

H10.1 Overview

H10.1.1 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. Planned development will contribute to the surrounding community in a manner that respects the adjacent natural heritage system and cultural heritage resources and surrounding neighbourhoods.

H10.1.2 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) Protect and enhance the natural heritage system and conserve 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 the natural heritage system and incorporating connections to nature; and
- g) Ensure new communities are accessible for all ages and abilities.

H10.2 General Policies

H10.2.1 Community Structure

- a) Schedule H10-1 provides the detailed land use designation for Southeast Georgetown. The land use designations and detailed descriptions are listed below:
 - i. Local Commercial / Mixed Use Area

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 Area designation shall be oriented to 10 Side Road and Collector Road ‘B’ to establish a “main-street” character.

ii. Low Density Residential Area

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

iii. Medium Density Residential Area

The Medium Density Residential Area designation is generally concentrated in the southern portion of Southeast Georgetown. Built form will be up to a maximum of 6 storeys in height. Permitted built form would include 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 as part of the draft plan of subdivision process.

v. Collector Road System

Schedule H10-2 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.

- 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.

H10.2.2 Planned Growth

- a) The planned density for Southeast Georgetown is approximately 75 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 1,000 units and 2,850 people.

H10.2.3 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.

H10.3 Local Commercial / Mixed Use Area

H10.3.1 Goal

The Local Commercial / Mixed Use Area shall:

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

H10.3.2 Permitted Uses

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

H10.3.3 Floor Space Restrictions

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

H10.3.4 Density and Height

The density range shall be 75 to 250 units per net residential hectare and the maximum building height shall be eight (8) storeys.

H10.3.5 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.
- g) Garbage, servicing and loading areas should be located at the side or rear of buildings.

H10.4 Low Density Residential Area

H10.4.1 Goal

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

H10.4.2 Permitted Uses

- a) The main permitted uses in the Low Density Residential Area designation are limited to:
 - i. Single detached dwellings;
 - ii. Semi-detached dwellings; and
 - iii. Duplexes.

H10.4.3 Complementary Uses

- a) Permitted complementary uses are set out below:
 - i. Home occupations subject to Section D1.3.1.4 of this Plan;
 - ii. Bed and breakfast establishments in single detached dwellings subject to Section D1.3.1.5 of this Plan;
 - iii. Accessory apartments subject to Section D1.3.1.6 of this Plan;
 - iv. Garden suites subject to Section D1.3.1.7 of this Plan;
 - v. Institutional uses which generally serve the needs of the surrounding residential areas such as private elementary schools, child care centres and places of worship, subject to Section D1.3.1.9 of this Plan;

- vi. Public elementary schools subject to Sections D1.3.1.9 of this Plan; and,
- vii. Special needs housing subject to Section D1.3.1.8 of this Plan.

H10.4.4 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.

H10.4.5 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 Area dwellings and establish a unique identity in Southeast Georgetown.
- b) Lots shall not back onto collector or arterial roads except as dual frontage dwellings.

H10.5 Medium Density Residential Area

H10.5.1 Goal

It is the intent of this Plan that the Medium Density Residential Area 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 complete communities that support future transit.

H10.5.2 Permitted Uses

- a) The main permitted uses in the Medium Density Residential Area designation are limited to:
 - i. Stacked townhouses;
 - ii. Back-to-back townhouses.
 - iii. triplex dwellings;
 - iv. quattroplex dwellings;
 - v. multiple dwellings;
 - vi. street townhouse dwellings;
 - vii. block townhouse dwellings;

- viii. low-rise apartment dwellings; and,
- ix. long term care facilities and retirement homes.

H10.5.3 Complementary Uses

- a) Permitted complementary uses are set out below:
 - i. Home occupations subject to Section D1.3.1.4 of this Plan;
 - ii. Accessory apartments subject to Section D1.3.1.6 of this Plan
 - iii. Institutional uses which generally serve the needs of the surrounding residential areas such as private elementary schools, child care centres and places of worship, subject to Section D1.3.1.9 of this Plan;
 - iv. Public elementary schools subject to Sections D1.3.1.9 of this Plan; and,
 - v. Live/work units which may include residential or non-residential uses in the first storey.

H10.5.4 Density and Height

- a) The building height shall range between two (2) to six (6) storeys. The maximum density for this area will be 150 units per net residential hectare.

H10.5.5 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 Area 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.
- e) Garbage, servicing and loading areas should be located at the side or rear of buildings.

H10.6 Parks and Open Space Area

H10.6.1 Parkland development shall be subject to the policies set out in Section F7.3.

H10.6.2 Parkland Dedication

- a) The dedication of parkland shall be in accordance with the Planning Act.

H10.6.3 Parkland Classification

- a) The following types of parkland are identified in Schedule H10-1:
 - 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.

H10.6.4 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.

H10.7 Road Network

H10.7.1 Local Roads will have a minimum right-of-way width of 20 metres.

H10.7.2 Collector Road 'A' 'B' and 'C' are considered a Major Collector Roads. Collector Road 'A' will have a minimum right-of-way width of 23 metres and Collector Roads 'B' and 'C' will have a minimum right-of-way width of 26 metres.

H10.7.2 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 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.

H10.7.3 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.

H10.7.4 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.

H10.7.5 Active Transportation

Schedule H10-2 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.

H10.7.5.1 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.

H10.7.5.2 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 2.5 metres.

H10.7.5.3 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) Pedestrian connections to the Parkette may also be provided through a bridge over the Norval West Bypass;
- d) Landscaping, signage, ramps, door swings, and other furnishings such as benches, garbage and recycling receptacles, and bicycle racks should not obstruct pedestrian connections;
- e) Public connections shall be lined with fencing to separate public uses from abutting residential land uses.
- f) 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 Draft Plan Approval.

H10.7.5.4 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.

H10.7.6 Proposed Norval West Bypass Route Corridor Protection Area

The Region of Halton is undertaking a Municipal Class Environmental Assessment for the proposed Norval West Bypass. Based on the progress of the Municipal Class Environmental Assessment, a Norval West Bypass Corridor Protection Area designation for this facility is delineated in Schedule H10-2. This Corridor Protection Area is a refinement of the broader HPBATS Corridor Protection Area contained in the Halton Region Official Plan and prevails within the lands subject to the Southeast Georgetown Secondary Plan.

The purpose of the Proposed Norval West Bypass Route Corridor Protection Area designation delineated in Schedule H10-2 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.

H10.7.6.1 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 59;
- b) non-intensive recreation uses such as nature viewing and pedestrian trail activities; and,
- c) public uses.

H10.7.6.2 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 H10-2 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

H10.8 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;

H10.9 Stormwater Management

H10.9.1 Planning for stormwater management shall:

- f) Minimize, or, where possible, prevent increases in containment loads and impact to water quality;

- g) Minimize changes in water balance and erosion;
- h) Not increase risks to human health and safety and property damage;
- i) Maximize the extent and function of vegetative and pervious surfaces;
- j) Promote stormwater management best practices, including stormwater attenuation and re-use, and Low Impact Development practices;
- k) Consider the impacts of climate change in the design of stormwater management systems.
- l) Include consideration for passive recreational use and integration with the natural heritage and open space systems.

H10.9.2 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.

H10.9.3 LID techniques as well as underground storage tanks may be incorporated into the Neighbourhood Park. Compatible and complimentary LID techniques may also be incorporated into suitable areas of vegetative protection zones of the Greenbelt if seen as essential to meeting the objectives of the approved stormwater management plan.

H10.9.4 Stormwater management facilities are permitted within the Medium Density Residential Area.

H10.10 Natural Heritage System

H10.10.1 Within the subject lands shown in Schedule H10-3, 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.

H10.10.2 Through the development process, the Greenbelt Protected Countryside Natural Heritage System lands shall be dedicated to the Town. The dedication of the Greenbelt Natural Heritage System lands

will not be considered as part of the parkland dedication required by the Planning Act and the policies of this Plan.

H10.11 Cultural Heritage

H10.11.1 Built and Cultural Heritage Resources

- a) The Russell Farm complex shown on Schedule H10-1 is identified as having cultural heritage potential and should be conserved in-situ where feasible. While the Cultural Heritage Resource Assessment identified the existing barn to be in poor condition, where feasible existing identified cultural heritage attributes within the subject property should be conserved and integrated into the new development. 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. 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.
- c) A Heritage Impact Assessment should be prepared for the identified potential cultural heritage resource at 35 Adamson Street to determine its cultural heritage value and evaluate potential impacts to the property.
- d) The conservation of cultural heritage resources should be integrated with the conservation strategies for natural heritage features and environmentally sensitive areas where appropriate

H10.12 Implementation



The provisions of the Halton Hills Official Plan and the Planning Act, as amended from time to time, regarding Implementation, shall apply in regard to this Plan.




H10.13 Glossary






Net Residential Hectare




- a) Means for detached, semi-detached, duplex, street townhouses and other dwelling types with individual frontages on a public street, the area of land measured in hectares for residential dwelling units and consists of only the residential lots and blocks.
- b) Means for cluster or group housing and apartment blocks, the area of land measured in hectares for residential units, private internal roads and parking, landscaped areas, and other associated amenities.




 Study Area
 Secondary Plan Area

 Local Commercial / Mixed Use Area
 Medium Density Residential
 Low Density Residential

 Stormwater Pond
 Collector Road
 Multi-Use Path
 Trails
 Pedestrian Connection

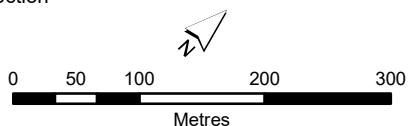
 Park
 Open Space
 Greenbelt

 Trailhead
 Gateway
 Proposed Norval West Bypass Route

 Russell Farm Complex










Town of Halton Hills Official Plan



SCHEDULE H10-1
Southeast Georgetown
LAND USE PLAN

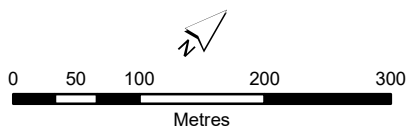


-  Study Area
-  Secondary Plan Area
-  Collector Road
-  Proposed Norval West Bypass Route







-  Multi-Use Path
-  Trails
-  Pedestrian Connection

-  Trailhead
-  Gateway
-  Greenbelt

SCHEDULE H10-2 Southeast Georgetown TRANSPORTATION AND ACTIVE TRANSPORTATION NETWORK





-  Study Area
-  Secondary Plan Area
-  Headwater Drainage Feature
-  Greenbelt
-  Wetland Proposed for Removal
-  Proposed Wetland Replication Area

SCHEDULE H10-3

Southeast Georgetown

NATURAL HERITAGE FEATURES

