

# Comprehensive Development Plan

## Town of Halton Hills












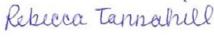

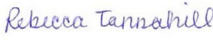
### Special Policy Area 5



*In association  
with:*




# QUALITY MANAGEMENT

ISSUE/ REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3	REVISION 4
Remarks	Draft for Trolleybus and Town Review	Updated Draft	Revised draft to reflect new concepts	Edits to reflect Town comments	Edits to reflect Region comments
Date	July 21 2017	December 22 2017	May 14 2018	July 9 2018	August 9 2018
Compiled by	Jennifer Sisson	Jennifer Sisson	Jennifer Sisson	Jennifer Sisson	Jennifer Sisson
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Checked by	Susan Rosales	Susan Rosales	Darryl Bird	Darryl Bird	Gregory Bender
Signature					
Authorised by	Joe Nethery	Joe Nethery	Rebecca Tannahill	Rebecca Tannahill	Rebecca Tannahill
Signature					
Project number	16M-00292-02	16M-00292-02	16M-00292-02	16M-00292-02	16M-00292-02
Revision number	0	1	2	3	3

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Subject: Comprehensive Development Plan – Special Policy Area 5 (Trafalgar Road)

Dear Mr. Boutassis:

WSP Group Canada Ltd. is part of a team commissioned by Trolleybus Urban Development Inc. to develop a Comprehensive Development Plan and vision to guide the future development of the study area. This report consolidates the efforts that were undertaken as part of this project to date, establishes the design framework, provides guidelines for implementation and illustrates how the proposed development has regard for the policies and design strategies of the Town, as well as how it corresponds to the physical features of the study area.

The 'Urban Design' section of this plan and Built Form Guidelines demonstrate a consistent architectural style and character for the future community. Urban Design Guidelines will be required as a supporting study for the proposed development, and additional details related to urban design and architectural styles will be explored through the required Site Plan process.

In addition, your comments dated June 19, 2018 have been addressed as follows:

- The comments and response table from the Urban Design Peer Reviewer (May 31, 2018) have been incorporated into the final version of the CDP as an appendix.
- As indicated at the Pre-Consultation Meeting (June 14, 2018), and as listed below, the design changes have been incorporated into the Concepts. Any additional revisions can be incorporated at the Development Application stage.
- The access in Concept 2 has been aligned with the funeral home access.
- Concept 3 provided in the CDP shows stacked townhouse units fronting onto the proposed parkette.
- We agree with Town staff that the CDP should move forward with the 3 Concepts.
- All references to 'Draft' have been removed.
- This cover letter has been provided to indicate how these comments have been addressed, and a memo will be provided by Trolleybus which demonstrates how the comments from the Peer Reviewer were incorporated into the CDP.

Yours sincerely,

A handwritten signature in blue ink that reads "C. B. Zed. Baptiste".

Chad John-Baptiste, MCIP, RPP | Director, Planning – Ontario  
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# 1.0 | INTRODUCTION

This Comprehensive Development Plan (CDP) has been prepared for the Town of Halton Hills (the Town) on behalf of Trolleybus Urban Development Inc. (Trolleybus). This CDP outlines the vision for the proposed future community in Georgetown's Special Policy Area 5, known as the Trafalgar Road Redevelopment Area, within the Town of Halton Hills (refer to Figure 1 - Site Location and Context, Figure 2 - Site Map). This report was prepared to address Official Plan Amendment 9 (OPA 9) and Special Policy Area 5 (SPA 5) policies of the Official Plan of the Town of Halton Hills (Town OP). This CDP also takes into account the completed Civic Centre Area Comprehensive Development Plan and Trafalgar Road Environmental Assessment in developing a recommended concept plan to guide the development of the lands.

The purpose of this report is:

- To establish the design for the proposed development;
- To demonstrate the proposed development's regard for the policies and civic design strategies outlined in the Town OP;
- To provide guidelines for implementation, including appropriate distribution of uses, built form, streetscape and urban design, access, and parking; and
- To address site-specific design elements and describe how they will relate to the existing neighbourhood context.

## 1.1 LOCATION AND SITE DESCRIPTION

The subject lands of this CDP are designated as the Trafalgar Road Redevelopment Area and identified as SPA 5 by the Town OP (also referred to as the 'future community'). The lands are located east of Trafalgar Road, west of the C.N.R. lands, and south of Princess Anne Drive, in Georgetown.

There are currently three landowners in the study area. Trolleybus is currently looking at the development potential for their Property 1 Lands - as shown in Figure 2 (3.1 hectare area). As part of this plan, the potential development of the Property 2 lands (2.6 hectare area) is also being explored to ensure consistent development across property lines. The Property 2 lands are under ownership of two separate parties.

### Existing Buildings and Access

At study outset, the lands were occupied by six detached dwellings, a vacant industrial building, and a number of accessory buildings. Each detached dwelling has driveway access to Trafalgar Road, with the industrial building and northernmost dwelling accessed by a shared driveway.

The area features several existing vegetation communities including Cultural Meadow, Raspberry Cultural Thicket, Cultural Plantation, Cultural Woodland, and European Reed Mineral Meadow Marsh. There are significant natural heritage features present, including woodlands to the north and south of the subject lands and a narrow feature along the rear of the properties that currently acts as a buffer between the existing buildings and the rail line. A small portion of a tributary to Black Creek flows through the southern end of the lands. Credit Valley Conservation regulates the watercourse and the floodplain associated with this feature. These and other development constraints are discussed in Section "2.0 | Constraints" (refer to Figure 3 - Existing Conditions).



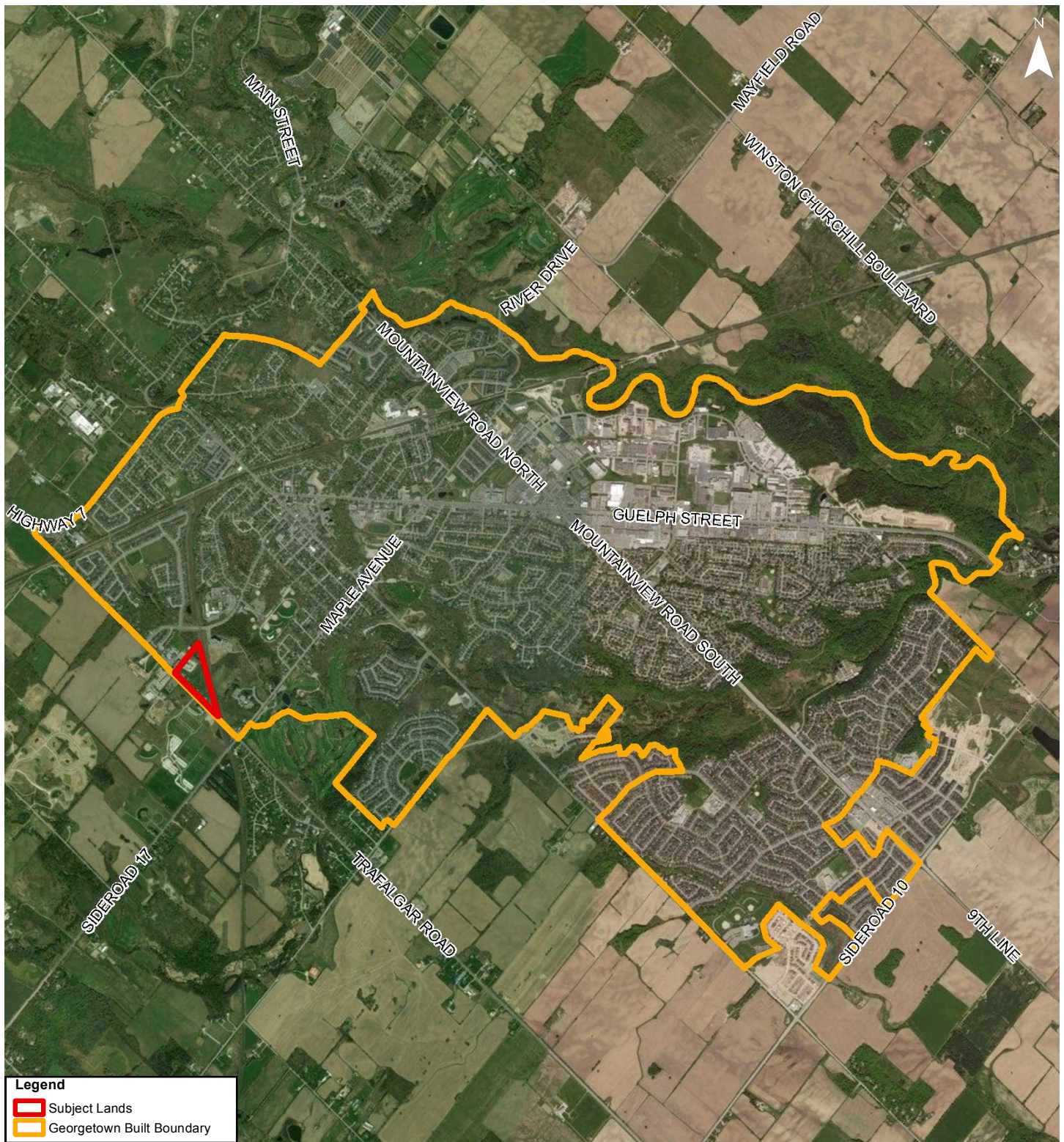


Figure 1: Site Location and Context - Note: Built Boundary as per Schedule A3-1 from Town OP  
(Source: WSP, 2017)



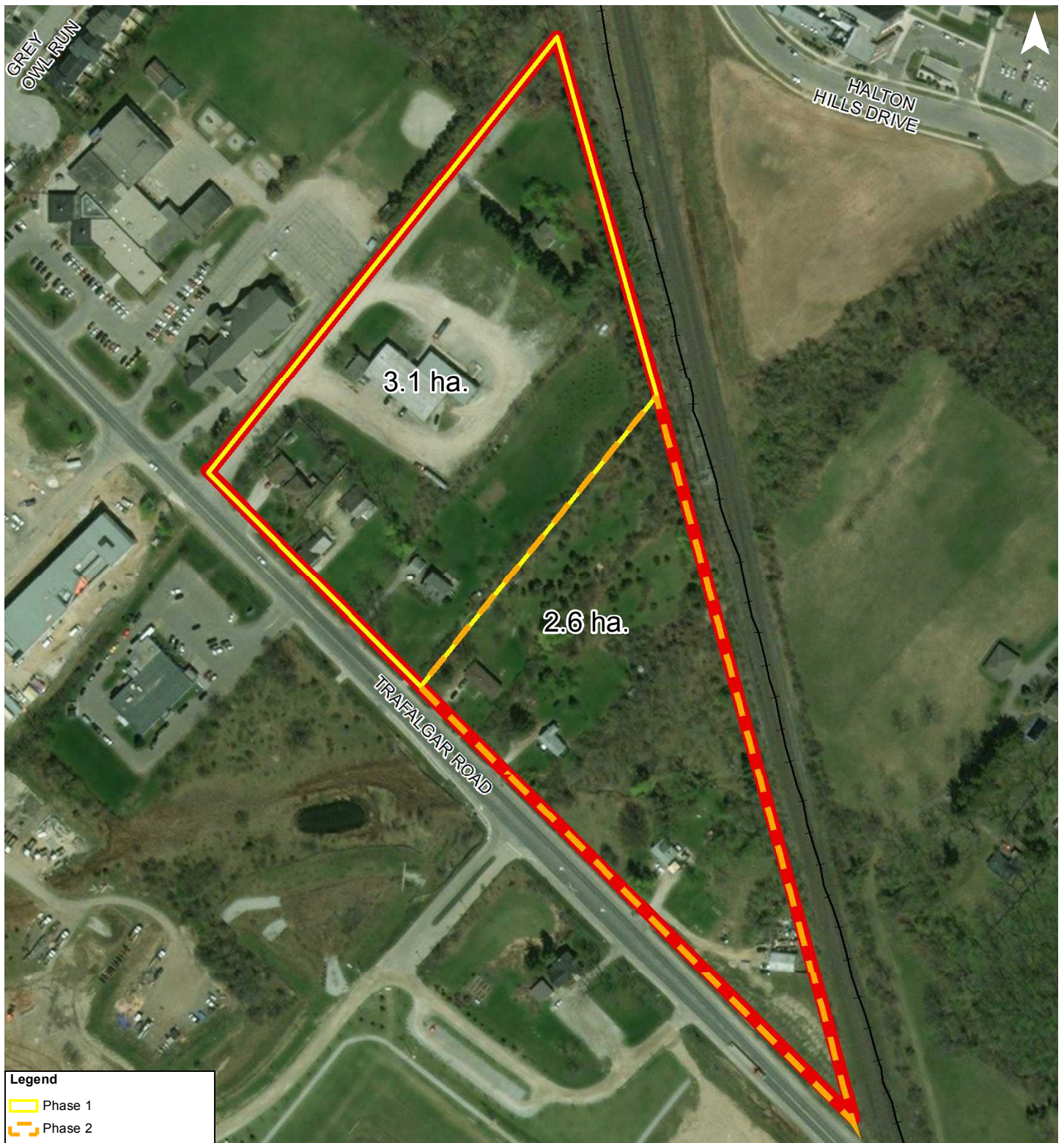


Figure 2: Site Map (Source: WSP, 2017)

## 1.2 GUIDING PRINCIPLES

This CDP addresses the criteria identified in the Town OP, SPA 5, Section D1.6.5 as set out below.

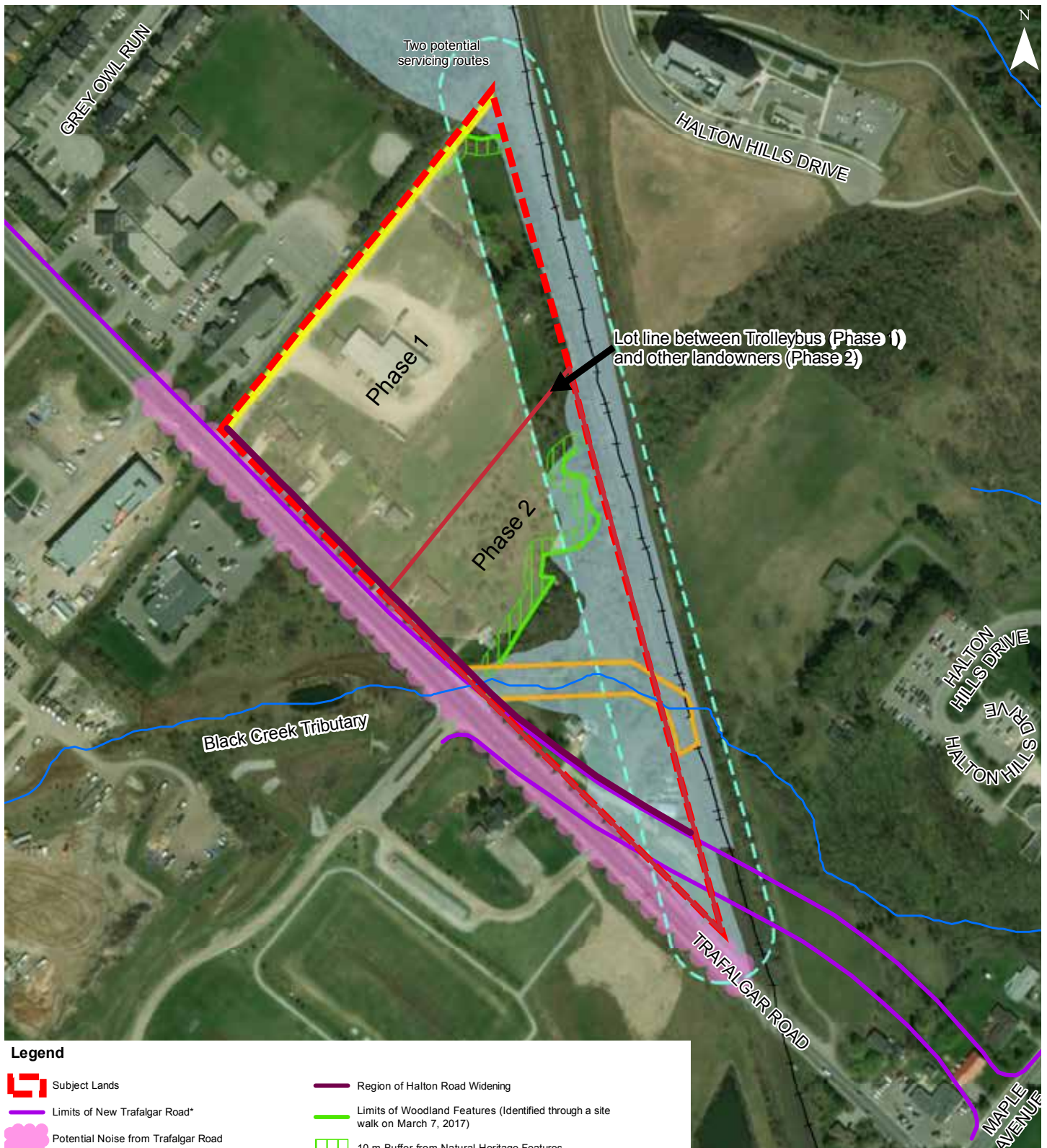
*“The CDP shall include information on:*

- *built form;*
- *appropriate access points along Trafalgar Road;*
- *parking areas and driveways;*
- *treatment of railway line;*
- *streetscape components and landscaping;*
- *pedestrian areas and linkages; and*
- *protection of the Black Creek tributary.”*

The project team has conducted this study using nine guiding principles developed using the Town OP as a frame of reference:

- Achieve higher densities that have appropriate transition of built form to adjacent uses;
- Accommodate planned growth;
- Promote and integrate a diverse mix of land uses, users, building types, physical connections, trails and public spaces;
- Nurture a high quality neighbourhood character and built form through applying urban design guidelines consistently;
- Support eventual integration into a multi-modal transportation system (transit, cycling, pedestrian, auto);
- Integrate natural systems to connect and expand the existing trail network;
- Encourage a healthy active community through pedestrian and cycling connectivity;
- Prioritize sustainable and efficient development - energy and infrastructure - to sustainably service new development; and
- Manage and enhance environmental features.





#### Legend

- |  |                                      |  |   |
|--|--------------------------------------|--|---|
|  | Subject Lands                        |  | Region of Halton Road Widening  |
|  | Limits of New Trafalgar Road*        |  | Limits of Woodland Features (Identified through a site walk on March 7, 2017) |
|  | Potential Noise from Trafalgar Road  |  | 10 m Buffer from Natural Heritage Features                                    |
|  | Hydro Easement*                      |  | Floodplain  |
|  | Meander Belt                         |  | Railway   |
|  | 30 m Buffer from CN Railway Corridor |  |   |

0 12.5 25 50 Meters  
\*Approximate location

Figure 3: Existing Conditions Site Map  
(Source: WSP, 2017)

### 1.3 PUBLIC CONSULTATION

A Public Information Centre (PIC) was held on June 6, 2017, at Devereaux House, located across the street from the study area.

Comments received at the meeting revolved around a few central themes:

- Connecting a safe, multi-use trail from Princess Anne Drive in the north to the Trafalgar Sports Park entrance;
- Preference for diversity in housing forms (e.g. not 100% of the exact same townhouse);
- Inclusion of a small park space within the development; and
- Avoiding rear-yard orientation toward the school and place of worship to the north.

In addition to Town staff and consultant team members, 7 members of the public attended and signed into the meeting via the sign-in sheet at the door.

Future development will require planning approvals to proceed. The majority of those required approvals contain statutory consultation requirements, including the mailing of notice letters and posting of notice signs. The community will continue to be consulted through those processes. Notice was provided to all landowners within 120 metres of the subject lands, and was also posted in the Independent Free Press.

### 1.4 PLANNING POLICY CONSIDERATIONS

#### 1.4.1 REGIONAL OFFICIAL PLAN (2009)

The Halton Regional Official Plan (2009) is the regional guide for land use planning; local municipalities are bound in their decision-making to conform to the Regional Official Plan.

The Halton Regional Official Plan (ROP) as amended by Regional Official Plan Amendment No. 38 (ROPA 38) is partially in force and designates the future community at Trafalgar Road as 'Urban Area' with 'Key Features' and falls within the Built Boundary for Georgetown in Halton Hills. The subject lands are also designated as an Urban Area with Regional Phasing until 2021. All development in Urban Areas are subject to the policies of the ROP.

The proposed concept plans have been designed to conform to and support the goals, objectives and policies of the ROP, including contributing to the Town intensification targets within the built boundary, creating new housing units that are higher density (multi-storey and townhouses), and addressing arterials roads with attractive, street-facing development.

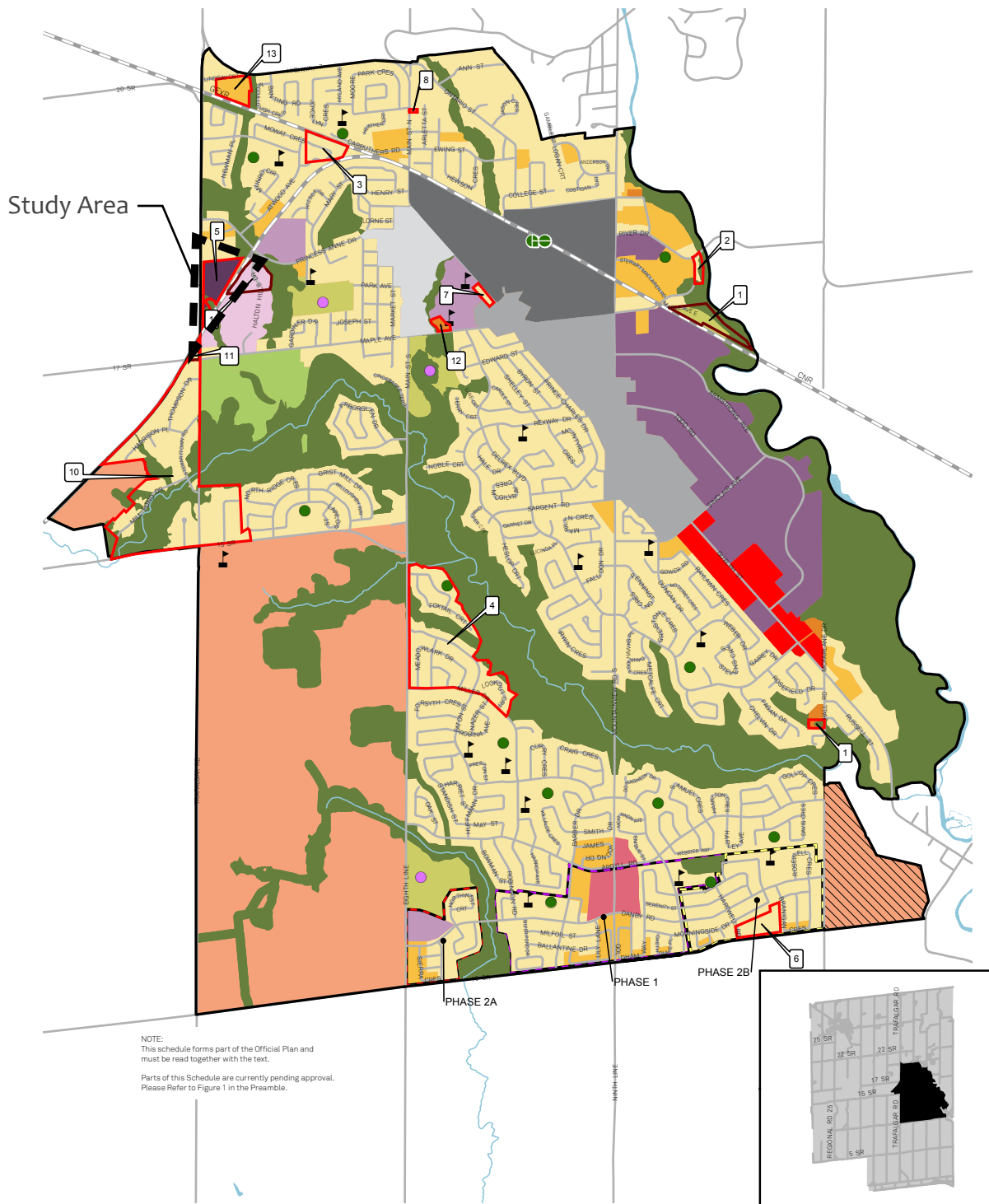


Figure 4: Halton Hills  
Official Plan Schedule A3



### 1.4.2 TOWN OF HALTON HILLS OFFICIAL PLAN (2017 OFFICE CONSOLIDATION)

The Town OP sets out the direction for land use planning in Halton Hills through to 2031, and applies to all lands within the Town. It is used by Town Council and staff to guide decisions regarding growth and development. All development must be consistent with the policies and intent of the Town OP.

The Halton Hills Official Plan (Office Consolidation January 2017), designates the subject site as “Trafalgar Road Redevelopment Area” with “Special Policy Area 5” (SPA 5) and “Greenlands A” on Schedule A3 - Georgetown Urban Area Land Use Plan, as updated by Official Plan Amendment No. 09 (OPA 9) (Figure 4 - Halton Hills Official Plan Schedule A3). Section 1.5.4 of this plan contains additional information on OPA 9. The subject site falls with the Urban and Built boundaries and as such, the future community will contribute to achieving Georgetown's growth and intensification targets.

#### Trafalgar Road Redevelopment Area / SPA 5

The subject lands form part of the Civic Centre Intensification Area as shown on Schedule A3-1 - Georgetown Built Boundary and Intensification Areas (Figure 5 - Civic Centre Area). Permitted uses, densities and heights are described in greater detail in Section 3.2 of this plan.

#### Housing and Design

The concept plans respond to the applicable housing strategic objectives of the Town OP, including ensuring “a full range of housing opportunities are available for residents in the Town in accordance with the Town’s Municipal Housing Statement” and supporting “universal physical access and encourage the building industry to incorporate such features in new residential structures” (Policies A.2.9.2(d) and A.2.9.2(k)).

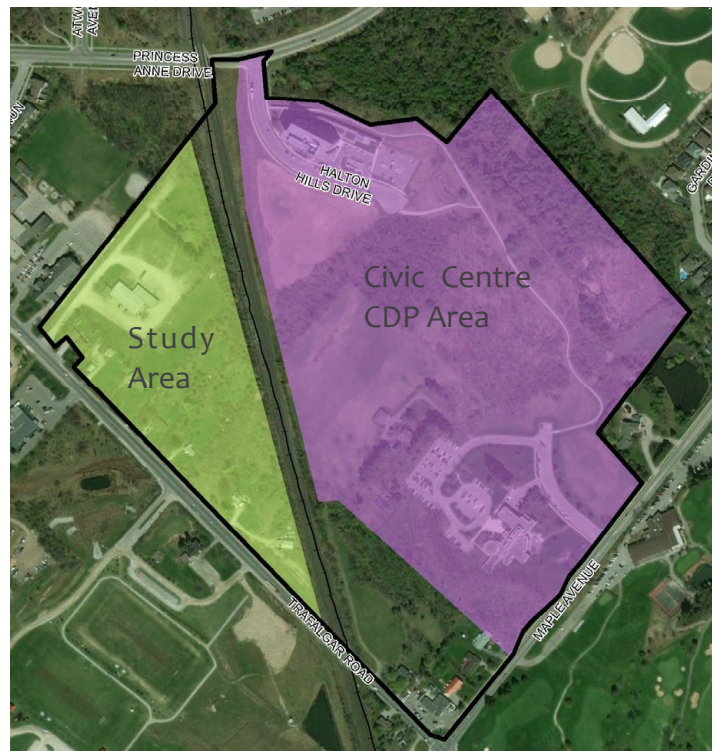


Figure 5: Civic Centre Area including the Future Community at Trafalgar Road (Study Area)

Additional elements of the OP that have been incorporated into the conceptual plans include high quality and context-sensitive urban design, as well as ensuring neighbourhoods are compact and pedestrian-friendly (Section A2.3.2).

### **Civic Centre Area CDP**

The Civic Centre Area (of which the SPA 5 / future community lands form a part) is intended to generally conform to the policies set out in Section F2 'Urban Design' of the Town OP. According to the Town OP:

*“the CDP shall be implemented through development applications that are in general conformity with that Plan. To the extent possible, efforts should be made to coordinate the planning for this area with the CDP for the adjacent Civic Centre Area designation” (Policy D1.6.5.2).*

Effort has been made to coordinate the development of the future community at Trafalgar Road with the Civic Centre Area CDP, including evaluating the overall density targets as laid out in Section D5.3 - Intensification Targets.

### **Urban Design**

Urban Design Guidelines (UDG) are included in Section "5.0 | Urban Design". The UDG will be adopted by Council and used in the evaluation of all development applications within the CDP. The Urban Design Guidelines include applicable principles of new community design listed in Section F2 and F3 of the Town OP. A detailed Urban Design Brief and Architectural Control Guidelines will be approved as part of a future development application on the property.

### **Transportation**

Trafalgar Road has been identified as a “Major Arterial” with an ultimate right-of-way width of 42.0 meters (as per Section F6.4 - Road Policies). The objectives listed in Section F6.1 of the OP outline the Town’s goals related to Transportation. The concept plans meet the objectives of the Town OP as they relate to transportation.

Section F6.7, Off-Street Parking, notes that reduced parking requirements may be considered where sufficient public off-street and on-street parking facilities exist. In addition, parking requirements may be reduced if the uses on the lot each require parking at different times of the day. Opportunities for the sharing of parking will be considered during the review of development applications.

### **Development Phasing Strategies**

Development Phasing criteria is outlined under Section F10.2 - General Phasing Criteria. Future development must meet the criteria as outlined in this section of the OP.

The future community at Trafalgar Road is designated for urban development; specifically, for medium and high-density residential uses. Water and wastewater servicing can be provided as summarized in Section 4.1 of this report. Since the future community is within the Built Boundary for Georgetown, any development will contribute towards meeting the Town and Region's intensification targets.

### **Zoning By-law Amendment and CDP**

Policy D1.6.5.2, Development and Redevelopment Policies, states the redevelopment of the future community lands will require an amendment to the implementing Zoning By-law. Prior to considering a re-zoning, a Comprehensive Development Plan

(CDP) for the lands must be prepared. Section 1.4.3 of this plan addresses this in greater detail.

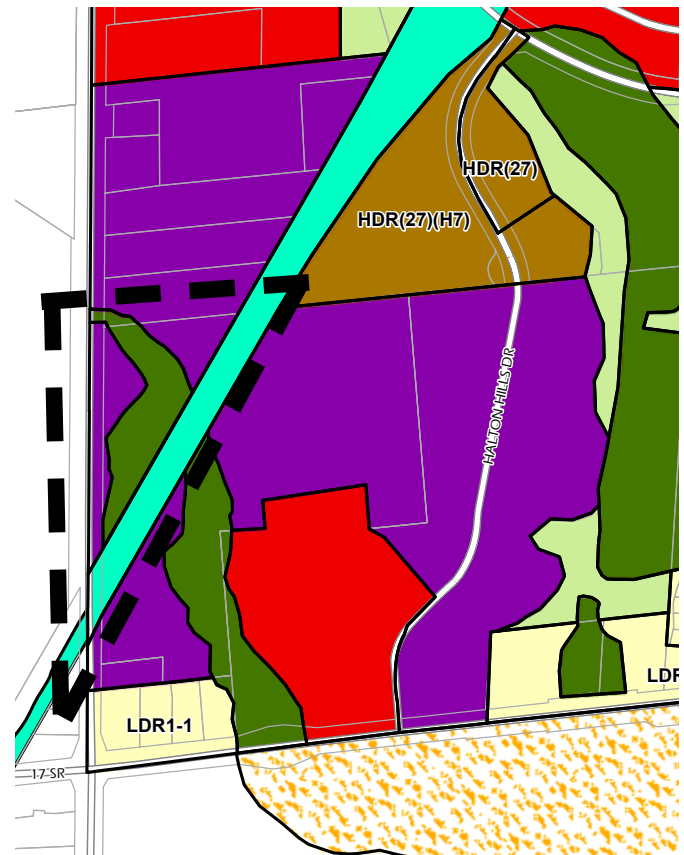
## Summary

The purpose of this report is to create a framework for development that outlines key site constraints, context, development limits, and options for varying development intensities consistent with OPA 9. The document is not meant to be an exhaustive list of development concepts. Rather, it is intended to encourage a flexible approach for planning that responds to intensification objectives through illustrating a range of built forms that can achieve housing diversity and respond to an evolving market between now and 2031.

All Concepts developed in this study conform to the Town Official Plan. The above elements have been incorporated to the extent possible into the conceptual layouts for the future community at Trafalgar Road, as well as the Urban Design Guidelines and Architectural Controls. Combined, these will guide the development as a neighbourhood community area.

### 1.4.3 ZONING BY-LAW 2010-0050

The Town of Halton Hills Comprehensive Zoning By-law 2010-0050 was adopted by Council on July 19 2010, under Section 34 of the Planning Act. The Zoning By-law is a legally enforceable document used to direct land use planning at the scale of individual properties. The By-law 2010-0050 is intended to be a direct reflection of the goals and objectives of the applicable designations in the Town OP, and may be amended to permit development in conformity with the Town OP which does not meet the Zoning By-law requirements.



- LOW DENSITY RESIDENTIAL ONE (LDR1)
- LOW DENSITY RESIDENTIAL TWO (LDR2)
- MEDIUM DENSITY RESIDENTIAL ONE (MDR1)
- MEDIUM DENSITY RESIDENTIAL TWO (MDR2)
- HIGH DENSITY RESIDENTIAL (HDR)
- ENVIRONMENTAL PROTECTION ONE (EP1)
- ENVIRONMENTAL PROTECTION TWO (EP2)
- INSTITUTIONAL (I)
- DEVELOPMENT (D)
- TRANSPORTATION (T)

Figure 6: Zoning By-law 2010-0050  
Schedule A03-1



## Zoning of the Future Community

The subject lands are zoned Development (D) and Environmental Protection One (EP1) in the Town of Halton Hills Zoning By-law 2010-0050 (refer to Figure 6 - Zoning By-law Schedule A03-1). A Zoning By-law amendment is required prior to the development of the subject lands. An examination of standards applied to precedent medium density developments in Halton Hills indicates that the most appropriate parent zone to recognize the use and housing forms would be Medium Density Residential 2 (MDR2) Zone. A special provision can be applied to recognize any site-specific conditions.

Each concept produced has worked with the minimum zone standards and worked to enhance those through appropriate design treatments at each stage. Site-specific relief, if required, can be considered and evaluated at the planning application stage.

### Summary

A Zoning By-law Amendment is required in order to permit the development of the proposed future neighbourhood. Each of the concept plans incorporate uses permitted in the Medium Density Residential Two (MDR2) Zone. The MDR2 Zone will be the zone category most appropriate to implement the recommended concept plan. A draft Zoning By-law Amendment will be provided as part of any complete planning application.

## 1.5 RELATED STUDIES

### 1.5.1 2013 CIVIC CENTRE AREA COMPREHENSIVE DEVELOPMENT PLAN - PRELIMINARY OPTIONS

The first efforts at providing comprehensive development options for the study area were prepared as part of the initial Civic Centre Comprehensive Development Plan work. Two options were prepared (refer to Figure 7), each showing a rough outline for development that included 74 townhouses and 142 dwellings in three, six-storey apartment buildings (70 units plus commercial in two buildings oriented toward Trafalgar Road and 72 units in a third building at the south of the study area).

These designs were included as part of the original work on the Civic Centre Comprehensive Development Plan and were proposed before full site constraints were understood. Detailed work on that project continued onward only on lands east of the CN railway and these designs were not advanced.

### 1.5.2 TRAFALGAR ROAD ENVIRONMENTAL ASSESSMENT

In 2014, the Region of Halton initiated an Environmental Assessment (EA) to:

*“Examine a wide range of road improvement alternatives in order to best address travel demand (to 2031) along Trafalgar Road as part of the study including intersection improvements, active transportation and over-all traffic operations. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study.”*

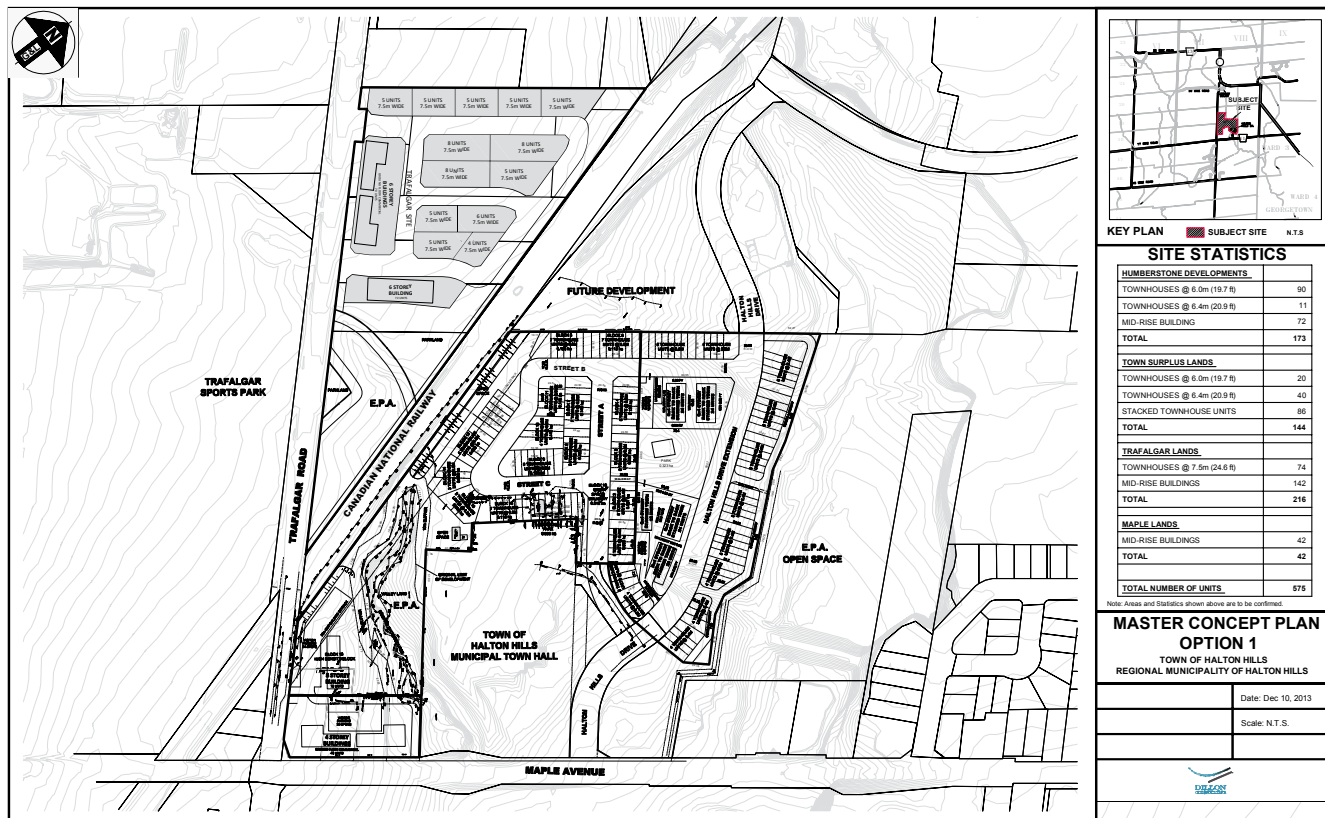
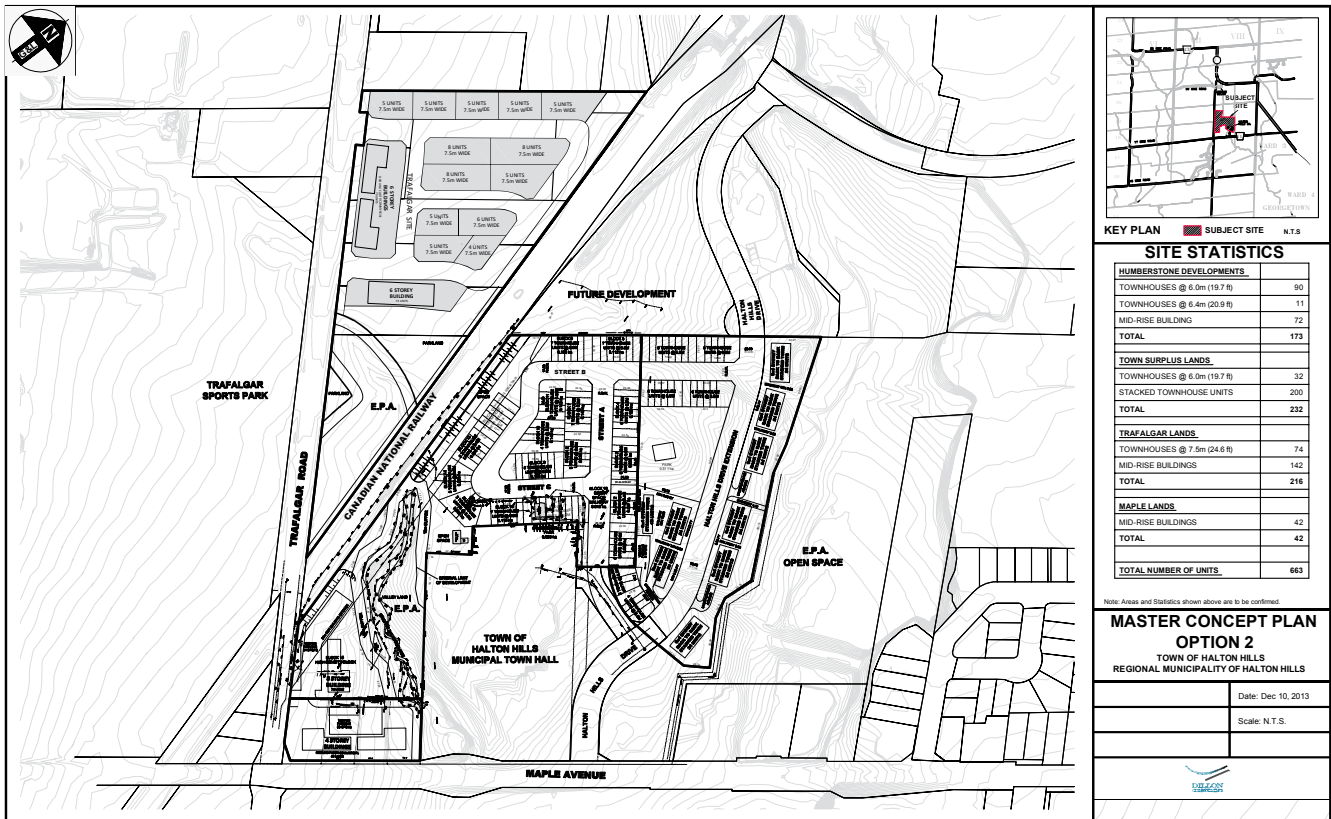


Figure 7: Civic Centre CDP - Preliminary Options

The Study was completed in July 2016, and a road widening and realignment is being proposed for Trafalgar Road along the frontage of the future community. Based on our review of the current proposed alignment, the impact of the road widening on the Property 1 lands will be minimal. As of May 7th, 2018 a decision from the Ministry of Environment and Climate Change concluded that no individual EAs would be required after reviewing four Part II Order requests for the 10 Side Road to Highway 7 portion of the Project. This decision also imposed conditions related to stormwater management, erosion and sediment control measures. Construction of the widening is proposed for 2020. For the purposes of this plan, the final submitted design plates from the completion of the Trafalgar Road EA in July 2016 are being used, under the guidance of the Region.

### 1.5.3 CIVIC CENTRE AREA COMPREHENSIVE DEVELOPMENT PLAN

The subject lands were not included in the preparation of the Civic Centre CDP (refer to Figure 8 for the Civic Centre CDP Final Concept), but still make up part of the Civic Centre Area as shown in the Town OP (Figure 9 - Land Use Plan Schedule A3) and the Town's Official Plan Amendment No. 09 (Figure 10 - Land Use Plan Schedule A3) maps. The Civic Centre Area CDP (previous study) lands are directly east of, and across the CN Railway from the subject lands / future community. The intensification target for the entire Civic Centre Area is 520 units to

the year 2031, as per the Town's OPA 9. This total is supportive of the Growth Plan and the Halton Regional Official Plan. Lands east of the railway line are planned to accommodate the majority of these units—refer to Table 1 for a detailed breakdown of units. According to the Civic Centre CDP, a minimum range of 145-170 dwelling units are required to be provided within the future community at Trafalgar Road to meet the intensification target outlined in OPA 9 and ensure conformity with the Growth Plan and ROP.

Proposed development for the Civic Centre Area CDP includes medium to high density residential, greenlands, parks and open space, a stormwater overflow block, and institutional uses. The Civic Centre Area CDP states that the final concept will feature 0.86 hectares of parks and open space, a mix of residential and institutional uses, including proposed seniors living campus, the continuation of the municipal Civic Centre (with future potential expansion onto retained lands adjacent to Maple Avenue), and, expanded protected Greenlands located at the eastern edge of the planning area. There are significant opportunities for the future community at Trafalgar Road to be developed in context with and alongside the Civic Centre Area CDP.

Detailed design of the Trafalgar Road widening was ongoing. Subject to the results of detailed design, 21 m from the original Trafalgar Road centreline is being requested for future road improvements

Property	Medium Density Units	Medium/High Density Units	High Density Units	Developable Area (ha)	Parks* & Open Space (ha)
Town Lands	25	84	72	1.80	0.45*
Humberstone Property	102	0	0	3.40	0.41
Bennett Property	0	0	100	2.52	0
<b>Total Civic Centre Area included in this CDP</b>	<b>127</b>	<b>84</b>	<b>172</b>	<b>7.72</b>	<b>0.86</b>

Table 1: Civic Centre Area CDP (less Trafalgar Lands / SPA 5) Concept Plan and Units Example





Figure 8: Final Concept for the Civic Centre CDP  
(Source: Civic Centre CDP Report, 2016)

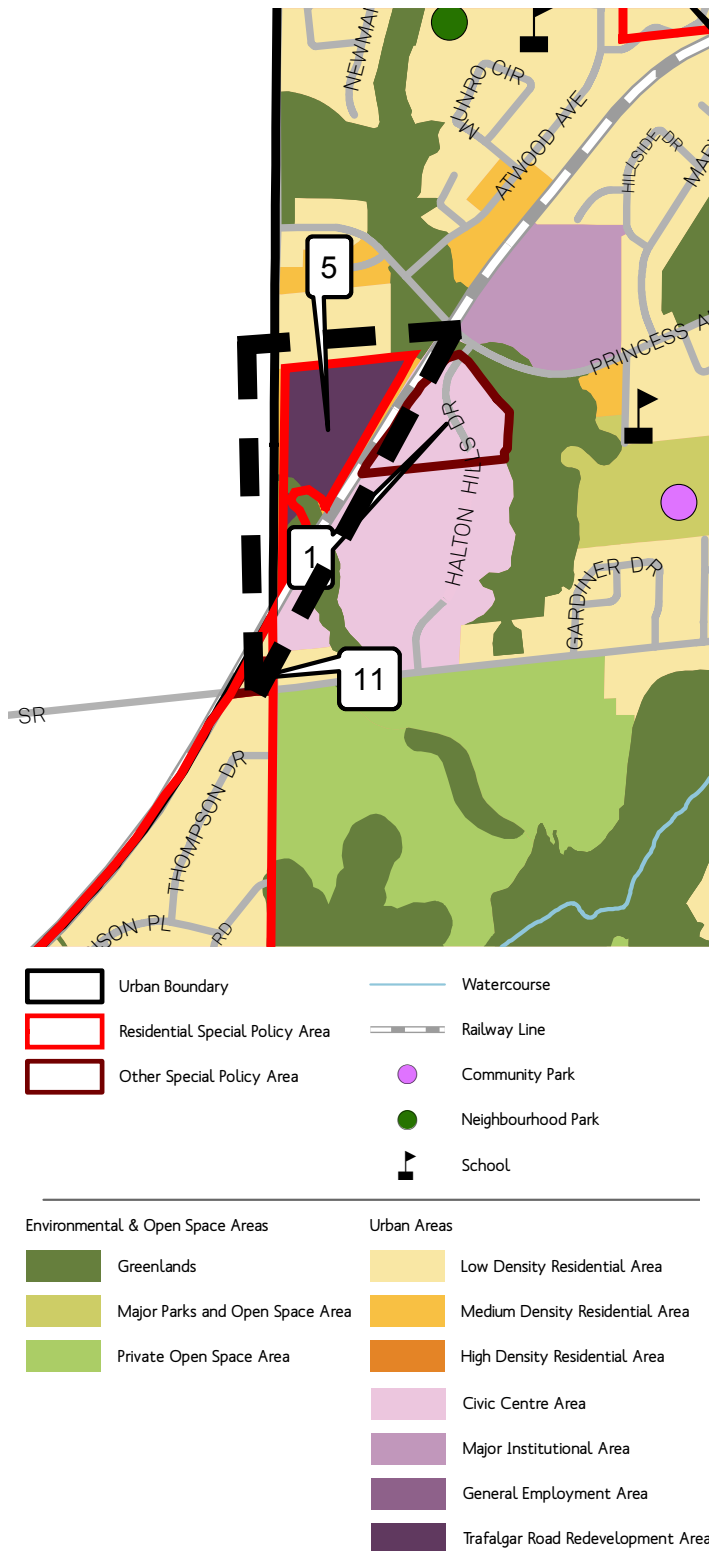


Figure 9: Halton Hills Official Plan - Land Use Plan - Schedule A3 Enlargement



Figure 10: Halton Hills Official Plan Amendment No. 9 - Schedule A3 Enlargement

and is illustrated in the revised Concept Plans. The exact limit of the right-of-way will be subject of a development application to implement the development and input into the detailed design of Trafalgar Road.

#### **1.5.4 OFFICIAL PLAN AMENDMENTS NO. 9 AND 10**

Official Plan Amendment No. 9 (OPA 9) deleted and replaced the permitted uses within Special Policy Area 5 (see Figure 10 - Land Use Plan Schedule A3) and provided intensification targets for the Civic Centre Area as a whole. As per OPA 9, permitted uses within Special Policy Area 5 (SPA 5) are limited to medium density residential uses and high density residential uses, such as townhouses and apartments. Further, OPA 9 requires a zoning by-law amendment prior to the development of the future community lands. A CDP plan is required to be prepared prior to the submission of a zoning by-law amendment, which includes the following:

- Proposed built form elements including type, height, massing and location of all main buildings and structures;
- The proposed location of appropriate access points along Trafalgar Road;
- The proposed location of parking areas and driveways;
- How the development can be designed in an innovative manner that addresses the site location adjacent to a major arterial road and a railway line;
- Proposed streetscape components and the location of proposed landscaping;
- Potential pedestrian areas and linkages to the residential areas to the north; and
- Means by which the protection of the Black Creek tributary will be accomplished in

accordance with the Watercourse policies of this Plan.

OPA 9 established new intensification targets for the Civic Centre District, of which the future community forms a part. The new minimum residential intensification target as outlined in OPA 9 for the Civic Centre District is 520 units.

The purpose of Official Plan Amendment No. 10 (OPA 10) is to address conformity with land use matters prescribed in the 2017 Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan), and the Regional Official Plan Amendment No. 38 (ROPA 38). This particular exercise was done to address only those matters affecting the urban area of the Town. Proposed modifications of note within OPA 10 are:

- The replacement of the current 2021 planning horizon with a new 2031 planning horizon;
- The identification of a 2031 population of 94,000 people for Halton Hills as a whole, and employment of 43,000 jobs for Halton Hills as a whole; and
- Updates to the housing unit mix (32% medium and 22% high density set as goals for new development).

The Town of Halton Hills adopted OPA 10 and the Region of Halton approved OPA 10. It was subsequently appealed to the Ontario Municipal Board (OMB) and is not currently in effect.



## 2.0 | CONSTRAINTS

Site constraints determine the land available for the development of the future community. These were identified through a comprehensive process that included, among other items, review of information requests, policy review, analysis of technical drawings, and site visits. These constraints limit the amount of developable land or form of development possible in certain locations. The effect of these constraints is shown in Figure 12, leaving a total developable area of approximately 3.1 hectares.

### 2.1 HALTON HILLS HYDRO EASEMENT

A hydro corridor runs along the northern limit of the proposed future community, requiring a 6 metre easement for access and maintenance. This hydro corridor connects to the Georgetown Hospital and Bennet Health Centre. To allow for ease of access to the corridor, a window street is proposed along the northern interface. The window street also offers an element of safety, as homes will front the church property line north of the hydro corridor, providing passive surveillance, as well as a more attractive built form presence compared with rear yards. Any proposed trail or servicing connections over or through the existing Hydro easement will

require a legal agreement with Halton Hills Hydro. Any proposed trail or servicing connections over or through the existing Hydro easement will require a legal agreement with Halton Hills Hydro.

### 2.2 CN RAILWAY BUFFER

The eastern limit of the development lands interfaces with the CN railway corridor, requiring a 30 metre setback to any proposed built form. The setback area is proposed primarily as passive open space. This will consist largely of an acoustic berm, accompanied by planting that will function as noise abatement and a visually attractive, landscaped barrier. The landscape area could be utilized for stormwater infiltration and/or community gardens. Beyond the buffer planting, the setback area also provides opportunities for visitor parking, seating, open grass areas for informal recreation, and a trail connection between downtown Georgetown to the Trafalgar Sports Park. A portion of the land required to facilitate the trail connection is in private ownership and outside of the SPA 5 boundary. A land acquisition is being pursued in order to build the trail and connect services to Princess Anne Drive.

### 2.3 TRAFALGAR ROAD

#### 2.3.1 TRAFALGAR ROAD WIDENING

In 2014, the Region of Halton initiated an Environmental Assessment (EA) to:

*"Examine a wide range of road improvement alternatives in order to best address travel demand (to 2031) along Trafalgar Road as part of the study including intersection improvements, active transportation and overall traffic operations. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study."*



Figure 11: Hydro Corridor (Source: Google Streetview)

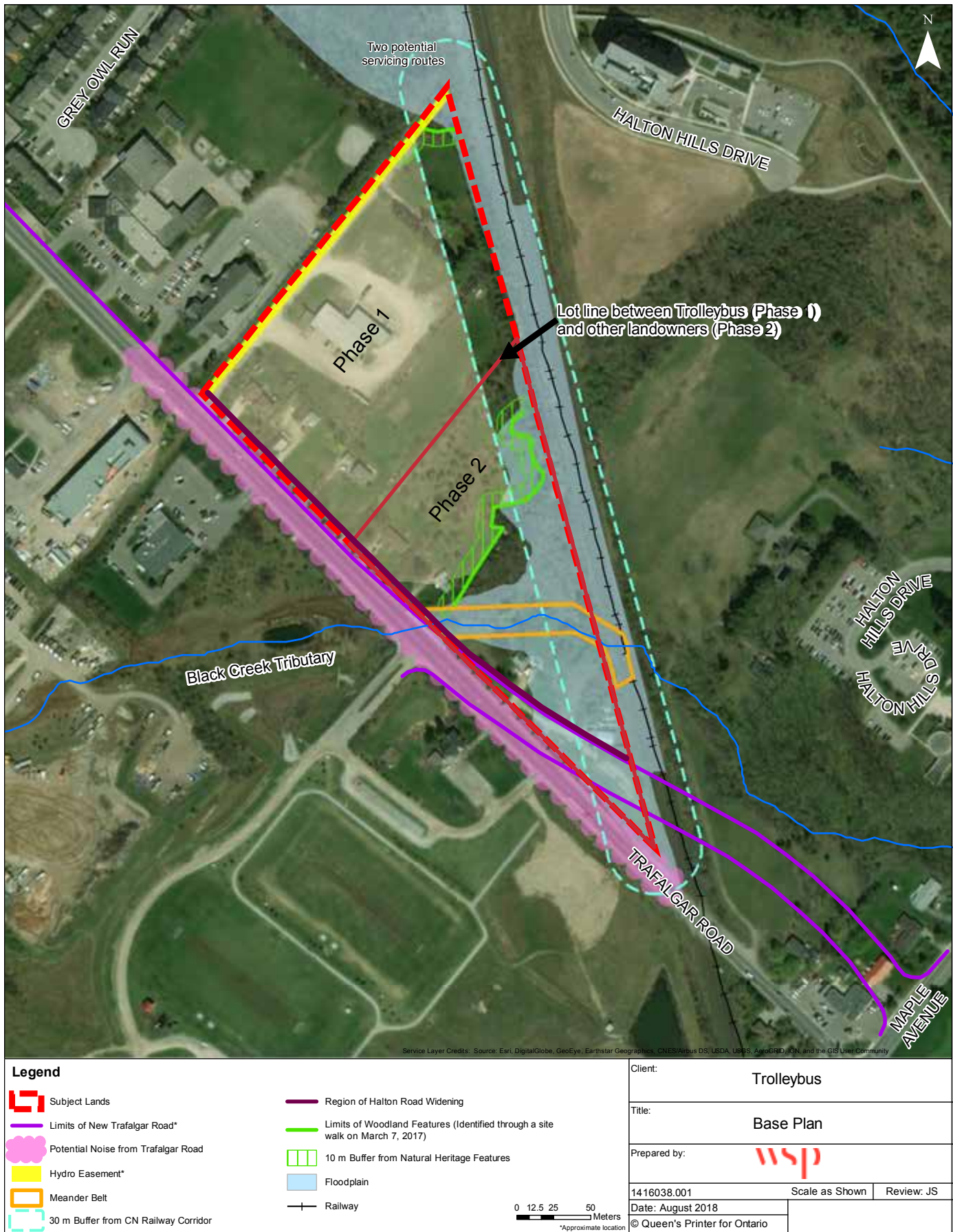


Figure 12: Constraints Map



The Study was completed in July of 2016, and a road widening and realignment is now proposed for Trafalgar Road along the frontage of the subject lands.

The western limit of the subject lands interfaces with Trafalgar Road, which will be widened to four lanes and currently makes up the western urban boundary of Georgetown.

Since it is a well-traveled road, it will be important to provide a strong streetscape presence with attractive and distinct built form. This future widening has been incorporated into the concept plans using the linework provided in Halton Region's Trafalgar Road EA. Proposed design treatment along this frontage will be developed through the Urban Design Guidelines. The development limit and road widening requirements are subject to the results of the Trafalgar Road EA Detailed Design stage. At the request of Halton Region, 21 m from the original centreline of Trafalgar Road will be required for future road improvements. The exact boundary of

the right-of-way along the west frontage of the site will be determined at the development application stage. For purposes of the CDP, this is illustrated in all three concepts.

### 2.3.2 TRAFALGAR ROAD INTERSECTION SPACING

The Halton Region Access Management Guideline, dated January 2015, provides evaluation criteria for proposed access locations. Based on the Guideline, access spacing can be reduced to a minimum of 250 m within the intensification areas (node) identified within the Regional Official Plan that can be substantiated through the submission of a comprehensive corridor analysis and Traffic Impact Study. The Guideline also notes that full movement accesses should be located at a point to allow enough spacing to the nearest signalized intersection to avoid any possible interference with intersection queues.

For more information on the Trafalgar Road EA, please refer to the following website:

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=116135>

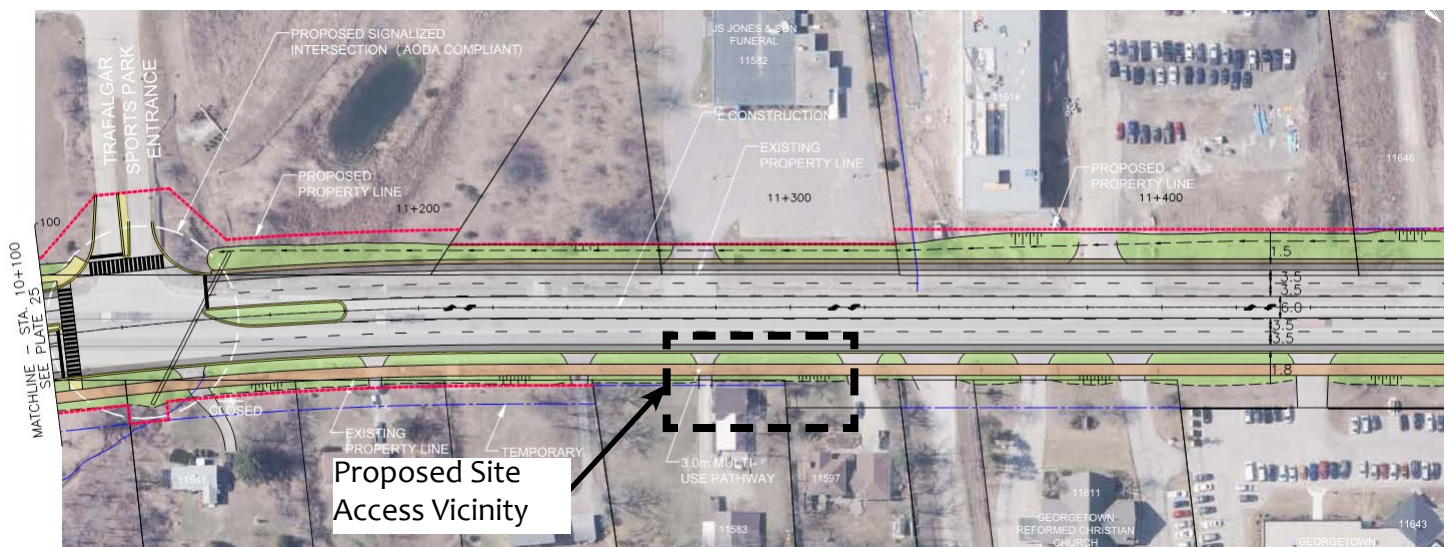


Figure 13: Trafalgar Road - Proposed Site Access

With respect of the Regional Guideline, a comprehensive Traffic Impact Study will be prepared as part of a forthcoming development application to demonstrate that it is feasible from traffic operations and queuing perspectives. From a high-level review, any proposed access along Property 1 will be consolidating five of the existing driveways fronting onto Trafalgar Road along the east side. The concept plans submitted as part of this document allow for flexibility in the eventual access location, pending the results of a full Traffic Impact Study and detailed design as part of the Trafalgar Road EA. Based on existing conditions, a single full-move access aligned with the funeral home's current access on the west side of Trafalgar Road is preferred by the Town and the consulting Traffic Engineer, pending further study. For reference, the preferred plan of the Trafalgar Road widening within the study area is shown in Figure 13, along with the vicinity of the proposed site access.

There are environmental constraints related to crossing of the Black Creek Tributary with a potential future access to Property 2 that aligns with the proposed signalled intersection at the Sports Park entrance. As part of the CDP and any subsequent development application for Property 1, access into Property 2 through Property 1 shall be protected subject to additional study and support for the potential Sports Park entrance from CVC, Regional Natural Heritage Staff and the Town.

### **Key Spacing Comparisons**

A preliminary intersection spacing review has been completed. As noted earlier, the main driveway for all three concepts are aligned on-centre with the Funeral Home driveway on the west side of Trafalgar Road. The main driveway for Concept 2 is approximately 18m north of the Funeral Home driveway.

Intersection spacing is as follows.

*Between the site access and the Trafalgar Sports Park entrance (to be signalized): 152m*

The peak hours for residential uses and a sports park are significantly different. Typically, sports facilities peak either in the later evenings or during the weekends, whereas residential use peaks occur primarily between 7 to 9 a.m. and 4 to 6 p.m. Moreover, the 250m intersection spacing stated in the Region Guideline is more appropriate for 4-legged intersections, as opposed to two "T" intersections. The key inbound movements into the signalized Sports Park entrance are southbound right-turn and northbound left-turn from Trafalgar Road. As part of the Trafalgar Road EA, adequate design has been considered to accommodate these movements in terms of turn storages. Conversely, the key inbound movements for the proposed residential development are northbound right-turns and southbound left-turns from Trafalgar Road. Given the 170m spacing between these two intersections, and the off-set peaking patterns, it is expected that traffic from the two uses will not interfere with one another.

*Between the site access and the Jones Funeral Home access: aligned on centre*

The driveway to the Funeral Home is on the west side of Trafalgar Road and south of the proposed driveway for the residential development, which is on the east side. The proposed driveway forms the east leg of the four-legged intersection.

*Between the site access and Princess Anne Drive/ Trafalgar Road intersection (signalized): 360m*

This spacing more than satisfies the 250m minimum requirement in the Regional Guideline. Therefore, the proposed access will have no impact on the traffic progression upstream at the signalized 'T' intersection of Princess Anne Drive at Trafalgar Road.

*Between the main site access and accesses to the Christian Reformed Church Georgetown / Halton Hills Christian School and Harmony Pre-school: 90m, 117m, 167m and 212m*

The Christian Reformed Church Georgetown (CRCG) and the Halton Hills Christian School and Harmony Pre-school (HHCSHP) facilities are served by four unsignalized shared accesses on the east side of Trafalgar Road. The following aspects should be considered with regards to intersection spacing and traffic interaction with the proposed residential development access:

- The peaking pattern for the CRCG is significantly different from that of the proposed residential development. For example, the busiest worship periods are listed on the website as being on weekends, as opposed to weekdays – when some activities are scheduled to take place later in the evening around 7pm;
- The two southerly driveways (with spacing of 90m and 117m to the proposed residential access) serve primarily the CRCG instead of the HHCSHP. This is because these two driveways are located furthest away from the HHCSHP. For pre-school facilities, the majority of drop-off/pick-up trips tend to occur close to the main building entrances (which is well served by the two northerly driveways). Therefore, the queuing and traffic interaction between the two southerly CRCG driveways and the proposed residential access are not expected create operational issues; and
- The posted hours of operation for the HHCSHP is Monday to Friday from 7:30 a.m. to 5:00 p.m., with some extended care offered. During the morning peak hour, residential uses predominantly generate outbound trips, while a schooling facility typically generate inbound or pass-by trips of parents dropping off children. Therefore the outbound turns from

the proposed residential access in the morning will have minimal impact on any of the upstream or downstream intersections. During the afternoon peak hour, a higher portion of trips at the residential driveway will be inbound trips. The Traffic Impact Study to be completed will demonstrate that the southbound left-turns into the proposed residential access will not conflict with the operation of the two northerly HHCSHP driveways. Based on the layout of the site a parent looking to enter the HHCSHP from the north will have the opportunity to turn into the site at the north-most driveway rather than using the southerly driveways. Therefore, the practical intersection spacing between the proposed residential access and the HHCSHP is 212m, which will likely be ample for left-turn storage. Lastly, given there are potentially up to three driveways to enter or exit the HHCSHP, parents and staff are likely self-regulated in the sense that they use the access that reduces their delay and queuing.

*Between the main site access and the Halton Hills Robert C. Austin Operations Centre: 110m*

The posted hours of the ActiVan service at this facility on weekdays are 7:30 a.m. to 5p.m. and Sunday from 8 a.m. to 2p.m. The driveway to the Halton Hills Operations Centre is unsignalized on the west side of Trafalgar Road. There is no driveway between the proposed residential access and the driveway to the Halton Hills Operations Centre. This means that there will be 110m available to be shared between the northbound left-in at the Halton Hills Operations Centre and the southbound left-ins at the residential development. The Traffic Impact Study to be completed will evaluate the left-in queue on Trafalgar Road as a result of the residential development, and how they relate to the operations centre.



## 2.4 ACOUSTIC IMPACTS

There are two major sources of noise near the study area; Trafalgar Road and the CN Railway.

### 2.4.1 TRAFALGAR ROAD ACOUSTIC IMPACTS

In a preliminary review by J.E. Coulter Associates Limited, the sound levels at the exterior facade are expected to be 65 A-weighted decibels (dBA) daytime and 58 dBA nighttime. The sound levels are such that central air conditioning will not be required prior to occupancy. The exterior facade will not require any special measures. Minimum Ontario Building Code (OBC) compatible double glazing is expected to be more than sufficient to satisfy the Ministry of Environment and Climate Change (MOECC) interior noise guidelines. Front doors along Trafalgar Road are to be weather-stripped. There are no special wall or ceiling construction measures needed as a result of the road traffic noise.

### 2.4.2 CN RAILWAY ACOUSTIC IMPACTS

J.E. Coulter Associates Limited are in the process of reviewing the acoustic impact from the CN Railway. A 30 metre buffer, including a landscaped berm and acoustic wall may be utilized to mitigate any noise from the railway, and are features of the emerging preferred concepts. Lightweight exterior assemblies such as wood or aluminum siding are expected to be satisfactory based on the anticipated window areas to be used, pending a final review of the railway requirements.

Noise and Vibration mitigation measures along the CN Railway will be recommended through detailed design consistent with residential development already approved in the Civic Centre Area.

## 2.5 WOODLOT FEATURES

Dillon Consulting conducted an analysis of the northern and southern woodlands within the CDP Area and the fencerow along the CN Railway as a potential connection and contiguous natural heritage feature. As the length of the fencerow is greater than three times the average width, it does not meet the criteria for a woodland connecting feature. Therefore, the northern woodland and the southern woodland associated with Property 2 are considered separate features. In addition, and in accordance with Regional criteria, the northern woodland is not considered contiguous with the woodland feature north of Princess Anne Drive as both features are separated by an opening of greater than 30 m. The north woodland feature is not significant under Regional criteria. A 10 m buffer from the dripline of both woodlots is proposed as a preliminary measure to be confirmed through an Environmental Impact Statement (EIS) at the development application stage.

Both woodland features may be considered Significant Woodlands, as they are greater than 0.5 hectares in size. The woodland feature to the north is approximately 1 hectare in size, only a small portion of the woodland is located on the property. The vegetated feature to the south is approximately 0.8 hectares in size and is located primarily outside of the subject lands. The feature could not be assessed beyond the limits of the subject lands due to not having property access, however, air imagery shows that the area had been cleared at some point prior to 2004, and was a Cultural Meadow community with scattered trees until at least 2006.

Preliminary feature limits have been flagged and confirmed with Credit Valley Conservation (CVC), Halton Region and the Town of Halton Hills during a site walk on March 7, 2017. The preliminary feature limits were confirmed via GPS and have been used

as the limit of woodland features as shown in Figure 12. Buffers/setbacks from natural heritage features are to be determined through an EIS which should be reviewed in consultation with the Town of Halton Hills, CVC and/or Halton Region.

The proposed development area and proposed development limit is based on the best available information at this time. The Natural Heritage/woodland limits and associated buffers will be confirmed at a later stage through an EIS, completed to the satisfaction of the Region, Town and CVC.

## 2.6 FLOODPLAIN AND MEANDER BELT

A small portion of a tributary to Black Creek flows through the southern end of the future community (Property 2), within the southern woodlot boundary. CVC regulates the watercourse and the floodplain associated with this feature. As noted above, preliminary feature limits have been flagged and confirmed with CVC, Halton Region and the Town of Halton Hills during a site walk on March 7, 2017.

The findings of a desktop analysis and site investigation of the tributary to Silver Creek valley corridor in Halton Hills show that a meander belt limit at this location varies between an unconfined upstream section and a confined downstream section. For the study reach flowing adjacent to the proposed development, the system is unconfined and the final meander belt identified on Figure 14 governs the erosion hazard area. For other downstream reaches of the watercourse, the system is either partially or fully confined, where the meander belt generally follows the valley side slope topography. As can be seen in Figure 12, the meander belt hazard setback intersects the southern corner of the Trolleybus property

(Property 1), and does not appear to significantly constrain the proposed development.

Modeling was conducted to determine the floodplain limits within the study area. It is noted that this modeling condition is temporary, until such time that the new Trafalgar Road / CN Rail grade separation is constructed (Halton Region is anticipating this work will occur in 2021). The floodplain as modeled has a greater impact on the proposed development than the meander belt of the Silver Creek valley corridor, but still affects only a small portion of the development. Development shall not encroach into the floodplain, site-specific grading may be undertaken to facilitate development in this corner of the study area. Refer to Figure 15 for a map of the Regional Flood Limits.

The floodplain study was based on an analysis of the existing conditions, including a survey of the existing terrain and of the culvert conveying flow under the CN rail corridor. This culvert was found to be undersized and in disrepair and is not efficient in conveying peak flows. Not considered as part of this assessment were the future drainage conditions associated with a pending grade separation of Trafalgar Road at the CN tracks. Here, the grade separation design will have to consider drainage pathways and flooding. At this time, there will likely be opportunities to improve flooding in the rail corridor lands and low lying lands further north. This may be done by increasing the size of the culvert or by undertaking local grading for drainage improvements. It is recommended that the future draft plan of subdivision be prepared in coordination with the Region during the design of drainage features in this area.

Development should not occur within the meander belt component or floodline component of this regulated area (refer to Figure 12). The concepts developed for the future community at Trafalgar

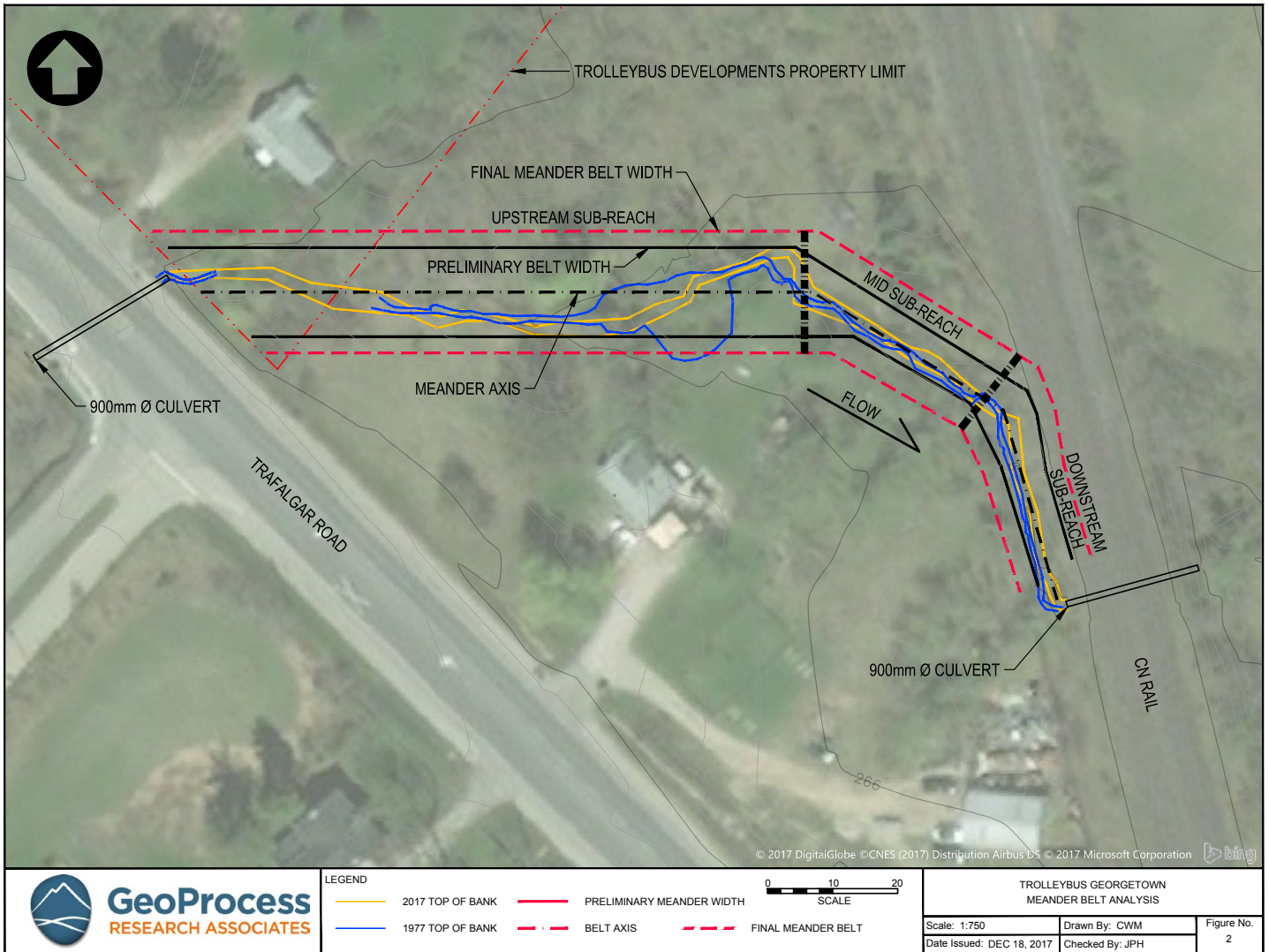


Figure 14: SPA 5 Meander Belt Analysis  
(Source: GeoProcess, 2017)



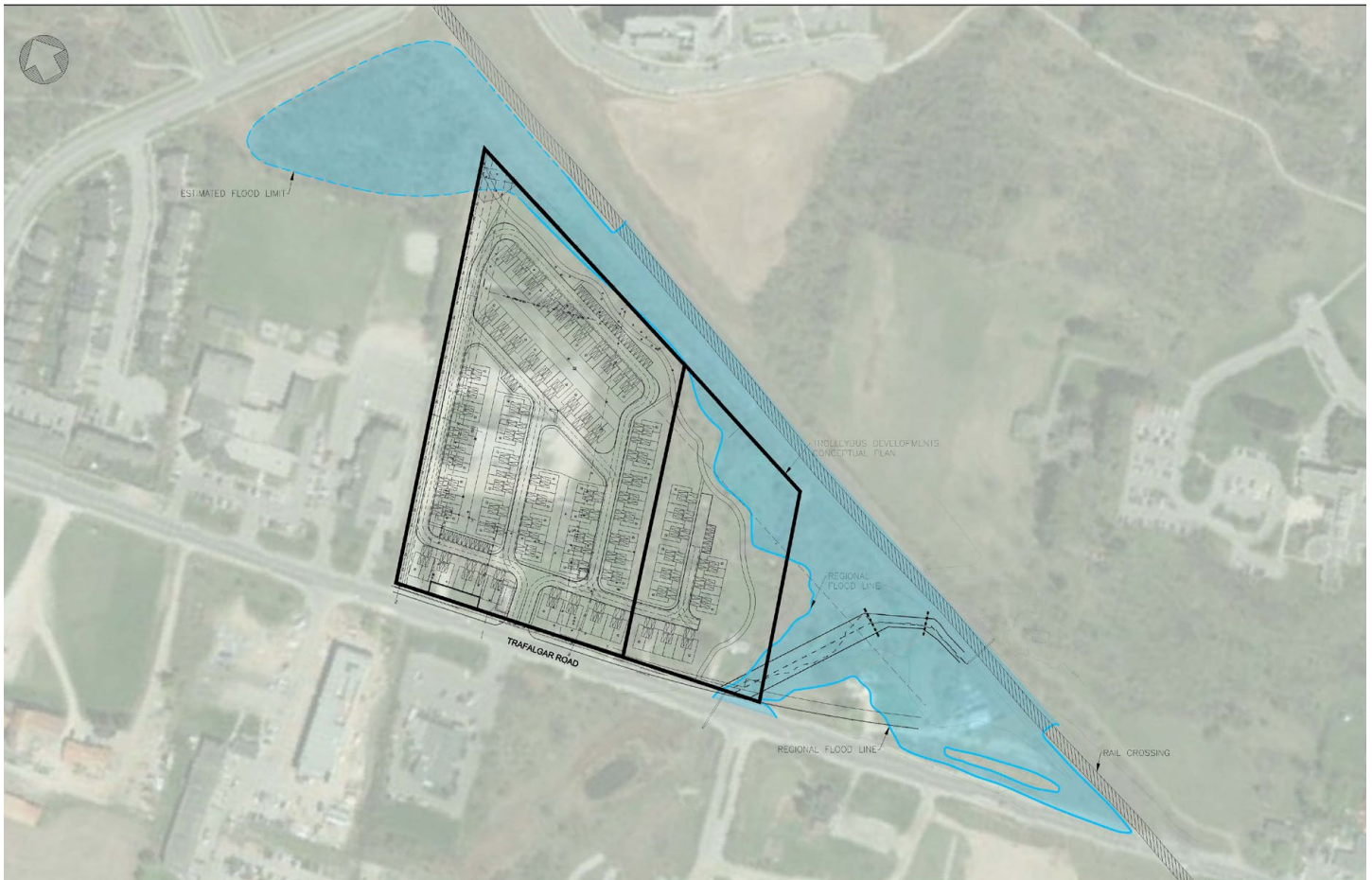


Figure 15: SPA 5 Flood Plain Limits  
(Source: GeoProcess, 2017)

Road have no development or hard surfaces within the 10 m floodplain buffer as per CVC requirements.

Aquatic habitat mapping is also required within Property 2, as per CVC requirements.

## 2.7 TOPOGRAPHY AND SEWER LOCATION

The main trunk sewer for the area intersects Maple Avenue east of Town Hall and Halton Hills Drive. Two options were explored to connect to this sewer: south along the realigned Trafalgar Road, or north to Princess Anne Drive. The final options are detailed in Section 4.1 of this report.

## 2.8 EXISTING LOT LINES

As noted in Section 1.1, the lands within the study area are currently under the ownership of three separate landowners. While this study is looking at the area in its entirety, the development ambitions and timelines are divergent among the current landowners. This presents a constraint as Trolleybus (the owner of the Property 1 Lands as shown in Figure 12) is the only landowner actively pursuing development at this time.

The smaller lot area and orientation of the Property 1 lands presents a challenge to providing sufficient private roadways and amenity spaces with a balance of housing types and a desire to not leave significant space undeveloped for a long period of time. There is a need to balance this reality with the cost of providing infrastructure to and from the development.

In order to allow for fully efficient development in accordance with provincial policy, the potential for staged development of the study area must also be considered and developed through this study. These lands form a potential future phase to ensure development proceeds in a planned, efficient and thoughtful manner.

## 3.0 | THE CONCEPT PLANS

The project team has identified and applied policy considerations, background knowledge and development constraints, in order to produce well-designed conceptual layouts that make efficient use of the study area lands. This is not an exhaustive design exercise, but rather illustrates the variety of built forms and densities that may be achievable through a zoning by-law amendment consistent with the Town OP.

### 3.1 POTENTIAL PHASING

The development of the future community is intended to be accomplished through phasing. Figure 16 demonstrates the potential site phasing of the subject lands. Property 1 (3.1 hectares) is under the ownership of Trolleybus Urban Development Inc., who intend to develop the land.

Property 2 (2.6 hectares) is currently under ownership of two private landowners, with no development intentions at the time of the undertaking of this study.

### 3.2 PERMITTED USES

The following permitted uses and heights are applicable to the Trafalgar Road Redevelopment Area. An appropriate mix of uses and densities are outlined in this CDP, and ensures that the future community develops as a comprehensive whole with the Civic Centre Area.

The Town OP states the permitted uses within the Trafalgar Road Redevelopment Area (SPA 5) include medium and high density residential uses, such as townhouses and apartments. These permitted uses are subject to density and height requirements as outlined in the Town OP and noted below.



Figure 16: Potential Site Phasing





**Density: 35-45 Units Per Hectare (UPH)**

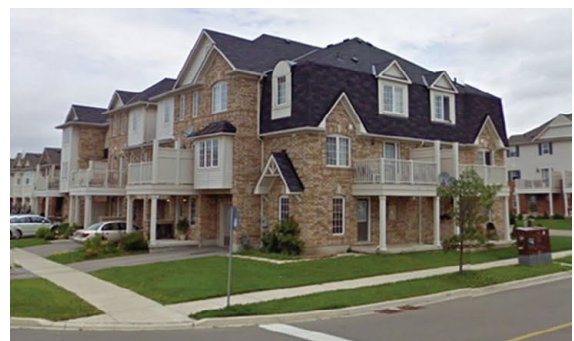


Figure 17: Traditional Townhouses

### 3.2.1 MEDIUM DENSITY RESIDENTIAL

In accordance with the Town OP, the permitted uses in the Medium Density Residential designation include:

- Triplex dwellings;
- Quattroplex dwellings;
- Multiple dwellings;
- Street townhouse dwellings;
- Block townhouse dwellings;
- Low-rise apartment dwellings; and
- Long term care facilities and retirement homes.



**Density: 40-50 Units Per Hectare (UPH)**



Figure 18: Back-to-Back Townhouses



### 3.2.2 HIGH DENSITY RESIDENTIAL

For medium density, a range of 21 to 50 units per net residential hectare, with a maximum building height of 4 storeys applies under D1.3.2.2 of the Town OP. 'Net residential hectare' is defined as:

*"The area of land measured in hectares for residential dwelling units and consists of only the residential lots and blocks and local roads on which the lots and blocks front" (Section 13.7 - Definitions).*

This would exclude open space, and other designations.

Any proposed buildings higher than 4 storeys may require an OPA.

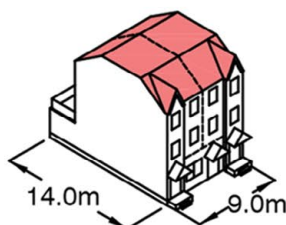
In accordance with the Town OP, the main permitted uses in the High Density Residential designation include:

- apartment dwellings; and
- long term care facilities and retirement homes.

The High Density Residential Area density range is 51 to 100 units per net residential hectare, with a maximum building height of 8 storeys, per policy D1.3.3.2 of the Town OP.



**Density: 50-75 Units Per Hectare (UPH)**

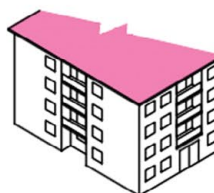


One garage per unit  
2 upper units = 100m<sup>2</sup> each  
1 lower unit = 50m<sup>2</sup>

Figure 19: Stacked Townhouses



**Density: 75 + Units Per Hectare (UPH)**



Average Unit Size = 100m<sup>2</sup>

Figure 20: Apartments

It is important to note that the maximum density and/or height may be increased, subject to the policies of Section G4.3 - Height and Density Bonus. This permits an increase to the height or density of a development, if the increase "will result in the provision of a significant public benefit that would not have otherwise been realized" (Policy G4.3.1).

### 3.2.3 INFRASTRUCTURE

Infrastructure is permitted in all zones (Section 4.26 – Public Uses). Infrastructure is defined to include:

*"A physical structure (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission facilities, communication/telecommunications facilities, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities."*

### 3.2.4 GREENLANDS

Portions of the future community at Trafalgar Road are designated as "Greenlands A" as per Schedule A3 - Land Use Plan of the Halton Hills Official Plan (refer to Figure 10). Permitted uses in "Greenlands A" include passive non-motorized recreational uses, forest, wildlife and fisheries management, uses permitted in an approved Niagara Escarpment Park and Open Space Plan, and essential public authority facilities (Policy B1.3.1.2). Locating local and non-local parkland adjacent to or near the Greenlands System is encouraged (Policy B1.2.6).

Directly north of the future community is a woodlot designated "Greenlands B". Uses permitted in this area include: existing agricultural operations; single detached dwellings on existing lots; home occupations and cottage industries; passive non-motorized recreational uses; forest; wildlife and fisheries management; watershed management and flood erosion control projects carried out or supervised by a public agency; archaeological activities; transportation and utility facilities; and small-scale public uses.



Figure 21: Example image of stacked townhomes / low-rise apartment building



Figure 22: Example image of a parkette featuring a gazebo shade structure

### 3.2.5 PARKS AND OPEN SPACE

Parks and Open Spaces refer to local parkland intended to fulfill the needs and interests of residents in the future community and surrounding areas.

A minimum ratio of 1.2 hectares of local parkland per 1,000 residents and 2.5 hectares of non-local parkland per 1,000 residents is encouraged. The rate for cash-in-lieu of parkland is to be the value of 1 hectare of land per 500 dwelling units for development within lands designated Medium Density Residential per Section 42 (6.0.1) of the *Planning Act*. The rate of 1 hectare of land per 300 dwelling units remains for land dedication. Cash-in-lieu of parkland may also be required where it would render the remaining portion of the site unsuitable or impractical for development, and where sufficient existing municipal parkland exists to accommodate full development of the area, and/or where more suitable locations are available for municipal park purposes.

Policy F7.3.4.1 of the Town OP speaks specifically to parkettes. As a parkette is featured in each of the concepts, these policies will apply to further design of these spaces, implemented through the Urban Design Guidelines. In accordance with the Town's Official Plan, parkettes shall:

- generally service lands within a 0.2 to 0.4 kilometre radius, depending on population density;
- generally range from 0.2 to 0.6 hectares in size;
- be required when site conditions or neighbourhood design restrict access to other Town facilities;
- be required for housing developments that provide smaller lots with reduced opportunities for amenity areas;
- be centrally located within the neighbourhood it is intended to serve; and
- provide a range of opportunities for active and passive activities, particularly for young children and older adults seeking close to home activities.



Figure 23: Example image of open space and trail



### 3.2.6 THE FUTURE COMMUNITY

It is anticipated that the predominate built form for the Trafalgar Road Redevelopment Area will be a range of rear lane, traditional, stacked and back-to-back townhouses, as discussed in Section 3.2 'Permitted Uses'. Under the guidance of the Halton Hills Official Plan, additional opportunities for redevelopment may include housing for seniors and apartments not exceeding four storeys in height.

Property 1 has 2.89 net residential hectares, while Property 2 has .72 net residential hectares. This area calculation excludes the buffer areas to the environmental features and flood line, as per the Town OP definition.

Based on this area, and the concepts presented in section 3.4 of this plan, the anticipated density of the future community will be between 40 to 57 units per net residential hectare. The maximum building height is not expected to exceed 3 stories for townhomes and 4 storeys for the potential high density (apartment). Any proposed density above 50 units per hectare will require an amendment to the Town of Halton Hills Official Plan.

## 3.3 PRELIMINARY CONCEPTS

The project team presented four preliminary concepts with varying densities and unit types for public comment during the PIC on June 6, 2017 (refer to Figure 24). These concepts did not include a 15 m daylight triangle at the entrance to the site or the additional right-of-way impact of 21 m from the original Trafalgar Road centreline. These additions have resulted in a net loss of approximately 7 m of developable land across the west frontage of all three concept plans and a net loss of units to the overall unit count.

In order to determine a projected population for the concepts, the Region and Town's Development Charges Studies (2012 and 2016, respectively) were reviewed as they related to 'Persons Per Unit' (PPU). The figures in these reports were used to generate a projected population for the preliminary concepts as outlined in the following paragraphs.

The Town of Halton Hills extracted historical population data from the Region of Halton, Best Planning Estimates Report (June 2011), the Statistics Canada Census of Canada (2011) and the Canada Mortgage and Housing Corporation, Housing Market Tables for South Central Ontario, in their Development Charges Study (2012). This data was used to forecast population, dwelling and employment figures from 2012 to 2031 based on 3.43 PPU in new units for single or semi-detached dwellings, 2.39 PPU for row or other multiples (i.e. townhomes) and 1.58 PPU for apartments (Town of Halton Hills, 2012). Table 2 summarizes this information. Based on these calculations, the preliminary concepts as designed could accommodate a potential population between 370 and 493 persons.





Figure 24: 4 Preliminary Concepts, presented during the PIC on June 2, 2017  
(Source: WSP, 2017)

Table 2: Population Calculation by Preliminary Concept

CONCEPT MEDIUM- DENSITY	UNITS	MULTIPLIED BY TOWN PPU (2.39)	TOTAL PERSONS/ CONCEPT
Concept 1	155	370.45	370
Concept 2	163	389.57	390
Concept 3	194	463.66	464
Concept 4	179	427.81	428
CONCEPT HIGH- DENSITY	UNITS	MULTIPLIED BY TOWN PPU (1.58)	TOTAL PERSONS/ CONCEPT
Concept 4 Apartments	41	64.78	65
<b>Total Range</b>	<b>155-220</b>	<b>370.45-492.59</b>	<b>370-493</b>

### 3.4 EMERGING PREFERRED CONCEPTS

Three "emerging" concepts were developed based on a combination of ongoing technical and design feedback from the community and the technical team, and due diligence research undertaken by Trolleybus.

The concepts were also informed by: the key principles outlined at the outset of the project (Section 1.2 of this plan); background information and policies; fixed constraints, and; knowledge and understanding of the Town's needs that emerged through the project process.

These concepts incorporate the constraints described in Section "2.0 | Constraints" of this report. The results of the detailed technical evaluation are contained in Section "4.0 | Technical Analysis".

#### 3.4.1 CONCEPT DESCRIPTION AND ANALYSIS

Concept 1 (Figure 25) provides for 139 3-storey condominium townhouse units divided into 25 blocks. Each block will consist of 4 to 7 units, and overall the concept includes 22 dual front townhouses, and 62 short front garage townhouses with the following specifications:

- a front yard setback of 4.5m;
- lot size of 5.5m width by 22.5m depth; and
- 6.0m private rear yards.

The concept also includes 55 short front garage townhouses with the following specifications:

- a front yard setback of 4.5m;
- lot size of 5.5m width by 24.0m depth; and
- 7.5m private rear yards.

This concept is distinguished by dual front townhouses, with the primary door fronting on Trafalgar Road, providing an attractive streetscape presence. The garages will be directed internally to the condominium road. This built form typology contributes positively to the architectural character and streetscape appearance by eliminating garages and driveways along Trafalgar Road and providing a strong uninterrupted street edge that is predominantly urban in character. In addition to dual front townhouses, front garage townhouse blocks with private rear yards will be incorporated internally, fronting onto the condominium roads that form a modified grid street pattern, with both short and long blocks.

Emergency access for this concept is provided at the main entrance.

Common landscape components will include trails, seating areas, planting, open lawns, and a central parkette feature with a playground structure. The intended front yard landscape treatment will consist of foundation shrub planting with a deciduous tree (ornamental or compact where space is limited) in a grass lawn typically located between driveways.



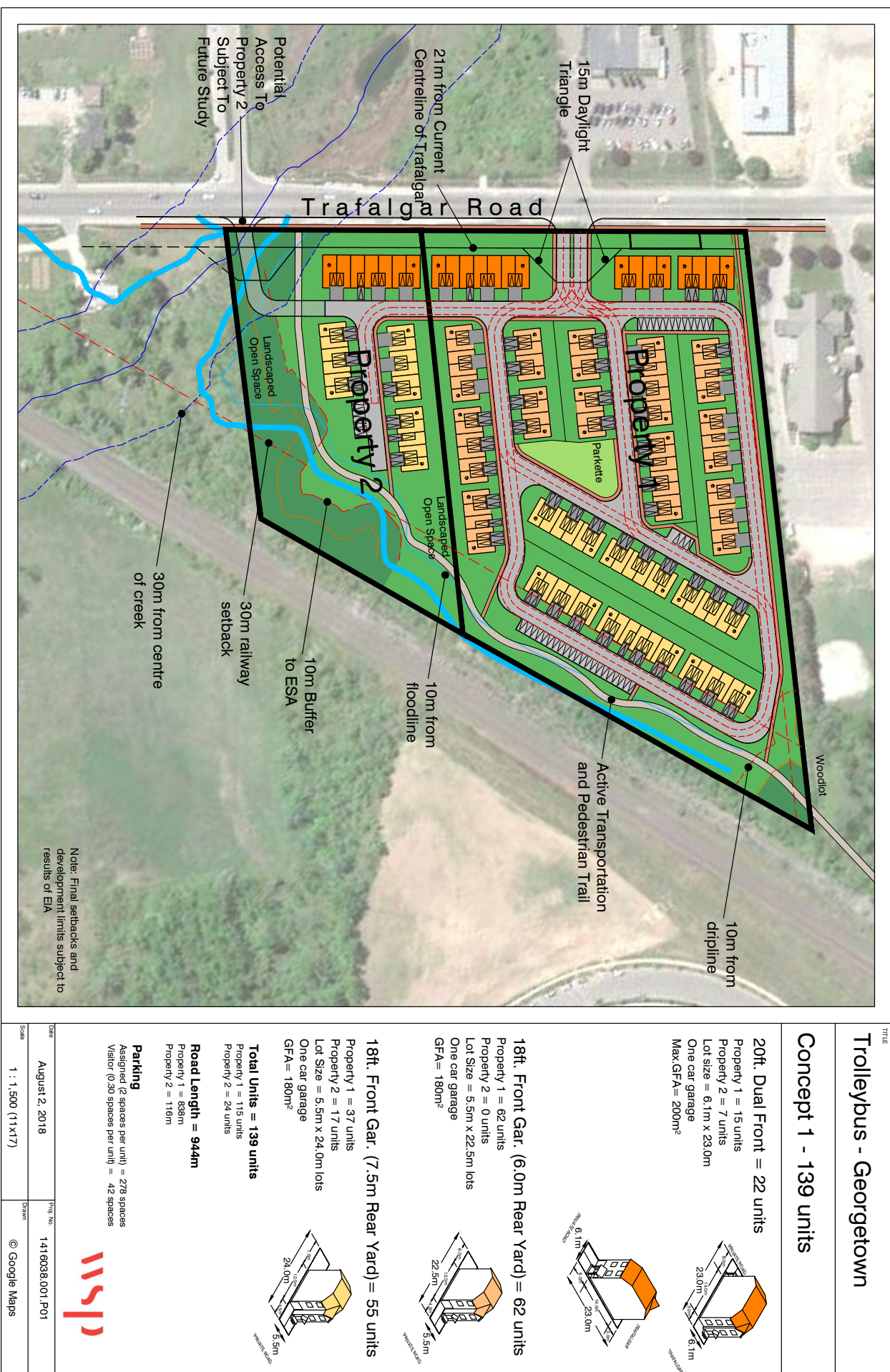


Figure 25: Emerging Preferred Concept 1  
(Source: WSP, 2018)

Concept 2 (Figure 26) features 156 3-storey townhouses divided into 23 blocks. Each block will consist of 4 to 7 condominium units (14 including back-to-back units) and the overall concept includes 22 dual front townhouses, and 80 short front garage townhouses with the following features:

- 5.5m width;
- 22.5m depth; and
- 6.0m private rear yards.

The concept also includes 54 back-to-back units, with the following features:

- 6.2m width; and
- 13.5m depth.

Similar to Concept 1, this concept is distinguished by dual front townhouses, with the primary door fronting on Trafalgar Road, providing an attractive streetscape presence. The garages will be directed internally to the condominium road. The internal street pattern forms a modified grid, with both short and long blocks.

Emergency access for this concept is provided at the north end of the site.

Common element landscape components will include trails, seating areas, planting, open lawns, and a central parkette feature with seating and playground structures. The intended front yard landscape treatment will consist of foundation shrub planting with a deciduous tree (ornamental or compact where space is limited) in a grass lawn typically located between driveways.



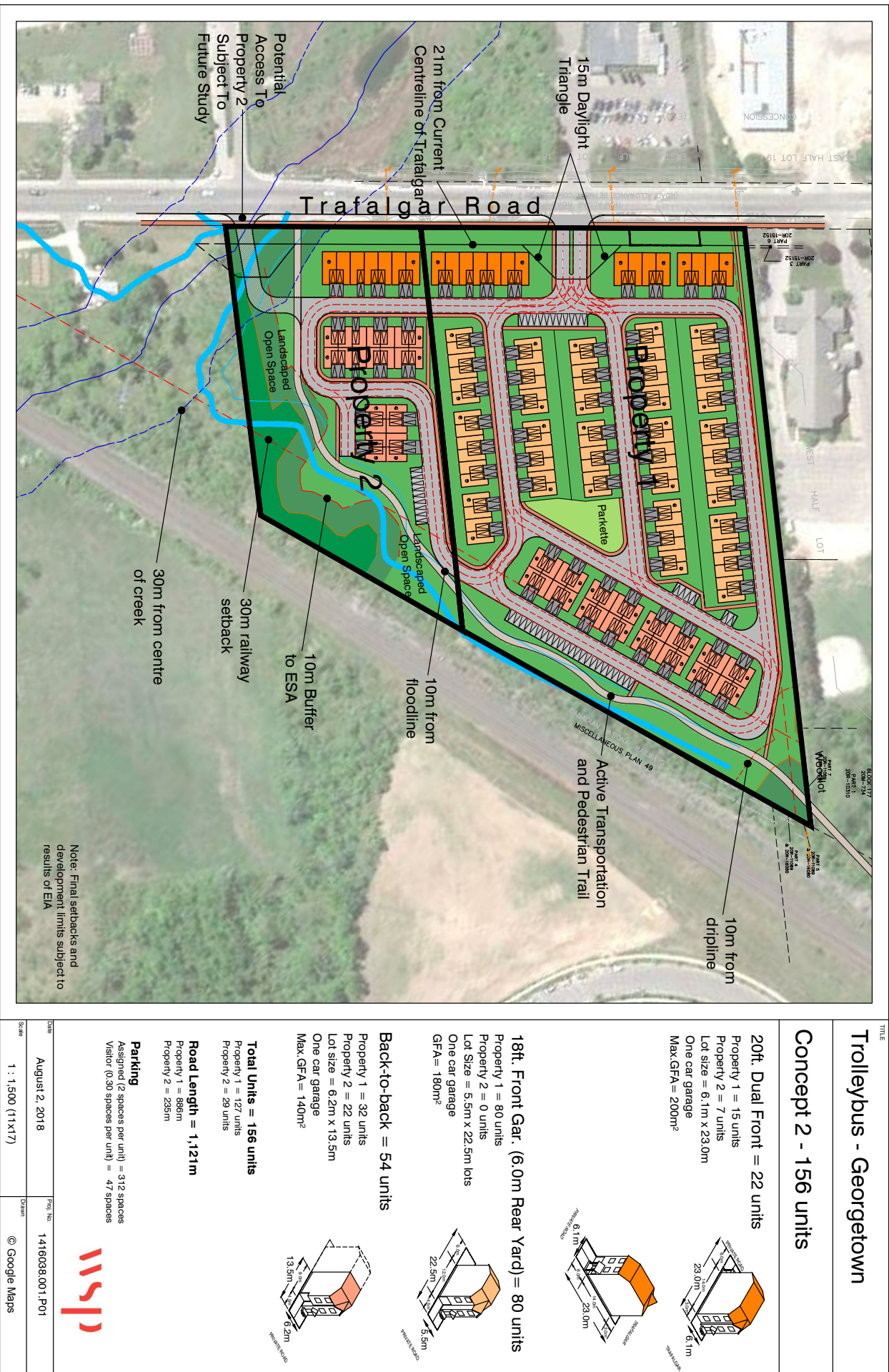


Figure 26: Emerging Preferred Concept 2  
(Source: WSP, 2018)

Concept 3 (Figure 27) shows 174 3-storey townhouses divided into 19 blocks and an apartment block with 56 units on the Property 2 lands.

Townhouse blocks will consist of 4 to 6 condominium units for the 42 townhomes and 6 to 15 condominium units in the stacked townhouse blocks.

This concept features stacked townhouses along Trafalgar Road, to provide a consistent built form and attractive streetscape presence. Additional stacked units and front garage townhouse blocks with private rear yards will be incorporated. These units will front onto condominium roads that form a more curvilinear street pattern, with some short dead-end streets to allow emergency access.

Emergency access for this concept is provided at the main entrance.

Common landscape components will include trails, seating areas, planting, open lawns, and a central parkette feature with playground structure. The intended front yard landscape treatment will consist of foundation shrub planting with a deciduous tree (ornamental or compact where space is limited) in a grass lawn typically located between driveways.



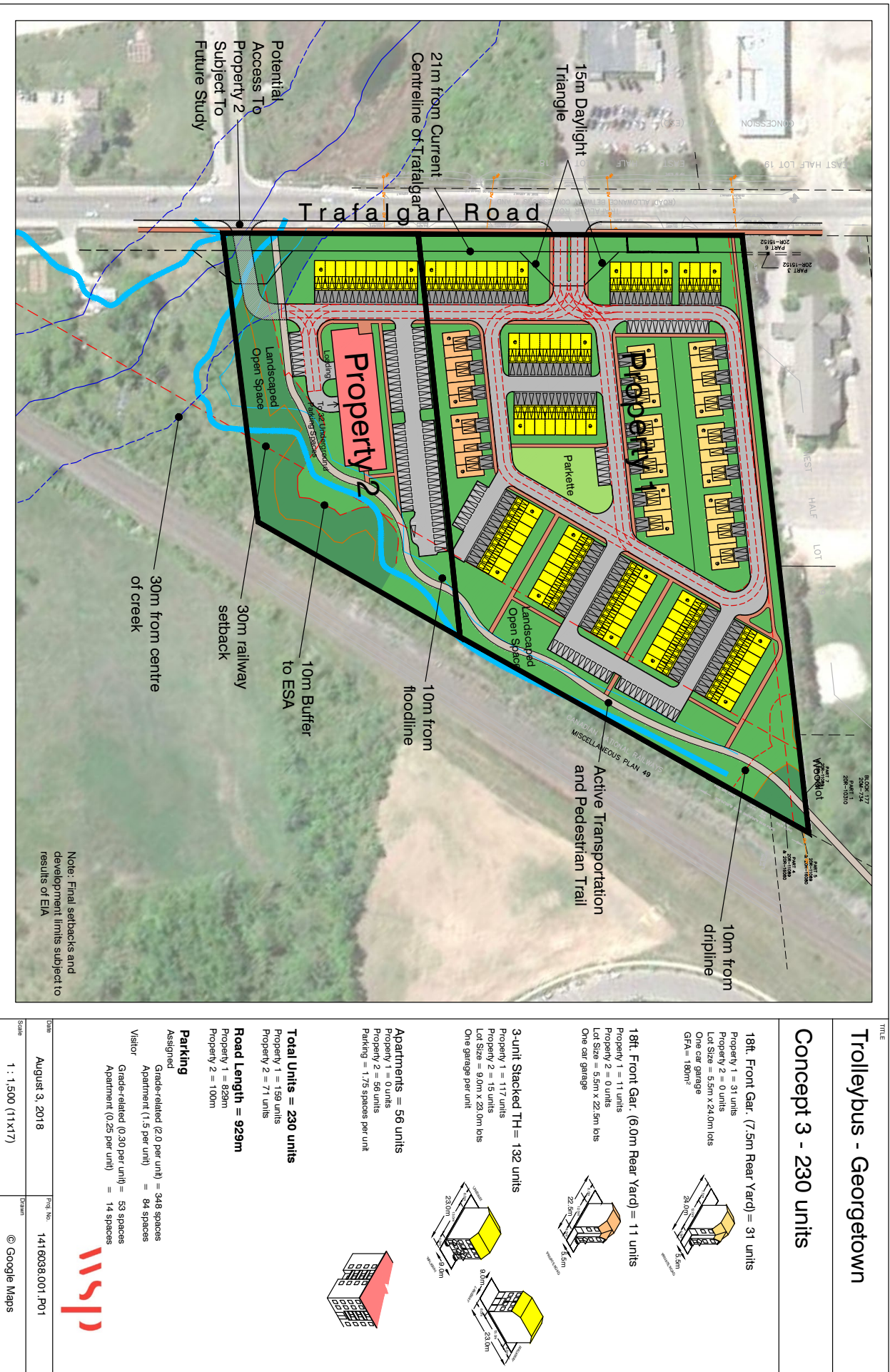


Figure 27: Emerging Preferred Concept 3  
(Source: WSP, 2018)



### 3.4.2 POPULATION AND DWELLING UNIT PROJECTIONS

Forecasted population, dwelling and employment figures were applied from 2012 to 2031 based on 2.39 PPU for row dwellings or other multiple unit dwellings, such as townhouses (Region of Halton - Development Charges Background Study, 2012). Table 3 below summarizes this information, divided my medium and high densities.

Based on these calculations, the emerging preferred concepts as designed could accommodate a potential population between 332 and 504 persons.

Any proposed density above 50 units per net residential hectare would fall within the High Density Residential designation of the Town of Halton Hills Official Plan. An amendment to the Town OP is required for densities above 50 units per net hectare.

As noted in Section 1.5, Table 1 - Civic Centre Area assigns a minimum of 137 units for the subject site, based on the assumption that the Civic Centre Area will achieve 383 units. The text in Section 2.2 of the Civic Centre CDP assigns a range of 145-170 units for the site, with the assumption that the Civic Centre will achieve a range of 350-375 units.

To allow flexibility, a range of densities were presented in the concepts, which were consistent with OPA 9. Due to site constraints and a reduction in developable area, Concept 1 is inconsistent with the minimum density provisions provided in OPA 9. Future development applications within SPA 5 will need to illustrate how they intend to meet the proposed density requirements of OPA 9.

Table 3: Population Calculation by Emerging Preferred Concept

CONCEPT MEDIUM- DENSITY	UNITS	MULTIPLIED BY HALTON PPU (2.39)	TOTAL PERSONS/CONCEPT
Concept 1	139	332.21	332
Concept 2	156	372.84	373
Concept 3	174 (230 total)	415.86	416 + high density (88) = 504
CONCEPT HIGH- DENSITY	UNITS	MULTIPLIED BY HALTON PPU (1.58)	TOTAL PERSONS/CONCEPT
Concept 3 Apartments	56 (230 total)	88.48	88 + medium density (416) = 504
<b>Total Range</b>	<b>139-230</b>	<b>332.21-504.34</b>	<b>332-504</b>

## 4.0 | TECHNICAL ANALYSIS

A high-level review of the concepts has been undertaken by technical specialists in the areas of Functional Servicing, Stormwater Management, Transportation, and Ecology to identify any issues or other concerns with the concepts as proposed. The main points of these reviews are contained in the following sections. Detailed evaluation and professional reports will be completed in support of future planning applications.

### 4.1 FUNCTIONAL SERVICING

A functional servicing review was undertaken in conjunction with the CDP focusing on reviewing the storm, sanitary and water infrastructure adjacent to the future community, and verifying that municipal infrastructure is available to support the proposed redevelopment.

#### 4.1.1 WATER SUPPLY

Future development of the subject lands will need to connect to a local supply pipe with a diameter of 400mm or less, in compliance with Regional servicing guidelines. Currently there is an existing 200mm PVC watermain under the west side of Trafalgar Road and a 500mm concrete pressure pipe (CPP) watermain under the east side of Trafalgar Road. Existing hydrants connect to this CPP watermain and branch to each side of the roadway along Trafalgar Road within the vicinity of the property. The water supply for the proposed development will be looped through the site within the private laneways and connect to the existing 200mm PVC watermain on Trafalgar Road. Individual connections will be provided for each unit and hydrants strategically located to provide adequate fire protection.

The Region of Halton's Water and Wastewater Master Plan describes a new 750 mm watermain on Trafalgar Road from 15th Side Road to the 22nd Side Road Lake Based Reservoir. This watermain is

slated to be constructed between 2017 and 2021. Currently Georgetown is serviced by a groundwater based water supply system where Single Detached Equivalent (SDE) water allocation credits are provided by the Region to the Town. If a sanitary easement is required to connect to Princess Anne Drive, it may be accompanied by a looping watermain in an effort to increase available water volumes. The Town distributes the water allocation to residential developments through the rezoning, site plan or subdivision process as applicable and as available.

#### 4.1.2 SANITARY SEWAGE SYSTEM

Based on the record plans obtained from the Region of Halton, the following existing sewers are located in the vicinity of the proposed development:

- A 200 mm diameter PVC sanitary sewer along the north side of Princess Anne Drive from approximately 30m east of Trafalgar Road to Halton Hills Drive. The sewer is approximately 3.0m deep with an upstream invert elevation of 271.00m. This sewer connects to the 300mm Halton Hills Drive sanitary sewer that continues south to Maple Avenue; and
- A 375 mm diameter PVC sanitary sewer crossing Maple Avenue approximately 70m east of Halton Hills Drive and continuing south in an easement through the golf course.

The Region's Water and Wastewater Master Plan includes upsizing the Halton Hills Drive sanitary sewer to a 300mm pipe for the entire length of Halton Hills Drive, scheduled to be completed between 2019 and 2021. Design for this upgrade is underway, and the Region's consultant is taking the subject land's anticipated flows into consideration for their design. WSP conducted an independent investigation to confirm available capacity and preferred route to tie into the existing sanitary sewer on Princess Anne Drive and concluded capacity availability and a feasible connection point.

The existing properties are serviced by septic systems. Septic tanks and fields must be properly decommissioned prior to construction.

Allocation for water and wastewater will be required to allow development to occur, and can be required through the application of a Holding Provision on the subject lands when rezoning.

#### 4.1.3 CONCEPT EVALUATION

The three selected concepts have been reviewed with respect to grading and servicing and the following analysis was produced.

From a grading and civil servicing perspective, all three site concepts are technically feasible. All concepts have buffer spaces at boundaries that allow for grading design flexibility, and feature appropriate laneway layout design to allow for adequate servicing and drainage. Townhome developments typically require rear-lot catchbasins to capture and convey stormwater runoff; all of these concept plans have adequate spacing between townhomes to allow for such infrastructure.

All concepts also allow for feasible site servicing conditions, with laneways that civil infrastructure can be placed in such a way to convey flow to the appropriate outlet points. All concepts provide a large open landscaped area in the topographically low end of the site, which provides opportunity to incorporate Low Impact Development stormwater management techniques.

## 4.2 STORMWATER MANAGEMENT

The stormwater management (SWM) criteria applicable to this project are set out in the Stormwater Management Criteria of the Town of Halton Hills, the 2012 CVC Stormwater Management Criteria, and the 2003 Ontario Ministry of the

Environment (MOE) Stormwater Management Planning and Design manual.

Stormwater runoff will be required to be retained on-site to match pre-development conditions; all post-development peak flows up to the 100-year storm shall be controlled to pre-development levels. Additionally, it must be demonstrated that there will be no negative impacts downstream due to an increased post-development peak flows during major storm / rainfall events up to the 100-year event. The future community is located within a Well-Head Protection Area requiring compliance with the Source Protection Plan regarding aquifer recharge. Applicable water quality criteria requires an 80% removal efficiency of total suspended solids (TSS) on an average annual basis for all sediment-generating surfaces, such as roads and driveways. Water discharged to the municipal storm sewers must be in compliance with all Town by-laws pertaining to water quality.

The preliminary SWM strategy for the future community proposes an open-bottom subsurface storage system to capture runoff and provide temporary detention during large storm events. Such a system will allow captured water to infiltrate into the native soil to maintain the natural hydrologic cycle. Due to the future community's location in a Well-Head Protection Area and Sensitive Groundwater Recharge Area, it is anticipated that only water from 'clean' sources such as roofs and landscaped areas will be infiltrated. Directing runoff from impervious roof surfaces to soak away galleries or absorbent topsoil areas, will further enhance infiltration and maintain the water balance. As part of the SWM plan, further assessment of the subject lands' infiltration capabilities and hydrogeology shall be investigated.

Water quality for the future community will rely on a treatment-train approach, combining



bioretention and other Low Impact Development (LID) techniques with traditional quality control measures to treat all sediment-generating surfaces, particularly roadways, driveways and surface parking. Traditional quality control measures may include elements such as oil grit separators (OGS) or filter-based water quality units. While each concept provides a slightly varied configuration of driveways and parking areas, it is believed that there is sufficient opportunity within the development to achieve the water quality criteria through a treatment-train approach.

To ensure that the soil can bear the anticipated extent of infiltration, confirmation tests of soils for percolation rates will be completed.

Overall, the presented concepts each provide opportunity to fully meet the applicable SWM criteria of the Town and Conservation Authority.

## 4.3 TRANSPORTATION

### 4.3.1 STUDY AREA AND EXISTING CONDITIONS

The traffic assessment as part of the development site includes the following study intersections:

- Trafalgar Road and Princess Anne Drive (signalized);
- Trafalgar Road and Sports Park Entrance (unsignalized); and
- Trafalgar Road and Maple Avenue/17 Side Road (signalized).

The study intersections all operate at acceptable levels of service under existing conditions, with no critical movements or capacity constraints as shown in the following table. A level of service (LOS) above 'D' is considered to be good.

Table 4: 2017 Existing Traffic Conditions

INTERSECTION	CONTROL TYPE	WEEKDAY A.M. PEAK HOUR		WEEKDAY P.M. PEAK HOUR	
		LOS (DELAY) <sup>1</sup>	CRITICAL MOVEMENTS <sup>2</sup>	LOS (DELAY) <sup>1</sup>	CRITICAL MOVEMENTS <sup>2</sup>
Trafalgar Road and Princess Anne Drive	Signalized	A(8)	-	A(8)	-
Trafalgar Road and Sports Park Entrance	Unsignalized	C(18)	EB-LR(0.00)	B(10)	EB-LR(0.00)
Trafalgar Road and Maple Avenue/17 Side Road	Signalized	C(20)	-	C(20)	-

<sup>1</sup> Limit of Service (delay) in seconds

<sup>2</sup> Critical movements (v/c ratio)

### 4.3.2 FUTURE BACKGROUND EVALUATION

As part of the future background conditions assessment, the Civic Centre Area development general growth rates, developed in the Trafalgar Road EA (Steeles Avenue to Highway 7) approved by the Ministry of the Environment in May 2018, will be included. With respect to the improvements recommended in the Trafalgar Road EA, the horizon year is beyond the five year horizon that is anticipated for this development. WSP received input from the Region that the construction of Trafalgar Road from 10 Side Road/Maple Avenue to Highway 7 is scheduled to commence in 2020. On this basis, a sensitivity analysis will be completed to evaluate the future conditions with the widening Trafalgar Road as per the EA. The future background conditions will be the baseline for assessing the incremental impact of the proposed development.

### 4.3.3 SITE-GENERATED TRAFFIC

As part of the CDP input, three concepts have been prepared for the subject site referenced as Concepts 1, 2 and 3. The three concepts feature slightly different internal road configurations, along with varying density of 140 to 230 residential units. For the purpose of trip generation, the 230 units proposed as part of Concept 3 has conservatively been used. The auto trip generation associated with the residential development is based on the equations contained in the Institute of Transportation Engineers (ITE) Trip Generation Manuals 9th Edition for Land Use Code 230 – Townhouses and Condominiums. Based on the equation rates of 0.44 trips/unit and 0.52 trips/unit during the weekday a.m. and p.m. peak hours, respectively, the development is forecast to generate 101 and 119 new auto trips during the a.m. and p.m. peak hours, respectively. For this preliminary evaluation, no non-auto modal split adjustment has been applied, which is conservative.

### 4.3.4 TRAFFIC IMPACT EVALUATION

Based on the highest development density of the three design concepts, the incremental impact of the site-generated on the downstream and upstream intersections along Trafalgar Road is expected to be minor and can be accommodated without the need for additional improvements. This applies to both the existing lane configurations along Trafalgar Road, as well as the widened Trafalgar Road based on the preferred configurations shown in the EA. The detailed traffic analyses will be included in the Traffic Impact Study to be completed based on the outcome of the CDP process.

The access arrangements for concepts 1, 2 and 3 are the same, with an access aligned on centre with the Funeral Home driveway. The proposed access has a centre median between the two directions of travel when entering or exiting to Trafalgar Road. Based on pre-consultation with the local fire authority, they have indicated that this type of treatment would be acceptable to function as an emergency access (i.e., a separate emergency access would not be required).

The main driveway will be wide enough to feature a separate left-turn and right-turn lane to facilitate outbound movements. Based on preliminary Synchro evaluation, the one access arrangement can operate at an acceptable level of service without the need for traffic signals or additional accesses. The site driveway is proposed to operate as stop-controlled onto Trafalgar Road. With or without the future widening of Trafalgar Road as detailed in the EA, the traffic associated with any of the three concept plans can be accommodated. The overall site access arrangement will be evaluated in greater detail as part of the comprehensive Traffic Impact Study, which will include considerations such as the queuing, sightline, traffic operations and signal warrants.

Additional detailed discussions of the intersection spacing are provided in section 2.3.2 of this plan.

#### 4.3.5 INTERNAL ROAD NETWORK

One of the key differences between Concept 2 and the other two concepts is that there are visitor parking spaces near the first internal intersection east of Trafalgar Road. Given that this internal intersection from Trafalgar Road will be the busiest, the visitor parking configuration at this location in Concept 2 is less desirable.

Based on the comprehensive Traffic Impact Study to be completed, the queuing at the main site access intersection at Trafalgar Road will be carefully evaluated. It is worth noting that Concepts 1, 2 and 3 feature two, one and three dead-end driveway situations, respectively. The dead-end situations will be evaluated in the comprehensive Traffic Impact Study to ensure it can operate adequately for the design vehicles. All three of the concepts feature sidewalks on at least one side of the internal road network. All of the parking needs can be readily accommodated on site, both in terms of visitor and residential parking.

## 4.4 ECOLOGY

### 4.4.1 GENERAL ENVIRONMENTAL CONDITIONS

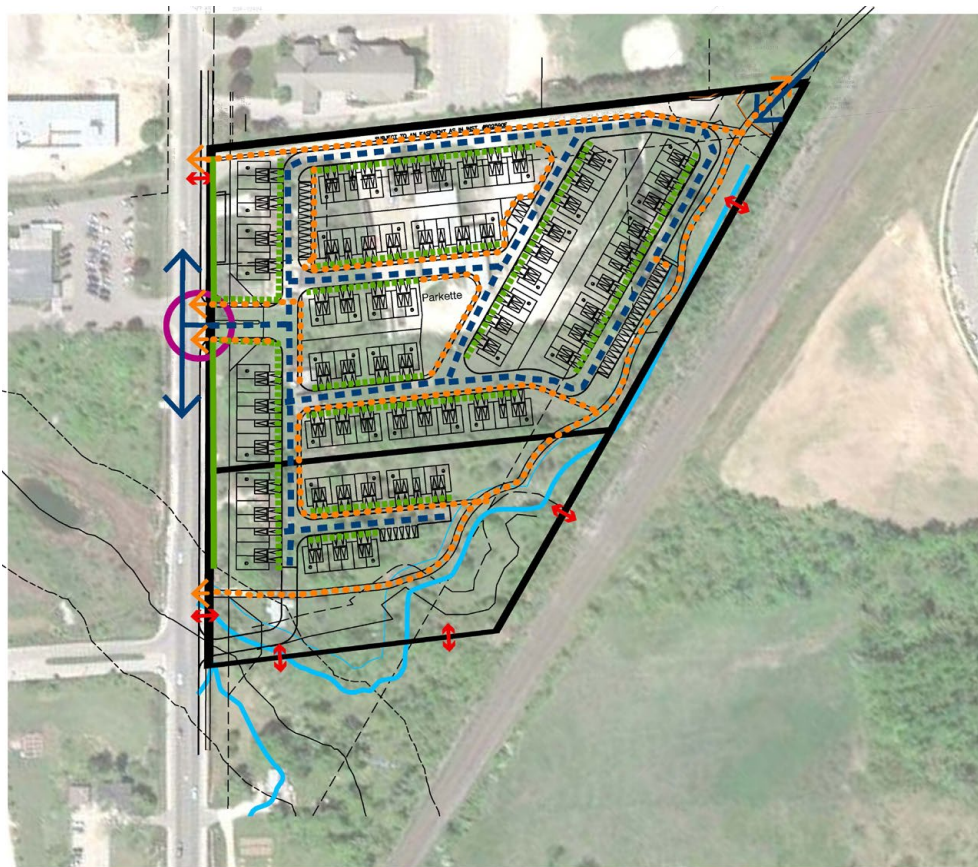
Preliminary feature limits have been flagged and confirmed with CVC, Halton Region and the Town of Halton Hills during a site walk on March 7, 2017. Regional confirmation of the Natural Heritage Feature associated with Property 2 is pending. Natural Heritage Feature limits will be confirmed or refined through the EIS based on detailed site-specific surveys.

### 4.4.2 PRELIMINARY ENVIRONMENTAL INPUT TO CONCEPT DESIGN PLANS

All concept plans show consistent development limits and representations of natural heritage features present on the property:

- Preliminary feature limits associated with the woodlands to the north and south are consistent with the preliminary limits determined through the site walk with agencies;
- Buffers / Setbacks from natural heritage features are to be determined through an EIS. Currently shown setbacks use a variable approach (where the width of setbacks varies). This methodology will need to be assessed through an EIS and in consultation with the Town and Region;
- The narrow hedgerow feature along the rear of the properties and along the rail corridor was assessed as part of the EIS per the Oak Ridges Moraine Technical Paper 7 to determine if it met the criteria to form a connected woodlot with the woodland features to the north and south. The results from 2017 field studies suggest that the north and south woodlands are not contiguous (i.e. they are not connected through the hedgerow);
- A trail connection and servicing is shown extending north from the subject lands through an existing natural heritage feature. This connection / servicing opportunity and trail will need to be assessed through the EIS; and
- There are no expected environmental concerns associated with the removal of the existing anthropogenic features contained in the central portion of the subject lands at this time.

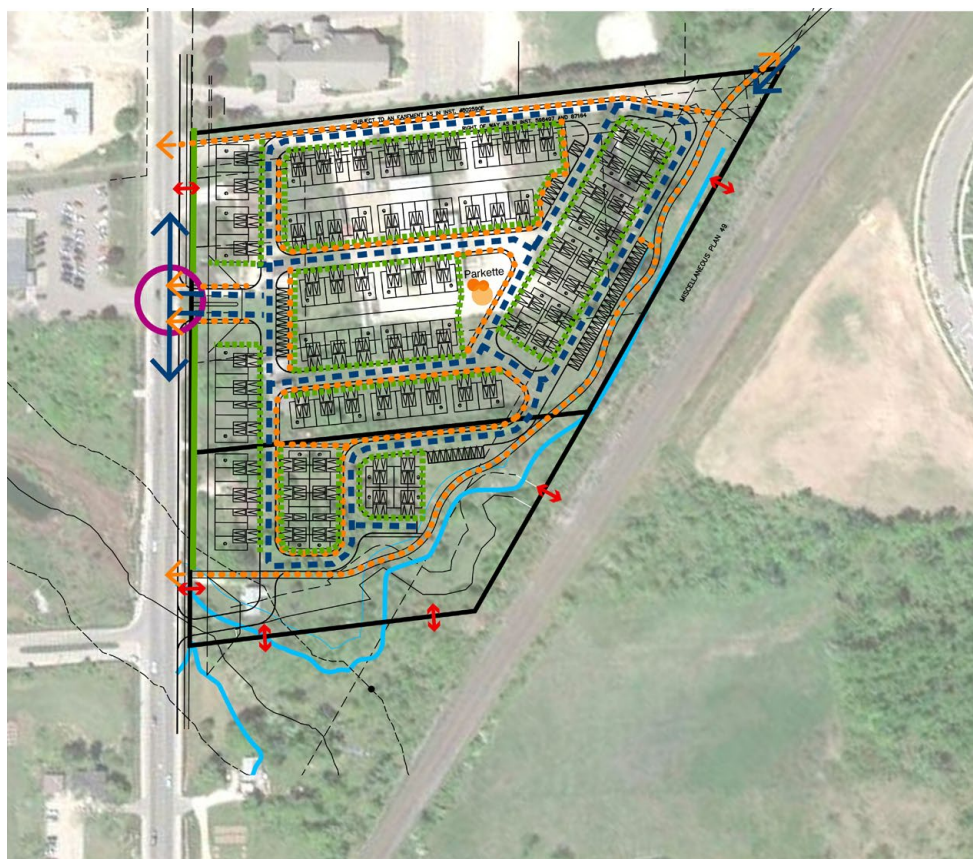




## LEGEND

- EXTERNAL STREETSCAPE PRESENCE
- NEIGHBOURHOOD CONNECTOR
- - - INTERNAL VEHICULAR CONNECTION
- - - INTERNAL STREETSCAPE PRESENCE
- - - INTERNAL PEDESTRIAN CONNECTIONS
- EXTERNAL PEDESTRIAN CONNECTION
- ↔ NEIGHBOURHOOD COMPATIBILITY
- GATEWAY ENTRY FEATURE

Figure 28: Conceptual Opportunities and Constraints Plan (Concept 1)



## LEGEND

- EXTERNAL STREETSCAPE PRESENCE
- NEIGHBOURHOOD CONNECTOR
- - - INTERNAL VEHICULAR CONNECTION
- - - INTERNAL STREETSCAPE PRESENCE
- - - INTERNAL PEDESTRIAN CONNECTIONS
- EXTERNAL PEDESTRIAN CONNECTION
- ↔ NEIGHBOURHOOD COMPATIBILITY
- GATEWAY ENTRY FEATURE

Figure 29: Conceptual Opportunities and Constraints Plan (Concept 2)

## 5.0 | URBAN DESIGN

Development within the future Trafalgar Road community (SPA 5) will be predominantly medium density and pedestrian supportive, with a well-crafted built form that appropriately integrates with adjacent land uses and Trafalgar Road. Considering the policies of the Town OP and Urban Design Guidelines (under Appendix X4 of the Town OP), as well as the design principles approved through the Civic Centre Area CDP, the following high level community design principles have informed the development of land use concepts for this report:

- Develop a strong development image and character;
- Create a visually attractive, coherent and distinct built form environment;
- Ensure a strong built form orientation and relationship to Trafalgar Road;
- Achieve an effective transition from the CN lands, adjacent buffer berm, and no-build zone;
- Achieve an effective transition from the hydro corridor;
- Establish an effective and consistent landscape treatment;
- Ensure the landscape treatment is appropriate to the built form architecture and materials. Any built landscape elements (e.g. planter walls, columns) or paving materials should be designed and selected to complement the architecture, using materials that reflect or complement those used for the built form;
- Achieve safe pedestrian connections throughout with direct links from adjacent sidewalks, laneways and walkway areas to the front steps of buildings;
- Integrate private amenity spaces with appropriate features to serve future residents;
- Provide convenient and effective pedestrian connections to Trafalgar Road, downtown Georgetown, and the Trafalgar Sports Park to encourage public transit usage and establish convenient access to surrounding amenities; and
- Provide a strong streetscape presence along Trafalgar Road that is conducive to its scale and future character.



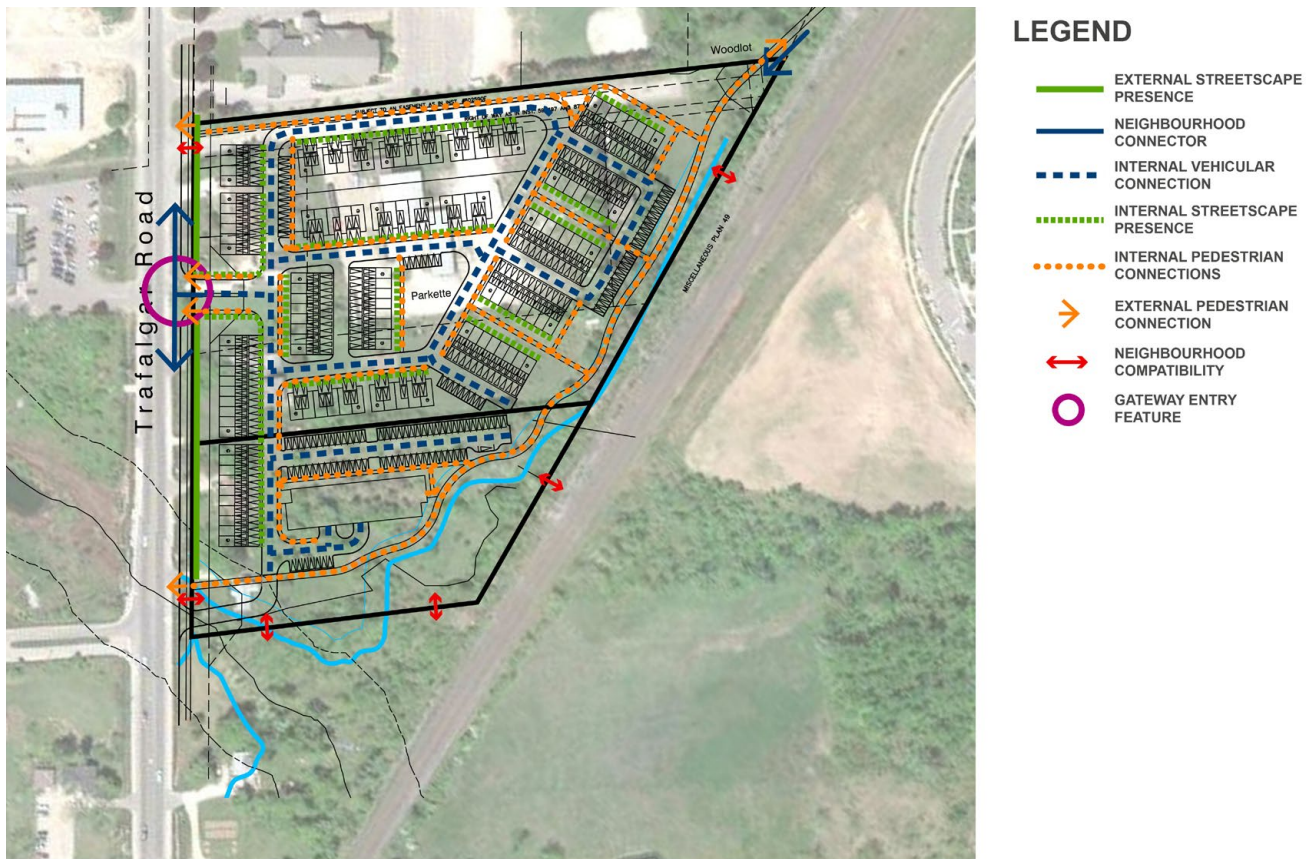


Figure 30: Conceptual Opportunities and Constraints Plan (Concept 3)



## 5.1 OPPORTUNITIES AND CONSTRAINTS

The conceptual design process has presented a set of opportunities and constraints related to the development location, major road connections, contextual issues, as well as mandated design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design. A primary focus for this proposed development is to seek opportunities to maximize infrastructure that enhances active transportation (sidewalks, cycling connections, inter-neighbourhood linkages, etc.). Refer to Figure 28, Figure 29 and Figure 30 for opportunities and constraints comparisons between the concept plans.

These opportunities and constraints include the following:

- Neighbourhood Compatibility - ensure contextually sensitive design that is compatible with existing adjacent land uses;
- Neighbourhood Connector - utilize existing street and land use fabric for neighbourhood linkages;
- Internal Vehicular Connection - create safe and logical internal vehicular connections;
- External Pedestrian Connections - create direct links with existing sidewalk and proposed trail connections to the surrounding community;
- Internal Pedestrian Connections - create safe and logical pedestrian connections throughout the proposed development;
- External Streetscape Presence - achieve an effective streetscape edge along Trafalgar Road that is appropriate to the context and reflects the scale of the road;
- Internal Streetscape Presence - achieve an effective streetscape edge along the internal private laneways that is appropriate to the built form and reflects the scale of the road; and
- Gateway Entry Feature - designate a formal entry into the development through a combination of built form and gateway features.

### **5.1.1 DESIGN ELEMENTS**

Features included in the design are outlined in the following sections. These include community amenities, vehicular and pedestrian circulation, functional servicing and natural heritage.

#### **Community Amenities**

Attractive landscaped open spaces will be provided throughout the development in the form of predominantly passive uses, along with a playground component. Passive open spaces may include trails, seating areas, tree and shrub planting, and mowed grass for unstructured play. A central public space will be integrated within the development to serve the immediate residents, and is generally expected to contain entry features, decorative paving, seating amenities, planting, and a small play structure. The central public space shall be designed to be easily accessible to all residents and shall be well lit throughout the day and evening.

#### **Vehicular Circulation, Roads, Access and Egress**

The access arrangement differs between the concept plans with one main access and an emergency access in the north in Concept 2, and a main access with dividing median, combined with emergency access in Concepts 1 and 3. With a widened Trafalgar Road, one main driveway access will work from a traffic capacity perspective for all concepts. From a safety perspective, there may be a need to provide southbound left-turn lanes into the future community so that speed differential or rear end collision potentials are minimized on Trafalgar Road, and note that a centre left turn lane is provided for in the Trafalgar Road EA. The location of the accesses may be subject to minor adjustments depending on other considerations such as input from Halton Region and Town staff, future plans of signalization at the Sports Park entrance, sight

lines, queuing, phasing, and environmental aspects. At the request of the Region, a conceptual 15 m daylight triangle has been provided, subject to detailed design of Trafalgar Road and a full TIS as part of any subsequent development applications for Property 1 or 2.

The design of the concept plans features adequate parking since ample residential and visitor parking are proposed.

#### **Pedestrian Circulation and Linkages**

Safe, direct, and logical pedestrian connections will create a continuous internal pedestrian network that will link to a proposed trail between downtown Georgetown to the Trafalgar Sports Park. Within the development, direct links will be provided from adjacent sidewalk, laneway, and walkway areas to the front steps of each home. Convenient and effective pedestrian connections to Trafalgar Road will further establish ease of access to surrounding amenities.

#### **Functional Servicing Plan**

Section F8 - Community Facilities and Services of the Town OP speaks to servicing requirements for new communities, outlining that municipal water and wastewater services are the responsibility of the Region of Halton, as per the Regional Plan. All development in the Urban Area of Halton Hills is to be connected to municipal services unless otherwise exempt. The future community lands are within the Urban Boundary and Built Boundary of Georgetown, and are designated as 'Regional Phasing to 2021' which permits development.

Development of the subject lands will require a looped watermain system connecting to the existing watermain on Trafalgar Road. Each unit will have individual service connections and hydrants will be provided at adequate spacing for fire protection.

Each unit will have a separate sanitary service, connecting to new sanitary sewers within the development laneways. The existing downstream sanitary sewers are at adequate depth to allow a gravity connection from the future community. Various route alternatives going north and south were reviewed, and a final preferred alignment was selected (refer to Figure 31). The proposed layout conforms to Halton Region's Development Design Guidelines for Source Separation of Solid Waste, and the proposed Halton Hills Drive 375mm sewer will have adequate capacity for existing and proposed flows. It is intended to be installed trenchlessly to minimize impact to Natural Heritage.

## Natural Heritage

Within the subject lands, vegetation communities are generally anthropogenic in origin. Common vegetation communities include: Cultural Meadow, Raspberry Cultural Thicket, Cultural Plantation, Cultural Woodland, and European Reed Mineral Meadow Marsh. As noted in the introduction, several features of significance or potential significance per relevant municipal policies are present and include woodlands to the north and south of the future community and a narrow feature along the rear of the properties that currently acts as a buffer between the existing buildings and the rail line.

A small portion of a tributary to Black Creek flows through the southern end of the future community (Property 2 of the CDP). CVC regulates the watercourse and the floodplain associated with this feature.

An assessment of features within and immediately adjacent to the future community, with specific interest on the significant and potentially significant features, is required to be completed through an EIS to inform feature sensitivity assessments, potential impacts associated with the proposed development and mitigation measures to address potential impacts, including development setback requirements (buffers).

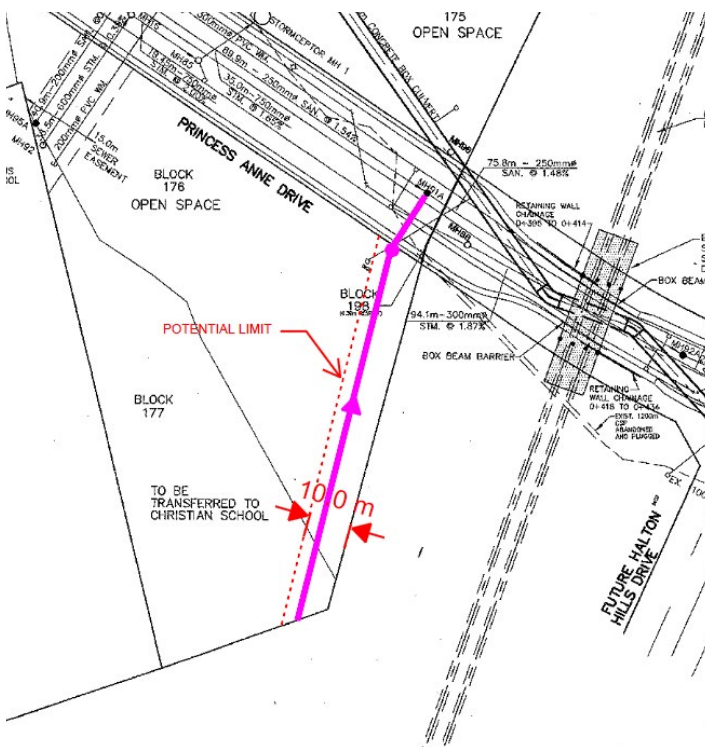
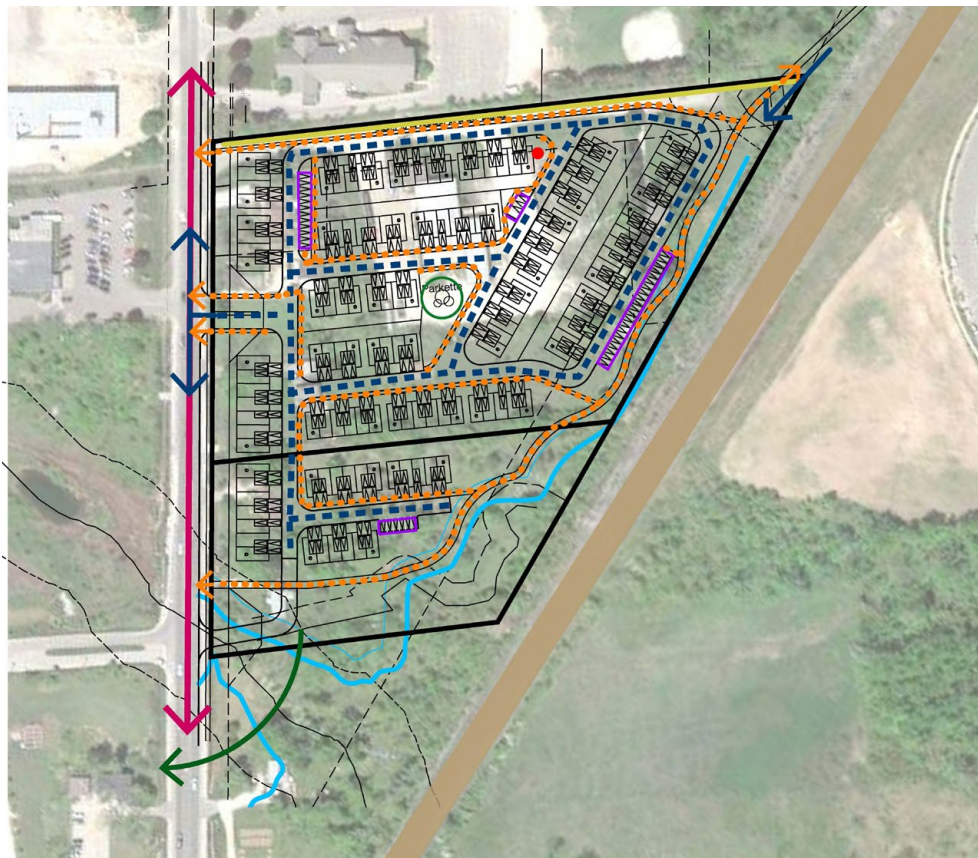


Figure 31: Preferred Sanitary Alignment  
(Source: WSP, 2017)

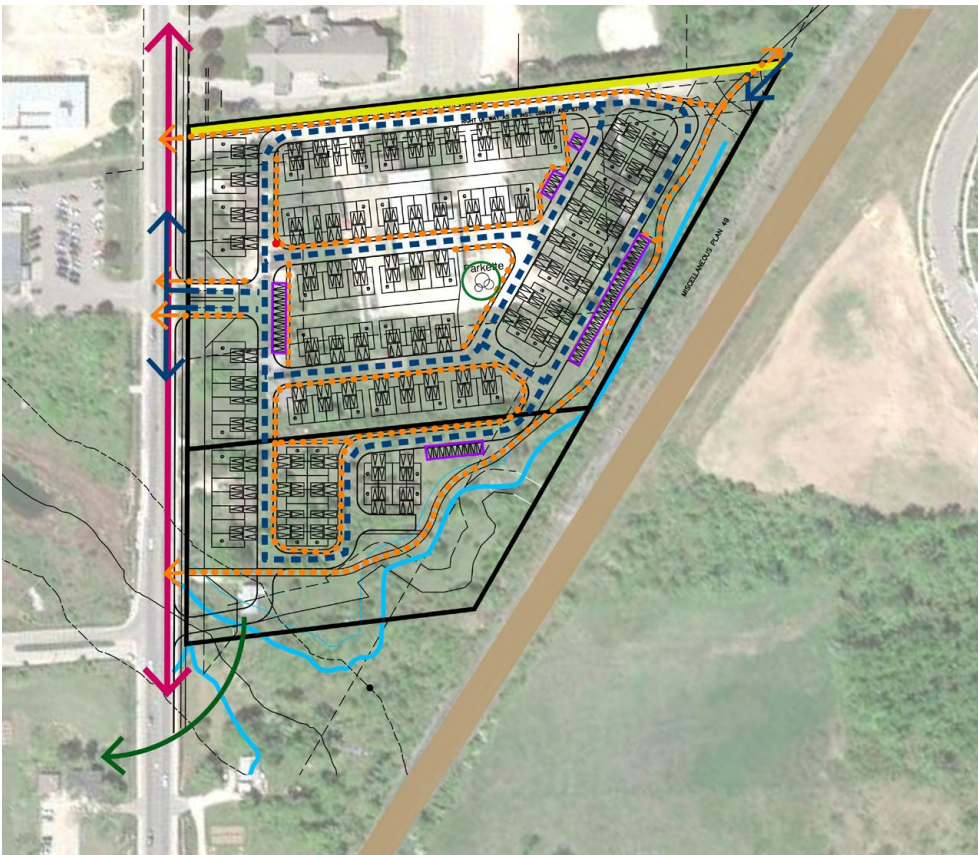




## LEGEND

- PRIMARY REGIONAL LINK
- HYDRO CORRIDOR
- NEIGHBOURHOOD CONNECTOR
- - - INTERNAL VEHICULAR CONNECTION
- . . . INTERNAL PEDESTRIAN CONNECTIONS
- ▭ VISITOR PARKING
- PARKETTE
- CONNECTION TO TRAFALGAR SPORTS PARK
- ▭ CN RAILWAY CORRIDOR
- EXTERNAL PEDESTRIAN CONNECTION
- POTENTIAL MAILBOX KIOSK
- FLOODPLAIN BOUNDARY

Figure 32: Conceptual Structuring Elements (Concept 1)



## LEGEND

- PRIMARY REGIONAL LINK
- HYDRO CORRIDOR
- NEIGHBOURHOOD CONNECTOR
- - - INTERNAL VEHICULAR CONNECTION
- . . . INTERNAL PEDESTRIAN CONNECTIONS
- ▭ VISITOR PARKING
- PARKETTE
- CONNECTION TO TRAFALGAR SPORTS PARK
- ▭ CN RAILWAY CORRIDOR
- EXTERNAL PEDESTRIAN CONNECTION
- POTENTIAL MAILBOX KIOSK
- FLOODPLAIN BOUNDARY

Figure 33: Conceptual Structuring Elements (Concept 2)



## 5.2 COMMUNITY DESIGN PLAN

### 5.2.1 STRUCTURING ELEMENTS

Major structuring elements of the future community at Trafalgar Road will include visual and physical boundaries of the site, pedestrian and vehicular circulation within and to/from the site, surrounding land uses, public amenities within the site, and a link to a primary regional transportation route. These major structuring elements, common across all concepts, include:

- Trafalgar Road as the primary regional link;
- Existing hydro corridor along the north side;
- Existing CN railway corridor along the east side;
- Internal vehicular connection with a link to the existing street fabric;
- Pedestrian linkages - internal and external;
- Existing land uses to the north;
- Existing natural heritage features to the south and east;
- Existing community park (Trafalgar Sports Park) to the west;
- Centrally located and accessible parkette and children's play area;
- Allowances for garbage pick-up, snow plowing, and snow storage; and
- Parking allowance for visitors provided internal to the site.

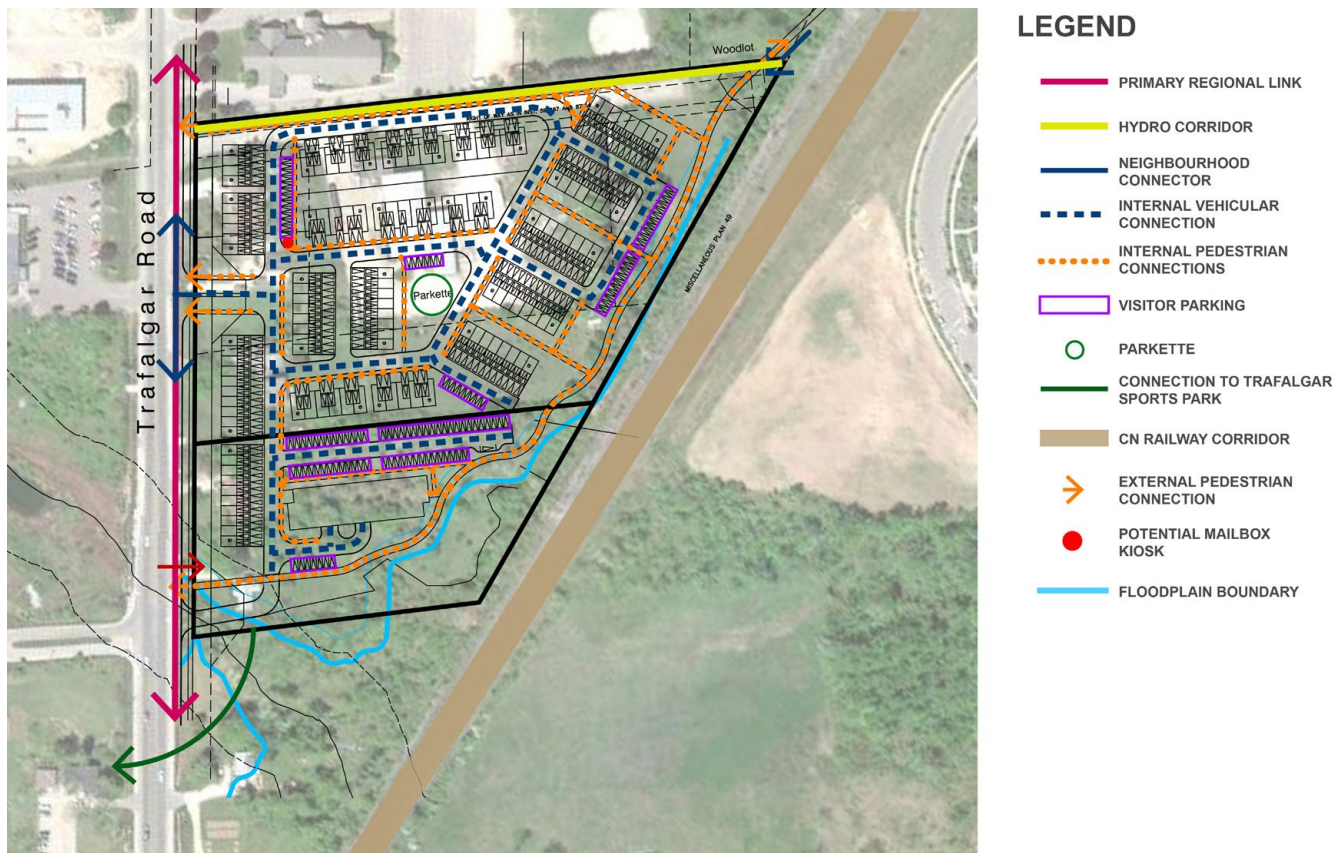
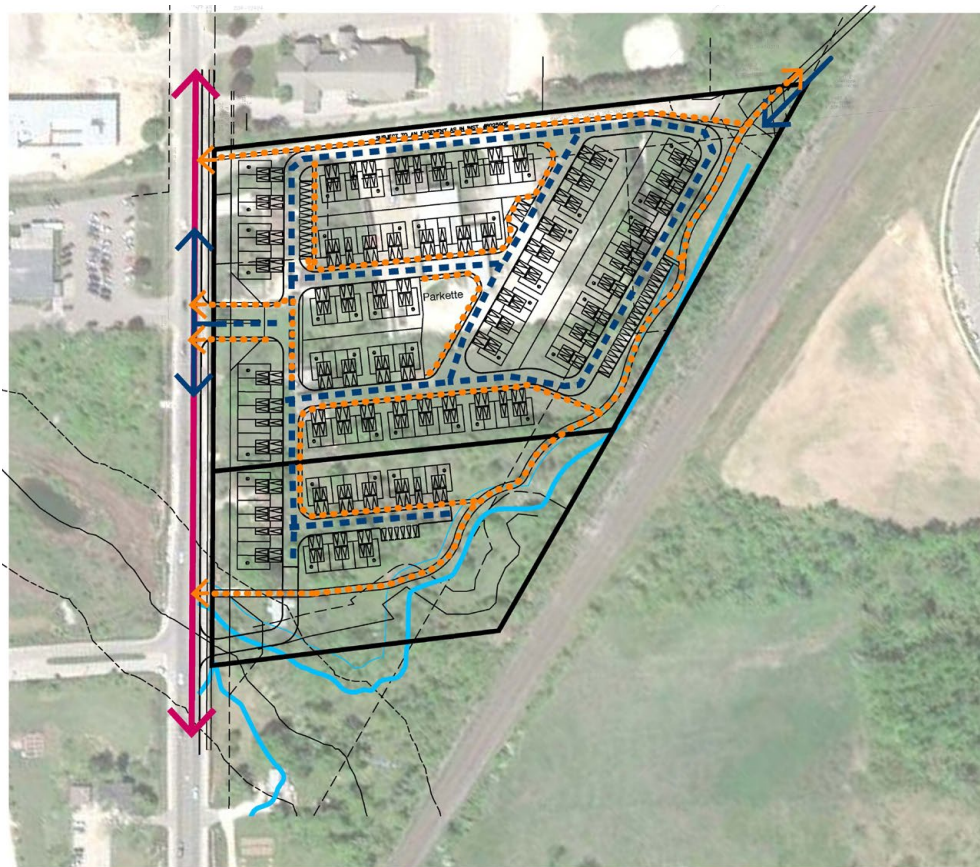


Figure 34: Conceptual Structuring Elements (Concept 3)

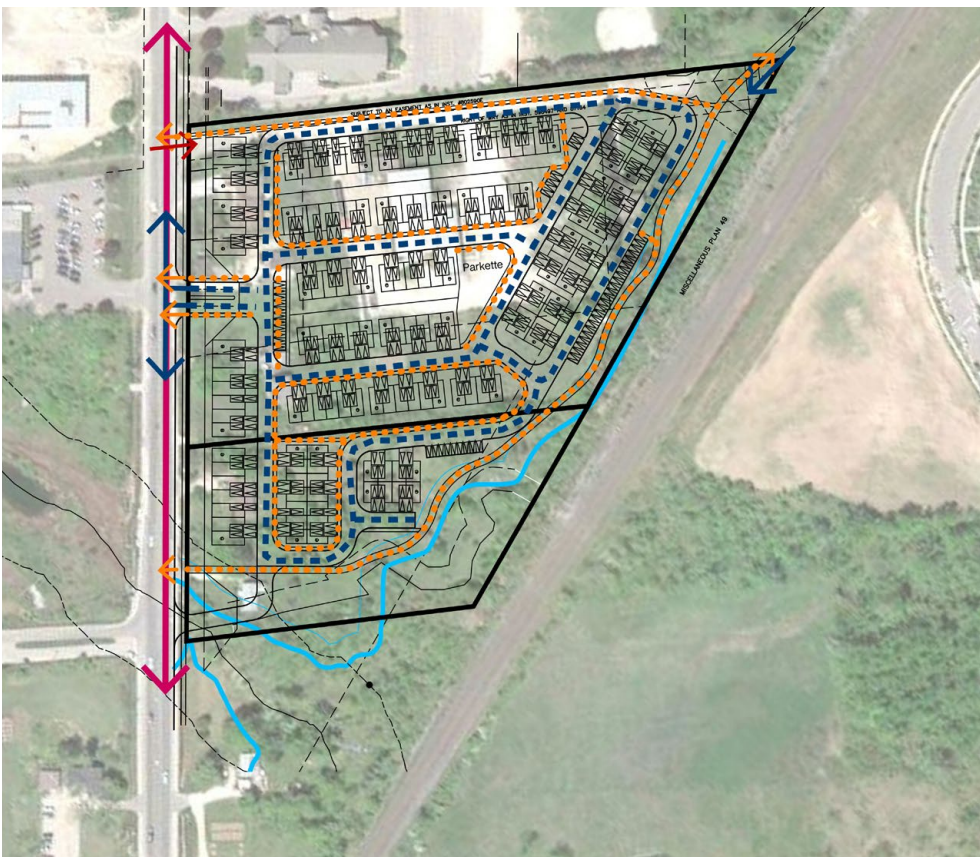




## LEGEND

- PRIMARY REGIONAL LINK
- NEIGHBOURHOOD CONNECTOR
- - - INTERNAL VEHICULAR CONNECTION
- . . . INTERNAL PEDESTRIAN CONNECTIONS
- EXTERNAL PEDESTRIAN CONNECTION

Figure 35: Conceptual Pedestrian and Vehicular Plan (Concept 1)



## LEGEND

- PRIMARY REGIONAL LINK
- NEIGHBOURHOOD CONNECTOR
- - - INTERNAL VEHICULAR CONNECTION
- . . . INTERNAL PEDESTRIAN CONNECTIONS
- EXTERNAL PEDESTRIAN CONNECTION
- EMERGENCY VEHICULAR ACCESS

Figure 36: Conceptual Pedestrian and Vehicular Plan (Concept 2)



### 5.2.2 PEDESTRIAN CIRCULATION

Safe, direct, and logical pedestrian connections will create a continuous internal pedestrian network that will link to a proposed trail between downtown Georgetown and the Trafalgar Sports Park. Within the development, direct links will be provided from adjacent sidewalk, laneway, and walkway areas to the front steps of each home. Convenient and effective pedestrian connections to Trafalgar Road will further establish ease of access to surrounding amenities.

Internally, the 6.7m wide 2-way condominium roads shall be designed to limit vehicular speeds in order to ensure a comfortable pedestrian environment and social interaction between residents.

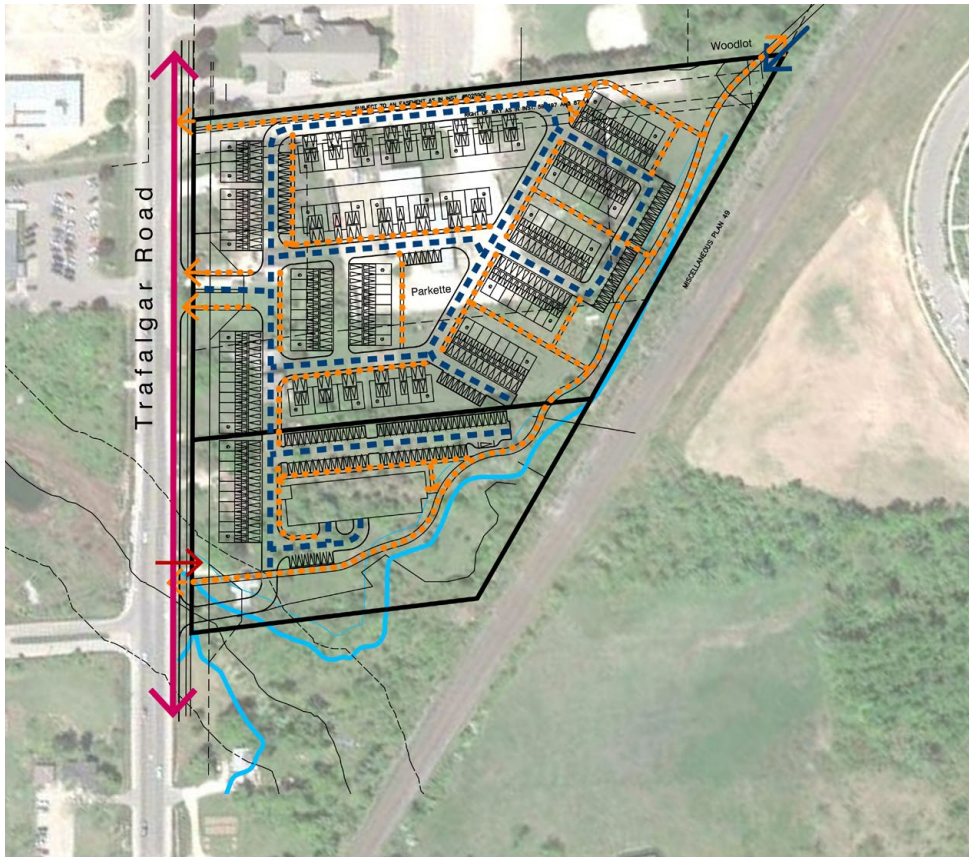
- Ensure safe and logical connections to the existing sidewalks along Trafalgar Road to the west.
- Sidewalks proposed within the future community shall be strategically located along the most frequently traveled routes to encourage walking trips throughout the development and beyond.
- A direct link with the existing Trafalgar Sports Park is achieved through the provision of a trail connection along the east side of the development, within the required CN rail buffer. However, a portion of the land required to facilitate the trail connection is in private ownership and outside of the SPA 5 boundary. A land acquisition would need to be completed in order to build the trail.
- All sidewalks within the development site shall consist of broom finished concrete and be a minimum of 1.5m width.
- Areas of frequent pedestrian crossings or congregation may be distinguished by alternative paving materials with colour and/or textural changes to provide visual cues to drivers (traffic calming) and reinforce the intent of a pedestrian focused environment.

### 5.2.3 VEHICULAR ACCESS, PARKING, AND SERVICING

Vehicular access to the future community will occur from the west side along Trafalgar Road, with 1 primary access in the north and 1 emergency access in the south. Internal to the community is a proposed network of 2-way 6.7m wide private condominium roads. As it is intended that garbage pick-up for individual units will be from the garages, the roads shall be accessible for garbage pick-up functions.

Each townhouse shall integrate 1 internal and 1-2 external parking spaces per unit. The internal space shall be incorporated into the building envelope and accessed from the internal road. The external space will be a single car width driveway in front of each garage. The provision of guest parking for the development shall be consolidated in strategic areas of the site, reflecting a rate established with the City of Halton Hills Zoning By-Law.

- The design speed for the 2-way internal roads shall be kept to a minimum in order to create a safe and comfortable pedestrian focused environment, which is particularly critical along shared-use roads.
- Areas of frequent pedestrian gathering, such as the park space or mailbox kiosk, shall be fully visible from and to all vehicular routes.



## LEGEND

- PRIMARY REGIONAL LINK
- NEIGHBOURHOOD CONNECTOR
- - - INTERNAL VEHICULAR CONNECTION
- . . . INTERNAL PEDESTRIAN CONNECTIONS
- ➔ EXTERNAL PEDESTRIAN CONNECTION
- ➔ EXTERNAL PEDESTRIAN CONNECTION

Figure 37: Conceptual Pedestrian and Vehicular Plan (Concept 3)

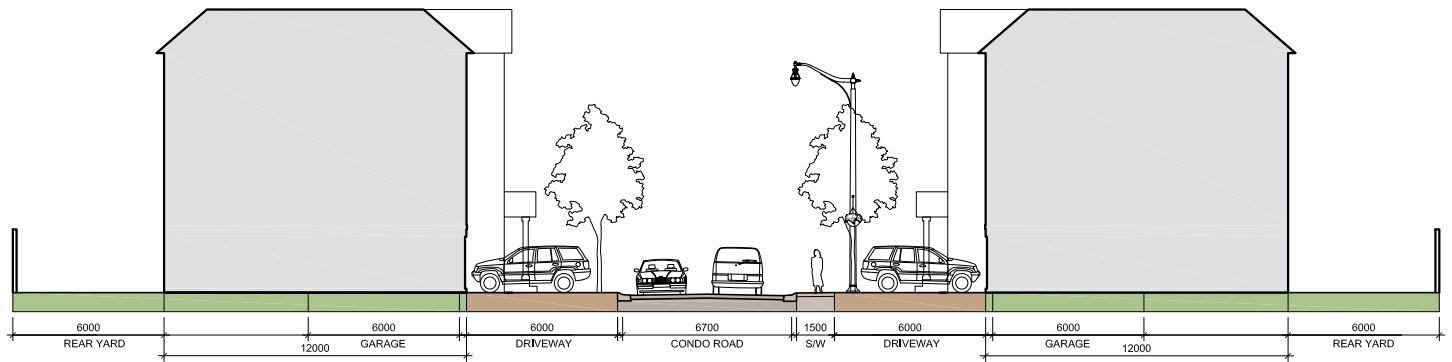


Figure 38: Conceptual section of typical townhome and internal road interface

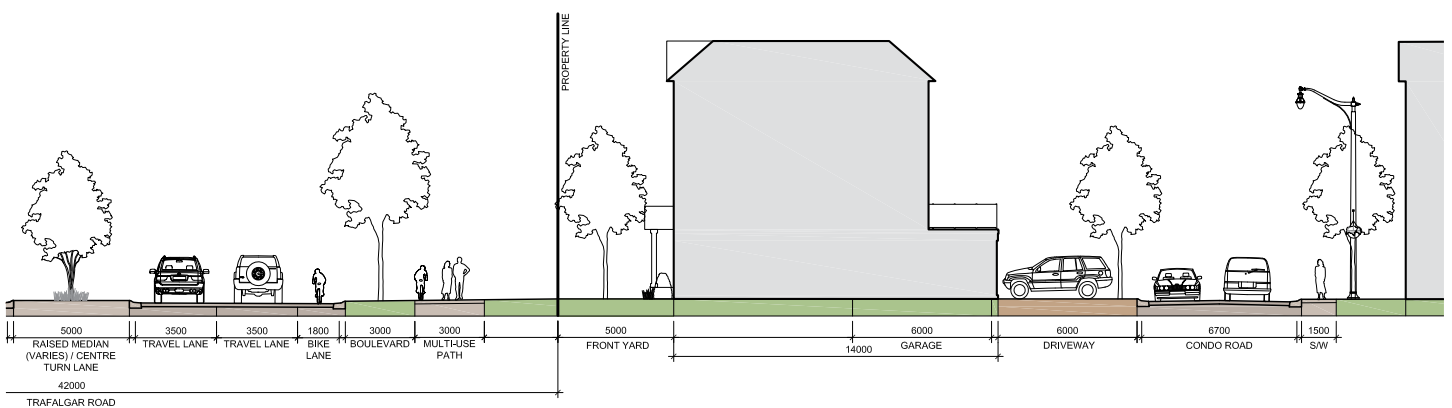


Figure 39: Conceptual section of Trafalgar Road interface with rear garage townhomes

## 5.3 STREETSCAPE AND OPEN SPACE GUIDELINES

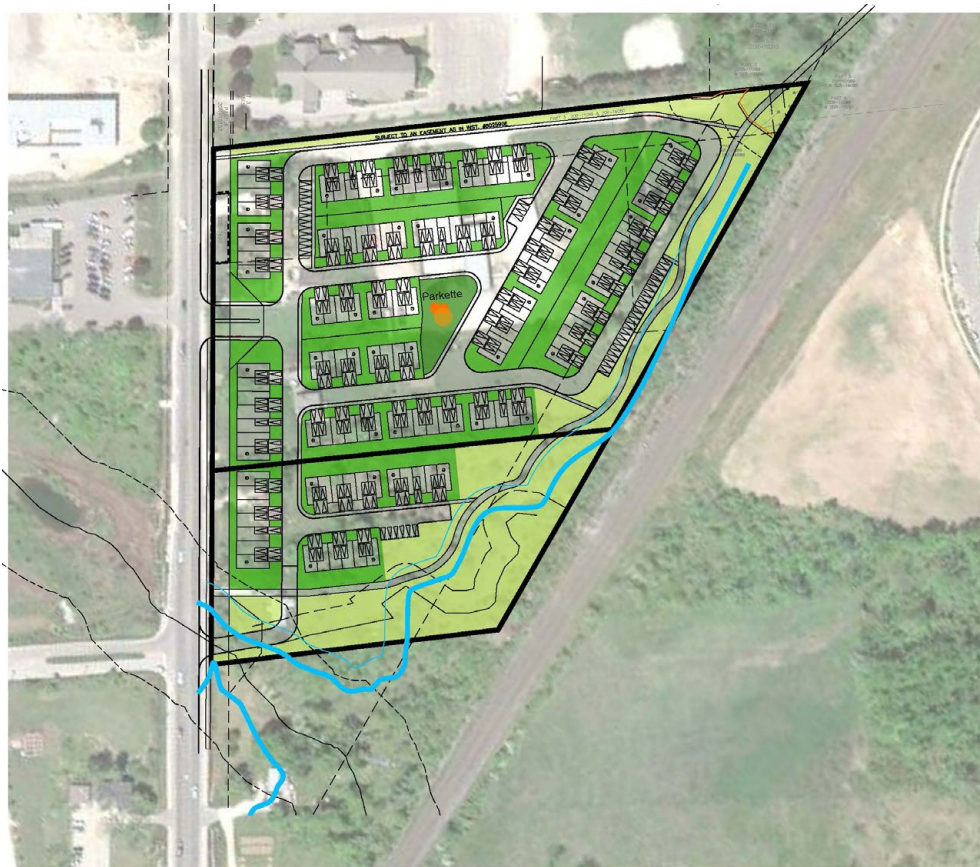
### 5.3.1 STREETSCAPE TREATMENT / PLANTING

The character of the public realm within the future community will largely be influenced by the streetscape treatment and planting scheme proposed for areas interior to the development and those associated with the Trafalgar Road streetscape. Given that the proposed development comprises common elements such as private roads and shared open space, the planting of trees and shrubs are associated with front yard and open space opportunities, rather than traditional street boulevard conditions.

#### Planting

- Landscape features, such as berms, tree and shrub groupings, shall be utilized for privacy or to screen undesirable views. Low decorative planting shall be utilized where visual permeability is desired.
- Strategically place dense deciduous canopy trees to let sunlight and warmth into public open spaces and sidewalks during winter, while in summer creating a canopy that shields people from sun, glare and heat, and allows breezes to flow through.
- Coniferous trees and shrubs may be an effective planted screen in addition to fencing.
- Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Tree planting shall comprise hardy species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils).
- Generally, preference shall be given to native species.
- Selection of proposed tree species and caliper size shall be from the Town of Halton Hills recommended list.
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas.
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation, and improper drainage.
- If applicable, retain good quality soil on site and enhance, if required, with locally sourced soil of equal or better quality.
- Devise a snow storage strategy in conjunction with planting plans to ensure salt laden snow piles do not affect vegetation.
- Low Impact Development (LID) will be considered to help maintain and restore the natural water balance of the environment. A variety of LID strategies will be considered consistent with the CVC's Low Impact Development Stormwater Management Planning and Design Guide. Options may include bio/vegetated swales, stormwater planters, xeriscape planting, permeable paving, infiltration galleries and trenches.

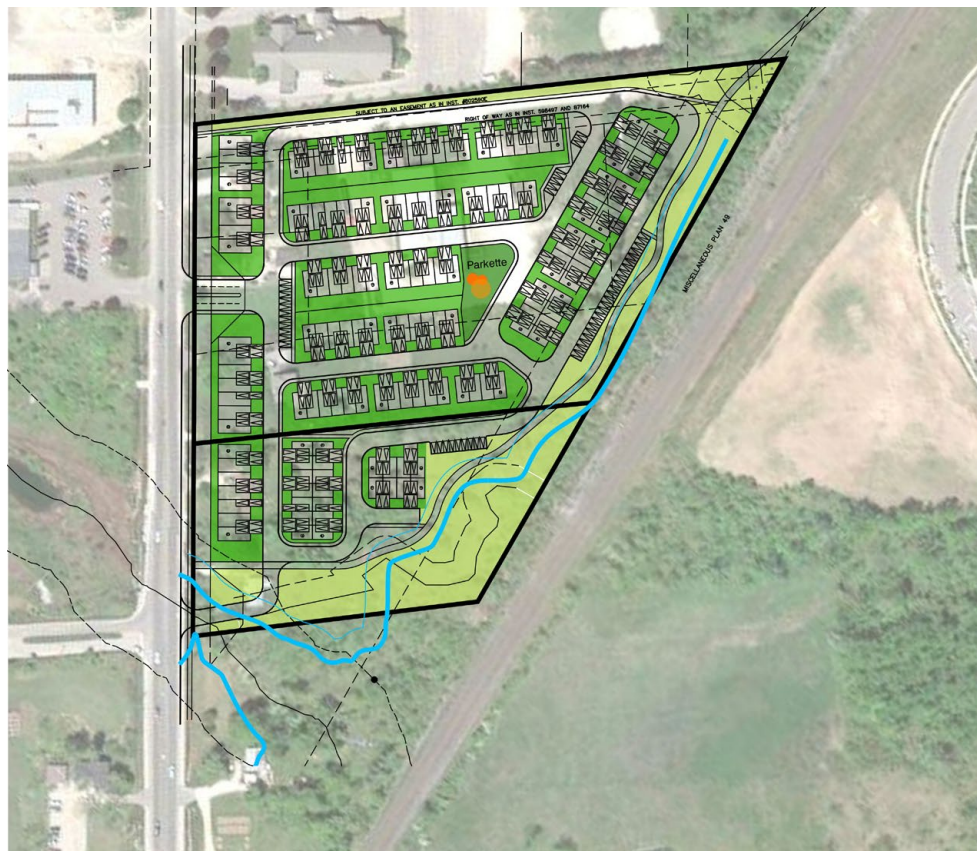




## LEGEND

- LANDSCAPED OPEN SPACE
- PARKETTE
- PRIVATELY OWNED PUBLICLY-ACCESSIBLE SPACES (POPS)
- PLAYGROUND
- FLOODPLAIN BOUNDARY

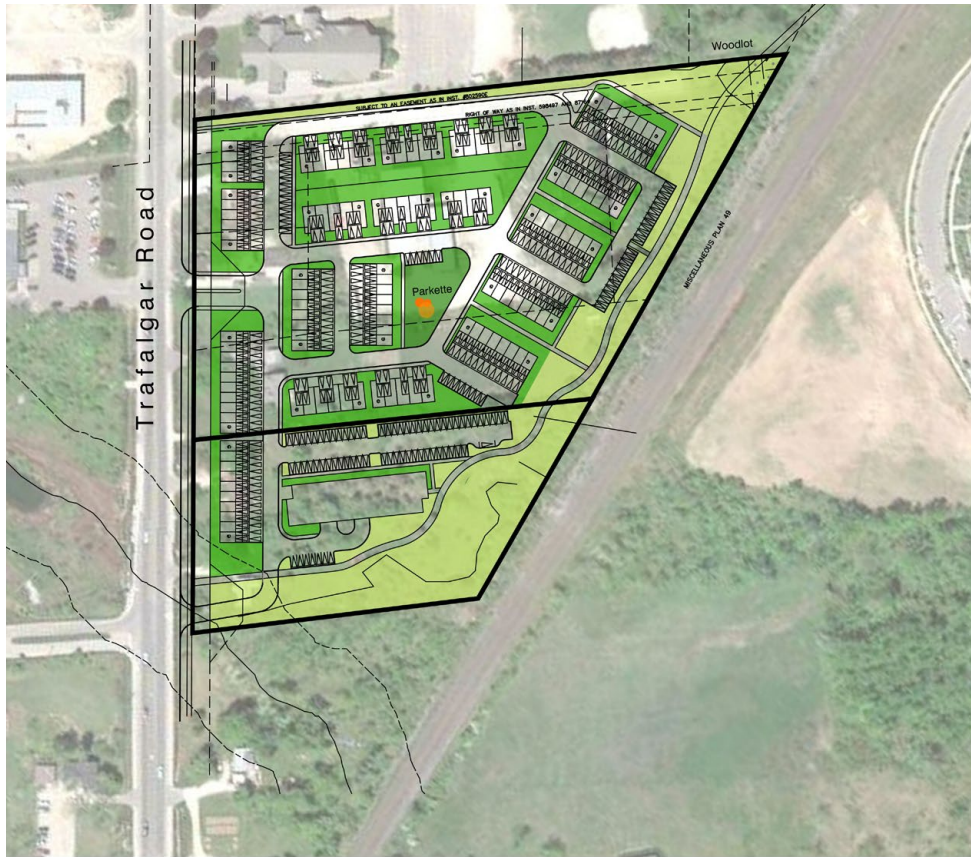
Figure 40: Conceptual Landscape Plan (Concept 1)



## LEGEND

- LANDSCAPED OPEN SPACE
- PARKETTE
- PRIVATELY OWNED PUBLICLY-ACCESSIBLE SPACES (POPS)
- PLAYGROUND
- FLOODPLAIN BOUNDARY

Figure 41: Conceptual Landscape Plan (Concept 2)

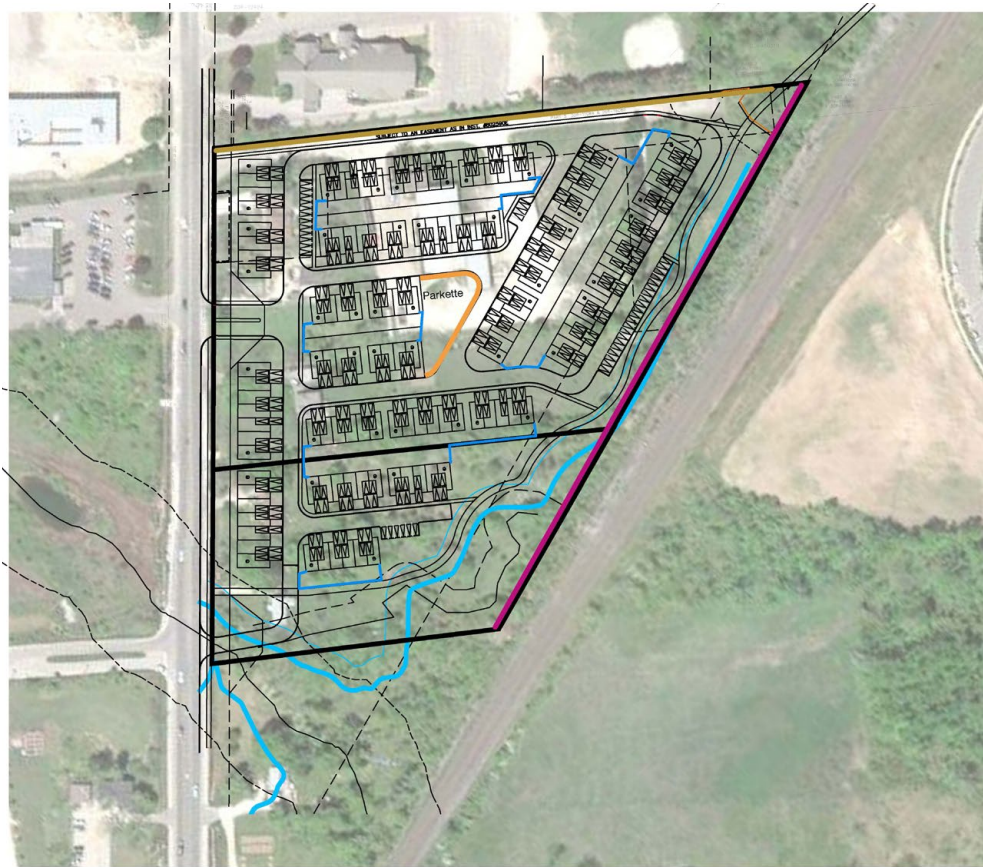


## LEGEND

- LANDSCAPED OPEN SPACE
- PARKETTE
- PRIVATELY OWNED PUBLICLY-ACCESSIBLE SPACES (POPS)
- PLAYGROUND
- FLOODPLAIN BOUNDARY

Figure 42: Conceptual Landscape Plan (Concept 3)

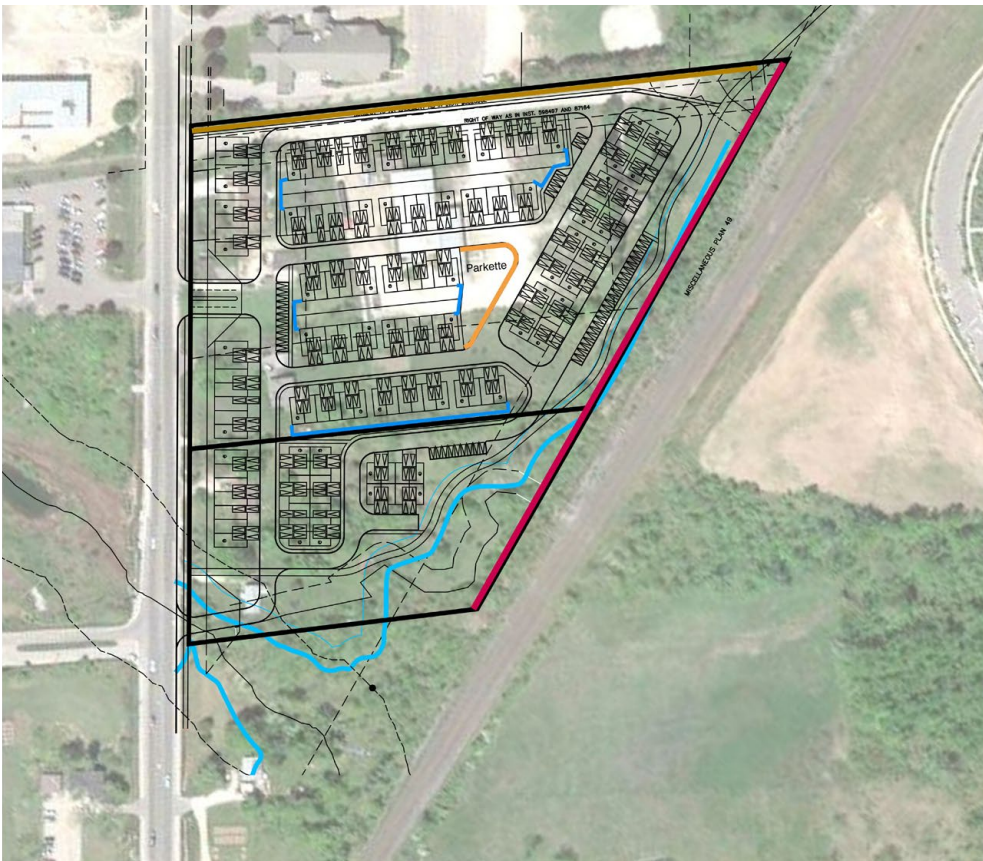




## LEGEND

- ACOUSTIC BARRIER
- LOW DECORATIVE METAL FENCE (1.2m HT.)
- WOOD PRIVACY FENCE (1.8m HT.)
- WOOD AND/OR CHAINLINK FENCE

Figure 43: Conceptual Fencing Location Plan (Concept 1)



## LEGEND

- ACOUSTIC BARRIER
- LOW DECORATIVE METAL FENCE (1.2m HT.)
- WOOD PRIVACY FENCE (1.8m HT.)
- WOOD AND/OR CHAINLINK FENCE

Figure 44: Conceptual Fencing Location Plan (Concept 2)



## Fencing

Fencing requirements for the future community will include wood privacy fencing at the flankage of exposed rear yards, wood and/or chainlink fencing along the north interface with the hydro corridor, and low decorative metal fencing framing the proposed parkette. Additional fencing or wall components forming the acoustic requirements along the east side of the site is discussed in the Acoustic Barrier section.

Generally, fencing design shall reinforce or complement the character and identity of the community.

- Fencing shall comprise only robust, sturdy components for long term durability.
- Wood privacy fencing located along rear yard flankage conditions is typically 1.8m height. Intricate design features using smaller components should generally be avoided for wood fencing due to the effects of weather over the long term.
- A low decorative metal fence (1.2m height) is proposed where the playground perimeter faces the street to deter children from running onto the road in the course of play. The same fence may be extended along the perimeter of the parkette to frame the open space and provide a sense of enclosure.
- For the area between Property 1 and Property 2, a solid fence may be considered as a temporary or permanent transition feature for backyards only.
- A wood and/or chainlink fence will be provided along the interface between Property 1 and the school.



Figure 45: Image example of a decorative metal fence



Figure 46: Image example of flankage treatment



Figure 47: Image example of a wood privacy fence

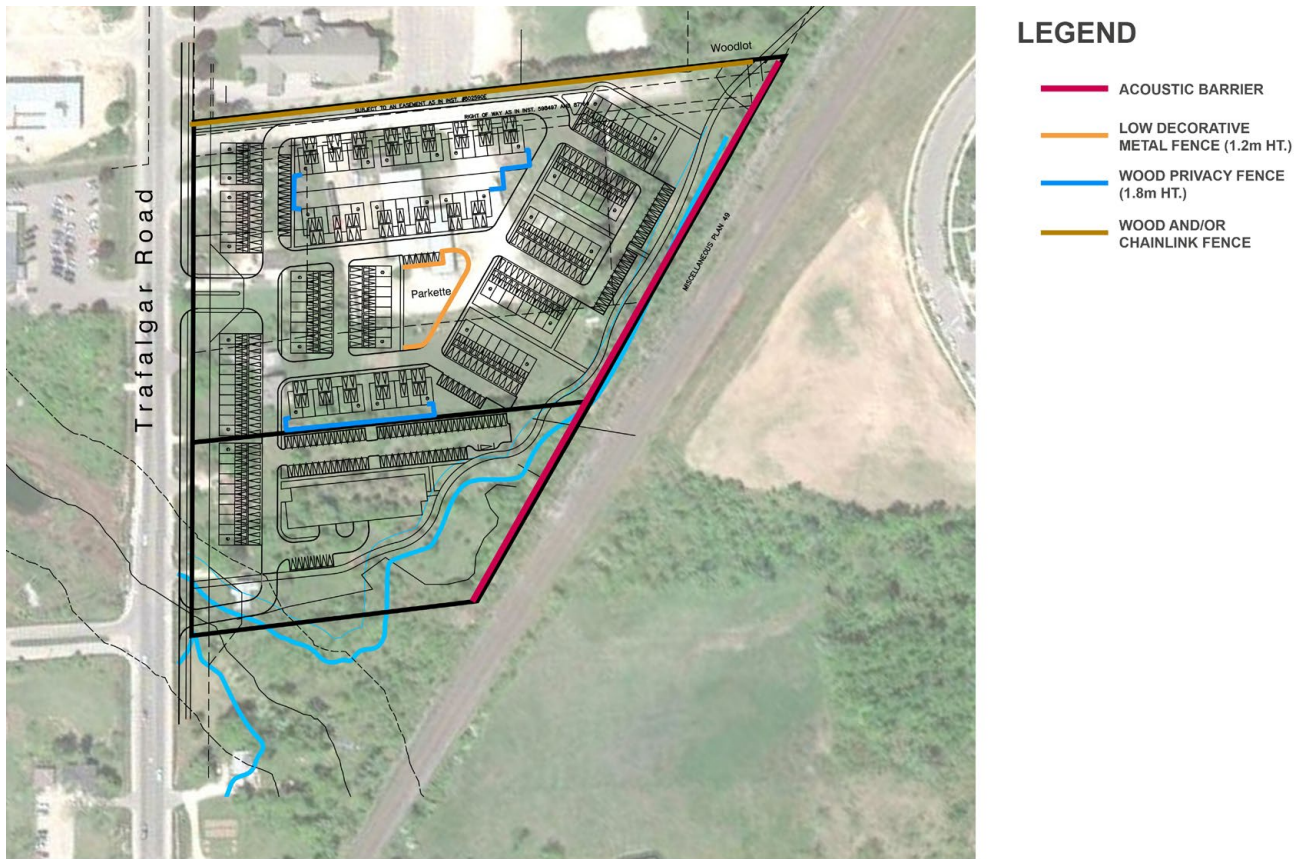


Figure 48: Conceptual Fencing Location Plan (Concept 3)

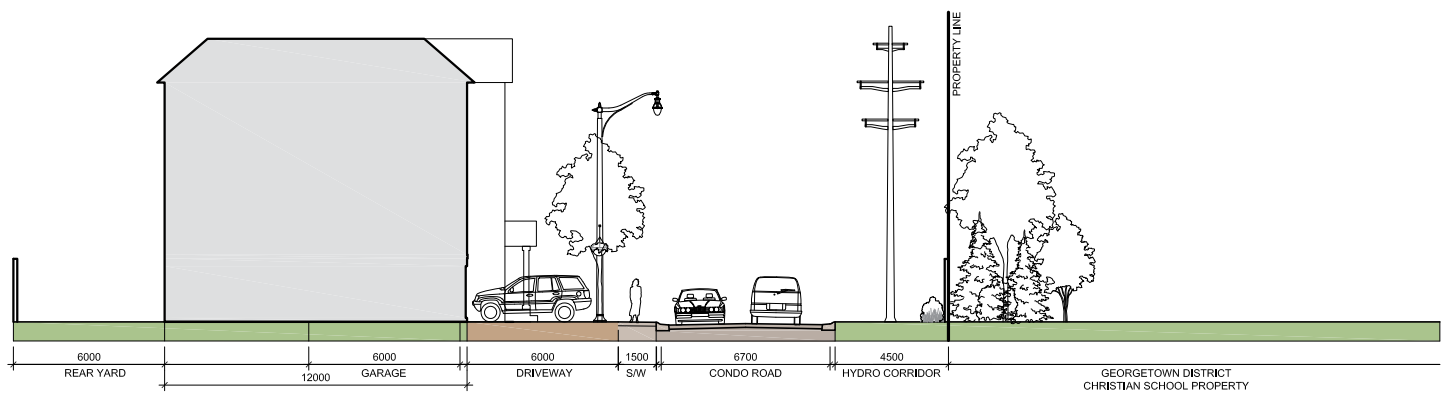


Figure 49: Conceptual section of hydro corridor interface with chain link fencing





Figure 50: Image example of an acoustic barrier fence

## Acoustic Barrier

The eastern limit of the future community interfaces with the CN railway corridor, requiring a 30m setback to any proposed built form. Land use within this setback area is proposed as passive open space, consisting largely of an acoustic fence and berm with planting that functions as noise abatement and a visually attractive landscape barrier.

- The sound barrier will be constructed as a sound wall with extensive buffer planting adjacent to the proposed trail along the eastern boundary of the site.
- The buffer vegetation and landscaping will screen the acoustic barrier, creating a more aesthetically pleasing condition for the streetscape and adjacent trail.
- A multi-use trail may be provided within the CN Rail Buffer to promote active transportation within the open space and opportunities for connections with the greater community through a recreation trail system. The trail may connect through Property 2 to Trafalgar Road. The trail should be a minimum 2.0m width, or consistent with multi-use trail standards in the Town of Halton Hills, depending on the anticipated frequency of use.

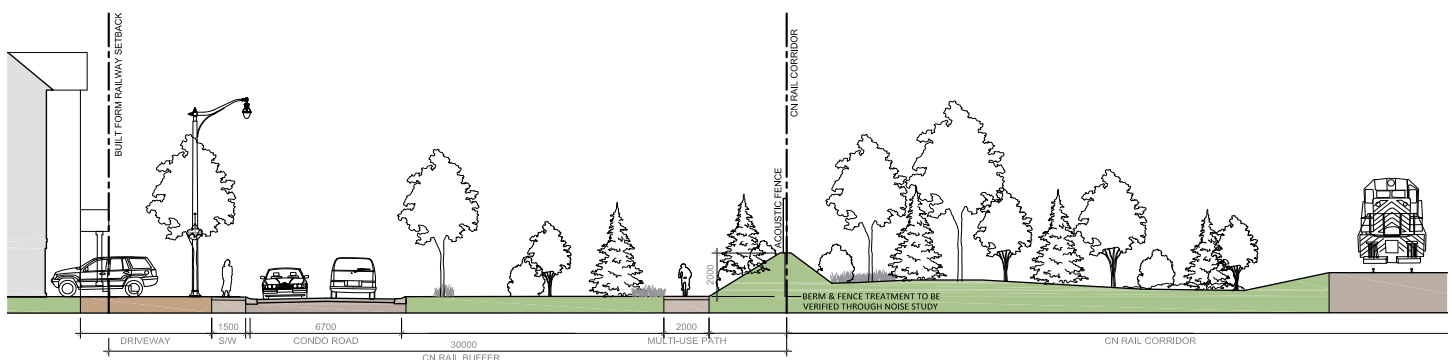


Figure 51: Conceptual section of typical townhome and internal road interface



## Mailbox Kiosk

Consolidated community mailbox locations shall be designed as important community features that positively contribute to the streetscape realm.

- The community mailbox shall be supplied by Canada Post and located in an easily accessible, safe and highly visible location within the development.
- The mailbox kiosk shall be enhanced through landscaped features, such as an enclosure structure with weather protection, decorative paving, waste receptacle and adjacent planting.
- The design of the enclosure structure shall be attractive and complementary to the prevailing architectural theme of the development, using high quality, robust materials. Integrated masonry components, such as columns and low walls, shall be consistent with other masonry elements (entry columns, parkette elements).



Figure 52: Image examples of a mailbox kiosk and amenity area with associated planting and seating.



Figure 53: Image examples of simple masonry columns and decorative metal fence used to define the main entry into the development.

## Entry Feature

- An entry feature reflecting the architectural style of the future community shall be located at the primary street entry into the site from Trafalgar Road, where it will help to define the interface and reflect the character of the development.
- The entry feature may incorporate decorative fencing and simple masonry columns with the community name.
- The design of the entry feature shall be complementary to the architectural elevations, using materials that are consistent with other elements within the development (mailbox kiosk column base, parkette features, fencing).
- All entry elements shall be located within private property and maintained by the associated townhouse condominium corporation.

## Lighting

Proper lighting design is critical to ensuring safe pedestrian and vehicular circulation, as well as defining the character of the future community.

- Lighting design (pole and luminaire) shall be coordinated with the architectural style to promote a consistent and definable character for the development.
- Select a pole and/or luminaire that is appropriate to the site and function to avoid excessively lit areas and light pollution.
- Ensure that there is no light encroachment onto adjacent lands.
- Encourage 'night sky' compliance as a component of sustainable design, with illumination directed downwards.



Figure 54: Image examples of street furniture reflecting a similar style, colour, and material



### 5.3.2 FRONT YARD AND OPEN SPACE

#### Site Furniture

Attractive, sturdy and functional site furniture is fundamental to the visual appeal of the future community and plays an important role in helping to reinforce the development character.

- The colour, material, form, and style of site furniture shall be consistent with and complementary to the established design theme for the development.
- The site furniture palette, including benches, waste receptacles, and bike racks, shall reflect a similar style, colour, and/or material.
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements, and be appropriate to the adjacent built form orientation.
- To the extent feasible, furnishings shall be vandal-resistant and low maintenance, with readily available components.

#### Front Yard & Foundation Landscape

- Front yard landscape treatment shall typically consist of a grass yard with a planted deciduous tree (or a smaller ornamental tree where space is limited) and foundation shrub planting.
- The species palette shall be kept to a minimum to reflect a strong architectural element in the landscape and reduce maintenance requirements.
- Decorative paving (e.g. soldier course) shall be incorporated between driveway units as a means to break up continuous asphalt driveways.

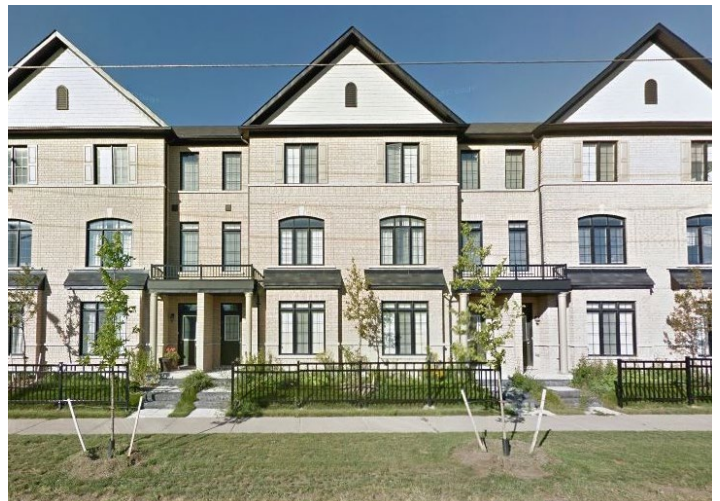


Figure 55: Image examples of typical streetscape and condominium front yard treatment



### 5.3.3 PARKETTE DESIGN

#### Internal Open Space Areas

- Pockets of internal open space predominantly comprise flankage areas which, depending on location and size, combine to serve several functions, including the integration of mailbox kiosks, designated space for snow storage, and, generally, areas for soft landscaping that enhances the overall appeal of the development.
- Planting typically consists of a grass surface with deciduous trees with foundation shrub planting or, where space is limited or privacy desired, coniferous tree planting.

A parkette feature will be proposed within the study area to serve the immediate recreation needs of the future community's residents. The parkette and adjacent open space system along the CN railway buffer will supplement the existing multi-facility Trafalgar Sports Park located within walking distance to the west. The parkette will be framed by proposed townhouse dwellings and street frontage.

- Formal entries into the parkette shall be oriented to the street side of the park, as well as to trail entrances, where provided.
- Formal entries may be distinguished with decorative paving, fences, low wall, and seating.
- The parkette shall include a junior play structure element to serve as the main recreation component.
- Key features of the parkette shall be sited in line with principal views into the open space. The play feature and shade structure shall be designed as a major focal element of the parkette.



Figure 56: Image example of a playground component as a focal feature for a parkette



Figure 57: Image example of a formal park entry with decorative paving, masonry columns/low walls, and seating

#### 5.3.4 RAILWAY BUFFER BERM / OPEN SPACE AMENITY

- A decorative paved walkway is intended to connect the formal entries, play structure, and seating amenities.
- The parkette shall be predominantly soft landscaped with the remaining areas comprising mowed grass to allow for unprogrammed open space and shade tree planting.
- The design of hard and soft landscape elements and features, including points of entry, shall be consistent with established development themes.
- A low decorative metal fence may be required along the side of the parkette adjacent to the street if it is deemed that the playground setback distance does not meet minimal standards. In this case, the metal fence will deter park users from inadvertently running onto the road.

The eastern limit of the development lands interfaces with the CN railway corridor, requiring a 30m setback to any proposed built form. Land use within this setback area is proposed as passive open space, consisting largely of an acoustic berm with planting that functions as noise abatement and a visually attractive landscape barrier. The boundary of the railway corridor will be demarcated with a proposed acoustic fence with adjacent extensive buffer planting consisting of trees and shrubs. Apart from the buffer planting, the setback area also provides opportunities for visitor parking, seating, open grass areas for unprogrammed recreation, and a trail connection between downtown Georgetown and the Trafalgar Sports Park.

- Create an interface treatment that serves as an attractive landscape feature and passive-use amenity space, integrating continuous buffer planting, adjacent unprogrammed open space, and a trail connection.

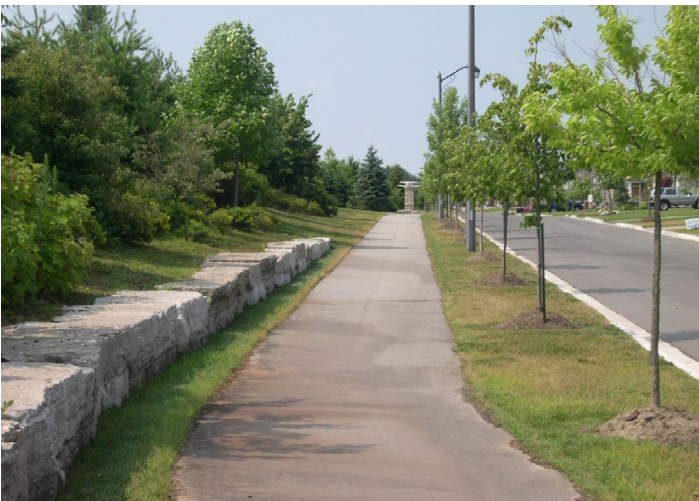


Figure 58: Image examples of typical railway buffer landscape treatment with adjacent trail

## Rail Corridor Setbacks

- Buffer planting will consist of a combination of deciduous and coniferous trees, as well as an understory of shrub and groundcover/grasses, planted in a dense formation that still enables full mature growth in accordance with individual species requirement.
- Emphasis shall be placed on the selection of native plant species that are tolerant of urban conditions.
- Apart from the buffer planting, the open space amenity shall contain open grass areas for unprogrammed recreation, with clustered groupings of deciduous trees for shade.
- Pedestrian scale lighting may be required within the parkette to supplement lighting around the perimeter. Lighting shall minimize disturbance to adjacent dwellings.
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species.

All proposed development adjacent to or in proximity to railway corridors shall be based on the implementation of appropriate safety measures . This may include setbacks, berms, security fencing, mitigating measures, and notices on title, to the satisfaction of the Town, in consultation with the appropriate rail authority.

Based on the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines, new residential development should provide a buffer of at least 30 metres from Principle Main Line operations in order to prevent impacts associated with rail-oriented emissions, vibrations and noise.

A safety barrier and residential separation should be designed using natural features where possible, such as berms, or a combination of berms and natural hedges.

Proponents of development that abuts or falls within 30 metres of the Canadian National Railway Corridor, in the Civic Centre District, are encouraged to consult with the railway early in the development process to determine the capacity of the site to accommodate standard setbacks.

The use of noise barriers and their impacts on residential lands, shading and open space should be measured with careful consideration of the affects to quality of life, safety, access and circulation and shading on residential properties and open spaces. A recommended noise influence of 300 metres currently exists.



## 5.4 BUILT FORM GUIDELINES

### 5.4.1 BUILT FORM VISION

The future community is envisioned as a medium density residential development, with a well-crafted built form that will be appropriately integrated with adjacent land uses and Trafalgar Road. The three emerging preferred concepts under review (Concepts 1, 2 & 3) consist of 3-storey townhomes divided into approximately 24-27 blocks. Blocks shall consist of 4 to 8 units, combining to deliver 139-230 units in total.

### 5.4.2 SITE PLANNING

#### Street / Visual-Building Relationship

An attractive streetscape is largely achieved by the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block typically has greater impact than a dwelling units' individual detailing. Height and massing that is appropriate to the context of the adjacent private lane or street is key to achieving a pedestrian-friendly, comfortable scale environment.

- Massing should appropriately transition from surrounding land uses to the proposed medium density development through building designs that achieve harmony along the Trafalgar Road streetscape. The proposed 3-storey townhouse forms provide an appropriate scaled transition from the scale of Trafalgar Road and result in a positive front door relationship with the street.
- Buildings located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided.
- The maximum number of townhouse units permitted in a row shall be 8, and the minimum number of units shall be 4.

- Each townhouse unit will have a single car garage accessed from the street, accommodating 2 to 3 cars per unit (1 in garage and 1 or 2 on driveway).

#### Building Setbacks

- Setbacks for townhouses shall allow for a front yard or balcony amenity space facing the street or private lane.
- Each unit shall have a minimum front yard setback of 4.5 metres to enable the provision of a usable front porch/portico and delineate the transition between the private and shared realm. The front yard depth shall allow for the planting of a small stature deciduous tree that will not inhibit access into each unit or between units.
- Rear side of building units shall be setback from adjacent curb to allow for single car parking outside, likely partially covered by a balcony or rooftop terrace.

### 5.4.3 BUILDING DESIGN

#### Architectural Style

The architectural design theme will reflect a distinct urban form and treatment that is appropriate to the study area and will result in an attractive, unique addition to the surrounding community. A singular architectural style (contemporary or more traditional) will define all proposed townhouse blocks, characterized by consistent colour palette, simple detailing, and adornment with respect to porches, window styles, bay windows, base condition, parapet, etc. As a compact infill residential site, this singular design emphasis is intended to deliver a cohesive character for the development and create a distinct, attractive sense of place within the immediate community context and the broader Trafalgar Road area.



Figure 59: Image example of potential 3-storey townhouse with contemporary architectural elements including flat roofs, dark grey brick facades, and tempered glass balconies.



Figure 60: Image example of potential 3-storey townhouse with traditional architectural elements such as pitched roofs, stone detailing, and accent windows.



- A distinct and well-designed architecture utilizing high-quality materials (brick and/or stone, as appropriate to the selected style) shall be a consistent characteristic.
- Building composition shall ensure a continuity of massing and design.
- Generic architecture lacking in character is not acceptable.
- Mixing discordant architectural styles and elements together within a single building is discouraged.
- Architectural styles, whether contemporary or traditional, can be characterised through architectural detailing such as building materials, canopies/awnings, door and window styles, roof styles and types, the use of dormers, chimneys, bay window styles and shapes, balcony railing styles, and preferred material colours.
- Traditional styles draw inspiration from late 18th to early 20th century and may include various influences such as Victorian, Georgian, Arts and Crafts, and Gothic Revival, that is emblematic of rural vernacular architecture in many parts of Ontario.
- Contemporary architecture generally refers to present-day building style that can be made up of numerous influences, and may draw inspiration from modern architecture of the early to mid-twentieth century.

## Rooflines

- The roof form is a critical element in communicating the architectural theme of the building (flat roofs supporting contemporary designs or pitched roofs supporting traditional designs).
- Roofing materials, whether asphalt, metal, wood, or composite materials, shall be consistent with the architectural style and roof form.

## Façade Treatment

- Building facades shall be well articulated and achieve a consistent and high level of design quality with appropriately coordinated materials and colours.
- Irrespective of architectural influence, a large portion of openings (windows, doors, porches, balconies) to solid walls should be integrated into elevations.
- Fenestration style shall be compatible with the architectural theme and consistent throughout the building.
- Building facades shall have a strong orientation to adjacent private lanes and streets, with architectural detailing and wall articulation that addresses visibility the public realm.
- In many instances, facades will be prominently exposed on front (front porch) and rear (garage) sides. In this case, the facade treatment for both shall display equivalent levels of architectural design and detail, notwithstanding the presence of an integrated garage, balcony, or rooftop terrace element.

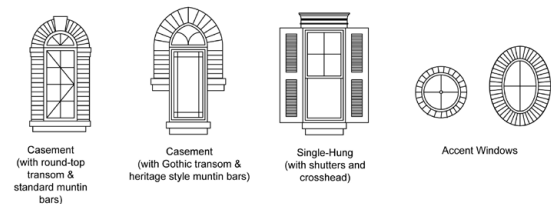


Figure 61: Examples of window style variety



- Expansive blank walls with no architectural articulation shall be avoided. This is achieved through wall plane changes, fenestration size and scale, and other elements such as bay windows (where appropriate).

### Building Entrances

- A prominent main entrance shall be integrated into the architectural design as a focal feature of each dwelling unit.
- Main entrances will generally be visible from the street and clearly defined through architectural treatment.
- Entrances should be designed in a consistent style with the architecture of the built form.
- Entrances should allow natural light penetration where possible.
- Streetscape design should provide a variety of doors in a consistent style to create a dynamic streetscape.
- Should weather protection at main entrances be proposed, it shall be integrated into the design in a form consistent with the architectural style.

### Building Materials

- The use of high quality, durable, low maintenance building materials shall be specified to achieve the proposed architectural theme.
- Cladding materials shall be compatible with the architectural style.
- Exterior colour packages shall combine to create a visually harmonious streetscape appearance.
- Exterior finishes shall demonstrate a high quality in workmanship, with consideration for sustainability and long term durability and maintenance.
- Building material selection will be implemented through the Urban Design Brief and Architectural Controls which will be completed in support of a future development application.

### Mechanical Units & Utilities

- Utilities shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow.
- Rooftop mechanical equipment shall be visually screened from public view.



Figure 62: Utility meters should be architecturally integrated, screened or otherwise located in an unobtrusive manner to minimize views from public areas

- Banked and screened utility meters are encouraged and should be located on internal end units. Subject to compliance with applicable utility company guidelines, utility meters should be located within a wall recess treated as part of the overall architectural design to lessen their visibility from public areas.
- Similarly, utility meters, transformers, HVAC, and other mechanical equipment should be located away from public views and/or screened by planting and landscape features.



Figure 63: Image example of porches and balconies integrated with the building's architectural style.



Figure 64: Image example of contemporary style balcony activating the streetscape.

## Private Amenity Space

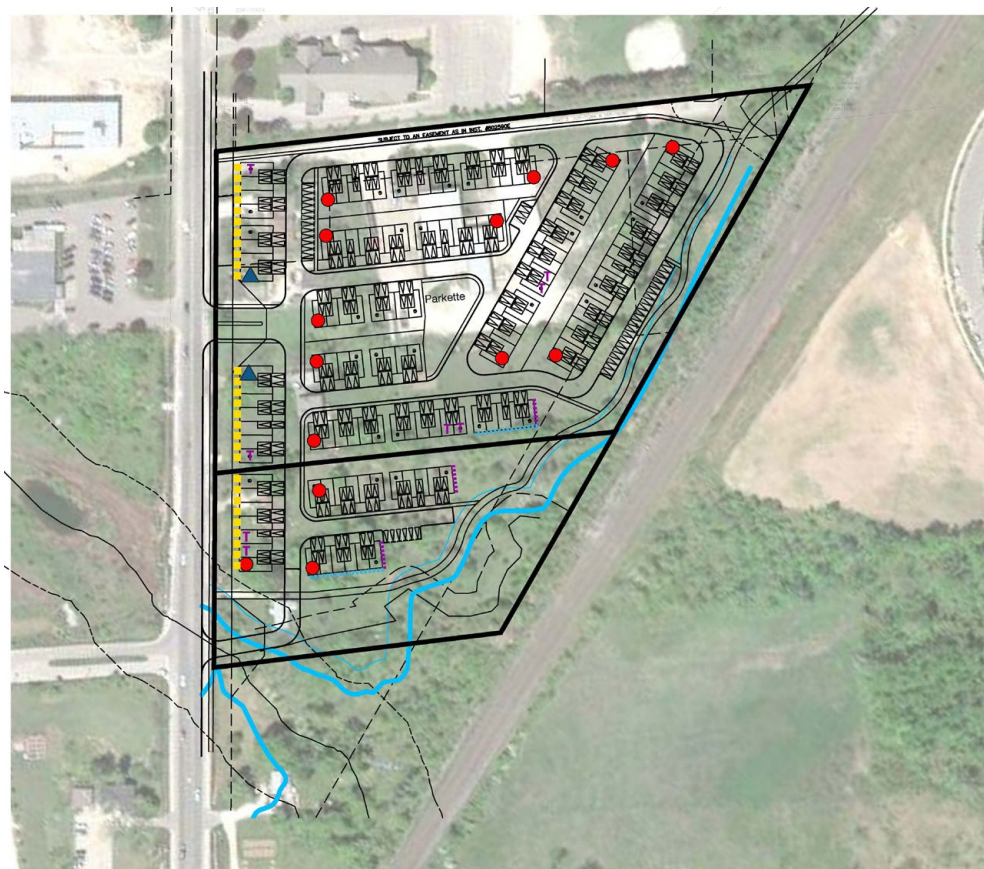
- Each multiple unit building will have varying amounts of outdoor amenity space, depending upon its location within the development area. The amenity space may include front yard space, rear yard space, balconies over front and rear entry doors, and terraces above carports and garage extensions.
- The design of a terrace or balcony shall be appropriately integrated with the architectural style of each unit and the overall built form massing.
- Elevated main front entrances and large concentrations of front steps shall generally be avoided, unless it's an important element of a particular architectural style.
- Porches and balconies shall be used, where appropriate to the dwelling type and style, to activate the streetscape and encourage passive surveillance through 'eyes on the street'.
- Porch and balcony depths should be no less than 1.5m to comfortably accommodate seating.
- On corner units, wraparound porches are encouraged where appropriate to the dwelling type and style.

## Garages & Driveways

Minimizing the presence of attached garages within the streetscape is a key requirement for all dwelling designs.

- Garages, both front-accessed and lane-accessed shall be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality.
- The width of the garage shall not occupy more than 50% of the total width of the front elevation for each unit.
- All front garage townhomes should either have garages flush or recessed from the front wall of the building.





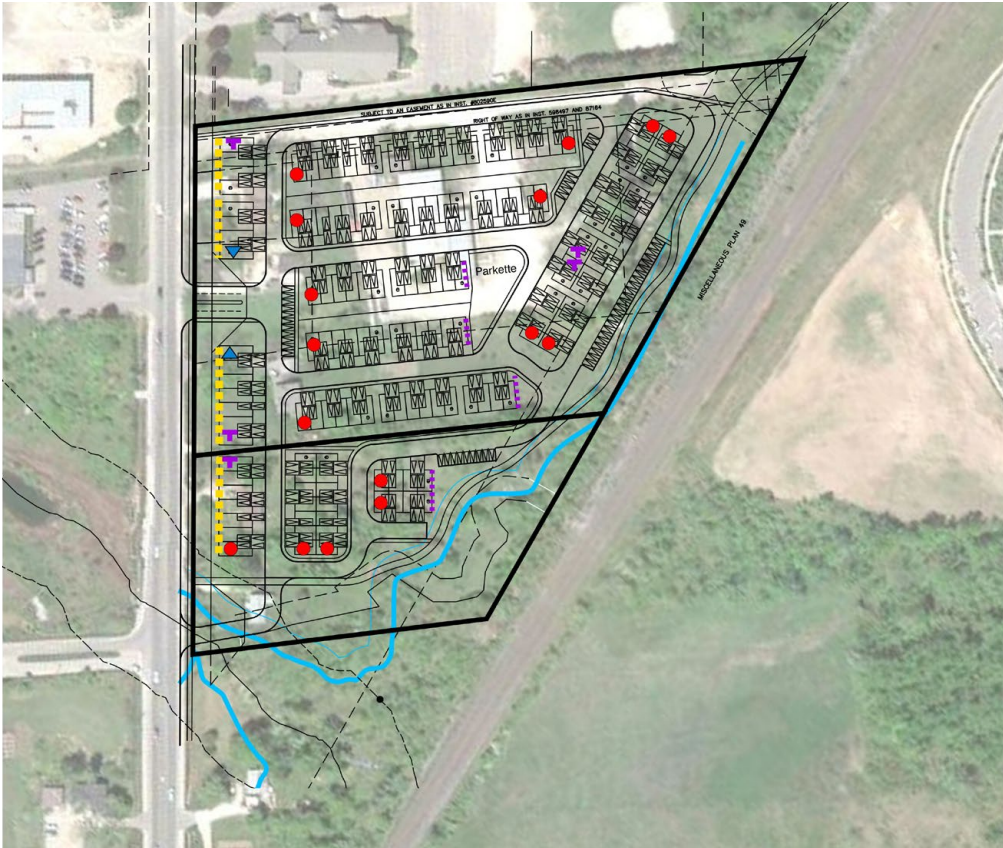
## LEGEND

- CORNER DWELLING
- ▲ GATEWAY DWELLING
- T VIEW TERMINUS DWELLING
- ENHANCED FRONT ELEVATION DWELLING
- ENHANCED REAR ELEVATION DWELLING
- ENHANCED SIDE ELEVATION DWELLING

Figure 65: Conceptual Priority Lot Plan (Concept 1)

- Dual frontage townhomes along Trafalgar Road may only feature projecting garages if the following components are included:
  - A second floor terrace above the projecting garage;
  - Wall plane changes in short intervals; and
  - Additional architectural detail as determined appropriate through Architectural Control.
- A small landscaped area will be provided between the rear entrances and private lane of dual frontage units when front doors face Trafalgar Road. The landscape area may consist of foundation shrub planting, grass lawn, and potentially ornamental deciduous trees where space allows.
- Only sectional, roll-up type garage doors shall be considered.
- Garage door design shall be harmonious with the architectural style.
- Where dropped garage conditions occur on rear-to-front sloping lots, architectural treatment shall minimize the massing between the top of the garage doors and the underside of the soffit above.
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling.
- Garages and driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.
- Driveways may integrate permeable paving materials consistent with LID measures as part of stormwater management strategies.

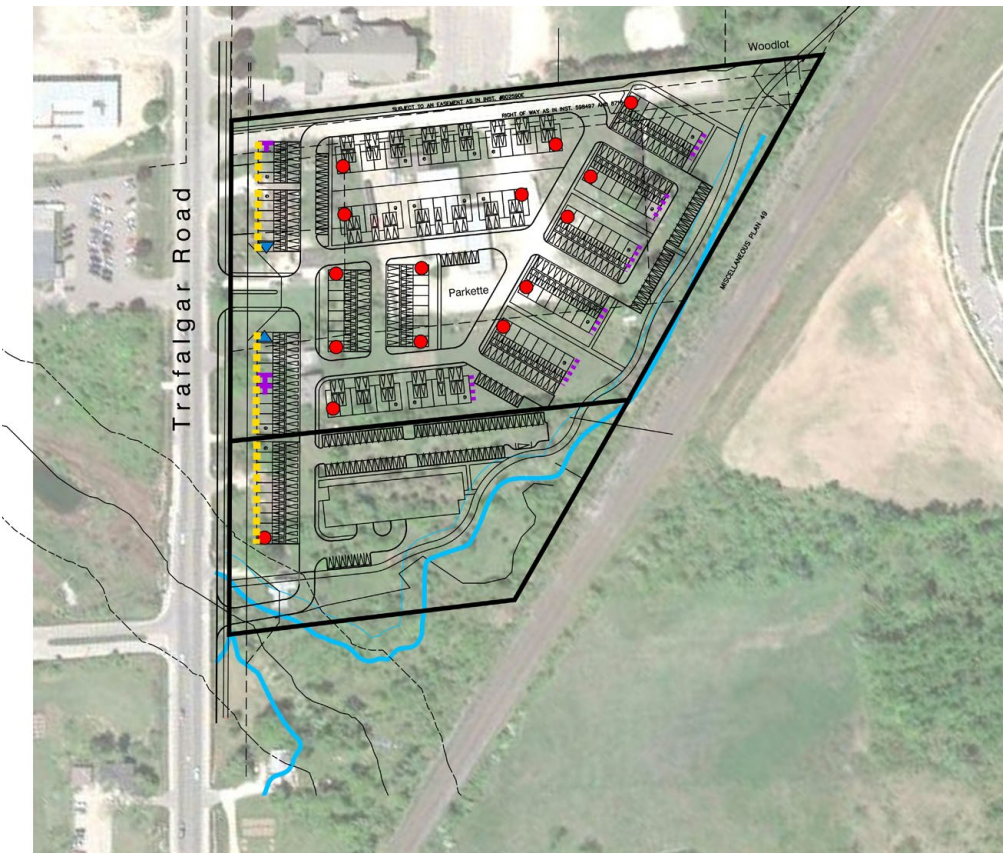




## LEGEND

- CORNER DWELLING
- ▲ GATEWAY DWELLING
- T VIEW TERMINUS DWELLING
- ENHANCED FRONT ELEVATION DWELLING
- ENHANCED SIDE ELEVATION DWELLING

Figure 66: Conceptual Priority Lot Plan (Concept 2)



## LEGEND

- CORNER DWELLING
- ▲ GATEWAY DWELLING
- T VIEW TERMINUS DWELLING
- ENHANCED FRONT ELEVATION DWELLING
- ENHANCED SIDE ELEVATION DWELLING

Figure 67: Conceptual Priority Lot Plan (Concept 3)

#### 5.4.4 PRIORITY DWELLINGS

Priority residential dwellings refers to those lots and units that are located within areas of the development that have a greater degree of visibility from the public realm. Their visual prominence from adjacent streets and open spaces requires that the siting, architectural design, and landscape treatment for each of these dwellings represent an upgraded quality in recognition of the landmark location within the community. Built form for priority dwellings shall be designed to ensure an attractive architectural appearance is achieved, consistent with the architectural style and built form type. The townhouse block composition will need to display overall massing and design continuity, while addressing priority dwelling treatment, where appropriate to a given architectural style. Therefore, it is acknowledged that upgraded treatment for individual townhouse units may be more subtle to ensure a sense of design continuity and cohesiveness with adjoining units within the block massing.

Priority dwellings include:

- Corner dwellings;
- View terminus dwellings;
- Gateway dwellings;
- Enhanced front elevation dwellings;
- Enhanced side elevation dwellings; and
- Enhanced rear elevation dwellings.



Figure 68: Example images of corner lots showing distinctive architecture and addressing both street frontages





Figure 69: Example image of a gateway dwelling



Figure 70: Example image of a view terminus dwelling

## Corner Dwellings

Dwellings on corners typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the community.

- Dwelling designs must be appropriate for corner locations, with elevations that address both street frontages. Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Enhanced and/or taller massing should be considered for corner lots where appropriate.
- Distinctive architectural elements, such as wraparound porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encouraged on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.

- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling.
- A privacy fence shall enclose the rear yard portion of the corner lot dwelling. In order to minimize the length of the fence facing the flanking street, it shall begin as close as possible to the rear corner of the dwelling.

## View Terminus Dwellings

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

- A prominent architectural element shall be provided to terminate the view, such as a porch or portico.
- Driveways should be located to the outside of the dwelling lot or unit, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.



## Gateway Dwellings

Similar to corner dwellings, gateway dwellings are characterized by a very high profile location within the community that results in a significant impact on the perception of the image, character, and quality of the community from the outside.

- Built form massing, orientation, and detailing shall be the principal component for defining the gateway.
- Associated landscape features, both hardscape and softscape, shall be integrated with built form massing to emphasize the gateway function.

## Enhanced Front Elevation Dwellings

Where a dwelling's front elevation is prominently exposed to Trafalgar Road, the front elevation shall be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc.

- The design of the front facade shall, therefore, acknowledge the prominent exposure to Trafalgar Road.
- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing, gables and dormers, wall articulations, etc., consistent with the architectural style and townhouse built form.

## Enhanced Flankage Elevation Dwellings

Where a dwelling's flankage elevation is prominently exposed to the public realm, such as adjacent to the proposed parkette, the exposed side elevation shall be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc.

- The design of the side facade shall, therefore, acknowledge the prominent exposure to the public realm.

- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing, gables and dormers, wall articulations, etc., consistent with the architectural style and townhouse built form.

## Enhanced Dual-Frontage Dwellings

Given the prominence of the proposed parkette as the focus and gathering space for the community, these dwellings shall be designed in a manner that considers and complements the exposure from this public open space. Rear lane dwellings with their garages exposed to the internal road network shall also be designed with this exposure in mind.

- Dwellings with rear elevations visible from gathering spaces should incorporate an enhanced architectural façade treatment consistent with the architectural style and townhouse built form type.
- Rear lane dwellings with exposed garages should incorporate an enhanced architectural façade treatment, such as single garage door requirements, a person door and side window, articulated wall treatment, and other design elements that enhance the rear elevation.
- Projecting garages may be proposed if the following criteria are met:
  - A second floor terrace above the projecting garage;
  - Wall plane changes in short intervals; and
  - Additional architectural detail as determined appropriate through Architectural Control.
- The garage and deck above should be integrated into the massing of the dwelling and framed with the same materials as the base of the building.
- The use of upgraded materials and detailing may be integrated into the elevation design to distinguish these dwellings and soften the presence of rear yards and garages.

# 6.0 | IMPLEMENTATION

## 6.1 APPLICATIONS REQUIRED

The regulatory agencies that have jurisdiction over the subject lands are the Region of Halton, Town of Halton Hills, Credit Valley Conservation (CVC), Ontario Ministry of Transportation (MTO) and the Ontario Ministry of the Environment (MOE). In order to develop the future community, it is anticipated the following Town applications will be required:

- Comprehensive Development Plan (CDP);
- Zoning By-law Amendment (ZBLA);
- Draft Plan of Subdivision;
- Site Plan Approval;
- Draft Plan of Condominium;
- Part Lot Control;
- Building permits; and
- Associated agency approvals, including a development permit from the Credit Valley Conservation Authority (CVC).

Additionally, development that exceeds the density contemplated in the Town Official Plan would require an Official Plan Amendment.

### 6.1.1 PRE-CONSULTATION

Owners filing the above applications are required to attend pre-consultation meetings with the Town.

### 6.1.2 HOLDING DESIGNATIONS

When the lands are rezoned, a Holding provision will apply that outlines the requirements for development approval. These may include the requirement to secure water allocation, enter into a Subdivision or Site Plan Agreement, or demonstrate compliance with the CDP.

### 6.1.3 COSTS

*Planning Act applications:* The costs of planning applications are established in the Town's fee by-law which is subject to annual review.

*Urban Design Consultant / Control Architect Peer Review:* The Peer Reviewer will be chosen by the Town and the review will be conducted at the Applicant's expense. Further description of the peer review process is described in Section 6.3 of this plan.

## 6.2 COMPANION STUDY REQUIREMENTS

It is anticipated that the following supporting studies will be required:

- Planning Justification Report
- Urban Design Guidelines
- Functional Servicing Report
- Stormwater Management Report
- Noise and Vibration Study
- Traffic Impact Study\*
- Geotechnical Study
- Arborist Report
- Green Development Standards
- Environmental Impact Study
- Cultural Heritage Impact Statement
- Environmental Site Assessment and Record of Site Condition

\*The Traffic Impact Study will confirm our preliminary findings that there is no issue with the proposed single access arrangement (plus an emergency access) given the anticipated traffic generated by the subject development and with consideration of the Region's Access Management Guidelines.

## 6.3 URBAN DESIGN AND ARCHITECTURAL CONTROL

### 6.3.1 OVERALL COMMUNITY DESIGN PRINCIPLES

The design of all concepts and the Urban Design Guidelines itself have full regard for the Town's Urban Design Guidelines and balance the various competing interests and goals to create an attractive community. The overall community design principles include:

- Develop a strong development image and character;
- Create a visually attractive, distinct built form environment;
- Ensure a strong built form orientation and relationship to Trafalgar Road;
- Achieve an effective transition from the CN lands and adjacent buffer berm and no-build zone;
- Achieve an effective transition from the hydro corridor;
- Establish an effective and consistent landscape treatment;
- Ensure the landscape treatment is appropriate to the built form architecture and materials. Any built landscape elements (planter walls, columns) or paving materials should be designed and selected to complement the architecture, using materials that reflect or complement those used for the built form;
- Achieve safe pedestrian connections throughout with direct links from adjacent sidewalk, laneway and walkway areas to the front steps;



- Integrate private amenity spaces with appropriate features to serve future residents;
- Provide convenient and effective pedestrian connections to Trafalgar Road, downtown Georgetown, and the Trafalgar Sports Park to encourage public transit usage and establish convenient access to surrounding amenities; and
- Provide a strong streetscape presence along Trafalgar Road that is conducive to its scale and future character.

### 6.3.2 PEER REVIEW

To ensure compliance with the Urban Design Guidelines outlined in Section "5.0 | Urban Design", implementation of the guidelines will be undertaken by a Peer Review Urban Design Consultant and/or a Control Architect and/or Landscape Control Architect. A determination of the required reviews will be completed in conjunction with the review of a proposed development.

### 6.3.3 ARCHITECTURAL CONTROLS

It is anticipated that Architectural Control Guidelines may be required as a condition of approval, in accordance with Section F2.3.1 of the Town OP. The Urban Design Consultant/Control Architect shall have proven experience in urban design peer review and/or architectural design guidance within Ontario. The consultant shall be acceptable to the Town of Halton Hills and will perform the required design review duties to implement the Urban Design Guidelines. The architectural control review and certification process will be conducted on behalf of the Town of Halton Hills and generally include the following steps:

For Medium-Density Residential Dwellings:

- Orientation meeting with the Developer / Builder and municipal staff prior to any submissions;
- Model review and certification;
- Review and certification of exterior materials and colours;
- Review and certification of house sitings; and
- Periodic site monitoring for compliance with approved drawings.

For Higher Density Residential Buildings:

- Orientation meeting with the Developer / Builder and municipal staff prior to any submissions;
- Review of proposed architecture and elevations of the proposed development;
- Review of proposed landscape plan and site plan for the proposed development;
- Review and certification of exterior materials and colours; and
- Site visit at completion to note compliance with approved drawings.



*In association  
with:*

