

AMENDMENT NO. 37
TO THE OFFICIAL PLAN
FOR THE TOWN OF HALTON HILLS

Downtown Georgetown Secondary Plan
“Destination Downtown”

THE CORPORATION OF THE TOWN OF HALTON HILLS

BY-LAW NO. 2019-

A By-law to adopt Amendment No. 37 to the Official Plan of the
Town of Halton Hills – Downtown Georgetown Secondary Plan
(aka Destination Downtown)

The Council of the Corporation of the Town of Halton Hills, in accordance with the provisions of the Planning Act, 1990, R.S.O., c.P. 13, as amended, hereby enacts as follows:

1. That Amendment No. 37 to the Official Plan of the Town of Halton Hills, being the attached text and schedules, is hereby adopted.
2. That the Town Clerk is hereby authorized and directed to make application to the Region of Halton for the approval of Amendment No. 37 to the Official Plan of the Town of Halton Hills.

BY-LAW read and passed by the Council of the Town of Halton Hills this ___ day
of _____, 2019.

MAYOR – R. Bonnette

CLERK – S. Jones

AMENDMENT NO. 37 TO THE OFFICIAL PLAN
OF THE TOWN OF HALTON HILLS

The attached text and schedules constitute Amendment No. 37 to the Official Plan of the Town of Halton Hills, which was adopted by the Council of the Town of Halton Hills by By-law 2019-_____ in accordance with the provisions of the Planning Act, 1990, R.S.O., c.P. 13, as amended:

THE CORPORATION OF THE TOWN OF HALTON HILLS.

MAYOR – R. Bonnette

CLERK – S. Jones

Part A – The Amendment

All of this part of the document entitled PART A – THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 37 to the Official Plan for the Town of Halton Hills.

Details of the Amendment

1. That Section B2.6 is amended by deleting sub-section B2.6.2.
2. That Section D2.5.1.2 is amended by deleting the second sentence and replacing it with the following sentence:

“The Georgetown *Downtown Area* designation is governed by the land use and built form policies of the Downtown Georgetown Secondary Plan, contained in Section H7 of this Plan.”
3. That Section D2.5.1.2 is amended by removing reference to “Schedule A4” in the fourth sentence.
4. That Section D2.5.1.3 is amended by adding a sentence after the section heading as follows:

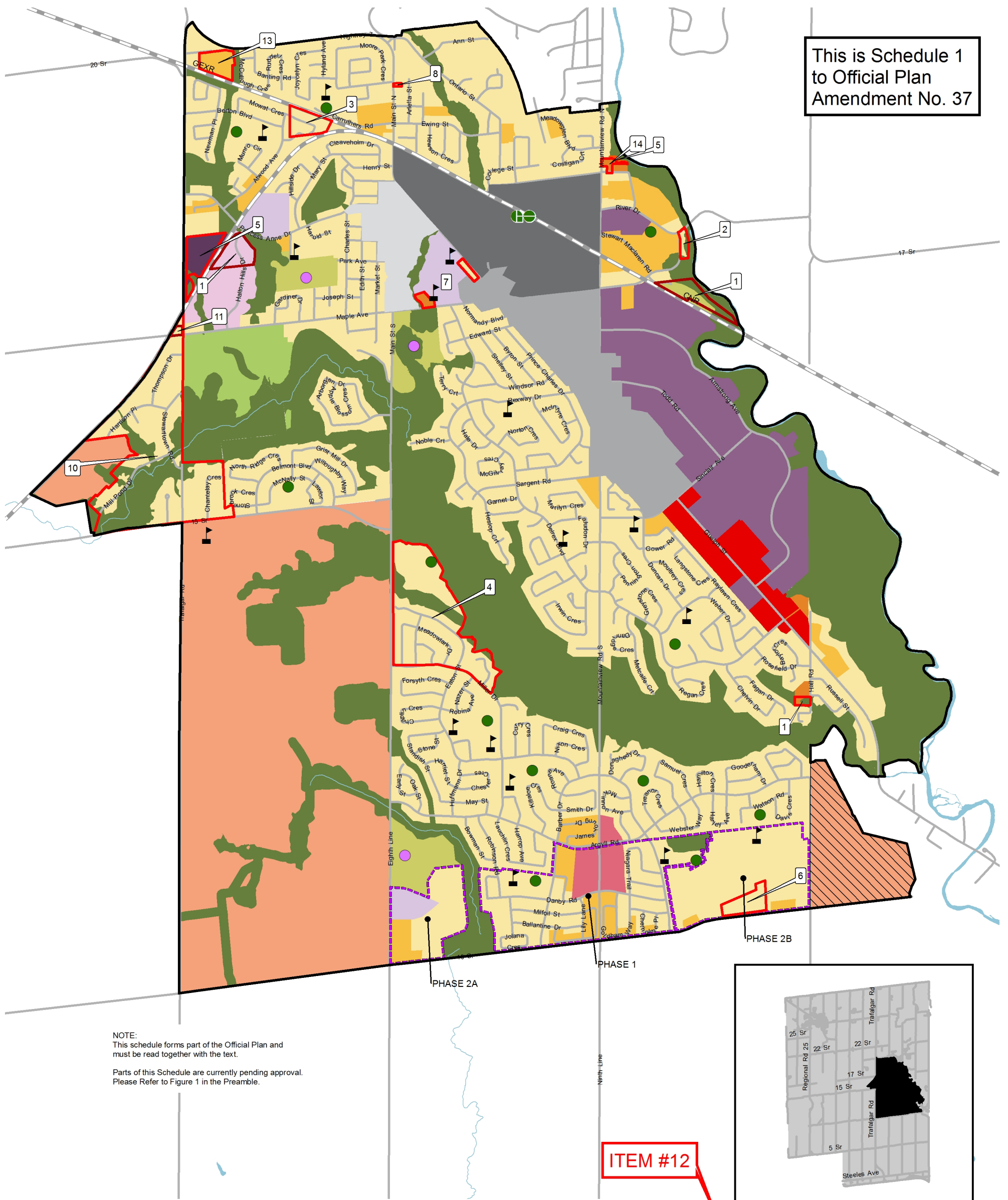
“In the event of a conflict between the policies of this section and the policies of the Downtown Georgetown Secondary Plan, contained in Section H7 of this Plan, the policies of the Downtown Georgetown Secondary Plan shall prevail.”
5. That Section D2.5.1.4 is amended by revising the section heading to “Downtown Acton Core Sub-Area” and adding “Acton” in front of all references to the “*Downtown Core Sub-Area*” in the section, and replacing the reference to “Downtown BIAs” with “Downtown Acton BIA”.
6. That Section D2.5.1.4.3, sub-section (b) is amended by deleting the words “...and Main Street in Georgetown”.
7. That Section D2.5.1.4.4, sub-section (a) is amended by deleting the words “...and Main Street in Georgetown”, adding “Acton” in front of “*Downtown Area*”, and replacing the word “Downtowns” with the words “Acton Downtown”.
8. That Section D2.5.1.4.4, sub-section (c) is amended by deleting the words “...eight storeys in Georgetown and...”, and adding “Acton” in front of “*Downtown Area*”.
9. That Section D2.5.1.4.5, second sentence, shall be amended by adding the words “...and the Historic Main Street Area” after the words “Downtown Core Sub-Area”.

10. That Section D2.5.1.5 is amended by revising the section heading to “Downtown Acton Complementary Sub-Area” and adding “Acton” in front of all references to the “*Downtown Complementary Sub-Area*” in the section.
11. That Section D2.5.1 is amended by deleting Section D2.5.1.6, Georgetown Downtown Redevelopment Sub-Area, and re-numbering Sections D2.5.1.7 to D2.5.1.10 accordingly.
12. That Section D5.2, fourth paragraph is amended by deleting the first sentence and replacing it with “The Georgetown GO Station/Mill Street Corridor and Downtown Georgetown Intensification Areas are covered by Secondary Plans contained in Sections H3 and H7 of this Plan, respectively”.
13. That Section G7.2, text of the second bullet, is deleted and replaced with “Georgetown Downtown Sub-Area which includes lands within the Downtown Georgetown boundary on Schedule A3 of this Plan”.
14. That Section H1 is amended by the addition of the following bullet point at the end of the existing section.
 - “Downtown Georgetown Secondary Plan”.
15. That Schedule A3, Georgetown Urban Area Land Use Plan, is amended as shown on Schedule 1 attached to and forming part of this amendment, by revising the Legend text for the “Downtown Area” to read “Downtown Area (See Schedule H7-1 Downtown Georgetown Land Use Plan)”.
16. That Schedule A4, Georgetown Downtown Area Land Use Plan is deleted.
17. That Section H – Secondary Plans is amended by the addition of Section H7 consisting of the following Secondary Plan text and Schedules.

Implementation and Interpretation

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

This is Schedule 1
to Official Plan
Amendment No. 37



NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

Parts of this Schedule are currently pending approval.
Please Refer to Figure 1 in the Preamble.

ITEM #12

Environmental & Open Space Areas	Urban Areas		Downtown Area (See Schedule H7-1 Downtown Georgetown Land Use Plan)	Waterbody
Greenlands	Low Density Residential Area	Civic Centre Area		Watercourse
Major Parks and Open Space Area	Medium Density Residential Area	Major Institutional Area	Community Node Area (See Schedule A5)	Railway Line
Private Open Space Area	High Density Residential Area	General Employment Area	GO Station Area (See Schedule H3-2)	Community Park
	Secondary Node Area	Trafalgar Road Redevelopment Area	Urban Boundary	Neighbourhood Park
	Corridor Commercial Area	Future Residential/Mixed Use Area (Regional Phasing 2021-2031)	Residential Special Policy Area	School
			Special Policy Area	Major Transit Station
			Other Special Policy Area	
			HPBATS/GTA West	
			Corridor Protection Area	



TOWN OF HALTON HILLS OFFICIAL PLAN



SCHEDULE A3 GEORGETOWN URBAN AREA LAND USE PLAN



DG

Destination
DOWNTOWN



SECONDARY PLAN

August 16, 2019



The Planning Partnership
PLAN B Natural Heritage
SCS Consulting Group
NBLC
Cole Engineering
BRAY Heritage
Meridian Planning Consultants

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H7.1 INTRODUCTION

- a) This Secondary Plan is a refinement of the existing policy framework for development within Downtown Georgetown. This Secondary Plan does not propose any development, but rather, it establishes a framework within which the Town will review future redevelopment applications.
- b) In considering the policies of this Secondary Plan, Provincial and Regional policies shall be read in their entirety and all relevant policies are to be applied to each application for development.
- c) This Secondary Plan shall be read in its entirety, and all relevant policies applied to every application for development. Further, this Secondary Plan shall be read in conjunction with all of the applicable policies of the Town of Halton Hills Official Plan. Where there is a conflict between the policies of this Secondary Plan and any policies in the Official Plan, the policies of this Secondary Plan shall apply.
- d) This Secondary Plan includes the following text, as well as:
 - i. Schedule H7-1 - Downtown Georgetown Land Use Plan;
 - ii. Schedule H7-2 - Downtown Georgetown Built Form; and,
 - iii. Schedule H7-3 - Downtown Georgetown Active Transportation Plan.
- e) Attached to this Secondary Plan are the following Appendices:
 - i. Appendix I - Downtown Georgetown Demonstration Plan;
 - ii. Appendix II - Downtown Georgetown Design Guidelines; and,
 - iii. Appendix III - Downtown Georgetown Cultural Heritage Resources.

- f) The Appendices are intended to provide additional detail and clarity to the policies and Schedules of this Secondary Plan. They are Council endorsed, but are not a statutory component of this Secondary Plan.

H7.2 VISION + PRINCIPLES

Today the Downtown remains the administrative, cultural and historic heart of Georgetown. It is also a residential neighbourhood, containing a significant cluster of service commercial and retail activity. The retail component generally includes smaller-scale stores that serve a 'boutique' function, serving both the local residential community, and beyond.

Downtown Georgetown includes an eclectic mixture of buildings - different styles, different scales and from different eras. The mixture of land uses varies from single detached homes to apartments and small-scale office uses. Main Street supports an inventory of historic buildings that accommodate a range of retail and service commercial land uses and restaurants.

Downtown Georgetown includes distinct districts that reflect the historic development pattern that has evolved over the past century and a half. These districts form the basis for the land use and policy framework articulated in this Secondary Plan.

New development within Downtown Georgetown will happen incrementally over the long-term. New development will take many forms and will respond to market forces, financial feasibility and political directions over many years. To achieve long-term success, it is imperative that a commitment to revitalization and redevelopment is shown by the public sector, including the Town, the Region and, where appropriate, the Province of Ontario.

H7.2.1 Vision Statement

Downtown Georgetown is a vibrant destination that serves the residents of Georgetown and Halton Hills and draws visitors from all corners of the Greater Golden Horseshoe Area.

New development will build on the rich natural and cultural heritage that makes Downtown Georgetown unique and so cherished by all who live there and visit.

Through sustainable development and enhanced public realm initiatives, Downtown Georgetown will continue to grow and offer an increasingly diverse range of places to live, work, shop, be entertained, and enjoy community life in a setting that artfully integrates old and new development into a picturesque landscape.

H7.2.2 Principles

- › Ensure new development celebrates and protects the existing **built heritage character** of the Downtown.
- › Establish a variety of beautiful **public gathering spaces** to support cultural events, festivals and community life throughout the year.
- › Create **vibrant, safe and comfortable pedestrian-oriented streets** that enhance mobility for pedestrians, cyclists and drivers and support existing and future transit.
- › Promote a **mix of uses** in a variety of **building forms**, including a range of housing types and opportunities for retail, commercial and community uses.
- › Protect and enhance **natural features** while broadening opportunities for public access, enjoyment, education and stewardship.
- › Demonstrate **high-quality design** in new development and incorporate best practices that respect and complement the character of Downtown Georgetown and its adjacent neighbourhoods.

- › Incorporate **sustainable development and construction** practices to maximize resource conservation.

H7.3 OBJECTIVES FOR A SUCCESSFUL DOWNTOWN

Building upon the Vision + Principles, fundamental to realizing a successful Downtown Georgetown are a number of interrelated objectives. These objectives are as follows:

H7.3.1 A Complete Community

- a) A complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing including affordable housing, public services and community infrastructure including educational and recreational facilities, and a robust open space system. Convenient access to transit and options for active transportation are crucial elements of a complete community. Objectives are:
 - i. To support the creation of a complete community with easy access for all residents of all ages and abilities to a wide range of uses including shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, live-work options, mobility options, a mix and diversity of housing types, and a range of community facilities, services and amenities;
 - ii. To encourage the development of a complete community that includes higher intensity built forms and land uses that optimize the use of land, while maximizing the efficiency and cost effectiveness of municipal service infrastructure. Higher intensity forms of housing may also enhance life-cycle and affordable housing options; and,
 - iii. To work with the Region of Halton to achieve an affordable housing target of 30 percent of all new dwelling units.

H7.3.2 A High-Quality Downtown

- a) A high-quality and ultimately a beautiful Downtown will include well designed buildings, streetscapes, parks and open spaces. A beautiful Downtown protects natural and cultural heritage features and viewsapes and includes an accessible and well-designed system of public parks and open spaces that celebrate the area, and provide opportunities for enjoyment by the entire population.
- b) A high-quality Downtown recognizes the importance of the inventory of cultural heritage resources and builds upon that context, identifying destinations, landmarks and gateways that distinguish the Downtown within its broader context and strengthens its sense of place. Crucial to a high-quality Downtown is the attention to the interplay among built form, the public realm and the natural environment.
- c) A high-quality Downtown should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Objectives are:
 - i. To develop a welcoming Downtown that encourages and supports active living, social engagement, civic pride and the creation of a sense of place and well-being for all people of all ages and abilities;
 - ii. To include landmarks and gateways that clearly identify where you are, and when you have arrived. Landmarks must be recognizable and visible from a distance. Gateways help recognize entry points into the Downtown. Landmarks and gateways can include buildings, structural elements and/or landscape features;
 - iii. To build beautiful public and private streets and streetscapes. Streets need to accommodate all modes of transportation and be designed to be pedestrian friendly and safe. Building facades play a crucial role in defining and animating the street edge and creating the image and character of the Downtown. Together the roads and the adjacent building facades create a streetscape;
 - iv. To ensure that parks and open spaces, including the existing natural features, are beautiful, accessible and linked together. Parks and open spaces need to be visible and accessible from, and integrated with, the street network, and include a full array of opportunities for outdoor festivals, recreation and play, as well as quiet contemplation. High quality landscape architecture will ensure that these outdoor spaces include public art and appropriate grading, paving and planting materials that celebrate the landscape context; and,
 - v. To require high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of height and scale, and a diversity of style that may be defined through building materials, colour and architectural details. The historic context of Downtown Georgetown presents an opportunity for outstanding urban design that showcases a high-quality destination, desirable to both residents and visitors alike.

H7.3.3 A Healthy Downtown

- a) A healthy Downtown consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social and mental well-being are the necessary components of public health.

- b) The built environment should be designed to create opportunities that encourage residents to be physically active and socially engaged. A fundamental element of a healthy community is the inclusion of active transportation. Active transportation refers to any form of human-powered transportation. Objectives are:
- i. To plan for an active transportation system which is highly integrated and connected within the Downtown, the adjacent communities, the Town and to transportation systems that serve the broader Region;
 - ii. To design the Downtown around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping and restaurant opportunities, all within walking distance to promote walking and cycling and which, in turn, encourages daily physical activity and lessens the dependence on automobiles;
 - iii. To ensure that the appropriate level of infrastructure and amenities are provided along active transportation routes to ensure pedestrian comfort and to create enjoyable and safe environments through which to travel; and,
 - iv. To provide for “age-in-place” facilities within Downtown Georgetown that anticipate changing housing needs for an ageing population.
- b) A sustainable Downtown manages its human, natural and financial resources equitably and takes a long-term view – one that is focused on both present and future generations. Sustainability success relies upon having specific and measurable targets for indicators related to energy, water and waste. Objectives are:
- i. To protect and enhance local and regional ecosystems and biological diversity;
 - ii. To promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water and waste systems;
 - iii. To demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources, as well as opportunities to improve air quality;
 - iv. To incorporate low impact design and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment;
 - v. To require a transportation system that reduces reliance on the automobile as the primary mode of transportation, promotes the use of no/low carbon vehicles, promotes active transportation and is transit ready; and,
 - vi. To identify, understand and address high priority risks and vulnerabilities through the integration of practical and effective resiliency measures in the design of buildings, streetscapes, parks and natural areas.

H7.3.4 A Sustainable Downtown

- a) A sustainable Downtown is economically, environmentally, culturally and socially healthy and resilient. It meets the challenges of climate change and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of another.

H7.3.5 A Viable Downtown

- a) A viable Downtown provides needed goods and services to a growing local residential community, and is a desirable destination for other people in Halton Hills and beyond. A successful retail and service commercial community is crucial to a viable Downtown. Objectives are:

- i. To ensure that development optimizes the use of land and is appropriate for the market place, and that this Secondary Plan has the flexibility to respond to, and encourage, positive changes in the market place over time;
- ii. To maximize the efficient use of existing infrastructure investments and to promote the coordinated, efficient and cost effective delivery of service infrastructure and community infrastructure that is appropriate for the planned urban development forms;
- iii. To ensure that new development supports a full range of mobility options, including transit;
- iv. To ensure that all development is sustainable and financially viable over its life-cycle; and,
- v. To continue to encourage and support partnerships and collaboration between the Town and service delivery groups such as the Downtown BIA, the Chamber of Commerce and Heritage Halton Hills.

H7.4 GROWTH MANAGEMENT

- a) Downtown Georgetown is identified as one of two Downtown Areas within the Town of Halton Hills Official Plan. It is within the Built Boundary and it is to be a focus for contextually appropriate intensified development.
- b) It is estimated that the Downtown is approximately 21 gross hectares in size and currently accommodates approximately:
 - i. A total of 650 population-related job opportunities, accommodated in approximately 32,500 square metres of non-residential Gross Floor Area; and,
 - ii. 445 dwelling units accommodating about 1,350 residents in an array of house forms.

The existing gross density of Downtown Georgetown is estimated to be approximately 105 persons and jobs combined per hectare.

- c) To the year 2031, the identified time horizon of this Secondary Plan, Downtown Georgetown is expected to accommodate approximately:
 - i. A total of 730 population-related and/or knowledge-based jobs (80 new or replacement jobs); and,
 - ii. 1,000 total dwelling units, accommodating approximately 2,875 residents (555 new dwelling units, accommodating an additional 1445 residents).

The anticipated gross density of Downtown Georgetown by 2031 is estimated to be approximately 170 persons and jobs combined per hectare.

- d) Like all historic downtowns, Downtown Georgetown is expected to continue to grow and to evolve well beyond 2031. The Land Use designations and associated policy framework in this Secondary Plan anticipate ongoing growth to achieve a total of between 1630 total dwelling units accommodating a population of approximately 4,260 residents, as well as about 40,000 square metres of non-residential floor space, accommodating 800 population-related and/or knowledge-based jobs to the year 2041, and beyond.

The anticipated gross density of Downtown Georgetown to 2041, and beyond, is estimated to be approximately 240 persons and jobs combined per hectare.

- e) All new development within Downtown Georgetown is to be counted toward the Town's residential intensification target to the year 2031.

- f) Phasing development in an existing, built context like Downtown Georgetown is both complex and highly subjective. The actual achievement of the intensification opportunities identified in this Secondary Plan is reliant upon:
 - i. Financial feasibility and market acceptance;
 - ii. The subsequent planning approvals processes;
 - iii. The availability of municipal infrastructure;
 - iv. The implementation of enhanced transit facilities;
 - v. Landowner motivation and urgency;
 - vi. Alternative opportunities for development in greenfields;
 - vii. Council priorities; and,
 - viii. The provision of development incentives.
- › Promotes the Downtown as a focal area for investment in commercial, institutional, cultural, entertainment and residential uses; and,
 - › Ensures that new development is compatible with existing development patterns both within the Downtown and within adjacent Mature Neighbourhoods;
- iv. Promote new programs and/or financial mechanisms to ensure more urban lifestyle choices and a high standard of urban design, while reducing the costs of new forms of development in the Downtown;
- v. Enhance the appearance and encourage a high level of property maintenance for buildings and their surroundings from both the public and private sectors;
- vi. Ensure that public sector improvement projects are undertaken within a comprehensive design and implementation program that is consistent with the policy objectives of this Secondary Plan; and,
- vii. Encourage the Town to work with other government agencies and the private sector to promote innovative housing forms and development techniques in the Downtown that will facilitate the production of housing that is affordable to the residents of Halton Hills.

H7.5 LAND USE DESIGNATIONS

H7.5.1 Introduction

- a) The policy directives of this Secondary Plan make the Downtown Area a focus for investment in the years to come. The designations and policies of this Secondary Plan are intended to:
 - i. Identify the current structure of the Downtown and determine where new development activity should be focused;
 - ii. Reduce barriers to redevelopment and support the re-use of existing buildings through a flexible policy regime;
 - iii. Provide clear direction that:
 - › Protects and enhances the character and viability of the historic Main Street;
- b) Appendix I – Downtown Georgetown Demonstration Plan is attached to this Plan to provide general guidance and context to the Town in consideration of development applications as they are received over time.

The Demonstration Plan provides a conceptual example of how the Downtown may develop comprehensively over time, including ideas about built form, height distribution and the potential locations for park spaces. The Demonstration Plan does not represent any implicit development scenario nor does it preclude any subsequent development approvals process.

c) All development, with the exception of additions to commercial buildings less than 75 square metres, within the Downtown shall be:

- i. Subject to the provisions of a community benefits, under Section 37 of the Planning Act;
- ii. Subject to Site Plan Control and may be subject to a Zoning By-law Amendment. The Town may, through the provisions for Site Plan Control, consider requirements for landscape design, building design, sustainable design, colour, building material and architectural detail as identified in Section 41 of the Planning Act; and,
- iii. In conformity with the Urban Design Policies of this Secondary Plan and consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.

d) The land use designations that apply to Downtown Georgetown are identified on Schedule H7-1 - Downtown Georgetown Land Use Plan, and include:

- i. Historic Main Street Area;
- ii. Downtown Regeneration Area;
- iii. Downtown Neighbourhood Area;
- iv. Natural Heritage System; and,
- v. Major Parks and Open Space Area.

H7.5.2 Historic Main Street Area

H7.5.2.1 Goal

It is a goal of this Secondary Plan to promote the economic vitality of the Historic Main Street Area, as identified on Schedule H7-1 - Downtown Georgetown Land Use Plan, within a context of historic preservation, while at the same time encouraging adaptive reuse, redevelopment and intensification where appropriate.

It is also a goal of this Secondary Plan to ensure new development is appropriately designed to reflect the heritage character of Main Street, and is compatible with existing development within this Area, and with development within abutting Areas.

H7.5.2.2 Permitted Land Uses

a) Land uses within this Area will continue to function as a focal point for commerce and hospitality in the Town, accommodating a diverse mix of uses and opportunities. Permitted uses on lands identified as within the Historic Main Street Area on Schedule H7-1 - Downtown Georgetown Land Use Plan may include:

- i. Residential apartments and townhouse dwelling. Townhouse dwellings may include an associated secondary dwelling unit;
- ii. Communal/special needs housing;
- iii. Bed and breakfast establishments;
- iv. Home occupations;
- v. Live-work uses;
- vi. Day care facilities;
- vii. Retail and service commercial uses;
- viii. Restaurants;
- ix. Hotels;
- x. Places of worship and other institutional uses;
- xi. Cultural, administrative, recreational and entertainment uses;
- xii. Private and commercial schools;
- xiii. Libraries, museums and art galleries;
- xiv. Commercial and professional offices;

- xv. Parking facilities at-grade and/or in structure;
 - xvi. Parks and urban squares; and,
 - xvii. Public uses and public and private utilities.
- b) The Town will, through the Implementing Zoning By-law, refine the list of permitted land uses to ensure that new development is consistent with the Vision and Guiding Principles of this Secondary Plan, as well as appropriate and compatible in the context of adjacent land uses and the surrounding community.
 - c) The existing Halton Hills Library and Cultural Centre is identified on Schedule H7-1 - Downtown Georgetown Land Use Plan.

H7.5.2.3 Development + Design Policies

- a) Land assembly is encouraged to create larger, more viable development parcels that may, or may not, incorporate existing buildings, within the Historic Main Street Area.
 - b) Buildings and sites should accommodate an array of compatible development. A mixture of uses in proximity to each other is encouraged not just within this Area in general, but also on individual development sites, and within individual buildings.
 - c) All permitted uses shall be accommodated within Low-Rise Buildings, or Mid-Rise I Buildings, in accordance with the policies of this Secondary Plan. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
 - d) High activity uses that animate the streetscape and encourage foot traffic are required at-grade abutting Main Street, and are encouraged at-grade along the side streets within the Historic Main Street Area, with uses such as offices and residential apartments on second floors and above. At-grade façades shall incorporate primary building entrances and broad window treatments at street level.
- e) New stand-alone residential buildings, including communal/special needs housing as well as tourist accommodations are permitted at-grade only on side streets within the Historic Main Street Area, provided Council is satisfied that:
 - i. The proposed at-grade facade is pedestrian in scale and incorporates a primary entrance; and,
 - ii. The building is designed to be compatible with and complement adjacent buildings.
 - f) Permitted retail and service commercial uses, and restaurants shall have a maximum Gross Floor Area of 1,500 square metres per use.
 - g) Parking areas for any permitted land use shall be located in structure, where possible. Where surface parking is necessary, it is preferred that it be located within the rear yard. Where any parking facility is located adjacent to a public street, it shall be designed to complement and integrate with adjacent buildings and the streetscape.
 - h) All development proposals within the Historic Main Street Area shall incorporate the following requirements for the design of front and exterior side façades:
 - i. The minimum building height shall be a functional 2 storeys;
 - ii. Buildings adjacent shall be required to articulate the historic 2 storey building height, both through architectural detailing and where taller than adjacent building, with a building step-back above the 2nd or 3rd storey; and,
 - iii. The floor-to-ceiling height of ground floors for all new buildings shall be a minimum of 4.25 metres.
 - i) Low-Rise Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, including Live-Work Units, shall be a maximum of 3 storeys. The regulation of

building height for all Low-Rise Buildings shall be exclusive of rooftop mechanical penthouses and roof ornamentation. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.

j) To facilitate the approval of any Low-Rise Building development within the Historic Main Street Area, the Town shall be satisfied that:

- i. Exterior building colours and materials are high quality and are selected from a traditional palette;
- ii. Building mass, lot coverage, scale and building set-backs shall be compatible with buildings in the immediate vicinity;
- iii. Additions or renovations to an existing building shall be complimentary to the architectural style, exterior colour and materials of the primary building;
- iv. Façades of any building facing a street shall feature a prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street; and,
- v. The elevation of the front door shall preferably be flush with grade, and shall be no more than 1 step above grade;

k) Mid-Rise I Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, are to be a minimum of 3 storeys and a maximum of 6 storeys. The regulation of building height for all Mid-Rise I Buildings shall be exclusive of rooftop mechanical penthouses and roof ornamentation. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.

l) Prior to approving an Implementing Zoning By-law Amendment that permits a Mid-Rise I Building, the Town shall be satisfied that:

- i. The development has appropriately applied the policies for compatible development and development transition included in this Plan, and is representative of good planning;
- ii. The site is suitable for the proposed development and that it has adequate land area to incorporate required parking, landscaping and buffering on-site;
- iii. The built form respects the character of, and can be suitably integrated with adjacent existing and planned developments;
- iv. Exterior building colours and materials are high quality and are selected from a traditional palette;
- v. Facades of any building facing a street shall feature a prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street;
- vi. The elevation of the front door shall preferably be flush with grade, and shall be no more than 1 step above grade;
- vii. Buildings shall be sited to align to streets and open spaces to frame these areas;
- viii. Buildings include a podium element that approximates the scale of adjacent buildings (2 or 3 storeys). The portion of the building above the podium structure shall step back a minimum of 2 metres from the podium facade that forms the front and exterior street wall;
- ix. Permanent parking, loading and service areas should be located in rear yards. It is also preferable for parking, loading and service areas to be located in structure; and,

- x. Rooftop mechanical equipment shall be screened from view with materials that are complementary to the building or through architectural features.

H7.5.3 Downtown Regeneration Area

H7.5.3.1 Goal

It is a goal of this Secondary Plan to promote significant development and intensification within the Downtown Regeneration Area and that this Area becomes the focus for higher density residential uses in Downtown Georgetown, together with complementary commercial and/or institutional uses. This emphasis recognizes the redevelopment potential of the Area, and its location on the Guelph Street Intensification Corridor, in proximity to the GO Station/Mill Street Corridor.

It is also a goal of this Secondary Plan to ensure that new development is appropriately designed, and is compatible with existing development within this Area, and with development within abutting Areas. The introduction of new residents is expected to support the ongoing success of the businesses within the Historic Main Street Area.

H7.5.3.2 Permitted Land Uses

- a) Permitted uses on lands identified as Downtown Regeneration Area on Schedule H7-1 - Downtown Georgetown Land Use Plan may include:
 - i. Existing single-detached and semi-detached dwellings, including associated secondary dwelling units;
 - ii. Home occupations;
 - iii. Converted dwellings;
 - iv. Live-work uses;
 - v. Bed and breakfast establishments;
 - vi. Residential apartments;

- vii. Communal/special needs housing;

- viii. Hotels;

- ix. Conference centres;

- x. Commercial and professional offices;

- xi. Institutional uses;

- xii. Administrative, cultural, recreational and entertainment uses;

- xiii. Parking facilities at-grade and/or in structure;

- xiv. Parks, community gardens and urban squares; and,

- xv. Public uses and public and private utilities.

- b) Complementary uses that may be permitted on the first floor of any building within the Downtown Regeneration Area may include:

- i. Retail and service commercial uses;

- ii. Private and commercial schools;

- iii. Day care facilities;

- iv. Places of worship and other institutional uses; and,

- v. Restaurants.

- c) The Town will, through the Implementing Zoning By-law, refine the list of permitted land uses to ensure that new development is consistent with the Vision and Guiding Principles of this Secondary Plan, as well as appropriate and compatible in the context of adjacent land uses and the surrounding community.

H7.5.3.3 Development + Design Policies

- a) Land assembly within the Downtown Regeneration Area is encouraged to create larger, more viable development parcels.
- b) Buildings and sites should accommodate an array of compatible development. A mixture of uses is encouraged not just within the Area in general, but also on individual development sites, and within individual buildings.
- c) All permitted uses, with the exception of permitted uses within existing buildings, shall be accommodated within Mid-Rise I Buildings or Mid-Rise II Buildings, in accordance with the policies of this Secondary Plan. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- d) High activity uses that animate the streetscape and encourage foot traffic are required at-grade abutting Main Street and Mill Street within the Downtown Regeneration Area with uses such as offices and residential uses on second floors and above. At-grade façades shall incorporate primary building entrances and broad window treatments at street level.
- e) Abutting other streets within the Downtown Regeneration Area high activity uses that animate the streetscape and encourage foot traffic, are encouraged at-grade. At-grade façades shall incorporate primary building entrances and broad window treatments at street level, where appropriate.
- f) Permitted retail and service commercial uses, and restaurants shall have a maximum Gross Floor Area of 500 square metres per use.
- g) Parking areas for any permitted land use shall be located in structure wherever possible. Where surface parking is proposed, it is preferred that it be located within the rear yard or the interior side yard. Where any parking facility is located adjacent to a

public street, it shall be designed to complement and integrate with adjacent buildings and the streetscape.

- h) Where a new development site abuts a property line within the Historic Main Street Area, or the Downtown Neighbourhood Area, building setbacks and angular planes shall be established within the Implementing Zoning By-law to ensure an appropriate interface with abutting lower scale built forms.

The angular plane (as defined in Appendix II – Downtown Georgetown Design Guidelines) will require the stepping back of the upper floors of the building, moving away from abutting lower scale built forms. Property lines that abut a public street allowance are not subject to the angular plane provisions.

- i) Development within the Downtown Regeneration Area shall:
 - i. Ensure that enhanced connections to the Town's parks and trails are provided;
 - ii. Provide enhanced on-site pedestrian elements;
 - iii. Consider the topography of the area in determining appropriate building design and massing; and,
 - iv. Incorporate appropriate conservation and integration of any on-site Designated or Listed Cultural Heritage Resource.
- j) All development proposals shall incorporate the following requirements for the design of front and exterior side façades:
 - i. The minimum building height shall be 3 storeys;
 - ii. The floor-to-ceiling height of ground floors for all new buildings shall be a minimum of 4.25 metres;

- iii. The maximum floor plate for any building component above the sixth floor shall be 750 square metres; and,
 - iv. The minimum separation distance between adjacent buildings above the sixth floor shall be 25 metres, notwithstanding any other setbacks established by the Implementing Zoning By-law.
- k) Mid-Rise I Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, are to be a minimum of 3 storeys and a maximum of 6 storeys. The regulation of building height for all Mid-Rise I Buildings shall be exclusive of rooftop mechanical penthouses and roof ornamentation. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- l) Prior to approving an Implementing Zoning By-law Amendment that permits a Mid-Rise I Building, the Town shall be satisfied that:
- i. The development has appropriately applied the policies for compatible development and development transition, and is representative of good planning;
 - ii. The site is suitable for the proposed development and that it has adequate land area to incorporate required parking, landscaping and buffering on-site;
 - iii. The built form respects the character of, and can be suitably integrated with, adjacent existing and planned developments;
 - iv. The façades of any building facing a street feature a prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street;
 - v. The elevation of the front door is preferably flush with grade, and is no more than 1 step above grade;
 - vi. Buildings are sited to align to streets and open spaces;
 - vii. Buildings include a podium element that approximates the scale of adjacent buildings (2 or 3 storeys). The portion of the building above the podium structure steps back a minimum of 2 metres from any podium façade that faces a public street;
 - viii. Permanent parking, loading and service areas should be located in rear yards. It is also preferable for parking, loading and service areas to be located in structure;
 - ix. Rooftop mechanical equipment is screened from view with materials that are complementary to the building or through architectural features.
- m) Mid-Rise II Buildings within Downtown Georgetown, as identified on Schedule H7-2 - Downtown Georgetown Built Form, are a minimum of 6 storeys and a maximum of 12 storeys. The regulation of building height for all Mid-Rise II Buildings shall be exclusive of mechanical penthouses and roof ornamentation. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- n) Prior to approving an Implementing Zoning By-law that permits a Mid-Rise II Building, the Town shall be satisfied that:
- i. The development has appropriately applied the policies for compatible development and development transition, and is representative of good planning;
 - ii. The site is suitable for the proposed development and that it has adequate land area to incorporate required parking, landscaping and buffering on-site;

- iii. The built form respects the character of and can be suitably integrated with adjacent existing and planned developments, in terms of height and massing;
- iv. Buildings include a podium element that approximates the scale of adjacent buildings (2 or 3 storeys). The portion of the building above the podium element steps back a minimum of 2 metres from any podium façade that faces a public street. Additional step backs may be required as the building gets taller;
- v. Where a building abuts another building, either existing or permitted by this Secondary Plan, the podiums may have a minimal separation;
- vi. Permanent parking, loading and service areas are located in side or rear yards and set back from the front facade of the building. It is preferable for parking, loading and service areas to be located in structure; and,
- vii. Rooftop mechanical equipment is screened from view with materials that are complementary to the building or through architectural features.

H7.5.4 Downtown Neighbourhood Area

H7.5.4.1 Goals

It is a goal of this Secondary Plan to protect the areas within the Downtown Neighbourhood Area, as identified on Schedule H7-2 - Downtown Georgetown Land Use Plan, from incompatible forms of development and, at the same time, permit them to evolve and be enhanced over time.

It is also a goal of this Secondary Plan that the Downtown Neighbourhood Area function as a transitional area between the lands within Downtown Georgetown and the established and the mature residential neighbourhoods that are adjacent to the Downtown.

H7.5.4.2 Permitted Land Uses

- a) It is anticipated that the Downtown Neighbourhood Area will accommodate existing house form buildings that may accommodate some other complementary small-scale uses that will maintain the residential character of the area. Permitted uses on lands within the Downtown Neighbourhood Area on Schedule H7-2 - Downtown Georgetown Land Use Plan may include:
 - i. Residential uses, including single-detached, semi-detached and townhouse dwellings;
 - ii. Secondary dwelling units;
 - iii. Communal/special needs housing;
 - iv. Day care facilities;
 - v. Home occupations;
 - vi. Converted dwellings;
 - vii. Live-work uses;
 - viii. Bed and breakfast establishments;
 - ix. Professional office uses;
 - x. Parking facilities at-grade and/or in structure;
 - xi. Parks and urban squares; and,
 - xii. Public uses and public and private utilities.
- b) The Town will, through the Implementing Zoning By-law, refine the list of permitted land uses to ensure that new development is consistent with the Vision and Guiding Principles of this Secondary Plan, as well as appropriate and compatible in the context of adjacent land uses and the surrounding community.

H7.5.4.3 Development + Design Policies

- a) Permitted service commercial or professional office use shall be limited to a maximum of 100 square metres per building.
- b) All permitted uses within the Downtown Neighbourhood Area, including Live-Work Units, shall be accommodated within Low-Rise Buildings that are residential in character. Low-Rise Buildings are a maximum of 2.5 storeys. The implementing Zoning By-law may provide more specific height limits on a site by site basis, based on the context of adjacent buildings.
- c) To facilitate the approval of any Low-Rise Building development within the Downtown Neighbourhood Area, as identified on Schedule H7-2 - Downtown Georgetown Built Form, the Town shall be satisfied that:
 - i. The residential character of the neighbourhood is maintained;
 - ii. The use complements, and is similar to other existing residential buildings in proximity in terms of:
 - › Landscape treatments;
 - › Building height, scale, lot coverage and massing;
 - › Roof line;
 - › The location and size of parking facilities/garages;
 - › Architectural detail;
 - › Building materials and colour; and,
 - › Front and side-yard setbacks;

- iii. The façade of any building facing a street shall feature a porch, prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street;
- iv. The elevation of the front door shall be no more than 1.2 metres above grade;
- v. Appropriate buffering such as landscaping and fencing will be provided on-site to ensure the compatibility of the use with adjacent uses; and,
- vi. Appropriate on-site parking is available. Driveways and/or garage doors shall not dominate the front façade of the primary building or the view from the street. All on-site parking shall be located within the interior side and/or rear yard.

H7.5.5 Natural Heritage System

The policies applicable to this land use designation shall be those of Section B1A of the Halton Hills Official Plan.

H7. 5.6 Major Parks and Open Space Area

The policies applicable to this land use designation shall be those of Section B2 of the Halton Hills Official Plan.

H7.6 URBAN DESIGN POLICIES

H7.6.1 Design Objectives

In Downtown Georgetown there is a strong sense of value attached to the historic structures and associated heritage character that permeates throughout the area. As a result, heritage conservation is an important aspect of this Secondary Plan, and this Secondary Plan provides substantial policy guidance for future development that follows historic development patterns, without making impositions of a particular aesthetic.

The Town's objectives for urban design in Downtown Georgetown are based on the belief that the livability and physical appeal of a community can be enhanced by the quality, layout and attractiveness of its public and private realm.

The design policies in this Section of this Plan provide development proponents with an understanding of the design intent of the Town.

- a) The basis of these design policies is to create a built environment, which provides:
 - i. An attractive and distinctive Downtown that achieves outstanding architecture that respects the integrity of the past, yet sits well in the context of visual diversity, interest and beauty;
 - ii. A well-defined public realm, including interconnected open space, trails and sidewalk networks;
 - iii. Sensitive integration of new development with existing development through the promotion of compatible development;
 - iv. A full range of retail and service commercial uses, restaurants and community services and facilities in proximity to housing to promote walking and to help reduce automobile trips; and,
 - v. A pedestrian-oriented, transit supportive and cyclist-oriented development pattern and street network where priority is given to the pedestrian, cyclist and transit user, as well as motorists.

H7.6.2 Heritage Design Policies

- a) Appendix III includes an inventory of both Designated and Listed Cultural Heritage Resources. Significant Cultural Heritage Resources, including buildings and associated landscapes shall be developed in conformity with the policies of this Secondary Plan and the policies of the Town of Halton Hills Official Plan.

- b) All development proposals within Downtown Georgetown shall design, restore or enhance their building façades in order to maintain the historic architectural character and identity of the Downtown as follows:

- i. Where development is proposed that includes a Designated or Listed Heritage Building (as identified in Appendix III), the original architectural details and features shall be restored and appropriately incorporated into the development; and,
- ii. Where an existing building lacks significant architectural detail, or a new building is proposed, the façade shall be representative of, or consistent with the historic architectural character and identity of the Designated or Listed Heritage Buildings in proximity.

H7.6.3 Design Policies for Buildings

- a) An array of building types are encouraged throughout the Downtown. It is the intent of this Secondary Plan that built form be the key determining factor for the types of development permitted in each land use area.
- b) Built form will be specifically regulated in this Secondary Plan by building height. Lot coverage, setbacks and density may appropriately be considered within the Implementing Zoning By-law.
- c) All development within Downtown Georgetown shall be compatible with development on adjacent properties. In Downtown Georgetown new building design shall incorporate universal design principles and shall be compliant with the requirements of the Accessibility for Ontarians with Disabilities Act. Further, all development shall be carried out in conformity with the applicable policies of this Secondary Plan, and consistent with the Design Guidelines included as Appendix II to this Secondary Plan.

- d) Architectural variety is crucial in creating a visually stimulating urban environment. Streetscapes composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in order to improve the overall architectural richness, variety, and building articulation in the community.

H7.6.3.1 Architectural Quality

- a) Downtown Georgetown has a proud history of well-designed buildings. All development shall ensure excellence in design and demonstrate high quality architectural detailing and the use of high quality materials.

The intent of the policies of this Secondary Plan is to achieve a balance between a consistency of design as well as individual expression in new developments. This Secondary Plan promotes innovation. Rather than requiring a strict level of conformity, the design and architectural quality of development shall be measured according to its level of consistency with the Design Guidelines attached to this Secondary Plan as Appendix II.

H7.6.3.2 Landmark Sites/Buildings

- a) Schedule H7-1 - Downtown Georgetown Land Use Plan identifies several Landmark Sites that warrant special design treatment because of their location and visibility. These Landmark Sites have tremendous potential to strengthen Downtown Georgetown's identity and enhance the quality of the Public Realm Network.

On identified Landmark Sites, exceptions to the policies governing building height may be considered without an Amendment to this Secondary Plan if the proposed building is deemed by the Town to be consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.

H7.6.3.3 Gateways

- a) Schedule H7-1 - Downtown Georgetown Land Use Plan identifies several Gateways that mark key locations that announce the key entrances to the Downtown and/or important locations within the Downtown. Gateways provide opportunities for signage that may also include landscape treatments, built form elements and public art. These Gateways have tremendous potential to promote wayfinding, to strengthen Downtown Georgetown's identity and enhance the quality of the Public Realm Network.

H7.6.3.4 Compatible Development

- a) All development applications within Downtown Georgetown will be required to demonstrate compatibility with their surrounding context. Compatible development is central to the vision of preserving and enhancing the unique character of the entire area. Development is defined in the Town of Halton Hills Official Plan.

H7.6.3.5 Development Transition

- a) This Secondary Plan promotes a transition in development height. More specifically, the transition between building types between abutting Areas and properties shall be established through Implementing Zoning By-laws that apply a combination of transition tools. Transition requirements shall specifically consider and mitigate impacts related to overlook and loss of privacy, to the satisfaction of the Town.
- b) Where any Area of this Secondary Plan abuts the Downtown Neighbourhood Area:
 - i. A minimum landscape buffer strip of 3 metres should be encouraged within the setback, abutting any rear or side lot line. A 3 metre landscape buffer provides the opportunity for substantial tree planting and appropriate privacy fencing; and,
 - ii. An angular plane shall be used to establish the maximum height of any new development.

Unless otherwise identified in this Secondary Plan, front lot lines and exterior side lot lines are specifically exempt from the requirements of this Policy.

- c) Where the transition techniques identified in this Secondary Plan are to be applied, they shall be applied only to those developments that are expected to accommodate Mid-Rise I Buildings or Mid-Rise II Buildings. It is the responsibility of the taller buildings to establish appropriate transition to the abutting smaller scale development.

H7.6.4 Design Policies for the Public Realm

H7.6.4.1 Intent

As the population of Downtown Georgetown continues to grow over time, it will require a diverse Public Realm Network where residents and visitors can walk, sit, socialize and engage in the street life of the area. The Public Realm Network for Downtown Georgetown is comprised of various and diverse components, including Park Spaces and Streetscapes. The Public Realm Network will be diverse in design, and will serve a variety of functions.

A comprehensive understanding of how the components of the Public Realm Network work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces throughout Downtown Georgetown. Moving people into, out of and through the community easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority of this Secondary Plan.

H7.6.4.2 Streetscapes

- a) Collectively, the Streetscapes in Downtown Georgetown comprise a substantial percentage of community open space - which solidifies their importance as a defining feature of the Public Realm Network. Streets and lanes can be engaging and safe outdoor places with beautiful trees and plants, seating, shade and Public Art for everyone to enjoy.

- b) This Secondary Plan ensures that the design and maintenance of the range of Streetscapes in the Downtown reflects its high quality character and that they create an enhanced Public Realm Network that supports pedestrian, cyclist and vehicular movement.

- c) The Streetscape Hierarchy in Downtown Georgetown identified on Schedule H7-3 - Active Transportation Plan, is comprised of the following:

- i. Main Street;
- ii. Guelph Street;
- iii. Mill Street;
- iv. Church Street; and,
- v. Local Streets.

- d) How built form interfaces with the streetscape is important to animating the street and creating a safe, welcoming environment for pedestrians and cyclists. This crucial interface of streetscape and built form is dependent upon the scale of the buildings, the width and function of the street and the size of the building setbacks. Active frontages generally correspond to existing at-grade uses, and the level of animation also define the type of streetscape that is appropriate.

- e) Main Street is both a traditional commercial Main Street, as well as a promenade that fronts a number of stately residential properties. As such, it will be given special consideration in terms of both its three identified contexts in terms of the design treatment of the street itself, and its adjacent pedestrian realm, as identified on Schedule H7-3 - Active Transportation Plan and as articulated in the Design Guidelines attached to this Secondary Plan as Appendix II.

- f) Guelph Street, as identified on Schedule H7-3 - Active Transportation Plan, has a distinct identity and character that should be enhanced consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.

- g) Mill Street, as identified on Schedule H7-3 – Active Transportation Plan, has a distinct identity and character that should be enhanced consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.
- h) Church Street, as identified on Schedule H7-3 – Active Transportation Plan, adjacent to the Library and Art Gallery, is a unique public space that requires a flexible design, consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.
- i) Within Downtown Georgetown, Local Streets are intimate neighbourhood public spaces where children play and neighbours meet. They are lined with residential gardens, lawns and mature trees and shall be designed to be consistent with the Design Guidelines attached to this Secondary Plan as Appendix II.
- c) The Park Space Hierarchy appropriate for Downtown Georgetown is comprised of the following components:
 - i. The Existing Park;
 - ii. Urban Squares;
 - iii. Pocket Parks;
 - iv. Sliver Parks; and,
 - v. Enhanced Connecting Links.
- d) All of these Park Spaces within the hierarchy may be publicly owned or privately owned. Privately owned Park Spaces should be considered accessible to the public, has been designed to Town standards, and maintained to Town standards. Legal agreements to ensure the long-term adherence to these requirements may be executed.

H7.6.4.3 Park Spaces

- a) Existing major Parks and Open Space Areas, as well as Potential Parks are identified on Schedule H7-1 – Downtown Georgetown Land Use Plan. People must be able to walk their dogs, eat lunch, play with children and access nearby amenities. These animated, interesting and unique Park Spaces are the jewels of the community and foster a strong sense of place within Downtown Georgetown.
- b) The Potential Parks, which are identified symbolically on Schedule H7-1 – Downtown Georgetown Land Use Plan are not defined specifically in terms of their size, configuration or character. In addition, not all of the identified Potential Parks may be achieved, and, additional locations for park spaces may be achieved through the development approval process, without the need for an Amendment to this Secondary Plan. Parks and Urban Squares are a permitted use within all of the land use designations in Downtown Georgetown, with the exception of the Natural Heritage System.
- e) New Park Spaces in Downtown Georgetown shall:
 - i. Include a signed Park Manifesto that outlines appropriate conduct for Park Space users;
 - ii. Be safe, secure and accessible to the public;
 - iii. Be AODA compliant and well maintained;
 - iv. Prioritize pedestrian comfort;
 - v. Be designed to the highest standards;
 - vi. Include opportunities for Public Art; and,
 - vii. Create and enhance opportunities for greening, and shall be appropriately linked with other elements of the Public Realm Network.

- f) Urban Squares are small pedestrian spaces that accommodate socializing in a dense urban area. An Urban Square is defined as a pedestrian space larger than 1,000 square metres and smaller than 8,000 square metres in size with street frontage. They include both hard and softscaped elements and are equipped with seating opportunities and ample pedestrian amenities.
- g) Pocket Parks are small scaled components of the Public Realm Network. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres.
- h) Sliver parks are small scale components of the Public Realm Network that add to the width of the public sidewalk system, and create plazas or forecourts between the face of the adjacent building and the street right-of-way.
- i) Enhanced Connecting Links are outdoor walkways through a development site, connecting two streets together. They need to be provided in high pedestrian volume areas, for ease of movement as well as the creation of unique urban spaces. Enhanced Connecting Links are in addition to typical sidewalk connections and should contribute to the logical wayfinding system and help to establish a network of publicly accessible spaces within Downtown Georgetown.
- b) For all buildings with a GFA of 600 square metres or greater and/or identified under Part 3 of the Ontario Building Code, the achievement of the following sustainability targets is encouraged:
 - i. Generally:
 - › Be certified LEED v4 Silver, or equivalent, or be compliant with the Town's Green Development Standards Program, whichever is greater;
 - ii. For Energy:
 - › Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy consumption per ASHRAE 90.1-2010;
 - › Include on-site renewable or alternative energy systems which produce at least 15% of building energy use;
 - › Be "solar ready", and maximize solar gains through:
 - + Orienting building to maximize potential for passive and active solar energy;
 - + Designing roofs to support solar panels and rough-ins for wiring needs;
 - + South facing windows;
 - › Incorporate green/white or another high albedo roofing;
 - › Use regionally and locally sourced building materials to the greatest extent possible;

H7.6.5 Sustainable Design Policies

H7.6.5.1 Buildings

- a) All new buildings are required to conform with applicable policies for:
 - i. Air Quality Impacts;
 - ii. Source Water Protection; and,
 - iii. Water Balance Assessments.

- iii. For Water:
 - › Meet the requirements for two points under LEED v4 Credit Indoor Water Use Reduction (30% reduction) OR provide water consuming fixtures that are each at least 20% better than 6 LPF toilets, 2.2 GPM faucets and 2.5 GPM showers;
 - iv. For Waste:
 - › Divert 75% of all construction waste away from landfill sites; and,
 - › Provide trisorting facilities for waste.
- c) For all buildings with a GFA of 600 square metres or less and/or identified under Part 9 of the Ontario Building Code, achievement of the following sustainability targets is encouraged:
- i. For Energy:
 - › Be Energy Star certified. Grade-related residential units (3.5 storeys and less) to be designed to EnerGuide 83, or equivalent, per Energy Star for Homes;
 - › Meet the requirements for LEED v4 EA Credit Optimize Energy Performance, or equivalent, and demonstrate a 25% reduction in energy consumption per ASHRAE 90.1-2010, which is 5 to 10% better than the Ontario Building Code;
 - › Include on-site renewable or alternative energy systems which produce at least 15% of building energy use. Alternatively, identify opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling;
 - ii. For Water:
 - › Be “solar ready”, and maximize solar gains through:
 - + Orienting building to maximize potential for passive and active solar energy;
 - + Designing roofs to support solar panels and rough-ins for wiring needs;
 - + South facing windows;
 - + Incorporate green/white or another high albedo roofing;
 - + Use regionally and locally sourced building materials to the greatest extent possible;
 - iii. For Waste:
 - › Divert 75% of all construction waste away from landfill sites.

H7.6.5.2 Park Spaces + Streetscapes

- a) For all new landscapes and streetscapes, the achievement of the following sustainability targets is encouraged:
- i. For Energy:
 - › Require that new construction use regionally and locally sourced building materials to the greatest extent possible;

ii. For Water:

- › For projects where soft landscapes exceed 5% of the building Ground Floor Area, meet the requirements of LEED v4 Credit Outdoor Water Use Reduction (50% reduction in irrigation water), or equivalent;
- › Promote sustainable landscape practices by requiring the use of water efficient, drought resistant Secondary Plant materials in parks, along streetscapes, and in public and private landscaping.

iii. For Waste:

- › Divert 75% of all construction waste away from landfill sites; and,

iv. To mitigate heat island effects by:

- › Locating trees or other Secondary Plantings to provide shading for a least 50% of sidewalks, patios, and driveways within 15 metres of new buildings; and,
- › Installing light-colored paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.

- ii. Promote the implementation of Low Impact Design Standards that emphasize the use of bioswales, innovative storm water and run-off techniques and practices, at-source infiltration, and greywater re-use systems, with reference to Conservation Authority guidelines.

- b) Introduce green infrastructure, such as bioswales, within the street rights-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.
- c) Require water conservation by including the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use, including absorbent landscaping, landscaped walls, cisterns, rain barrels, underground storage tanks and/or infiltration trenches.
- d) Require xeriscaping using native, drought-tolerant Secondary Plants, a cost-effective landscape method to conserve water and other resources on a community-wide level.
- e) Implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.
- f) Require the installation of subsurface basins below parking lots to enable storm water to be stored and absorbed slowly into surrounding soils.

H7.6.5.3 Storm Water Management

- a) All new development in Downtown Georgetown shall incorporate the following into its design for storm water management:
 - i. Ensure that the maximum allowable annual runoff volume for the development site does not exceed the runoff under pre-development conditions; and,

H7.6.5.4 Natural Heritage System

- a) The Natural Heritage System is identified on Schedule H7-1 - Downtown Georgetown Land Use Plan. The Town recognizes the important contribution that Silver Creek makes to the creation of a vibrant and livable Downtown.
- b) The biodiversity, ecological function, and connectivity of the natural features within Downtown Georgetown shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural heritage features and areas,

surface water features, and ground water features. This Secondary Plan is intended to:

- i. Protect the health and water quality of Silver Creek;
 - ii. Conserve biodiversity;
 - iii. Protect all significant natural features and their ecological functions; and,
 - iv. Protect surface and underground water resources.
- c) Lands within the Silver Creek valley system will be integrated with other open spaces and will accommodate a public trail, providing opportunities to link various neighbourhoods to the Downtown.

H7.6.5.5 The Urban Forest

- a) The urban forest includes trees and shrubs on public and private lands, provides ecological benefits, and assists in mitigating the urban heat island effect. Trees or other plantings shall be located throughout the Downtown to provide shading for sidewalks, parks and open spaces and other publicly accessible areas. To this end, the Town shall:
 - i. Implement tree protection policies, which will include a tree replacement ratio where tree removal is unavoidable;
 - ii. Implement street tree and naturalization programs to increase urban canopy cover; and,
 - iii. Require the planting of trees in all public works projects.
- b) The urban forest shall include a variety of trees that are hardy, resilient, non-invasive, salt tolerant, drought resistant, and low maintenance. All trees shall provide a large canopy and shade over sidewalks, parks, and open spaces. Native tree species are preferred in the urban forest, except in areas that are contained within/connected to the Natural Heritage System designation, where any

new trees planted should be native varieties that are common to the surrounding system.

H7.6.5.6 Local Food Production

- a) The creation of opportunities for local food production is supported by the Town. Development plans and building designs shall consider opportunities for local food growing and production through:
 - i. Community gardens;
 - ii. Edible landscapes;
 - iii. Food-related home occupations/industries;
 - iv. Small and medium scaled food retailers; and,
 - v. Local market space (i.e. a farmer's market).

H7.6.5.7 Sustainability Certification

- a) Design, construction, and monitoring within the Downtown should be evaluated in accordance with the EcoDistricts rating system, WELL Building Standard, and Active Design Guidelines (Center for Active Design). Equivalent rating systems, or other similar rating/evaluation approaches may be considered by the Town.
- b) The design and deployment of infrastructure shall be evaluated in accordance with the Envision Systems rating system, a rating system and Secondary Planning guide for sustainable infrastructure projects.

H7.7 MOBILITY POLICIES

H7.7.1 The Street Network

- a) The street network serving Downtown Georgetown will be redeveloped over time utilizing the principles of "complete streets", with appropriate facilities provided for pedestrians, cyclists, transit and cars/trucks. The street network and mobility opportunities within the Downtown are identified

on Schedule H7-3 – Downtown Georgetown Active Transportation Plan.

- b) Alternative design standards and opportunities for public or private ownership for the street network are encouraged by this Secondary Plan.
- c) Lanes widths for vehicular travel shall be minimized, and traffic control measures will be implemented, while still allowing for transit and emergency services circulation. Pedestrian spaces and landscaped boulevards should be maximized to support active transportation initiatives.

H7.7.2 Public Transit

- a) The Town will develop an enhanced transit system for Georgetown that includes the Downtown, when population levels justify such an enhanced system. Transit services will be implemented on a phased basis and based on acceptable operational and financial criteria.
- b) Development within Downtown Georgetown must contribute to the creation of a sufficient density to make transit feasible and efficient in the long-term. As such, this Secondary Plan promotes compact and intensified development to support future transit services.
- c) This Secondary Plan is designed in anticipation of a transit service that has convenient links to, between, and through major destinations within the community, and to the broader region. Transit supportive design requires the following:
 - i. Locate stops within a 5-minute walk of a destination. The maximum walking distance for residents is generally 200 to 400 metres (3 to 5-minute walk);
 - ii. Ensure the coordination of the transit network with the multi-use trails and the sidewalk system to further the accessibility of transit; and,

- iii. The Town will provide a range of transit facility amenities including but not limited to: bicycle parking, weather protection, seating, waste baskets, lighting, route information, and automated fare machines at transit stops.

H7.7.3 Active Transportation

- a) This Secondary Plan provides for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling and other non-motorized forms of transportation. This Secondary Plan requires that all development contribute to the creation of a walkable and connected Downtown with multiple destinations within walking distance of all residents and visitors to the Downtown.
- b) Sidewalks, bike lanes, and multi-use trails will connect to public sidewalks and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation.
- c) Active transportation routes, such as sidewalks, bike lanes, trails, and multi-use trails will include streetscaping elements that promote pedestrian and cyclist comfort and safety and will be designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act.

H7.7.4 Multi-Use Trails

- a) Multi-use trails are identified conceptually on Schedule H7-3 – Downtown Georgetown Active Transportation Plan and a component of the active transportation network for use by pedestrians, cyclists, and other non-motorized modes of transportation, and are a crucial component of an integrated parks and open space system.

- b) In developing a comprehensive multi-use trail system throughout the Downtown, the following shall apply:
 - i. The multi-use trails network will include and link to trails adjacent to, or within the Silver Creek Valley, other parks and open spaces, and the sidewalks and bike lanes within the street network; and,
 - ii. Where a multi-use trail is adjacent to, or within the Silver Creek Valley, it will be designed to avoid impact on the features and its associated ecological and hydrogeological functions, including the requirement to utilize native, non-invasive plant materials.
- iii. Where new development is proposed within 250 metres of an existing public parking facility, the Town may, subject to a Parking Needs Study, reduce the minimum non-resident parking requirement, identified in the Zoning By-law in recognition of the enhanced public parking supply; and,
- iv. Where a development proposal is unable, or does not wish to provide all of the required parking spaces, the Town may accept cash-in-lieu of parking spaces. The minimum parking requirement shall be used to calculate any parking space deficiency.

The cost of each parking space shall be established by the Town, and may be waived for any specific development, at the discretion of the Town. The funds raised through this provision shall be utilized by the Town solely for the purchase of property for public parking and/or the building of public parking within the boundaries of the Downtown.

H7.7.5 Transportation Demand Management

- a) Appropriate Transportation Demand Management measures to reduce single occupancy automobile trips will be identified in transportation studies that accompany development applications. This could include strategies to enhance the use of transit, provide preferential carpool parking, and/or requirements for bicycle facilities.
- b) All new development will include EV charging stations.

H7.7.6 Parking

- a) Alternative (reduced) parking requirements are expected to be necessary to address new development forms and broader community needs within Downtown Georgetown in the future. The following policies will be considered in establishing an appropriate parking supply within the Downtown:
 - i. All new residential development shall provide adequate parking, in consideration of Downtown Georgetown's urban context and proximity to the Georgetown GO Station.
 - ii. The Town currently provides, and should continue to provide public parking areas (surface lots and/or structured parking facilities) within the Downtown to augment the supply of parking for bicycles and automobiles;
 - iii. For non-residential development, place accessible and secure bike racks at the front of buildings.
- c) All new development shall include parking for bicycles, in accordance with the following:
 - i. Provide bicycle parking at retail, commercial, and employment areas, as well as at destinations to promote purposeful cycling;
 - ii. Provide bike storage sheltered from weather for 15% of total building occupants for all multiple and apartment form residential developments; and,

H7.8 IMPLEMENTATION POLICIES

- a) All development within Downtown Georgetown shall be subject to the Implementation Policies of the Town of Halton Hills Official Plan, in addition to the following more specific policies:

H7.8.1 Community Improvement

- a) All lands within Downtown Georgetown are identified as within the Halton Hills Comprehensive Community Improvement Plan (CIP). The Town will use the CIP to further the objectives of this Secondary Plan.

H7.8.2 Downtown Business Improvement Area

- a) All lands within Downtown Georgetown are included within the boundaries of the Downtown Business Improvement Area (BIA). The Town will work with the BIA to further implement the objectives of this Secondary Plan.

H7.8.3 Heritage Conservation District

- a) The Town may consider the establishment of a Heritage Conservation District under Part V of the Heritage Act for the area identified as Potential Heritage Conservation District on the map included as Appendix III – Downtown Georgetown Cultural Heritage Resources.

H7.8.4 Site Plan Control

- a) Where Site Plan Control is required, no building permit may be issued by the Town without first reviewing the development application in the context of the Vision, Principles, Objectives and Policies identified within this Secondary Plan, as well as in consideration of the Design Guidelines attached to this Secondary Plan as Appendix II.

H7.8.5 Community Benefits

H7.8.5.1 Height Bonusing

- a) In considering the use of a height bonus under Section 37 of the Planning Act, the Town shall ensure:
 - i. The development has appropriately applied the tests for compatible development and built form transition, and is representative of good planning;
 - ii. The proposed community benefits are to be located within the boundaries of Downtown Georgetown;
 - iii. Where cash-in-lieu of a community benefit is accepted by the Town, the funds shall be spent on appropriate community benefits within Downtown Georgetown; and,
 - iv. The community benefit, or cash for a community benefit shall be used to help ameliorate the impacts on the community generally attributable to the permitted height bonus.
 - v. In determining community benefits, the following shall be considered priorities for Downtown Georgetown:
 - › Improvements to public parks, including parkland acquisition;
 - › Improvements to public streetscapes;
 - › Establishment of new, or enhancements to existing public art installations;
 - › Establishment of new, or expansions to existing non-profit community services and facilities, including child care;
 - › Improvements to library and/or museum facilities;
 - › Additional affordable housing units;

- › The conservation of identified cultural heritage resources; and/or,
 - › Achievement of the Sustainable Design Policies of this Plan.
- b) Notwithstanding the maximum height for Mid-Rise I Buildings identified in this Secondary Plan, the Town may only consider the achievement of any height above 4 storeys in exchange for the provision of community benefits, in accordance with the provisions of Section 37 of the Planning Act.
- c) Notwithstanding the maximum height for Mid-Rise II Buildings identified in this Secondary Plan, the Town may only consider the achievement of any height above 6 storeys in exchange for the provision of community benefits, in accordance with the provisions of Section 37 of the Planning Act.
- not less than 7.5 percent of the net developable site area;
 - ii. An Urban Square or Pocket Park with a minimum frontage on a public street of 7.5 metres, and a minimum size of 75 square metres. Larger sites shall include larger Pocket Parks/Urban Squares;
 - iii. Enhanced Connecting Links with a minimum width of 6 metres (indoor or outdoor); and/or,
 - iv. A cash or additional land contribution that makes up any land dedication shortfall, once the minimum of 7.5 percent of the land area has been dedicated.

H7.8.5.2 Parkland Dedication

- a) All development within the Downtown shall be subject to the parkland dedication requirements of the Planning Act, as they are expressed in the Town of Halton Hills Official Plan. The Town may establish a lower parkland dedication requirement that is applicable specifically within Downtown Georgetown.
- b) In addition, Section 37 of the Planning Act may be used to acquire land, or provide funds to build components of the Pedestrian Realm Network, and the Development Charges Act can be used to fund Pedestrian Realm development/improvements that are required to properly accommodate a growing population. Public Art contributions shall be secured through Section 37 of the Planning Act.
- c) All developments on sites less than 1,000 square metres in size shall be required to dedicate land and/or make a cash-in-lieu of parkland payment.
- d) All primarily residential development on sites greater than 1,000 square metres shall include:
- i. A Pedestrian Realm Network land contribution of

H7.9 Special Policy Areas

- a) Special Policy Areas apply to those lands shown on Schedule H7-1 and/or H7-2 that are the subject of a land use policy that is specific to a property or area. All other relevant policies of this Secondary Plan are applicable unless otherwise modified or exempted by the provision specific to each Special Policy Area.

H7.9.1 Special Policy Area 1

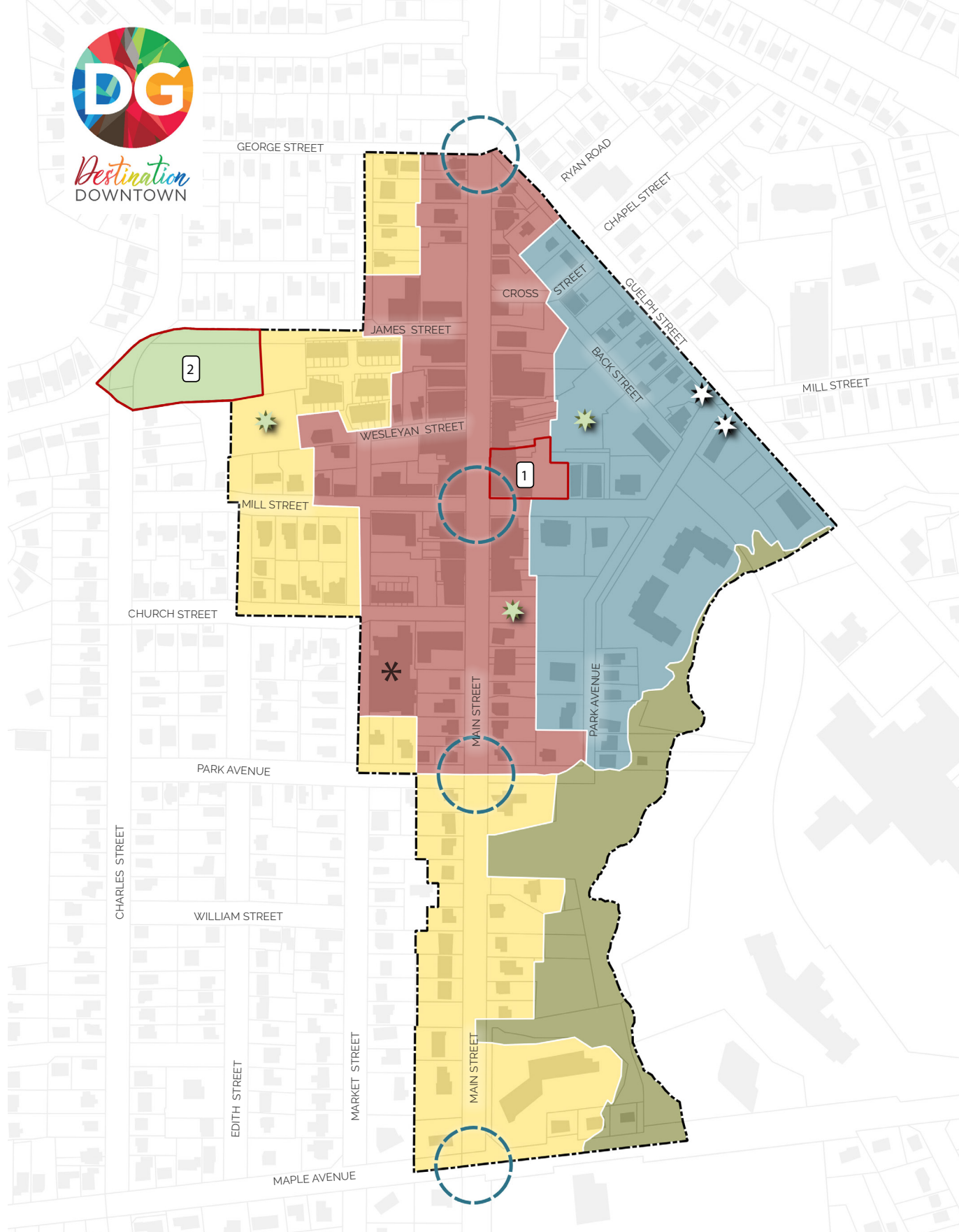
- a) In addition to the policies of the Historic Main Street Area and any other applicable policies of this Secondary Plan, development on the site identified as Special Policy Area 1 on Schedule H7-1 - Downtown Georgetown Land Use Plan and Schedule H7-2 - Downtown Georgetown Built Form shall be subject to the provisions of By-Law No. 2017-0064, as enacted by the Ontario Municipal Board Order / Decision of November 1, 2017.

H7.9.2 Special Policy Area 2

- a) The lands designated Major Parks and Open Space Area, and identified as Special Policy Area 2 on Schedules H7-1 and H7-2, function as a gateway to the Downtown Georgetown Area. Notwithstanding this designation, the lands are classified as a Neighbourhood Park and are subject to the policies contained in Section F7.3.4.2 of the Official Plan.

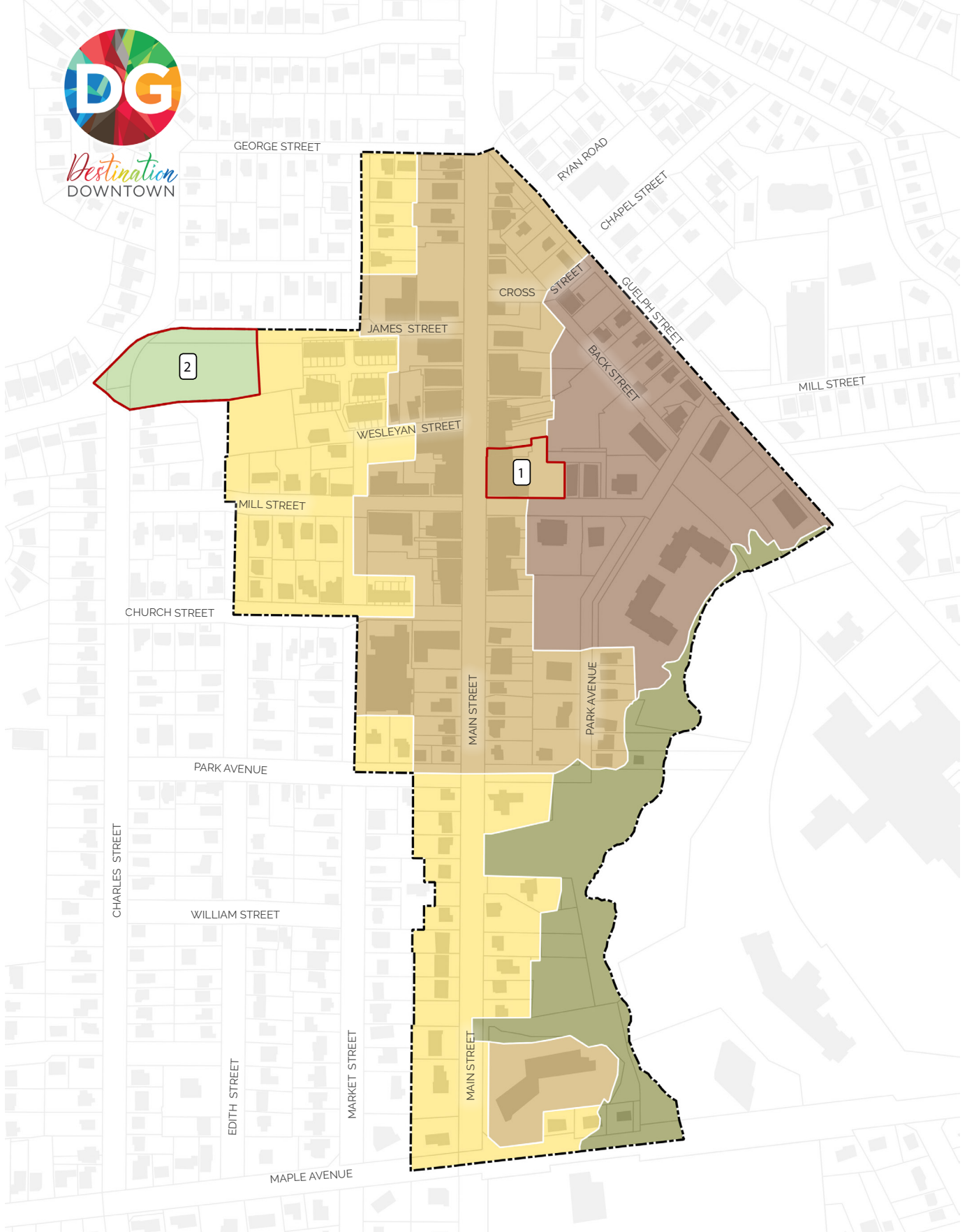


Destination
DOWNTOWN










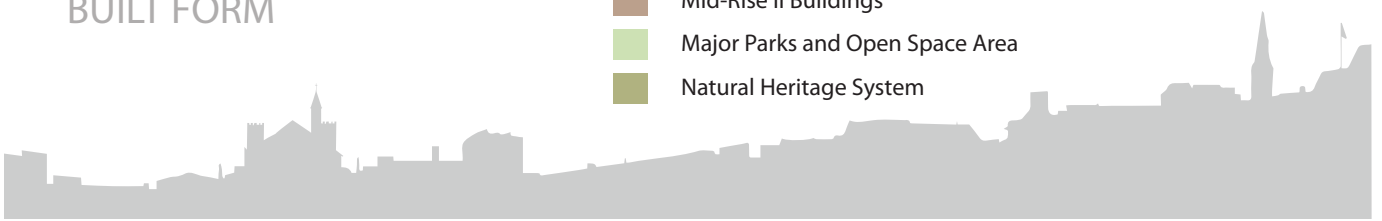
SCHEDULE H7-1 DOWNTOWN GEORGETOWN LAND USE PLAN

- | | | | |
|--|---------------------------------|--|--|
| | Historic Main Street Area | | Halton Hills Library and Cultural Centre |
| | Downtown Regeneration Area | | Landmarks |
| | Downtown Neighbourhood Area | | Potential Parks |
| | Natural Heritage System | | Special Policy Area |
| | Major Parks and Open Space Area | | Downtown Georgetown |
| | Gateways | | |



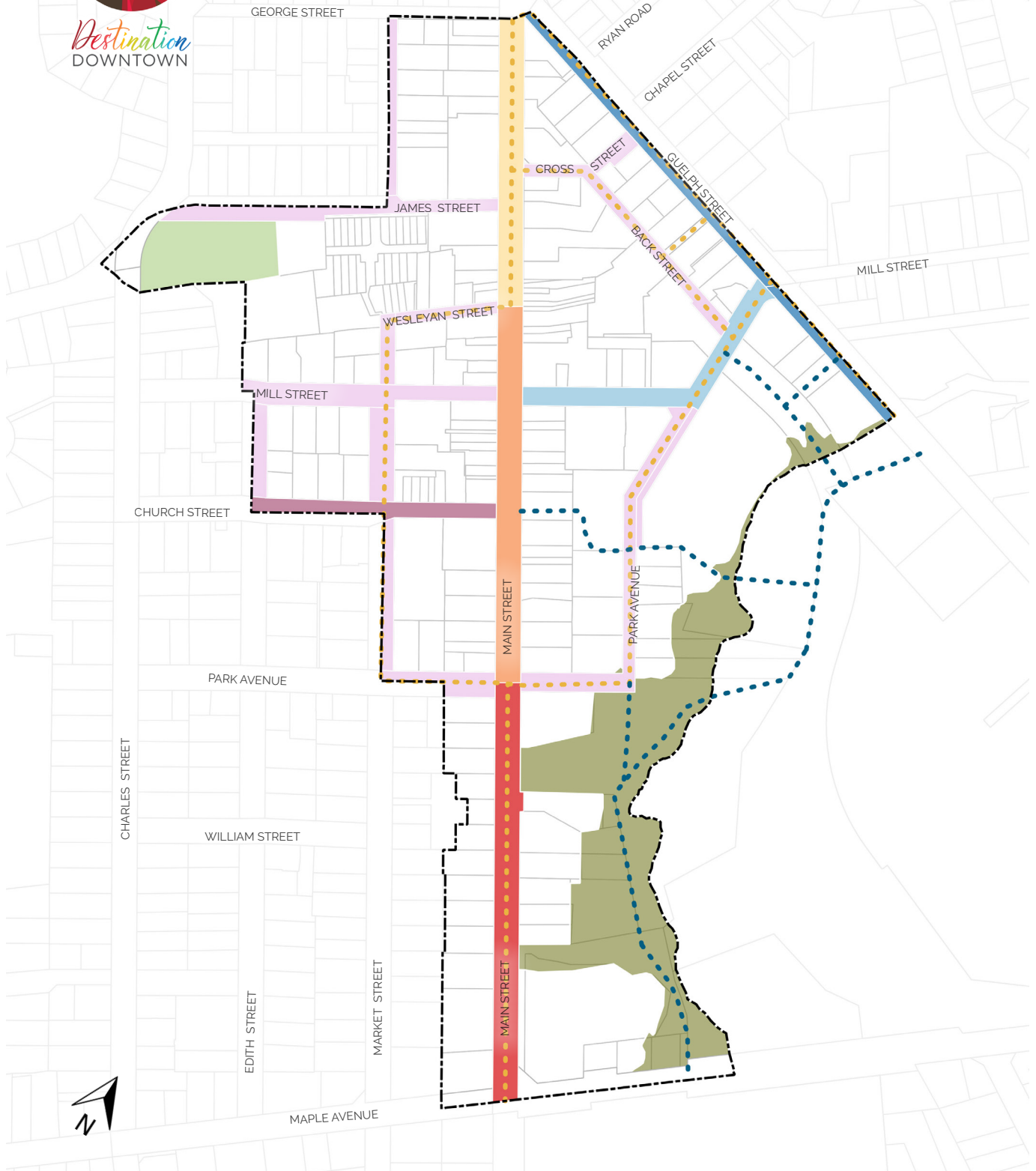
SCHEDULE H7-2 DOWNTOWN GEORGETOWN BUILT FORM

- | | | | |
|---|---------------------------------|---|---------------------|
|  | Low-Rise Buildings |  | Special Policy Area |
|  | Mid-Rise I Buildings |  | Downtown Georgetown |
|  | Mid-Rise II Buildings | | |
|  | Major Parks and Open Space Area | | |
|  | Natural Heritage System | | |





Destination
DOWNTOWN



SCHEDULE H7-3 DOWNTOWN GEORGETOWN ACTIVE TRANSPORTATION PLAN

- | | | | |
|------------|-----------------------|---------------|---------------------------------|
| Red | Main Street - South | Dashed Yellow | Bike Routes |
| Orange | Main Street - Central | Dashed Blue | Conceptual Multi-Use Trails |
| Yellow | Main Street - North | Light Green | Major Parks and Open Space Area |
| Pink | Local Streets | Dark Green | Natural Heritage System |
| Purple | Church Street | Dashed Black | Downtown Georgetown |
| Light Blue | Mill Street | | |
| Dark Blue | Guelph Street | | |



DG

Destination
DOWNTOWN

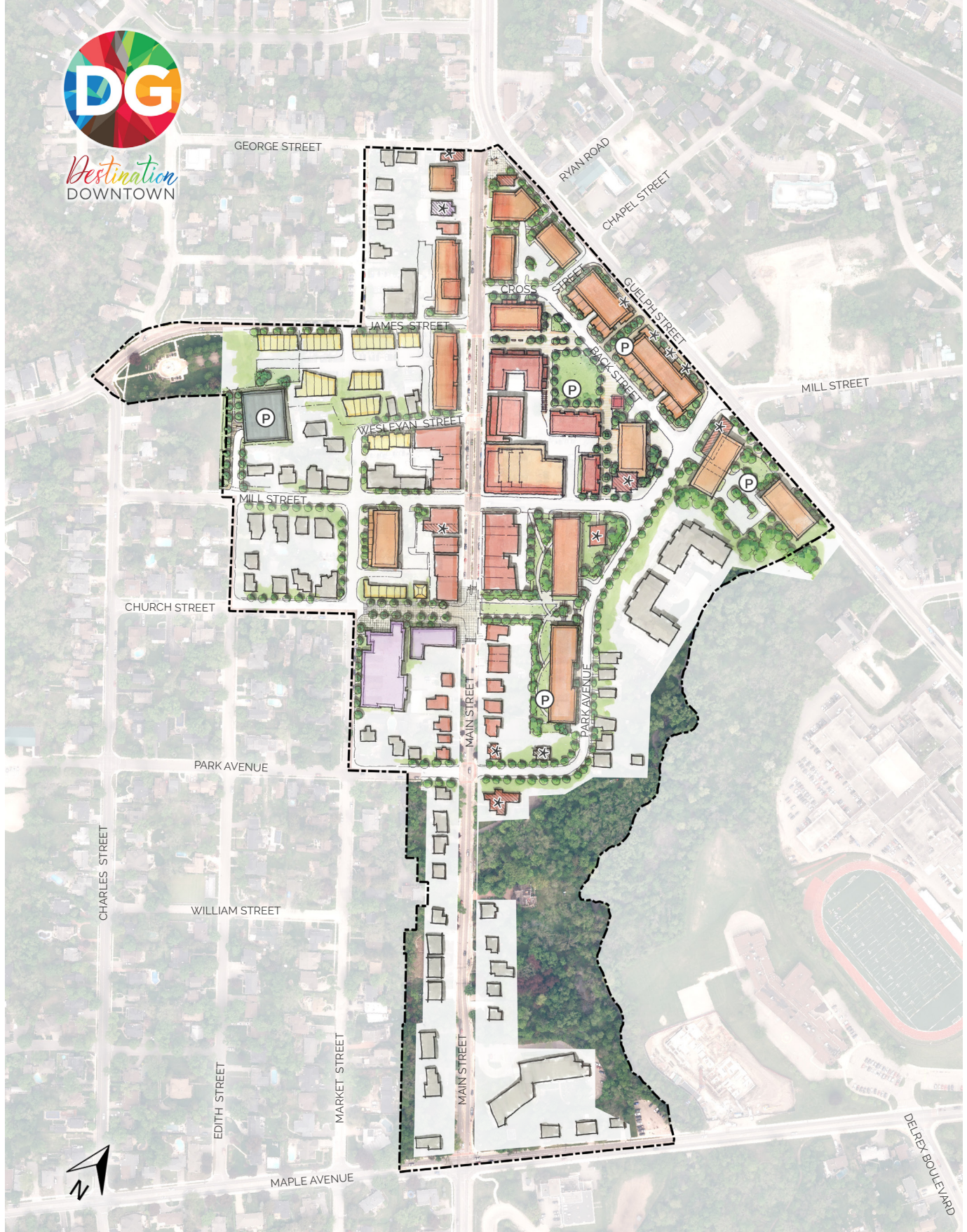
APPENDIX I DEMONSTRATION PLAN



The Planning Partnership
PLAN B Natural Heritage
SCS Consulting Group
NBLC
Cole Engineering
BRAY Heritage
Meridian Planning Consultants



Destination
DOWNTOWN



APPENDIX I DOWNTOWN GEORGETOWN DEMONSTRATION PLAN



Residential / Mixed Use



Institutional



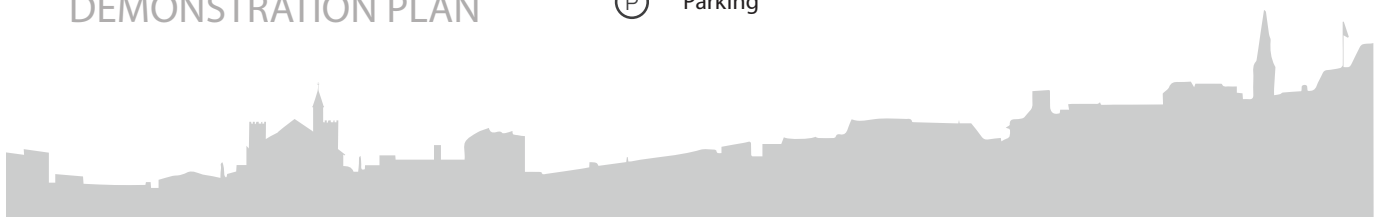
Parking



Heritage Significance



Downtown Georgetown





DxG

Destination
DOWNTOWN

APPENDIX II DESIGN GUIDELINES



The Planning Partnership
PLAN B Natural Heritage
SCS Consulting Group
NBLC
Cole Engineering
BRAY Heritage
Meridian Planning Consultants

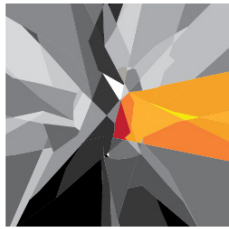


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1.0 Introduction

The Downtown Georgetown Design Guidelines work together with the policies of the Downtown Georgetown Secondary Plan to provide the Town with a sound and rational framework for public investments and coordinated assessment and regulation of private development proposals.

The Design Guidelines will direct and shape the ongoing development of the Downtown in a balanced manner and according to the principles of good urbanism and high-quality architectural design. In particular, the Design Guidelines seek to protect and reinforce the Downtown's distinct history and built characteristics, while enabling investment and revitalization opportunities through appropriate development, as market and demographic conditions evolve.

The Design Guidelines will help to shape the public and private realms, including streets, public spaces and buildings, as they change and evolve, to achieve the vision of the Downtown Georgetown Secondary Plan. These Guidelines are meant to achieve continuity and compatibility with the existing historical fabric while, at the same time, enable individual expression in new developments.



2.0 Design Objectives

The following objectives guide the physical form and character of development of the Public and Private Realms in Downtown Georgetown.

- Ensure an attractive and distinctive Downtown that has outstanding architecture that both respects the heritage character and sits well within the context of visual diversity, interest and beauty;
- Promote sensitive integration of new development with existing development through the requirement for compatible development;
- Establish a variety of beautiful public gathering spaces to support cultural events, festivals and community life throughout the year including interconnected park spaces, trails and sidewalk networks;
- Create vibrant, safe and comfortable pedestrian-oriented streets that enhance mobility for pedestrians, cyclists and drivers and will support existing and future transit;
- Promote a mix of uses in a variety of building forms, including a range of housing types and opportunities for retail, commercial and community uses;
- Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship;
- Demonstrate high-quality design in new development and incorporate best practices that respect and complement the character of Downtown Georgetown and its adjacent neighbourhoods;
- Incorporate sustainable development and construction practices to maximize resource conservation; and,
- Create a fine-grained, human scaled urban fabric.

Each of the sites that make up the Downtown are unique – from their physical location, size and shape to their surrounding context of existing streets, buildings, uses and heritage considerations, and will have their own unique set of requirements for development. As such, some of these guidelines will be more important / applicable than others, depending on the specific context, scale and use of each site. This will be assessed on a site-by-site basis.





3.0 Design Guidelines for the Public Realm

As the population of Downtown Georgetown continues to grow, it will require a public realm that continues to support and enhance the needs of its existing residents, new residents and visitors. This includes a variety and hierarchy of spaces for special events, community gathering and every day activities such as walking, sitting, socializing and engaging in street life, actively and passively. As such, the Public Realm Network for Downtown Georgetown is comprised of a diversity of Park Spaces and Streetscapes.

A comprehensive understanding of how the components of the Public Realm Network work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian friendly spaces throughout Downtown Georgetown. Moving people into, out of, and through the community easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority.



3.1 Streetscapes

Collectively, the Streetscapes in Downtown Georgetown comprise a substantial percentage of community open space – which solidifies their importance as a defining feature of the Public Realm Network. Streets and lanes can be engaging and safe outdoor places with beautiful trees and plants, seating, shade and Public Art for everyone to enjoy.

The Streetscape Hierarchy

The Streetscape Hierarchy in Downtown Georgetown is comprised of the following:

- Main Street;
- Guelph Street;
- Mill Street;
- Church Street; and,
- Local Streets.

Guidelines for all Streetscapes

The following Design Guidelines apply to all streetscapes within Downtown Georgetown:

- AS1. All Streets will be safe, accessible, secure and shall implement the relevant policies of the Ontarians with Disabilities Act;
- AS2. The design of all streets shall include defined and, wherever possible, continuous zones for plantings, street furnishings, utilities, pedestrian sidewalks, bicycle paths and vehicular pavements;
- AS3. All streets shall include sidewalks on both sides of the street. Sidewalks on Main Street and on Guelph Street shall be a minimum of 2.1 metres in width, wherever possible. Sidewalks on all other streets shall be a minimum of 1.8 metres in width;
- AS4. A comprehensive and consistent approach to the design of the elements that make up the street environment is essential to enhance the character of the downtown and contribute to creating a sense of place. These elements include street furnishings and plantings;
- AS5. A coordinated family of street furnishings shall include street lights, seating, waste and recycling receptacles, community information boards, bollards, bicycle lock-ups, paving, and planters;
- AS6. Plantings include street trees, shrubs, annuals and perennials; street trees shall be included, wherever possible, acknowledging the potential constraints posed by below and above ground utilities. Where street trees are not possible, opportunities for other place-making, place enhancing elements such as public art, shall be explored;
- AS7. A comprehensive planting and soils strategy will be based upon species diversity, resiliency and urban tolerance; and,



- AS8. Public art opportunities shall be integrated in the downtown, refer to Town of Halton Hill Public Art Strategy.



Additional Guidelines for Main Street

Main Street, from Maple Avenue to Guelph Street, is characterized by different land uses, building forms, setbacks and street conditions. The generous residential lots with stately homes and large setbacks at the south end transition through a traditional Main Street with buildings and storefronts located close to the sidewalk to an eclectic mix of buildings and lot pattern towards the north end. As such, special consideration will be given to these contexts with respect to design of the street, the public realm and the adjacent built form.

MS1. Within the South Portion of Main Street, the current condition and approach to the streetscape is to be continued and enhanced:

- On-street parking shall continue to be accommodated along the north side of the street; consideration shall be given to demarcating these areas through decorative paving;
- A 2-way bicycle path shall be created through widening of the existing sidewalk;
- Large canopy street trees shall be planted between the sidewalk and the property line;

MS2. Within the Central Portion of Main Street, the current condition and approach to the streetscape is to be continued and enhanced:

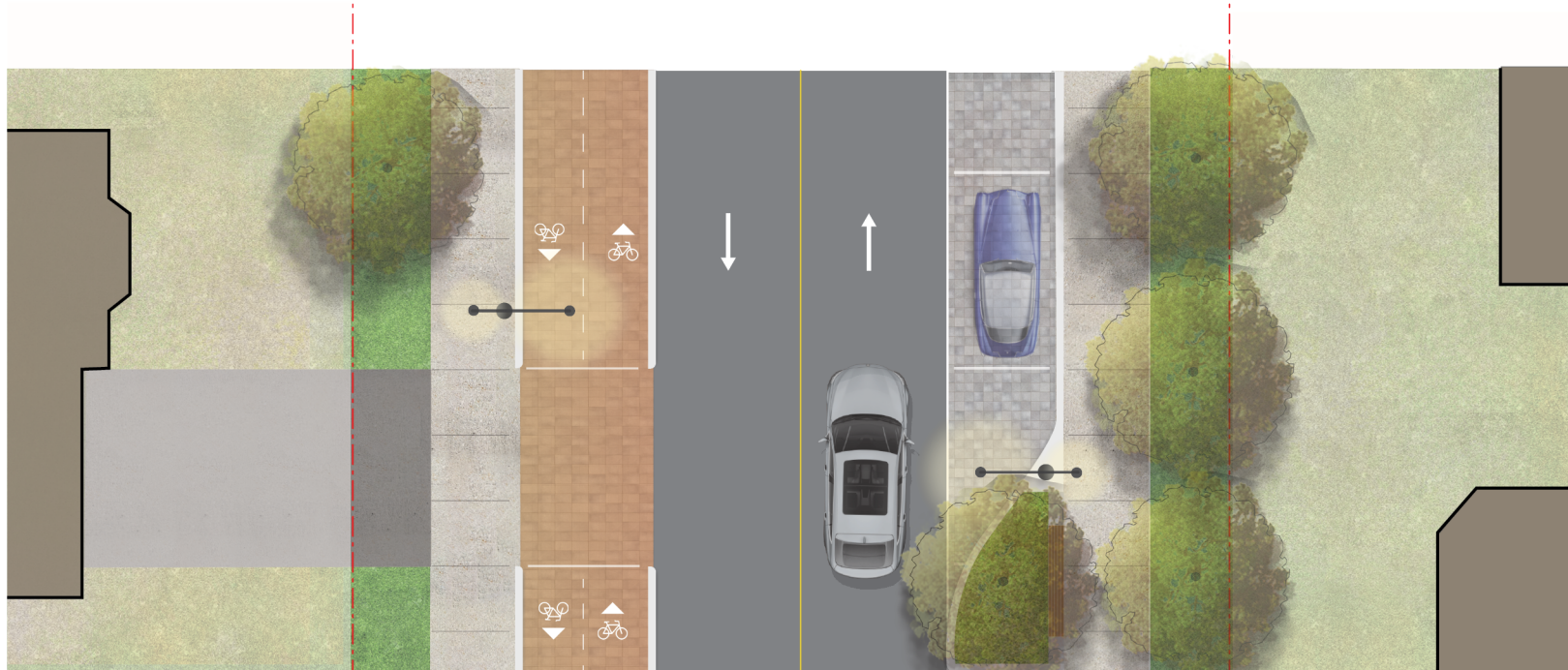
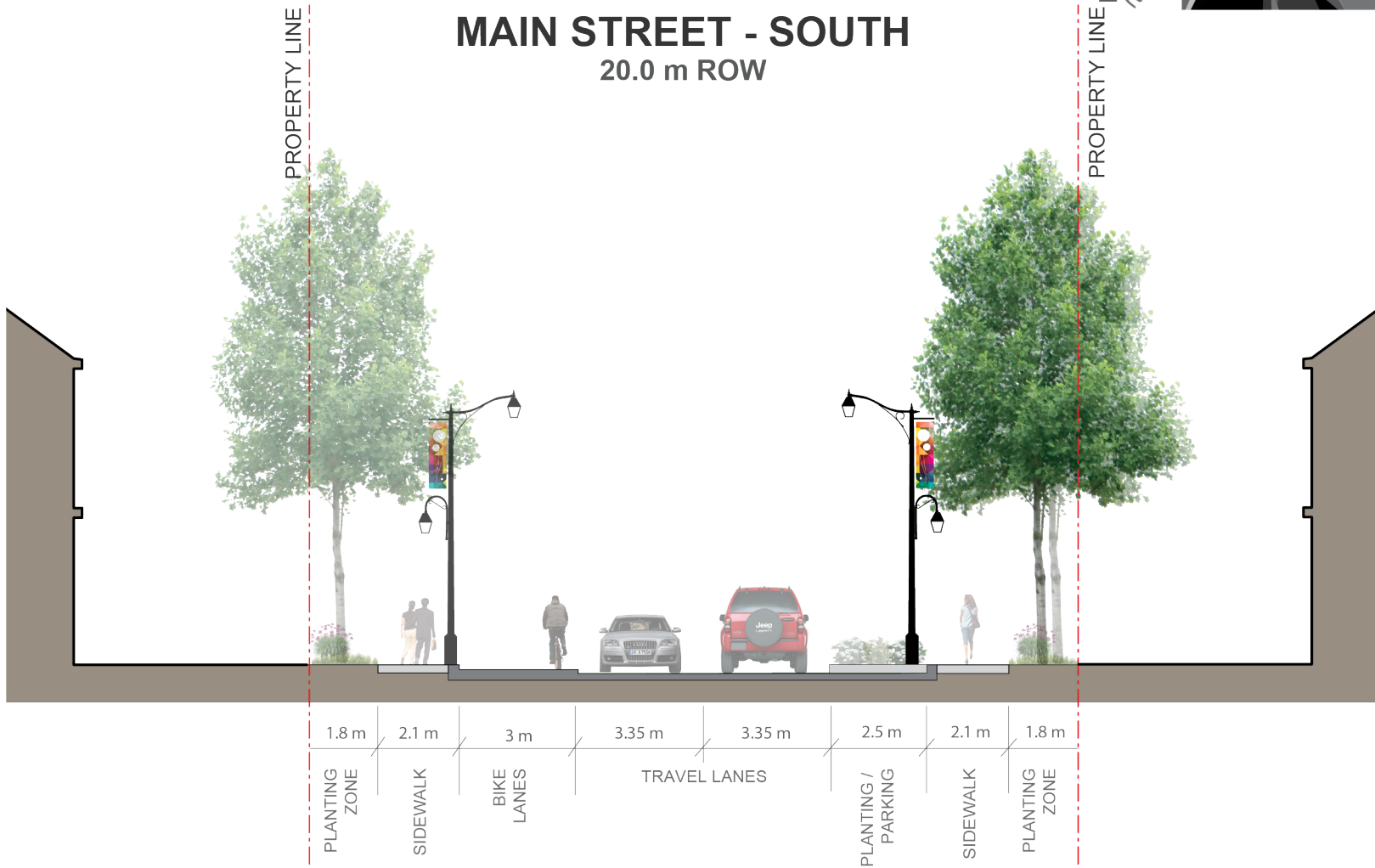
- On-street parking shall continue to be accommodated along both sides of the street; consideration shall be given to demarcating these areas through decorative paving;
- Pedestrian-scaled street lights are encouraged;
- A 2-way bicycle path may be created through;
 - Removal of on-street parking from one side of the street; or,
 - Removal of the centre landscaped median;

MS3. Within the North Portion of Main Street, the current condition and approach to the streetscape is to be improved and enhanced:

- On-street parking shall continue to be accommodated along one side of the street; consideration shall be given to demarcating these areas through decorative paving;
- Pedestrian-scaled street lights are encouraged; and,
- A 2-way bicycle path shall be created.

MAIN STREET - SOUTH

20.0 m ROW



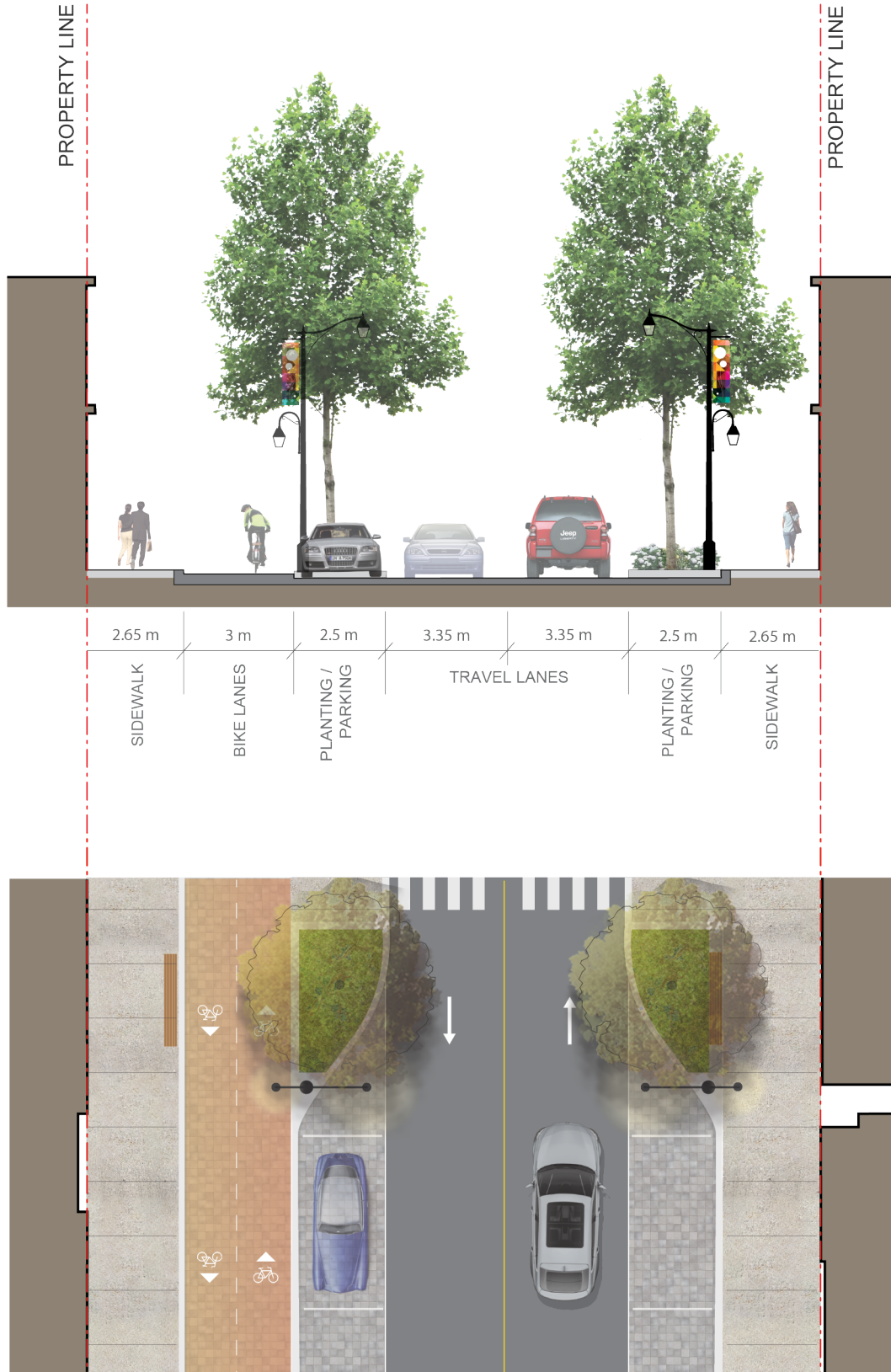
MAIN STREET - CENTRAL

with median 20.0 m ROW

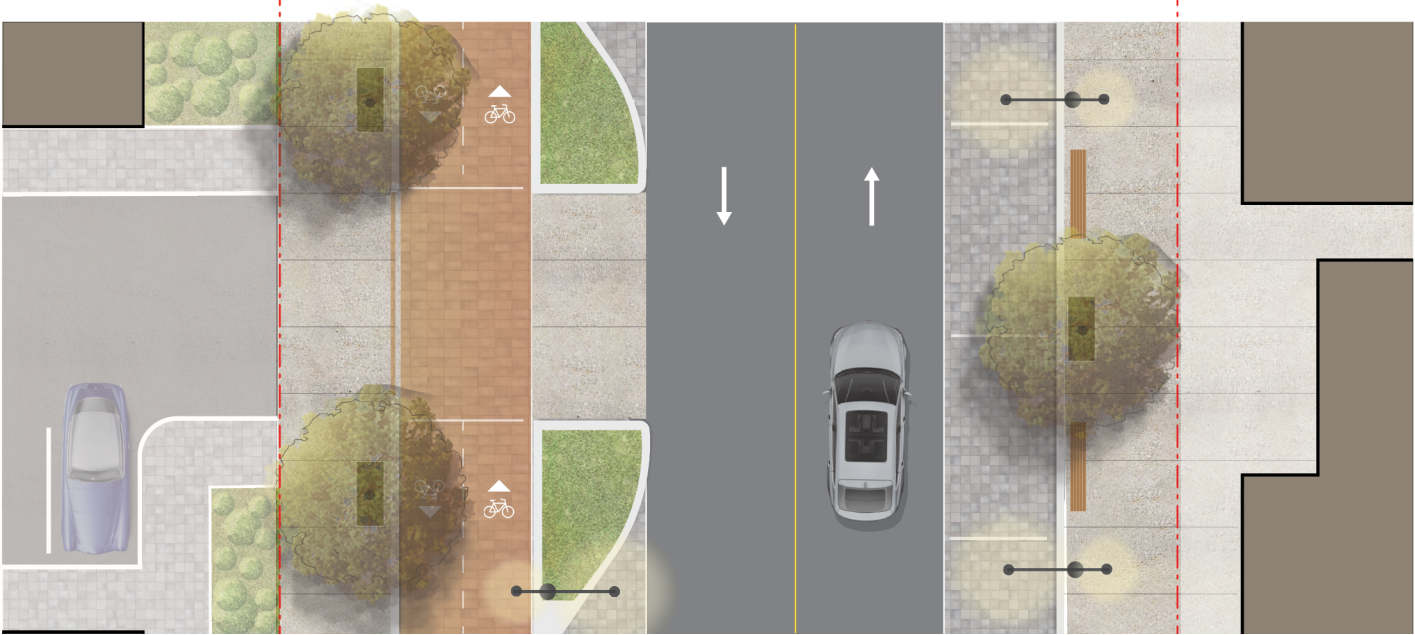
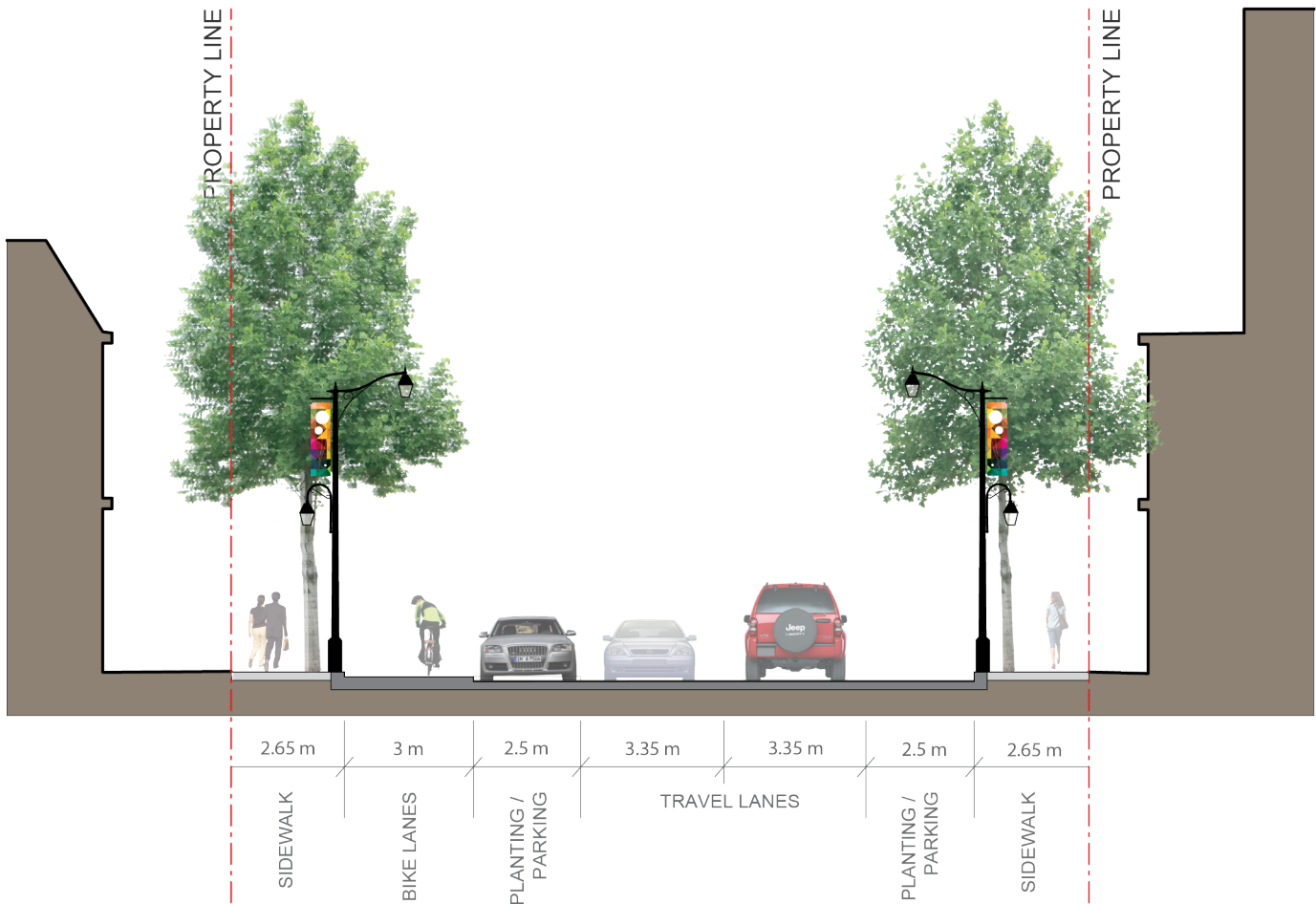


MAIN STREET - CENTRAL

without median 20.0 m ROW



MAIN STREET - NORTH
20.0 m ROW





Additional Guidelines for Guelph Street

Guelph Street (Highway 7) is a major road that bounds the Downtown and connects it to the rest of the community and beyond. As such, it has a distinct identity and character that can be enhanced with the following improvements:

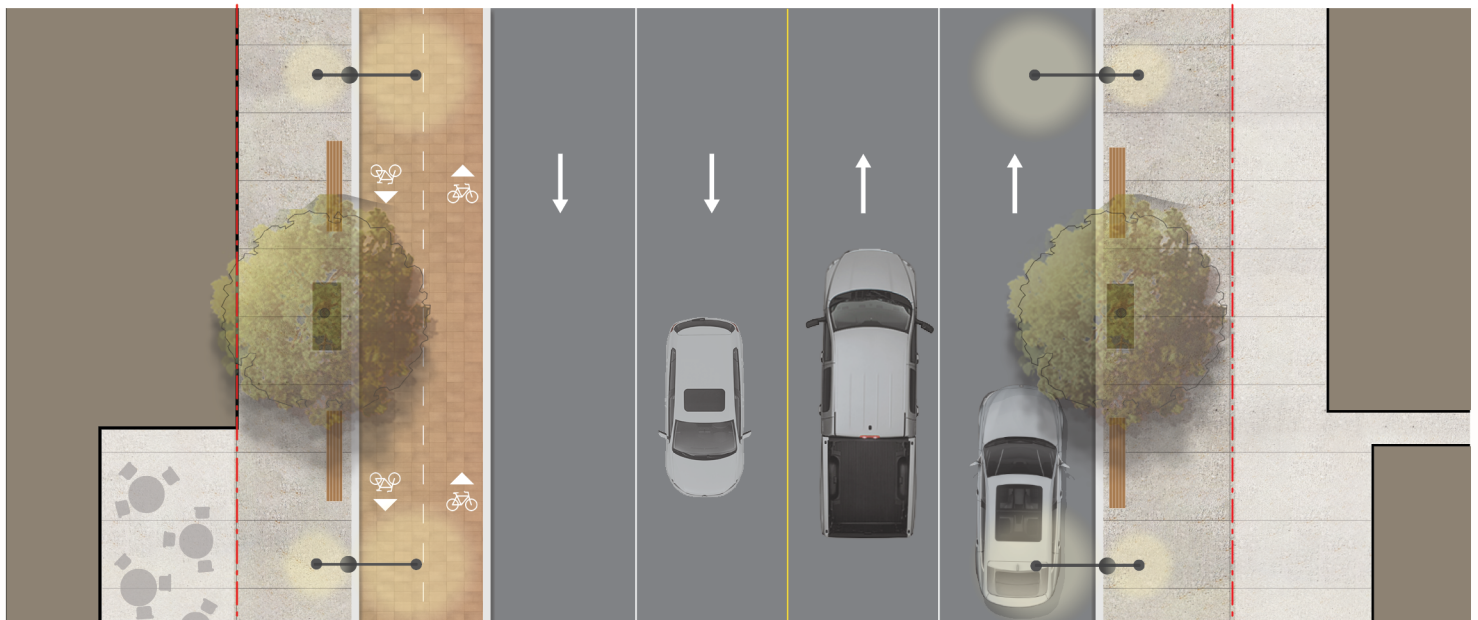
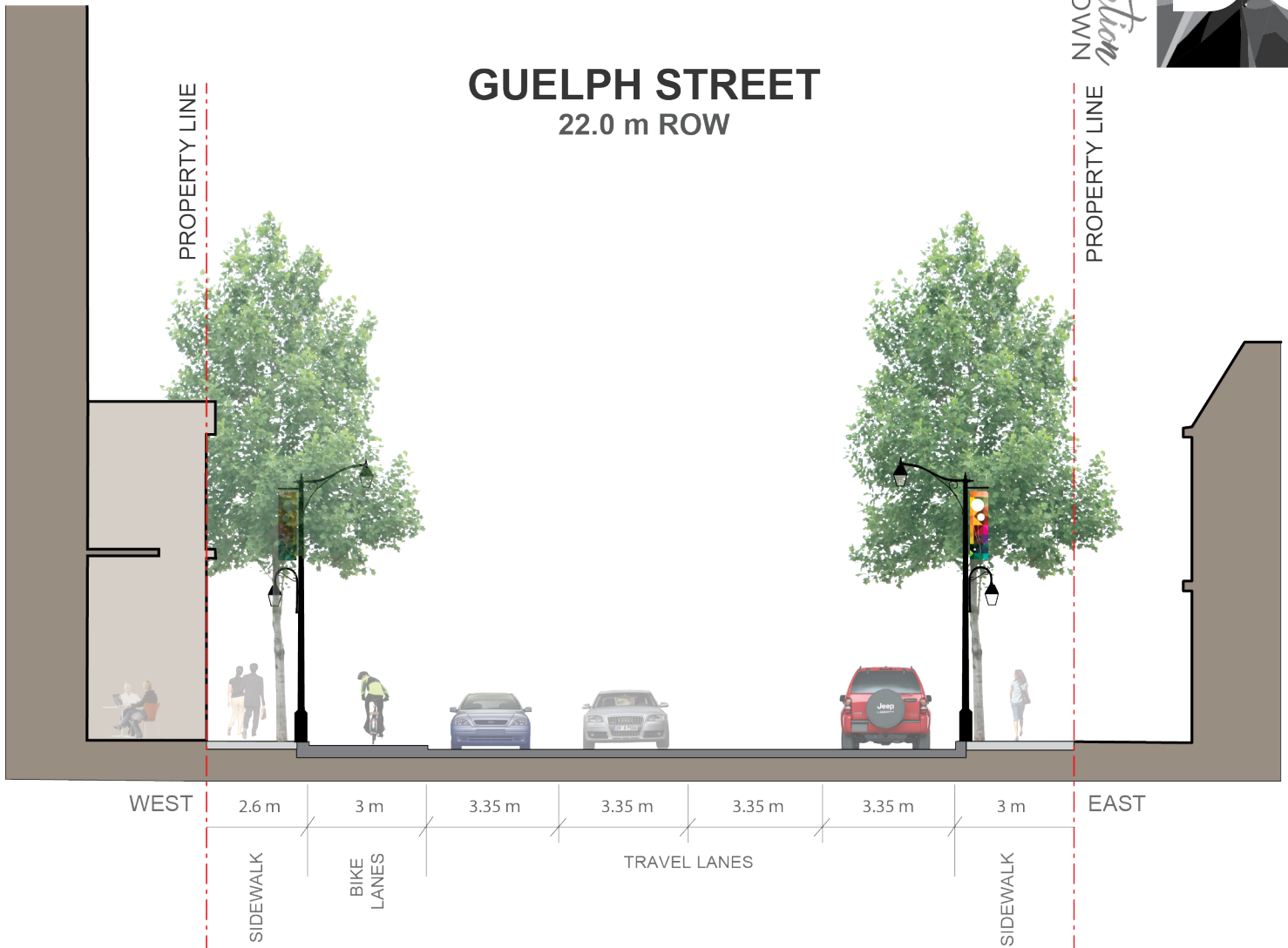
- GS1. Sidewalks shall provide space for outdoor cafes and retail uses. Visual and textural materials are to be considered for pedestrian paving to clearly delineate the pedestrian thoroughfare for the visually impaired and to help limit encroachments;
- GS2. Trees are to be located along the curb edge and shall be protected by tree grates and guards;
- GS3. Pedestrian scale decorative lighting shall illuminate the sidewalks. Where space permits, hardscaped boulevards shall line the street, separating pedestrians from vehicles to facilitate safe pedestrian movement;
- GS4. On-street parking, where possible and appropriate, shall be accommodated on Guelph Street;
- GS5. Where pedestrians and cyclists are meant to cross Guelph Street, the street environment shall provide safety features, which may include pedestrian islands, lit crosswalks, clear signage and/or well-marked routes;
- GS6. Intersections along Guelph Street shall be considered as high priorities for intersection improvements that increase the safety for pedestrians and cyclists; and,
- GS7. Through redevelopment of the parcels south of Guelph St, the Town shall consider a road widening of approximately 3.0 metres.



extensive sidewalks

GUELPH STREET

22.0 m ROW



Additional Guidelines for Mill Street

Mill Street is a local road that connects the residential neighbourhoods west of Main Street to the Downtown and beyond, to the GO Station area. As such it has a distinct function and character that can be enhanced with the following improvements:

- mS1. The sidewalk on the north side shall be expanded to incorporate street trees and a raised bike lane; and,
- mS2. The sidewalk on the south side shall incorporate street trees.



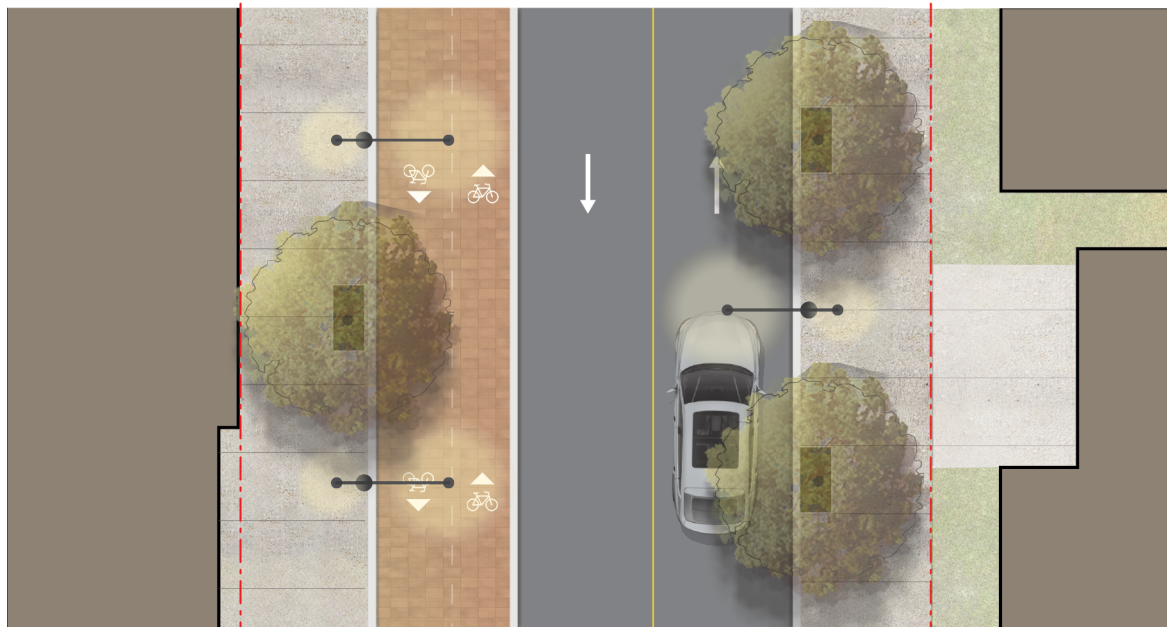
street trees



raised bike lane

MILL STREET

15.0 m ROW



Additional Guidelines for Church Street

The section of Church Street, between Main and Market Streets, has a unique character that results from the mix of community uses and buildings that are located on the south side of the street. The concentration of these uses, in combination with the townhouses located close to the street, on the north side, provides the opportunity to create a “shared street” that supports the library/cultural centre functions/events and an enhanced streetscape transition between the townhouse units and the public realm. On this basis, the following improvements shall be considered:

- CS1. Reduction of the roadway pavement width and removal of the lay-by parking;
- CS2. Relocation of the sidewalk on the north side of the street to allow for a landscaped zone between the Townhouse front doors and the roadway;

- CS3. Replacement of the barrier curbs with either flush or rolled curbs, in combination with decorative bollards to delineate the vehicular travel lanes;
- CS4. Decorative pavement across the public walkways, roadway and private areas in front of the library/cultural centre;
- CS5. Decorative street lights/fixtures that address roadway and pedestrian zones; and,
- CS6. An allee of canopy trees along street line in front of the church and library/culture centre.



CHURCH STREET 'SHARED STREET'

12.0 m ROW



Additional Guidelines for Local Streets

Local Streets are the smaller scaled, quieter public spaces where daily life happens - children play, neighbours meet, dogs are walked and, in some cases, street parties can take place. On this basis, the following improvements shall be considered:

- LS1. Where space permits, hardscaped boulevards shall line the roads, separating pedestrians from vehicles to facilitate safe pedestrian movement;
- LS2. Street lighting is to illuminate both the pedestrian and vehicular realm; and,
- LS3. Sidewalks are to be provided on both sides of all Local Streets.



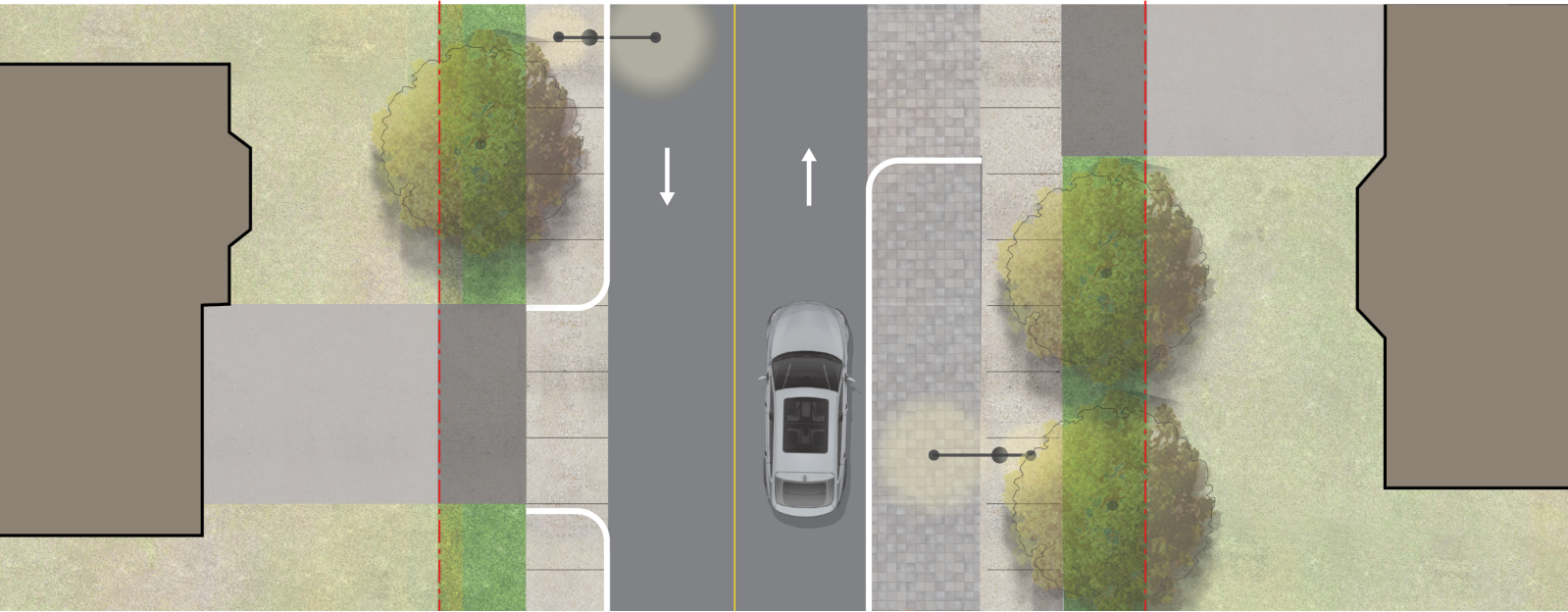
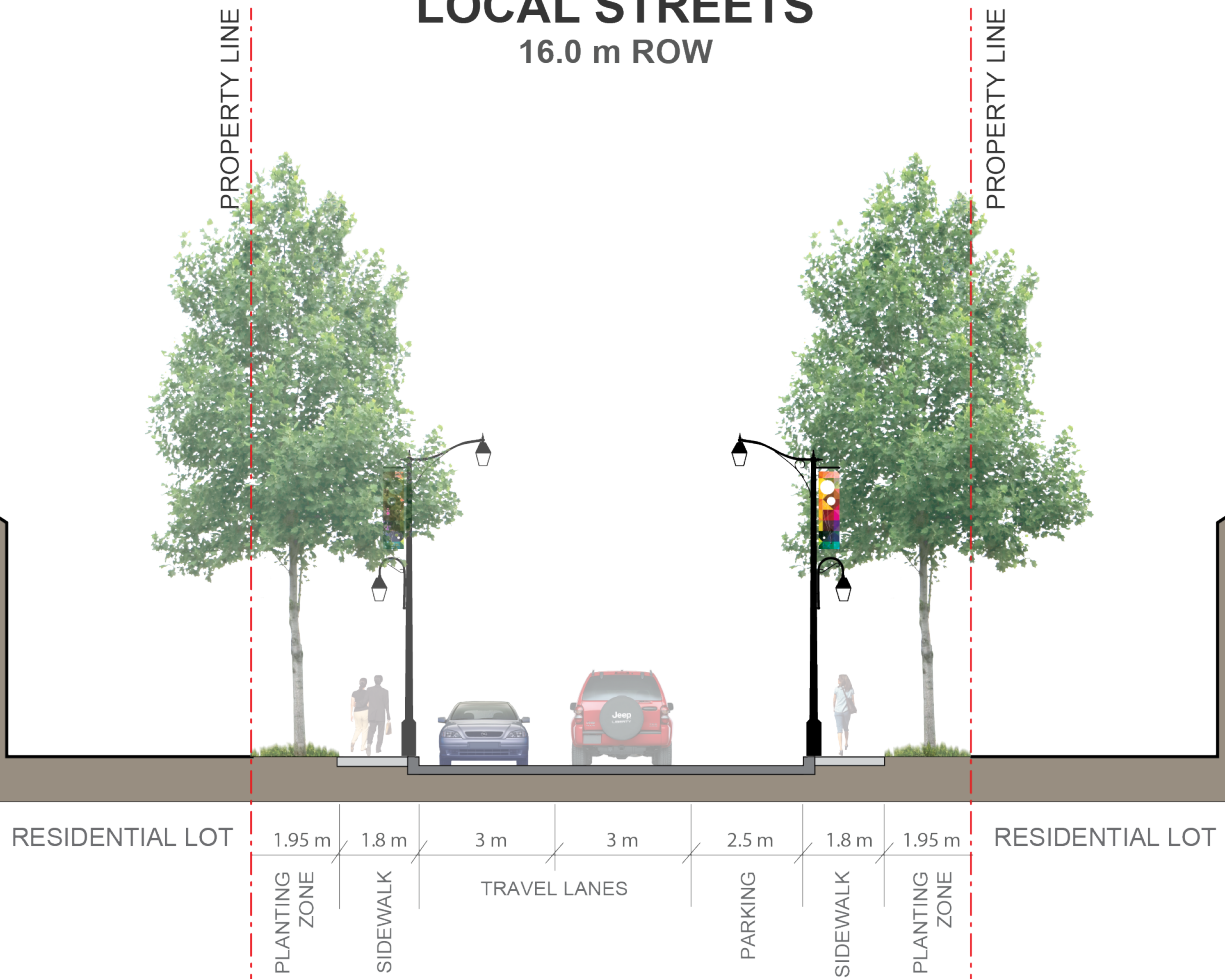
raised sidewalks



pedestrian-scaled lighting

LOCAL STREETS

16.0 m ROW



3.2 Park Spaces

An accessible, animated and varied hierarchy of Park Spaces is vital to promoting a healthy community and important to fostering a strong sense of place within Downtown Georgetown. Well designed, interesting and unique Park Spaces where people go to rest, relax, play, walk their dogs, eat lunch, enjoy the landscape and access community amenities, become the jewels of the community and are crucial components of the Public Realm Network. These spaces must support a variety of special, seasonal and daily activities, their design must reflect their context and enhance the character of the Downtown and they should promote best practices in urban design, landscape architecture and landscape ecology. Most importantly, Park Spaces shall reflect their urban context and be planned and designed as urban parks - smaller in scale, more passive and containing more features and elements than their suburban counterparts.

The Park Space Hierarchy

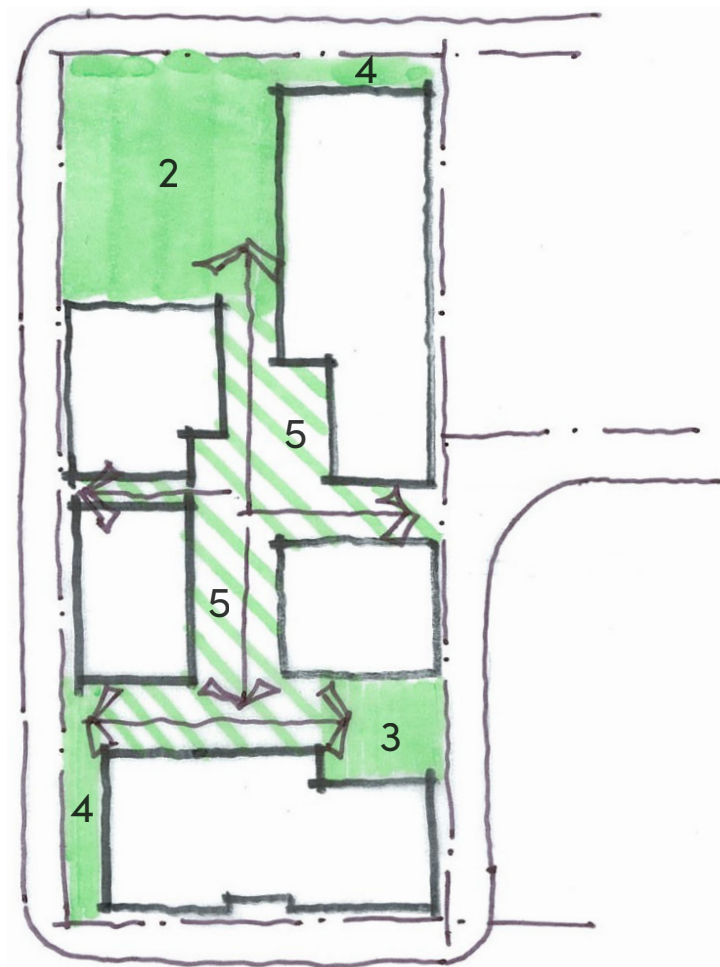
The Secondary Plan identifies the existing Remembrance Park, as well as a number of Potential Parks. The Park Space Hierarchy, including Potential Parks, appropriate for Downtown Georgetown is comprised of the following components:

1. The Existing Park (ie Remembrance Park);
2. Urban Squares;
3. Pocket Parks;
4. Sliver Parks; and,
5. Connecting Links.

Guidelines for all Park Spaces

The following guidelines apply to all Park Spaces in Downtown Georgetown:

- APS1. All public Park Spaces, will be safe, secure and accessible to the public;
- APS2. All Privately Owned Public Spaces (POPS) will be safe, secure and accessible to the public for a minimum of 14 hours per day, unless otherwise established through required legal agreements.



remembrance park



These POPS will include adequate signage that indicates when it is open and accessible to the public;

APS3. All Park Spaces, including existing, and new, will display signage outlining the 'Park Manifesto' that outlines appropriate conduct for Park Space users and encourages respect for the Park and all users and adjacent spaces;

APS4. All Park Spaces shall be well maintained; Comprehensive maintenance schedules will be developed for all Park Spaces, including existing and new, to ensure safe, accessible and healthy landscapes;



APS5. All new Park Spaces will achieve a minimum of 40 percent tree canopy cover by the end of the 10th year after it is constructed, or redesigned;

APS6. The design of new Park Spaces will prioritize pedestrian comfort, by maximizing the duration of daily sunlight and protecting pedestrians from wind and other elements to support year-round use of the Park Space;

APS7. Amenities, such as seating, tables, washrooms, water fountains and waste receptacles shall be of a high quality and readily available within all Park Spaces;

APS8. New Park Spaces will be designed to the highest standards; high-quality building materials, informed planting choices and environmental sustainability are priorities in the design of new Park Spaces;

APS9. New Park Spaces will include opportunities for Public Art;

APS10. New Park Spaces will include high quality, barrier free programmable space that can accommodate the needs of Park Space users and facilitate children's play, socializing, special events and recreation; and,



various park designs

APS11. New Park Spaces will create and enhance opportunities for greening, and shall be appropriately linked with other elements of the Public Realm.

Additional Guidelines for Urban Squares

In addition to the guidelines for all Park Spaces, the following guidelines apply to Urban Squares:

US1. Urban Squares are small Park Spaces that accommodate passive activities in a dense urban area. An Urban Square is defined as a pedestrian space larger than 1,000 square metres and smaller than 8,000 square metres in size with street frontage. Urban Squares include both hard and softscaped elements and are equipped with seating opportunities and ample pedestrian amenities;

US2. Urban Squares shall be designed as follows:

- Have a minimum frontage on a public street of at least 40 percent of the depth of the Urban Square;
- May have multiple public street frontages;
- Adjacent built form shall have active, at-grade frontages abutting the Urban Square;
- Shall include community and civic event spaces;
- Shall include seating and a full furniture program, including lighting, opportunities for outdoor cafés and restaurants, facilities for seniors, children and youth; and,

US3. It is not acceptable to place garbage storage facilities, loading docks or utilities in or directly adjacent to Urban Squares.



urban squares



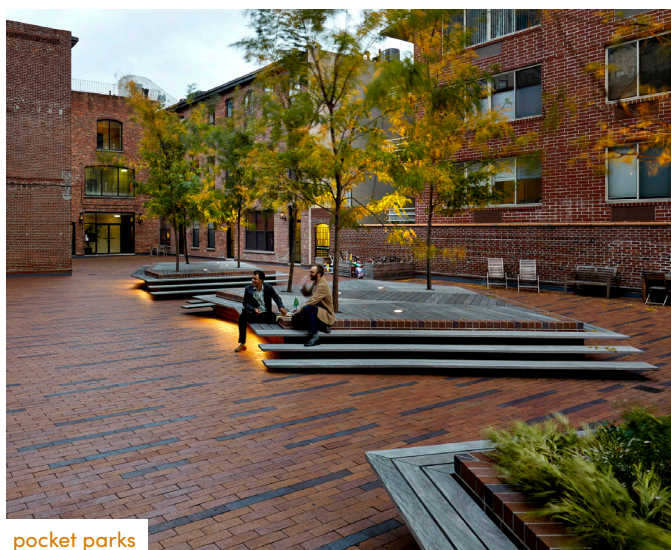
Additional Guidelines for Pocket Parks

In addition to the guidelines for all Park Spaces, the following guidelines apply to Pocket Parks:

PP1. Pocket Parks are small-scaled components of the Public Realm Network and have an important role to play in enhancing the pedestrian connectivity in the Downtown. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres. Pocket Parks shall be primarily hard surfaced, with limited soft surface elements;

PP2. Pocket Parks are expected to develop with the following criteria in mind:

- Have frontage on at least one public street;
- Require that adjacent built form have primary and active frontages facing the Pocket Park, where appropriate; and,
- Facilities shall include a full site furniture program, opportunities for outdoor cafés and restaurants, and facilities that support diverse and passive uses/activities.



pocket parks

Additional Guidelines for Sliver Parks

In addition to the guidelines for all Park Spaces, the following guidelines apply to Sliver Parks:

SP1. Sliver Parks are small scale components of the Public Realm Network that add to the width of the public sidewalk system, and create plazas or forecourts between the face of the adjacent building and the street. Sliver Parks shall be primarily hard surfaced, with limited planting and soft surface elements;

SP2. Sliver Parks are expected to develop with the following criteria in mind:

- Require that adjacent built form have primary and active frontages facing the Sliver Park; and,



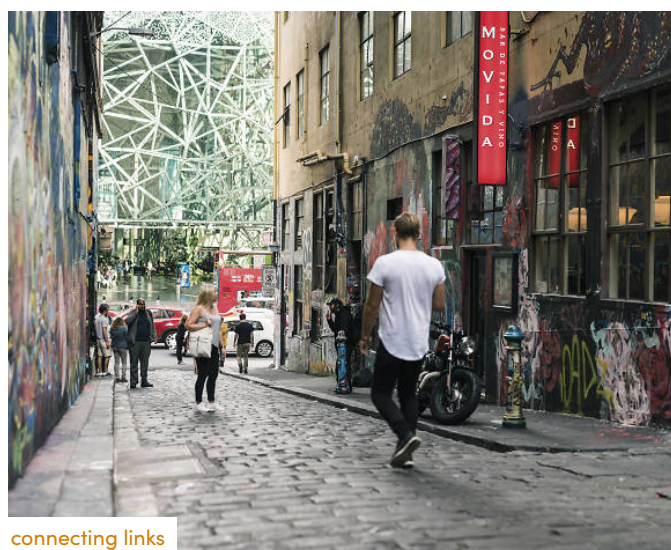
sliver park

- Be flexible to accommodate spill out retail space, and/or outdoor cafés and restaurants.

Additional Guidelines for Connecting Links

In addition to the guidelines for all Park Spaces, the following guidelines apply to all Connecting Links:

- CL1. Connecting Links are outdoor walkways through a development site, connecting two streets together. They shall be provided in areas with high volumes of pedestrian traffic, for ease of movement as well as the creation of unique urban spaces;
- CL2. Connecting Links shall contribute to the logical wayfinding system and help to establish a network of publicly accessible spaces within Downtown Georgetown; and,
- CL3. Connecting Links are expected to develop with the following criteria in mind:
 - Width will take into account scale of adjacent buildings, but shall be a minimum of width of 2.5 metres;
 - Shall include several egress opportunities to the public sidewalk system;
 - Will be located between pedestrian destinations and may become destinations themselves;
 - Require that adjacent built form have primary and active frontages facing the Sliver Park;
 - Be primarily hard surfaced, with limited planting and soft surface elements; and,
 - Be flexible to accommodate spill out retail space, and/or outdoor cafés and restaurants.



connecting links



4.0 Design Guidelines for the Private Realm

An array of building types is encouraged throughout the Downtown. All development within Downtown Georgetown shall be compatible with development on adjacent properties and shall be consistent with these Design Guidelines.

4.1 Guidelines for all Buildings

The intent of these Design Guidelines is to achieve a balance between consistency of design as well as individual expression in new developments. Innovation is encouraged.



Guidelines for Architectural Variety/Quality

Architectural variety is crucial in creating a visually stimulating urban environment. Streetscapes composed of buildings of similar style and form can succeed through variations in the façade treatment and building mass in order to improve the overall architectural richness, variety, and building articulation in the community. In addition, Downtown Georgetown has a proud history of well designed buildings. All development shall ensure excellence in design and demonstrate high quality architectural detailing, including high quality materials, in accordance with the following guidelines:

AV/Q1. In Downtown Georgetown, new building design shall:

- Be barrier free;
- Have a textured architectural quality that can be achieved by introducing variation in certain elements of the façade treatment such as balconies, bay windows and porches, cornices, window trim, entrances, canopies and the articulation of the building mass;
- Promote street space that is scaled to the pedestrian and organized to present an appropriate façade to all adjacent public



streets. Primary pedestrian entrances shall provide direct and universal access to the public sidewalk;

- Include pedestrian weather and sun protection systems including awnings, canopies, colonnades, or front porches along the sidewalk edge of important pedestrian streets, adjacent to Park Spaces and at entrances to buildings;
- Where feasible, have all transformers and other above ground utilities located within the building, or on private property located away, and/or screened, from public view;



AV/Q2. Design Excellence - All development shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour and building materials shall be representative of the highest quality possible;

AV/Q3. Identity - Development shall achieve a unique expressive identity respectful of context. Where applicable, the ground floor of buildings shall be designed to express the individuality of the commercial or residential unit through architectural expression and the inclusion of entrance doors and windows addressing the street. In addition, development shall respect the existing physical character of its adjacent and surrounding context. Development shall:



- Respect the prevailing existing building height, and, if taller, be stepped-back from the prevailing existing building height;
- Respect and reinforce the general physical character, pattern, scale and massing of prevailing development context;
- Require that the prevailing patterns of landscaped open space within the Public Realm are maintained or enhanced;





AV/Q4. Expressive Forms - Development shall clearly express a base at the street level, the main body of the building, and a roof form. This will be achieved through various means including setbacks, step backs, textures and materials and other architectural treatments;

AV/Q5. Flexibility - Provide sufficient flexibility in considering architectural design proposals to support and accommodate variety, without any strict imposition on building style, or the poorly interpreted replication of historical elements in new building design, except where Designated or Listed Heritage Buildings are affected;



AV/Q6. Exterior Materials and Colours - Exterior building colours and materials are selected from a traditional palette. Cladding materials shall be high quality and appropriate for the building type proposed and in recognition of the development context in proximity. Use building materials, such as red or yellow brick, stone, wood and glass, that are true to their nature and do not mimic other materials. Vinyl siding, faux brick/stucco panels, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding are not permitted;

AV/Q7. All publicly visible façades at the side and rear of buildings should have a compatible architectural expression as the primary façade through consistency in materials and expression of datum lines;



AV/Q8. Balconies - Balconies shall be designed as an integral part of the building rather than appearing to be 'tacked-on';

AV/Q9. Roof Top Gardens - Where appropriate, roofs and terraces shall be usable for private and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining storm water, improving air quality and to add visual interest. Roof top gardens may also offer opportunities as dog stations; and,

AV/Q10. Roof top mechanical equipment shall be screened from public view with materials that are complementary to the building or through architectural features. Roof top penthouses are to be integrated with the primary architectural expression and/or roofline.

Guidelines for Compatible Development and Transition

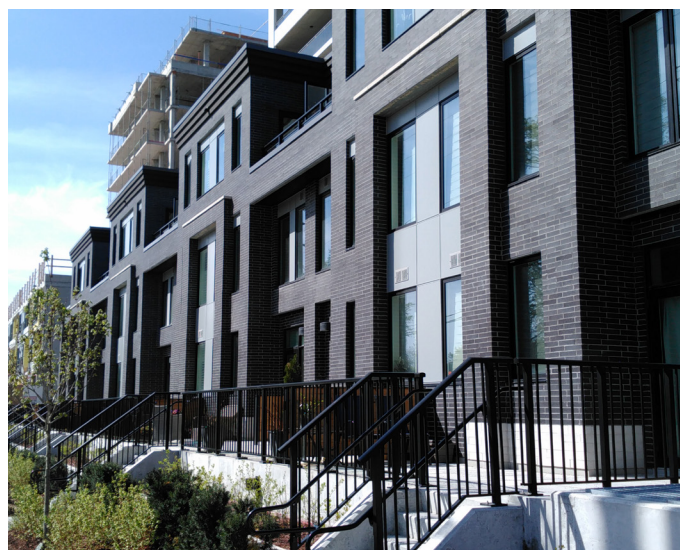
All development applications within Downtown Georgetown will be required to demonstrate compatibility with their surrounding context. Compatible development is central to the vision of preserving and enhancing the unique character of the Downtown. A key element of compatible development is related to the defined transition in development height on adjacent properties.

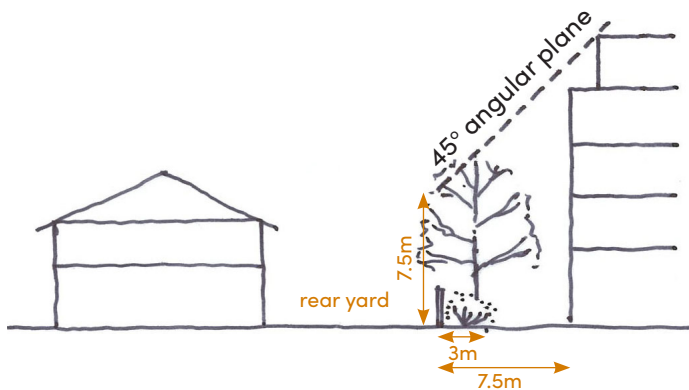
CD/T1. For any proposed development, building mass, lot coverage, scale and building setbacks shall be compatible with buildings in the immediate vicinity

CD/T2. For additions or renovations to an existing building shall be compatible with the architectural style, exterior colour and materials of the primary building;

CD/T3. The transition of building types and between abutting Areas and properties shall be established through the application of some combination of:

- The transition in permitted heights established in the policies of the Secondary Plan;
- Setbacks, step backs and the application of angular planes;
- Façade articulation, enhanced landscape treatments, tree planting and fencing;
- Any other applicable development transition approaches acceptable to the Town;

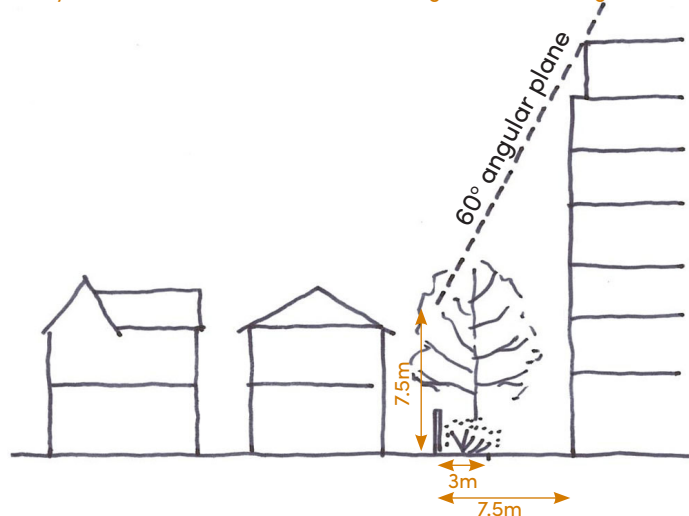




Downtown Neighbourhood
Designation

New Development

Setback and angular plane requirements for new development abutting the rear yard of lands within the Downtown Neighbourhood designation



Downtown Neighbourhood
Designation

New Development

Setback and angular plane requirements for new development abutting the side yard of lands within the Downtown Neighbourhood designation

CD/T4. In addition to those tools, transition requirements shall also consider and mitigate impacts related to overlook and loss of privacy, to the satisfaction of the Town;

CD/T5. Where any proposed development abuts the Downtown Neighbourhood Area, as defined in the Secondary Plan:

- An appropriate building setback shall be established from any abutting rear or interior side lot line;
- A minimum landscape buffer strip of 3 metres is encouraged within the setback, abutting any abutting rear or side lot line. The 3 metre landscape buffer provides the opportunity for substantial tree, shrub and groundcover planting and appropriate privacy fencing;
- An angular plane measured from 7.5 metres above the abutting lot line shall be used to establish the maximum height of any new development. The angular planes shall be applied as follows:
 - A 45 degree angular plane where new development abuts a rear yard condition; or,
 - A 60 degree angular plane where new development abuts an interior side yard condition;
- Front lot lines and exterior side lot lines are specifically exempt from the need to apply an angular plane; and,

CD/T6. Where the transition techniques are to be applied, they shall be applied only to those developments that are expected to accommodate Mid-Rise I and Mid-Rise II Buildings. It is the responsibility of the taller and more massive buildings to establish appropriate transition to the abutting smaller scale development.

Additional Policies For Landmark Sites

- LS7. Taller building elements at Landmark Sites shall be considered, if compatible with and appropriately transitions to the surrounding context; additionally, these elements must:
- Include distinct architecture and/or architectural features;
 - Strengthen the identity of the Downtown;
 - Be proportionately scaled, relative to its location, context and visibility;
 - Reflect design excellence;
- LS8. On Landmark Sites, distinct/special building height, massing and articulation shall be visible and legible from greater distances and close up;
- LS9. Built form and landscaping at Landmarks sites must be comprehensively considered and include coordination of the private and public realm, with respect to layout, configuration, materials, design features and design details; and,
- LS10. Built form design criteria shall be based upon the proposed building typology – Mid-Rise I and Mid-Rise II.



landmark buildings



Additional Policies For Gateways

- GS1. A series of Gateway Locations mark the entry points to the Downtown; these locations, which may include existing built form and/or proposed Landmark Sites, shall be the focus of public realm development;
- GS2. Gateway Locations shall be comprehensively considered and include coordination of the private and public realm, with respect to layout, configuration, materials, design features and design details;

GS1. Gateway Locations shall be designed to:

- Enhance the sense of arrival / wayfinding;
- Strengthen the identity of the Downtown;
- Be proportionately scaled, relative to its location, context and visibility;
- Complement the character of the Downtown;
- Reflect design excellence; and,

GS3. Design at Gateway Locations should incorporate a combination of built features and landscape elements; these may include public art, signage, architectural features, landscape structures, street furnishings, special pavements and plantings (both permanent and seasonal).



gateway features

Additional Guidelines for Low-Rise Buildings

LRB1. Low-Rise Buildings, including Live-Work Units, shall be a maximum of 3 storeys in height. The Town may establish more specific height limits on a site by site basis, based on the scale of adjacent buildings and the character and context of the surrounding community.

Additional Guidelines for Mid-Rise I Buildings

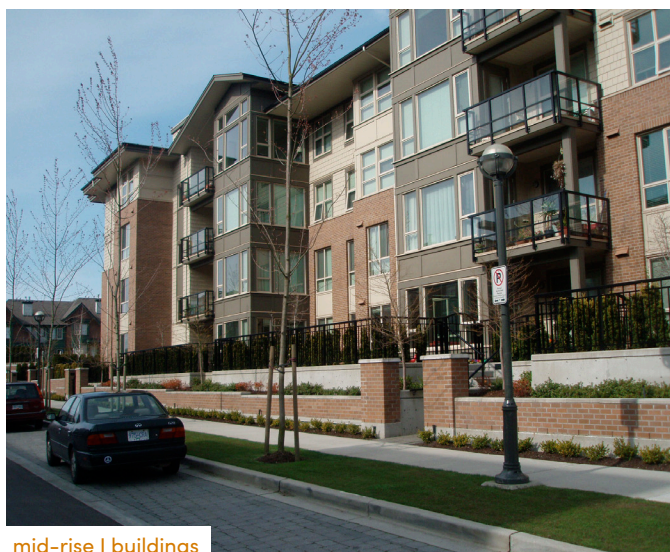
MRI1. Mid-Rise I Buildings are to be a minimum of 3 storeys and a maximum of 6 storeys. The building height for Mid-Rise I Buildings shall be exclusive of mechanical penthouses and roof ornamentation.

MRI2. Mid-Rise I Buildings shall:

- Be compatible with and provide appropriate transitions to the surrounding context;
- Respect the character and be suitably integrated with adjacent existing and planning developments;
- Be developed on sites that are suitable for the proposed development, with adequate land area for required parking, site landscaping and landscape buffering;
- Be arranged/sited to align with and frame streets and park spaces;
- Incorporate highly articulated primary façades that face a public street and include main entrances to the building;
- Incorporate at-grade main entrances with a maximum of one step above grade; and,
- Incorporate a podium element that is 2 or 3 storeys in height, or the same height as immediately adjacent buildings; the tower portion above the podium shall be stepped back a minimum of 2.0 metres from the podium façade that faces a public street.



low-rise building



mid-rise I buildings

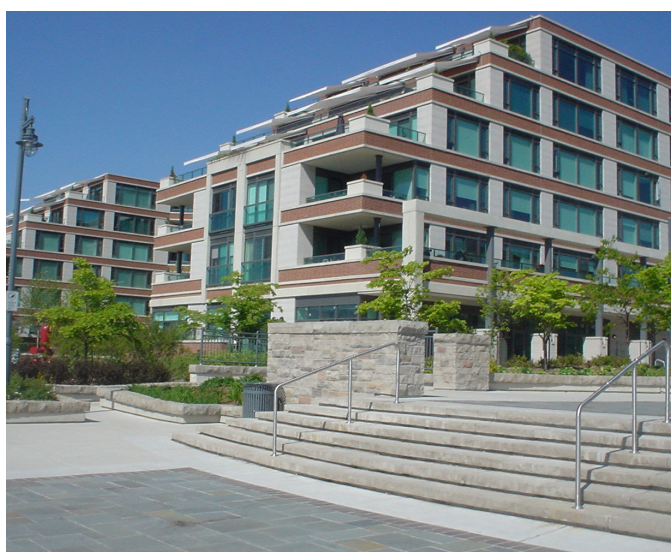


Additional Guidelines for Mid-Rise II Buildings

MR11. Mid-Rise II Buildings are a minimum of 6 storeys, or 25 metres in height and a maximum of 12 storeys. The building height for Mid-Rise II Buildings shall be exclusive of mechanical penthouses and roof ornamentation.

MR12. Mid-Rise II Buildings shall:

- Be compatible with and provide appropriate transitions to the surrounding context;
- Respect the character and be suitably integrated with adjacent existing and planning developments;
- Be developed on sites that are suitable for the proposed development, with adequate land area for required parking, site landscaping and landscape buffering;
- Be arranged/sited to align with and frame streets and park spaces;
- Incorporate highly articulated primary façades that face a public street and include main entrances to the building;
- Incorporate at-grade main entrances with a maximum of one step above grade; and,
- Incorporate a podium element that is 2 or 3 storeys in height, or the same height as immediately adjacent buildings; the tower portion above the podium shall be stepped back a minimum of 2.0 metres from the podium façade that faces a public street.



mid-rise I buildings

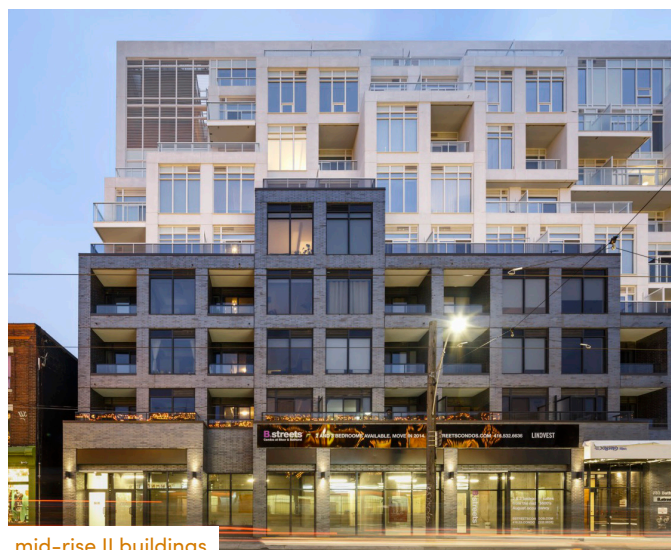
Additional Guidelines for Buildings in the Historic Main Street Area

The Secondary Plan includes a number of Land Use Designations that have specific requirements for design, that are not necessarily related to the building form that is permitted. Within the Historic Main Street Area, as defined within the Secondary Plan, the following additional guidelines apply:

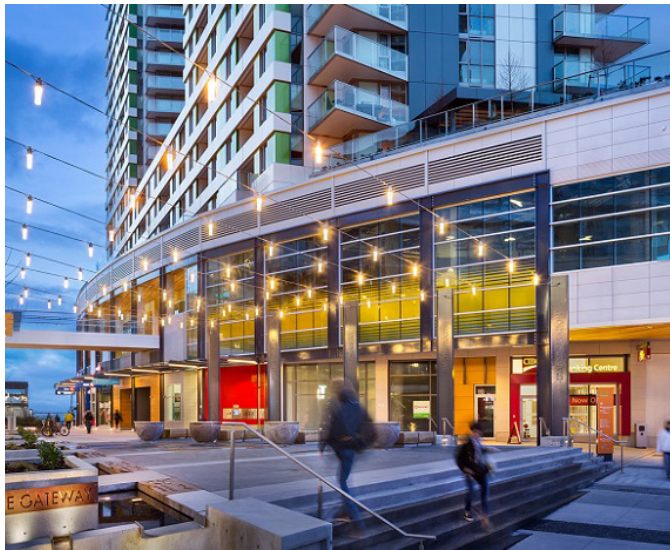
HMSA1. High activity uses that animate the streetscape and encourage foot traffic are required at-grade abutting Main Street, and along the side streets within the Historic Main Street Designation, with uses such as offices and residential uses on second floors and above. At-grade façades shall incorporate primary building entrances and broad window treatments at street level;

HMSA2. All development proposals within the Historic Main Street Area shall incorporate the following requirements for the design of front and exterior side façades:

- The minimum building height shall be 2 storeys;
- Buildings above 2 storeys shall be required to articulate the historic 2 storey building height, both through architectural detailing and with a building step-back above the 2nd storey;
- The floor-to-ceiling height of ground floors for all new buildings shall be a minimum of 4.25 metres; and,
- The elevation of the front door shall preferably flush with grade, and shall be no more than 1 step above grade.



mid-rise II buildings



Additional Guidelines for Buildings in the Downtown Regeneration Area

The Secondary Plan includes a number of Land Use Designations that have specific requirements for design, that are not necessarily related to the building form that is permitted. Within the Downtown Regeneration Area, as defined within the Secondary Plan, the following additional guidelines apply:

DRA1. High activity uses that animate the streetscape and encourage foot traffic are required at-grade abutting Main Street and Mill Street within the Downtown Regeneration Area, with uses such as offices and residential uses on second floors and above. At-grade façades shall incorporate primary building entrances and broad window treatments at street level;

DRA2. Abutting other streets within the Downtown Regeneration Area, high activity uses that animate the streetscape and encourage foot traffic, are encouraged at-grade. At-grade façades shall incorporate primary building entrances and broad window treatments at street level, where appropriate;

DRA3. Development within the Downtown Regeneration Area shall:

- Ensure that enhanced connections to the Town's parks and trails are provided;
- Provide enhanced on-site pedestrian elements;
- Consider the topography of the area in determining appropriate building design and massing;
- Incorporate appropriate conservation and integration of any on-site Designated or Listed Cultural Heritage Resource.



mid-rise II buildings

DRA4. All development proposals shall incorporate the following requirements for the design of front and exterior side façades within the Downtown Regeneration Area:

- The minimum building height shall be 3 storeys;
- The floor-to-ceiling height of ground floors for all new buildings shall be a minimum of 4.25 metres;
- The maximum floor plate for any building component above the sixth floor shall be 750 square metres; and,
- The minimum separation distance between adjacent buildings above the sixth floor shall be 25 metres.

Additional Guidelines for Buildings in the Downtown Neighbourhood Area

DNA1. In reviewing applications for development within the Downtown Neighbourhood Area, the Town shall be satisfied that:

- The residential character of the neighbourhood is maintained;
- The proposed development complements, and is similar to other existing residential buildings in proximity in terms of:
 - Landscape treatments;
 - Building height, scale, lot coverage and massing;
 - Roof line;
 - The location and size of parking facilities/garages;
 - Architectural detail;
 - Building materials and colour; and,



animated street frontage



heritage integration



low-rise development

— Front and side-yard setbacks;

- The façade of any building facing a street shall feature a porch, prominent entrance or other architectural gestures that provides a 'public face'. The main front door must be clearly visible from the street;
- The elevation of the front door shall be no more than 1.2 metres above grade;
- Appropriate buffering such as landscaping and fencing will be provided on-site to ensure the compatibility of the use with adjacent uses; and,
- Appropriate on-site parking is available. Driveways and/or garage doors shall not dominate the front façade of the primary building or the view from the street. All on-site parking shall be located within the interior side and/or rear yard.

4.2 Additional Guidelines for Gateways and Landmark Sites

Highly visible and prominent locations in the Downtown provide excellent opportunities for place-making and promoting the identity of the Downtown. For these reasons, Gateway Locations and Landmark Sites warrant special consideration and shall include a combination of building and landscape features that enhance the quality of the Public Realm and contribute to the character of the Downtown.

4.3 Heritage Design

Appendix III to the Secondary Plan includes an inventory of both Designated and Listed Cultural Heritage Resources. Within Downtown Georgetown, there are three distinct areas exhibiting unique heritage characteristics, as follows:

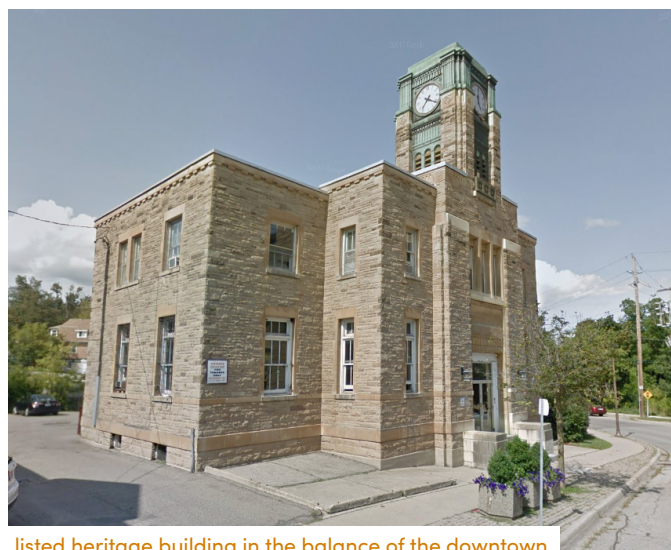
1. The **Historic Heart**, centred on Main Street, where many of Georgetown's most recognizable historic commercial and institutional buildings are found. Collectively, they define a relatively intact, authentic, and historic streetscape with a strong sense of architectural continuity. Within this approximately two-block zone, the intent of these guidelines is to preserve the existing character, and ensure that new development conforms to the primary character-defining architectural elements of the Main Street streetscape;
2. A **Heritage Character Area**, roughly corresponding to the Downtown Neighbourhood area and those areas of Main Street outside of the Historic Heart. In this area, there is a recognizable pattern of streets, lots, landscapes and buildings with historic origins, but with a more eclectic architectural and spatial character. Within this area, the intent of these guidelines is to ensure new development is compatible with the character-defining elements, but with more latitude for individual expression; and,
3. The **Balance of the Downtown**, where some heritage buildings are found, but where there is no prevalent historic character across the area. In



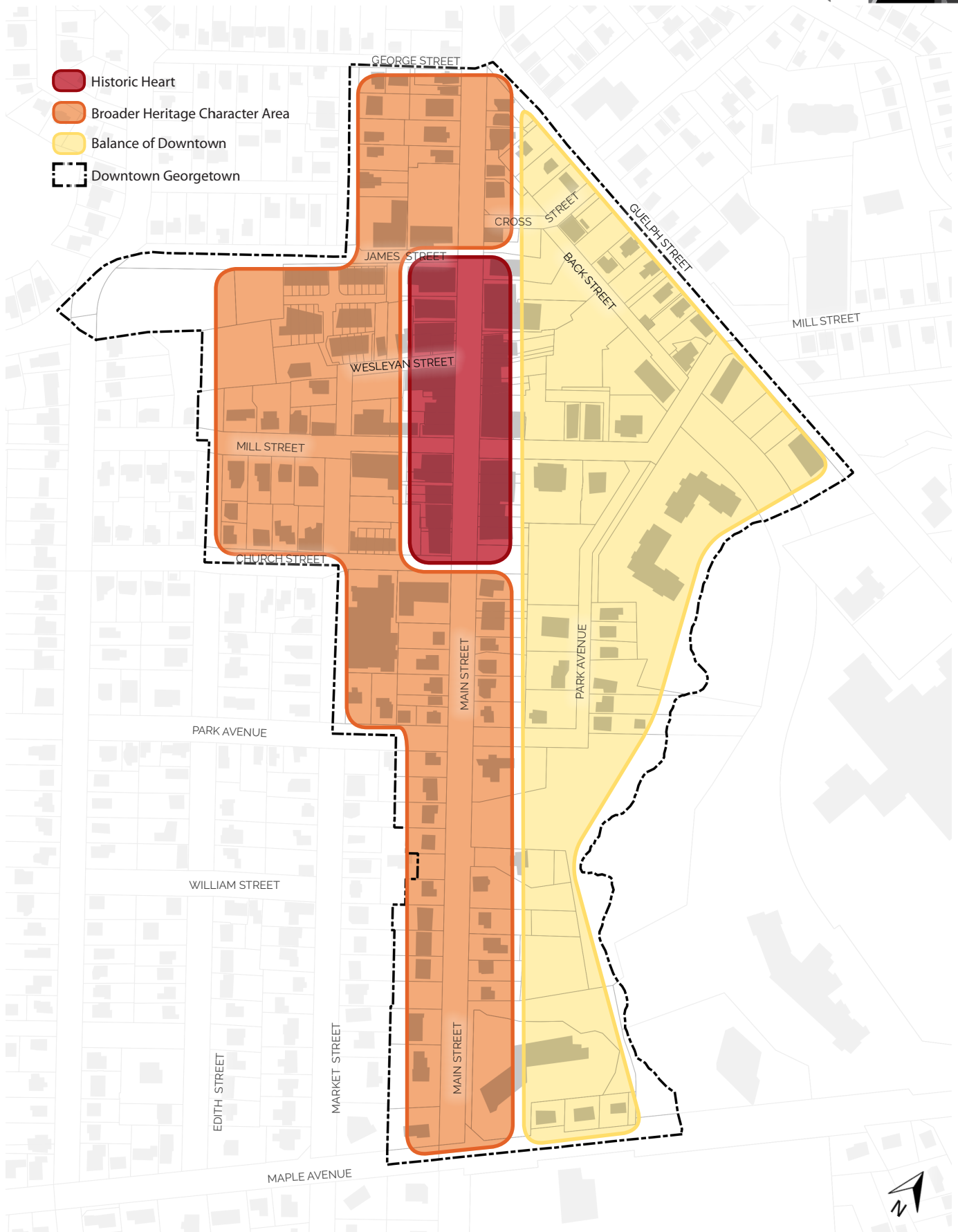
listed heritage building in the historic heart



listed heritage building in the heritage character area



listed heritage building in the balance of the downtown



this area, the intent of these guidelines is to ensure that heritage resources are conserved and featured appropriately within new development, but with the most latitude for individual expression. Refer to 7.1 Design Guidelines for All New Development.

This Heritage Guideline Section is organized in 2 parts. First, to provide general guidance for development on, or adjacent to the identified heritage resources in the Downtown, and second, to provide specific guidance for the identified Historic Heart and the Heritage Character Area.

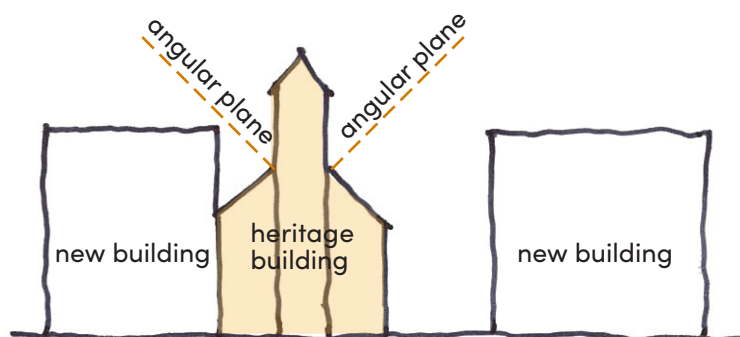
Heritage Guidelines for all Development

HG1. All development proposals within Downtown Georgetown shall design, restore or enhance their building façades in order to maintain the historic architectural character and identity of the Downtown. Where development is proposed that includes a Designated or Listed Heritage Building (as identified in Appendix III), the original architectural details and features shall be restored and appropriately incorporated into the development, including requirements for:

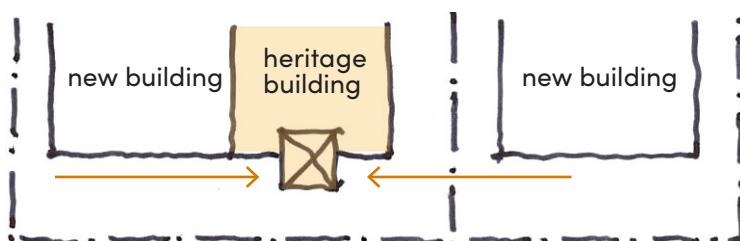
- Decorative details and façade articulation that respects, or is consistent with the horizontal architectural elements of the building and/or neighbouring buildings with historic features;
- Significant vertical elements that maintain the traditional vertical pattern of building façade design for development sites that exceed 12.0 metre frontages; and,
- Architectural features such as awnings, canopies, and building cantilevers/overhangs on the building's front and exterior façades, where appropriate;

HG2. Changes to a building of heritage value must:

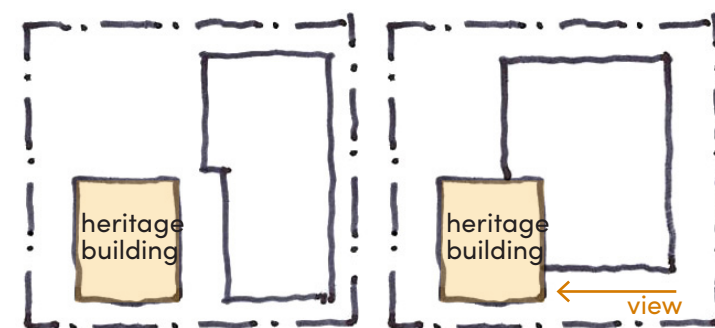
- Treat distinctive stylistic features or examples of skilled craftsmanship with sensitivity;



angular plane from roofline of architectural feature

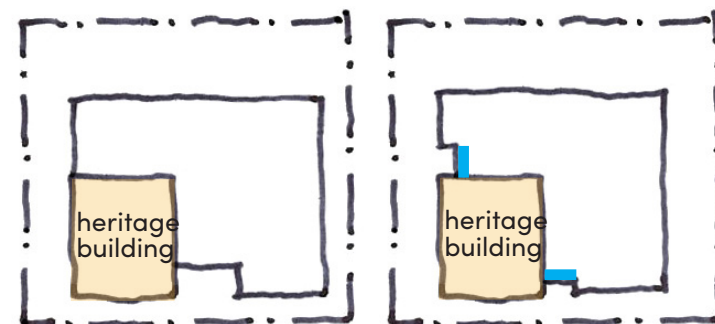


building setbacks to maintain view of architectural feature



separation

setback

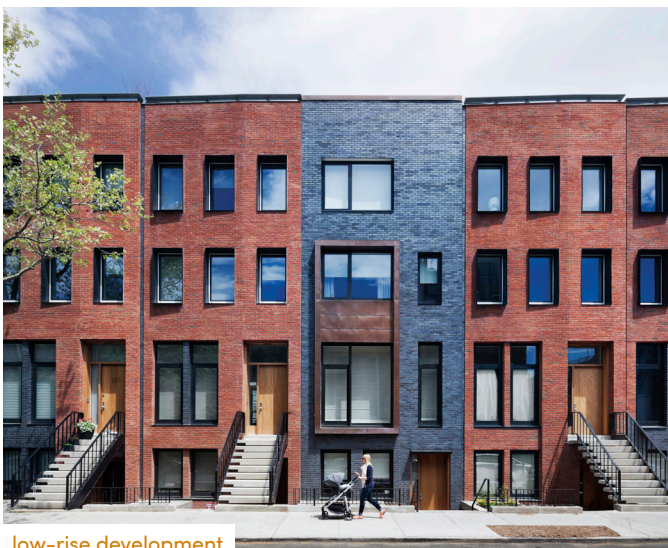


massing & shadow

transparency



maintain vertical and horizontal rhythms of heritage buildings in new construction



low-rise development

- Repair or replace missing architectural features with an accurate duplication of features, substantiated by historic, physical or pictorial evidence, rather than on conjectural design of different architectural elements from other buildings or structures;
- In instances where removal is required due to damage or deterioration, the materials shall be replaced with the same material or with materials that are compatible and/ or complementary to the original architectural character:
 - Respect changes to a historic building or resource which may have taken place over the course of time and may have acquired significance in their own right. The valid contributions of all periods to a historic building or resource should be respected;
 - Avoid historical misrepresentation. Buildings tell the story of historical development of the area. It is important that the historical record does not get confused through the mimicry of past architectural styles;
 - Be complementary to a building's original materials, as well as to those of adjacent buildings;
 - Ensure the selection of windows be undertaken in a manner that the materials and surrounds be based on those of the original building. The type of window (double hung etc.) and the resulting profile should reflect that of the original building;
 - Where an existing building lacks significant architectural detail, or a new building is proposed, the façade shall be representative of, or consistent with the historic architectural character and identity of the Designated or Listed Heritage Buildings in proximity;

HG3. Views of prominent architectural features of heritage buildings such as towers, turrets, spires or landmark façades will be maintained by all new development, including:

- For development on sites adjacent to the architectural feature, buildings shall be set back to maintain views of the feature from the ground level;
- For development on the same site, a 45 degree angular plane established from the roofline abutting the architectural feature shall be established where new development is not permitted, in addition to setbacks as above;



HG4. New construction on the site of existing heritage buildings shall feature the heritage resources within the architectural composition and provide a distinct visual separation between heritage features and new construction, using one or more of the following:

- A physical separation of 2 metres or more;
- Set back of new buildings to maintain views of the heritage building;
- A distinct massing change to create a strong shadow line, 3 metres wide and 2 metres deep;
- The use of transparency (glass) in joining the new construction to the heritage building. The transparency should be recessed a minimum of 0.5 metres; and,



HG5. New construction on the site of existing heritage buildings shall maintain similar horizontal and vertical rhythms through massing, datum lines, floor heights, bays, and architectural detailing. New construction should be visually distinct from the heritage building, using compatible materials.



heritage-sensitive development



Additional Guidelines for the Historic Heart

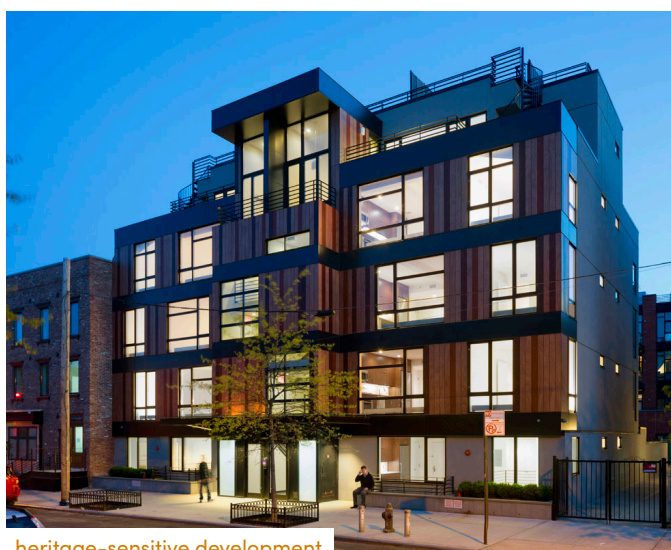
HH1. For sites with existing heritage buildings, the existing building shall form the podium element of the building, subject to the following:

- For new construction, buildings shall have a two storey podium at the street edge;
- The primary façade material shall be masonry, preferably yellow and/or red brick, wood, or natural stone. Aluminum siding, shingles, precast concrete panels, curtain wall glass, or stucco are not appropriate;
- An articulated cornice (minimum 0.5m height) shall be provided at the second storey. It shall respond to the cornice line of heritage buildings on abutting properties through alignment, height, proportion, rhythm, materials and/or architectural expression;
- Second storey windows shall have a vertical proportion and be vertically divided. They shall have articulated lintels and sills through elements such as projecting masonry, soldier courses, arched headers, change of material and/or decorative trims.

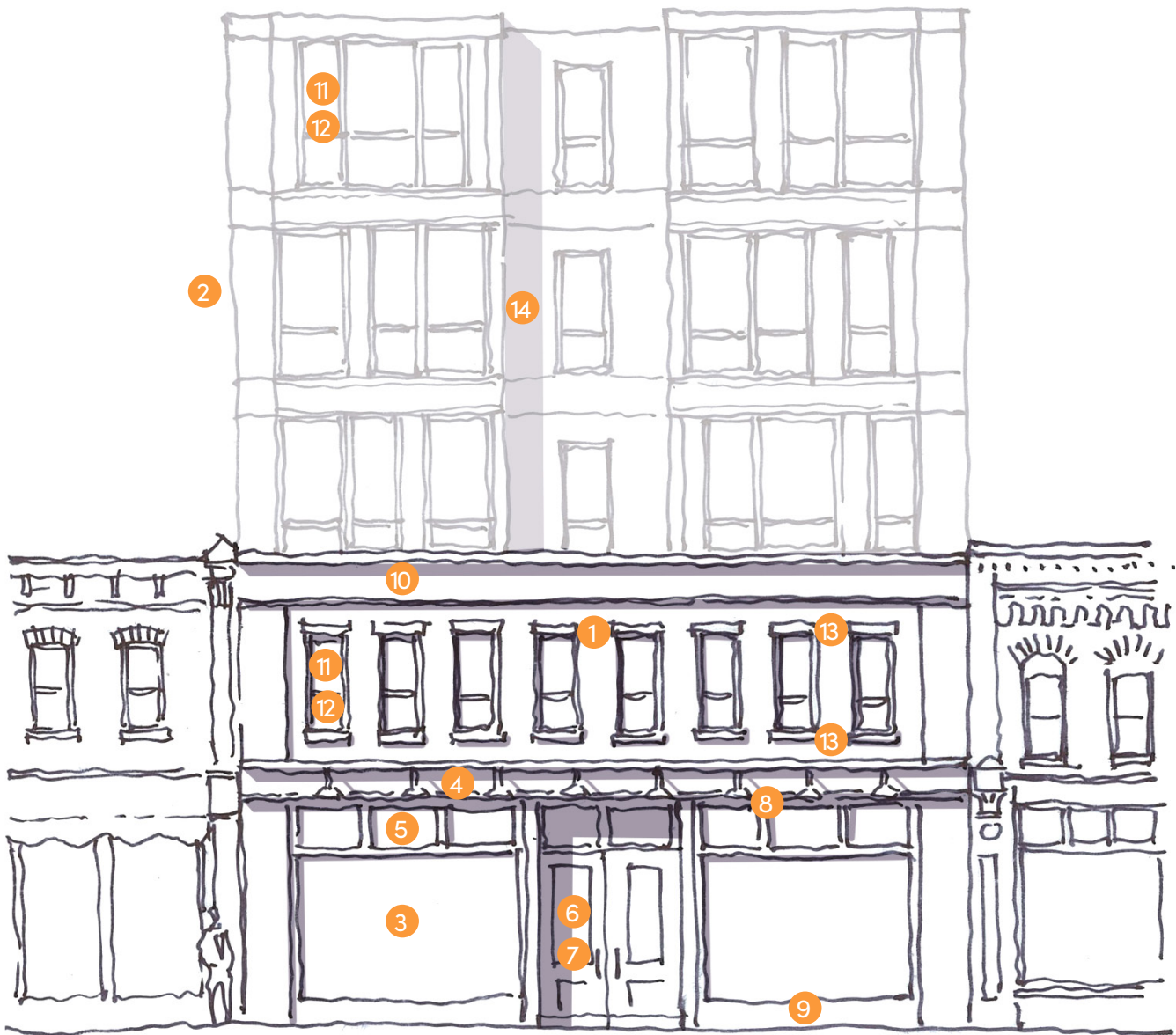


HH2. To facilitate a variety of retail expressions that are compatible with the context of the Historic Heart, the ground level façade shall incorporate a minimum of 5 (and preferably more) of the following:

- Transom windows;
- Recessed main store entrance with retail display along the sides forming the recessed entry;
- Paired, narrow store entry doors;
- Clear sidelights or doorway surrounds;
- A secondary cornice above the first storey;



heritage-sensitive development



adjacent
heritage building

new
construction

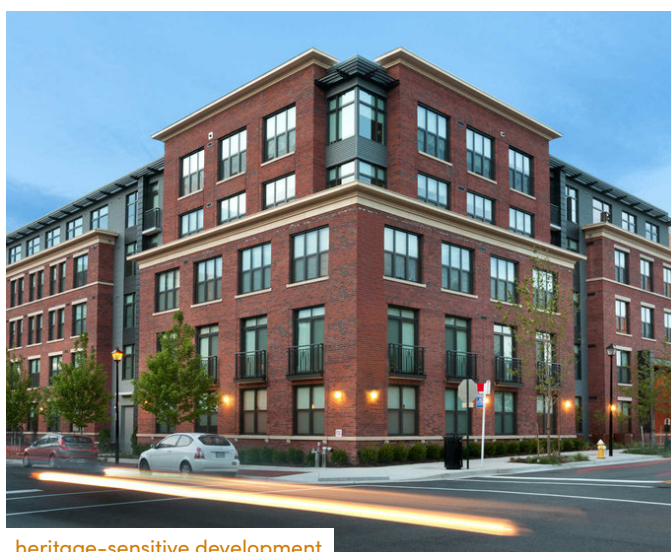
adjacent
heritage building

- | | | |
|--|--|--|
| 1 two storey podium building | 7 recessed retail entry doors | 12 upper storey windows divided |
| 2 upper storeys set back | 8 projecting (e.g. gooseneck style) lighting | 13 prominent lintels and sills on second storey windows |
| 3 ground floor 75% transparent | 9 window treatment within 0.5m of grade | 14 vertical division to upper storey façade through datum lines, change in plane, and/or materials |
| 4 sign band or datum line distinguishes ground floor | 10 prominent cornice at second storey | |
| 5 transom windows at ground level | 11 vertical proportion to upper storey windows | |
| 6 narrow, vertical proportion entry doors | | |

Demonstration of design guidelines for a building site within the Historic Heart. Architectural elements of new construction may be simplified or contemporary if desired. However, those elements must have significant conformity with historic styles for the podium building that defines the street edge. Above the podium, there is greater latitude for architectural expression.



mcgibbon hotel old proposal rendition



heritage-sensitive development

- Decorative brackets or trim;
- Projecting lighting that illuminates the sign band and storefront, such as gooseneck lighting;
- A dedicated sign band with individual cut-out lettering and graphics (three dimensional);
- Decorative columns or pilasters;

HH3. In addition to the optional choices above, the following guidelines apply to all ground level façades:

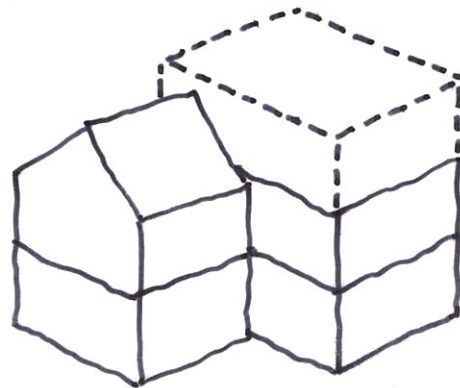
- The bottom of the window frame shall be within 0.5m of grade;
- The plane of the window shall be within 0.25m of the main front plane of the podium;
- The expression of retail may be accomplished with a wide variety of materials including glass, metal, wood, and masonry;

HH4. If the building is taller than the traditional podium along Main Street, additional building elements above the podium shall be stepped back from the front face of the podium. In addition, the building elements above the podium shall:

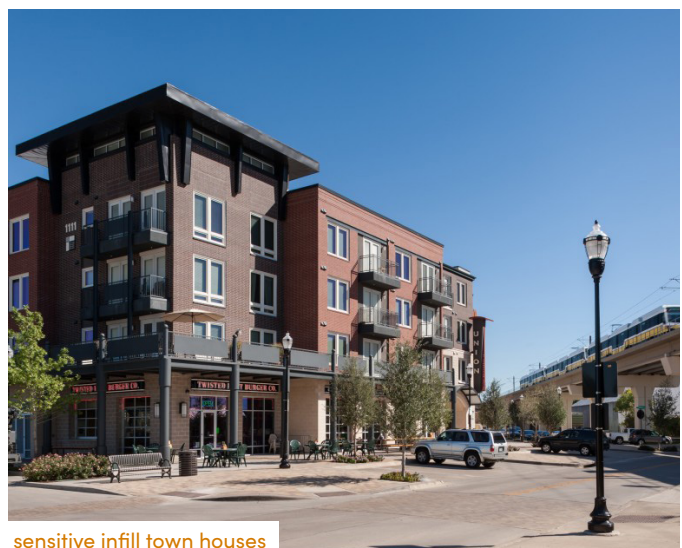
- Establish a vertical rhythm by incorporating datum lines, recesses, vertical breaks, pilasters and/or changes in material in the facade; and,
- While materials may differ from the podium, but must be complementary.

Additional Guidelines for Heritage Character Area

- HCA1. New buildings are to be located consistently with other buildings on the same block. For commercial blocks, setbacks are minimal. For residential blocks, setback varies but typically includes a front yard landscape zone;
- HCA2. Live work units and buildings with commercial on the ground floor are preferred to have a flat roof design;
- HCA3. For single-unit new residential construction located near the street edge of a predominantly residential block, building height should be a maximum of two storeys and incorporate a sloped roof design or profile. New construction taller than two storeys are to be located behind the rear half of the building;
- HCA4. Garages will not be a prominent visual feature of new development. If garages are provided, they are preferred to be located in the rear yard and accessed by a single lane driveway (3 metres maximum width). If integral garages are desired they may not project beyond the main front façade of the building:
- Single car garages are to be flush with the main front façade of the building, or set back;
 - Double car garages shall be set back a minimum of 6 metres from the main front façade of the building.



2 storey peaked roof building volume at street edge, taller portions set back



sensitive infill town houses

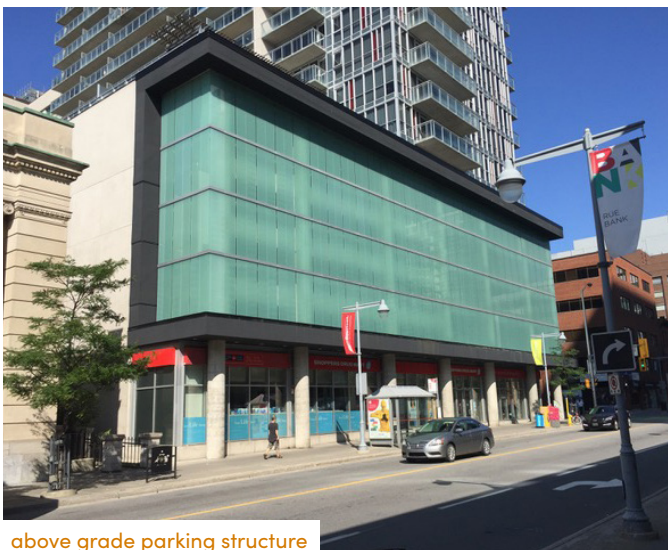
4.3 Other Key Design Elements

Guidelines for Parking, Loading and Service Facilities

Parking, loading and service facilities are important functional design elements that support a successful downtown and have a visual impact on the community. The sensitive location and design treatment of these



surface parking



above grade parking structure



surface parking

facilities is important in the evolution of a beautiful historic downtown. The Town shall consider the following guidelines in their review of development applications:

- PLSF1. Access points shall be minimized and consolidated to optimize the use of driveways. An interconnected system of rear laneways and drive aisles across adjoining properties shall be encouraged;
- PLSF2. Connectivity between parking facilities and Main Street is required through the establishment of pedestrian linkages.
- PLSF3. Surface parking, loading and service facilities shall not be permitted in the front yard of any building within Downtown Georgetown. Parking, loading and/or servicing facilities may be permitted in an interior side yard and are permitted within the rear yard. On-street loading will be discouraged. Common laneways at the rear of commercial/mixed-use buildings shall be provided, where possible;
- PLSF4. Where parking, loading and/or servicing facilities are provided, their visual impact shall be mitigated by a combination of setbacks and landscaping including: pavement treatments, low walls or decorative fencing, landscaping and trees throughout parking lots and along the edges. Surface parking lots shall be lit with pedestrian-scale lighting;
- PLSF5. Parking is encouraged to be provided in structures, either above, or where possible, below grade. Where a parking structure is above grade, permitted commercial uses shall be provided within the façade at-grade and the façade shall include appropriate architectural articulation; and,
- PLSF6. Where surface parking is proposed, it shall be located within the rear yard or the interior side yard. Where any parking facility is located adjacent to a public street, it shall be designed to complement and integrate with adjacent buildings and the streetscape;

Guidelines for Lighting

Lighting is an essential consideration to ensure safe pedestrian, cyclist and vehicular movement. The following guidelines shall apply to the Downtown:

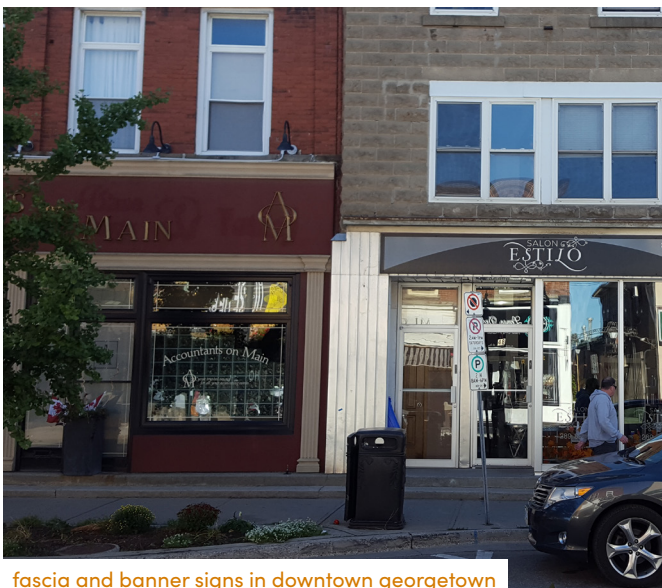
- L1. Exterior lighting shall be designed to promote pedestrian comfort, safety and provide a high quality ambiance;
- L2. Only Dark Skies friendly lighting will be permitted in the Downtown Area. In addition, accent lighting is encouraged where it can emphasize built form and landscape elements; and,
- L3. Pedestrian scale lighting shall be provided adjacent to streets, walkways, urban squares, pedestrian routes and within parks and along trails.

Guidelines for Signage

Signs should contribute to the quality of individual buildings and the overall streetscape, and should reflect the unique characteristic of their context. High quality, imaginative, and innovative signs are encouraged. Commercial storefront signage should be subject to the following guidelines, in addition to the Town's Sign By-law:

- S1. Signage shall be designed to be complementary to the character of the Downtown;
- S2. Backlit signage, fluorescent sign boxes corporate signage, billboards and large pylon signs shall be prohibited;
- S3. Signage within the Downtown Neighbourhood Designation shall be restricted in size and closely related to the principle building entrance;





fascia and banner signs in downtown georgetown

- S4. Signs should be constructed of durable, high-quality materials and well maintained;
- S5. Street addresses should be clearly visible for every building;
- S6. Signage shall be integrated into the organization and design of building façades and located within architectural bays, friezes and datum lines;
- S7. Signs should not obscure windows, cornices, or other architectural elements;
- S8. Signs on heritage buildings should be compatible in terms of heritage character, colour, and material, and should not obscure architectural details;
- S9. The Town shall establish a Sign By-law specific to the various conditions and contexts found throughout the Downtown; and,
- S10. The Town shall consider an enhanced public wayfinding program throughout Downtown Georgetown.



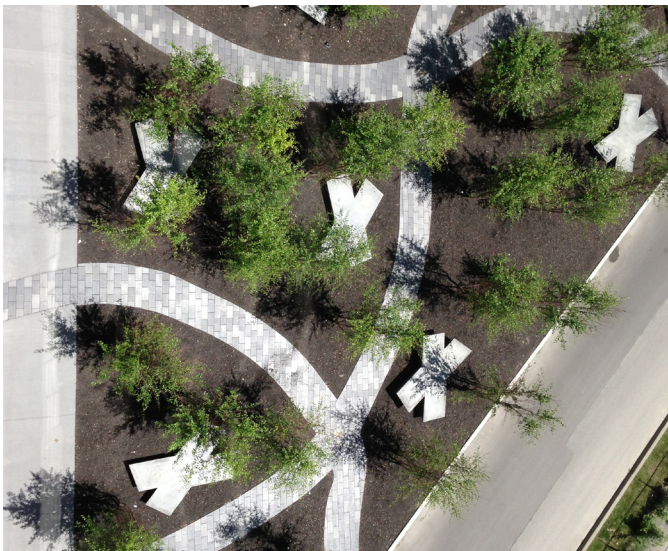


5.0 Implementation

These Design Guidelines establish a framework that guides the physical design of the Public and Private Realms within Downtown Georgetown. Each of the identified guidelines are expected to give the Town direction in the review and approval of various forms of development over time. The Design Guidelines for the Public Realm are expected to be implemented by the Town over time.

The Design Guidelines for the Private Realm are expected to be implemented through the statutory planning tools that are provided to the Town through the Planning Act. Key implementing tools and processes will allow the Town to provide a number of key opportunities and public processes to consider development applications – these tools and processes include the Secondary Plan, the Zoning By-Law and Site Plan Approval.

The wording in this Design Guideline is substantially definitive. Notwithstanding the use of definitive language, this document is truly a Design Guideline, which is an Appendix to the Downtown Georgetown Secondary Plan. As a guideline document, flexibility in interpretation is implied, to the satisfaction of the Town. The statutory effect given to these Design Guidelines will only be achieved as they are implemented in the Secondary Plan and Zoning By-Law, or through the Site Plan Approval process.





DG

Destination
DOWNTOWN

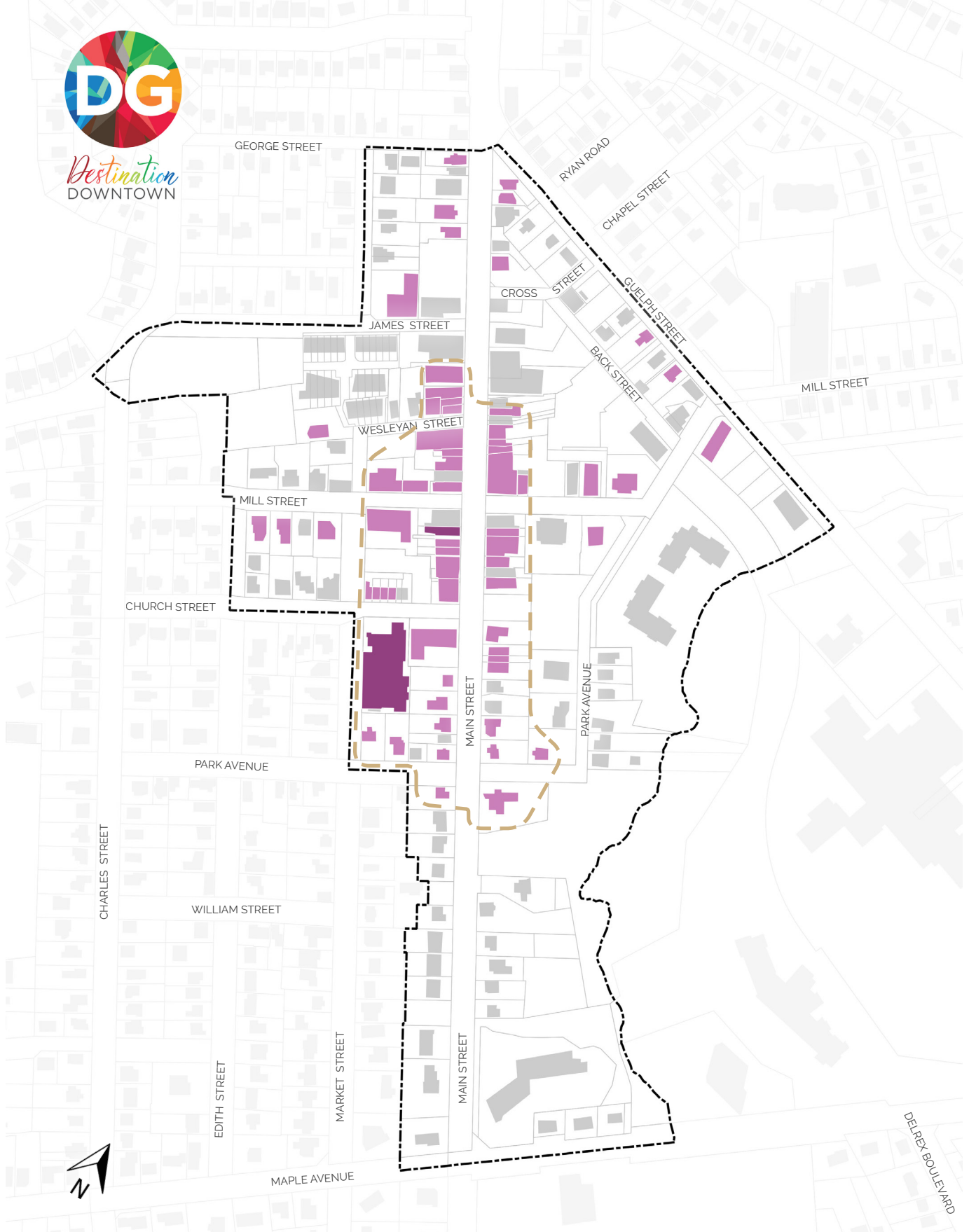
APPENDIX III CULTURAL HERITAGE







The Planning Partnership
PLAN B Natural Heritage
SCS Consulting Group
NBLC
Cole Engineering
BRAY Heritage
Meridian Planning Consultants



Destination
DOWNTOWN



APPENDIX III DOWNTOWN GEORGETOWN CULTURAL HERITAGE

-  Designated Heritage Property
-  Listed Heritage Property
-  Potential Heritage Conservation District
-  Downtown Georgetown





Destination
DOWNTOWN