

SECTION H3.4 – GEORGETOWN GO PROTECTED MAJOR TRANSIT STATION AREA PRECINCT OBJECTIVES AND POLICIES

Section H3.4 contains objectives and policies specific to the Georgetown GO Protected Major Transit Station Area Precinct of the Secondary Plan area.

H3.4 GEORGETOWN GO PROTECTED MAJOR TRANSIT STATION AREA PRECINCT OBJECTIVES AND POLICIES

H3.4.1 PREAMBLE

The Protected Major Transit Station Area Precinct is characterized by its proximity to the Georgetown GO Station, located at the northern end of the Secondary Plan area. Lands designated for high density residential development and situated adjacent to the *Transit Station Area* are intended to accommodate the greatest heights and densities. The Precinct is generally envisioned as a transit-oriented mixed-use area, supported by a range of retail, service, office, institutional, and community uses that support a diverse local economy and help meet the daily needs of current and future residents.

In addition to the list of permitted uses within residential land use designations, the following complementary uses may be permitted:

- home occupations, subject to Section D1.3.1.4 of the Official Plan;
- urban agriculture; and,
- local parkland subject to Section F7.3.4 of the Official Plan.

H3.4.1 OBJECTIVES

- a) To recognize the existing GO Station as a key focal point of the Precinct. Enhancements to the station that increase service, strengthen connections and improve integration with the surrounding neighbourhood will be supported.
- b) To encourage the intensification and redevelopment of the existing brownfield lands immediately adjacent to the GO Station and railway corridor into a high density, transit supportive community.
- c) To recognize the potential for the development of the lots fronting on the proposed intensification sites for medium density residential and/or office uses to complement adjacent high density residential and mixed-use development. New development will consider appropriate transitions in height and density to adjacent stable residential areas.
- d) To support diverse housing options (types, forms and levels of affordability) that have access to a range of neighbourhood-scale commercial, institutional and community uses.

- e) To support environmental sustainability and climate change adaptation by integrating resilient and adaptable landscapes into new development, consistent with best practices in stormwater, water, and wastewater management.
- f) To promote design excellence by ensuring high-quality, context-sensitive built form and privately owned public spaces that reinforce community character and enhance the public realm. Connections to existing parks, open space and trail systems within the surrounding area will be enhanced.
- g) To enhance connections to existing parks, open space and trail systems within the surrounding area.

H3.4.2 POPULATION AND EMPLOYMENT TARGETS

The Georgetown GO Protected Major Transit Station Area Precinct is planned to support a minimum density target of 150 people and jobs per hectare.

The population target for the Protected Major Transit Station Area Precinct to the year 2051 is 4,677 with the majority, in the order of 3,590, being planned for on the lands designated High Density Residential/Mixed Use Area I and II.

The employment target for this Precinct to the year 2051 is 268 jobs, with the majority, in the order of 257 on the lands designated High Density Residential/Mixed Use Area I and II.

H3.4.3 TRANSIT STATION AREA

a) Permitted Uses

Permitted uses in the *Transit Station Area* designation include:

- railway related facilities including the existing heritage railway station, the existing layover facility, any new station building(s), parking, including underground parking or parking garages, open storage, bus storage, “kiss and ride” areas, pedestrian walkways and bicycle parking;
- accessory and ancillary uses, including retail and service commercial uses, offices and restaurants; and,
- in the Protected Major Transit Station Area Precinct, uses permitted in the *High Density Residential/Mixed Use Area II* designation in accordance with the policies of Section H3.4.9.

b) Road Network

The extension of St. Michaels Street to allow it to connect to Rosetta Street, either as a public street on a public right-of-way, or easement or as a private road accessible to the public, shall be permitted and encouraged as part of any relocation of the rail layover facility in the Protected Major Transit Station Area Precinct.

c) Improved Rail Service

Metrolinx is responsible for service improvements to the Georgetown GO Station. The Town recognizes the need for balancing improved services in this location with the mitigation of the impacts, particularly those related to traffic, on the existing residential community; and the potential redevelopment for high density residential uses in the Protected Major Transit Station Area Precinct.

Consequently, the Town will work with Metrolinx to limit the impacts of the station on the community by encouraging and, where possible, facilitating:

- i) the proposed relocation of the layover facility as soon as possible;
- ii) improved design of both the station and related facilities;
- iii) improved design of the transportation system which provides access to the Station, including improved facilities for pedestrians and cyclists and GO buses, in accordance with Section H3.3.6 and H3.3.7 of this Secondary Plan; and,
- iv) by redirecting, where feasible, GO bus service to the portion of the station in the Protected Major Transit Station Area Precinct.

H3.4.4 **LOW DENSITY RESIDENTIAL AREA**

The lands in the *Low Density Residential Area* designation shall develop in accordance with the provisions of Section H3.3.5 of this Secondary Plan.

H3.4.5 **MEDIUM DENSITY RESIDENTIAL AREA**

The lands in the *Medium Density Residential Area* designation recognize an area of existing medium density housing and shall develop in accordance with the provisions of Section D1.3.2 of the Official Plan.

H3.4.6 **MEDIUM DENSITY RESIDENTIAL/OFFICE AREA**

a) Main Permitted Use

The main permitted uses in the *Medium Density Residential/Office Area* are limited to:

- single detached, duplex, triplex or fourplex dwellings;
- multiple dwellings;
- street townhouse dwellings; and,
- additional residential units subject to Section D1.3.1.6 of the Official Plan;
- commercial/residential or office use in a permitted dwelling, where commercial uses may include live-work and small-scale commercial uses.

b) Density and Height

A density range of 35 to 75 units per net residential hectare and a maximum building height of four storeys is permitted.

c) New Development

Where appropriate, new uses shall be encouraged to locate in existing buildings. However, where new development is proposed, including any significant additions and the creation of new lots, the provisions of Section D1.4.2 of the Official Plan shall be used to evaluate such proposals. Further, new development should be compatible with neighbourhood character, respect and minimize impacts on existing residential uses, and be subject to the following criteria:

- i) lotting pattern, proposed placement and design of buildings and structures, including additions and facilities such as an air conditioner, on the lot, will promote privacy on adjacent lots, minimize noise and shadow impacts, and respect the existing pattern of setbacks in the immediate area including back yard setbacks;
- ii) the Town is satisfied with the proposed grading, drainage and stormwater management including lot level controls, and, in particular, there shall be no impact related to these factors on adjacent properties;
- iii) garages are located so they are not the dominant feature in the streetscape, and new buildings relate to the street; and,
- iv) iv) incorporates measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum or alternative.
- v) incorporates measures which enhance sustainability, including construction to an ENERGY STAR standard or an equivalent alternative, and the implementation of design strategies that encourage energy efficiency, resource conservation, and minimal environmental impacts.

H3.4.7 **MEDIUM/HIGH DENSITY RESIDENTIAL AREA**

The *Medium/High Density Residential Area* designation on Schedule H3 recognizes existing or potential sites for the development of townhouses or low-rise apartments at medium to high density, which is compatible with the surrounding area.

a) Main Permitted Uses

The main permitted uses in the *Medium/High Density Residential Area* designation are limited to:

- triplex or fourplex dwellings;
- multiple dwellings;
- street or block townhouses;
- additional residential units subject to Section D1.3.1.6;

- apartment dwellings;
- long term care facilities and retirement homes; and,
- commercial/residential or office use in a permitted dwelling, where commercial uses may include live-work uses and small-scale commercial uses.

b) Density and Height

A minimum Floor Space Index (FSI) of 1.0 and maximum FSI of 1.8, with a maximum height of 8 storeys is permitted, except where otherwise established under an existing Special Policy Area. Building heights will vary across the site as specified in Section H3.3.6 (c) of this Plan, in order to ensure that there is no significant visual impact on the surrounding area.

c) Complementary Uses

On properties adjacent to Guelph Street, complementary uses that may be permitted as part of a residential development include ancillary retail and service commercial uses, community services and facilities and institutional uses.

In addition, L'Eglise Sacre Coeur is a designated heritage building whose significance should be conserved and promoted as part of any redevelopment of the property along Guelph Street.

d) New Development

Where appropriate, new uses shall be encouraged to locate in existing buildings. The adaptive reuse of heritage buildings, enhancement of pedestrian connections, provision of new public parkland and/or private open space that is designed to be accessible to the public is encouraged. However, where new development is proposed, including any significant additions and the creation of new lots, it shall address the following criteria:

- i) minimizes height and massing impacts on existing, adjacent low density residential areas;
- ii) contributes to the creation of a streetscape on Guelph Street which reflects its role as an Intensification Corridor and a major access route through the community, as well as to the GO Station and the Downtown by:
 - a. requiring a substantial building façade fronting on Guelph Street to define the street edge,
 - b. encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
 - c. prohibiting parking between the building and Guelph Street;
 - d. prohibiting blank walls on any street; and,
 - e. requiring provision of high quality landscaping, including the protection, where feasible, of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town;

- iii) contributes to the creation of a streetscape along Mill Street which reflects its importance as a key gateway to the Secondary Plan area, while maintaining the residential character of the street and enhancing the protection of the natural heritage system area along Silver Creek by:
 - a. requiring new buildings to define the street edge;
 - b. encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
 - c. prohibiting parking between the building and Mill Street;
 - d. prohibiting blank walls on any street;
 - e. requiring the provision of high quality landscaping, including:
 - the protection, where feasible of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town;
 - f. the introduction of naturalized areas with native plants and trees on and adjacent to, lands designated *Natural Heritage System*; and,
 - g. requiring buffers adjacent to the boundary of lands designated *Natural Heritage System* on Schedule H3, as determined by the Town after consultation with Credit Valley Conservation; and,
- iv) incorporates measures which enhance sustainability, including construction to an ENERGY STAR standard or an equivalent alternative, and the implementation of design strategies that encourage energy efficiency, resource conservation, and minimal environmental impacts.

H3.4.8

HIGH DENSITY RESIDENTIAL/MIXED USE AREA I

a) Main Permitted Uses

The main permitted uses in the *High Density Residential/Mixed Use Area I* are limited to:

- apartment dwellings;
- long term care facilities and retirement homes;
- mixed use buildings including high density residential, office and a full range of commercial uses; and,
- parking facilities, including above ground and underground parking garages, which may include a public parking component for GO patrons.

b) Density and Height

A minimum Floor Space Index (FSI) of 2.5 and maximum FSI of 4.0 for the site as a whole, with a maximum height of 16 storeys for certain portions of the site is permitted. Building heights will vary across the site as specified in Section H3.3.6 c) of this Plan, in order to ensure that there is no significant visual impact on the surrounding area.

c) Development Principles

As part of any proposed development, the following general development principles should be considered:

- Development that respects the surrounding neighbourhood character and reflects the principles of sustainable development, including the Town's Green Development Standards, by including three or more significant attributes, encouraging energy efficiency, resource conservation and minimizing environmental impacts (e.g. green or reflective roofs, LEED certification, water recycling);
- The prioritization of pedestrian connections through the development, such as direct pedestrian links to the GO Station and other facilities which are shared with the GO Station and provide a service to transit users;
- The provision of adequate parking;
- The development of community facilities, public parkland and/or private open space, designed to be accessible to the public, as well as residents of the development; and,
- The provision of special needs and affordable housing, including below market rental housing and home ownership.

e) Market and Retail

i) The Town may establish a Community Improvement Plan program within this Precinct to support key objectives that include but are not limited to:

- Affordable rental space to support small businesses;
- Protect existing retail during redevelopment;
- Improve substandard building conditions;
- Supporting small businesses on the ground floor of buildings; and,
- Retrofit existing commercial spaces and buildings to prevent the loss of commercial floor area.

ii) The Town may also require a Market Impact Study when proposal seeks to reduce existing non-residential gross floor area.

H3.4.9 HIGH DENSITY RESIDENTIAL/MIXED USE AREA II

a) Main Permitted Uses

The main permitted uses in the *High Density Residential/Mixed Use Area II* are limited to:

- apartment dwellings;
- long term care facilities and retirement homes;
- mixed use buildings including high density residential, office and a full range of commercial uses; and,
- parking facilities, including above ground and underground parking garages, which may include a public parking component for GO patrons.

b) Timing, Density and Height

The redevelopment of areas within this designation, for any residential development, shall be prohibited either until the relocation of the rail layover facility or until studies are submitted that satisfy the Town, in consultation with CN and Metrolinx, that noise and vibration can be appropriately mitigated in conformity with Ministry of Environment guidelines.

With respect to density and height, a minimum Floor Space Index (FSI) of 2.0 and a maximum FSI of 3.5, with a maximum height of 12 storeys, is permitted. Building heights will vary across the site as specified in Section H3.3.6 c) of this Plan, in order to ensure that there is no significant visual impact on the surrounding area.

d) Development Principles

That any proposed development considers the development principles contained in Section H3.4.8 d) of this Plan.

e) Market and Retail

That any proposed development considers the policies contained in Section H3.4.8 e) of this Plan.

H3.4.10 EMPLOYMENT AREA

The *Employment Area* designation on Schedule H3 recognizes three lots abutting the railway which are used for existing industrial uses. The designation recognizes and permits the use of the lots and existing buildings, and additions to the buildings, for industrial, office and other non-residential uses including retail and service commercial uses. However, should the buildings be demolished, any new development will be subject to the railway buffering policies in Section H3.3.7 d).

Excerpt from Section H3.11 Special Policy Areas

H3.11 SPECIAL POLICY AREAS

Special Policy Areas apply to those lands that are the subject of a land use policy that is specific to a property or area. The policies for these areas were brought into this Plan by way of privately-initiated Official Plan Amendments. Densities for these areas, where applicable, are expressed as a set Floor Space Index value, or specified number of units, that were determined through each separate Official

Plan Amendment Application process. All other relevant policies of this Plan are applicable unless otherwise modified or exempted by the provisions applicable to each Special Policy Area.

H3.11.1 GEORGETOWN GO STATION AREA SPECIAL POLICY AREA 1

The following policies apply to lands designated as *Medium/High Density Residential Area* and identified as *Special Policy Area 1*, as shown on Schedule H3 of this Plan:

a) Main Permitted Uses

The main permitted uses in the *Special Policy Area 1* are limited to:

- institutional buildings;
- apartment dwellings;
- long term care facilities and retirement homes;
- mixed use buildings including high density residential, and community facilities, as well as ancillary retail and service commercial uses, including restaurants and offices;
- local parkland subject to Section F7.3.4 of the Official Plan;
- multiple dwellings;
- townhouse dwellings; and,
- additional residential units, within or ancillary to townhouse units, subject to Section D1.3.1.6 of the Official Plan.

b) Density and Height

A maximum Floor Space Index (FSI) of 1.45, with a maximum height of 5 storeys, is permitted.

c) Parkland

The Town shall require the dedication of 1.0 hectare of land per 300 dwelling units for parkland in *Special Policy Area 1* through a combination of cash-in-lieu of parkland and the dedication of a minimum of 0.24 hectares for local parkland at the rear of the site adjacent to Dayfoot Drive.

d) New Development and Redevelopment Policies

The following policies are intended to guide proposals for new development or redevelopment in *Special Policy Area 1*:

- i) new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;
- ii) any new building will not compromise the ability to redevelop any adjacent property;

- iii) a high standard of urban design is applied and any new building shall generally conform to the policies set out in Section F2 (Urban Design) of the Town of Halton Hills Official Plan;
- iv) any façade at street level shall incorporate broad window treatments and other architectural features and design elements to maintain an open and interesting pedestrian friendly environment. No blank walls shall be located at street level adjacent to a public road;
- v) blank walls or any portion of the foundation or underground garage exposed due to grade changes on the site shall be appropriately landscaped to provide a visual buffer or screen for adjacent residential properties;
- vi) any unenclosed loading or garbage areas shall be appropriately screened through the use of landscaping or fencing;
- vii) any new residential building is encouraged to provide a range of commercial, institutional and community uses that serve the needs of area residents at the street level along the Mill Street frontage;
- viii) new buildings are required to be set back an appropriate distance from the side and rear lot lines to provide sufficient space for the planning of a new local park adjacent to Dayfoot Drive and at the rear of Special Policy Area 1;
- ix) a new public or private road shall be provided through Special Policy Area 1 to allow access to any new buildings; and
- x) adequate underground parking will be provided on-site.

H3.11.2 GEORGETOWN GO STATION AREA SPECIAL POLICY AREA 2

The main permitted uses in the *Special Policy Area 2* are limited to:

- semi-detached dwellings;
- multiple dwellings;
- street townhouse dwellings; and,
- additional residential units, within or ancillary to townhouse and semi-detached units, subject to Section D1.3.1.6 of the Official Plan.

H3.11.3 SPECIAL POLICY AREA 3

A maximum of 14 units shall be permitted within the *Medium Density Residential Area* designation on lands identified as Special Policy Area 3, shown on Schedule H3 of this Plan.

H3.11.4 GEORGETOWN GO STATION AREA SPECIAL POLICY AREA 4

A maximum of nine residential units consisting of one single detached dwelling, four multiple dwellings and four street townhouse dwellings, with a maximum height of 3 storeys for the single detached dwelling and multiple dwellings and 2 storeys for the street townhouse dwellings, shall be permitted within the *Medium Density Residential Area* designation on lands identified as *Residential Special Policy Area 3*, as shown on Schedule H3 of this Plan.

H3.11.5 GEORGETOWN GO STATION AREA SPECIAL POLICY AREA 5

That notwithstanding Policy H3.6.4 b), an apartment building with a maximum permitted Floor Space Index of 1.5 and a maximum height of 6 storeys shall be permitted within the *Medium/High Density Residential Area* designation on lands identified as *Special Policy Area 5*, as shown on Schedule H3 of this Plan. In addition, the minimum setback from the edge of a railway corridor to a building shall be 20 metres so long as a railway crash wall is provided.

Excerpt from Section H3.3 General Policies

H3.3 GENERAL POLICIES

H3.3.7 TRANSPORTATION

The Transportation policies set out in Section F6 of the Official Plan are applicable to the Secondary Plan area. In addition, the following additional policies shall also apply:

a) Pedestrian and Cycling Routes and Facilities

The Town shall prepare a pedestrian/cycling plan for the Secondary Plan area which will address enhanced pedestrian/cycling connections to ensure that there is a well-connected system that ensures pedestrian and cyclist safety both for the existing and the ultimate development of the area. The establishment of pedestrian and cycling connections to serve any redevelopment shall be a condition of approval. The system will be designed to maximize:

- i) connectivity within the Secondary Plan area, including between the Protected Major Transit Station Area, John Street, Southwest and South Precincts. In that regard the Town will work with Metrolinx and the CNR to create improved grade separated and barrier free access across the railway tracks generally in the vicinity of the crossings identified on Schedule H3 and outside the GO Station Paid Fare areas;
- ii) connectivity between the Secondary Plan area and other areas of the Town, particularly the Downtown;
- iii) accessibility to the GO Station both north and south of the railway tracks; and,
- iv) bicycle storage facilities.

b) Road Network

The road network for the Secondary Plan area is established on Schedules B1 and B2 of the Official Plan. However, in addition, as part of any redevelopment application in the Protected Major Transit Station Area Precinct, a traffic analysis shall be required including a review of

possible modifications to the road network. Modifications which shall be considered through such an analysis include:

- i) creation of additional road connections through the area around the GO Station to improve traffic movement and enhance the ability for area residents, GO patrons and GO buses to access the station and/or the proposed new development. Two potential connections are proposed, the extension of St. Michaels Street to Rosetta Street; and the extension of St. Michaels Street to John Street as designated on Schedule H3. The extension of St. Michaels Street to Rosetta Street will require the acquisition of lands or an easement from the railway;
 - ii) changes to the intersections of River Drive and Mountainview Road North, and Mountainview Road and Maple Avenue, including signal timing modifications and possibly the extension of the north and/or west bound left turn tapers;
 - iii) improvements where feasible westbound on Maple Avenue west of Mountainview Road; and,
 - iv) potential improvements to the intersections of Mountainview Road North and John Street and Victoria Street and John Street.
- c) Rail Network and Related Facilities

The rail line which runs through the Secondary Plan area is designated on Schedule B1 to the Official Plan and Schedule H3 as Commuter Rail Corridor to reflect its existing and planned role. The GO Station, within the Protected Major Transit Station Area Precinct on Schedule B1 to the Official Plan and Schedule H3, is a transit station on a higher order transit corridor as defined by the Province. The Town recognizes the significance of the GO station and related facilities to the community as a whole, both as a transportation facility and as a focus for intensification. The Town will work with Metrolinx to ensure both that the use of the station is maximized, and that impacts on adjacent residential development are minimized.

In particular, the Town will ensure that:

- i) in conformity with Sections C15 and F6.7 c) of the Official Plan, all proposed development adjacent to, or in proximity to, the railway corridor (including the adjacent layover), is based on the implementation of required noise and vibration studies which take into account CNs Principal Main Line Requirements (PMLR);
- ii) where new development abuts railway property fencing will be required generally in accordance with the PMLR;
- iii) the pedestrian/cycling plan is designed to maximize accessibility to the railway station; and,
- iv) redevelopment of the sites in the Protected Major Transit Station Area Precinct adjacent to the tracks is designed to be coordinated with the station use including the provision of services and facilities for transit users such as commercial uses, “kiss and drive” facilities, shared parking, and bus stop areas.

d) Railway Buffer

The Railway Buffer overlay on Schedule H3 identifies the general area where a setback is required from the edge of the railway corridor by the CNR and/or Metrolinx for all buildings and structures. The precise setback will be determined at the time of application in accordance with the PLMR, but is generally a minimum of 30 metres. In some cases, consideration may be given to a crashwall and vertical/horizontal setback combination. The Town will work with CN to maximize the development opportunities in this area, recognizing its intensification potential, without compromising safety considerations.

e) Off- Street Parking

Where redevelopment is proposed in the Protected Major Transit Station Area Precinct, the Town will work with the proponent and GO Transit to develop a parking strategy which may include the reduction of parking requirements based on a parking analysis which examines factors such as:

- i) the impacts of the proximity to the GO Station;
- ii) the type of uses, and a determination that they require parking at different times of day, including consideration of situations where parking is shared by the GO Station and the adjacent uses;
- iii) the availability of public off-street parking; and,
- iv) the potential for, and scale of, above-ground or underground parking garages.

In addition, based on this analysis, the Town may give consideration to other approaches to the provision of parking in this area including the use of cash-in-lieu of required parking, to allow for the establishment of a reserve fund for the creation, improvement or expansion of public parking facilities.