

Response to Public Comments for the Southeast Georgetown Secondary Plan

Comment	Response from Town Staff
<p>Can the Secondary Plan only include single-detached, two-storey houses?</p>	<p>To keep consistent with the Town’s Official Plan, the Low Density Residential permissions for the Secondary Plan include single-detached and semi-detached homes and duplexes up to three storeys. Permitted uses and heights will be further considered at the draft plan of subdivision and zoning by-law amendment stage consistent with standard Town practice.</p>
<p>Is the multi-use path going to be located within the Open Space area north of Argyll Road?</p>	<p>The proposed multi-use path will terminate at the trailhead located at the intersection of Argyll Road and Road C with the Tenth Line. There will then be a trail located through the Open Space area that will continue through the Greenbelt lands.</p>
<p>Will the mature trees located along 10th Line be impacted, and what is to occur on the southern portion adjacent to Tenth Line?</p>	<p>The concern has been noted and will be part of our consideration through the detailed design phase of the project. Although the trees along Tenth Line might be impacted, efforts will be made to preserve the trees along Tenth Line as much as possible through the development of the boulevard and Multi-Use Path design along Tenth Line.</p>
<p>Why is the proposed Norval West Bypass going to be located within the proposed Southeast Georgetown Secondary Plan Area?</p>	<p>Through the Halton Peel Boundary Area Transportation Study (2010), the Norval West Bypass was identified as a required transportation facility in this general location as part of an overall solution to improve travel in the community of Norval. The Region of Halton is currently undertaking a Municipal Class EA for this facility and have confirmed a Preliminary Preferred Route.</p>
<p>Will the approval of the proposed Secondary Plan be impacted by the timeline of the proposed Norval West Bypass’ approval?</p>	<p>The timeline of the proposed Norval West Bypass does not impact Council’s ability to approve the proposed Secondary Plan. Corridor Protection mapping and policies have been included in the Secondary Plan for the Norval West Bypass. Development will not permitted within the lands subject to the Corridor Protection until a final alignment has been determined by Halton Region</p>
<p>Why is the wetland being proposed to be relocated and what would be the potential impact to the fauna if the wetland were to be relocated?</p>	<p>The wetland was found to be isolated from the broader wetlands system and is localized within the agriculture lands. It is the opinion of the ecologists who undertook the Scoped Watershed</p>

	<p>Study that it would be more sustainable to have the wetland relocated adjacent to Silver Creek in the northern part of the Study Area. The fauna will be in a safer position to use this wetland if it were to be moved to the suggested location adjacent to Silver Creek.</p>
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