



REPORT

TO: Mayor Lawlor and Members of Council

FROM: Melissa Ricci, Senior Policy Planner

DATE: September 26, 2024

REPORT NO.: PD-2024-062

SUBJECT: Southeast Georgetown Secondary Plan Preferred Land Use Plan

RECOMMENDATION:

THAT Report No. PD-2024-062 dated September 26, 2025, regarding the Southeast Georgetown Secondary Plan Preferred Land Use Plan be received;

AND FURTHER THAT the draft Preferred Land Use Plan prepared by SGL Planning Consultants (attached as Appendix 1) to this report, and the draft technical reports, which can be found on Let's Talk Halton Hills be received;

AND FURTHER THAT Council endorse the draft Preferred Land Use Plan in principle, which concludes Phase 3 of the Study, so that it may be used to guide the preparation of the draft Southeast Georgetown Secondary Plan;

AND FURTHER THAT a copy of this report be forwarded to the Region of Halton, Credit Valley Conservation and the Ministry of Municipal Affairs and Housing for information.

KEY POINTS:

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

- In April 2020, the Town of Halton Hills initiated the Southeast Georgetown Secondary Plan, which included four phases.
- The Southeast Georgetown Secondary Plan lands are approximately 53 hectares in size and are bound by Silver Creek to the north, 10th Line to the west, 10 Side Road to the south and Winston Churchill Boulevard to the east.

- The Town's team of consultants led by SGL Planning and Design Inc., is currently completing Phase 3 of the Study. As part of the work under Phase 3, draft technical reports and a draft Preferred Land Use Plan have been prepared. The draft technical reports completed to date are available on [Let's Talk Halton Hills](#).
- Given the progress of the Study has now advanced to the preparation of a draft Preferred Land Use Plan, it is appropriate that direction be provided to prepare the draft Secondary Plan.
- It is important to note that there will be further opportunities for consultation and public engagement through the development of the draft policies and final land use schedule, including a public open house and the required Statutory Public Meeting anticipated to take place this fall.

BACKGROUND AND DISCUSSION:

1. Context

The Southeast Georgetown lands were identified for future development and brought into the Urban Area in the Town of Halton Hills through the Regional Official Plan Amendment No. 38 and Halton Hills Official Plan Amendment (OPA) No. 10. Given that this area was added into the Urban Boundary, the Town is required to prepare a Secondary Plan in accordance with the Town's Official Plan.

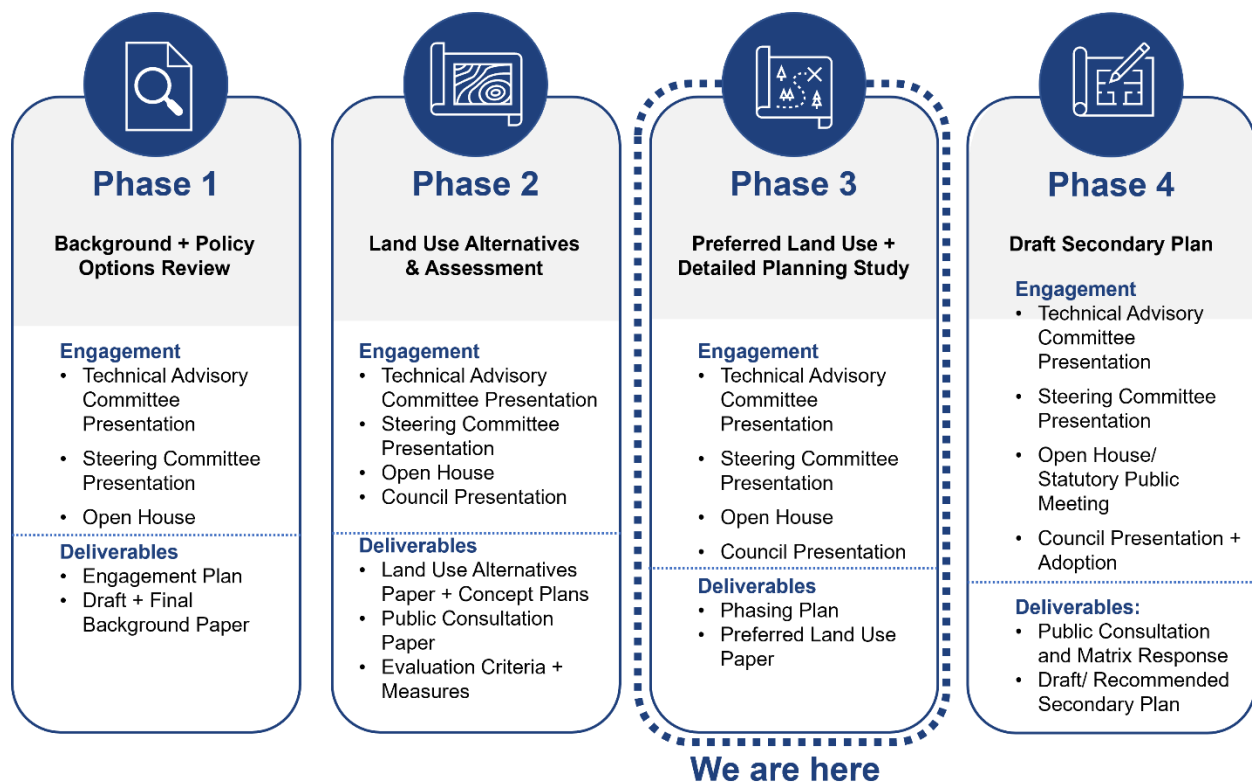
As outlined in Section G3 of the Town's Official Plan, the purpose of any Secondary Plan is to establish a detailed development concept for infrastructure and land use in specific areas of the Town, which shall be adopted by an amendment to the Official Plan. Secondary Plans must generally conform with and implement the intent of the Official Plan as set out in the Goals, Strategic Objectives and other relevant policies. In addition, a Scoped Subwatershed Study is also required to be completed as part of the Secondary Plan process in order to define and establish the constraints and opportunities within the Study Area related to the terrestrial and aquatic ecology, stream systems, and surface water and groundwater resources.

The Southeast Georgetown lands are also subject to the Halton Peel Boundary Area Transportation Study (HPBATS) Corridor Protection policies in the Regional and Halton Hills Official Plans for the proposed Norval West Bypass that is to extend from Highway 7 to 10 Side Road. As identified by HPBATS, the Norval West Bypass is part of an overall solution to improve travel in the community of Norval. The Region of Halton is currently undertaking a Class Environmental Assessment for this facility.

2. Project Phases

On April 24th, 2020, through Delegated Authority under the *Emergency Management and Civil Protection Act*, the Terms of Reference for the Southeast Georgetown Secondary Plan were approved and a Request for Proposal seeking a consultant to complete the Secondary Plan was issued. On July 24, 2020, the Town retained SGL Planning and Design to complete the Southeast Georgetown Secondary Plan, along with various sub-consultants to complete the technical studies. The workplan for the Southeast Georgetown Secondary Plan has been broken down into four phases as outlined in the figure below:

Figure 1: Southeast Georgetown Secondary Plan Project Phases



The project is currently nearing the end of Phase 3, where we are required to prepare a Preferred Land Use Plan. This phase of the study requires the completion of several technical studies to support the development of the Preferred Land Use Plan and Secondary Plan Policies. The next section of this report provides a summary of the key findings and recommendations of the technical reports. All reports are accessible on [Let's Talk Halton Hills](#).

3. Background Reports

The following background reports were completed to lay the groundwork for the detailed planning and analysis in the following phases of the study:

- Background Report
- Policy Background and Existing Transportation Review
- Agricultural Assessment Review
- Functional Servicing Plan

In addition, the draft technical reports listed below have been completed to support the preparation of the draft Preferred Land Use Plan and draft land use policy direction:

- Final draft Scoped Subwatershed Study Phase 1, 2/3 and 4
- Final draft Cultural Heritage Resource Assessment
- Final draft Transportation Report
- Final draft Preferred Land Use Report
- Final draft Agricultural Impact Assessment
- Final draft Urban Design Memo
- Final draft Fiscal Impact Analysis
- Draft Functional Servicing Report (in progress)

a) Scoped Subwatershed Study

A key component of the Secondary Plan Project is the completion of the Scoped Subwatershed Study (SWS). The objectives of the Scoped Subwatershed Study include ensuring the protection of natural heritage features and hydrological functions and involves detailed study to determine the limits of development, confirm the extent of the Natural Heritage System, and make preliminary stormwater management recommendations. It is intended that the Scoped Subwatershed Study will be approved in conjunction with the approval of the Secondary Plan.

The Scoped Subwatershed Study has been conducted in 4 phases, including Phase 1: Background and Characterization, Phase 2: Impact Assessment, Phase 3: Management Plan and Phase 4: Implementation Plan and Secondary Plan Policies. The draft Phase 4 Report outlines how the conclusions and recommendations from the Phase 2/3 Report have been advanced and integrated into the Preferred Land Use Plan for the Study Area, and the requirements for future studies to support subsequent stages of planning and design.

b) Cultural Heritage Resource Assessment

The purpose of the Cultural Heritage Resource Assessment (CHRA) is to review, and inventory known and potential cultural heritage resources in the area and develop a conservation strategy for those cultural heritage resources in accordance with Section

F5 of the Town's Official Plan. Following this review there were five known and potential cultural heritage resources identified within and adjacent to the study area. These are:

- The Russell Farm
- 35 Adamson Street
- Hillcrest Cemetery
- Paul's Anglican Church Cemetery
- J.W.L Foster House

The Russell Farm is a nineteenth-century farmstead with a Victorian style residence, barn, silo, six outbuildings, and a pine grove that is commonly known as 'Russell's Hill of Pines'; a picturesque hill of pine trees that has historical significance as one of Lucy Maud Montgomery's favourite walking spots along the Credit River. Lucy Maud Montgomery is a Canadian author best known for her *Anne of Green Gables* and *Emily of New Moon* novels.

Based on the CHRA the following recommendations were made:

- That the Southeast Georgetown Secondary Plan include guidelines and/or policies to conserve the identified cultural heritage resources through the redevelopment process.
- The heritage attributes of the Russell Farm should be retained in their original location if possible; if this is not feasible the relocation of the buildings within the property may be considered. However, it should be noted that the Russell Hill of Pines cannot be relocated.
- 35 Adamson Street is a potential cultural heritage resource, and should be retained in-situ, however, if that is not feasible, then the property should be evaluated against Ontario Regulation 9/06 to determine the appropriate conservation approach.
- There are no heritage policies or guidelines recommended for Hillcrest Cemetery or St. Paul's Anglican Church Cemetery, as they are outside of the Secondary Plan Area.

On September 18, 2024, Heritage Halton Hills endorsed the Southeast Georgetown Secondary Plan Cultural Heritage Resource Assessment as presented, through Recommendation No. HHH-2024-0048.

c) Transportation Report

The Transportation Report informs the proposed draft Preferred Land Use Plan and proposed collector road network. The study analyzes existing conditions, planned road improvements and future conditions to the year 2031. A review of applicable background policies such as Halton Region and the Town's Transportation Master Plans was undertaken to understand the transportation infrastructure planned within the area and to help identify any gaps in knowledge within the study area. The existing road

and active transportation networks were reviewed to understand the existing challenges and deficiencies surrounding the study area.

The base 2031 traffic scenario was provided by Halton Region, which was created in the development of the draft Transportation Analysis conducted for the Norval West Bypass Municipal Class Environmental Assessment.

The Transportation Report recommended the following internal roads:

- The primary east-west collector road, labeled as Road A, extending east of the existing terminus of Danby Road at 10 Line.
- A secondary connection, noted as Road C, is proposed as a local road with active transportation facilities. Road C will connect to Argyll Road, turning to run north-south within the Subject Lands and connecting with Road A.
- A north-south collector road, labeled as Road B, connecting 10 Side Road, and Road C within the Subject Lands.

Transportation policies for the Secondary Plan have also been identified and include strategies to incorporate Transportation Demand Management, active transportation, public transportation, electric vehicle infrastructure, traffic calming, roundabouts and road safety.

d) Agricultural Impact Assessment

An Agricultural Impact Assessment (AIA) was produced as technical background information for use in the preparation of the Secondary Plan. The report indicates that the Southeast Georgetown Secondary Plan Area is already separated from surrounding agricultural lands by urban development, Natural Heritage areas, and an existing road at its southmost boundary; therefore, mitigation in the form of distance is already in place. The report includes a number of recommendations for further consideration at the draft plan of subdivision stage.

e) Urban Design Memo

The Urban Design Memo was completed to provide design guidance to inform the Urban Design Study that would be required with a future development application. The memo focused on providing design guidance for the components of the Secondary Plan, which includes sustainable design and the public realm and private realm.

The Southeast Georgetown Secondary Plan should be designed to include a mix of housing types with high quality-built form that are designed to address the street and enhance the streetscape. The overall goal is to design and build a sustainable community that encourages walkability and access to active transportation opportunities while creating a sense of place.

f) Fiscal Impact Analysis

A Fiscal Impact Analysis report has been prepared by Hemson Consulting. The preliminary findings indicate that overall, the development of the Southeast Georgetown Secondary Plan will be financially sustainable over the long-term.

g) Functional Servicing Report

The purpose of this report is to outline the water and wastewater infrastructure needs and serviceability for the Southeast Georgetown Secondary Plan area. Preliminary results indicate that with an additional pumping station for wastewater, located on the corner of Adamson Street South and 10 Side Road, it is feasible to service the area with the Region's wastewater and water services. The report is currently being updated to address comments provided by the Technical Advisory Committee.

4. Norval West Bypass

As noted at the outset of this report, the Region of Halton is undertaking [the Municipal Class Environmental Assessment \(MCEA\) Study for the Norval West Bypass](#), from Highway 7 to 10 Side Road (Regional Road 10), including 10 Side Road from Tenth Line to Adamson Street/Winston Churchill Boulevard (Regional Road 19). The Norval West Bypass is part of an overall solution to improve travel in the community of Norval. It was first identified in the Halton-Peel Boundary Area Transportation Study (2010) which was a joint study between Region of Peel, Halton Region, City of Brampton, Town of Caledon, and Town of Halton Hills. This Regional Study is nearing the end of Phase 3 of the MCEA process, and a preliminary Preferred Alternative for the Bypass has been identified. The next Phase of the Study will involve confirming the Preliminary Preferred Route. Once the Preliminary Preferred Route has been confirmed, the Study will continue to Phase 4 which involves the completion and release of the Environmental Study Report for public review.

5. Preferred Land Use Plan

The development of a Preferred Land Use Plan is a key project milestone as it will be used as the basis for the development of the final Secondary Plan. The Preferred Land Use Plan is in keeping with the findings of the various background studies referenced earlier in this report and has considered public input received on the initial draft Plan as set out in subsection a) below. It also incorporates the general location of the proposed Norval West Bypass in accordance with the findings of the Region's Class EA. The various elements of the Plan are subject to further refinement as the planning and technical studies are finalized, including additional opportunities for public input, leading ultimately to the completion of the Secondary Plan. The Preferred Land Use Plan is attached as Appendix 1 to this report.

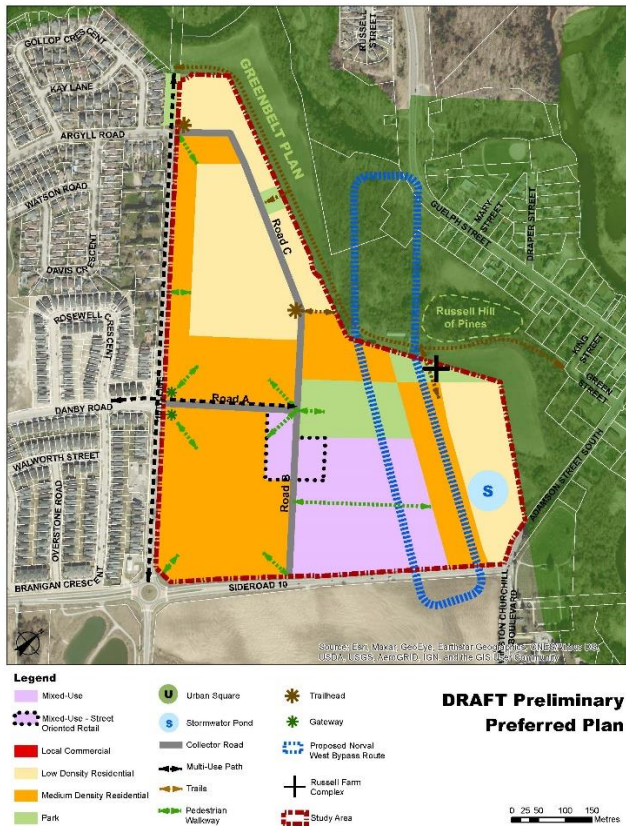
The principles of the Preferred Land Use Plan include promoting a variety of land uses including a mix and range of housing and retail opportunities; providing opportunities for

social interaction, gathering, and exploring within the new community through proposed parks and a trail system; and the conservation of cultural heritage resources.

a) Draft Preferred Land Use Plan

A Public Open House was held on September 27th, 2023, to present the initial Draft Preferred Land Use Plan to the public. This meeting included display boards to tell the story of how the draft Preferred Land Use Plan was developed and allowed for residents to ask questions and provide feedback to staff. Approximately 47 people attended the Public Open House. Following the Open House, the presentation was posted on Let's Talk Halton Hills to allow residents to review and provide additional comments.

Figure 2- Draft Preliminary Preferred Land Use Plan as presented in September 2023



Since the Public Open House, staff have met with area residents who expressed concerns about the mixed-use block and the need for commercial uses in the area. The intent of including commercial uses is to ensure a walkable, complete community, and provide the opportunity for different land uses not currently provided in the area. However, to ensure that adequate land is allocated for Commercial Uses in the Secondary Plan Area, Town staff completed a Commercial Needs Assessment with the help of a consultant, Tate Research. The purpose of this assessment is to provide

further information on how much commercial space is needed for this area, and the best location for it. The study indicated that approximately 20,000 to 25,000 square feet of commercial floorspace is warranted. The Study also suggested that the commercial area be located at the northeast corner of Road B and 10 Side Road to ensure visibility and accessibility to the area. As noted in the ensuing section, the Preferred Land Use Plan has been further refined to reflect the findings and recommendations of this analysis.

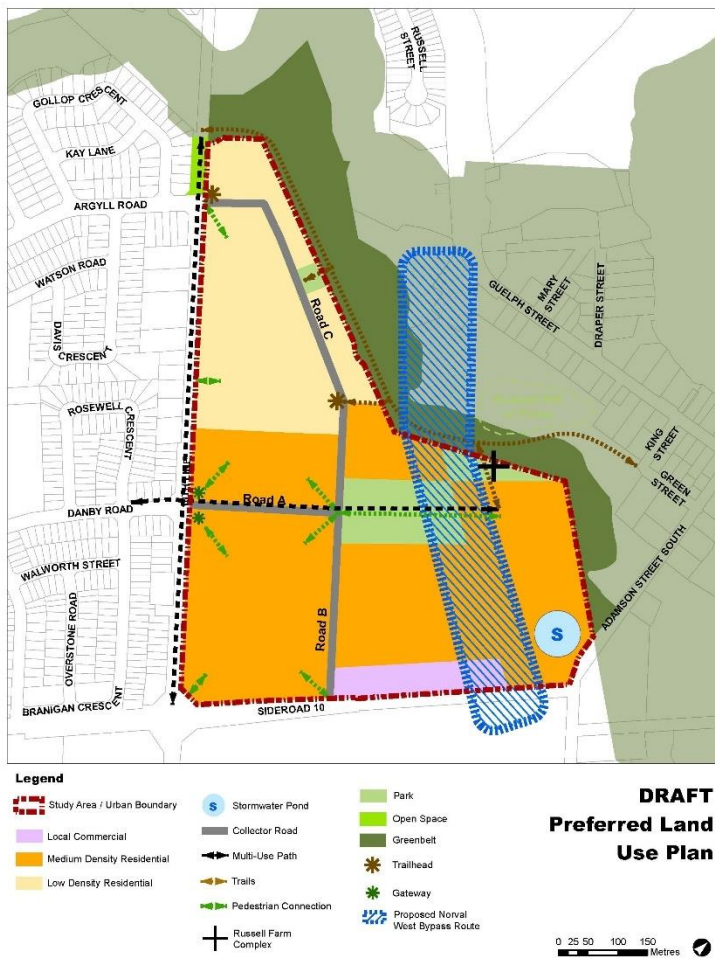
b) Preferred Land Use Plan

Based on the comments received and the recommendations from the technical studies, the following changes were made to the draft Preferred Land Use Plan:

- The location of the park has moved from the east side of the proposed bypass to the west side. This is to ensure a central, more accessible park space for the existing and new community.
- The storm water management pond, and a smaller parkette which will commemorate the Russell Farm Complex, are located on the east side of the Bypass.
- Inclusion of the Greenbelt Protected Countryside lands adjacent to the Norval Secondary Plan, that are currently within Schedule A1 Rural lands of the Official Plan. The intent in bringing these lands within the boundary is to ensure there is a trail connection to Green Street, as well as a potential trail connection to the north of the Study Area to connect to Tenth Line. This would also ensure that the Protected Countryside lands can be dedicated to the Town through the future Draft Subdivision application.
- Low Density Residential has replaced the Medium Density Residential along Tenth Line, from the northwest edge of the secondary plan area (just north of Argyll Road) to just north of the proposed Collector Road A (which is an extension of Danby Road).
- The majority of lands previously identified as mixed use, located south of the Park and west/east of the proposed Norval West Bypass are now identified as Medium Density.
- A Local Commercial/ Mixed Use Area, which is intended to accommodate approximately 20,000 to 25,000 square feet of commercial floorspace, has been located on the southeast corner of Road B and 10 Side Road.

It is important to highlight that the location of the trails, roads and stormwater management pond are conceptual on the Preferred Land Use Plan and will be further refined through the future development application process.

Figure 3: Revised Preferred Land Use Plan



The revised Preferred Land Use Plan includes the following key land uses:

- **Low Density**

Low Density residential land uses are proposed within the northern portion of the community, north of Road A and along Road C. The proposed built form will be of a similar scale to the adjacent residential neighbourhood to the west of Tenth Line. Up to 3 storey singles and semis are the proposed built form.

- **Medium Density**

Medium density residential land uses make up a majority of the developable area. This land use is concentrated within the southern half of the community, along Tenth Line, Road A, Road B and east of the Norval West Bypass. In keeping with existing policy, built form will be no taller than 6 storeys and would be encouraged to be 3-6 storeys in total height. Proposed built form would include street townhouses, dual frontage street townhouses, block townhouses, stacked townhouses, and low-rise apartments.

- **Local Commercial/Mixed Use**

Local commercial/mixed use land uses are proposed along 10 Side Road, between Road B and Norval West Bypass intersections. A Commercial Needs Analysis Report prepared by Tate Research (available on the Let's Talk Halton Hills study page) determined that approximately 20,000 – 25,000 square feet of commercial floorspace are required for Southeast Georgetown to support the daily needs of the surrounding community. Some of these lands may include standalone commercial uses, or commercial at grade as part of a mid-rise built form (up to 8 storeys) oriented to the street.

- **Parks**

One community park and two small parkettes are proposed in the Preferred Plan. The neighbourhood park is approximately 1.9 ha and abuts the Norval West Bypass. A 0.4 ha parkette is proposed east of the Norval West Bypass abutting the Greenbelt. This parkette can incorporate the Russell farm building if it needs to be relocated to accommodate the Norval West Bypass. A 0.2 ha parkette is also proposed along Road C to provide additional parkland for residential areas.

- **Trails**

Part of the trail system is proposed entirely within the Greenbelt Plan. It extends from Green Street to the east, to the Norval West Bypass, and then along the northern edge of the community along the Greenbelt Plan to the unopened road allowance of the Tenth Line, north of Argyll Road. A Multi Use Path (MUP) is proposed along Tenth Line and Road A. The Road A MUP will extend from the existing MUP along Danby Road.

6. Next Steps

Several supporting studies have been prepared in draft form based on the revised Preferred Land Use Plan. The reports have been circulated to the agencies and comments are currently being addressed; however, the comments received are minor in nature and are not expected to result in any substantive changes to the draft Preferred Land Use Plan.

Following the endorsement of the draft Preferred Land Use Plan by Council, Town staff and the consulting team will work to prepare the draft Southeast Georgetown Secondary Plan. The draft policy language is proposed to be prepared based on the findings and analysis of the background studies, the updated supported documents, and comments received from all stakeholders, including members of the public, internal staff and external agencies on the Draft Preferred Land Use Plan and on the Study in general.

The draft Secondary Plan will be first circulated to the Technical Advisory Committee and Steering Committee for comment. Staff will present the draft Plan to the public by way of a drop-in Public Open House and Statutory Public Meeting. The draft Plan and technical studies will be posted online for public review. Notification will be provided, in accordance with the *Planning Act* requirements, ahead of the Statutory Public Meeting. Following this, Town staff and the consulting team will finalize any required revisions to the Secondary Plan before the preparation of a recommendation to Council for final approval.

STRATEGIC PLAN ALIGNMENT:

This report identifies a safe and welcoming community as one of the Town's Strategic priorities.

The focus of this report is a Preferred Land Use Plan for the Southeast Georgetown Secondary Plan that emphasizes contextually appropriate development on greenfield lands in keeping with the character of the existing community. Natural areas and heritage are also a priority, where the preservation of built and natural heritage will be an important factor to consider through the Secondary Plan process.

RELATIONSHIP TO CLIMATE CHANGE:

This report impacts and/or helps address climate change and the Town's resiliency through climate adaptation.

Climate change considerations will be further assessed through the preparation of the Secondary Plan. All development is expected to comply with the Town's Green Development Standards as amended from time to time.

PUBLIC ENGAGEMENT:

Public Engagement has been conducted as follows: Steering Committee meetings, Technical Advisory Committee Meetings, stakeholder meetings, Public Houses both online and in-person (Virtual Open House September 14, 2021, and In-person Open House September 27, 2023) as per the Secondary Plan's Engagement Strategy. An Open House will be hosted this fall to present the draft Secondary Plan Policies and gather additional public feedback.

INTERNAL CONSULTATION:

Planning Staff have consulted with the following departments/divisions: Transportation, Development Engineering, Finance and Recreation and Parks.

FINANCIAL IMPLICATIONS:

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

Reviewed and approved by,

Bronwyn Parker, Director of Planning Policy

John Linhardt, Commissioner of Planning & Development

Damian Szybalski, Acting Chief Administrative Officer and Commissioner of Community Services