

Part A – The Preamble

1. Purpose of the Amendment

The purpose of this Amendment is to establish a Secondary Plan for the Southeast Georgetown Area with appropriate land use designations and policies to facilitate the development of these lands for community uses.

2. Location

The lands affected by this Amendment generally include lands north of Side Road 10, east of 10th Line, south of the Greenbelt Plan Area, and west of the Adamson Street South. The lands are identified as Part of Lots 11 & 12, Concession 11, Town of Halton Hills Region of Halton.

3. Basis of the Amendment

It is an objective of the Halton Hills Official Plan to ensure that there are sufficient lands available for accommodating residential growth while preserving the small-town character and existing natural features. The Southeast Georgetown Secondary Plan is a required step in the process of ensuring that there are appropriate lands available to accommodate residential growth within the Town and that the lands have the appropriate planning documents in place to support their development.

Through Regional Official Plan Amendment No. 38 and Halton Hills Official Plan Amendment (OPA) No. 10, the lands identified as the Southeast Georgetown Lands were brought into the Urban Area in the Town of Halton Hills. Council approved the Terms of Reference for the Southeast Georgetown Secondary Plan Study in support of the general policy framework provided by the Official Plan. The more detailed policies of the Secondary Plan will guide growth of a new residential community designed to be resilient and walkable, while supporting future transit and fostering healthy sustainable lifestyles. The development of these lands will contribute to the surrounding community in a manner that respects the adjacent natural and cultural heritage features and surrounding neighbourhoods.

The Southeast Georgetown Secondary Plan Study (Study) was a multiphase project with Phase 1 including a Background & Policy Option Review, followed by Land Use Alternatives & Assessment (Phase 2), a Preferred Land Use & Detailed Planning Study (Phase 3), and the adoption of the Secondary Plan (Phase 4).

As part of the Study, public consultation included two online questionnaires , one virtual open house, one in-person open house, and a Statutory Public Meeting. Input and feedback was received from stakeholders and individuals throughout the Study.

The public open house included a presentation, display panels, and opportunities for questions and answers. The project website on Let's Talk Halton Hills Southeast Georgetown Secondary Plan was kept up to date throughout the project to communicate with stakeholders, provide copies of the various reports and presentations, and undertake the online surveys.

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

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

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Part B – The Amendment

All of this part of the document entitled PART B – THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 59 to the Official Plan for the Town of Halton Hills.

Details of the Amendment

1. That Schedule HX-1 – Land Use Plan is added to the Official Plan under “Mapping Secondary Plans” as a new land use Schedule HX-1 that introduces a mix of local commercial/mixed use, medium density residential, low density residential uses supported by trails, roads, parks, and open space, as well as the proposed Norval West By-pass Route.
2. That Schedule HX-2 – Transportation and Active Transportation Network is added to the Official Plan under “Mapping Secondary Plans” as Schedule HX-2 and introduces a collector road network, as well as the multi-use path, trail and pedestrian connection network.
3. That Schedule HX-3 – Natural Heritage Features is added to the Official Plan under “Mapping Secondary Plans” as Schedule HX-3 and introduces headwater drainage features, an existing wetland proposed for removal, and the location of the proposed wetland replication area.
4. That Section H1 be amended by the addition of the following bullet point at the end of the second paragraph:
 - “Southeast Georgetown Secondary Plan”.
5. That Section H, Secondary Plans is amended by adding the following new section, “H9, Southeast Georgetown Secondary Plan” to the Official Plan.

Implementation and Interpretation

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

H9.1 Overview

H9.1.1 Vision

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

H9.1.2 Guiding Principles

The key principles for the Southeast Georgetown Secondary Plan are as follows:

- a) Provide for a mix of built form and a street and block pattern that contributes to a walkable community;
- b) Provide for a mixed-use area to create a sense of place and a community hub which accommodates daily needs of residents;
- c) Conserve the area's natural heritage features and cultural heritage resources and design the community so that these elements are integrated into the community;
- d) Provide for a range of sustainability measures and urban design best practices;
- e) Locate parks, and trail connections, to create easy access to recreation and active transportation;
- f) Enhance existing views to natural heritage features and incorporating connections to nature; and
- g) Ensure new communities are accessible for all ages and abilities.

H9.2 General Policies

H.9.2.1 Community Structure

- a) Schedule H9-1 provides the detailed land use designation for Southeast Georgetown. The land use designations and detailed descriptions are listed below:

- i. Local Commercial / Mixed Use

This area is to be planned as a mixed use area and will accommodate a mix of retail and personal services in a "main

street” orientation. The Local Commercial / Mixed Use area will be planned to accommodate either at-grade commercial as part of a mid-rise built form (up to 8 storeys) or as standalone commercial buildings orienting to 10 Side Road. Storefronts in the Local Commercial / Mixed Use designation shall be oriented to 10 Side Road and Collector Road ‘B’ to establish a “main-street” character.

ii. Low Density Residential

Low Density Residential designation is generally located at the northern portion of Southeast Georgetown. Low Density Residential land uses shall permit singles and semis up to 3 storeys.

iii. Medium Density Residential

The Medium Density Residential designation is generally concentrated in the southern portion of Southeast Georgetown. Built form will be no taller than 6 storeys and will range from 3-6 storeys in height. Permitted built form would include duplexes, triplexes, quattroplex, street townhouses, dual frontage street townhouses, block townhouses, stacked townhouses, low-rise apartment or condominium dwellings, and long term care facilities and retirement homes.

iv. Parks and Trails

The Neighbourhood Park is approximately 1.9 hectares and abuts the Norval West Bypass. A Parkette of approximately 0.4 hectares is proposed east of the Norval West Bypass abutting the Greenbelt. This parkette can incorporate the Russell Farm complex if relocation is required to accommodate the Norval West Bypass. A Parkette of approximately 0.2 hectares is also proposed along Collector Road ‘C’ to provide additional parkland for residential areas.

There are three types of trails in Southeast Georgetown: a multi-use path along Tenth Line and Collector Road ‘A’, a gravel trail within the Greenbelt that abuts Southeast Georgetown with trail connections and trailheads into the community, and pedestrian connections that allow pedestrian connection from intersections within residential land uses. The location and size of the park and parkettes are approximate and will be finalized during Draft Plan Approval.

v. Collector Road System

Schedule H9-2 provides the transportation and active transportation network for Southeast Georgetown. The collector road system is made up of:

- An east-west Collector Road 'A' extending from the intersection of Danby Road and Tenth Line,
- A north-south Collector Road 'B' which extends from 10 Side Road, connects to the eastern terminus of Collector Road 'A',
- Collector Road 'C' which extends from Collector Road 'B' and terminates at the intersection of Argyll Road and Tenth Line.

Collector roads shall be planned and designed to accommodate all users (pedestrians, cyclists, public transit and vehicles) using a complete streets approach. The portion of 10 Side Road along the Local Commercial / Mixed Use area will be designed to accommodate wider sidewalks, on-street parking, and traffic calming techniques.

- b) In instances where the policies and designations contained in Section H.5 vary with the policies within Part D of this Plan, the more specific and detailed policies of this Section shall prevail, provided the overall intent of the Official Plan is maintained.

H.9.2.2 Planned Growth

- a) The planned density for Southeast Georgetown is approximately 80 residents and jobs per hectare, with the calculation being net of the lands within the Natural Heritage System / Greenbelt lands;
- b) The Secondary Plan is estimated to accommodate approximately 1,100 units and 3,000 people.

H.9.2.3 Urban Design

Development shall consider the design and built form policies of Section F2 of this Plan as well as guidelines outlined in the Southeast Georgetown Urban Design Memo.

H9.3 Local Commercial / Mixed Use

H9.3.1 Goal

The Local Commercial / Mixed Use shall:

- a) Be the focal point for the community.
- b) Be the only location of retail and personal services in Southeast Georgetown servicing the Secondary Plan area and surrounding residential neighbourhoods; and
- c) Permit and accommodate residential uses, provided local commercial uses are also developed.

H9.3.2 Permitted Uses

- a) In addition to the permitted uses as outlined in Policy D2.5.5.4 of the Plan, the following uses are permitted:
 - i. Live/work uses;
 - ii. Stacked townhouse dwellings;
 - iii. Apartment dwellings.
- b) Notwithstanding D2.5.5.4 e), the size of supermarkets will be determined through the implementing zoning by-law.

H9.3.3 Floor Space Restrictions

- a) Notwithstanding D2.5.5.5, the maximum gross leasable floor area shall be between 1,800 square metres to 2,300 square metres.
- b) Residential uses shall only be permitted once a minimum of 2,000 square meters of gross leasable commercial floor area is developed. Residential and commercial land uses can be developed concurrently.

H9.3.4 Density and Height

The density range shall be 60 to 150 units per net residential hectare and the maximum building height shall be eight (8) storeys.

H9.3.5 Design

- a) Residential uses other than entrance lobbies and associated loading garbage, bicycle and automobile access shall not be permitted on the ground floor abutting 10 Side Road;
- b) Servicing and loading areas should be located in the rear or side yards, and not facing a street;
- c) Parking should be provided underground or at the rear of the buildings and shall not front 10 Side Road;
- d) Drop-off areas shall be located to the rear of the building;
- e) Active streetscape frontages shall be encouraged and facilitated through situating front doors of at-grade commercial units abutting Collector Road 'B' and 10 Side Road; and
- f) On-street parking and some rear parking will be provided to supplement parking requirements.

H9.4 Low Density Residential

H9.4.1 Goal

It is the intent of this Plan that the Low Density Residential designation be planned to accommodate ground related housing on a network of local and collector roads.

H9.4.2 Permitted Uses

- a) Policy D1.3.1.1 of the Plan establishes the permitted uses.

H9.4.3 Density and Height

- a) The permitted density range shall be 24 to 30 units per net residential hectare and the maximum building height shall be no higher than three (3) storeys.

H9.4.4 Design

- a) Low Density Residential areas shall be subject to architectural control guidelines which set out design criteria that ensures a consistently high standard of architectural design quality for all new low density residential dwellings and establish a unique identity in Southeast Georgetown.

Lots shall not back onto collector or arterial roads except as dual frontage dwellings.

H9.5 Medium Density Residential

H9.5.1 Goal

It is the intent of this Plan that the Medium Density Residential designation be planned to accommodate higher density, multi-unit dwellings and developments concentrating higher density on the east and west sides of the Norval West Bypass and reinforcing the principle of safe communities that support future transit.

H9.5.2 Permitted Uses

In addition to the permitted uses as outlined in Policy D1.3.2.1 of the Plan, the following use is permitted:

- a) Stacked townhouses;
- b) Back-to-back townhouses.

H9.5.3 Density and Height

- a) The maximum building height shall range between three (3) to six (6) storeys. Maximum density for this area will be 80 units per net residential hectare.

H9.5.4 Special Development Policies

- a) Lots shall not back onto collector or arterial roads except as dual frontage dwellings or apartment buildings.
- b) Given the prominent location of this land use designation, special consideration will be given to establishing taller built form, public art, gateway features, and/or corner-oriented lots and built form at the intersection of Collector Road 'A' and the Tenth Line.
- c) All Medium Density Residential development shall be accessed by Local Roads or private or public lanes to minimize access onto Collector Road 'A', Collector Road 'B' and 10 Side Road and support the development of complete streets; and
- d) Buildings fronting on Collector Road 'A', 'B', 'C', Tenth Line and 10 Side Road shall be located close to the street and designed to frame the street.

H9.6 Parks and Open Space Area

H9.6.1 Major parks and open space policy requirements are set out in Section B2 of this Plan.

H9.6.2 Parkland development shall be subject to the policies set out in Section F7.3.

H9.6.3 Parkland Dedication

a) The dedication of parkland shall be in accordance with Section F7.2.6 of this Plan.

H9.6.4 Parkland Classification

- a) The following types of parkland are identified in Schedule H9-1:
- i. A Neighbourhood Park; and
 - ii. Two Parkettes.
- b) The size requirements for Neighbourhood Parks and Parkettes are set out in Section F7.3.4.

H9.6.5 Parkland Design

- a) In addition to the parkland siting and design policies of Section F7.3.1, the Neighbourhood Park and Parkettes shall:
- i. Incorporate natural and built shade features such as canopy shade trees and/or awnings;
 - ii. Incorporate appropriate lighting, seating, level pathways, walkways and entrances where appropriate to assist in creating a more accessible and inclusive environment;
 - iii. Be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors, utility corridors and drainage systems;
 - iv. The Neighbourhood Park should incorporate recreational programming elements that target visitors from throughout Georgetown and the Town of Halton Hills, in addition to the neighbourhood residents;
 - v. The Parkette east of the Norval West Bypass shall integrate the Russell Farm complex cultural heritage resources. These heritage resources may be used as community meeting spaces, indoor recreation spaces and/ or for educational opportunities or Private leased spaces for community uses. The integration of the Russel Farm complex shall be

determined through the review of the Draft Plan of subdivision;
and

- vi. The Neighbourhood Park should incorporate parking facilities. Such facilities should be accessed via the Norval West Bypass, and should incorporate wayfinding signage and decorative / ornamental plantings adjacent to driveway entrances.

H9.7 Road Network

H9.7.1 Local Roads will have a minimum right-of-way width of 20 metres.

H9.7.2 Collector Roads 'A', 'B' and 'C' are considered a Major Collector Road and will have a minimum right-of-way width of 26 metres.

H9.7.2 Design of Collector Roads

- a) While Collector Roads are designed to allow for the ease of motor vehicle traffic throughout Secondary Plan area, they shall be designed as complete streets recognizing the higher density development along the streets with and the need to be pedestrian oriented and support future transit;
- b) Priority shall be given to ensuring that future public transit facilities, such as stops, shelters and dedicated lanes are all part of the overall design of Collector Roads;
- c) Intersections will incorporate specialized pedestrian crossings and streets.

H9.7.3 Tree Canopy

- a) Wherever possible, trees should be provided on both sides of the street;
- b) All Roads shall incorporate within the boulevard, sufficient soil volume to facilitate large canopy trees;
- c) In order to maximize the amount of tree planting, the co-location of utilities is encouraged.

H9.7.4 Sidewalks

- a) Collector Roads 'A', 'B' and 'C' shall have sidewalks on both sides;
- b) All Local Roads shall have a sidewalk on at least one side.

H9.7.5 Active Transportation

Schedule H9-2 establishes the proposed active transportation network in Southeast Georgetown. In this regard, it includes the following components:

- a) Multi-Use Paths;
- b) Trails within the Greenbelt; and
- c) Pedestrian Connections.

H9.7.5.1 Multi-Use Paths

- a) Multi-Use Paths, with a minimum width of 3 metres shall be provided along the east side of Tenth Line and along Collector Road 'A'.
- b) Multi-Use Paths should be designed as hardscape, asphalt trails with separate lanes for cyclists and pedestrians.

H9.7.5.2 Trails within the Greenbelt

- a) Trails within the Greenbelt should be designed in accordance with Greenbelt Plan;
- b) The trail network within the Greenbelt should connect to the Parkette and Multi-Use Path; and
- c) Trails within the Greenbelt should be designed as off-road gravel trails with a minimum width of 1.8 metres.

H9.7.5.3 Pedestrian Connections

- a) Pedestrian connections should be designed and located to provide direct, barrier-free, and safe access to and from Collector Roads, public sidewalks and parks to internal land uses and Local Roads;
- b) Pedestrian connections should be designed as hardscape, asphalt trails to be shared with pedestrians and cyclists;
- c) Landscaping, signage, ramps, door swings, and other furnishings such as benches, garbage and recycling receptacles, and bicycle racks should not obstruct pedestrian connections;
- d) Public connections shall be lined with fencing to separate public uses from abutting residential land uses.
- e) Pedestrian Connections elevated and/or at grade are required across the proposed Norval West Bypass to ensure a continuous trail system within the Greenbelt that abuts the Southeast Georgetown Secondary Plan area with trail connections and trailheads into the community. The location

of the trail and trail connections are conceptual and will be determined through detail design/ Draft Plan Approval.

H9.7.5.4 Transportation Demand Management

- a) Transportation Demand Management (TDM) is the use of strategies to inform and encourage travelers to maximize the efficiency of our transportation systems leading to improved mobility, reduced congestion, and lower vehicle emissions.
- b) Transportation Demand Management measures will be encouraged to reduce car dependency, including, but not limited to, the provision of ride-matching services, public transit passes, car or van pooling, flexible work hours, shuttle bus services to rapid transit stations and limitations on the availability and minimum cost of parking.

H9.7.6 Proposed Norval West Bypass Route Corridor Protection Area

The purpose of the Proposed Norval West Bypass Route Corridor Protection Area designation delineated in Schedule H9-2 is to recognize this area for a future transportation corridor. The final size and alignment of the Norval West Bypass will be determined by Halton Region.

H9.7.6.1 Permitted Uses

The uses permitted within the Proposed Norval West Bypass Route are limited to:

- a) uses existing that legally existed on the day of the passing of the bylaw adopting Official Plan Amendment No.59 (updating this Plan);
- b) non-intensive recreation uses such as nature viewing and pedestrian trail activities; and,
- c) public uses.

H9.7.6.2 Land Use Policies

- a) The approval of lots and the erection of new buildings and structures shall be prohibited within lands designated Proposed Norval West Bypass Route Corridor Protection Area identified in Schedule H9-2 until such time as the final alignment has been determined by Halton Region.

b) Once the final alignment of the transportation corridor has been determined, lands not required for the transportation corridor will assume the adjacent land use designation without amendment to this Plan.

H9.8 Servicing

Servicing in Southeast Georgetown shall be undertaken in accordance with the former Region of Halton Official Plan, Section F8.2 of the Town of Halton Official Plan and the following policies:

- a) Any new development within Southeast Georgetown shall be developed on full municipal services or demonstrated servicing capacity;
- b) Prior to development being approved, applicable capacity for water and wastewater is to be confirmed to the satisfaction of the Town and Region;
- c) New development shall adequately address stormwater management to prevent degradation of natural areas and control downstream flooding and erosion;
- d) Water quantity, quality, water balance, and erosion shall be addressed with any new development applications and LID principles and criteria established by the Town, Region and Credit Valley Conservation Authority shall be considered;
- e) Opportunities to provide stormwater management controls to currently uncontrolled areas, especially public roads, should also be evaluated as part of future development and Town studies;

H9.9 Stormwater Management

H9.9.1 Planning for stormwater management shall:

- a) Minimize, or, where possible, prevent increases in contaminant loads;
- b) Minimize changes in water balance and erosion;
- c) Not increase risks to human health and safety and property damage;
- d) Maximize the extent and function of vegetative and pervious surfaces;
- e) Promote stormwater management best practices, including stormwater attenuation and re-use, and Low Impact Development practices;

- f) Consider the impacts of climate change in the design of stormwater management systems.
- g) Include consideration for passive recreational use and integration with the natural heritage and open space systems.

H9.9.2 All proposals for development shall provide for a Low Impact Development (LID) approach to stormwater management that may include techniques such as rainwater harvesting, bio-retention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.

H9.9.3 LID techniques listed in Section H9.8.2 as well as underground storage tanks may be incorporated into the Neighbourhood Park. LID techniques may also be incorporated into the vegetation protection zones of the Greenbelt Plan.

H9.9.4 Stormwater management facilities are permitted within the Medium Density Residential area.

H9.10 Natural Heritage System

H9.10.1 Within the subject lands shown in Schedule H9-3, the Scoped Subwatershed Study has identified a vegetation community as a wetland that has been proposed for removal and replication. The wetland has not been included in the Natural Heritage System based on its lack of provincial or regional significance and its lack of connection to other natural heritage features or areas. The decision for the wetland to be removed and replicated elsewhere should be (a) guided by the completion of future technical studies that follow appropriate Ecosystem Offsetting Guidelines and (b) approved by the appropriate responsible authority.

H9.11 Cultural Heritage

H9.11.1 Built and Cultural Heritage Resources

- a) The Russell Farm complex shown on Schedule H9-1 is identified as having cultural heritage potential and should be conserved in-situ where feasible. 35 Adamson Street is also a potential cultural heritage resource and a Heritage Impact Assessment should be prepared to determine its cultural heritage value and to evaluate potential impacts to the property.

Council, with advice from its Municipal Heritage Committee, will consider whether some or all of the Russell Farm complex should

be considered appropriate for municipal designation under the Ontario Heritage Act.

- b) The Town may impose, as a condition of any development approvals, the implementation of appropriate measures to ensure the conservation of the Russell Farm complex, and where appropriate, its integration into new development.
- c) The Town will require a Heritage Impact Assessment (HIA), also known as a Cultural Heritage Impact Statement (CHIS) be prepared in accordance with Section F5.1.2 of this Plan to establish appropriate conservation plans and/or mitigation measures on how the Russell Farm complex is to be integrated with the design of the Parkette.
- d) The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where appropriate.