduce CPTED policies.
5. Review the function of Remembrance Park in the Town's park classification.
6. Consider incorporating an active transportation network (trails and paths) in appropriate green spaces to connect with the Town-wide network.

## Green Infrastructure

### Issue and Opportunity #8: Natural Heritage System

How can the natural heritage system be enhanced in the Downtown and its features and functions protected?

#### Provincial Policies

Provincial Policy Statement (2014): Section 2.1 (Natural Heritage); Section 4.0 (Implementation and Interpretation)

- The province requires that *“Natural features and areas shall be protected for the long term”* (Section 2.1.1).
- The PPS further states that *“The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features”* (Section 2.1.2).
- The PPS requires identification of natural heritage systems in southern Ontario (Section 2.1.3).
- The PPS also requires that *“Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.”* (Section 2.1.7).
- The PPS provides direction for municipalities, through their Official Plans, where they *“shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required. Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas”* (Section 4.7).

Places to Grow (2017): Section 4.2.1 (Water Resource Systems); 4.2.2 (Natural Heritage System); 4.2.4 (Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features)

- Section 4.2.1 states that municipalities undertake watershed planning, identify and protect through designations and policies water resource systems, allocate growth based on watershed planning, inform designated greenfield areas with subwatershed plan and consider the Great Lakes Strategy.
- Section 4.2.2 states that municipalities shall:
  - Map Natural Heritage System (NHS) and exclude settlement areas;
  - Overlay the NHS on top of the municipality’s official plan and incorporate policies to maintain, restore and enhance the NHS;
  - Have development demonstrate that there is no adverse effect on the NHS;
  - Permit for agricultural uses, agriculture-related uses, on-farm diversified uses, and normal farm practices;
  - Protect identified NHS under existing policies;

- Refine provincial mapping of the NHS through a municipal comprehensive review;
  - Protect natural heritage features beyond the NHS; and,
  - Continue protecting, in the event where a settlement area is expanded into the NHS, the natural heritage features within the NHS.
- Section 4.2.4 states that municipalities shall generally limit “*new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature will require a natural heritage evaluation or hydrologic evaluation that identifies a vegetation protection zone*” (Section 4.2.4.1), where development is generally not permitted. In addition, permitted development shall incorporate mitigation measures to protect and restore key natural heritage features, key hydrologic features, and their functions.

## Regional Policies

Region of Halton Official Plan (2015): Section 113-118; Section 146-147 (Land)

- Section 114 states that “*the goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations*”.
- Section 146-147 state that it is the Region’s objective to protect tree-covered areas, connect woodlands, promote soil conservation, minimize soil erosion, promote the planting of new trees, restore treescapes, discourage activities in woodlands with adverse effect on forest health, and encourage environmental/ecological stewardship.
- Section 146(5) e) states that Municipalities should require “*all development proposals, to the maximum degree possible, preserve existing trees and plant additional trees in accordance with good forestry management practice*”.
- Section 146(5) f) states that developments should “*submit, at the time of initial application, an inventory of trees on site and a tree saving and planting plan unless the development will not result in the removal of any trees*”.
- The Official Plan identifies the Silver Creek valley as a “Key Feature” within the Regional Natural Heritage System.

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.1 (Natural Heritage and Water Resources); B1 (Greenlands System); C3 (Watercourses); C4 (Natural Hazards); C7 (Watershed Planning); C9 (Tree Preservation/Planting); C10 (Erosion and Sedimentation Control)

- Section A2.1.1 states that it is the Town’s goal to “*protect, enhance and where possible restore, significant natural heritage features and related ecological functions in the Town for present and future generations*”.
- Section A2.1.2 provides strategic objectives such as the need to protect, connect and enhance the natural heritage and water resources in the Town of Halton Hills.
- Section B1 provides policy directions as to the enhancement of the Greenlands System such as:



- Identifying and protecting Greenlands within secondary plans;
  - Transferring Greenlands into public ownership through a land securement strategy, the development approval process, and conservation easements;
  - Prohibiting development within adjacent lands unless an Environmental Impact Study and/or a Subwatershed study and/or a Geotechnical study is completed and approved;
  - Prohibiting development within significant natural features (i.e. significant wetland and significant habitat of endangered and threatened species) unless an Environmental Impact Study is completed and approved;
  - Locating parkland adjacent to Greenlands System;
  - Locating and designing trails appropriately given the sensitive significant natural features;
  - Designating the Greenlands System with zoning designation Greenlands A and B;
  - Expanding the Greenlands System based on new information through Watershed Management Plans, Subwatershed studies or a comprehensive Natural Heritage Strategy;
  - Identifying woodlands that are 0.5 hectares or larger and implementing measures to protect them;
  - Protecting Environmentally Sensitive Areas;
- Section C3 provides policy directions as to the protection of watercourses such as the delineation of watercourses, regeneration of natural areas near watercourses, protection of headwater areas, Subwatershed Studies, and the application of federal and provincial states and Conservation Authority regulations.
  - Section C4 provides policy directions regarding development below the stable top of bank and in floodplains, existing development in floodplains and below stable top of bank, and stable top of bank setbacks.
  - Section C7 provides the policy framework for Watershed Plan and Subwatershed Plans.
  - Section C9 provides the policy framework for tree preservation / plants through the retaining and enhancement of treed areas outside the Greenlands System, protection of existing trees during public work initiatives, requirement of tree planting in development approval process, tree-planting program, and the development of vegetative cover along watercourses.
  - Section C10 provides the policy framework for erosion and sedimentation control.

### Silver Creek Subwatershed Study (2002, 2003)

A three stage subwatershed study for Subwatershed 11 (Silver Creek) of the Credit River was prepared by a team of consultants, the Town of Halton Hills, and the Credit Valley Conservation Authority. A summary of the key findings and recommendations of the Study will be undertaken as a component of the Scope Natural Heritage System Assessment. The preliminary work plan can be found under Section 9.0 of this report.

## Preliminary Observations

1. The Region of Halton Official Plan identifies the Silver Creek valley as a “Key Feature” within the Regional Natural Heritage System. Further discussions on appropriate changes to the Land Use Schedule with respect to the Silver Creek Subwatershed Study are underway.
2. The Natural Heritage System needs to be reviewed on the Town’s Official Plan Schedules in terms of the features, buffers, linkages and the restoration/ enhancement opportunities.
3. Explore options to further the greening of the Downtown with recommendations for native planting.

## Issue and Opportunity #9: Servicing & Low Impact Development

How can green infrastructure, such as water, wastewater and stormwater management, as well as emerging stormwater management (SWM) strategies be effectively implemented in Downtown Georgetown?

These strategies include reducing the number of paved surfaces to reduce run-off flows, and using green infrastructure/natural corridors and Low Impact Development (LID) methods to increase infiltration in urban areas.

## Provincial Policies

Provincial Policy Statement (2014): Section 1.6 (Infrastructure and Public Service Facilities); Section 1.8 (Energy Conservation, Air Quality and Climate Change)

- Under the PSS, the province requires that growth be planned such that existing servicing systems are optimized and such that water conservation and water use efficiency are promoted (Section 1.6.6.1).
- Section 1.6.6.2 of the PPS states that “municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible”.
- Section 1.6.6.4 highlights that individual on-site sewage services and individual on-site water services may be used in settlement areas only for infilling and minor rounding out of existing development.
- Section 1.6.6.5 states that partial services shall be permitted within settlement areas only “to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts”.
- Section 1.6.6.7 states that “Planning for stormwater management shall:
  - *Minimize, or, where possible, prevent increases in contaminant loads;*
  - *Minimize changes in water balance and erosion;*
  - *Not increase risks to human health and safety and property damage;*
  - *Maximize the extent and function of vegetative and pervious surfaces; and,*

- *Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development*”.

Places to Grow (2017): Section 3.2.6 (Water and Wastewater Systems); Section 3.2.7 (Stormwater Management); Section 4.2 (Policies for Protecting What is Valuable)

- The Growth Plan requires municipalities to “generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems” (Section 3.2.6.1).
- Servicing will be planned, designed, constructed, or expanded based on opportunities for optimization and improved efficiency of the current servicing system through strategies, location of growth, a comprehensive water or wastewater master plan informed by watershed planning, and attenuation capacity for large subsurface sewage disposal systems (Section 3.2.6.2).
- The Growth Plan requires municipalities to develop stormwater master plans that:
  - *“are informed by watershed planning;*
  - *protect the quality and quantity of water by assessing existing stormwater facilities and systems;*
  - *characterize existing environmental conditions;*
  - *examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;*
  - *incorporate appropriate low impact development and green infrastructure;*
  - *identify the need for stormwater retrofits, where appropriate;*
  - *identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and,*
  - *include an implementation and maintenance plan”* (Section 3.2.7.1).
- Section 3.2.7.2 states that large-scale development requires a stormwater management plan.
- The Growth Plan establishes policies under Section 4.2 to ensure that “decisions on allocation of growth and planning for water, wastewater, and stormwater infrastructure will be informed by applicable watershed planning.” (4.2.1.3)
- Further under 4.2.9, water conservation is supported through official plan policies and other strategies by including water demand management and water recycling objectives.

## Regional Policies

Region of Halton Official Plan (2015): Section 144-145 (Water); Section 77-89 (Urban Area)

- Section 145(2) highlights the different Municipal Wellhead Protection Zones.
- Table 2.1 identifies the land use groups that can potentially impact groundwater quality.
- Table 2.2 identifies the land use groups that are prohibited in the three Municipal Wellhead Protection Zones.
- Any development that has the potential to impact the quality of groundwater through contaminants is subject to a review by Halton Region. This could require a hydrogeological study (Section 145(5)).
- Any development and site alteration in proximity to ground water features should be restricted and required to conduct an Environmental Impact Assessment (Section 145(23))
- Section 77(5) requires Local Municipalities to prepare Area-Specific Plans for communities in development/redevelopment. Such plan should include, amongst other things, water and wastewater servicing plans and storm water management.
- Section 89 states that the urban services found in the Urban Area should be designed to meet the local capacity requirements and have urban services designed to satisfy the Urban Services Guidelines and have urban services located only in the Urban Area.
- Section 89(4) permits development in the Urban Area to be located on private wells and/or private sewage disposal systems if urban services are unavailable.
- Section 89(8) states to “limit development in the Urban Area to the ability and financial capability of the Region to provide urban services in accordance with its approved financing plan under Section 77(15) of this Plan”.

## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.8 (Infrastructure); Section C5 (Water Resource Management); C6 (Groundwater Management); C8 (Stormwater Management); Section D5 (Built-up Area and Intensification Areas); F8 (Community Facilities and Services)

- Section A2.8.2 B) states that it is the Town’s objective to “ensure that all necessary infrastructure required to serve the urban area is built as necessary prior to, or coincident with, urban development”.
- Section C5 pertains to water resource management and highlights the need to protect existing sources of drinking water for future use and for development to be supported by a Hydrogeological Report.
- Section C6 pertains to groundwater management and highlights the need for adequate sustainable supply of clean water, watershed/subwatershed plans, the protection of existing surface and ground water quality, source protection objectives in land use planning process, and water conservation measures.
- Section C8 pertains to stormwater management and highlights the need for Stormwater Management Report for development proposal and for stormwater management facilities to be properly located in Environmental Zone in Plan of Subdivision.

- Section D5.4 sets forth policies for intensification to ensure the identified areas are development-ready by:
  - i) coordinating with the Region the provision of water, wastewater, stormwater and transportation infrastructure with sufficient capacity to support the development densities planned for these areas;*
  - ii) coordinating discussions with utility providers to ensure that adequate utility services are or will be in place to serve the proposed development;*
- Section F8.2 pertains to municipal water and wastewater services and identify such as the responsibility of the Region of Halton. It is the Town’s policy that:
  - *“All development in the Urban Area shall be connected to municipal water and wastewater systems unless exempted by the policies of this Plan and the Regional Official Plan;*
  - *Development be limited in the Urban Area to the ability and financial capability of the Region to provide municipal water and wastewater services in accordance with its approved Development Charges Bylaws;*
  - *The extension of municipal water and wastewater services across Urban Area boundaries is prohibited, unless the services are being provided to lands within the Hamlet Area designation or other exceptions specifically identified in the Regional Plan; and,*
  - *The allocation of municipal water and wastewater system capacities through the development approvals process will be based upon a program developed in consultation with the Region, and implemented through reports to Council when necessary, which ensures the timely and efficient use of these services”.*

## Preliminary Observations

1. Provide provisional guidance for the choice of best stormwater management practices in order to control flooding, erosion, sedimentation, and water quality in any natural or manmade waterway
2. Encourage and promote the appropriate integration of natural waterways, ponds and valleys, to enhance and develop functional corridors for wildlife habitat, open space, and parkland.
3. Protect and enhance, through stormwater management techniques and design, the water quality, environmental, aesthetic and recreational potential of Silver Creek.
4. Consider policies that apply best management practices in stormwater management (understanding the difficulty with stormwater management that exists in the Town) including widened open space corridors and Low Impact Development policies that promote and incorporate innovative and appropriate Low Impact Development (LID) opportunities and best practices.
5. Consider Infiltration/Filtration facilities that may include: permeable pavement, bioretention trenches, rain gardens, infiltration trenches, soakaway areas and grass swales which may be located on public or private property within parks, front and back yards, parking lots and road rights-of-way.

## Issue and Opportunity # 10 - Climate Change and Resiliency

What policies are needed to start preparing Georgetown residents and the Town's infrastructure for the community mitigation and adaptation changes that will be required in future years to deal with climate change?

- The impacts of climate change are already being felt in Ontario. They include more frequent and severe weather events that challenge the Town's stormwater management (SWM) capacity
- Major storm events are increasingly creating risks to public safety and damage to public infrastructure and private property.
- Emerging SWM strategies include reducing the amount of paved surface to reduce run-off flows, and using green infrastructure/natural corridors and Low Impact Development (LID) methods to increase infiltration in vegetated areas and SWM ponds before run-off reaches the Town's sewer pipes.

### Provincial Policies

Provincial Policy Statement (2014): Section 1.0 (Building Strong Healthy Communities); Section 1.6 (Infrastructure and Public Service Facilities); Section 1.8 (Energy Conservation, Air Quality and Climate Change); Section 3.1 (Natural Hazards)

- Under the PPS, the Province requires that impacts of climate change be considered in different areas including land use, air quality and natural hazards. Healthy, liveable and safe communities are achieved by *"promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate"* (Section 1.1.1h).
- The PPS states under Section 1.6.1 that *"Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs"*.
- The PPS states further under Section 1.6.2 that *"Planning authorities should promote green infrastructure to complement infrastructure."*
- Under the PPS *"Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns"* (Section 1.8).
- Further, *"Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards"* (Section 3.1.3).

Places to Grow (2017): Section 4.2.9 (A Culture of Conservation); 4.2.10 (Climate Change)

- The Growth Plan requires municipalities to establish policies and strategies pertaining to:
  - Water conservation through water demand management and water recycling;
  - Energy conservation through energy efficiency and demand management initiatives
  - Air quality improvement and protection through reduction in emissions from municipal, commercial, industrial, and residential sources;

- Integrated waste management; and,
- Excess soil reuse (Section 4.2.9).
- Section 4.2.10 states that “municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016”. In addition, municipalities should develop:
  - Strategies to reduce greenhouse gas emissions;
  - Greenhouse gas inventories for transportation, buildings, waste management and municipal operations; and,
  - Interim and long-term greenhouse gas emission reduction targets.

## Regional Policies

### Region of Halton Official Plan (2015): Section 140-149 (Environmental Quality)

- Section 140 states that “the goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living”.
- Section 141(8) encourages “opportunities for the consideration and use of alternative engineering standards to promote sustainability and more efficient use of resources”.
- Section 142-143 states that it is the Region’s objective and policy to reduce greenhouse gas emissions through the promotion of active transportation, tree planting and other sustainable initiatives.
- Section 144-145 states that it is the Region’s objective and policy to improve water quality through watershed management/plan, sub-watershed studies, efficient and sustainable use of water resources, establishment of Municipal Wellhead Protection Zones, Regional review of development with potential adverse effect on groundwater quality, protection and enhancement of watercourses and headwaters, and restrict development and site alteration with potential adverse effect on groundwater quality.
- Section 146-147 state that it is the Region’s objective and policy to protect tree-covered areas, connect woodlands, promote soil conservation, minimize soil erosion, promote the planting of new trees, restore treescapes, discourage activities in woodlands with adverse effect on forest health, and encourage environmental/ecological stewardship.
- Section 148-149 state that it is the Region’s objective and policy to sustainably manage waste through the promotion of resource conservation with the principles of reduce, recycle and resource recovery, and Solid Waste Management Strategies amongst other initiatives.



## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.11 (Sustainable Community Development), C16 (Energy Conservation), C19 (Green Development)

- Section A2.11.2 states that it is the Town’s objective to:
  - *“Develop an energy efficient mix of land uses in urban areas by integrating land use planning with energy conservation practices that take into account community layout, building types and densities, mix of uses and other factors that contribute to creating efficient, vibrant, compact, complete and healthy communities;*
  - *Reduce the consumption of energy, water and land, and non-renewable resources;*
  - *Promote sustainable site and building design and construction techniques in new development that reduce energy and water consumption, improve air and water quality, encourage alternative modes of transportation, provide for enhanced natural environment conditions, and improve waste management; and,*
  - *Promote a total and per capita reduction in energy and water consumption in all sectors by encouraging retrofitting of existing buildings and facilities”.*
- Section C16 states that the Town encourages “energy conservation by promoting:
  - *Compact urban form in new greenfield areas that is transit supportive;*
  - *Mixed use development in appropriate locations and live-work relationships that reduce automobile use;*
  - *Lot and building design that maximizes direct access to sunlight during the winter;*
  - *The use of vegetation that will reduce energy consumption of buildings; and,*
  - *Cycling and walking”.*
- Section C19 states that development shall promote energy conservation, water conservation and quality, natural environment, air quality, waste management, communication, and transportation/community design through various means such as technologies and site plans.

## Climate Change Adaptation Plan

The Town of Halton Hills has initiated a Climate Change Adaptation Plan to satisfy a Council priority under Action 5 Sustainability, of the Strategic Plan Action Plan. Action 5A is to *“Develop a Climate Change Adaptation Plan to address community responsiveness and resiliency to climate change”*. The goal of the project is to develop a local scenario based Climate Change Adaptation Plan to develop local actions, priorities, and strategies to assist with reducing the Town’s vulnerability to climate change through adaptation measures and to increase responsiveness, or resilience to future climate change impacts.

The Plan is being developed in conformance with ICLEC Canada’s BARC (Building Adaptive and Resilient Communities) framework which includes 5 milestones:

- *Milestone One (Initiate): Develop a project work plan and engagement plan, build corporate and community support; identify stakeholders; identify existing adaptation.*
- *Milestone Two (Research): Review climate change science for the municipality; conduct a community engagement exercise; conduct a three-scenario greenhouse gas emission modelling exercise; conduct a natural capital assessment; conduct a Town-owned facility climate change exposure analysis to assess; and identify priority impacts.*

- *Milestone Three (Plan): Establish a vision, mission, goals and objectives; identify and prioritize actions; develop monitoring and evaluation strategy; identify indicators; draft implementation plan.*
- *Milestone Four (Implement): Adopt and implement the actions contained in the Climate Change Adaptation Plan.*
- *Milestone Five (Monitor and Review): Track implementation, update the plan when necessary.*

The Town received a \$175,000 grant from Federation of Canadian Municipalities (FCM) in June 2017 to assist with conducting the town-wide natural capital assessment and climate change modeling exercise.

## Green Development Standards

In April 2014, Town Council approved a new set of Green Development Standards. The new standards are an update to the Green Development Evaluation Checklist and provide additional guidelines which can apply to all forms of development, not only low rise residential, which was the focus of the original evaluation checklist. These Standards put in place a highly flexible set of criteria that will work to ensure a more sustainable and energy efficient development.

The Standards are organized into three Checklists, based on development type:

- 1) **Low-Rise Residential:** Single detached, semi-detached, duplex and townhouse development containing 4 or more lots or dwelling units up to 3 storeys in height;
- 2) **Low-Rise Non-Residential:** Non-residential development up to 3 storeys, larger than 100 square metres;
- 3) **Mid to High Rise:** All residential apartment buildings and all non-residential buildings 4 storeys in height or higher.

At a Pre-consultation meeting, it is determined if the Green Development Standards apply to the application and if so, the applicable checklist is submitted as a component of the development application.

## Integrated Community Sustainability Strategy, 2013

The Integrated Community Sustainability Strategy establishes a vision to 2060 for the Town of Halton Hills. The strategy established a vision for Halton Hills.

*“In 2060, the urban and rural communities of Halton Hills balance economic prosperity with a deep commitment to the natural environment, while retaining viable local agriculture and small-town feel, and being socially equitable, culturally vibrant and strongly connected.”*

To support this vision, Four Pillars of Sustainability were established:

- 1) Cultural Vibrancy  
*A culturally vibrant community where culture is integrated with our economic, social and environmental lives and offers the opportunity for individual fulfillment through access to sports, recreation, arts, culture and heritage.*
- 2) Economic Prosperity  
*A community where economic prosperity is based on a green, diversified and resilient economy, and the strengthening of the existing industrial base.*
- 3) Environmental Health

*A community where integrated, thriving natural systems are valued, actively protected, and enhanced for long-term health and enjoyment.*

4) Social Well-being

*A healthy and safe community based on an ethic of caring and social equity.*

Under the four pillars are 32 focus areas the community identified as being of importance to the Town.

The strategy will be monitored and measured through State of Sustainability Profiles. The latest report was the 2015 State of Sustainability Profile.

## Preliminary Observations

1. Introduce policies to prepare for potential impacts of climate change. Establish a climate change framework under the following headings:
  - Energy Conservation
  - Water Use and Management
  - Stormwater Management
  - Air Quality
  - Urban Forest System
  - Green Buildings and Green Sites
2. Introduce policies that promote Energy Conservation in new developments.
3. Consider policies that apply best management practices in stormwater management (understanding the difficulty with stormwater management that exists in the Town) including widened open space corridors and Low Impact Development policies that promote and incorporate innovative and appropriate LID opportunities and best practices.
4. Minimize air quality and climate change impacts associated with new growth through complete streets, active transportation, reduced parking strategy, separation of sensitive land uses, etc.
5. Consider Urban Forest System policies that speak to the benefits of the urban forest such as reduction in air pollution, urban heat island effect, energy savings, habitat for urban wildlife, biodiversity, and opportunities for recreation and physical activity. Consider a tree canopy target.
6. Promote innovative residential and public building designs that contribute to energy reduction and natural resource conservation, green roofs, synergies between buildings and site management practices.
7. Consider policies that promote building reuse.
8. Incorporate appropriate preliminary findings of the Climate Change Adaptation Plan

## Built & Cultural Heritage

### Issue and Opportunity # 11 – Built Heritage & Cultural Resources

How can the built heritage and cultural resources of Downtown Georgetown be conserved and enhanced to ensure that the distinct character of the downtown is preserved and that key buildings remain prominent as intensification occurs?

## Provincial Policies

Provincial Policy Statement (2014): Section 2.6 (Cultural Heritage and Archaeology)

- Under the PPS, the Province requires that “*Significant built heritage resources and significant cultural heritage landscapes shall be conserved*” (Section 2.6.1).
- Further, the PPS states that “*Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved*” (Section 2.6.2).
- The PPS states under section 2.6.3 that “*Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved*”.
- Further, the PPS states that “*Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources*” (Section 2.6.4).
- The PPS states under section 2.6.5 that “*Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources*”.

Places to Grow (2017): Section 4.2.7 (Cultural Heritage Resources)

- The Growth Plan requires municipalities to:
  - Conserve cultural heritage resources “*to foster a sense of place and benefit communities, particularly in strategic growth areas*”.
  - *Work with stakeholders, as well as First Nations and Métis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.*
  - *Prepare archaeological management plans and municipal cultural plans and consider them in their decision-making*” (Section 4.2.7).

## Regional Policies

Region of Halton Official Plan (2015): Section 165-167 (Cultural Heritage Resources)

- Section 165 states that “*the goal for Cultural Heritage Resources is to protect the material, cultural and built heritage of Halton for present and future generations*”.
- The Region OP indicates that it is the Region’s policy to maintain an area-specific list of documented Cultural Heritage Resources (167(1) & 167(5)) and provide a policy framework (i.e. mandated assessments and mitigation activities) for development on and adjacent to Cultural Heritage Resources (167(3)(4)(5)(6)).



## Town Policies

Town of Halton Hills Official Plan (2017): Section A2.6 (Cultural Heritage); F2 (Urban Design); F5 (Cultural Heritage Resources)

- Section A2.6.1 states that the Town's goal in regards to cultural heritage is "*to identify, conserve and enhance the Town's cultural heritage resources and promote their value and benefit to the community*".
- Section A2.6.2 highlights the Town's objectives in regards cultural heritage such as the need to protect, retain and maintain cultural heritage resources, as well as furthering the existing inventory of built heritage and cultural heritage landscape resources.
- Section F2.2.4 states that "*development shall be designed to incorporate, conserve and enhance identified cultural heritage resources as distinct elements and/or focal points, and incorporate these features into the overall site and building design*".
- Section F5 provides the policy framework for cultural heritage resources including the built heritage, cultural heritage landscapes, and archaeological resources. Policies include:
  - The preparation of Cultural Heritage Master Plan;
  - Cultural Heritage Impact Statements
  - The retention and protection of significant cultural heritage resources during public work;
  - Mitigation impacts on cultural heritage resources when development has potential adverse effect;
  - The restoration or rehabilitation of significant cultural heritage resources;
  - The rehabilitation of mineral resource extraction areas of cultural heritage interest;
  - The creation of a built heritage and cultural heritage landscape inventory;
  - The designation of cultural heritage resources under the Ontario Heritage Act;
  - The designation of Heritage Conservation Districts under the Ontario Heritage Act and creation of Heritage Conservation District Plan;
  - The retention/relocation of built heritages structures;
  - The assessment of archaeological resources; and,
  - A Contingency Plan for the Protection of Archaeological Resources.

## Preliminary Observations

The following are preliminary observations with respect to built heritage and cultural resources.

1. Assessment of built heritage and cultural resources will define a heritage strategy that may include a number of the following recommendations:
  - Consideration of a Cultural Heritage District
  - Infill development should respect the importance of heritage buildings in the Downtown
  - Existing heritage buildings should be integrated with new development, where possible.
  - Heritage façades should be adapted and revealed.

- New buildings should avoid mimicry, over embellishment, or historic pastiche-new construction should be of its time.
- New development should be planned in a way that it is subordinate to heritage character (e.g. greater setback, different materials).
- New development should be planned in a way that is compatible with the rhythm of the facades of heritage buildings.
- Angular planes and setbacks should be used to balance the scale of new development with the historic streetscape.

## 3.0 Downtowns Precedent Review

Many other Ontario downtowns face similar challenges to Georgetown with respect to their ability to accommodate intensification, including heritage preservation, transition in urban form, management of traffic, perceived lack of parking, and demand for urban public spaces. Additionally, a number of GTA municipalities have found it necessary to reinvent their downtowns in the face of commercial competition from shopping centres and big box commercial centres.

The following three case studies were the destinations for the bus tour conducted in January and include some examples of successful programs that have contributed to the enhancement and rejuvenation of other Ontario downtowns. They have been selected because of their similarities with Downtown Georgetown such as a “Main Street” condition, a significant heritage inventory, and residential intensification. Each has developed innovative strategies and valuable lessons that Downtown Georgetown can build upon.

### 3.1 Downtown Guelph

Similarities to Downtown Georgetown:

- Downtown commercial district
- Many heritage buildings
- Intensification
- Bus terminal and GO Station

Guelph is known for its successful downtown core, featuring many heritage buildings and large farmers’ market. Following a period of sprawl and decline, Guelph has seen numerous initiatives over the past two decades aimed at improving environmental and heritage conditions.

#### Initiatives

- **Downtown Community Improvement Plan (CIP)** – The Downtown CIP provides funding for minor and major redevelopment within the Downtown core. The CIP assists with implementing the Downtown Secondary Plan and the City’s economic development strategy. The program contains several grants that include tax increment based grants, façade improvement, feasibility study grants, and the minor downtown activation grant which promotes building rehabilitation or redevelopment on vacant or underutilized downtown parcels.
- **Tax Increment Based Grant (TIBG)** - A component of the City of Guelph Downtown CIP is the Tax Increment Based Grant (TIBG) program which has been successful for larger project in the Downtown. The purpose of the program is to encourage the rehabilitation, remediation, and redevelopment of brownfield sites.
- **Envision Guelph** - Downtown Secondary Plan to revitalize the downtown core to 2031. The Plan reinforces the historic character of the downtown while supporting increased residential development.
- Enhanced civic spaces, such as the Market Square in front of City Hall, and constructed new signage.
- **Downtown Streetscape Manual and Built Form Standards** – direction for new development in the Downtown, heritage conservation analysis, ensure that new structures do not conflict with

historic buildings and that views of the Church of Our Lady Immaculate (Guelph's most iconic church) are unobstructed.

- **Heritage Redevelopment Reserve (HRR)** grant - to assist in the retention and restoration of heritage elements of heritage buildings

## Major Developments

- The Baker District - large downtown redevelopment project, land assembly by public and private investment, City moving forward with request for proposals for the redevelopment of the site
- Old Quebec Street - shopping mall and office complex built on a greyfield site (the old Guelph Eaton Centre), using historic décor and materials (2003).
- Gummer Building - redevelopment of 3 historic buildings; commercial, office and 18 residential suites on upper floors.
- River Run Centre (performance arts centre) and Sleeman Centre (minor league hockey arena and concert venue)
- Metalworks – brownfield redevelopment, 650 residential units, townhouses and high-rise development of up 14 storeys, retail/commercial, heritage building preservation, and future POPS trail.

Ahead of its time in many ways, Guelph has turned its downtown into the true centre of its city, for community events, as well as upscale shopping and restaurants. Quality new commercial and residential developments and streetscaping have produced a historic, but also bustling and contemporary feel in the core.

## 3.2 Downtown Oakville

Similarities to Downtown Georgetown:

- Downtown commercial district
- Located in a growing municipality
- Many heritage buildings

Old Oakville is one of three commercial districts in Oakville, along with Bronte Road and Kerr Street (immediately beside Old Oakville). It has become one of the 905 region's leading upscale suburban shopping districts. Old Oakville has remained primarily a three-storey, retail-oriented main street, and has leveraged its historic character to promote it as a destination for affluent consumers.

### Initiatives

- Instituted design and infill guidelines to ensure new developments enhance pedestrian realm and create public spaces.
- **Liveable Oakville** (2009) – The Official Plan directs intensification and urban development to six growth areas with Downtown Oakville identified as one of the six areas. Part E: Growth Areas, Special Policy Areas and Exceptions, Section 25 of the Official Plan establishes policies for Downtown Oakville. The Central Business District land use designation applies to Downtown Oakville and is intended to accommodate new retail, service commercial, and residential uses through intensification.

- Introduced design standards and assessed current conditions through a **Downtown Transportation and Streetscape Study** (2015). The Study is a component of the Downtown Plan is comprised of two studies, the Downtown Transportation and Streetscape Study and the Downtown Cultural Hub.
- Used streetscape guidelines and site plan control to promote healthy development. Lakeshore Road and Robinson Street were given new decorative street lighting, furniture and paving, as well as trees and flowers.
- Encouraged development of commercial-recreation and entertainment facilities.
- Designated residential areas adjacent to downtown as **Heritage Conservation Districts**.
- Created a **Heritage Grant Program** with \$90,000 available each year, available to owners of heritage properties to assist with covering costs of conservation work up to \$15,000.
- Downtown Oakville parking locations only accept B.I.A. tokens as payment at all paid parking locations.

### Major Developments

- Oakville Towne Square - space for public events and passive recreation. Events held include fundraisers, bazaars, cooking events, outdoor film screenings and a town Christmas tree.
- 5 storey mixed use buildings fronting Towne Square Park along Robinson Street
- 3 storey rear lane townhouse infill development
- One Eleven Forsythe – 13 storey residential building on the western edge of Downtown Oakville.

Downtown Oakville is an example of a successful central business district revitalization that has become both a gathering place and a shopping destination. Streetscaping has played a major role in enhancing its historic charm.

As part of the Town's Official Plan Review, Growth Area Reviews will assess the six growth areas to determine where there may be opportunities to accommodate additional residents and jobs. The “main street” growth areas of Kerr Village, Bronte Village and Downtown Oakville have been studied, and while a specific amendment is proposed for each of the three main street growth areas, the overall effect of the updates would include:

- new and revised urban design policies and mapping to enhance urban design objectives to guide and shape the character of these unique areas
- updated land use designations to permit greater development opportunities at key locations
- adjusted growth area boundaries



### 3.3 Port Credit, Mississauga

Similarities to Downtown Georgetown:

- Downtown commercial district (core of former Port Credit municipality)
- Located in a growing municipality
- Centered at the intersection of two major arterials (Hurontario Street/ Hwy.10 and Lakeshore Boulevard)
- Proximity to GO Station

Amalgamated into the City of Mississauga in 1974, Port Credit had a history as an industrial and shipping centre, as well as a destination for water recreation. Since the closing of most of its industrial sites, the community has developed itself as an upscale residential area and retail destination.

#### Initiatives

- Continuing to add mixed-use infill and intensification on underutilized or brownfield sites.
- Provided property owners with information, suggestions and examples for alterations and additions, in order to preserve historic styles.
- Added historic plaques and displays to educate residents about heritage.
- Implemented new height restrictions on buildings.
- Constructed underground parking to allow for denser, more urban appearance at grade.
- Studying feasibility of heritage conservation district.
- Strategic municipal investment in public realm
- **Mississauga Parking Strategy** - Phase II: Port Credit and Lakeview
- **Urban Design Guidelines** – Port Credit Built Form Guide, Low-Rise Multiple Dwellings, Green Development Standards

#### Major Developments

- **Port Credit Village, Phase 1** - Innovative live-work townhouses on Lakeshore Blvd. at former St. Lawrence Starch factory site, mixed use development with retail/commercial, public amenity, 5 storey residential with at grade retail
- **The North Shore** –22-storey, 214 unit condominium with grade related commercial uses and a 6 storey low-rise building.

Port Credit was historically a small community, in terms of residential and commercial scale. The renewal process the community has undergone over the past decade has expanded the scale of the area, and may provide a good example at how to grow a traditional retail district, while maintaining its character.

## 4.0 Urban Design

Urban Design is an integral component of the Secondary Plan; the Urban Design Framework will provide guidance for the design of built form and the public realm to ensure that the heritage character and mixed-use function of the downtown is enhanced.

In Phase 3 of this study, a detailed re-evaluation of the existing Urban Design Guidelines will be undertaken in conjunction with the creation of new guidelines, the purpose of which will be to align urban design with planning policies and, more specifically, to demonstrate how the envisioned urban form for intensification of the Downtown may be achieved.

The updated guidelines will expand to address intensified forms of development, a complete and robust public realm and the synergies between built form and landscape/open space. Furthermore, the guidelines will be focused on place-making, with an emphasis on the Downtown heritage character, the pedestrian environment and connections to the Natural Heritage System.

As the foundation to this work, a **preliminary review/analysis** of the existing Urban Design Guidelines for the Downtown District and of the study area was undertaken with consideration for gaps, opportunities and constraints.

### 4.1 Urban Design Guidelines for Downtown District

The Preliminary Review/Analysis of the existing Urban Design Guidelines (UDG) for the Downtown District revealed the following:

- **Inner/Outer Core:** The UDG contains guidelines pertaining to either the inner or outer core. This language is not used elsewhere in the Town's Official Plan and is not reflective of the Downtown Georgetown's sub-areas identified on Schedule A4: Downtown Complementary Sub-Area, Downtown Core Sub-Area, and Downtown Redevelopment Sub-Area. Hence, there is a disconnect between both the UDG and the Town's Official Plan.
- **Negative Language:** The UDG uses negative terms, such as "undesirable" and "discouraged", together with illustrative graphics, to exemplify what the Town does not wish to see. We suggest that the use of positive terminologies such as "desirable" and "encouraged" are more effective and will achieve and support a greater and clearer understanding of the vision for Downtown Georgetown's urban design features.
- **Inconsistent Phraseology:** The UDG is inconsistent in the way guidelines are phrased with respect to recommendations/compliance. We suggest that the use of consistent language (e.g. the use of shall and should) and phrasing would reduce unnecessary interpretation and facilitate more consistent application of the guidelines.
- **Building Elements:** In general, the UDG encourages the introduction of canopies and awnings to buildings within the Inner Core however, we would suggest that opportunities for doing so should be considered in conjunction with the heritage character of the Inner Core as well as the ultimate vision for the pedestrian realm/streetscape.
- **Gateway Features:** The UDG refers to Gateway Features in four locations in the Downtown and defines these as being strictly composed of streetscape elements. We suggest that, in addition to these elements, site planning and built form in the adjacent private lands, should be coordinated and designed to enhance these 'landmark' locations.

- **Streetscape:** The UDG provides recommendations on streetscape design in the Inner and Outer Core areas of the Downtown, with varying degrees of specificity. We suggest that there be a clear distinction between guidelines that inform planning, design and implementation considerations, as well as providing cross referencing to other relevant documents. A Public Realm Framework for the Downtown would be useful in illustrating not only the overall vision, but also the various public realm elements and how they are organized in relation to each other and to the built form. Additionally, it will incorporate the recommendations of the Halton Hills Public Art Master Plan. Map 5 re-interprets the Inner/Outer Core identifications as defined Character Areas and should be considered as a foundational layer of the Public Realm Framework.
- **Building Height and Massing:** We suggest that Shadow Impact and Pedestrian Wind Impact studies, be identified as a requirement with taller building proposals.
- **Graphics:** As a general recommendation, we suggest that the UDG incorporate more and consistent illustrations to clearly and graphically communicate the intent of the design guidelines.

## 4.2 Urban Design Analysis

The Urban Design Analysis looked at key elements of the downtown that should inform considerations for intensification, redevelopment and public realm enhancements, these include:

- Existing Parking Lots
- Vacant Sites
- The Civic / Community Use Cluster
- A future potential Mixed-Use / Transit Supportive Node
- Gateway Locations
- Potential Streetscape Enhancements
- Connections / Pedestrian Systems
- Views/Vistas Opportunities

Analysis of the existing parking lots and vacant sites revealed opportunities for development that are described in section 5.2 (Land Use). *Maps 4-7 illustrate* the results of our Urban Design Analysis.

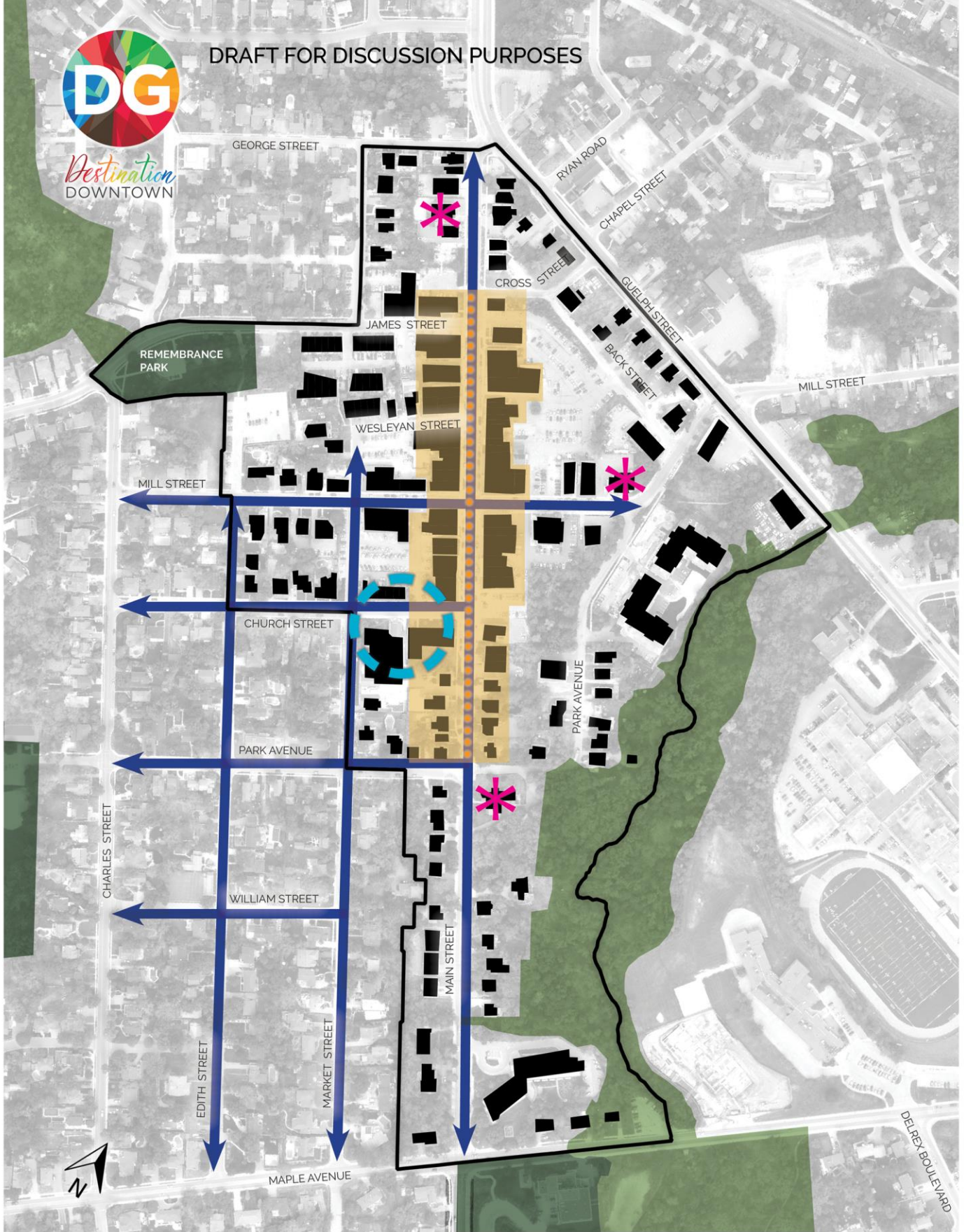






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MAP 4 - URBAN DESIGN  
KEY CHARACTER DEFINING  
ELEMENTS

-  Historic Main Street
-  Grid Street Pattern
-  Greenlands
-  Heritage Landmarks
-  Parks
-  Downtown Boundary
-  Civic/Community Use Cluster
-  Enhanced Streetscape



### **Key Character Defining Elements**

The streetscape improvements and building façade improvement that have taken place along the historic Main Street, between James and Church, has significantly contributed to the quality and character of the Downtown. In addition, Downtown Georgetown possesses three key Heritage Landmarks that help form view corridors. The cluster of community uses that are located on Church Street, as part of the library and cultural centre complex, including the Halton Hills Public Library, the Helson Gallery and the John Elliot Theatre, create a civic/community node and significant anchor in the Downtown.

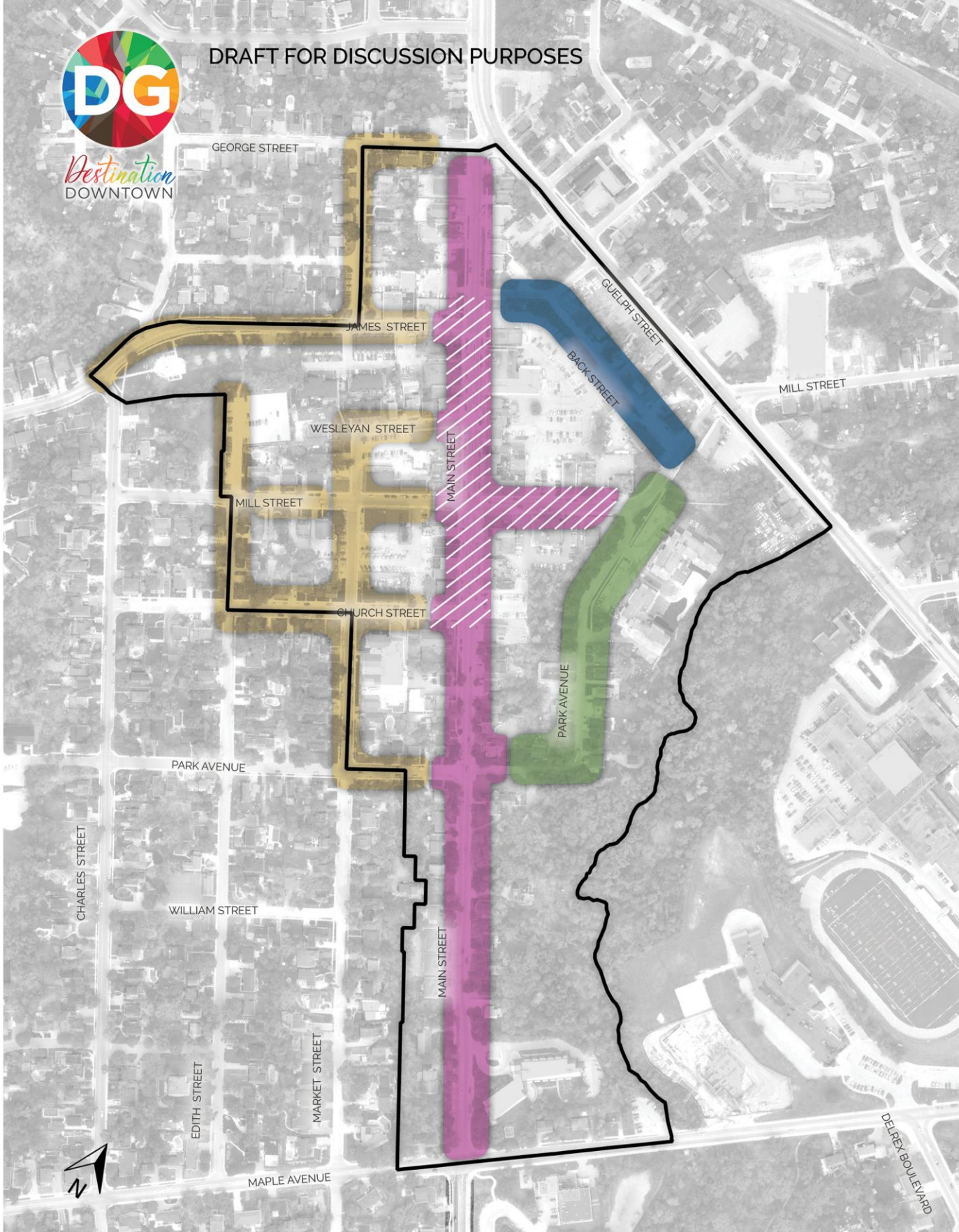
### **Streetscape Character Areas**

The following cross sections illustrate an early review of different street types in the study area. They are aspirational demonstrations that will be subject to detailed review to balance competing demands for the right-of-way to accommodate design objectives.



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MAP 5 - URBAN DESIGN  
STREETScape  
CHARACTER AREAS

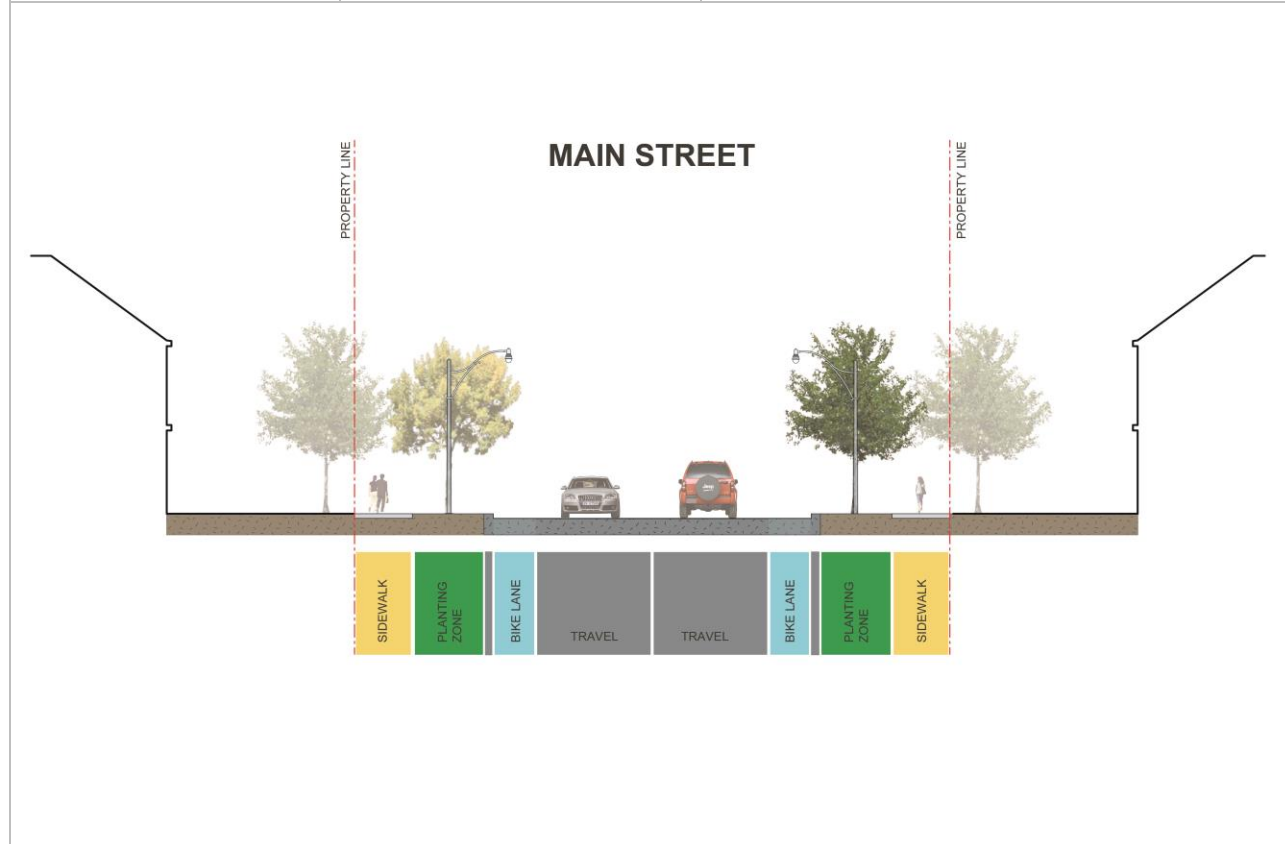
- Back Street
- Residential Street
- Main Street - Residential
- Main Street - Retail
- Park Avenue
- Downtown Boundary

CHARACTER AREAS	STREETScape	BUILDINGS
<p><b>Residential Streets</b></p>	<ul style="list-style-type: none"> <li>• Trees</li> <li>• Sidewalk</li> <li>• Parking - private driveways</li> </ul>	<p>Massing: Single-detached            Properties: Medium            Land Use: Residential, Commercial            Height: 1-3 storey            Setback: 5-15 m            Arch. Style: Various            Materials: Brick, Vinyl Siding</p>

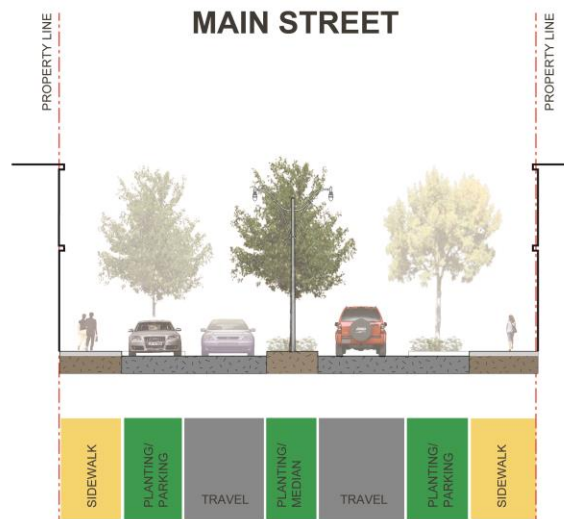




CHARACTER AREAS	STREETSCAPE	BUILDINGS
<p><b>Main Street - Residential</b></p>	<ul style="list-style-type: none"> <li>• Trees</li> <li>• Sidewalk</li> <li>• Parking - private driveways</li> </ul>	<p>Massing: Single-detached            Properties: Large            Land Use: Residential and Long-term care            Height: 1-3 storey            Setback: 10 m            Arch. Style: Various            Materials: Brick, Vinyl Siding</p>

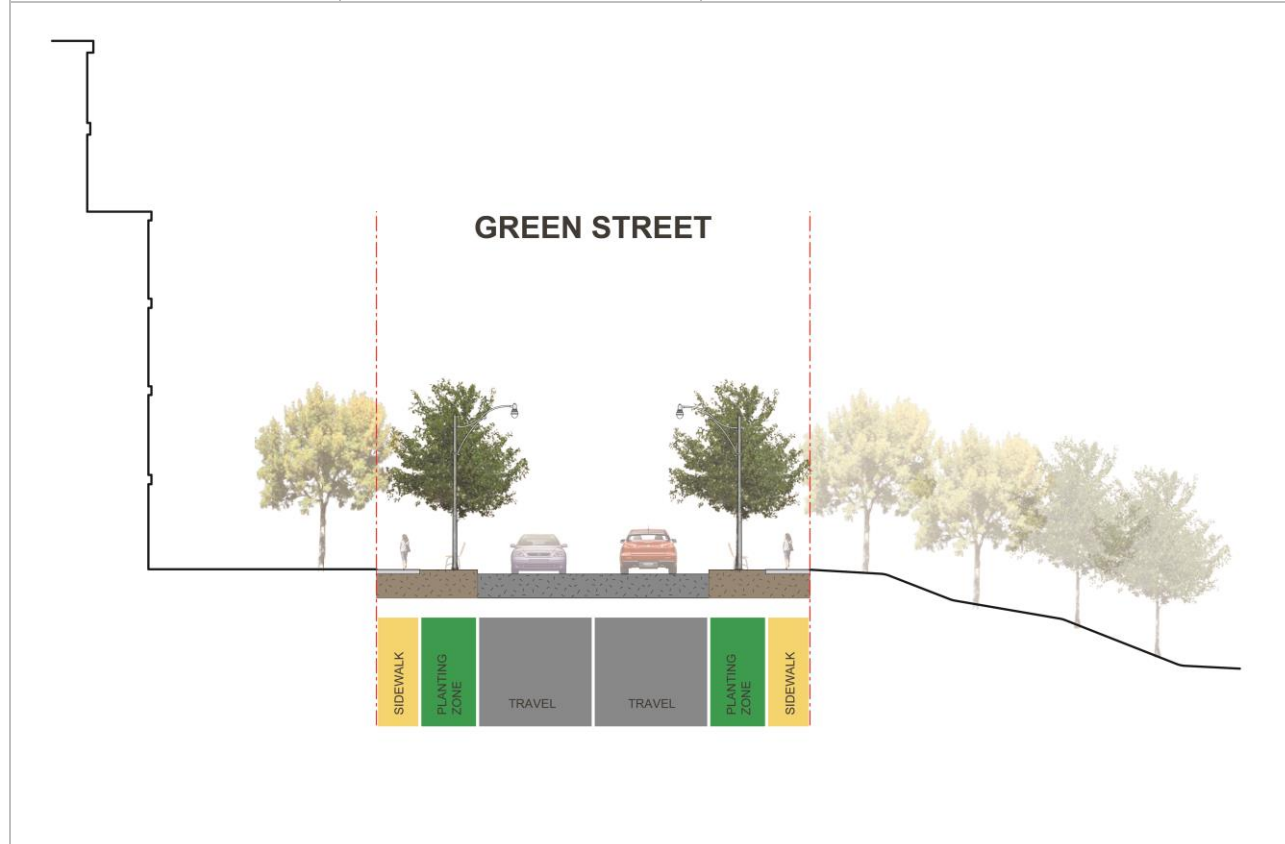



CHARACTER AREAS	STREETScape	BUILDINGS
<b>Main Street - Retail</b>	<ul style="list-style-type: none"> <li>• Trees</li> <li>• Sidewalk</li> <li>• Lay-by Parking</li> </ul>	<p>Massing: Single-detached, mid-high rise</p> <p>Properties: Flat</p> <p>Land Use: Retail, Office, Residential</p> <p>Height: 1-4 storey</p> <p>Setback: 0 m</p> <p>Arch. Style: Various</p> <p>Materials: Brick</p>





CHARACTER AREAS	STREETSCAPE	BUILDINGS
<b>Park Avenue</b>	<ul style="list-style-type: none"> <li>• Trees</li> <li>• Sidewalk</li> <li>• Parking - private driveways</li> </ul>	<p>Massing: Single-detached, mid-high rise</p> <p>Properties: Medium, Steep</p> <p>Land Use: Residential</p> <p>Height: 1-12 storey</p> <p>Setback: 10-20 m</p> <p>Arch. Style: Various</p> <p>Materials: Brick, Vinyl Siding</p>

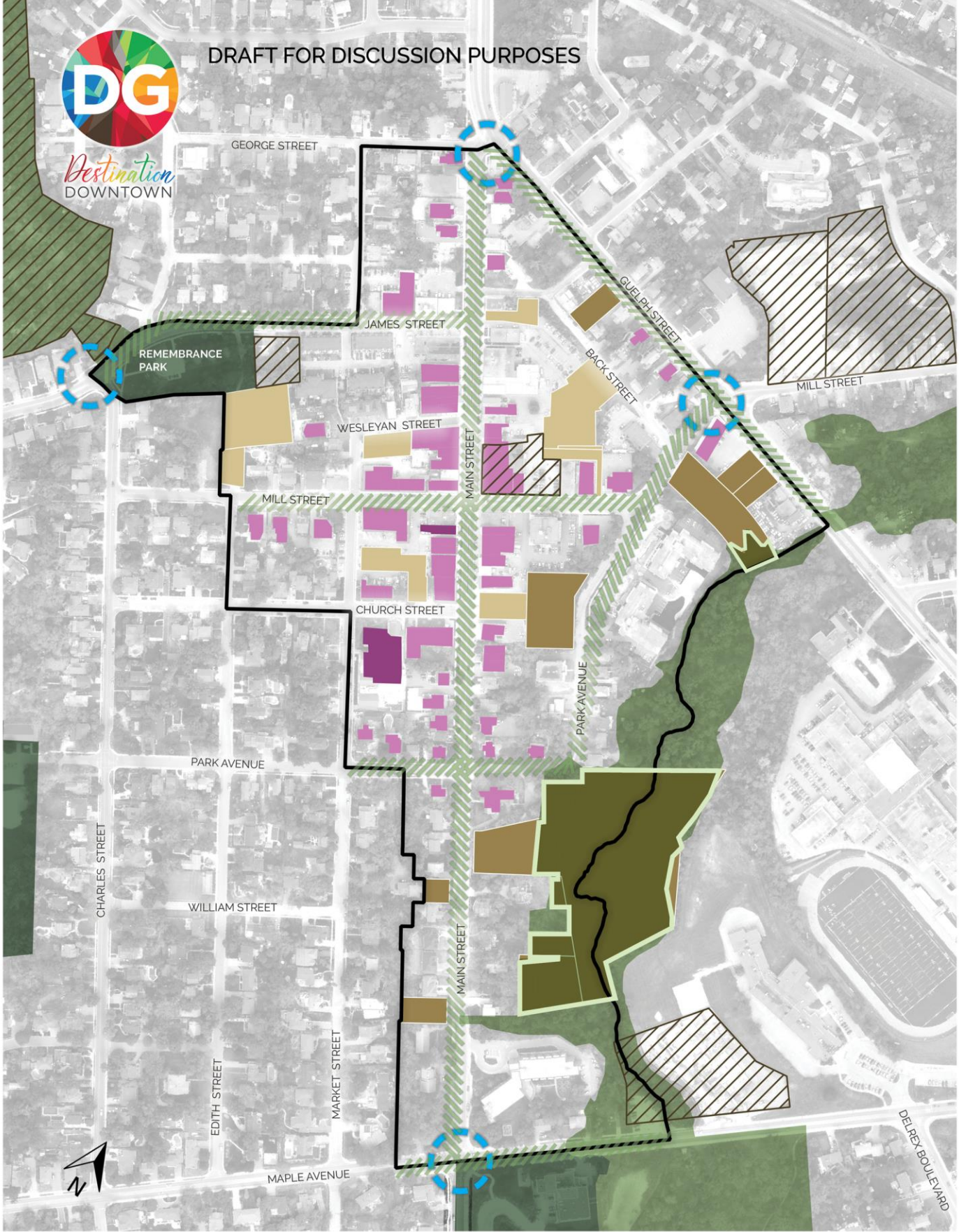


CHARACTER AREAS	STREETSCAPE	BUILDINGS
<p><b>Back Street</b></p>	<ul style="list-style-type: none"> <li>• Trees</li> <li>• Sidewalk</li> <li>• Parking - Private driveways</li> </ul>	<p>Massing: Single-detached, semi-detached            Properties: Medium            Land Use: Residential/commercial            Height: 1-2 storey            Setback: 5-10 m            Arch. Style: Various            Materials: Brick, Vinyl Siding</p>
		



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### MAP 6 - URBAN DESIGN EXISTING + PLANNED CONTEXT

- Gateways under the current Urban Design Guidelines
- Proposed Cycling On-Road Routes
- Designated Heritage Property
- Listed Heritage Property
- Greenlands
- Parks
- Redevelopment Project
- Parking Lot
- Vacant Site
- with Greenlands
- Downtown Boundary



## **Existing and Planned Context**

### **1. Heritage Properties**

Downtown Georgetown possesses a rich inventory of both listed and designated heritage properties. Section 10.0 of this Paper provides a preliminary analysis of those properties.

### **2. Parking Lots and Vacant Sites**

Downtown Georgetown currently has a few properties that are vacant, as well as used for parking purposes.

### **3. Gateways**

The Town of Halton Hills' Official Plan identified 4 gateways. Treatment within these areas is subject to the existing Urban Design Guidelines.

### **4. Greenlands**

Downtown Georgetown possesses a unique set of natural habitats located within its Greenlands. Development in near proximity to Greenlands are subject to regulations laid out in the Town's Official Plan.

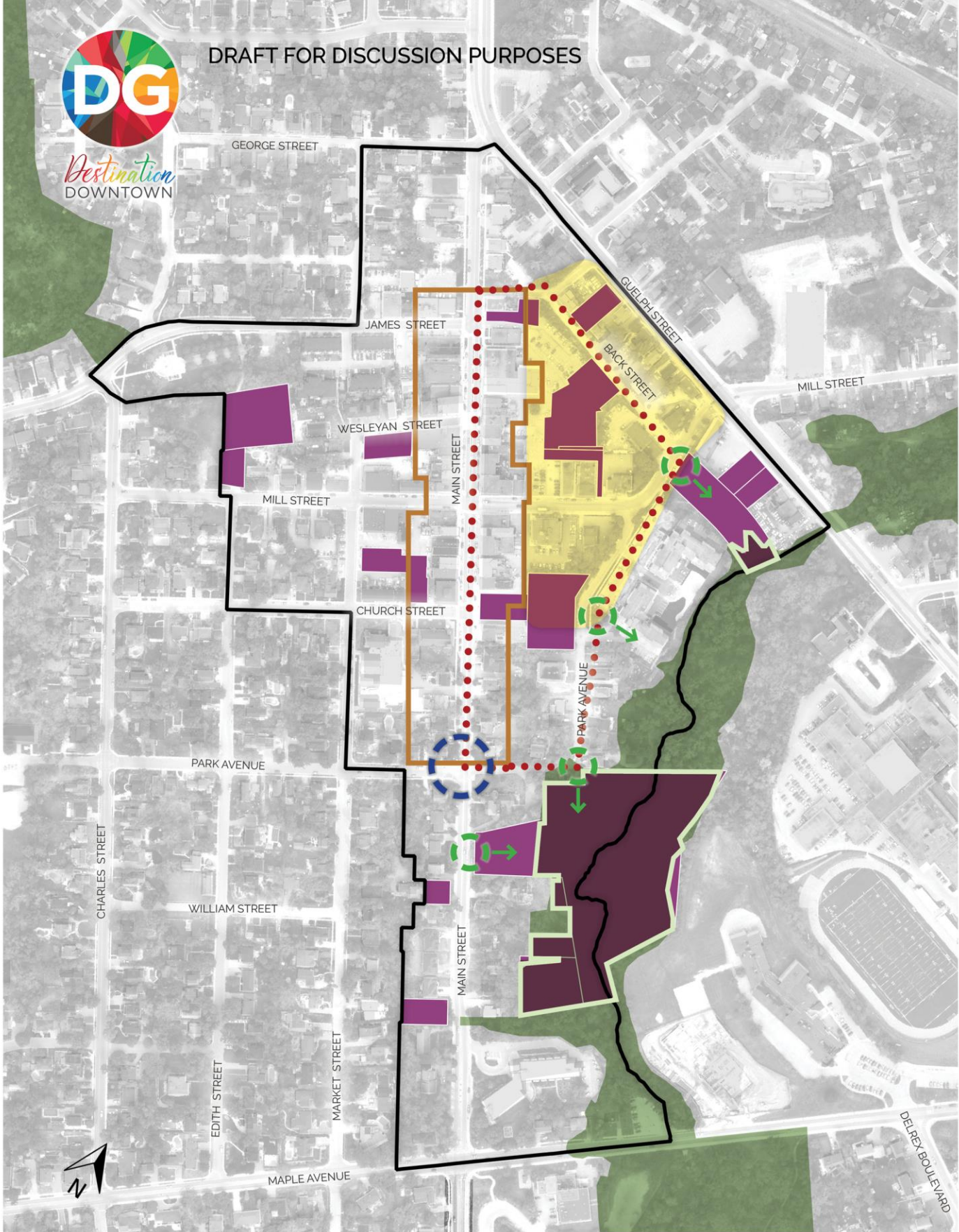
### **5. Redevelopment Projects**

Few development and construction projects located in proximity of and within Downtown Georgetown. Section 5.1 of this Paper provides more details regarding those projects.



Destination  
DOWNTOWN

DRAFT FOR DISCUSSION PURPOSES



### MAP 7 - URBAN DESIGN OPPORTUNITIES

-  Potential Downtown Gateway
-  Downtown Walking 'Loop'
-  Mixed-Use / Transit Supportive Node
-  Public Realm Improvement/Potential Infill Development
-  with Greenlands
-  Vistas to Greenlands
-  Greenlands
-  Main Street
-  Downtown Boundary



## Opportunities

### 1. Views and Vistas

Downtown Georgetown is located within a unique and beautiful natural setting adjacent to significant natural heritage features. The existing grid pattern of streets is oriented to these features and provides the opportunity, through streetscape enhancements and redevelopment, to elevate their presence within the Downtown and provide both physical as well as visual connections to these areas.

### 2. Gateway

Downtown Georgetown is a hidden gem that wants to be discovered. Urban design relies on a combination of high-quality architecture, engaging public spaces, animated pedestrian streets and recognizable landmarks to create a sense of place. Gateways are one way in which to form landmarks within the built environment. In addition to the Gateways identified in the existing Urban Design Guidelines for the Downtown Precinct, there is an opportunity to develop gateway/landmarks in another key location that builds upon the structure of the Downtown, while recognizing opportunities for new development. More than just landscape features, gateway/landmarks combine a number of elements, including built form, landscape, streetscape, signage, heritage and public art, to create special and recognizable places within the built environment.

### 3. Mixed Use / Transit Supportive Node

Georgetown is well known for its unique collection of local business set within its quaint and historic Main Street. With growth and development and the demand for leasable space in the downtown, the area east of Main Street, loosely defined as the 'Downtown Redevelopment Sub-Area', represent a tremendous opportunity for the development of a range and mix of uses that would complement the existing Main Street.

### 4. Infill Development / Public Realm Improvement

Vacant lands and public parking identified within this preliminary analysis present an opportunity to enhance the public realm, while providing a unique chance to attract private investment for new economic and residential opportunities for Halton Hills' residents.

### 5. Downtown Walking 'Loop'

Beyond the central portion of Main Street, the other streets in the Downtown, particularly Park Avenue and Back Street, present the opportunity to create a Downtown Walking 'Loop', a coordinated and consistent streetscape that contributes to place-making and facilitates pedestrian movements and supports the mixed-use function and heritage character of the Downtown.



## 5.0 Land Use

The land use inventory for the Downtown is an overview and summary of the existing land uses, built form, businesses and proposed development. Further, issues and opportunities for development have been examined.

### 5.1 Existing Built Form

*Maps 8 – 10* illustrate Downtown Georgetown's buildings' height and land use.

#### Businesses

A site visit was undertaken to carry out an inventory of the businesses that are currently in place in Downtown Georgetown. This inventory is contained in *Table 1 – List of Businesses in Downtown Georgetown*. The inventory was taken from the street and therefore may not be a complete and accurate representation of the existing businesses.

#### Proposed Development

There are currently 5 development and construction projects either proposed or currently under development. As identified on the *Map 11 – Development and Construction Projects*, this includes:

- 25 James St is a 3 storey townhouse with 6 dwelling units.
- 69-70 Main St & 94-98 Mill St, referred in this Paper as the McGibbon Residences, is a 10 storey mixed-use development. The project will restore the façade of the former hotel and integrate commercial at street level and offer 125 condominium apartments.
- 42 Mill St is a proposed High Density Residential Condominium.
- In proximity to Downtown Georgetown is a new municipal water supply pumphouse and expansion to the existing pumphouse.
- 224 Maple Ave is 7 storey seniors residence with a total of 154 suites that is under construction. This new building will complement the already existing Cote Terrace seniors residence.

### 5.2 Opportunities for Development

#### Parking Lots

Downtown Georgetown contains 6 parking lots that are owned by the municipality as seen on *Map 12 – Parking Lots*. Depending on the needed parking capacity for the downtown area and the potential for future developments to incorporate structured or underground parking, some of these parking lots could be developed through infill development and low impact development.

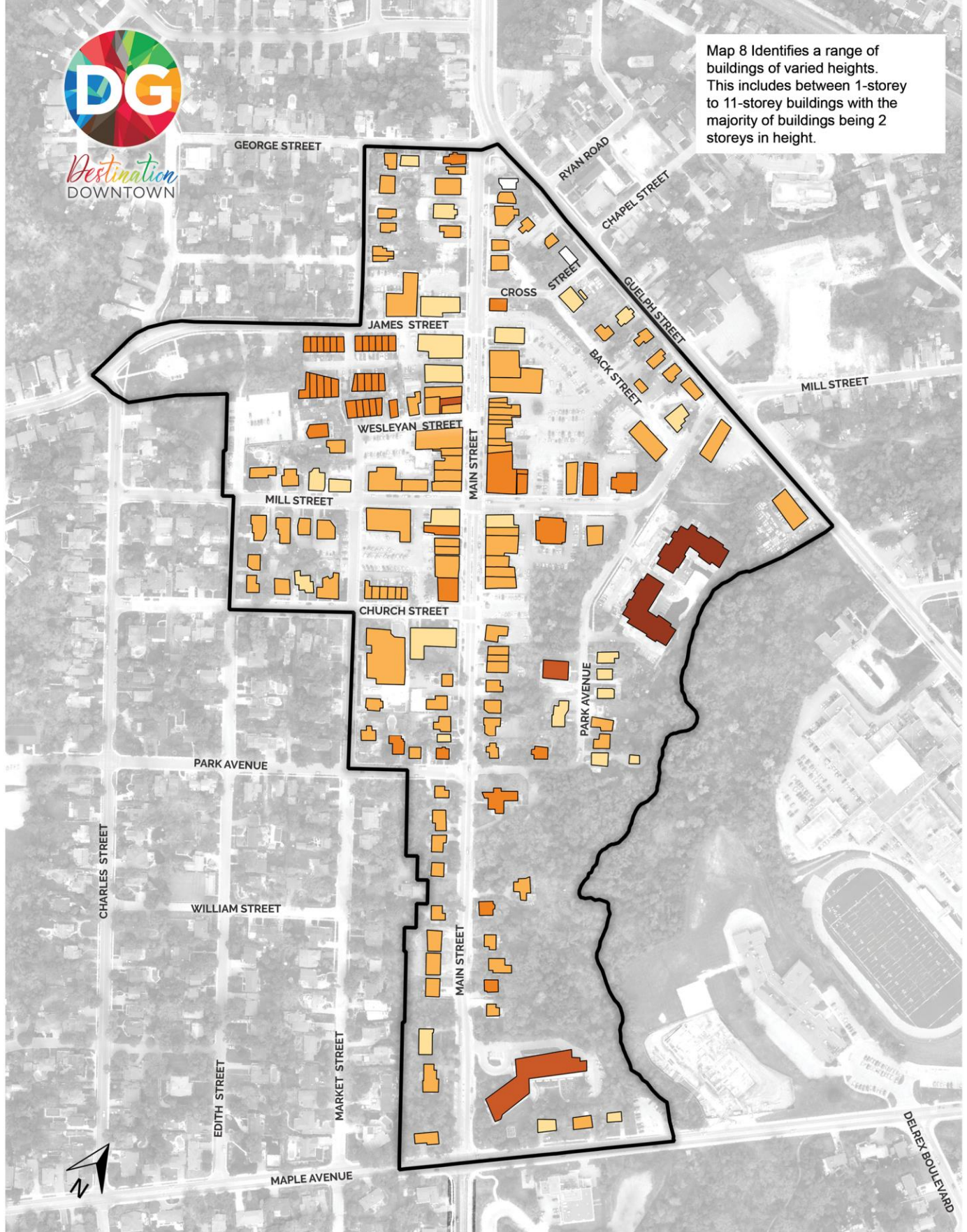
#### Vacant Sites

Downtown Georgetown contains 11 sites that are currently underdeveloped as seen on *Map 13 – Vacant Sites*, often times due to the presence of environmentally sensitive features such as extensive woodlots, green lands, watercourses, and steep slopes. In general, these sites provide an opportunity for Downtown Georgetown visitors and residents to connect with nature through open spaces and low impact trails.



Destination  
DOWNTOWN

Map 8 Identifies a range of buildings of varied heights. This includes between 1-storey to 11-storey buildings with the majority of buildings being 2 storeys in height.



### MAP 8 - EXISTING HEIGHT

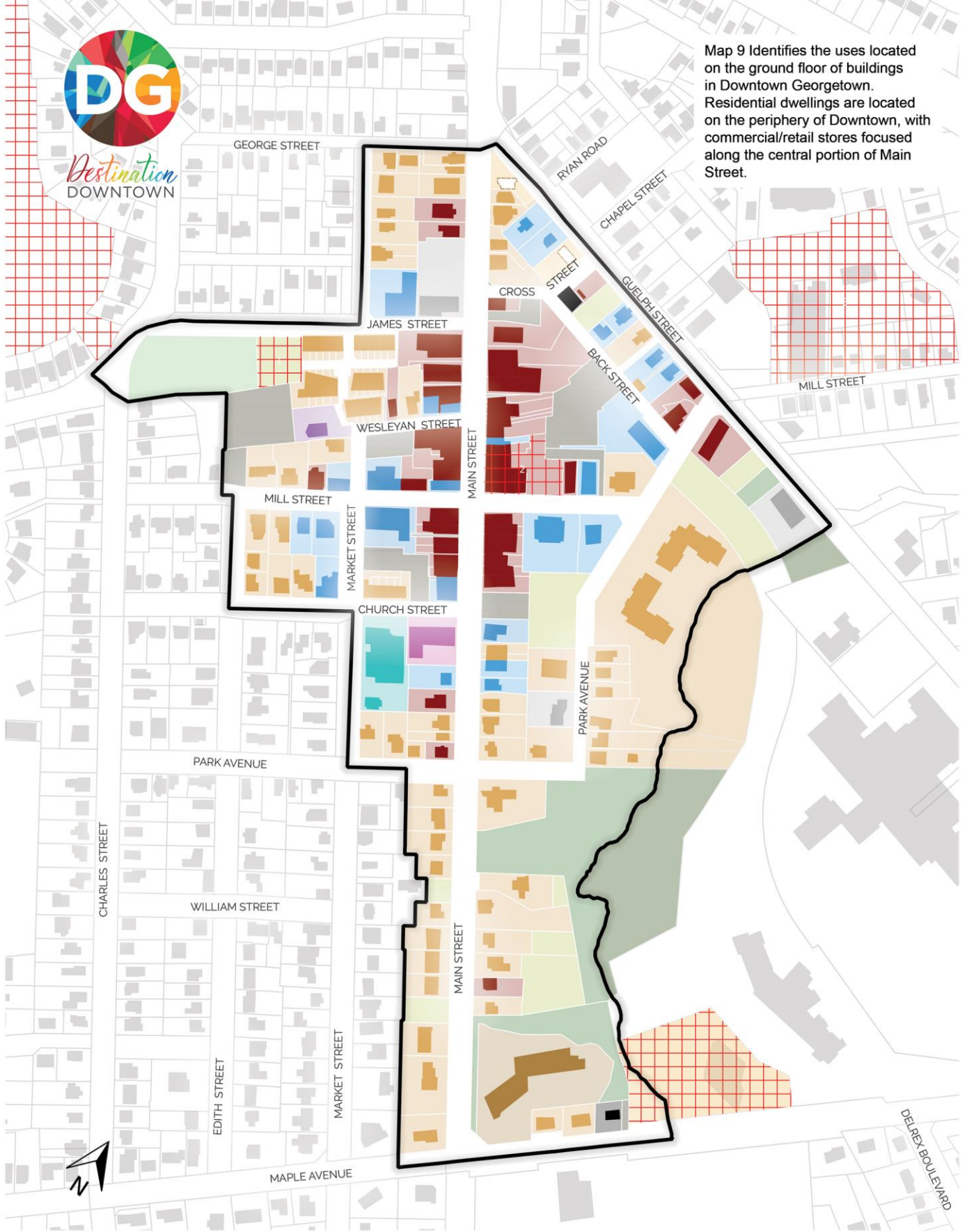
- Under Construction
- 1 storey
- 2 storey
- 3 storey
- 4 storey
- 11 storey
- Downtown Boundary





Destination  
DOWNTOWN

Map 9 Identifies the uses located on the ground floor of buildings in Downtown Georgetown. Residential dwellings are located on the periphery of Downtown, with commercial/retail stores focused along the central portion of Main Street.



### MAP 9 - GROUND FLOOR USE

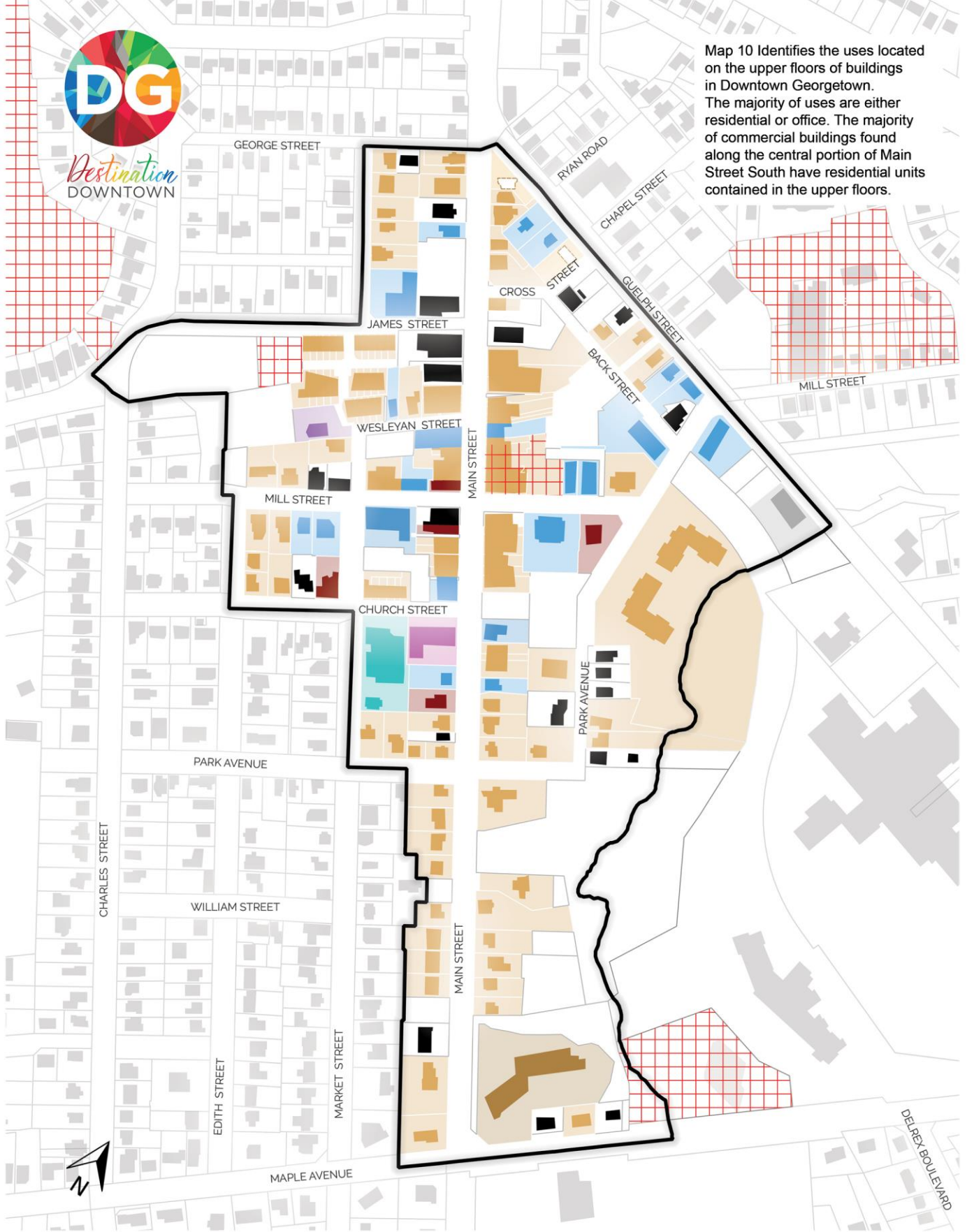
- Residential
- Commercial
- Commercial/Office
- Office
- Senior Residence
- Industrial
- Church
- Cultural Centre and Library
- Park
- Natural Environment
- School
- Utility Facilities
- Under Construction
- Parking
- Redevelopment Project
- Vacant
- Downtown Boundary





Destination  
DOWNTOWN

Map 10 Identifies the uses located on the upper floors of buildings in Downtown Georgetown. The majority of uses are either residential or office. The majority of commercial buildings found along the central portion of Main Street South have residential units contained in the upper floors.



### MAP 10 - UPPER FLOOR USE

- Residential
- Senior Residence
- School
- Downtown Boundary
- Commercial
- Industrial
- 1-storey Building
- Redevelopment Project
- Commercial/Office
- Church
- Under Construction
- Office
- Cultural Centre and Library





Destination DOWNTOWN

Map 11 Identifies the current development and construction projects in Downtown Georgetown.



### MAP 11 - DEVELOPMENT & CONSTRUCTION PROJECTS

- 1** 25 James St | 6 townhouse dwelling units
- 2** 69-79 Main St & 94-98 Mill St | 10 storey mixed-use
- 3** 42 Mill St | High Density Residential Condominium
- 4** New Municipal water supply pumphouse and expansion to the existing pumphouse.
- 5** 224 Maple Ave | 7 storey, 154 suites, Seniors Residence

 Buildings  
 Downtown Boundary

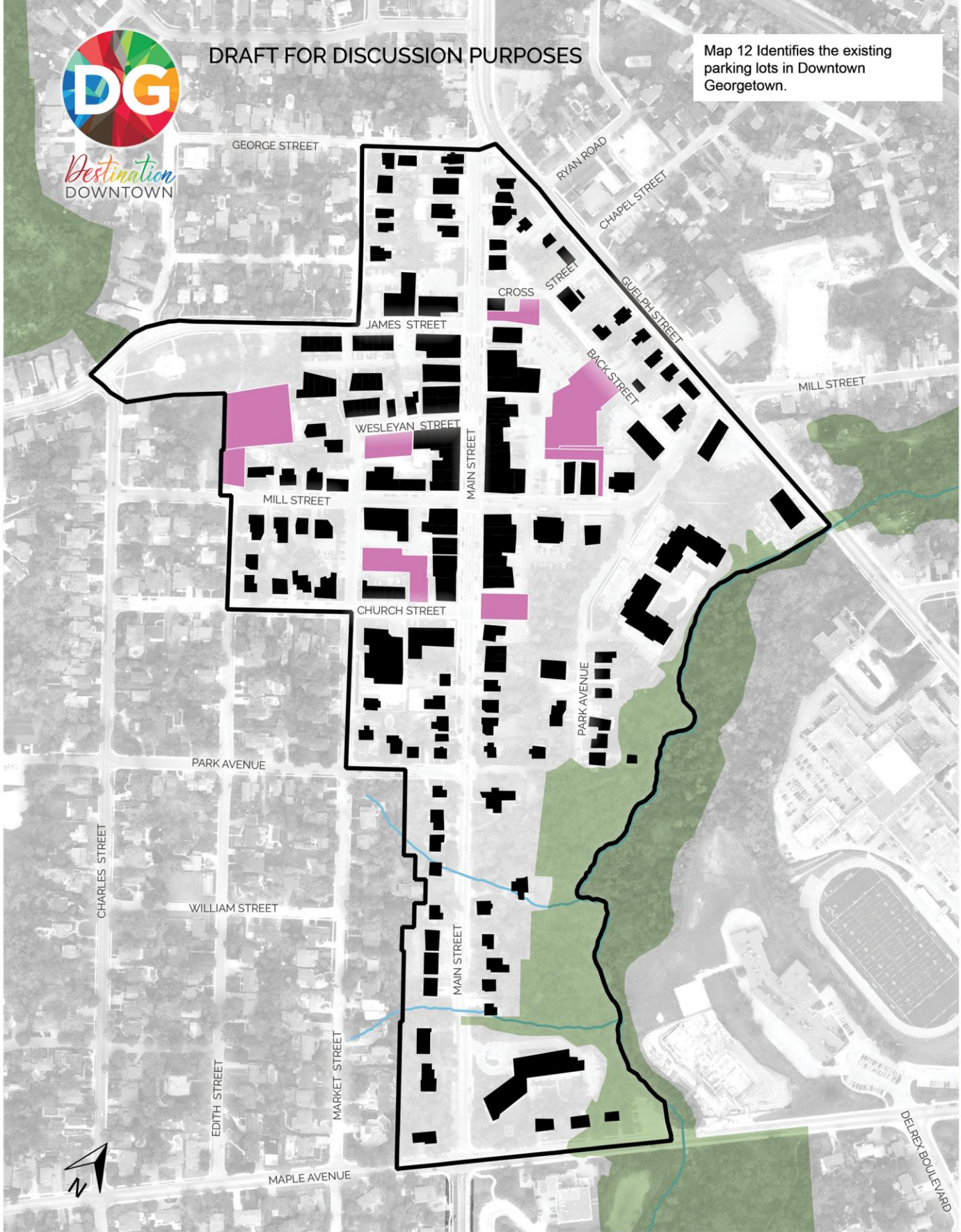




Destination  
DOWNTOWN

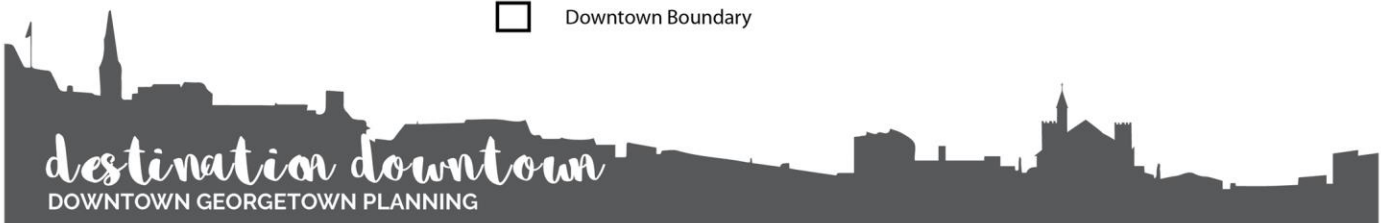
DRAFT FOR DISCUSSION PURPOSES

Map 12 Identifies the existing parking lots in Downtown Georgetown.



### MAP 12 - PARKING LOTS

- Parking Lots
- Greenlands
- Downtown Boundary



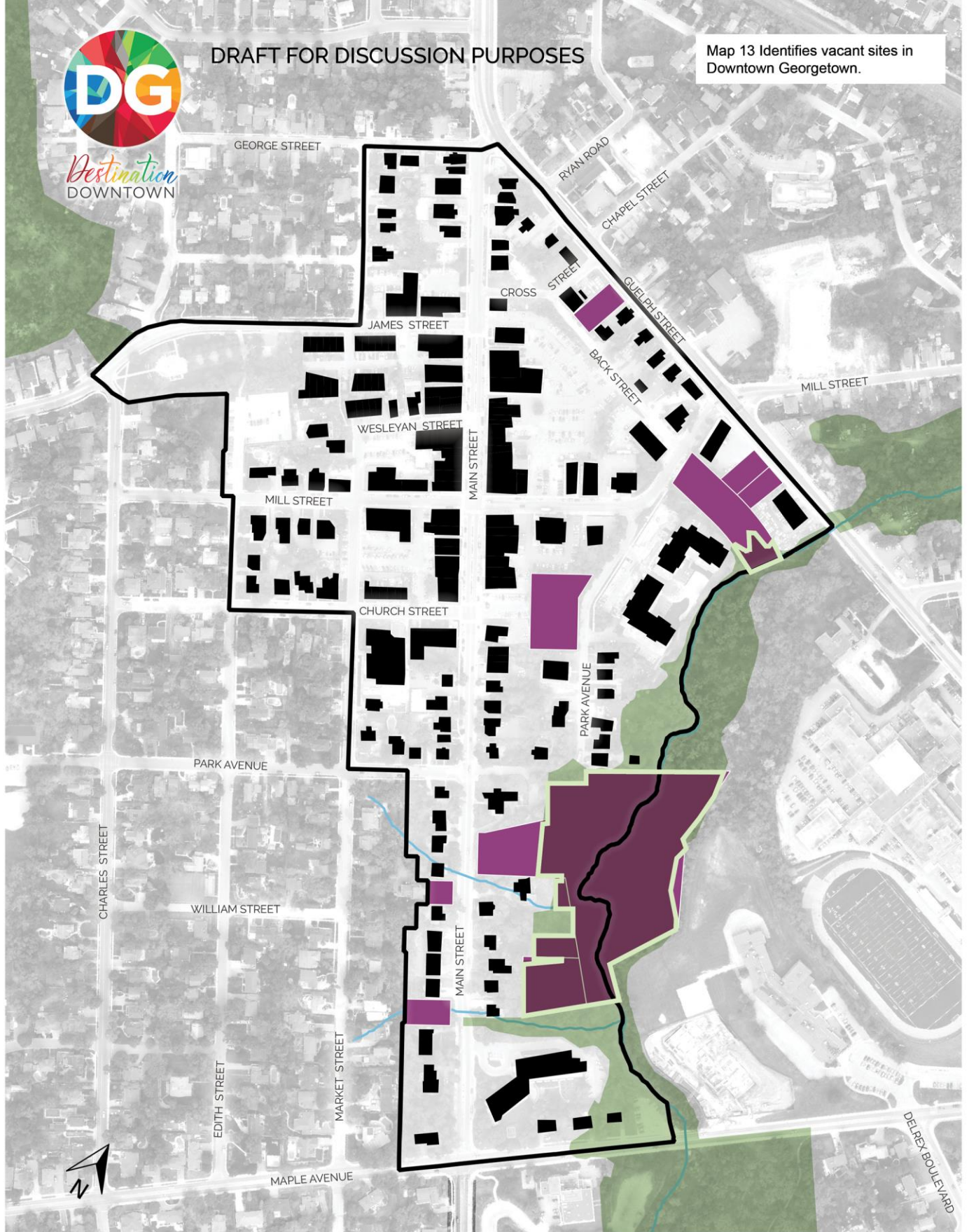




Destination  
DOWNTOWN

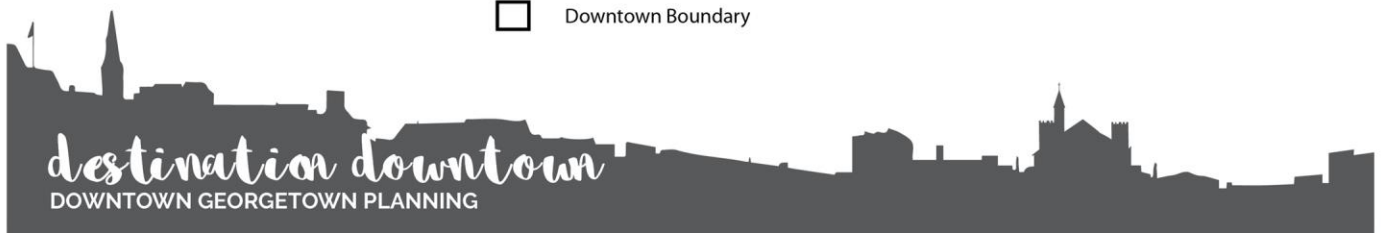
DRAFT FOR DISCUSSION PURPOSES

Map 13 Identifies vacant sites in  
Downtown Georgetown.



### MAP 13 - VACANT SITES

- Vacant Sites
- Vacant Sites with Greenlands
- Greenlands
- Downtown Boundary



**TABLE 1 - LIST OF BUSINESSES IN DOWNTOWN GEORGETOWN**

Address	Business 1	Business 2	Business 3	Other Businesses
52 Main Street South	Accountants on Main			
91-97 Main Street South	Ancient Way Massage Therapy	The Royal Academy of Arts & Education	The Mill St Cheese Market	
92 Main Street South	Azul Mind Body & Soul Spa			
16 Guelph Street	Beautiful Pets			
12 Guelph Street	Braun Enterprises			
67 Main Street South	Caldwell Financial Ltd			
124 Main Street South	Canadian Benefit Administrator Ltd			
26 Main Street South	Carpet Barn			
66-68 Main Street South	Casa Lena			
142 Mill Street	Center Stage			
36 Main Street South	Center Stage			
82 Main Street South	CIBC			
14 Wesleyan Street	circus strategic communications inc.			
69-71 Main Street South	Closed - Upcoming Development			
79 Main Street South	Closed - Upcoming Development			
79 Main Street South	Closed - Upcoming Development			
94 Mill Street	Closed - Upcoming Development			
78 Main Street South	Coldwell Banker	Fieldstone Realty, Brokerage	The Cellar - Steak & Food	Studio Yoga
6 Guelph Street	Cornerstone Health Centre			
171 Main Street South	Cote Terrace			
27 Main Street South	Country Reflections			
16 Main Street South	Creature Comfort	Eric Connelly Architect		
56-64 Main Street South and 3-9 Wesleyan Street	DINI & CO	Couture Cupcake Boutique	Main Video & Varsity	Kimby's Apparel, Great Expectations, My Fit Little Foodie Smoothie Bar, Dynamic Health, Ontario Professional Foresters Association, Interics Design, Kire Agro Canada Inc, 501652 Ontario Ltd
83 Mill Street	Downtown Professional Centre			
112 Main Street South	Dr. Mark Hassard Chiropractor	McMaster's Meats & Deli	Silvercreek	
127 Mill Street	Elizabeth's Fashions	Royal Canadian Legion - Branch 120		
28-32 Main Street South and 7-9 James Street	Fish & Chips	Ollie's Cycle & Ski	Sweetie Pie on Main	Militaria Coins, Salon JC
87-89 Main Street South	Foodstuff			
29 Main Street South	For Lease			
70 Mill Street	For Lease	For Lease		
72 Mill Street	For Lease			



Address	Business 1	Business 2	Business 3	Other Businesses
46 Guelph Street	Fred's Towing			
74 Main Street South	Georgetown Thai Cuisine			
61-65 Main Street South	Glazed Expressions!	InSpirit Centre	IPC Investment Group	C&C Planning Group, MGA Insurance Agencies
31-43 Main Street South	Grant Thornton	Woodrex Building	Curves Jenny	
60 Park Avenue	Halton Hills Child Care Centre			
22 Guelph Street	Health Span Wellness			
105 Main Street South	Heather's Bakery Cafe			
53 Main Street South	House of Budha			
41 Park Avenue	Hyland's On Park			
20 Guelph Street	Investment Planning Counsel			
138 Mill Street	Kids Art Studio	Wagner Anderson Accountants		
99 Main Street South	Latitude Food & Drink			
159 Main Street South	Left of Centre Photography			
49 Main Street South	Lemon Drop			
126 Main Street South	Lily Thai Cuisine			
8 Guelph Street	Lounsbury	Lockyer + Hein		
51 Main Street South	MI GIOVI			
123 Main Street South	Mike Francis - State Farm Insurance Agent			
60-62 Mill Street	Mill Dental	For Lease		
10 Back Street	Molly Sante Medical Intuitive			
125 Main Street South	Mountainview Mortgage			
70-72 Main Street South	Moxxi	Uncorxed		
122-134 Mill Street	NHBH	Helsons Law Office	Beauty Body	
57 Main Street South	North Star Drycleaners			
57 Main Street South	North Star Drycleaners			
90 Main Street South	Party Balloons and Gifts			
143 Mill Street	Paul C Armstrong Insurance			
75 Mill Street	Phil Karda - State Farm Insurance Agent	Crystal Tree Yoga		
31 Market Street	Pictures & Presents			
14 Main Street South	Rampulla's Martial Arts			
83 Main Street South	RBC			
48 Main Street South	Salon Estilo			
115 Main Street South	San Giorgio	The Cooperators		
118 Mill Street	Sewing Cafe	White Rabbit Books	Georgetown Pharmacy and Compounding Specialists	Halton Hills Women's Health Cafe
86 Main Street South	Sheppard's Crook			
66 Mill Street	Silvercreek Financial Services	For Lease		
8 Wesleyan Street	Spriggs Insurance Brokers Limited			
54 Mill Street	The Hooded Goblin	Dental Office		
40-44 Main Street	The Spa on Main			

Address	Business 1	Business 2	Business 3	Other Businesses
84 Mill Street	Thrift Store			
98-102 Main Street South	Trendz	The Way We Were	Imai Japanese Cuisine	
145 Mill Street	Williams C Kort			
109 Main Street South	Yong's Restaurant			
45-47 Main Street South	Young's Pharmacy & Home Care			

# 6.0 MARKET ANALYSIS

N. Barry Lyon Consulting





## 6.0 Market Analysis

*The Market Analysis was completed by N. Barry Lyon Consultants Limited and was reformatted for its inclusion in the Background Paper.*

### **Disclaimer:**

*The conclusions contained in this report have been prepared based on both primary and secondary data sources. NBLC makes every effort to ensure the data is correct but cannot guarantee its accuracy. It is also important to note that it is not possible to fully document all factors or account for all changes that may occur in the future and influence the viability of any development. NBLC, therefore, assumes no responsibility for losses sustained as a result of implementing any recommendation provided in this report.*

*This report has been prepared solely for the purposes outlined herein and is not to be relied upon, or used for any other purposes, or by any other party without the prior written authorization from N. Barry Lyon Consultants Limited.*

### 6.1 Introduction

N. Barry Lyon Consultants Limited (“NBLC”) has been retained by the Town of Halton Hills, as part of a broader team led by The Planning Partnership, to complete a Planning Study for the Downtown Georgetown Area (see Figure 1, page 3). The purpose of the study is to develop a clear vision and detailed planning framework for Downtown Georgetown.

Traditionally, Downtowns were the economic and social engines of small towns and cities. However, many communities saw their Downtown centres gutted due to a wide range of social and economic factors that took hold in the post-World War II era. Perhaps the single most significant factor was the growing popularity of the personal automobile. By 1952, a new automobile could be purchased for about \$2,000, and was rapidly becoming a required family possession. Through the increasing ease of owning a car and the ever increasing network of roadways, the periphery of the City became a desirable and attractive lifestyle alternative to the Downtown areas and other built-up neighbourhoods.

The ever expanding highway system also allowed for the expansion of suburban, car-oriented communities. These communities now supported retail, initially in the form of open air plazas, evolving to enclosed malls and finally large-format retail plazas. These new shopping options provided suburban residents with convenient services and daily commercial needs, undermining the role and viability of the traditional Downtown.

The nature of retail and the composition of growth continue to evolve. Online shopping is already dramatically shifting the way retailers operate and is threatening many forms of bricks and mortar retail. While in other areas demand for specialized and unique products and personalized service is growing. These trends, along with demographic and cultural shifts that place a higher value on convenient, walkable, connected, and pedestrian-friendly environments, bode well for the future of Downtowns.

Fortunately, Downtown Georgetown is not in need of significant revitalization like in many other communities. Downtown Georgetown is already a vibrant area with significant charm. The area is the primary cultural, entertainment, retail and social destination in the Town of Halton Hills. It contains a concentration of built heritage resources, public spaces, and cultural event destinations, as well as being an important location for retail, office space, and residential uses. At the same time, demand from a range of buyer groups is growing for residential units in this area. These elements make it an attractive place for new investment, which has already begun with the launch of a mixed-use development at Main Street and Mill Street.

These elements are likely to lead to growing demand for new residential and mixed use intensification which will bolster the role and importance of Downtown Georgetown in the context of the Town of Halton Hills. There is a need to recognize and direct the change that could be coming in the near future as more residents seek to live in proximity to the Downtown and development interest increases.

The Downtown Georgetown Planning Study will guide the development of the Secondary Plan that will provide a framework for growth and development in Downtown Georgetown over the next 20 years. The plan will support the continued evolution of the area into a culturally and economically vibrant destination, and will be used to ensure that any new development enhances the multi-faceted, mixed-use function, and cultural identity of Downtown Georgetown, with particular attention to the area's heritage, public spaces, small businesses, and natural environment.

### **NBLC's Role**

The purpose of NBLC's market analysis is to assess the potential for land use intensification within the Downtown area and help guide the planning and urban design aspects of the study. In order to do this, a contextual market analysis of Georgetown and the Town of Halton Hills was undertaken, along with a more detailed assessment of the Downtown Georgetown area.

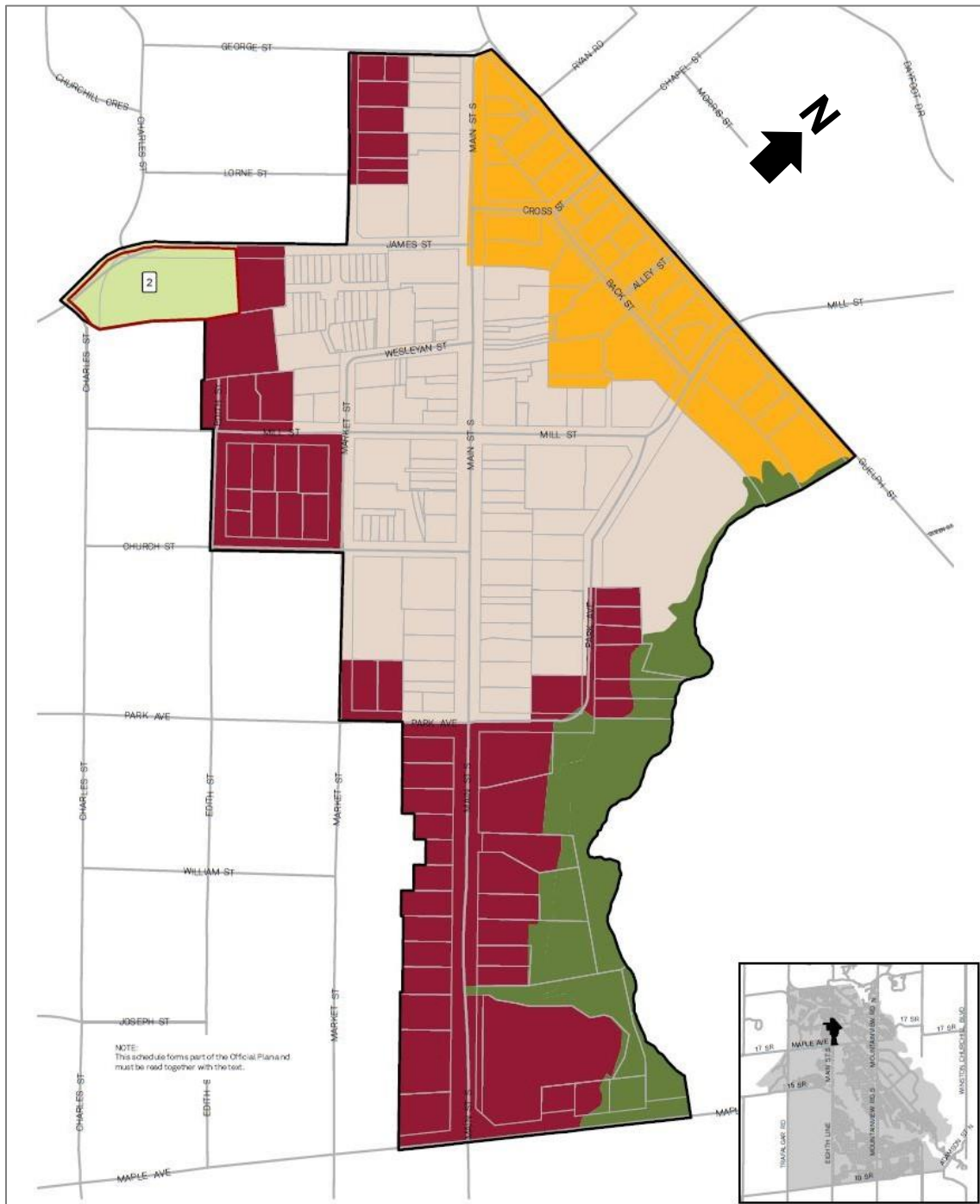
Our market analysis focuses primarily on residential intensification, but also provides brief commentary on opportunities for new non-residential uses. Further, this market analysis is to consider how an intensified Downtown will function in relation to other planned nodes of intensification in the Town of Halton Hills as it relates to likely market demand and physical opportunities available to accommodate new development activity.

Through our market analysis, we have provided commentary on the importance of Downtown areas and what makes them successful. We have assessed development trends, including evaluating drivers of current and future growth, have provided a market profile of the Halton Hills residential and non-residential market, and have provided a forward looking outlook for Downtown Georgetown.

Our work will inform the other aspects of the Planning Study in order to ensure that the land use / built form planning alternatives are both marketable and feasible from a development and economic perspective.

In a future phase of the Downtown Georgetown Planning Study, NBLC will also provide an assessment of the fiscal impact for the Town of Halton Hills of each of the land use / built form planning alternatives.

Figure 1: Downtown Georgetown Area



Town of Halton Hills Official Plan

Source:

## 6.2 What Makes a Downtown Successful?

Downtowns help define a community's identity through distinctive, often historic architecture, in addition to a vibrant mix of residential uses, shops and restaurants, community gathering places, and public spaces. The concentration of uses and residents in a Downtown area allows for the efficient use of land and municipal resources for the social and economic benefit of the community.

Downtowns can be powerful symbols for towns and cities of all sizes and often contain a community's most iconic landmarks, distinctive features, and oldest residential neighbourhoods. Maintaining the unique features, places, and institutions associated with a Downtown contributes to a community's sense of place and identity which can help retain existing residents, attract new residents and businesses, and improve residents' quality of life.

There is no single formula to create a successful Downtown. However, the best Downtown areas are able to attract new residents and visitors, and typically include some, or all, of the following features:

- Communities with great Downtowns **build on what they already have**. This could be a natural asset like a river, medical or educational facilities, heritage buildings, or a host of other assets. These communities have figured out what makes them unique and they play upon that existing identity – protecting, preserving, and promoting it.
- Great Downtowns are **walkable and pedestrian friendly**. In a pedestrian-friendly Downtown, walkers are rewarded with sensory experiences ranging from public art to active storefronts to attractive landscaping and sidewalk amenities. Being able to avoid car travel for basic needs or entertainment is becoming increasingly valued.
- Successful Downtowns have a **quality stock of housing** and established neighbourhoods within walking distance. Nearby residential uses increase the economic vitality of the Downtown as residents patronize local businesses and generate activity throughout all hours of the day and evening.
- The stock of housing is not just proximal, but also includes a **diversity of housing types**. When community services and amenities become walkable, higher density housing options can become more feasible and marketable. Higher densities help populate and animate streets, taking growth pressure off suburban areas, reducing traffic, and improving safety. More choice in the housing market increases the attractiveness of the community to a broader range of prospective residents.
- Successful Downtowns are committed to **mixed-use development**. These communities recognize the importance of keeping a mix of uses integrated rather than separating them from one another. **Careful design** is also used to ensure that any new development in these Downtowns reflects the character of the area.
- The Downtown area is **aesthetically pleasing**, which may involve greening of streets with trees and planters, decorations based on the season or an upcoming holiday, or attractive building facades. As



many as 70% of first time sales are generated by customers drawn inside by a building's attractive exterior<sup>1</sup>.

- Successful Downtowns include **public infrastructure investments**. Local governments have invested in elements both small and large ranging from streetscaping, to new parks to libraries and municipal offices. These investments have proven to be effective in supporting the role of Downtowns.
- A successful Downtown offers a logical place for **community events**. This contributes to building community pride and identity and allows for improved social cohesion with opportunities to meet and connect with neighbours and other community members.
- The Downtown includes a **diversity of non-residential uses** to attract residents and visitors to the area. This includes a diverse mix of retail, cultural amenities, and entertainment options. The retail in these Downtowns typically differs from the offerings of malls and retail plazas, thereby avoiding direct competition. Retail in successful Downtown areas is made up of independent retailers, cafes, bars, and restaurants.

These retailers, in addition to entertainment options, are **traffic generators** that animate the Downtown area and extend the area's life beyond 5:00 pm. Attracting businesses that stay open into the evening is important for the health of Downtown, not just to animate the area in the evening, but also given that 70% of consumer spending occurs after 6:00 pm<sup>2</sup>.

- **Consistent programming** is key, and ongoing community events drive positive awareness of the area and the wider Town for both residents and tourists. Downtowns with a range of retail, commercial, and programming options that span all seasons and appeal to the widest mix of people, including families and children, ensures that the area remains animated and thrives throughout the year. Consistent programming also aids in attracting a wider portion of the community to the Downtown, making them more likely to return in the future for shopping, dining, or entertainment purposes.
- Successful Downtowns are **children and family-friendly**. This includes the presence of green space, playgrounds, and events geared towards children and families.

Fortunately, Downtown Georgetown already includes many of these positive elements. There is an existing stock of high-quality residential uses surrounding the Downtown and what appears to be a growing demand for new housing. Main Street includes a diverse mix of businesses, and is aesthetically pleasing given the historical character and charm of the area, the attractive building facades, and elements like landscaping and decorations. The area is walkable and pedestrian-friendly, and is already home to the library and cultural centre, and community events, including the weekly farmer's market that shuts down Main Street to vehicle traffic on Saturday mornings from July to October.

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<sup>1</sup> Roger Brooks International, "The Three Statistics That Every Downtown Should Live By", April 30, 2012

<sup>2</sup> Ibid

Figure 2: Existing Conditions in Downtown Georgetown



### Challenges of Downtown Development

- Notwithstanding the positive elements associated with many Downtowns, there are several challenges associated with Downtown development that need to be considered. Some of these challenges that could pose a threat to future development in Downtown Georgetown include:
- **Zoning and planning policy** that may unintentionally raise extra hurdles to development feasibility. The municipality needs to create a policy environment that is not only encouraging of new development and investment in the Downtown, but that also ensures that what is permissible is economically viable. While increased flexibility in terms of height and density can be beneficial for project feasibility, it is important for the municipality to have specific criteria as to what they expect out of new development, including how it should be integrated into the Downtown. Having high design standards will ensure that the character of the Downtown is protected even as new development arises.
- **The availability of land for development** is also a significant challenge in Downtowns. Given the age of many Downtowns, there often are very few vacant or underutilized sites. As such, land assembly is often required for new development, which can have an impact on development timelines and project viability. Land assembly can be a significant challenge, particularly when dealing with a large number of narrow lots and multiple land owners.
- **Parking**, both public and private, is also a significant challenge for new Downtown development, particularly in small towns and cities.

New mixed-use developments often require parking to be provided in underground parking garages, which leads to a significant increase in development costs. In many communities, such as

Georgetown, buyers are also likely to expect a parking space to be included in the purchase price of a new residential unit, preventing the developer from recovering some of their parking construction costs, and potentially putting the feasibility of a new development at risk.

Additionally, some of the best sites for new development in Downtowns, including in Georgetown, are existing surface parking lots. However, in many smaller Downtowns, particularly those that are not served by transit, there is already a limited amount of parking. The loss of public parking lots may require that a new development replace the spaces as part of their underground garage, adding further costs to a development that may already include market and financial risk.

- **Community opposition** can also be a big challenge for new development. Many residents are opposed to any significant changes to places they are familiar with, particularly an area that may have historical significance. A role of the Secondary Plan in Downtown Georgetown will be to educate and inform the public with respect to heights and densities.
- While current high density projects are selling at a modest rate, **an unproven market** can present challenges for new high-density development in small city Downtowns. Halton Hills does not have an established high-density residential market, with the large majority of housing units in the community being low-density. Introducing a new housing type into an unproven market can pose a risk for a developer.
- **Poor destination accessibility** can also limit a Downtown's ability to attract new development, investment, and growth. A location that is not serviced by transit and that is located away from frequently visited destinations outside the Downtown can limit who is attracted to the area and limit the potential buyer pool to downsizers and retirees. While the library and cultural centre is a destination for some, this is somewhat of a problem for Downtown Georgetown given that there are not many other significant destinations nearby that will draw new residents or visitors, either in Georgetown or surrounding communities.

## 6.3 Drivers of Downtown Development

Across the Greater Toronto Area (“GTA”), demand for Downtown investment is growing. Communities like Ajax, Burlington, Oshawa, and Oakville have all experienced a range of demand for reinvestment in their Downtowns. The following section provides an overview of the common drivers of this investment and how it relates to Downtown Georgetown and Halton Hills.

### Population and Housing Growth

According to the Halton Region Official Plan, the population of the Town of Halton Hills is projected to grow to 94,000 people in 2031<sup>3</sup> (+32,839, +54% from 2016<sup>4</sup>). Given that Acton is surrounded by greenbelt lands and 69% of the Halton Hills population was located in Georgetown in 2016, it is reasonable to expect that much of this future growth will occur in Georgetown.

Household sizes are anticipated to decline to 2.69 persons per household (“PPH”) in 2031<sup>5</sup>, from 2.90 PPH in 2016. As households become smaller, so do housing needs. Demand should continue to grow for a broader range of housing forms including townhouses and apartments.

Given the population forecast and projected household size, there is a forecasted housing need of approximately 34,140 housing units in 2031, representing a need for approximately 13,065 additional housing units from 2016 to satisfy the population growth.

Watson and Associates’ 2017 Development Charges Background Study for the Town of Halton Hills forecasts that this housing growth will consist of a higher proportion of apartments than in the past (Table 1). Apartments are expected to account for 34% of the housing growth to 2031 (+4,440 units), which will result in them increasing from a 10% share of the Halton Hills housing market, to a 19% share. Single and semi-detached homes, which represented 78% of Halton Hills housing as of 2016, are forecasted to account for less than half of the housing growth to 2031 (45%, +5,890 units), with the remaining growth forecasted as townhouses and duplexes (21%, +2,735 units).

The demand for higher density housing could come from a variety of groups including seniors, downsizers, single people, first-time buyers, and families. Given that Downtown Georgetown is the primary cultural, entertainment, retail and social destination, it is reasonable to assume that some of the higher density housing growth that is projected for Halton Hills will occur in the Downtown area.

Section 6.4 has additional detail on the distribution of future housing growth in the Town of Halton Hills.

<sup>3</sup> Note: Published growth forecasts for the Town of Halton Hills extend to 2031 only. However, the final Downtown Georgetown Planning Study will consider growth to 2041.

<sup>4</sup> Statistics Canada, 2016 Census

<sup>5</sup> Watson & Associates, Town of Halton Hills 2017 Development Charges Background Study, June 23, 2017



Table 1

Residential Growth Forecast - Town of Halton Hills					
Housing Type	2016	%	2031	%	% of Total Growth (2016-2031)
Single / Semi-Detached	16,350	78%	22,241	65%	45%
Townhouse / Duplex	2,590	12%	5,325	16%	21%
Apartments	2,110	10%	6,550	19%	34%
<b>Total:</b>	<b>21,050</b>	<b>100%</b>	<b>34,116</b>	<b>100%</b>	<b>100%</b>

*Source: Watson & Associates, 2017 Halton Hills Development Charges Background Study*

## Planning Policy

Planning policy in the GTA plays a role in encouraging and directing growth towards areas that allow for more efficient development, including Downtowns.

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) establishes long term planning objectives related to the location of new growth and allocation of resources. The Growth Plan supports mixed-use intensification within built-up areas, of which most of Georgetown, including the Downtown, is designated.

Other provincial policy documents, such as the Provincial Policy Statement (“PPS”), also include policies that encourage efficient land use planning and ensure sufficient land is available for intensification. There is also legislation like the Greenbelt Act, which protects the Greenbelt area in the GTA and has an impact on the overall housing market, restricting urban sprawl and encouraging compact housing forms.

The Halton Hills Official Plan gives further direction to where growth should occur within the municipality. It encourages new development, redevelopment, and a wide mix of uses in Downtown Georgetown.

## Changing Lifestyle Priorities

Among all age groups there has been a shift in how people perceive and value their home. The dramatic shift in demand that has been occurring in many parts of the GTA from low density to high density housing is, in part, due to a shift in valuing lifestyle over space.

The ability to walk for basic daily needs, community services, and entertainment is a fundamental driver of demand for high density living in successful Downtowns, both large and small. This demand is particularly strong amongst millennials and downsizing seniors.

For all buyer groups, high-density living eliminates the maintenance issues typically associated with home ownership. Improved security and the ability to “lock and leave” are also two additional and significant advantages.

Later household formation and lower birth rates amongst young adults have also played a role in increasing demand for higher density residential uses and new housing in Downtown areas as they have not sought out traditional single-family homes as early in adulthood as previous generations.

## **Aging Population**

Seniors today are healthier than ever and many continue to live active lifestyles as they age. By 60, many seniors are entrenched in their local community and as they look to downsize from single-family homes, often hope to remain in their current communities. Seniors and downsizers are anticipated to be a key driver of new high-density residential demand in the Downtown Georgetown area.

The demand for high-density housing units from this group has been brought on by changing lifestyle priorities. They are seeking convenient and low-maintenance living, with less responsibility than what is associated with ground-related housing. An apartment unit also provides a potential opportunity to re-deploy some of the equity from the sale of a single-family home into retirement savings, and provides a “lock and leave” option for people who may own property elsewhere (e.g. snowbirds).

An additional impact of the aging population is smaller household sizes. Households with only one or two people, with no plans for household size expansion, typically look towards higher-density housing forms, such as apartments, to reduce maintenance costs.

Like many communities in the GTA, the Halton Hills population is aging. Between the 2011 and 2016 Census periods, the population above the age of 55 in Halton Hills grew by 19%. This is well above the overall growth rate of 3.6%. As the population continues to age, these residents above the age of 55 are going to start considering downsizing, if they have not already. New condominium apartment developments in the Downtown are likely to be attractive to this demographic.

## **Affordability**

The affordability of low-density housing options is declining rapidly in the GTA, including in Halton Hills. New single-detached housing prices are now over \$1,000,000, with resales averaging more than \$800,000 over the 12 month period between April 2017 and March 2018.

As low-density housing prices have grown, incomes have not kept pace. Between 2011 and 2016, the average resale price of a single-detached home in the Town of Halton Hills increased by 42%<sup>6</sup>, while household incomes increased by 27%<sup>7</sup>.

This trend of declining affordability is expected to continue. For the Town of Halton Hills to continue to grow and attract a broad range of new residents, including younger demographics, a diverse housing stock that includes more affordable options will be needed. Downtown Georgetown is a logical place for new higher density housing options given the concentration of amenities in the area and the direction of the existing planning policy regime.

## **Transit Access and Reduced Reliance on Cars**

Related to changing lifestyle priorities, the costs of car ownership, not only in financial terms but also in social, time, stress and environmental terms, is reducing car ownership rates and shifting demand to transit, walkable communities and strong live-work relationships. This shift in car ownership has led to increased demand for new housing in Downtowns across the GTA.

Though Georgetown and Halton Hills are not serviced by local public transit, regional GO service is available. Georgetown GO train station is located a 15-minute walk to the east of the Downtown. Train

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<sup>6</sup> Toronto Real Estate Board, Market Watch

<sup>7</sup> Statistics Canada, 2016 Census

service is provided on the Kitchener GO line, between Kitchener and Toronto's Union Station. The province's Regional Express Rail ("RER") program will see increased service along this line, with service at Georgetown GO increasing to 30-minute or less headways at rush hour.

In addition to train service, Georgetown also has GO buses which provide more frequent service than the trains. There are several GO bus stops in closer proximity to Downtown Georgetown, including stops along Main Street.

Given the lack of a strong existing local transit network, buyers who prioritize proximity to transit may look to other communities when seeking housing in a Downtown location. Other buyers that do not prioritize transit as highly but are attracted to the character of Downtown Georgetown may appreciate the proximity of regional transit, particularly those who commute to other parts of the GTA for work.

Despite the lack of an existing local transit network, it is worth noting that Town of Halton Hills is currently undertaking a Transit Service Strategy to meet the current and future mobility needs of the community. Any creation of a local transit network that serves Downtown Georgetown would be a positive driver of housing demand in the Downtown.

### **Changing Nature of Retail**

In the same way that retailers once followed residents to suburban areas, shifting the retail landscape towards enclosed malls and large-format, big-box retail, they are now following residents back into more central areas, such as Downtowns. This has shifted the nature of retail back towards local, curated offerings in contrast to large-format, chain retailers. Some of these smaller, independent retailers are further supported by online sales, allowing some of them to pay higher rents associated with Downtown locations, which they otherwise may not have been able to afford prior to the recent boom in e-commerce.

### **Proximity to Employment**

With growing concerns over traffic, congestion, and minimizing commuting times, the association between living and working in proximity has reinforced the relationship between employment centres and dense infill development patterns.

Given that several other submarkets throughout the GTA have significant clusters of employment, Downtown Georgetown is likely to have difficulty competing for a significant number of buyers that value proximity to employment and short commutes.

However, just as the internet has impacted retail, it has also changed the nature of employment. Many employees are now able to work remotely or from home either full-time or part-time, reducing the requirement to live in proximity to their employer and allowing them to live in less traditional centres. The internet and e-commerce has also allowed for an increased number of web-based businesses, whose owners and employees have more flexibility as to where to live.

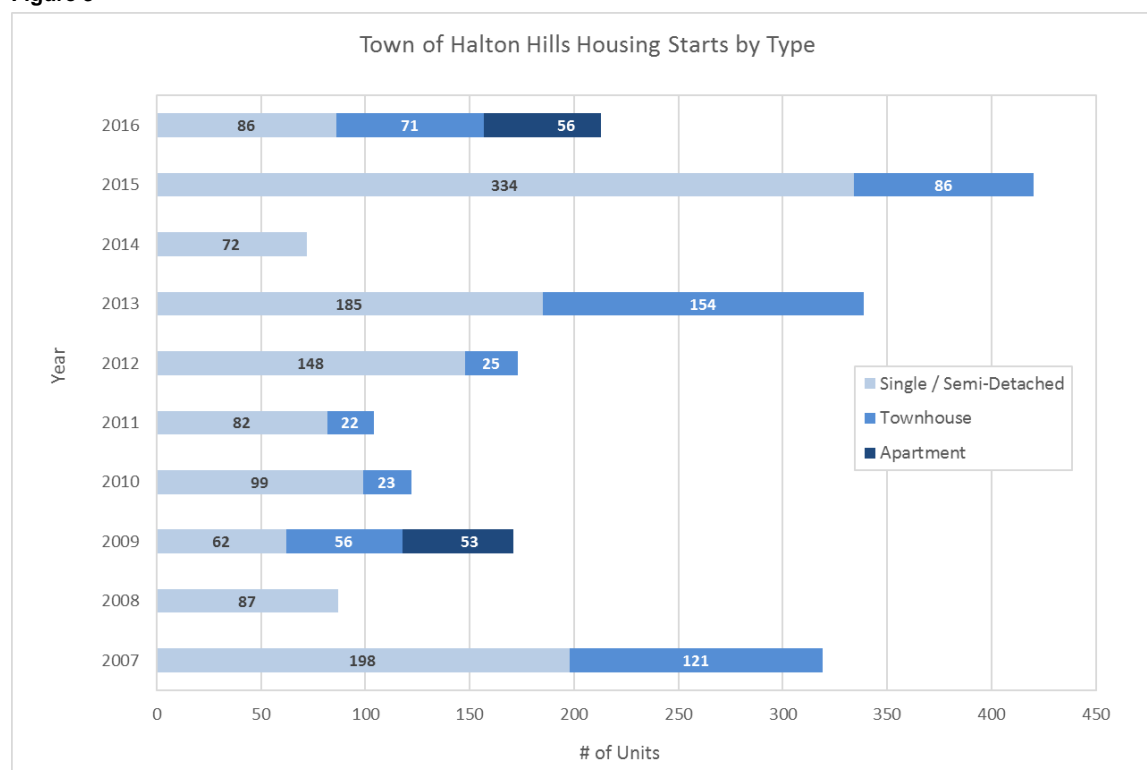
## 6.4 Residential Market Profile

Historically, the Town of Halton Hills has been a low-density residential community. As of the 2016 Census, 88% of housing units in Halton Hills were registered as single-detached, semi-detached or townhouse units.

The Halton Hills market is also heavily skewed towards home ownership as 86% of households reported that they owned their home as of the 2016 Census. With the implementation of rent controls through the Ontario Fair Housing Plan, it is unlikely that new purpose-built rental units will be constructed in the near to mid-term in Halton Hills, including in Downtown Georgetown, though an increase in condominium apartment investor purchasers at some point in the future could boost private rental supply.

Unlike many similar low-density communities in the GTA, Halton Hills has not seen any significant shift in recent years towards higher densities. Housing start data indicates that low-density housing types remain the predominant housing form (Figure 3). New apartments remain relatively rare, accounting for just 109 of 2,020 housing starts (5%) between 2007 and 2016.

**Figure 3**



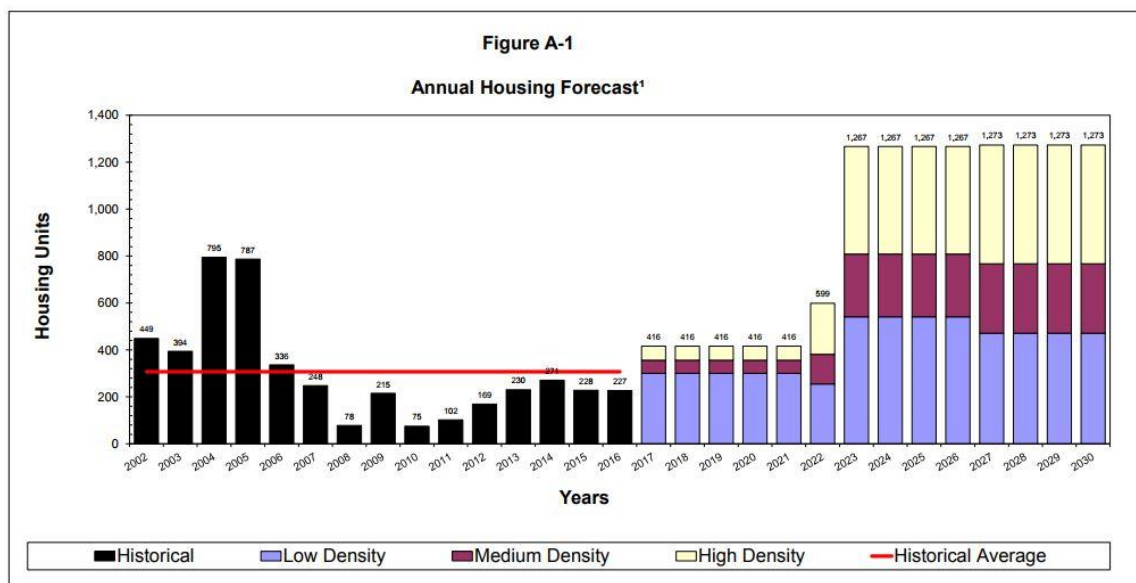
Source:

CMHC Housing Portal, 2017

The average of 202 annual housing starts in the 10-year period between 2007 and 2016 is well below the forecasted growth in housing units between 2016 and 2031 (13,065 units, 816 annually). While housing growth is anticipated to remain relatively modest between 2017 and 2022, though higher than in recent years, the period between 2023 and 2031 is anticipated to account for the majority of the forecasted housing growth in the Town of Halton Hills (see Figure 4)



Figure 4



Source:

Watson and Associates, *Town of Halton Hills Development Charges Background Study, 2017*

The reason for this delayed growth is that the Town of Halton Hills is currently undertaking a significant planning project, known as Vision Georgetown, which will see the urban boundary expanded in southwest Georgetown to include an additional 1,000 acres of land. It is anticipated that this area will accommodate more than half of all future housing growth in Halton Hills (6,770 units, 52%) starting in 2021 and that it will be home to 19,000 residents (58% of future population growth) and 1,700 new jobs. In addition to further planning work, capital and servicing improvements are still needed, and as such delivery of new housing in this area is unlikely to occur for several more years, as demonstrated in the Watson and Associates' forecasts (Figure 4).

The rest of the Georgetown built-up area is anticipated to accommodate approximately 38% of the forecasted housing growth (4,920 units), with the remaining 10% (1,250 units) located elsewhere in the Town of Halton Hills.

The distribution of where the future housing growth in Halton Hills is expected to occur is important given that development in Downtown Georgetown will be limited to competing for the 38% of total growth that will be located within the existing built boundary. Furthermore, Downtown Georgetown is unlikely to compete for any new single and semi-detached housing development, but rather is most likely to be a destination for apartment units and some infill townhouse development.

Given that the preferred land use concept for Vision Georgetown submitted to the Town of Halton Hills in June 2017 notes that the area would be expected to accommodate 1,207 high-density (apartment) units (27% of forecasted apartment growth) and 1,950 medium-density (townhouse) units (71% of forecasted townhouse growth), Downtown Georgetown will be a destination for a portion of the approximately 3,200 apartment units and 785 townhouse units that are forecast for the rest of the Town of Halton Hills to 2031.

The following sections provide a snapshot of the current market for low and high-density residential uses in Georgetown and the Town of Halton Hills.

## Low-Density Housing Market

As of October 2017, there was very little activity in the new low and medium-density residential market in Halton Hills, with just one project actively marketing (Hello Georgetown by Remington Homes). The current offering at this project consists of 216 single-detached lots (36' and 40' lot frontages), located at 10<sup>th</sup> Sideroad and 10<sup>th</sup> Line, at the east end of Georgetown.

The increasing prices for low-density residential units across the GTA is prevalent in Georgetown, with available lots ranging in price from approximately \$1,100,000 to \$1,300,000, despite relatively modest unit sizing starting from 2,000 square feet ("sf")<sup>8</sup>. This pricing is considered to be the new normal for new single-detached product in Georgetown and Halton Hills.

No new townhouse product is currently available in the Halton Hills market. However, the aforementioned Hello Georgetown did offer townhouse units earlier in 2017, which have since sold out. These units, originally launched in April 2017, were priced between \$830,000 and \$840,000.

The single-detached and townhouse product that has been available in 2017 at Hello Georgetown represents an increase in pricing of more than \$200,000 relative to what was available elsewhere in Georgetown two to three years earlier.

The resale market typically provides more affordable housing options than the new housing market, but prices have also been climbing there. As previously noted, the price of a resale single-detached home in Halton Hills increased by 42% between 2011 and 2016, from approximately \$490,000 to \$695,000<sup>9</sup>. In 2017, pricing has continued to climb rapidly, averaging approximately \$815,000 through the first 11 months of the year, an increase of 17% from the 2016 average.

Increased pricing for low-density housing is likely to shift some demand towards higher density housing in the future. This could be a shift from single-detached homes to an increased number of townhouses, or a shift towards apartments or even stacked townhouse units. This is a trend we have observed in many communities across the GTA as single-family homes become out of reach for the average buyer.

## High-Density Housing Market

The high-density residential market has yet to establish itself in a significant manner in the Town of Halton Hills. In fact, there are only three recent projects of note in all of Halton Hills.

The first project is known as Georgetown Terraces. Located near Guelph Street and Hall Road, at the east end of Georgetown, the 11-storey, 56-unit building was launched in November 2014, selling out in August 2017 after averaging less than two sales per month. Georgetown Terraces launched at an average index price of \$476 per square foot ("psf"), and offered a suite mix that consisted entirely of large two-bedroom type units.

Though Georgetown Terraces is now complete and sold out, there are two more recent developments that are actively marketing, both of which provide a better picture of the market for new high-density residential units in and around the Downtown Georgetown area.

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<sup>8</sup> All pricing and sizing data for new low-density residential projects retrieved from RealNet Canada

<sup>9</sup> Toronto Real Estate Board, MarketWatch

The first of these two projects is The Residences of the Hotel McGibbon, located in the heart of Downtown Georgetown at Main Street South and Mill Street. The 10-storey, 125-unit project launched in August 2016 and was 80% sold in November 2017 (approximately 6 sales per month). The project was met with a strong buyer response, selling 55 units (44%) in its first month on the market, indicating the attractiveness of Downtown Georgetown as a place to live.

**Figure 5: Renderings of The Residences of the Hotel McGibbon (L) and 42 Mill Street (R)**



*BuzzBuzzHome*

The project is a redevelopment of the old Hotel McGibbon, a landmark in Downtown Georgetown, originally constructed in the 19<sup>th</sup> century. The new development will restore the façade of the former hotel building and integrate new commercial space at street level. The agent at the sales centre indicated that they already have several tenants secured, including some businesses that are planning to move from elsewhere on Main Street.

Multi-bedroom suites are the predominant unit type at The Residences of the Hotel McGibbon, though unlike Georgetown Terraces, there are 35 one-bedroom and one-bedroom plus den units (28%) included in the building. These single bedroom units and other smaller multi-bedroom layouts have all sold out as of November 2017, indicating some additional demand in the local market for smaller unit types and sizes. Remaining units range from 1,000 sf to 1,475 sf, and from approximately \$650,000 to \$875,000.

Pricing at The Residences of the Hotel McGibbon has been quite strong for Halton Hills. After launching at \$540 psf, remaining units are now priced at \$586 psf on average. Unit sizes in the building are generally quite large, ranging from 725 sf for the smallest one-bedroom unit to 1,553 sf for the largest penthouse unit, with the large majority of units above 1,000 sf.

Located just outside the Downtown Georgetown boundaries, 42 Mill Street launched more recently in October 2017. The 6-storey, 76-unit building is the first of three phases on the site. After its first month on the market, it was approximately 15% sold. Like at The Residences of the Hotel McGibbon, unit sizes are large, ranging from 843 sf for a one-bedroom unit, to 1,962 sf for the largest penthouse unit, with most units above 1,000 sf.

Pricing at 42 Mill Street averaged \$603 psf at launch, making it the first Halton Hills development to surpass \$600 psf at project opening. Prices for available units range from approximately \$475,000 to \$1,300,000. Like the projects that have come before it, the majority (77%) of the building consists of multi-bedroom units.

Given their high price points and large unit sizing, both the Residences of the Hotel McGibbon and 42 Mill Street have appealed primarily to downsizers, mostly from Halton Hills, but also some from elsewhere in the GTA such as Toronto or Brampton. The two projects both offer high-end features and finishes that match the high price point associated with their location within or just outside the Downtown. Downsizers were also the primary buyer group at Georgetown Terraces. There have been no recent condominium apartment buildings in Halton Hills that have been positioned to appeal to a wider profile of buyers.

Based on current development applications in Halton Hills, there does not appear to be a significant amount of new high-density development coming despite the growth forecasts, so any new development in the Downtown in the near-term is unlikely to face a significant amount of competition. As of December 2017, there were just 337 apartment units proposed in Halton Hills, all within Georgetown. However, 213 of these units were located in senior's residences, with just 124 units planned as market condominium apartments, all 124 of which are to be part of future phases at 42 Mill Street.

It is worth noting that there has yet to be a stacked townhouse development in Halton Hills. However, given the direction that pricing is headed for single-detached and townhouse product, it is likely that some stacked townhouse product would be marketable. This housing type provides a more affordable ground-related housing option that could fill a gap between townhouses and apartments in the local market.

## 6.5 Non-Residential Market Profile

Most small city Downtowns are no longer a home for major retailers. These larger retailers have moved out of Downtowns over the past several decades to larger properties in suburban locations. As they have moved further from Downtown centres, the retail in Downtowns has evolved to focus primarily on cafes, bars, restaurants, entertainment options, small independent retailers, and some small-scale office space.

These trends have been observed in Downtown Georgetown as the non-residential market has a focus on smaller population-serving businesses. In February 2016, W. Scott Morgan and Associates reported in their Retail Commercial Demand Analysis that Downtown Georgetown's non-residential offerings consisted largely of eating and drinking establishments, professional services, personal services, and a mix of smaller retailers and boutiques.

Since the 2016 report, little has changed in terms of the types of businesses in Downtown Georgetown. The Downtown is essentially devoid of chains and major retailers, ensuring that the existing stock of commercial uses do not need to compete directly with the large-format retailers in the big-box plazas scattered throughout the rest of Halton Hills. The smaller units, independent businesses, and entertainment options that exist in Downtown Georgetown provide residents and visitors with a different experience than any other concentration of non-residential uses in Georgetown and the Town of Halton Hills.

Downtown Georgetown has a non-residential inventory of approximately 350,000 sf<sup>10</sup>. The non-residential market in the Downtown area is very stable, with little turnover.

At the time of survey (December 1, 2017), the average vacancy rate in Downtown Georgetown was 1.1%, with just 3,700 sf of vacant space. This low vacancy rate is typical for the Downtown, which has averaged

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<sup>10</sup> Unless stated otherwise, all non-residential data in this section has been retrieved from CoStar Property



1.2% vacancy over the past five years. This five year Downtown average is below the five-year Georgetown average of approximately 3.5%.

Recent asking rents in the Downtown have averaged approximately \$21 psf net, and have been on the rise since late-2013, when they averaged approximately \$16 psf net. Typically, \$25 to \$30 psf net is considered to be about the threshold at which pricing needs to be in order for the construction of new commercial space to be economically viable. While rents remain below this replacement threshold, the upward trajectory of pricing and the ability of the Residences of the Hotel McGibbon to secure tenants for their retail space prior to starting construction indicate the attractiveness of Downtown Georgetown for non-residential uses.

The one non-residential use that is missing from the Downtown Georgetown area is a grocery store. While there are specialty food stores, a grocery store that residents of the Downtown and surrounding neighbourhoods can walk to is absent. From a new residential perspective, the lack of a grocery store could be a market issue. However, the possibility of attracting a new grocery store may be remote given that large grocery chains generally avoid small Downtown areas given their model of requiring a large space and a large amount of parking, something that would be challenging in Downtown Georgetown.

Looking forward, the 2016 study by W. Scott Morgan and Associates indicated a need of 540,000 sf of new retail space to meet the needs of Georgetown's forecasted growth to 2031. However, the majority of this retail space (400,000 sf) is expected to be located in the Southwest Georgetown Urban Expansion Area (Vision Georgetown), leaving 140,000 sf to be spread across the rest of Georgetown, including within the Downtown.

Given this, it is likely that any new non-residential space in the Downtown is incorporated in the lower floors of new mixed-use buildings as opposed to stand-alone commercial buildings. New non-residential uses are likely to build upon the existing mix of uses, and consist primarily of population-serving businesses.

The upward trajectory of non-residential rents since 2013 indicates that new non-residential space will become more economically viable over time. Given that rents for existing space are close to replacement level, it is possible that new space, with modern features and finishes, would be able to achieve rents close to the \$25 to \$30 psf net range, even today. It will be important to ensure that any new development on Main Street in Downtown Georgetown, particularly between approximately Church Street and Cross Street, include retail space on the ground floor that animates the street and retains the existing character of the area.

## 6.6 Downtown Georgetown Market Outlook

Downtown Georgetown is a distinct area in the Town of Halton Hills. The range of retail and residential uses within a walkable neighbourhood is something that is unique within the municipality. The existing charm and amenities of the area make it the type of neighbourhood that the housing market is increasingly moving towards throughout the GTA, and demand for a mix of new housing in the Downtown should continue to grow moving forward.

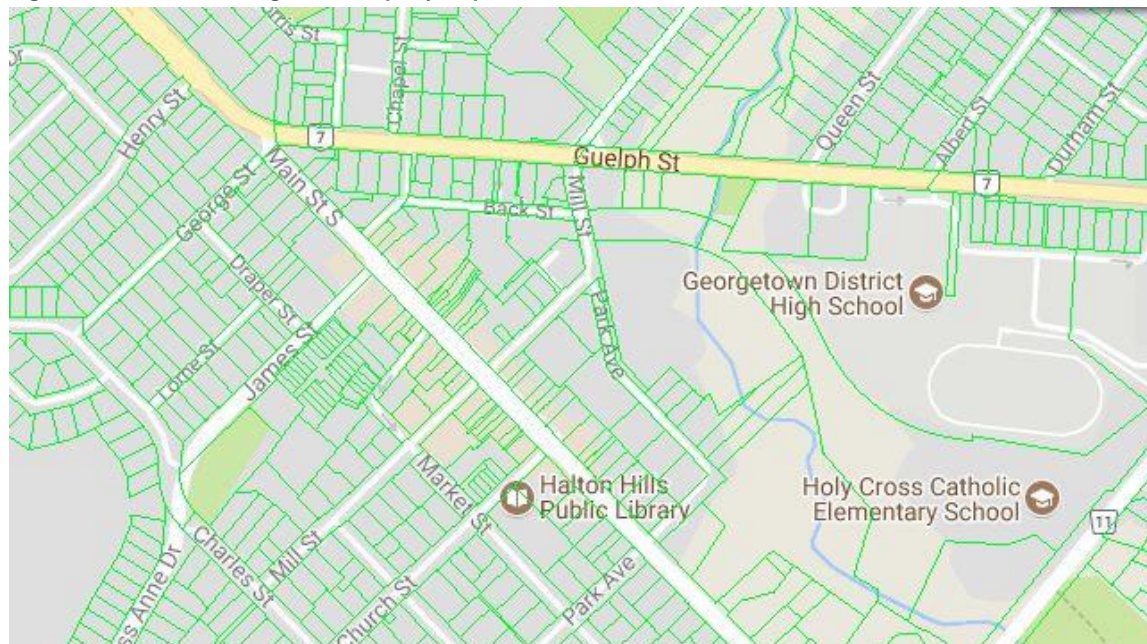
Forecasts for Halton Hills indicate that more than 13,000 new housing units will be required to satisfy the growing population between 2016 and 2031. While most of these units will be located in the Vision Georgetown area, Downtown Georgetown will be well-positioned to absorb a portion of the 4,900 units forecasted to be built elsewhere within the Georgetown built boundary. Specifically, Downtown Georgetown would be appropriate for new townhouse and mixed-use apartment development.

The area bound by Main Street, Guelph Street, and Mill Street appears to provide the greatest potential for intensified development based on existing lot patterns, uses, and built form. The existing surface parking lot at the rear of the buildings fronting on Main Street and the lots fronting on Guelph Street appear to be the most logical places for new high-density development that would minimize the impact on Downtown Georgetown's existing character. This part of the Downtown is also the shortest distance from the Georgetown GO train station, which could be attractive for prospective buyers. This area may be the best place to direct the tallest building heights in the Downtown.

However, narrow properties in many parts of the Downtown Georgetown area, particularly along Main Street (see Figure 6), are likely to make new development a challenge. When a new development requires the builder to purchase a number of properties, potentially from several different owners, the financial and time costs of lot consolidation can threaten a development's viability.

Surface parking lots, like the large lot east of Main Street, are logical properties for future infill development given their larger size. However, it will be imperative to have a parking strategy for the Downtown that guides how to replace some of the existing spaces, assuming their replacement is required to meet public parking demand. Though the Town is currently undertaking a Transit Service Strategy, Halton Hills lacks an existing local transit network and most residents are reliant on private automobiles to get around. Having an appropriate amount of parking is important to attract residents and visitors. Provision of parking should be shared between the public and private sector as provision of structure parking can undermine a new development's economic viability.

**Figure 6: Downtown Georgetown Property Map**



Source: Geowarehouse

As you move west of Main Street, any new development would begin to impede on the surrounding low-density residential neighbourhood and may be met with significant community opposition. Any potential infill development west of Main Street may be best suited for less intense housing forms, such as townhouses or stacked townhouses.

The two most recent condominium apartment projects within or near the Downtown – The Residences of the Hotel McGibbon and 42 Mill Street – are good indicators of growing demand for high-density residential uses in this area. Demand for higher density housing types will only intensify as the population continues to grow and affordability in the low-density residential market continues to erode.

However, these two projects also demonstrate that high-density residential units in Halton Hills currently appeal primarily to wealthy downsizers. Neither project diversifies the housing mix in any significant way that provides buyers who are priced out of the low-density market with a more affordable housing option, as high-density residential units typically do. As such, many of these other buyer groups who otherwise may be interested in high-density living – including young professionals, first-time buyers, singles, and families – are likely to look to other communities for high-density housing alternatives until more affordable options are available.

So long as housing in Downtown Georgetown remains positioned to wealthier buyer groups, the number of units that the market will be able to absorb in the Downtown will be limited given that the pool of buyers will remain relatively shallow. At a high price point, annual demand for new housing in the Downtown may range between 30 to 60 new units per year based on the performance of The Residences of the Hotel McGibbon and 42 Mill Street.

The market will need to continue to evolve organically towards a more diverse product offering that provides a wider range of unit sizing and price points before it is able to attract a more diverse mix of

buyers and increase annual absorption potential. As new supply comes to market elsewhere in Halton Hills and Georgetown, it would provide competition for Downtown projects and could have a positive impact on encouraging a more diverse positioning strategy for projects in the Downtown.

Given the forecast of 4,440 new apartment units in Halton Hills between 2016 and 2031, new development in the Downtown may not have any significant negative impact on other planned nodes of intensification in Halton Hills, particularly if product in these other nodes are positioned more affordably. In fact, an intensified Downtown could actually have a positive impact on other areas that are earmarked for intensification, particularly those in proximity to the Downtown.

Any enhancements that are made to the Downtown area as a result of the Downtown Georgetown Planning Study could boost demand for new residential uses in proximal neighbourhoods. This includes the Georgetown GO Station Secondary Plan area that is anticipated to accommodate a significant amount of growth (2,800 residents, 300 jobs), including in high-density residential formats. An improved Downtown profile could drive demand for new development in neighbouring areas like this, accelerating their timeline to build out.

New development in these neighbouring areas would also likely diversify the unit sizes and price points of available high-density housing in Halton Hills, even if Downtown Georgetown projects remain priced at a premium, providing the market with product that a wider mix of residents may be able to afford.

New Downtown development should have a focus on high-quality design that maintains the character and charm of the existing area. The Residences of the Hotel McGibbon is a good example of the integration of a new high-density development that maintains the small-town Downtown feel at street level through design features like the retention of the existing façade and heights that step back from the street.

While it will be important to be somewhat flexible in the policy regime for the Downtown in order to attract new investment, the Downtown policy framework should also be very specific related to heights, urban design, and other considerations in order to ensure new development will enhance, not impede, the Downtown Georgetown area, and to set a high standard. At the same time, there also needs to be an understanding as to what type of development is economically viable. It will be important to balance expectations for Downtown development with the understanding of what is viable, in order to ensure that the policy framework does not discourage new investment.

In the non-residential market, new space is likely to be integrated as part of mixed-use buildings as opposed to standalone non-residential buildings. Consideration should be given to ensuring that new non-residential space be kept as small units to reduce the risk of larger retailers infiltrating the Downtown Georgetown area. In this case, new businesses in these smaller non-residential units are likely to build upon the existing mix of uses in the Downtown. Ground floor retail space should be required in all new development along Main Street, to provide for consistency as one moves through the area.

The municipality should also consider staying ahead of the curve in relation to the non-residential market and consider encouraging uses like co-working spaces. Given the changing nature of the workplace, these types of spaces may aid in attracting entrepreneurs and a younger working age population that may otherwise consider other communities. Temporary and pop-up businesses could also be a consideration for any underutilized or vacant units, properties, or spaces. These businesses would improve sites that



may otherwise be detrimental to Downtown density and aesthetics, the pedestrian experience, and the overall impression of the area.

Overall, the market outlook for Downtown Georgetown is positive as the area includes a number of elements that make it attractive for new residential and non-residential investment. As the area begins to intensify, the challenge will be how to integrate new development while maintaining, protecting, and enhancing the existing character and charm that makes the Downtown a marketable location.



## 7.0 MUNICIPAL SERVICING

### SCS Consulting Group





## 7.0 Municipal Servicing

*The Municipal Servicing Assessment was completed by SCS Consulting Group and was reformatted for its inclusion in the Background Paper.*

### 7.1 Water and Wastewater

The servicing study will rely on Regional water and wastewater models, which will be made available by the Town/Region. The Region has already made available the operating plans for water and wastewater indicating the size and location of existing infrastructure.

#### **Existing and Proposed Water Infrastructure (Issues and Opportunities):**

##### **Groundwater based Water Supply**

- The study area is currently serviced by water supplied from groundwater using seven wells at three municipal well fields: Lindsay Court, Princess Anne and Cedarvale.
  - Cedarvale is the well field adjacent to the Water Purification Plant located just south of the study area.
  - Cedarvale well capacity, depending on permit approval, will increase from 4240 m<sup>3</sup>/day to 6972 m<sup>3</sup>/day.
  - The study area is serviced by zone G6G (Georgetown 6 Groundwater).
- An annual review of the groundwater supply is conducted by the Region, according to the growth that is expected in Georgetown.
- Groundwater single detached unit equivalents are released every 18 months or 2 years.
- Overall projected growth for Georgetown will exceed the capacity of the groundwater supply.
- Groundwater supply will be maximized to maintain the community generally north of Silver Creek (to include the study area) as well as the existing Norval community and Georgetown Southeast Greenfield service area in the groundwater service area
- Updates to the groundwater system are required to support this strategy to supply the areas noted in the bullet point above.
- Downtown Georgetown will therefore be serviced by the existing water infrastructure and the groundwater supply system.

##### **Lake Based Supply**

- By 2021 the Region will service the new Georgetown Southwest Greenfield Service area, the existing Georgetown South service area and the existing Stewarttown Community by a lake based system with new water pressure zone (Zone G6L), a new zone G6L (Georgetown 6 Lake water) water reservoir at No. 22 Sideroad Reservoir, new zone G6L PS and Zone 4 reservoir expansion at Trafalgar Rd. and No. 15 Sideroad, a new transmission main along Trafalgar, and local improvements.

- The new lake based supply to south Georgetown will allow for additional allocation within the existing groundwater supply system; the extent of which will be determined with further study based on the existing model.

#### **Local water system in Downtown Georgetown (Issues and Opportunities):**

- The study area is currently serviced by looped supply watermains that are 300mm and 400mm in diameter; watermains are both ductile iron and pvc.
- A watermain on Back Street is not currently looped, this watermain could be extended to connect (loop) to the existing watermain on Mill Street, which will provide security of supply in the area.
- Future development must consider wellfield protection.
- Capacity of the existing water distribution and storage system is to be confirmed.

#### **Existing and Proposed Sanitary Infrastructure (Issues and Opportunities):**

##### **Georgetown Waste Water Treatment Plant (Stream based system)**

- The Region has determined that there is insufficient capacity in the Georgetown WWTP to service the full growth to 2031.
- The stream based service area will be maximized to maintain the community generally north of Silver Creek (to include the study area) as well as the existing Norval community and Georgetown Southeast Greenfield service area, to be serviced by the Georgetown WWTP.
- The Region will maintain the existing process capacity at the Georgetown WWTP.
- Georgetown Southeast Greenfield Area (generally south of Guelph Street and east of 10<sup>th</sup> Line) will be pumped to the gravity system and ultimately to the Georgetown WWTP.
- Downtown Georgetown will be serviced by the existing sanitary sewer infrastructure and the existing Georgetown WWTP.

##### **Mid-Halton Waste Water Treatment Plant (Lake based system)**

- By 2012 the Region will construct a trunk sewer on 8<sup>th</sup> Line to convey flows to the South Halton wastewater system to be ultimately treated at Mid-Halton WWTP. This trunk sewer will service the new Georgetown Southwest Greenfield Service Area (generally south of 15<sup>th</sup> Sideroad and Silver Creek), the existing Georgetown South service area south of Silver Creek (excluding Georgetown East) and the existing Stewarttown community.
- A new wastewater pumping station is required to service existing areas within the Georgetown WWTP drainage area located south of Silver Creek which will be diverted to drain south to the Mid-Halton WWTP.
- The new trunk sewer to south Georgetown will allow for additional allocation within the existing WWTP; the extent of which will be determined with further study based on the existing model.

### **Local sanitary system in Downtown Georgetown (Issues and Opportunities):**

- The study area is currently serviced by a series of 200, 250 and 300 mm diameter sanitary sewers.
- These sewers convey flows to a local trunk sewer which extends from Guelph Street via Mill Street and Park Avenue to the Credit River valley, and south to the WWTP.
- Capacity of the existing sewer system is to be confirmed.

## **7.2 Stormwater Management**

### **Design Criteria**

- The site drains generally south and east to Silver Creek, or via an internal storm sewer system to four existing storm sewer outfalls east of Main Street, which outlet to Silver Creek just east of the study area.
- The stormwater controls for the study area per the Credit Valley Conservation Authority include: MOECC Enhanced Level quality control; and quantity control is to match the proposed peak runoff rates to existing peak runoff rates for the 2 to 100-year storm events.
- The minimum erosion control requirement for all watercourses within CVC's jurisdiction is retention of the first 5mm of every rainfall event.

### **Stormwater Servicing Opportunities**

- A stormwater management analysis will be required on a site by site basis (within the study area) to determine the stormwater management measures required to achieve the design criteria for the proposed redevelopment.
- Stormwater quality control may be provided via oil and grit separators and infiltration/filtration facilities.
- Stormwater quantity control may be provided via parking lot, underground and/or roof top storage. Any combination of the noted storage could be employed on an individual site.
- Erosion control may be provided via stormwater re-use for irrigation, green roof systems and underground storage.
- The Town is completing a Stormwater Management Strategy that will be assessing the existing systems and making recommendation on the adequacy of the whole system.
- This Stormwater Management Strategy may provide information that could assist with the Downtown Georgetown Planning Study.



# 8.0 PARKING AND MOBILITY

## Cole Engineering





## 8.0 Parking and Mobility

*The Parking and Mobility Background Review was completed by Cole Engineering and was reformatted for its inclusion in the Background Paper.*

Please find below the background review, review of best practices, physical conditions assessment, issue identification, and the next steps pertaining to Parking and Mobility in the Downtown Georgetown Planning Study.

### 8.1 Background Review

The background review includes an initial review of existing policies and programs, currently in place guiding the development of Georgetown Downtown. This includes a review of policies related to land use development, transportation and parking By-laws applicable to the downtown core areas and surrounding areas. Other relevant studies, such as those identified in the RFP were also reviewed.

- Some of the key general facts about Georgetown are:
  - 2016 Census data - Population of 42,123 people and Employment of 24,660;
  - No local public transit system;
  - GO Transit with trains between Georgetown and Union station during morning and evening rush hours;
  - Few multi-modal initiatives.

### Documents Reviewed

Several documents were reviewed to gain background information on parking and mobility including:

- The Halton Hills Official Plan (OP);
- Halton Hills Complete Streets;
- Halton Hills Intensification Opportunities Study-Intensification Strategy;
- Halton Hills Transportation Planning Studies including:
  - Truck Strategy (2017)
  - Transportation Master Plan (2011)
  - Cycling Master Plan (2010)
- Regional Transportation Studies including:
  - The Regional Transportation Master Plan (2011)
  - The Active Transportation Master Plan.
- Provincial Transportation Studies including:
  - GTA West Transportation Corridor Route Planning Study;
  - GTA West Transportation Corridor Environmental Assessment Study; and,
  - GO Transit Kitchener Waterloo Expansion.
- Background Documents for future developments including:
  - McGibbon Hotel Condominium Proposal documents (including underground parking levels, traffic impact assessment, and site plan statistics).
- Comprehensive Zoning By-Laws including:
  - The Comprehensive Zoning By-Law 2010-0050 including Section 5.2.7 which discusses when additional parking spaces are necessary to be provided in the Downtown;
  - List of Amendments to the Comprehensive Zoning By-Law 2010-0050; and,
  - Proposed revisions to the parking requirements in Downtown Georgetown.

## Halton Hills Official Plan

- 2008 Town of Halton Hills Official Plan; consolidated in 2017. The OP objectives pertaining to transportation are:
  - Facilitate the safe and efficient movement of people and goods within the Town's communities and to and from adjacent municipalities;
  - Establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including trains, automobiles, trucks, public transit, cycling, and walking;
  - Promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;
  - Protect transportation corridors to facilitate the development of a transportation system that is compatible with and supportive of existing and future land uses;
  - Ensure that new roads in urban development areas are constructed safely, designed in a grid-oriented street network to help distribute car and truck traffic evenly and provide access for the future operation of an efficient public transit system;
  - Encourage the location of school sites on roads that can accommodate cycling, walking and all forms of motor vehicle traffic including school buses;
  - Ensure that appropriate right-of-way width for all existing and proposed roads are provided in accordance with the Planning Act;
  - Encourage the use of alternative development standards for roads, where appropriate;
  - Encourage the efficient use of land along transportation corridors to maximize the use of public transit; and,
  - Restrict development on private roads.
- Overall Transportation including:
  - Pedestrian and cycling routes and facilities;
  - Public transit;
  - Road network;
  - General policies;
  - Private roads;
  - Laneways;
  - Inter-municipal transportation studies;
  - HPBATS (Halton Peel Boundary Area Transportation Study) and the GTA West Corridor Protection Area;
  - Off-street parking; and,
  - Rail network.

### Halton Hills Complete Streets

- The integration of Complete Streets principles into the planning, design operations and maintenance of roads addresses the following strategic objectives:
  - To provide accessibility throughout our community;
  - To ensure the use of appropriate design strategies to create safe Communities;
  - To promote an “environment-first” philosophy that recognizes the importance of the protection of the natural environment in all municipal decision-making; and,
  - To provide infrastructure and services that meet the needs of our community in an efficient, effective and environmentally sustainable manner.

### Halton Hills Intensification Opportunities Study-Intensification Strategy, 2009

- Regional Municipality of Halton is planned to accommodate for 36,000 more people and 32,000 more jobs by 2021; and an additional 130,000 people and 50,000 jobs between 2021 and 2031. The growth plan includes:
  - Managing growth;
  - General intensification; and,
  - Major transit station areas and intensification corridors.

### Halton Hills Transportation Planning

- According to the *Planning Act*, an Official Plan “shall contain goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality”.
- Transportation Studies in Halton Hills include:
  - Truck Strategy (2017):
    - Identifies and evaluates truck routing (existing / future) (permissions / restrictions) and identify road improvements and a supportive implementation plan.
  - Transportation Master Plan (2011):
    - Provides the strategies, policies, and tools required to meet the Town's transportation needs safely, effectively and cost efficiently. The TMP study identified an optimum transportation system that can accommodate the transportation needs of existing and future developments.
  - Cycling Master Plan (2010):
    - Makes recommendations that lead to opportunities for the Town's citizens to increase their activity level regardless of age, fitness, ability or cycling skill. The plan has been developed for the enjoyment of all and to bring the community together
  - Armstrong Avenue Reconstruction (study completed 2015; construction 2017);
  - Halton Hills Drive (study ongoing, began 2011; construction T.B.D.);
  - Halton Hills Transit Service Strategy (study expected to be completed Spring 2019);
  - Vision Georgetown (study expected to be completed 2018) – There are two (2) main components of the Vision Georgetown planning project:
    - A land use planning study (known as a secondary plan); and,

- A subwatershed study which deals with all aspects of the natural environment.

### **Transportation Studies in the Region**

- The Regional Transportation Master Plan (2011):
  - The Road to Change defines a sustainable, integrated transportation system that considers all modes of travel (automobiles, transit, cycling, walking) and supports the policies and objectives arising out of the Halton Region Official Plan Review to the year 2031.
- The Active Transportation Master Plan.

### **Provincial Transportation Studies**

- GTA West Transportation Corridor Route Planning Study;
- GTA West Transportation Corridor Environmental Assessment Study; and,
- GO Transit Kitchener Waterloo Expansion.

### **Background Documents for Future Developments**

- The McGibbon Hotel Condominium Proposal and related documents include:
  - Traffic impact assessment;
  - Underground parking levels;
  - Site plan statistics (from 2015).
    - Showing parking requirements of 188 residential spaces (1.5/unit), 31 shared visitor/ commercial spaces (0.25/unit), making 219 parking spaces required.
    - Showing total building GFA (above ground): 185,449 sf with 125 units total
- The McGibbon Hotel Condominium proposal's application has since been updated to provide 20 parking spaces in a separated part of the parking garage for general public use (in March 2017).

### **Policy Review**

The policies were reviewed to gain background information on parking and mobility including:

- The Halton Hills Comprehensive Zoning By-Laws were reviewed with a focus on sections:
  - 4.9 Exceptions
  - 6.3 Zones
  - 5.2 to 5.7 Parking
  - 5.5 Loading
  - 4.17.3 Driveways



## Halton Hills Comprehensive Zoning By-Law, 2010

- General parking provisions are:
  - The minimum amount of parking spaces shall be rounded up to the next highest whole number.
  - Multi-use lots shall be the sum total of the parking requirements for each of the component uses.
  - All parking spaces shall be located in the same lots as the use that requires the parking, except for the Downtown Core Commercial One (DC1) Zone where it may be located in another lot within 500 metres of the lot which parking would be required for a use, provided the off-site parking is located on a lot in the same zone.
  - Parking spaces are not required if the Council enters a 'cash-in-lieu of parking' agreement
- Parking Sizes are:
  - Open area:
    - Minimum width 2.75 m
    - Minimum length 5.5 m
  - Enclosed/ underground:
    - Minimum width 2.6 m
    - Minimum length 5.5 m
- Residential Parking Requirements:

Use	Minimum Parking Space Requirement
Single detached, semi-detached, dwelling units	2 spaces per dwelling unit
duplex dwelling units	1.5 spaces per dwelling unit
Street townhouse dwelling units	2 spaces per dwelling unit, if the building contains less than 7; 3 spaces per 2 dwelling units, if 8 or more units.
Accessory dwelling units	1 space per dwelling unit
Apartment dwelling units	1.5 spaces per dwelling unit
Non-residential dwelling units	1 space per dwelling unit
Multiple dwelling units	2 spaces per dwelling unit
Home occupations	1 space if the area is more than 15m <sup>2</sup>
Bed and breakfast establishments	1 space per guest unit in addition to the residential use

- Non-Residential Parking Requirements:

Use	Required Parking Standards
Adult Entertainment parlours	1 space / 5.8 m <sup>2</sup>
Adult Specialty stores	1 space / 20 m <sup>2</sup>
Adult video stores	1 space / 20 m <sup>2</sup>
Animal Clinics	1 space / 16.9 m <sup>2</sup>
Arena	1 space / 4 fixed seats
Art Galleries	1 space / 40 m <sup>2</sup>
Billiard Halls	1 space / 20 m <sup>2</sup>
Banquet Halls	1 space / 5.8 m <sup>2</sup>
Book Superstores	1 space / 84 m <sup>2</sup>
Bowling Alleys	4 spaces / lane
Business Offices	1 space / 30 m <sup>2</sup>
Children's Superstore	1 space / 48 m <sup>2</sup>
Commercial Fitness Centres	1 space / 15 m <sup>2</sup>
Commercial Schools	1 space / 20 m <sup>2</sup>
Commercial Self Storage facilities	1 space / 5 m <sup>2</sup> of office use plus 1 space / 100 m <sup>2</sup> of the building
Community Centres	1 space / 10 m <sup>2</sup>
Day Nurseries	1.5 spaces / classroom plus 1 space / 13 m <sup>2</sup>
Electronic Stores	1 space / 40 m <sup>2</sup>
Financial Institutions	1 space / 18 m <sup>2</sup>
Funeral Homes	Minimum 10 spaces plus 1 space / 13 m <sup>2</sup>
Furniture Stores	1 space / 44 m <sup>2</sup>
Golf Courses	12 spaces / hole
Golf Driving Range	1.5 spaces / tee
Hospital	1 space / 21 m <sup>2</sup>
Hotels	1 space / room
Industrial uses in single premise buildings	1 space / 30 m <sup>2</sup> for the first 1000 m <sup>2</sup> 1 space / 100 m <sup>2</sup> for the floor area between 1000 m <sup>2</sup> and 5000 m <sup>2</sup> 1 space / 200 m <sup>2</sup> in excess of 5000 m <sup>2</sup>
Kennels	1 space / 16.5 m <sup>2</sup>

Use	Required Parking Standards
Libraries	1 space / 26.5 m <sup>2</sup>
Long-term care facility	0.5 spaces / bed
Medical offices	1 space / 16.9 m <sup>2</sup>
Miniature golf course	1.5 spaces / tee
Motels	1.1 spaces / room
Motor vehicle gas bars	1 space / 20 m <sup>2</sup>
Motor vehicle rental / sales / used sales establishments	1 space / 20 m <sup>2</sup>
Motor vehicle shops / repair facilities / service centres	1 space / 20 m <sup>2</sup>
Museums	1 space / 40 m <sup>2</sup>
Nursing homes	0.5 spaces / bed
Office supply stores	1 space / 77 m <sup>2</sup>
Place of worship	1 space / 9 m <sup>2</sup>
Restaurants	1 space / 5.8 m <sup>2</sup>
Restaurants, take-out	1 space / 16.6 m <sup>2</sup>
Retail stores, personal service shops, service and repair shops, and department stores	1 space / 20 m <sup>2</sup>
Schools, private	4 space / classroom
Schools, public	4 space / classroom
Supermarkets	1 space / 13.8 m <sup>2</sup>
Theatres	1 space / 4 seats
Trade or convention centres	1 space / 20 m <sup>2</sup>
Warehousing	<p>if associated office or retail net floor areas are 15% or less of the total net floor area:</p> <p>1 space / 90 m<sup>2</sup> (up to 7000 m<sup>2</sup>)</p> <p>78 spaces plus 1 space / 145 m<sup>2</sup> (from 7000 m<sup>2</sup> to 20000 m<sup>2</sup>)</p> <p>168 spaces plus 1 space / 170 m<sup>2</sup> (over 20000 m<sup>2</sup>)</p>
Other	1 space / 30 m <sup>2</sup>

\*See by-law for more details

- Bicycle Parking Requirements:

Use	Required Parking Standards
Retail, service commercial, institutional	2 spaces + 1 space / 1000m <sup>2</sup> GFA
Industrial	2 spaces + 0.25 space / 1000m <sup>2</sup> GFA
Elementary and secondary school	1 space / 20 students + 1 space / 35 employees
Post-secondary school	1 space / 20 students

- Section 5.2.7 of the Halton Hills Comprehensive Zoning By-law provides policy direction pertaining to parking requirements for non-residential uses in the Downtown Commercial One (DC1) Zone such that:
  - *“Notwithstanding Section 5.1, existing non-residential buildings and structures in the Downtown Commercial One (DC1) Zone in Downtown Georgetown and Downtown Acton are exempt from providing additional parking spaces if they are changing to another non-residential use that would require additional parking spaces.*
  - *Expansions to non-residential buildings and structures within the Downtown Commercial One (DC1) Zone in Downtown Georgetown and Downtown Acton shall not result in the removal of existing parking spaces unless the same number of parking spaces can be provided elsewhere on the lot or in accordance with Section 5.2.5 or Section 5.2.6.”*

## 8.2 Best Practices Review

A part of a review of the best practices, we reviewed plans and policies prepared for the planning of downtown areas:

- Brantford; and,
- Peterborough.

These comparable cities underwent similar planning studies. The best practices review discusses what was recommended for Brantford and Peterborough, as it may be applicable to Georgetown’s study.

### Brantford

A Master Plan for Downtown Brantford was prepared in 2008. As part of Master Plan, a Strategic Downtown Parking Management Study was prepared in 2007. The objectives of this study were to:

- Collect updated data on downtown parking supply and utilization;
- Identify deficiencies in the existing supply and management of downtown parking;
- Estimate potential impacts of changes to existing parking (i.e. King St. garage expansion);

- Reflect the parking needs and concerns of the downtown business community; and
- Respond to Official Plan parking policies and Transportation Master Plan strategies.

Downtown stakeholder input was collected during the study. Policy context and Parking By-laws, existing parking management, supply & demand were reviewed. Some of the details of the Downtown Street Parking are:

- Downtown Brantford has approximately five hundred (500) on-street parking spaces, including eighteen (18) accessible parking spaces. There is a 2-hour time limit for on-street parking within the downtown area with the exception of specific street sections or loading zones that are signed accordingly.
- NO REPARK BYLAW 182-2002: Re-Park/No Re-Park – prohibits a person from over-extending a 2 hour and/or 3-hour parking restriction through the relocation of a vehicle to another on-street location. A person is, therefore, prohibited from re-parking a vehicle at another on-street location in the downtown as identified in Section “31” for a period of 5 hours from the start of the initial period of having parked the vehicle on-street. This bylaw prohibits a person from over-extending a two or three-hour parking restriction by relocating a vehicle to another on-street location within a defined area.
- The time restriction for the “no re-park” bylaw is 5 hours from the start of the initial period of having the vehicle on-street.
- The area for the “no re-park” bylaw is as follows:
  - Between Brant Ave and Clarence Street (Colborne St. extends to Alfred St.)
  - From and including Water and Wharfe Streets northerly to and including Nelson Street
- Downtown Municipal Lot Parking:
  - 4 lots (with 950+16+115+52=1133 spaces) with:
    - \$1.00 per hour
    - Daily maximum \$8.00 (8:00 a.m. - 6:00 p.m.)
    - Evening Maximum \$1.00 (6:00 p.m. - 8:00 a.m.)
    - Some lots have monthly pass parking available

Based on the survey and analysis of existing parking demand conducted and anticipated demand for new development/redevelopment projects within the downtown, future parking needs were determined.

The Brantford study recommended following parking strategies and a detailed action plan was prepared in order to implement the strategies:

- Increase parking Capacity and Efficiency
- Reduce Long-Term Parking Demand
- Improve Parking Management.
- Improve Parking Control Services

## Peterborough

A Strategic Downtown Parking Management Study for the Peterborough was prepared in 2017. The objectives of the Strategic Downtown Parking Management Study are:



- Provides a long-term vision for parking within Downtown Peterborough;
- Support mode share targets in Official Plan and 2012 Transportation Master Plan;
- Support the Downtown core's planned growth and intensification;
- Ensures adequate existing and future parking supply;
- Examines potential transportation demand management (TDM) measures;
- Investigates state-of-the-art parking technology opportunities;
- Addresses stakeholder concerns; and
- Ensures accessible parking needs are met.

As a part of the study, existing downtown parking supply, weekday and weekend parking demand were studied. Anticipated parking supply changes were identified and on the Future parking demand was determined using:

- Places to Grow employment and residential growth projections;
- Peterborough Comprehensive Transportation Plan mode split changes;
- New approved developments; and
- Potential parking supply changes.

The following strategies were recommended for improving the efficiency of current parking operations in Peterborough:

- Reduce the Downtown core's zoning by-law parking requirements;
- Adopt accessible parking requirements that are consistent with the Accessibility for Ontarians with Disabilities Act (number of spaces and parking space dimensions);
  - Residential parking only: on-street parking is reserved for users with residential permits
  - Residential preferred parking: All parking users are permitted, however only permit holders are exempt from the maximum time limit.
- Adopt a residential on-street accessible parking program where accessible permit holders are provided with a designated on-street parking space.
- Adopt a policy requiring parking spaces lost due to redevelopment to be replaced elsewhere.
- Maintain current parking fines for the short term prior to increasing the Expired Meter and Overtime Parking fines to \$25

To compare the appropriateness of Peterborough's parking price structure, the parking prices of similar municipalities were examined. Based on the review of the best practices, the study recommended a new parking price structure.

Also, the study examined the current parking technologies and recommend technologies to achieve the desire parking strategies.

## 8.3 Physical Conditions Assessment

### Parking Inventory

A desktop research was done to identify the off and on-street parking availability within the Georgetown Downtown area. The details are discussed below and illustrated in a graphical format on *Map 14 - Parking*.

#### Off Street Parking

- Approximate parking availability for off-street parking in the downtown area is 367 spaces including:
  - The Edith Street Parking Lot at Edith and Mill Street (with approx. 66 spaces),
  - The Church Street Parking Lot behind Silvercreek Café (with approx. 51 spaces),
  - The Main Street Parking Lot behind Young's Pharmacy (with approx. 185 spaces),
  - The Wesleyan Parking Lot off Wesleyan Street (with approx. 25 spaces),
  - The Main Street Parking Lot at Main and Church Street (with approx. 20 spaces), and
  - An additional 20 spaces will be provided by the McGibbon Hotel Condominium, at Main Street and Mill Street, in a separated part of the parking garage for general public use.

#### On Street Parking

- There is street parking as per street signage on Mill Street, Church Street, and Park Avenue.
- Approximate parking availability of on-street parking in the downtown area is 134 spaces:
  - Main Street (approx. 50 spaces)
  - James Street (approx. 12 spaces)
  - Wesleyan Street (approx. 4 spaces)
  - Mill Street (approx. 28 spaces)
  - Church Street (approx. 4 spaces)
  - Back Street (approx. 6 spaces)
  - Park Street (approx. 14 spaces)
  - Market Street (approx. 16 spaces)

## Parking Assessment

### Restrictions

- Parking prohibited 2am-6am Nov 15- Apr 15 (for snow clearing).
- On-street parking is prohibited for longer than five (5) hours unless authorized signs indicate otherwise.
- Free parking is available at several municipal lots (except for 2am-6am) there are permits available to allow overnight parking.
  - These lots are located:
    - The Edith Street Parking Lot at Edith and Mill Street,
    - The Church Street Parking Lot behind Silvercreek Café,
    - The Main Street Parking Lot behind Young's Pharmacy,
    - The Wesleyan Parking Lot off Wesleyan Street, and
    - The Main Street Parking Lot at Main and Church Street.
- There is street parking as per street signage on Mill Street, Church Street, and Park Avenue.
- On-street parking exemptions are limited to six occasions per vehicle per year for a maximum of four days (for residents and guests).
- Unless otherwise posted there is a 12-hour parking limit on all town streets in the winter.

### Utilization

We will collect the existing parking utilization information available with the Town and determine the data gaps.

## Mobility Assessment

### Halton Hills Complete Streets- Currently

- Program to raise money for local hospital through bicycling
- Needs more multi-modal commuting options
- Should consider installing bicycle paths

### Multi-Modal Transportation

- There is currently no local, public transit system
- There is a transit service strategy in progress
- There is a GO station
- There is an accessible transit service
- There is a youth taxi scrip program
- There are no bicycle paths

### Halton Hills Transit- Currently

- The Town of Halton Hills ActiVan service is a specialized transportation service intended for seniors age 65 and older, and persons with disabilities residing within Halton Hills.
  - Cost:
    - Monday to Friday = one ticket each way (equivalent to \$3) between the hours of 7:30 a.m. and 5:00 p.m.
    - Monday to Friday After hours (between 5:00 p.m. to 11:00 p.m.) = one ticket + \$1 each way (equivalent to \$4)
    - Weekends = one ticket + \$1 each way (equivalent to \$4)
    - With subsidized prices available
  - No public transit
  - The Youth Taxi Scrip Program is a service for registered youth in Halton Hills from 13 to 19 years of age
    - Cost - 12\$ for a coupon booklet that has a face value of 20\$ towards taxi fares
  - Georgetown GO (Train and bus) station
    - Located: 55 Queen St., Georgetown, ON
    - Connects to the Halton Hills Acti-van transit
      - Route 30, 31, 33 Kitchener Corridor (Approx. 1 train/ bus per hour)
  - Should consider a public transit system (1+ local bus route); there is currently a Transit Service Strategy that is exploring opportunities to create a transit system in Halton Hills (estimated to be completed by Spring 2019).

## 8.4 Issue Identification

- There are areas for improvement with mobility (public transit and a complete streets initiative)
- Information is required to complete the parking assessment (availability, utilization, recommendations)

## 8.5 Next Steps

The next steps include:

- **Parking Assessment-** to gain information on parking utilization and availability.
- **Recommendations-** The finalized plan will develop and complete streets plan unique to the demands and challenges of Georgetown. These recommendations will incorporate the full parking analysis as well as the conclusions from background review, to provide well informed and targeted long-term solutions for a prosperous Georgetown. The results from the gap analysis and parking assessment will advise the recommended measures which the Georgetown Downtown study will advise and provide direction related to parking strategies within the Complete Streets Analysis. These recommendations will represent a phased transition plan to implement the recommended parking strategies developed for short, medium and long range.







## 9.0 NATURAL ENVIRONMENT PLAN B Natural Heritage



## 9.0 Natural Environment

*The Natural Heritage System Scoped Review was completed by PLAN B Natural Heritage and was reformatted for its inclusion in the Background Paper.*

The following section provides an overview of the existing natural environment conditions and constraints/opportunities associated with the Downtown Georgetown Planning study area. An excerpt from the Silver Creek Subwatershed Study (CVC 2003) has also been included (Figure 1).

### 9.1 Key Environmental Features and Constraints

- The Silver Creek, a coldwater salmonid stream, forms the eastern boundary of the study area. The creek occupies a well-defined valley. A Subwatershed Study has been completed for Silver Creek by CVC (2002, 2003). The study provides a natural heritage system framework comprised of Level 1, Level 2 and Level 3 protection areas. Level 1 (High Priority Terrestrial Areas) and Level 3 (Low Priority Terrestrial Areas – Enhancement Opportunity) are identified in the Subwatershed Study for the Silver Creek valleyland and adjacent tableland fringe, which flanks the study area. Refer to the attached figure.
- The Silver Creek valley is mainly wooded in character (i.e. valley slopes, bottomlands, tableland fringe) and is dominated by deciduous forest associations (both upland and lowland). Remnant forested areas are present, in association with existing lots, to the west of Main Street and Park Avenue (i.e. in the rear of lots). Forest habitat associated with the Silver Creek valleyland abuts Main Street and Park Avenue in three locations. These areas are considered part of the larger Silver Creek valleyland system, and are identified as Level 1 protection areas in the Subwatershed Study. A cultural meadow is located on the east side of Park Avenue, just south of Guelph Street. This area is identified as Level 3 (Enhancement Opportunity) in the Subwatershed Study. Some sections of the forested valley are also designated as Level 3 (Enhancement Opportunity), including an area that abuts Park Avenue on the east.
- Two tributaries to Silver Creek traverse the study area from west to east, crossing under Main Street. The southerly of the two watercourses is identified as “Greenlands” in the Town Official Plan. The northerly watercourse does not have a “Greenlands” designation but is recognized in the Subwatershed Study as a feature to protect (i.e. Level 1).
- There are no identified wetlands associated with the Silver Creek valley adjacent to the study area. However, the Hungry Hollow Provincially Significant Wetland (PSW) Region of Halton Environmentally Sensitive Area (ESA) is located downstream, south of Maple Avenue.
- The Silver Creek valley is identified as part of the Greenbelt Plan (i.e. Urban River Valley) as it provides an important corridor and linkage function between the Niagara Escarpment to the northwest and the Credit River valley to the southeast.
- The Region of Halton Official Plan identifies the Silver Creek valley as a “Key Feature” within the Regional Natural Heritage System. Town of Halton Hills identifies the Silver Creek valley as “Greenlands” in their current Official Plan.



- The study area is located within Wellhead Protection Area (WHPA) A, B, C, D, Q1 and Q2, and the Issue Contributing Area (ICA). These areas are subject to the policies of the CTC Source Protection Plan (CTC Source Protection Region 2015).
- Silver Creek supports a coldwater fishery (migratory salmon/trout species, and resident trout species). The Subwatershed Study identifies the reach of Silver Creek adjacent to and downstream of the study area as a “high sensitivity” fish community. The fish community is highly sensitive to changes in groundwater inputs (quality/quantity) as well as the quality and quantity of surface runoff from adjacent urban lands.
- The reach of Silver Creek within the study area may support habitat for the following aquatic species at risk: redbreasted dace (endangered), wavy-rayed lampmussel (special concern), and northern brook lamprey (special concern) (Source: Fisheries and Oceans Canada 2017).
- The forested valleylands within the study area have the potential to support habitat for species at risk protected under the *Endangered Species Act* (e.g. area-sensitive birds, bats).
- The Silver Creek floodplain supports a provincially rare plant community (i.e. Fresh-Moist Black Walnut Deciduous Forest) (Source: CVC pers. comm.)
- The Silver Creek valley is identified as a “high priority” linkage rehabilitation target in the Subwatershed Study (CVC 2003). The areas identified as Level 3 in the Subwatershed Study generally coincide with the “high priority” areas for linkage/corridor rehabilitation (refer to Figure 5.2.6 in the Subwatershed Study).
- The CVC Subwatershed Study designations, described above, are not entirely reflected in the Official Plan Schedule for the Downtown core. Downtown Core Sub-Area, Downtown Complimentary Sub-Area, and Downtown Redevelopment Sub-Area land use designations are overlaid on top of areas identified in the Subwatershed Study for environmental protection and/or enhancement. In other words, the Greenlands designation in the Town’s Official Plan does not entirely coincide with the Silver Creek Subwatershed Study, as it relates to environmental protection and enhancement (i.e. Level 1 and Level 3 protection areas).
- The Subwatershed Plan Implementation Report section on the land use approval process (i.e. Figure 5.3.1) indicates that the Silver Creek Subwatershed Study can inform and guide municipal land use planning such as a secondary plan. CVC has indicated that a “scoped subwatershed study” is required for the Downtown Georgetown Planning Study, and that the emphasis would be on identifying opportunities for the enhancement and restoration of Silver Creek and its associated valleyland system.
- Additional information for the study area can be found within Appendix M (Subcatchment 1119 Factsheet) from the Silver Creek Subwatershed Study Implementation Report (CVC 2003).
- A preliminary list of “opportunities” for restoring/enhancing the ecological features and their associated ecological functions within the study area include the following:
  - Retrofitting of the SWM system to further protect and enhance water quality in Silver Creek (e.g. bio-swales, end of pipe wetlands, at-source recharge of runoff, Stormceptors).
  - Revising the land use schedule in the Town’s Official Plan to bring it into conformity with the Silver Creek Subwatershed Study (i.e. Level 1 and 3 protection areas). Examples include the tributaries to Silver Creek, the tableland woodland fringe and cultural meadow habitats.

- Greening of the downtown core with locally indigenous native trees and shrubs.
- Exploring alternatives to the use of road salt or reduced application rates.
- Controlling informal trail access to the valleyland and dumping of debris.
- Encouraging public stewardship of the ecological features and functions of the Silver Creek valley, particularly for properties that back onto the valleyland.
- Implementation of the “yellow fish” road program at catch basins.
- Removal of invasive plant species.
- Inter-planting with locally indigenous native plant species.
- Planting of stream banks and disturbed riparian areas and valley slopes to strengthen ecological connections and achieve minimum subwatershed forest cover target of 30%.
- Edge management measures – development/valleyland interface.
- Naturalization of Level 3 areas – e.g. cultural meadow, tableland forest/valleyland fringe.
- Encouraging the use of native plant species by the public in the landscaping of the adjacent residential areas (e.g. City of Peterborough *Green- Up Program*).

## 9.2 Preliminary Work Plan – Scoped Natural Heritage Assessment Study

- Compile and review relevant background reports, mapping and agency databases for the Silver Creek Valley, including the Silver Creek Subwatershed Study – Phase 1, 2 and 3 (CVC et al. 2002, 2003), MNRF LIO/NHIC, Region of Halton, Town of Halton Hills, and CVC.
- Summarize the key findings and recommendations from the Silver Creek Subwatershed Study (CVC 2002, 2003) focussing on the section of the valleyland that flanks the study area, as well as the adjacent downstream and upstream reaches.
- Complete a reconnaissance level survey of the urban development/natural area interface to confirm and describe existing conditions, restoration/enhancement opportunities, level of disturbance, and environmental management related issues.
- Map the key components of the Silver Creek Valley Natural Heritage System (NHS), including Level 1 and Level 3 Protection Areas, ELC plant communities (broad level), potential significant wildlife habitat features, stream sensitivity, floodplain, and enhancement/restoration opportunities (i.e. corridor function, fish habitat, plant/wildlife habitat).
- Provide recommendations to protect, restore and enhance the natural heritage system in the context of existing development and future development options for the downtown core, as well as the recommendations and implementation plan for the Silver Creek Subwatershed (CVC et al. 2003).
- Identify options for protecting/enhancing the groundwater system and mitigating the impacts of urban runoff on Silver Creek (e.g. Low Impact Development SWM measures).

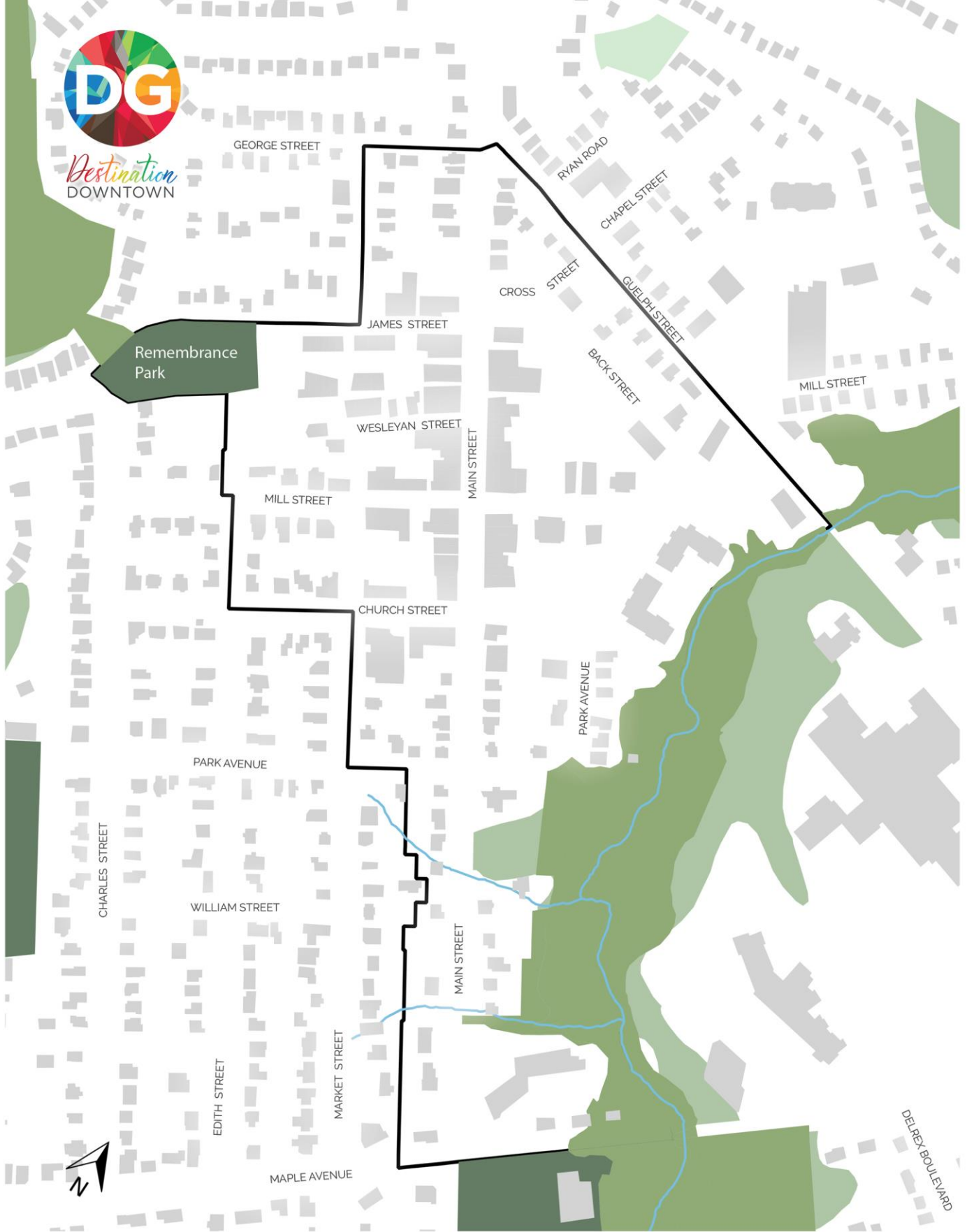
- Provide guidelines for environmental stewardship to protect and enhance the ecological features and functions of the Silver Creek valley, as described in the Subwatershed Study (CVC 2002, 2003).
- Provide guidelines for the enhancement/restoration of plant and wildlife habitat within the valleyland system (e.g. Level 3 protection areas).
- Review and provide key input to the environmental policies for the downtown core, including revisions to the Land Use Schedule to reflect the Level 1 and Level 3 Protection Areas identified in the Silver Creek Subwatershed Study.
- Review the implementation plan of the Silver Creek Subwatershed Study in the context of the Region of Halton and Town of Halton Hills Official Plans, and provide recommendations where required.
- Confirm the existing Regional natural heritage system and floodplain/hazard mapping, to the extent feasible.
- Document findings and recommendations in a *Scoped Natural Heritage Assessment* report.



Figure 1: Silver Creek Subwatershed Study (CVC 2003) – Level 1 – High Priority Protection Area (Dark Green), Level 3 – Enhancement Opportunity (Light Green). Level 1 and Level 3 areas flank Main Street and Park Avenue.



Destination  
DOWNTOWN



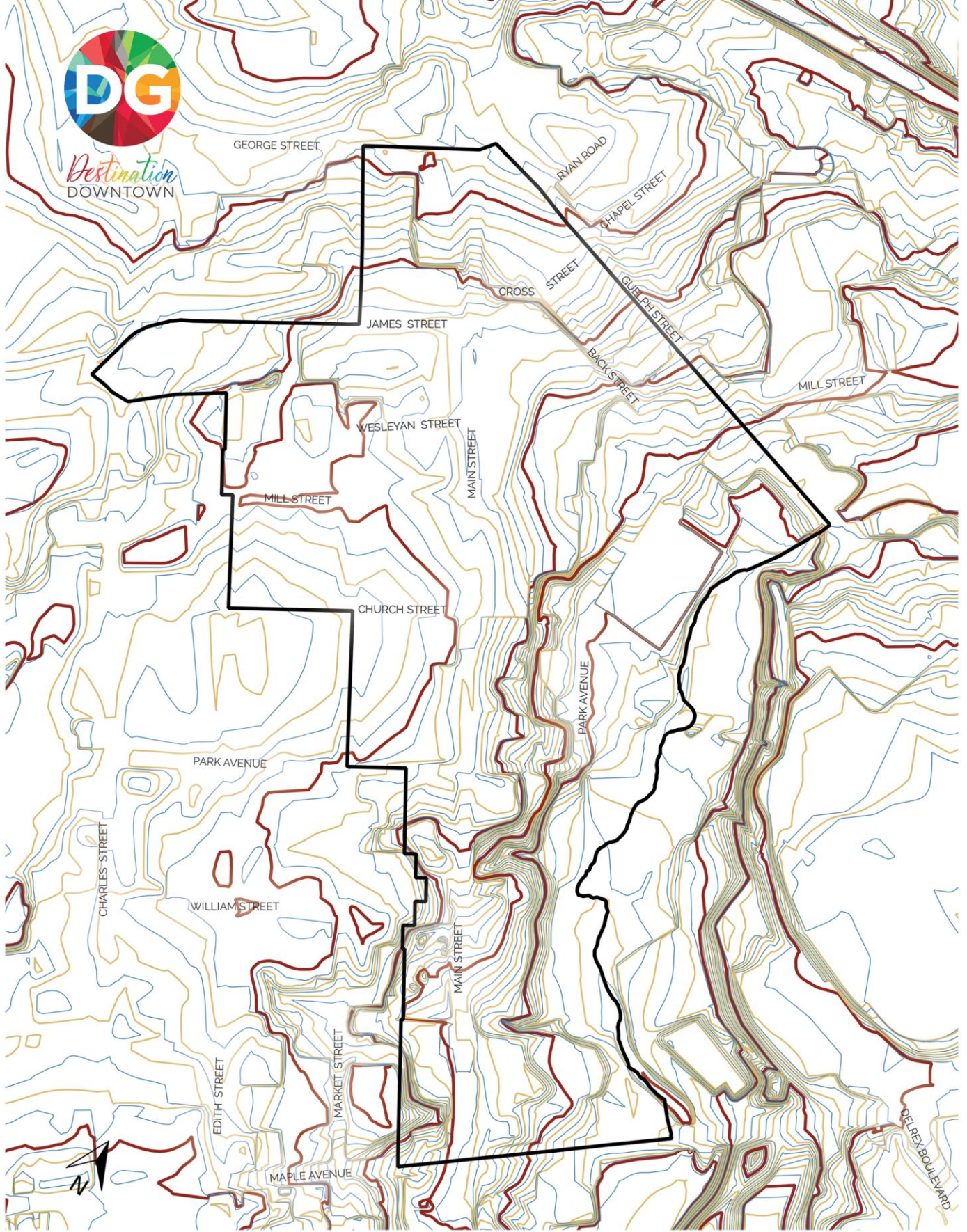
### MAP 15 - OPEN SPACE AND NATURAL FEATURES

- Major Parks
- Small Parks
- Greenlands
- Woodlands Greater Than 0.5 ha
- Watercourse
- Buildings
- Downtown Boundary





Destination  
DOWNTOWN



MAP 16 -  
TOPOGRAPHY

- 0.5 m
- 1 m
- 5 m

Downtown Boundary





# 10.0 HERITAGE

## BRAY Heritage



# 10.0 Built Heritage and Cultural Resources

*The preliminary Heritage review was completed by BRAY Heritage and was reformatted for its inclusion in the Background Paper.*

## 10.1 Introduction

### **Key Elements in the Development of Downtown Georgetown**

The early development of the downtown core was largely determined by topography, industry and access. Water-powered industry was the reason for the town's development, and a good source of water power was the reason for the town's location. Sloping topography on the flanks of a major stream (Silver Creek) made an ideal mill site. Establishment of the rural road system enabled Georgetown to serve a wider region and gain access to distant markets. Key to the town's success, as opposed to that of rival communities in the area, was the routing of a main regional highway (Guelph Street/Highway 7) through the north part of the downtown, followed by two main rail lines and, briefly, an electrified commuter railway linking the region to Toronto. Subsequent improvements to streets and highways in the 20<sup>th</sup> century enhanced these links.

Industry got the town started and made major changes to what had been forested upland and valleyland. Mills established in the Silver Creek valley made a significant impact on the topography and hydrology of the lands west of the creek and flanking what is now Main Street. Water to supply the mills came from two modified drainage channels. One was in the form of a mill race that looped north from what is now Emily Street along the south side of James Street, then proceeding under Main Street and down along Back Street to the creek. The other came south under Guelph Street, following the main channel of Silver Creek. Each mill race was dammed: the western one forming ponds west of Main Street; the other forming a large pond that straddled Guelph Street and terminated near the base of Park Street. The western pond behind Main Street was known as the Trout Pond ((stocked with trout by the mill owner, for his private use) while the valleyland pond was called Wilbur Lake and became a major recreational feature of late-19<sup>th</sup> and early-20<sup>th</sup> century Georgetown. Later development became established flanking the former locations of these watercourses.

Access networks were built along with industries in the valley lands and were greatly enhanced by the introduction of the railway in the mid-19<sup>th</sup> century and by improved road networks before and after that time. The street grid running west of Main Street was able to take advantage of level ground to develop in an orderly fashion. However, development east of Main Street not only had to respond to the steep slope into the valley but also to the diagonal route of Guelph Street, which resulted in an interrupted and skewed street pattern. Further complicating matters in the early 20<sup>th</sup> century was the insertion of the Toronto Suburban Railway through the downtown, running parallel to Guelph Street alongside Back Street. Incidentally, construction of its embankments resulted in the draining of Wilbur Lake and the subsequent re-vegetating of the valley. The environmental consequences of industrial activity (i.e. from a sawmill, tannery, iron foundry, glove works and a creamery in the immediate area, and mills and an abattoir upstream) may also have had a significant effect on the types of vegetation that grew back as well as on soil and water quality.

Commercial development in the downtown centred on the intersection of Main and Mill Streets. The first shops and hotels were built in the 1840s along Main Street but the first burst of commercial development began in the 1870s after a fire removed some of the early structures. Banks were built around this time.

Commercial building continued more or less steadily through the rest of the 19<sup>th</sup> century and into the 1920s, resuming again after WWII. By that stage, the dominant pattern of two-to-three storey buildings on narrow frontages began to change to one of single-storey commercial blocks on wide frontages. Banks replaced their landmark buildings at the Mill and Main Street intersection with generic, single-storey modernist buildings. Commercial development was essentially confined to Main Street, however, and there have only recently been commercial uses established more than one block west of Main Street (e.g. in conversions of former single-family residences).

Housing developed west of the commercial core on the flat land suited to that purpose. With the exception of some early housing overlooking the mills on the east side of Main Street, and some apartments over shops, there was no significant residential development in the east downtown until after WWII. Once the factories had closed and were demolished, high density apartments replaced them in the Silver Creek valley along Park Street and at the intersection of Main Street and Maple Avenue, at the southern end of the study area. One characteristic of the residential development in the downtown is its adjacency to the commercial core, often merging directly into a low density, single-family neighbourhood in the course of a single block (e.g. on Mill Street). Housing also spread along the major routes, so there is low density, detached housing along Guelph Street and at the north and south ends of Main Street, outside of the commercial core (there are also a few detached dwellings in the creek valley, along or near Water Street). An unusual feature of downtown residential development, compared to other Ontario towns of a similar age, is the lack of grand houses. Aside from Berwick Hall, there are no mansions on Main Street and the more upper middle-class housing is on streets west of Main Street.

Institutions are an essential part of any new community, and Georgetown acquired churches and schools in the early stages of downtown development. The first churches were developed in the 1840s but the main burst of church-building came in the mid-19<sup>th</sup> century. Church location has been important in defining the physical boundaries of the downtown. To the north, on the west side of Main Street, the Baptist Church is a landmark at one end of the downtown commercial core, while the former Congregational Church (now the public library and cultural centre) anchors the southern end. Outside the study area, but still prominent on the downtown skyline, are the Roman Catholic and United churches on the north side of Guelph Street and the Anglican Church on Guelph Street across Silver Creek. In a similar fashion, the east side of the downtown is bounded by the open space of the creek and the Public and Catholic High Schools on the terrace above. To the west, a similar role is played by Remembrance Park and, further west, by the Fairgrounds. Missing, but still resonant in local histories, are the locations of the former Town Hall at the intersection of Cross and Back Streets, and the former Central School on Chapel Street West, north of Guelph Street. The former Post Office on Mill Street was a later example of a major public building being constructed in the downtown core.

Recreational and cultural activities flourished in downtown Georgetown, especially in the later 19<sup>th</sup> century. Market Square was an early example of a public space that doubled as a commercial venue (as, now, does the divided portion of Main Street between Church and James Streets). While there were no public parks downtown before construction of Remembrance Park in the late 20<sup>th</sup> century, there were several places where informal recreation was available. Most popular was Wilbur Lake, the mill pond for the mills in the Silver Creek valley. In summer it was a popular venue for boating and swimming and, in winter, for skating. Main Street was one of the main settings for annual events such as those held on Victoria Day, Dominion Day, and the August Civic Holiday. On those occasions, there would be a calithumpian parade on Main Street, followed by events (presumably at the Fairgrounds) featuring races of various kinds, fireworks and a bonfire. The "Drummer's Snack" was another annual event (perhaps unique to Georgetown), held in mid-July, that featured similar activities. Less boisterous were community activities such as the dramatic society, the library, as well as concerts (all held in the Town Hall). Meeting rooms were available at local hotels and there was a range of benevolent societies, such as the Masons, the IOOF and the Orange Order, each with their own hall (often located above a Main Street store). The Boy Scouts had a local branch, as did the Womens' Institute, the IODE and the Farmers' Institute.

Organized sports were offered in arenas and parks outside of the downtown. A movie theatre on Mill Street provided entertainment throughout most of the 20<sup>th</sup> century. And the Legion Hall on Mill Street continues to provide a public gathering place in the downtown, while Main Street remains the location for parades and other public celebrations.

## 10.2 Types of Heritage Resources Found in Downtown Georgetown

The cultural heritage resources of the downtown are not confined to buildings: they include areas of archaeological potential, cultural landscapes and intangible resources that involve associations with certain properties or areas. At present, only buildings are listed in the Town's Heritage Register.

Archaeological resources have not been inventoried or assessed in any systematic way. There is potential for discovery of pre-contact indigenous archaeological resources in the downtown on any relatively undisturbed properties, due to proximity to the creek. As for post-contact archaeological resources, sites of former industrial, institutional and residential buildings can be found throughout the eastern half of the downtown, on the slopes and into the valley, offering potential for discovery of various types of archaeological resources. There are also areas of archaeological potential in the western edges of the study area, where the mill race and ponds used to be.

Built heritage resources have been inventoried in the four phases of development of the Town's Heritage Register. The information for each property is provided in summary form and does not include a full analysis within the framework of the *Ontario Heritage Act* O. Reg. 9/06. Cultural landscape resources have not been inventoried. Intangible resources have been referenced in oral histories and in local histories prepared by Messrs. Rowe and McDonald, as well as by the Womens' Institute.

The potential heritage significance of these resources has been assessed, in a preliminary fashion, for built heritage resources. Research provided in the various phases of preparation of the Heritage Register includes the history of development and occupation, and makes reference to potentially significant elements of the physical fabric as well as to potentially significant historical associations with the property. The small number of designated properties in the downtown is not necessarily an indication of the lack of significance of properties Listed on the Register, but may be more related to the need for further research and assessment of these properties.

## 10.3 Locations of Heritage Resources

The following is an analysis of the component parts of the downtown study area with the greatest concentrations of existing and potential cultural heritage resources. The focus is on groupings of resources but individual properties of note are described in brief.

### **Sector 1: Back Street**

This triangular area behind the properties on Main and Mill Street is characterized by a rim of house-form buildings along Guelph Street and a cluster of commercial buildings at the Guelph/Water Street intersection. Behind these is sloping, largely vacant land crossed by Alley and Back Streets and occupied in part by Hydro offices and a works yard. In terms of heritage resources, the area has potential significance for the archaeological remains of the former Town Hall (at the corner of Cross and Chapel Streets) and former mills in the interior and on the south side of Water Street. Underlying the area is the former route of the stream/mill race that originated west of Main Street and fed mills here and in the creek



valley. Paralleling this watercourse was the former ROW of the Toronto Suburban Railway, running from the local station on the east side of Main Street alongside the stream until it crossed the creek on a bridge and embankment. Potential built heritage resources that are currently Listed on the Heritage Register include the former industrial buildings at the Guelph/Water Street intersection as well as several house-form buildings facing Guelph Street. The landscape on the east side of Water Street has been significantly altered from the time when it was the site of several industries and now has a high density residential building, but there may be archaeological resources on portions of the site that were not redeveloped. The area has associations with the prominent 19<sup>th</sup> century businessmen Lawson and Arnold and incorporates the site of the former Lawson sawmill and the Arnold Glove Works.

Aside from areas of archaeological potential that warrant further investigation, individual properties worthy of consideration for designation include the former Glove Works and the Listed properties on Guelph Street. Thematically, this area ties together the civic, industrial, transport, residential and natural elements of the history of Georgetown.

### **Sector 2: Mill Street**

As the name implies, this street was one of the earliest routes to and from the mills in the creek valley. Today the section east of Main Street contains three built heritage resources that are Listed on the Heritage Register, all of them constructed in the early 20<sup>th</sup> century: a former movie theatre and an Art Deco former Post Office on the north side, and a Craftsman bungalow (“the Birches”) across the street. This area has associations with the Kennedys, one of Georgetown’s founding families, who had a house in this part of the street, and with the Mackenzie family of building developers and contractors (“the Birches” was built by them as their family home). On Mill Street west of Main Street the large Listed buildings on both sides of the street have associations with Mackenzie (lumber yard) and with the Royal Canadian Legion (now occupants of the former livery stable, bakery, liquor store and garage). West of Market Street, Mill Street changes in development pattern, becoming lined with single detached house-form buildings, three of which are Listed on the Heritage Register (south side) and are the first group of substantial late 19<sup>th</sup> and early 20<sup>th</sup> century residential buildings that characterize the residential area west of Main Street.

Individual properties that are currently Listed but are worthy of consideration for designation include “the Birches”, the former Post Office (the former movie theatre may be too much altered to warrant consideration) and the Listed properties flanking Mill Street between Main Street and Market Street (the commercial/residential buildings and the Legion). Thematically, this area relates to the industrial origins of the town and the intersection of commercial, residential and industrial activities.

### **Sector 3: Park Avenue to Church Street**

This sector encompasses part of lower Main Street and includes Park Avenue as well as Market and Church Streets. Park Avenue, formerly named “Factory Street”, was a key component of the Barber family’s business empire. On the section east of Main Street, the family built two impressive houses: “Berwick Hall” and “Willowbank”. The former was constructed in the 1880s to designs by prominent Toronto architects E. J. Lennox. It is now converted into an apartment building and still provides a landmark on its elevated site overlooking the south part of Main Street. “Willowbank” is a large frame structure placed into the side slope, facing Park Avenue. At the foot of the hill in the creek valley was the original Barber woolen mill and foundry as well as Wilbur Lake mill pond, and this is an area that would have archaeological potential. West of Main Street, Park Avenue is also characterized by substantial residential buildings and forms the entrance to the residential district that is south and west of the commercial core. The majority of the houses on this street are Listed on the Heritage Register. Market Street at Church Street was (and is) the site of the local market.

Going from south to north, Market Street runs up the seam between the commercial core and the adjacent residential district. From Park Avenue to Church Street it is primarily residential in character, with a transition as it approaches the cultural centre. The substantial houses on the left (outside the study area) were built in the 1890s by H.P. Lawson, a prominent early lumber mill owner, and they form a coherent streetscape in this block. Similarly, Church Street west of Main Street becomes a predominantly residential street flanked by substantial house-form buildings, many of which are Listed on the Heritage Register. The intersection of Church and Main Streets is anchored by the landmark heritage building of the former Presbyterian Church and, now, cultural centre. Main Street south of Church contains a diverse mix of brick and frame commercial and house-form buildings, most of which are Listed on the Heritage Register, that provide a transition to the predominantly residential section of Main Street as it descends the hill to Maple Avenue.

Aside from the areas of archaeological potential that warrant further investigation, individual Listed properties warranting consideration for designation include “Berwick Hall”, “Willowbank”, and all of the Listed properties on both sides of Main Street between Church and Park Avenue. Although outside of the study area, consideration should be given to designating the residential buildings on the west side of Market Street and the south side of Church Street west of Main Street. Thematically, this area represents the residential and cultural character of Georgetown at its economic and social height in the late 19<sup>th</sup> century (and recreational character, if Wilbur Lake is included).

#### **Sector 4: Wesleyan/Market Street**

This small section of the downtown core west of Main Street has a unique character because of its unusual street configuration. Wesleyan Street runs one block west of Main Street before turning south onto Market Street, terminating at the intersection with Church Street. Lined by commercial/residential buildings, this narrow street has a vista that terminates in a former chapel/lodge hall (Listed), creating a coherent and visually appealing streetscape. Just west of the street is the location of the former “Trout Pond” associated with the Lawson sawmill mill race and with Mackenzie and Son Ltd. lumber yard, thus the area has archaeological potential.

Aside from the areas of archaeological potential that warrant further investigation, individual Listed properties worthy of consideration for designation include the former chapel/lodge. Thematically, this area represents the early intersection of industrial and cultural aspects of the town (e.g. the “Trout Pond” and the chapel/lodge).

#### **Sector 5: Main Street Between Church and James Streets**

This is the most concentrated grouping of built heritage resources in downtown Georgetown. The majority of properties are Listed on the Heritage Register because of their design value but also because of their associations with important local residents and local events: all would be worthy of consideration for individual designation. However, the visual coherence of this part of Main Street suggests that this may be an area worthy of consideration as a Heritage Conservation District. Thematically, this collection of properties is representative of the apotheosis of economic prosperity in Georgetown as well as of Main Street’s role as the locus of community events (and of the former municipal offices and of the meeting rooms of various local organizations). Archaeological potential exists in the rear yards west of the street in the block south of James (former creek/mill pond) and in the rear yards of properties on both sides of the street.

## 10.4 Summary

The existing and potential cultural heritage resources in downtown Georgetown appear to be of two types: buildings and areas of archaeological potential. The former involves the commercial, institutional and residential buildings that remain from the 19<sup>th</sup> and early 20<sup>th</sup> centuries. There is little evidence left of the important industrial buildings and complexes that were predominant elements of the downtown streetscape until the mid-20<sup>th</sup> century, and thus their former sites are important for their archaeological potential. Other key landmarks in the downtown are missing, including the former Town Hall, the former bank buildings, and the former mill ponds. The only cultural heritage landscape that is evident within the study area is Remembrance Park, a relatively new addition to the downtown. The Silver Creek valley has potential as a cultural heritage landscape but is currently a re-naturalized watercourse flanked by post-WWII construction.

The current Listings on the Heritage Register appear to identify the properties having heritage potential, although further research will be required to determine if there are others. Within this group, there are few outstanding examples of architecture in the study area, and only a handful of buildings known to have been designed by prominent architects (e.g. a church by Langley, a house by Lennnox). Most often, the potentially significant buildings are vernacular interpretations of popular building styles of the mid-late 19<sup>th</sup> century and early 20<sup>th</sup> century (later designs are mundane or mediocre), constructed by local building contractors and developers.

The foregoing analysis identifies the significant groupings and areas of cultural heritage resources. The remaining parts of the study area, such as the north and south ends of Main Street, have isolated buildings and sites that have potential for individual heritage significance but do not form a grouping of potentially significant properties. Conservation in these areas may be concerned primarily with individual designations or interpretation and commemoration of significant local events or persons. As a result, opportunities for redevelopment exist on properties lacking potential cultural heritage resources, or on properties where the archaeological potential can be assessed and, if possible, the property made available for new development.

### Sources:

The following are the primary sources used to compile the information in this report:

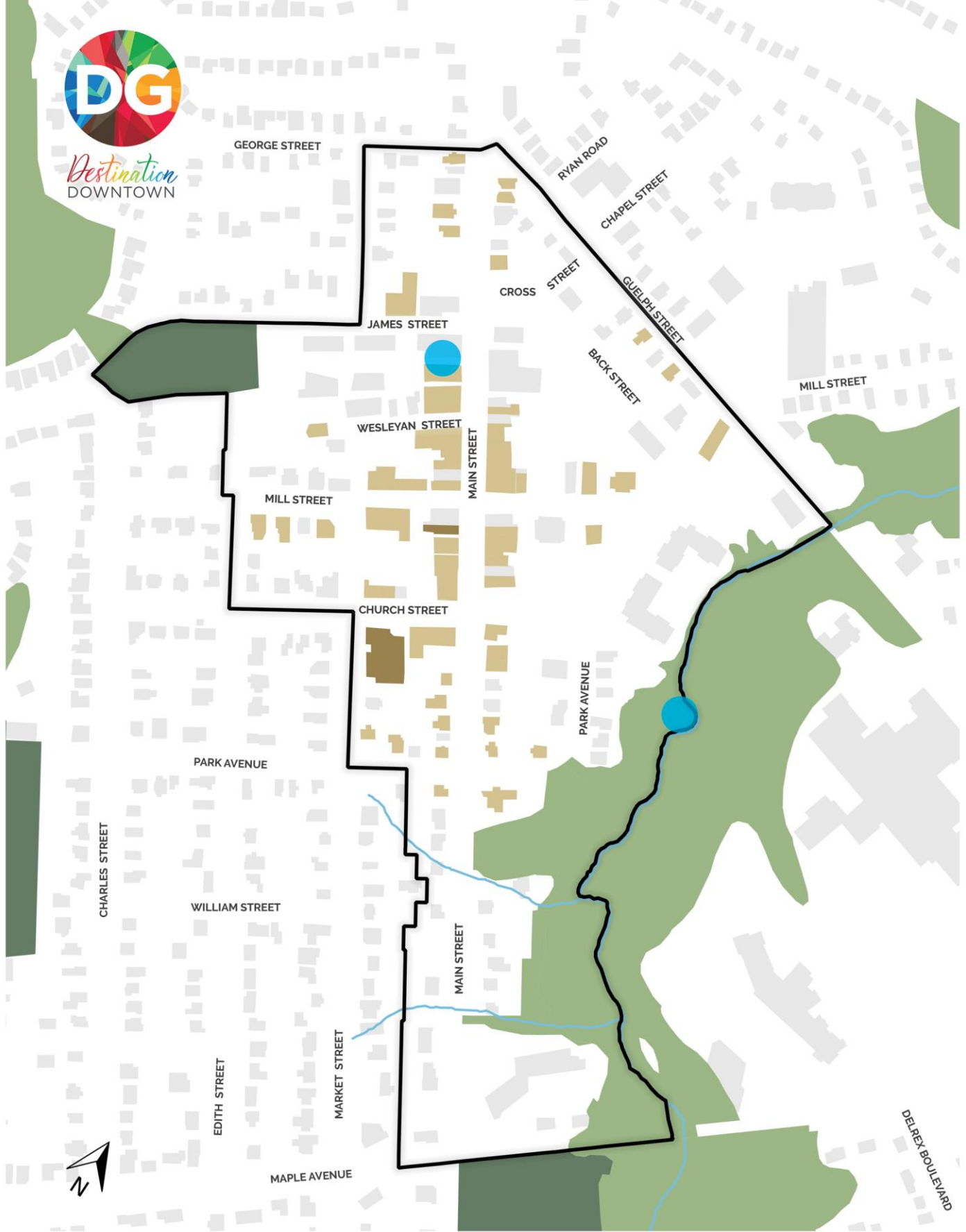
- McDonald, John (2003): *Halton sketches revisited: historical tales of people and places*. Erin: Boston Mills Press.
- Rowe, John Mark Benbow (2006): *Georgetown: reflections of a small town*. Georgetown: Esquesing Historical Society.
- Tweedsmuir History (n.d.): *Georgetown: Halton County*: Halton District Womens' Institute.

Also accessed in the Town archives:

- Fire insurance plans (1922/updated to 1934, 1960)
- *A Peek into Georgetown's Past* (1970-71) by pupils of the Grade 6A and 6F of Centennial Middle School
- *House Histories* (prepared by the Esquesing Historical Society)
- *Georgetown Urban Inventory* Phase I (November, 1994, by Barbara Szczepanik) and Phase III (2004, by Heritage Halton Hill/Katie Tuitman)
- *Oral History: Main Street* (transcripts of taped interviews made by the North Halton Literary Guild, 1990)
- *Reminiscences of Georgetown* (articles by C.W. Young in the Georgetown Herald newspaper, ca. 1920s)



Destination  
DOWNTOWN



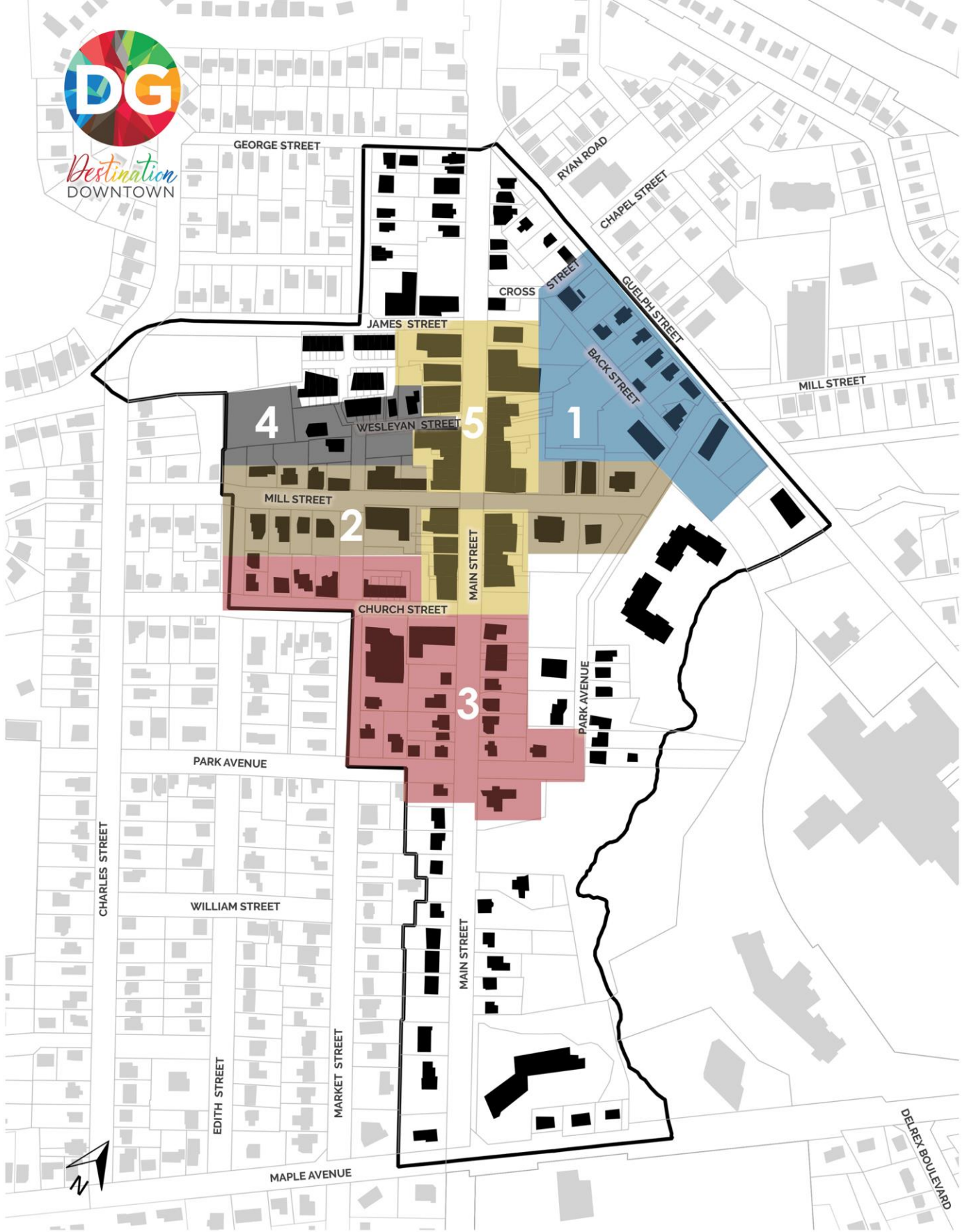
### MAP 17 - HERITAGE PROPERTIES

- Designated
- Listed
- Downtown Boundary
- Former Pond Location
- Park
- Greenlands and Woodlands
- Watercourse





Destination  
DOWNTOWN



MAP 18 -  
HERITAGE RESOURCE  
GROUPINGS

- Sector 1: Back Street
- Sector 2: Mill Street
- Sector 3: Park Avenue to Church Street
- Sector 4: Wesleyan/Market Street
- Sector 5: Main Street between Church and James Streets
- Downtown Boundary







*Destination*  
DOWNTOWN