

**vision**  
GEORGETOWN

Leading today, shaping tomorrow.

# VISION GEORGETOWN DISCUSSION PAPER

DRAFT – January 2014



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# 1. Introduction

## 1.1 Vision Georgetown Project Overview

In early 2013, the Town of Halton Hills launched a significant planning project for lands that are part of the Georgetown urban boundary expansion. The purpose of the initiative is to prepare a Secondary Plan, which will provide a framework for the future development of the urban expansion area as a residential/mixed use community.

Meridian Planning Consultants has been retained by the Town as Project Manager and lead planner for the preparation of the Secondary Plan. A team of fourteen subconsultants has also been assembled with expertise in a wide range of disciplines including (but not limited to) natural heritage, urban design, transportation, functional servicing, retail planning and archaeology.

The project has been named ‘*Vision Georgetown: Leading today, shaping tomorrow*’, which is intended to express that the new community will be different from what has previously been developed in Halton Hills. According to Council’s vision, as shaped through the Town’s earlier Strategic Planning Process, the new community must:

- Be walkable;
- Be cycle-friendly;
- Be less auto dependent;
- Have more people gathering places;
- Have different styles of parks; and
- Have more compact urban design.

Vision Georgetown is a six-phase project that is being undertaken over a 3-year period. The following is an overview of the key phases of the planning initiative, including anticipated timing:

- Phase One: Project Initiation (2013);
- Phase Two: Background Research and Community Visioning (2013/2014);
- Phase Three: Detailed Planning Study (2014);
- Phase Four: Land Use Alternatives (2014/2015);
- Phase Five: Preferred Land Use Alternative (2015); and,
- Phase Six: Secondary Plan Development (2015/2016).

The secondary planning process is being integrated with a subwatershed planning process, which will confirm the extent and delineation of the Regional Natural Heritage System. Integrating these processes will ensure that the Subwatershed Plan facilitates the land use planning process and provides technical support for the identification of a framework for development. The Study will also identify improvements to infrastructure and will proceed in accordance with Schedule B of the Municipal Class Environmental Assessment (EA) process.

## 1.2 Background: Growth Directions

The Province of Ontario, Halton Region, and the Town of Halton Hills completed a considerable amount of work to support the inclusion of the Vision Georgetown lands within the Georgetown urban area.

The process started with the release of 'Places to Grow' in 2006, which is a plan for where and how growth will take place in the Greater Golden Horseshoe. Through this plan, an additional 130,000 people and 50,000 jobs has been allocated to Halton Region between 2021 and 2031.

Following the release of 'Places to Grow', the Region of Halton undertook a detailed planning exercise with the local municipalities ('Sustainable Halton') to determine where and how the population/employment targets would be distributed within Halton Region. This work resulted in Regional Official Plan Amendment (ROPA) 38, which required the Town to accommodate about 20,000 people on new urban land in the form of Greenfield development.

To implement ROPA 38, the Town of Halton Hills adopted Official Plan Amendment (OPA) 10, which designates a Future Residential/Mixed Use Area adjacent to the Georgetown Urban Area. The 'Vision Georgetown' study area is part of this Future Residential/Mixed Use Area and will play a key role in accommodating the Town's projected population growth to the year 2031.

All of the relevant plans, policies, and background work undertaken by each level of government to date, establish a number of factors and requirements that the Town will have to incorporate into the planning process and the Secondary Plan document. These factors and their implication for the Vision Georgetown planning process are discussed in detail throughout this report.

## 1.3 Study Area Description

As noted, the Secondary Plan that is prepared as a result of the 'Vision Georgetown' will apply to lands that are part of the Georgetown urban boundary expansion. The study area is a 1,000 acre (405 hectare) concession block, bounded by 15 Side Road, Trafalgar Road, 10 Side Road, and Eighth Line/Main Street, as shown in Figure 1 below.

*Figure 1: The Vision Georgetown Study Area*



## 1.4 Purpose and Organization of this Report

This Background Discussion Report is a key deliverable for Phase Two (Background Research and Community Visioning) of the Vision Georgetown project. It is intended to assist the Town and its consulting team in the decision-making process by providing a compendium of all pertinent background material, including plans, policies, guidelines, strategies, and other applicable documents from various levels of government that have an implication on the planning process and project deliverables.

The purpose of this report is to set out the following:

- a) Policies that the planning process needs to address;
- b) Issues that need to be answered or resolved; and
- c) Information that needs to be presented in the Secondary Plan.

Since the Region of Halton is ultimately the approval authority for the Vision Georgetown Secondary Plan, this report places particular emphasis on the requirements for the preparation of Secondary Plans, which are set out in Section 77(5) of the Region's Official Plan (ROP). In fact, the entire review and discussion of pertinent background material in Section 2.0 of this report is organized based on the ROP requirements, as follows:

- Section 2.1 specifies the Regional requirements for Secondary Plans in Section 77(5) of Regional Official Plan as amended by ROPA 38, for reference;
- Section 2.2 lists other pertinent planning and guidance documents that also set out requirements for the planning process and require review;

- Section 2.3 considers each of the ROP requirements for Secondary Plans, in association with all of the additional requirements and directives from the other planning and guidance documents (in 2.2), and outlines specific implications for the Vision Georgetown project.

Throughout the report, reference is made to additional background or existing conditions reports, which have also been completed to date as part of Phase Two of the Vision Georgetown project. These reports have been attached to this Background Discussion Report as appendices.

The findings of this report will guide future discussions and additional work by Town staff, the Vision Georgetown consulting team, Town Council, residents, landowners, agencies and other stakeholders. By providing clear direction on what the Vision Georgetown Secondary Plan process needs to address, this report sets the stage for moving forward and ensuring that all relevant factors are considered in the product of the work.

## 2. Background Review and Discussion

### 2.1 Regional Requirements for the Preparation of Secondary Plans

The following is an excerpt of Section 77(5) of Regional Official Plan, as amended by ROPA 38, which sets out the requirements for the preparation of Secondary Plans throughout the Region:

***“77(5) It is the policy of the Region to require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities The area may contain solely employment lands without residential uses or solely an Intensification Area. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:***

- a) ***A general statement of the intended character of the area or community,***
- b) ***Boundaries of the area or community,***
- c) ***Policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands,***
- d) ***Capacity targets of population, housing units and employment, including targets for Affordable Housing,***
- e) ***Land use patterns that promote mixed-use, compact, transit supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,***
- f) ***Location, types and density of residential and employment lands that contribute to creating healthy communities through:***
  - i. ***urban design,***
  - ii. ***diversity of land uses,***
  - iii. ***appropriate mix and densities of housing,***
  - iv. ***provision of local parks and open space,***
  - v. ***strengthening live-work relationship through a proper balance of residential and employment land uses, and***
  - vi. ***promoting active transportation and public transit use.***
    - f.1) ***consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,***
- g) ***Overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2,***
- h) ***A transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,***
- i) ***Development phasing,***
- j) ***Storm water management or, if the scale of development justifies, a Sub-watershed Study as per Section 145(9),***
- k) ***Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,***
- l) ***An Air Quality Impact Assessment based on guidelines under Section 143(2.1),***
- m) ***Water and wastewater servicing plans,***
- n) ***Provision of utilities,***
- o) ***A fiscal impact analysis,***
- p) ***A community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, social cultural activities, safety and security and Affordable Housing will be provided to serve the community, and***

- q) An Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with the Minimum Distance Separation formulae where an agricultural operation is outside the Urban Area.**

As explained in Section 1.4 of this report, in order to clearly set out what the Vision Georgetown Secondary Plan process needs to address, answer, and present, this report focuses on the requirements of Section 77(5) of the ROP as a way to organize the review and discussion of the additional pertinent background material.

## 2.2 Other Pertinent Background Material

There is a host of other material that must be considered as part of the background analysis and information gathering stage for the Vision Georgetown project. This includes all plans, policies, guidelines, strategies and other applicable documents from all levels of government that have implications for the planning and development of lands included within the Vision Georgetown study area. This material includes, but is not limited to:

- The 2005 Provincial Policy Statement and Places to Grow: The 2006 Growth Plan for the Greater Golden Horseshoe;
- The Region of Halton Official Plan, as amended by Regional Official Plan Amendment No. 37 and No. 38 (ROPA 37 and ROPA 38), which incorporates the results of a comprehensive Official Plan Review, and Regional Official Plan Amendment No. 39 (ROPA 39), which deals with Regional Development Phasing to 2031;
- Other Regional Plans, such as the Sustainable Halton Water and Wastewater Master Plan, the Sustainable Halton Transportation Master Plan, and the Region of Halton Archaeological Master Plan;
- Draft Regional guideline documents that have been prepared to aid in the implementation of ROPA 38, including Healthy Community Guidelines, Agricultural Impact Assessment Guidelines, and Guidelines for the preparation of Community Infrastructure Plans;
- The Town of Halton Hills 2008 Official Plan and Official Plan Amendment Number 10 (OPA 10), dealing with Growth Plan conformity and implementation of ROPA 38;
- Other local Plans, including the Halton Hills Transportation Master Plan update, the Cycling Master Plan, the Long Range Financial Plan, and the

Integrated Community Sustainability Plan; and

- Plans and guidelines documents from Conservation Halton and the Credit Valley Conservation Authority, including the Sixteen Mile Creek and Silver Creek Watershed Plans, and Low Impact Development Design Guidelines.

The requirements, guidance, and information presented in these background documents have been reviewed as part of the information gathering stage of the Vision Georgetown project to help understand the specific planning matters and issues need to be addressed, answered, and presented as the Secondary Plan process moves forward. Given the scale and volume of the many documents and policies to consider, every effort has been made in this report to be as concise as possible in our discussion and to focus on what the various policies and directives mean specifically for the Vision Georgetown project.

## 2.3 Discussion and Implications for Vision Georgetown

This Section identifies and discusses each of the ROP requirements for Secondary Plans (specified in Section 2.1), in association with all of the additional requirements and directives from the other planning and guidance documents (identified in Section 2.2), and outlines specific implications for the Vision Georgetown project. The implications that are identified are intended to provide further direction on the planning process to the Town and consulting team. A summary of the implications for moving forward is also presented in Section 3.0 of this report.

### 2.3.1 Goals and Objectives

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Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities “*shall demonstrate how the goals and objectives of this Plan are being attained*”.

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The Regional Official Plan provides the following definition for ‘goal’ (Section 241):

***Goal means an idealized end state of the social, economic, and/or physical environment, towards which the Plan must strive but for which it may not be possible to apply a test of fulfillment.***

It also provides the following definition for ‘objective’ (Section 262):

***Objective means a statement about the social, economic, and/or physical environment derived from a goal and for which the degree of attainment is in some way measurable. It may be conceived as an attainable goal or part of a goal.***

An overall goal for the Region is set out as part of “Halton’s Planning Vision” in Section 25 of the ROP, which is: **“To enhance the quality of life for all people of Halton, today and into the future.”**

In addition to this overall goal, a series of goals and objectives are identified for each of the Region’s land use designations, including the ‘Urban Area’ designation and the ‘Regional Natural Heritage System’ designation, which both apply to the Vision Georgetown Study Area. Finally, a series of goals and

objectives are also set out for a range of Regional policy areas, such as housing, economic development, and water and waste water services. Table 1 below lists all of the goals and objectives from relevant sections of the ROP, which apply to the Vision Georgetown Study Area. Where there is a direct implication of a particular goal and objective on the Vision Georgetown process, this is indicated in the last column of the table:

Table 1: Goals and Objectives from Relevant Sections of the Regional Official Plan

Policy Area	Goals	Objectives	Direct Implication on Vision Georgetown
<b>Housing</b>	<i>To supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.</i>	<ul style="list-style-type: none"> <li>To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.</li> </ul>	
		<ul style="list-style-type: none"> <li>To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of Affordable Housing.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.</li> </ul>	
		<ul style="list-style-type: none"> <li>To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.</li> </ul>	
		<ul style="list-style-type: none"> <li>To meet housing needs through the provision of Assisted Housing, Affordable Housing and Special Needs Housing in Halton.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To integrate Assisted and Special Needs Housing with Market Housing.</li> </ul>	
		<ul style="list-style-type: none"> <li>To provide and manage Assisted Housing in Halton through the Halton Community Housing Corporation.</li> </ul>	
		<ul style="list-style-type: none"> <li>To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To encourage the Local Municipalities to maintain the quality of the existing housing stock.</li> </ul>	
		<ul style="list-style-type: none"> <li>To participate in and deliver Provincial and/or Federal housing programs that are beneficial to housing development in Halton.</li> </ul>	
<ul style="list-style-type: none"> <li>To coordinate and provide information on housing needs in Halton through centres that are accessible in each Local Municipality.</li> </ul>			
<ul style="list-style-type: none"> <li>To support the use of surplus public and not-for-profit lands, where appropriate, for developing Assisted Housing and Affordable Housing.</li> </ul>			

Policy Area	Goals	Objectives	Direct Implication on Vision Georgetown
		<ul style="list-style-type: none"> <li>To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.</li> </ul>	
<b>Urban Services (Water Supply and Wastewater Treatment)</b>	To ensure the adequate provision of an economic level of urban services to achieve Regional development objectives while conscious of the need to protect the environment.	<ul style="list-style-type: none"> <li>To provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To provide a staged program for the improvement and extension of urban services:               <ol style="list-style-type: none"> <li>within the financial capabilities of the Region,</li> <li>meeting or exceeding provincial environmental standards, and</li> <li>based on the Joint Infrastructure Staging Plan.</li> </ol> </li> </ul>	✓
<b>Urban Area</b>		<ul style="list-style-type: none"> <li>To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To ensure that growth takes place commensurately both within and outside the Built Boundary.</li> </ul>	
		<ul style="list-style-type: none"> <li>To establish a rate and phasing of growth that is consistent with the policies of this Plan.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To identify an urban structure that supports the development of Intensification Areas.</li> </ul>	
		<ul style="list-style-type: none"> <li>To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To promote the adaptive re-use of brownfield and greyfield areas.</li> </ul>	
		<ul style="list-style-type: none"> <li>To facilitate and promote intensification and increased densities.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.</li> </ul>	✓
<b>Natural Heritage System</b>	To increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.	<ul style="list-style-type: none"> <li>To direct where employment uses should be located and to protect areas designated for such uses.</li> </ul>	
		<ul style="list-style-type: none"> <li>To provide opportunities for postsecondary education facilities to locate within Halton.</li> </ul>	
		<ul style="list-style-type: none"> <li>To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated cultural Heritage Features.</li> </ul>	
		<ul style="list-style-type: none"> <li>To maintain and enhance the landscape quality and open space character of Escarpment features.</li> </ul>	
		<ul style="list-style-type: none"> <li>To provide a buffer to prominent Escarpment features.</li> </ul>	
		<ul style="list-style-type: none"> <li>To support agriculture as a complementary and compatible use outside the Key Features.</li> </ul>	
		<ul style="list-style-type: none"> <li>To recognize and support agriculture as a primary activity within Prime Agricultural Areas, in accordance with Sections 139.9, 139.9.1 and 139.9.2</li> </ul>	

Policy Area	Goals	Objectives	Direct Implication on Vision Georgetown
		<ul style="list-style-type: none"> <li>To direct developments to locations outside hazard lands.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To protect or enhance Key Features, without limiting the ability of existing agricultural uses to continue.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To protect or enhance fish habitats.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To preserve and enhance the quality and quantity of ground and surface water.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and inter-connections between the Key Features and their ecological functions.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To protect significant scenic and heritage resources.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To protect and enhance the Halton waterfront as a major resource that is part of the Provincially significant Lake Ontario and Burlington Bay shoreline.</li> </ul>	
		<ul style="list-style-type: none"> <li>To preserve native species and communities that are rare, threatened or endangered based on regional, provincial or national scales of assessment.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To preserve examples of the landscape that display significant earth science features and their associated processes.</li> </ul>	
		<ul style="list-style-type: none"> <li>To preserve examples of original, characteristic landscapes that contain representative examples of bedrock, surface landforms, soils, flora and fauna, and their associated processes.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To preserve and enhance air quality.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To provide opportunities for scientific study, education and appropriate recreation.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To preserve the aesthetic character of natural features.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To provide opportunities, where appropriate, for passive outdoor recreational activities.</li> </ul>	✓
<b>Environmental Quality</b>	To achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.	<b>Air and Ambience</b> <ul style="list-style-type: none"> <li>To reduce, in concert with the Federal Government, the Province, other municipalities, public interest groups and the private sector, the emissions of greenhouse gases.</li> <li>To improve air quality and to address the impact of climate change.</li> <li>To reduce incrementally the overall greenhouse gas emissions and other air pollutants generated by the Region's own corporate activities and functions.</li> <li>To contribute to the overall improvement of air quality in Halton's airshed through facility management, land use planning, transportation management, roadway design, operation and maintenance, and other complementary programs.</li> <li>To support urban forms that will reduce long distance trip-making and the use of the private automobile.</li> <li>To promote trips made by active transportation and public transit.</li> <li>To promote tree planting in both rural and urban areas for the purposes of improving air quality, sequestering</li> </ul>	<ul style="list-style-type: none"> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> </ul>

Policy Area	Goals	Objectives	Direct Implication on Vision Georgetown
		<ul style="list-style-type: none"> <li>carbon dioxide and reducing energy use through shading and sheltering.</li> <li>To address the impact of air pollution, noise, vibration and light on land uses.</li> </ul>	✓
		<b>Water</b>	
		<ul style="list-style-type: none"> <li>To increase public awareness of the importance and value of an adequate, sustainable supply of clean water for both human use and the natural environment.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To increase our collective knowledge of the water resources in Halton.</li> </ul>	
		<ul style="list-style-type: none"> <li>To maintain, protect and enhance the quality and quantity of groundwater and surface water.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To achieve integrated watershed management in Halton through partnership with all stakeholders within the watersheds.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To support the protection of water quality and quantity in accordance with the objectives of Watershed Management Plans and Sub-watershed Studies, where they exist, or through best management practice, where such Plans/Studies do not exist.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To maintain and enhance fish habitat in Halton.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To promote efficient and sustainable use of water resources, including the practices for water conservation and sustaining water quality.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To recognize Lake Ontario as a valuable and important natural resource on which Halton relies for drinking water, wastewater treatment, recreation and economic development.</li> </ul>	
		<ul style="list-style-type: none"> <li>To support the undertaking and implementation of remedial action plans for Lake Ontario, Hamilton Harbour (Burlington Bay) and other existing bodies of water.</li> </ul>	
		<b>Land</b>	
		<ul style="list-style-type: none"> <li>To protect unique landforms such as the Niagara Escarpment permanently.</li> </ul>	
		<ul style="list-style-type: none"> <li>To allow a wide range of possible land uses in settlement areas yet maintain an environment free from degradation through various uses of land.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To preserve certain landscapes as part of Halton's Cultural Heritage Resources.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To implement, in part, the environmental goals and objectives of this Plan through strategic land acquisitions;</li> </ul>	
		<ul style="list-style-type: none"> <li>To promote the concept of a Regional trail system by providing the needed connections, through acquisitions or easements, between local trails and/or inter-regional trails such as the Bruce Trail and the Waterfront Trail.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To protect significant tree-covered areas as a natural resource and promote the enhancement of woodland coverage in Halton.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To promote the conservation and wise economic use of trees consistent with the ecological and environmental goals, objectives and policies of this Plan.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To promote a linked system of woodlands in Halton where appropriate.</li> </ul>	✓
		<ul style="list-style-type: none"> <li>To maintain and manage a system of Regionally owned forests.</li> </ul>	
		<ul style="list-style-type: none"> <li>To promote soil conservation and minimize soil erosion.</li> </ul>	✓

Policy Area	Goals	Objectives	Direct Implication on Vision Georgetown
		<ul style="list-style-type: none"> <li>To ensure that development takes place on sites that are safe from soil contamination.</li> <li>To protect and utilize mineral aggregate resources in accordance with Sections 107 through 112 of this Plan.</li> <li>To protect agricultural lands where appropriate.</li> </ul>	✓
		<b>Solid Waste Management</b>	
		<ul style="list-style-type: none"> <li>To effect an attitudinal change that will regard waste as a resource in transition waiting to be reclaimed and for which re-use or alternative uses are available and desirable.</li> <li>To implement an integrated and sustainable waste management system of collecting, processing and disposing of municipal solid waste that incorporates the principle of reduce, reuse, recycle and resource recovery and is environmentally beneficial, socially acceptable and economically optimal.</li> <li>To promote among residents, consumers and businesses in Halton the concept of a conserver society that is based on the prudent, efficient and sustainable use of the earth's resources and the principles of reduce, reuse, recycle and resource recovery.</li> <li>To promote the environmental, social and economic benefits of resource conservation and recovery.</li> <li>To extend the life span of Halton's Waste Management Site for as long as possible through the continuous application of the principles of reduce, reuse, recycle and resource recovery.</li> <li>To provide a system for managing residential solid waste generated within Halton in the most environmentally responsible, socially acceptable and cost-effective manner and based on the principle of maximizing the economic potential of solid waste and utilizing landfill only as a last resort.</li> <li>To include education, promotion and marketing as part of Halton's Solid Waste Management Strategy.</li> <li>To consider and evaluate any new waste management facilities within Halton on the basis of need, public safety, environmental and social impact, and compatibility with the goals and objectives of this Plan.</li> </ul>	✓
<b>Human Services</b>	<ul style="list-style-type: none"> <li>To achieve a sustainable state of health for all on the basis of a clean environment, economic prosperity, social equity, public safety and provision of opportunities for individuals to develop their maximum potential.</li> <li>To develop and maintain healthy communities by fostering physical, social and economic conditions that will enhance the state</li> </ul>	<b>Basic Material Support</b> The objective of the Region is to strive for the provision of the following for all residents of Halton: <ul style="list-style-type: none"> <li>Safe and accessible Affordable Housing,</li> <li>Access to local healthy food,</li> <li>A safe, accessible and affordable transportation system to provide access to employment opportunities, social interaction and all basic human services, and</li> <li>Employment opportunities to earn adequate income to support basic material needs.</li> </ul>	✓ ✓ ✓ ✓
		<b>Social Support Services</b>	
		<ul style="list-style-type: none"> <li>To identify and support, in coordination with the Local Municipalities, Province, Federal government and community agencies, a range of services that will enhance the social functioning of all Halton's inhabitants.</li> </ul>	✓
		<b>Involvement in Public Decision-Making</b>	
		<ul style="list-style-type: none"> <li>To promote public awareness of Regional affairs and services and to provide opportunities for all sectors of the community to participate in municipal decision-making.</li> </ul>	

Policy Area	Goals	Objectives	Direct Implication on Vision Georgetown
	<p><i>of wellbeing and the quality of life for the residents of Halton.</i></p> <ul style="list-style-type: none"> <li><i>To advance health promotion and disease prevention as the primary means of achieving optimal health status, with support and treatment services being the remedial measures.</i></li> <li><i>To ensure that human services are delivered locally and responsive to people's changing needs in a financially and socially responsible and timely manner.</i></li> </ul>	<p><b>Cultural and Recreational Services</b></p> <ul style="list-style-type: none"> <li><i>To support the provision of a diverse range of accessible cultural and recreational facilities and services.</i></li> </ul>	✓
<b>Cultural Heritage Resources</b>	<p><i>To protect the material, cultural and built heritage of Halton for present and future generations.</i></p>	<ul style="list-style-type: none"> <li><i>To promote awareness and appreciation of Halton's heritage.</i></li> <li><i>To promote and facilitate public and private stewardship of Halton's heritage.</i></li> </ul>	✓ ✓
<b>Economic Development</b>	<p><i>To achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base.</i></p>	<ul style="list-style-type: none"> <li><i>To continuously increase the innovative capacity of Halton's businesses and the knowledge base and skill level of Halton's labour force in response to a changing global economy.</i></li> <li><i>To create a competitive economic environment that promotes entrepreneurship, new business formation, retention and growth of existing businesses, and the location of new strategic businesses in Halton.</i></li> <li><i>To attract cultural, recreational, institutional, tourism, and higher education investments that enhance Halton as a location of choice for employers and skilled labour and as a place to visit.</i></li> <li><i>To promote economic activities that strengthen and diversify the economic base of Halton.</i></li> <li><i>To protect an adequate land base to support Halton's and its Local Municipalities' economic competitiveness and to serve long term employment land needs in Halton, especially at strategic locations along major transportation corridors.</i></li> <li><i>To provide necessary infrastructure, as permitted by the Region's financial capability, in support of the timely development of Employment Areas and Halton's economic base.</i></li> <li><i>To coordinate government programs, policies, regulations and plans that facilitate economic development, business innovations and training of Halton's labour force.</i></li> <li><i>To forge strong links among the business, government, environment and education sectors in support of a healthy, sustainable economy.</i></li> </ul>	✓ ✓ ✓ ✓ ✓

Policy Area	Goals	Objectives	Direct Implication on Vision Georgetown
		<ul style="list-style-type: none"> <li>To promote economic activities that provide diverse, high quality employment opportunities as well as a greater match by type between employment and residential growth.</li> <li>To promote and support the tourism industry in Halton, including hospitality, attractions, festivals, events, sports, recreation, eco-tourism and agricultural and retail activities.</li> <li>To promote and support the agricultural industry in Halton, including local farmers markets.</li> </ul>	✓
<b>Transportation</b>	To provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.	To develop a transportation system that will encourage Regional unity and satisfy inter-regional transportation demands.	✓
		To develop a balanced transportation system that: <ul style="list-style-type: none"> <li>a) reduces dependency on automobile use</li> <li>b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and</li> <li>c) promotes active transportation.</li> </ul>	✓ ✓ ✓
		To provide a safe, economic and efficient highway network for both people and goods movements with an acceptable level of service.	✓
		To improve transportation network efficiency through both travel demand management and transportation supply management strategies.	✓
		To increase accessibility to major areas of employment, shopping, government services, culture and recreation.	✓
		To support seamless public transit services in Halton that: <ul style="list-style-type: none"> <li>a) provide a high level of service internally within Halton,</li> <li>b) include continuous enhancements of the GO Transit system within Halton,</li> <li>c) are connected to a higher order transit network throughout the Greater Toronto and Hamilton Area,</li> <li>d) are complemented and supported by a network of active transportation facilities, and</li> <li>e) are fully integrated both internally and externally in terms of fare and service.</li> </ul>	
		To guide development and transportation services so that energy consumption is held to a minimum.	✓
<b>Energy and Utilities</b>	To encourage and ensure the conservation and wise economic use of energy and to minimize adverse effects caused by its provision.	To reduce energy used in public and private buildings.	✓
		To promote the use of those forms of energy that pose the least environmental risk.	✓
		To achieve active participation of energy conservation by all residents and businesses in Halton.	
		To take an active part in decisions regarding the planning and development of utility corridors in Halton.	



Based on a preliminary review of these goals and objectives as they relate to the lands that are part of the Georgetown urban boundary expansion, the following points are noted:

It may be difficult to demonstrate whether or not many of the goals identified in the table above are being 'attained' by the Vision Georgetown project and Secondary Plan. This is because, as recognized in the definition for 'goal' from the Region's Official Plan, it may not be possible to apply a test of fulfillment for a particular goal. An example of this is the overall goal for the Region as set out as part of "Halton's Planning Vision" in Section 25 of the ROP.

- I. It would appear that there are some objectives set out by the Region that do relate to the planning process and study area for the Vision Georgetown project, for which the degree of attainment is in some way measurable. An example of this is the following objective for the Region's Natural Heritage System: ***"To provide opportunities, where appropriate, for passive outdoor recreational activities"***.

### Implications of this Requirement for the Vision Georgetown Project:

- A. In demonstrating how the goals and objectives of the Regional Official Plan are being attained, the project team should only focus its attention on the goals and objectives that have a direct implication on the Vision Georgetown process, as indicated on table 1 above.

## 2.3.2 Character

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities provide *"a general statement of the intended character of the area or community"*.

The Regional Official Plan does not provide direction with respect to what a general statement should include, nor does it provide a definition of 'character'.

However, the Town of Halton Hills 2008 Official Plan provides the following definition of 'Character' (Section G13.7):

***(Character) means the aggregate of the distinct features that work together to identify a particular area or neighbourhood. The distinct features may include the built and natural elements of an area.***

In addition to describing what 'character' means, in 2011, the Town prepared a new Strategic Plan that was intended to set out a "made in Halton Hills" response to significant changes to the Provincial growth management and planning framework that had taken place since 2004. The Strategic Plan presents the following 'Community Vision to 2031', which begins to articulate key elements of the Town's 'character', now and in the future:

***Halton Hills is a vibrant and distinctive small Town in the Greater Golden Horseshoe,***

- ***Characterized by its spectacular countryside, natural heritage system, and cultural heritage;***
- ***Enriched by its unique blend of urban and rural interconnected communities and neighbourhoods; and***
- ***Supported by its prosperous employment areas.***



The Town's 'character' is further articulated in a 'Community Vision' that is also set out in Section A1 of the Town's Official Plan, as amended by OPA 10. The following is a summary of the key elements of the existing Town-wide 'character', as discussed in this vision:

- ***The Town of Halton Hills is a Community of several smaller towns, villages and rural settlements, with a distinctive and enviable identity that comes from the beauty and tranquility of the rural setting, rolling hills, rivers, and valleys.***
- ***Residents enjoy safe family living, scenic beauty, and active community life.***
- ***The community is passionate about preserving the small town character and rural feeling.***
- ***Halton Hills enjoys a thriving arts community, local theatre, and cultural events, which provide a balance with the abundance of passive and active recreational and leisure pursuits.***
- ***The Town has a number of significant environmental and topographical features that contribute to the 'sense of place' felt by many of the Town's residents.***
- ***The agricultural areas of the Town are considered to be an important component of what makes up the character of the community.***
- ***The rural landscape provides a vital natural function as a source of oxygen, clean water, and food, and is considered an asset to the community.***

In terms of achieving the 'Community Vision' and maintaining key elements of the Town's 'character', Section A1 the Official Plan concludes with the following statement:

***The new Official Plan assumes that the high-quality of life now enjoyed by the Town's residents can be maintained and enhanced if the Town's distinct urban and rural character is maintained and enhanced. However, change is inevitable and it must be managed in an efficient and orderly manner to maximize the benefits of new development and minimize the impacts.***

It should also be noted that there are a number of community design principles in Section F3 of the Town's Official Plan, which apply specifically to development in greenfield areas. These principles are intended to guide the design and development of built elements in new communities within the Town, and will therefore have an implication on the 'character' of the new Georgetown community. The community design principles in Section F3 of the Town's Official Plan are as follows:

- Residential development shall include a combination of housing types, with a range of densities that implement the housing objectives and policies of this Plan;***
- High density housing shall be located on arterial and collector roads to ultimately facilitate the establishment of public transit and a pedestrian oriented environment;***
- New development areas shall be integrated with existing built-up areas;***
- New subdivision streets should align in a grid pattern to create appropriately sized development blocks and to promote traffic permeability and street connectivity;***
- The development of reverse-frontage residential lots shall be minimized through techniques such as window streets and where reverse frontage lots are provided, shall incorporate a substantial landscape buffer to improve the visual amenity of such areas;***
- Open space and parkland areas shall integrate with adjacent development areas and provide a range of active and passive recreational opportunities;***
- New buildings shall be designed and oriented to the street and to street corners to encourage a pedestrian-oriented streetscape;***
- School sites shall be centrally located be integrated with parkland in a manner that supports their development as community hubs and/or neighbourhood gathering places which are the site of a full range of uses. The number and location of school sites shall be very carefully chosen and take into account the location of existing schools and programs.***
- Where appropriate, employment lands shall be buffered from residential development by a variety of measures such as roads, landscaping, natural heritage areas, and parkland and community facilities;***
- Non-residential uses shall address the policies in section F2.2.2;***
- Above ground utilities shall be located to minimize visual and environmental***

*impacts; and,*

- l) Collector roads shall be provided approximately mid-block between arterial roads to promote traffic connectivity, and ultimately the establishment of public transit, when feasible.***

With respect to the Vision Georgetown lands specifically, there has been some discussion to-date as to the type of community and neighbourhoods that will be created in the Future Residential/Mixed Use Area. As part of the Town's Strategic Plan process, members of Council expressed a desire to create a significantly different community than has developed in Halton Hills to-date, and identified the following specific characteristics:

- a) More people-friendly, more community-oriented, cleaner, greener, and more sustainable;***
- b) More walkable, more cycling-friendly, less dependent on cars;***
- c) More "people-gathering" places and not simply retail plazas;***
- d) Different styles of parks;***
- e) More compact urban design in order to encourage greater social interaction and closeness.***

Finally, Section D6.3 of the Town's Official Plan sets out policies for the 'Future Residential/Mixed Use' area that currently applies to the Vision Georgetown study area, including the following list of objectives:

- a) Accommodate moderate population and population-related employment growth to the 2031 planning horizon, as specified in Section A1A of this Plan;***
- b) Ensure that the new development area is integrated into the fabric of the existing community of Georgetown;***
- c) Ensure that the new development area is developed as a complete community, with compact pedestrian-friendly neighbourhoods, a mix of housing types, community facilities, commercial centres, and open spaces;***
- d) Ensure a high standard of urban design; and,***
- e) Adhere to the community design principles for new communities contained in Section F3 of this Plan."***

Each one of these objectives will have an implication on the 'character' of the new Georgetown community.

## Implications of this Requirement for the Vision Georgetown Project:

- A. A general statement of the intended character of the new community in Georgetown needs to be prepared, which should identify distinct built and natural elements and features that will work together to give the new community an identity.
- B. The statement of intended character should take into consideration the key elements of the Town's existing character, which have been articulated in both the Town's Strategic Plan and Official Plan. They key elements can be summarized as follows:
  - i. The Town's existing, connected small towns, villages and rural settlements;
  - ii. A significant countryside, which is made up of rural landscapes and agricultural areas;
  - iii. Scenic natural heritage and topographical features;
  - iv. Community living that is safe and family-oriented;
  - v. Opportunities for arts, culture, and recreation; and
  - vi. Prosperous Employment Areas.

### 2.3.3 Boundaries

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “*boundaries of the area or community*”.

Halton Region initiated the ‘Sustainable Halton Process’ in 2007, which began with a growth management exercise to identify Halton’s urban growth area and accommodate population and employment targets to 2031. The result of that exercise was a preferred Growth Concept, which included boundaries for additional urban areas. A new mixed-use/residential area in Halton Hills was part of the preferred Growth Concept, contained within the concession block west of the Georgetown urban boundary. In 2009, ROPA 38 implemented the preferred Sustainable Halton Growth Option and its boundaries for additional urban areas.

In 2010, as part of its Growth Plan conformity exercise, the Town of Halton Hills adopted Official Plan Amendment 10. To implement the preferred Sustainable Halton Growth Option as set out in ROPA No. 38, OPA 10 identified ‘Designated Greenfield Areas’ in Section D6.1 and on Schedule A3, including a ‘Future Residential/Mixed Use’ designation adjacent to the existing Georgetown Urban Area. The specific location of the new urban designation is further described in Section D6.3.2:

***The Future Residential/Mixed Use Area designation applies to three areas that have been added to the Georgetown Urban Area, as shown on Schedule A3 to this Plan:***

- ***Southwest Georgetown, bounded by Trafalgar Road, Fifteen Side Road, Eighth Line (Main Street) and Tenth Side Road;***
- ***Southeast Georgetown, bounded by Tenth Line, Tenth Side Road, and the Hamlet of Norval; and,***
- ***An expansion to the Stewarttown community, bounded by the existing Stewarttown community, the CN railway line, and the Black Creek within the Protected Countryside Area of the Greenbelt Plan.***

The area described as being “***bounded by Trafalgar Road, Fifteen Side Road, Eighth Line (Main Street) and Tenth Side Road***” represents a 1,000 acre concession block that has since been identified by the Town of Halton Hills as the study area for the Vision Georgetown project, in accordance with Section D6.6.6 of OPA 10, which requires that a Secondary Plan be prepared prior to the approval of any development within this designation.

The ‘Future Residential/Mixed Use’ area identified in Schedule A3 is shown in Figure 2 below. An aerial photograph of the study area is also provided as Figure 3.

#### Implications of this Requirement for the Vision Georgetown Project:

- A. The Vision Georgetown Secondary Plan applies to lands for which an urban boundary has already been established.

Figure 2: 'Future Residential/Mixed Use Area' in Schedule A3 of the Town of Halton Hills Official Plan.

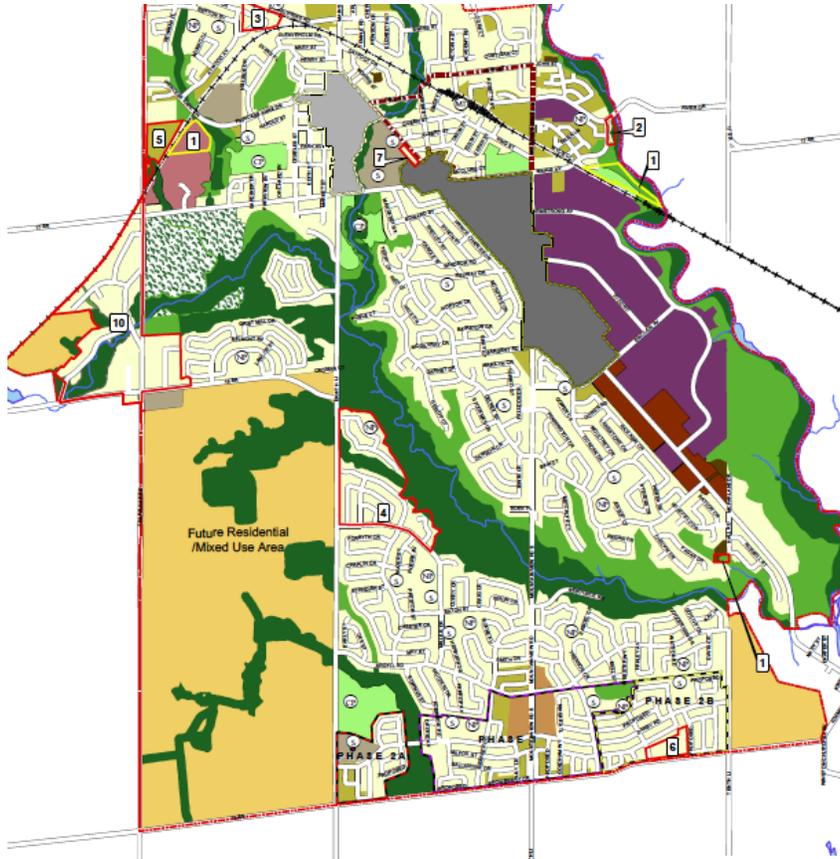
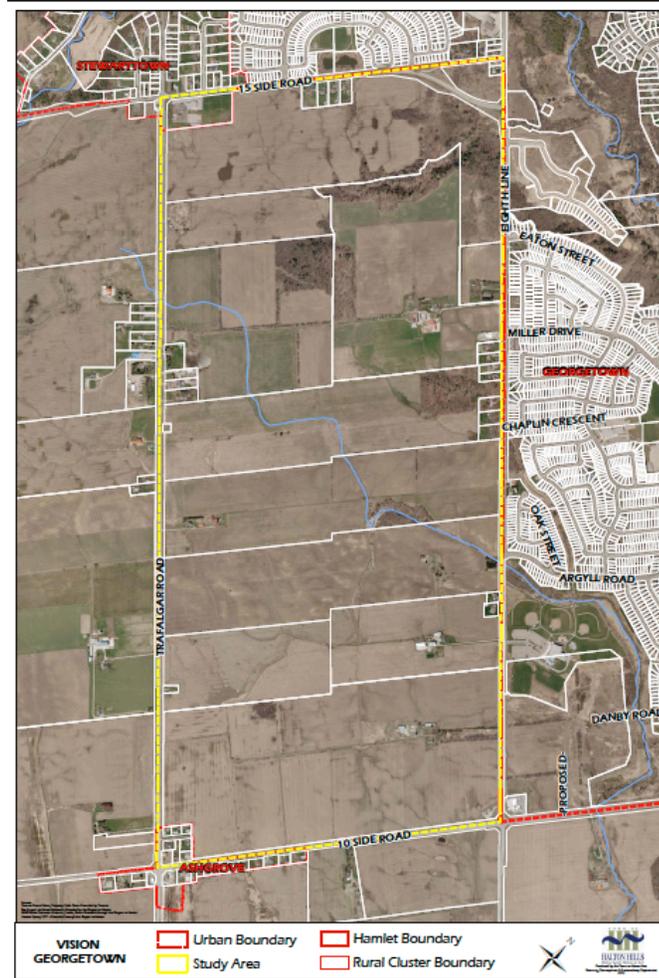


Figure 3: Aerial Photograph of the Vision Georgetown Study Area.



### 2.3.4 Natural Heritage

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include *“policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands”*.

A discussion of this requirement from the ROP should start with acknowledging the fundamental policy framework for the protection of natural heritage features and hydrological functions, and protection from natural hazards in Ontario. This framework is established by a number of policies and important definitions for key terms that are set out by the 2005 Provincial Policy Statement, including:

- Section 2.1 of the PPS, which deals with the protection of natural heritage resources and generally states that that **“natural features and areas shall be protected for the long term”** (Section 2.1.1). It also states *“the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features”* (Section 2.1.2). Other policies of Section 2.1 set out specifically where development and site alteration shall not be permitted in respect to natural heritage features and areas.
  - Section 2.2 of the PPS, which addresses the protection of water quality and quantity and requires (in Section 2.2.1) that planning authorities:
    - a) **use the watershed as the ecologically meaningful scale for planning;**
    - b) **minimize potential negative impacts;**
    - c) **identify surface water features, ground water features, hydrologic functions and natural heritage features and areas;**
    - d) **implement restrictions on development and site alteration;**
    - e) **maintain linkages and related functions among features and areas;**
    - f) **promote efficient and sustainable use of water resources; and**
  - g) **ensure stormwater management practices minimize stormwater volumes and contaminant loads.**
- Section 3.1 of the PPS, which deals with natural hazards by directing development outside areas that may be impacted by flooding hazards and/or erosion hazards (Section 3.1.1), and by not permitting development and site alteration in other significant natural hazard areas (Section 3.1.2).

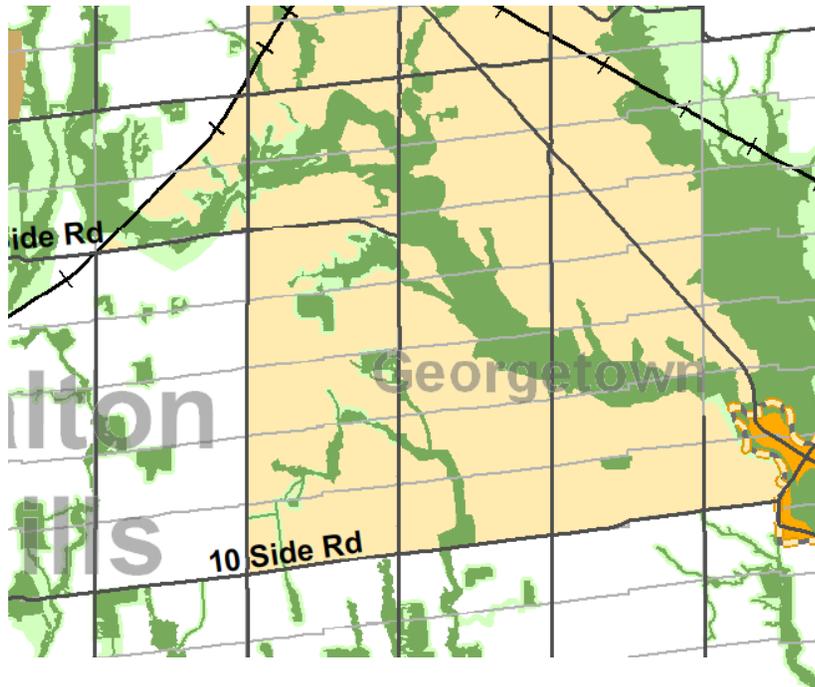
The Region of Halton has established a ‘Regional Natural Heritage System’ designation that is consistent with and implements the Provincial policy framework, as established by the PPS. According to Section 51 of the ROP, the ‘Regional Natural Heritage System’ designation is part of the overall Regional Structure and represents **“a system of connected natural areas and open space to preserve and enhance the biological diversity and ecological functions within Halton.”** The System was identified by the Region of Halton during its ‘Sustainable Halton Process’, based on a landscape-scale analysis of a number of existing Provincial, Regional, local, and Conservation Authority designations. The ‘Regional Natural Heritage System’ that came out of the ‘Sustainable Halton Process’ was implemented in 2009 through ROPA 38, and includes mapping of certain natural features within the system (as shown on Map 1G of the ROP) and policies for the protection and enhancement of all natural features and functions in the Region (as set out in Sections 115 to Section 118).

Section 115.3 of the ROP, as amended by ROPA 38, identifies the following individual components of the overall natural heritage system, which are consistent with the list of natural heritage features identified and defined by the PPS:

- Key Features as shown on Map 1G of the Regional Official Plan, which include:
  - a) significant habitat of endangered and threatened species;
  - b) significant wetlands;
  - c) significant coastal wetlands;
  - d) significant woodlands;
  - e) significant valleylands;

- f) significant wildlife habitat;
- g) significant areas of natural and scientific interest; and
- h) fish habitat.
- Enhancements to the Key Features including Centres for Biodiversity,
- Linkages;
- Buffers;
- Watercourses;
- Wetlands (other than those considered significant).

Figure 4: The Vision Georgetown study area within the context of the Region's Natural Heritage System (Map 1G of the ROP)



- |   |  |
|---|--|
|  Urban Area                              |  Mineral Resource Extraction Area |
|  Hamlet                                  |  North Aldershot Policy Area      |
|  Key Features                            |  Ninth Line Corridor Policy Area  |
|  Enhancement Areas, Linkages and Buffers |  Greenbelt Plan Policy Area       |

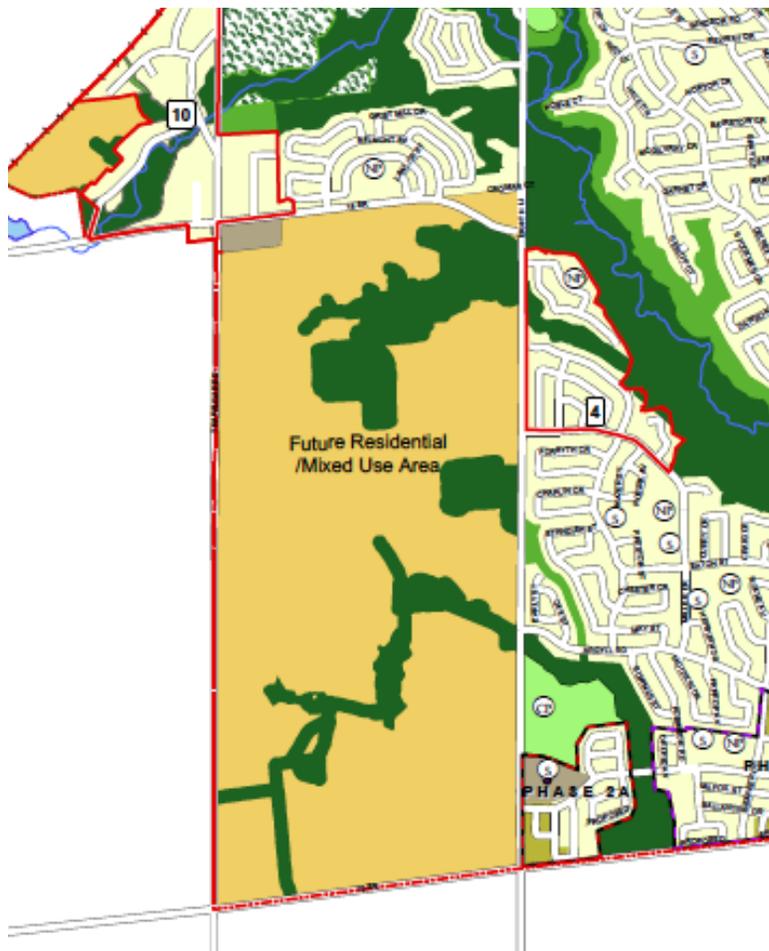
In terms of protecting the 'Regional Natural Heritage System' through the Vision Georgetown project, components of the Regional System that have been mapped on Map 1G (i.e., key features, enhancement areas, linkages, and buffers), are required to be protected locally by an appropriate land use designation and addressed by appropriate Secondary Plan policies. According to Section 118(1) of the ROP, refinements to the NHS are permitted (additions, deletions and boundary adjustments) in accordance with Section 116.1 of the ROP. It is noted that the Town of Halton Hills has already implemented the 'Regional Natural Heritage System' from Map 1G on lands that are included within the Vision Georgetown Study area, the boundaries of which will need to be confirmed as part of the Vision Georgetown project. Section B1 of the Town's Official Plan (as amended by OPA 10) states:

***A single tier Greenlands designation in the Future Residential/Mixed Use Area of the Georgetown Urban Area implements the Regional Natural Heritage System contained in the Regional Official Plan, as amended by Regional Official Plan Amendment No. 38.***

According to Section B1 of the Halton Hills Official Plan, the intent of the 'Greenlands' designation is to ***"maintain, as a permanent landform, an interconnected system of natural and open space areas that will preserve areas of significant ecological value while providing, where appropriate, some opportunities for recreation"***. Further, Sections D6.3.4 and D6.4.4 of the Town's Official Plan (as amended by OPA 10) both state that ***"Notwithstanding the policies pertaining to the Greenlands System contained in Section B1 of this Plan, the policies of Section 118 of the Regional Official Plan shall be applicable to the Greenlands designation within the Future Residential/Mixed Use Area of this Plan"***.

This 'Greenlands' designation is shown on Schedule A3 of the Town's Official Plan (as amended by OPA 10) and in Figure 5 below.

Figure 5: The Town of Halton Hills 'Greenlands' designation, as it applies to the 'Future Residential/Mixed Use Area' (the Vision Georgetown study area)



In addition to confirming the boundaries of Natural Heritage components that are mapped on Map 1G of the ROP, it is also necessary for the Town to identify and protect other key features that are not currently mapped, in accordance with the following policies:

- Section 118 (1.1) states that when preparing Secondary Plans, local municipalities are required to **“protect, through their Official Plans and zoning by-laws, the Key Features listed in Section 115.3(1) but not mapped on Map 1G in accordance with the policies of this Plan”**.
- Section 139.12 states that local municipalities shall also ensure that **“other Key Features within the Regional Natural Heritage System that are not shown on Map 1G, or that may exist in other land use designations, are protected through appropriate Area-Specific Plans”**.

In order to identify Key Features within the ‘Regional Natural Heritage System’ that are not shown on Map 1G, the Regional Official Plan requires the completion of a Sub-watershed Study. Section 145(9) states that local municipalities are required to **“carry out, prior to or as part of an Area-Specific Plan process where applicable, Sub-watershed Studies to:**

- a) **provide an inventory of existing geology, hydrology, hydrogeology, limnology, fish habitats and other environmental data,**
- b) **establish water quality targets in accordance with the Watershed Plan,**
- c) **determine base flows to maintain water quality and existing ecological conditions,**
- d) **recommend appropriate storm water management techniques in accordance with provincial guidelines,**
- e) **refine the boundaries of the Regional Natural Heritage System and identify other constraints under which development may not be permitted, in accordance with policies of this Plan,**
- f) **provide detailed guidelines for development design and construction, and**
- g) **establish procedures for monitoring water quality and quantity before, during, and after development.**

With respect to the Town of Halton Hills Official Plan, Section G3.1 also requires the completion of a Subwatershed Study as part of the preparation of new Secondary Plans. Further, Section C7 of the Official Plan sets out a detailed set of requirements for the preparation and implementation of such studies.

It is important to note that a Subwatershed Study for the Vision Georgetown project has already been initiated. According to the Town's Terms of Reference, the purpose of the Subwatershed Study is to develop a Subwatershed Plan, which will be used to ensure the protection of natural heritage features and hydrological functions and protection against the natural hazards of flooding and erosion. The overall study will involve detailed analysis to confirm the extent of the Regional Natural Heritage System, and will assist in the identification of appropriate land use designations and policies within the Vision Georgetown study area. This study is being conducted in accordance with the requirements of Section C7 of the Halton Hills Official Plan.

The Terms of Reference for the Subwatershed Planning process also indicates that the Vision Georgetown study area (i.e., the 'Future Residential/Mixed Use Area') is located within the following subwatersheds:

- Subwatershed 5 (East Branch) of the Sixteen Mile Creek watershed, within the jurisdiction of Conservation Halton; and
- Silver Creek Subwatershed (Subwatershed 11 of the Credit Valley watershed, within the jurisdiction of Credit Valley Conservation).

As such, the Subwatershed Study will take into consideration and update existing information from key documents, such as relevant Watershed Plans prepared by a local Conservation Authority (i.e., the Sixteen Mile Creek Watershed Plan and Silver Creek Subwatershed Plan). Further, the Subwatershed Study will address best management practices including Low Impact Development Guidelines, as prepared by the Credit Valley Conservation Authority. The findings of the Subwatershed Study may have an impact on the boundaries of the Regional Natural Heritage System because the foundation for the

Subwatershed Study is a much more detailed analysis. Section 116.1 of the ROP as amended by ROPA 38 permits the refinement of the boundary of the Regional Natural Heritage System with additions, deletions and/or boundary adjustments.

### Implications of this Requirement for the Vision Georgetown Project:

- A. A single tier Greenlands designation has already been identified in the Vision Georgetown study area, which implements the 'Regional Natural Heritage System' contained in the Regional Official Plan, as amended by ROPA 38.
- B. The Vision Georgetown Subwatershed Study, as required by the ROP, has already been initiated in accordance with the requirements of Section C7 of the Town of Halton Hills Official Plan. The study will involve detailed analysis to confirm the extent of the 'Regional Natural Heritage System'. Refinements may be considered in accordance with Section 116(1) of the Region's Official Plan.
- C. The completion of the Vision Georgetown Subwatershed Study will assist with the identification of appropriate land use designations within the Vision Georgetown study area.
- D. Based on the identification of appropriate land use designations, policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands will be required. These policies must be consistent with applicable policies from the 2005 Provincial Policy Statement, as well as Section 118 of the Regional Official Plan.

### 2.3.5 Population, Housing and Employment Targets

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “*capacity targets of population, housing units and employment, including targets for Affordable Housing*”.

A significant amount of work has already been done to-date to set out the capacity targets for the Vision Georgetown study area, by the Region and the Town of Halton Hills. To present the various targets as they relate to the study area, the discussion for this particular ROP requirement is organized into the following topics:

- Population and Jobs;
- Housing Units;
- Affordable Housing Targets; and
- Retail, Commercial, and Employment Needs.

#### Population and Jobs

The Provincial the Growth Plan identifies population and employment forecasts for Halton Region, which are required to be used for planning and managing growth within the Region to 2031. According to Section 2.2.1 and Schedule 3 of the Growth Plan, the Province has forecasted an additional 130,000 people and 50,000 jobs to Halton Region between 2021 and 2031 (representing a total of 780,000 people and 390,000 jobs by 2031).

In 2009, the Region adopted ROPA 38, which, based on forecasts provided by the Growth Plan, further allocated population and employment to its local municipalities to 2031. The allocation is shown in Table 1 of Section 55 of the ROP. The Region Halton has allocated an additional 36,000 people and 23,000 jobs to the Town of Halton Hills by 2031 (representing a total population of 94,000 people and 43,000 jobs).

TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION

Municipality	Population <sup>1</sup>		Employment	
	2006	2031	2006	2031
Burlington	171,000	193,000	88,000	106,000
Oakville	172,000	255,000	82,000	127,000
Milton	56,000	238,000	28,000	114,000
Halton Hills	58,000	94,000	20,000	43,000
Halton Region <sup>2</sup>	456,000	780,000	218,000	390,000

<sup>1</sup>Population numbers in this table are “total population” numbers including approximately 4% undercoverage from the official “Census population” numbers reported by Statistics Canada.

<sup>2</sup>Totals for the Region may not add up due to rounding.

In terms of applying these targets locally, the Town of Halton Hills has implemented the Region’s population and employment allocation to the Town as a whole (as set out in ROPA 38) through Table A1A of its Official Plan (as amended by OPA 10). Table A1A is shown below.

Table A1A: Population and Employment Targets

Year	2006	2031
Population	58,000	94,000
Employment	20,000	43,000

**Note:** Population numbers are Total Population including approximately 4% undercoverage from the official Census Population reported by Statistics Canada.

Section D6.3.1, which sets out specific objectives for the 'Future Residential/Mixed Use' designation, states that it is the objective of the Town's Official Plan to **"accommodate moderate population and population-related employment growth to the 2031 planning horizon, as specified in Section A1A of this Plan"**. In order to further plan and manage growth to 2031, in 2011, the Region of Halton has also prepared a document entitled "Best Planning Estimates of Population, Occupied Dwelling Units and Employment, 2011-2031" (BPE), which provides working numbers that are intended to show when and where development is likely to take place in the Region for planning purposes. The tables below are taken from the Region's BPE, and show the total population and employment forecasts for Halton, and each of the Local Municipalities, by 5-year intervals to 2031. According to the BPE, a total of population of 91,855 people and 41,962 jobs has been identified for the Town of Halton Hills by 2031. It is noted that the population and employment forecasts in the BPE are slightly less than the Region's population and employment allocations, as set out in the ROP. This is due to the fact that the BPE projections do not take into consideration the census undercount, while the Regional Official Plan allocations do.

**TABLE 1 POPULATION**

Year	Halton	Oakville	Burlington	Milton	Halton Hills
2006	438,891	165,529	164,446	53,938	54,978
2011	493,045	174,780	173,761	88,438	56,066
2016	556,210	198,205	175,438	124,645	57,922
2021	624,094	221,826	178,847	161,750	61,672
2026	688,894	234,121	182,034	195,735	77,003
2031	752,537	246,400	186,169	228,084	91,885

**TABLE 3 EMPLOYMENT**

Year	Halton	Oakville	Burlington	Milton	Halton Hills
2006	216,403	82,089	87,854	27,232	19,228
2011	250,932	90,969	95,656	44,452	19,856
2016	288,493	106,485	98,710	62,553	20,744
2021	327,683	120,795	102,846	81,106	22,936
2026	355,710	122,578	104,145	96,631	32,356
2031	390,000	128,359	105,349	114,330	41,962

In addition to Town-wide forecasts, the Region's 2011 BPE also establishes more detailed population and employment counts for local municipalities, based on distribution by small geographic units. Looking at the small geographic units that apply to the Vision Georgetown study area specifically, the following population and employment forecasts are identified by the BPE:

- An increase of 18,857 people in the study area by 2031;
- An increase of 1,701 jobs in the study area by 2031.

However, as already noted above, the BPE population forecast does not take into consideration the census undercount and, in order to more accurately understand the forecasted population of the Vision Georgetown study area by 2031, an undercount adjustment should be made. Therefore, using the undercount adjustment rate of 3.57% (which is the rate used by Hemson Consulting Ltd. in the November 2012 Technical Report for the Greater Golden Horseshoe Growth Forecasts to 2041), the forecasted population of the Vision Georgetown study area is 19,530 people by 2031.

## Housing Units

Section D1.1 of the Town of Halton Hills Official Plan states that it is an objective of the Town to **"encourage the provision of a full range of housing opportunities to meet the Town's projected housing needs"**. To do so, an 'optimum housing mix target' for the Town as a whole is set out in Section D.1.4.7, as follows:

**The optimum housing mix target to be achieved by the 2031 planning horizon is:**

- 65 % low density housing;
- 20 % medium density housing; and,
- 15 % high density housing.

The Town's OPA 10 amended this policy to further identify a specific housing mix target for new development through intensification and greenfield development:

***This housing mix is to be achieved by targeting the following housing mix for development over the 2006 to 2031 planning period, within Halton Hills as a whole, through intensification within the Built Boundary, as well development within the Designated Greenfield Area:***

- ***46 % low density housing;***
- ***32 % medium density housing; and,***
- ***22 % high density housing.***

However, this target applies to all lands within the Built Boundary and throughout all of the Designated Greenfield Areas and a specific housing mix target for the Vision Georgetown study area has not been identified.

As part of the Region's work to identify specifically when and where development is likely to take place, the 2011 'Best Planning Estimates' also establish dwelling unit counts for its local municipalities, based on distribution by small geographic units. Again, by looking at the small geographic units that apply to the Vision Georgetown study area specifically, the following dwelling unit forecasts are identified, based on the population forecast discussed above (not including an undercount adjustment):

- ***A total of 6,768 additional residential units by 2031, consisting of:***
  - ***4,232 low density residential units (i.e., single detached and semi-detached);***
  - ***1,407 medium density residential units (i.e., townhouses and duplexes);***  
***and***
  - ***1,129 high-density residential units (i.e., apartments).***

Based on these forecasts, this BPE dwelling unit forecast can be broken down into the following housing mix for the Vision Georgetown study area:

- ***62 % low density housing;***
- ***21 % medium density housing; and,***
- ***17 % high density housing.***

## **Affordable Housing Targets**

Section 1.4.3 of the PPS requires that ***“Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by: a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.”***

The term 'Affordable' is also defined by the PPS, as follows:

- a) ***in the case of ownership housing, the least expensive of:***
  1. ***housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or***
  2. ***housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;***
- b) ***in the case of rental housing, the least expensive of:***
  1. ***a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or***
  2. ***a unit for which the rent is at or below the average market rent of a unit in the regional market area.***

Policies that specifically identify targets for affordable housing within the Region of Halton are set out in the ROP. Section 86(6) calls for the following:

- a) ***At least 30% of new housing units produced annually in Halton to be Affordable or Assisted Housing, and***
- b) ***At least 50% of new housing units produced annually in Halton to be in the form of townhouses or multi-storey buildings.***

It is noted that this target is consistent with the target set out in the Region's 2011 State of Housing Report, which further states that the Region's best opportunity to encourage more affordable housing is through the provision of affordable medium and high density housing including townhouses and other multi-storey buildings.

For clarity, the following definitions are provided in the Regional Official Plan:

- **Affordable housing means housing with a market price or rent that is affordable to households of low and moderate income spending no more than 30 percent of their gross household income (Section 214);**
- **Affordable rental housing should meet the demand of households at the low end, as described in Halton’s annual State of Housing Report, pursuant to Section 86(7). Such households would be able to afford at least three out of ten rental units on the market (Section 214); and**
- **Assisted housing means housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program (Section 214).**

In terms of the implications on the Vision Georgetown project, provision will need to be made in the Secondary Plan for affordable and assisted housing (in accordance with the definitions set out by the PPS and the ROP), with an emphasis on townhouses and multi-storey buildings. Regarding the specific targets for affordable housing, as set out by the ROP, it is noted that these targets apply to all units produced annually, Region-wide. Therefore, consideration will need to be made with respect to how the number of affordable and assisted housing units provided for in the study area contributes to achieving the Region-wide targets. As noted above, the housing mix on the Vision Georgetown lands will result in 39% of the new housing units being in medium and high-density developments.

### Retail, Commercial, and Employment Needs

As discussed above, the Region’s 2011 Best Planning Estimates forecast an increase of 1,701 jobs in the Vision Georgetown study area by 2031. With respect to the type of jobs that need to be planned for in the Vision Georgetown study area, Section D6.3 of the Town’s Official Plan states that an objective for the ‘Future Residential/Mixed Use’ designation is to accommodate moderate “population-related employment growth to the 2031 planning horizon”.

With respect to the type of jobs in the study area, the Region’s BPE analysis identified the following breakdown of jobs forecasted (by job-type) for the Vision Georgetown study area:

- **10 Industrial jobs (representing 1% of the total number of jobs forecasted);**
- **1,173 commercial jobs (representing 69% of the total number of jobs forecasted); and**
- **518 institutional jobs (representing 30% of the total number of jobs forecasted).**

In addition to forecasts dealing with number of jobs, additional work has been completed to understand land needs for population-related employment growth in the study area. In 2010, the Town of Halton Hills undertook a Retail Commercial Demand Study, which identified the amount of additional commercial floor space that would be warranted in Georgetown based on a population increment of 20,000 being allocated to the Town by 2031. The study concluded that the following breakdown of retail commercial space would be warranted (mid-range):

- **Department Store Non Food Store Retail: 83,333 sq. ft.**
- **Non Department Store Non Food Store Retail: 322,012 sq. ft**
- **Home and Auto Supply/Tires, Batteries and Accessories: 37,000 sq. ft**
- **Home Improvement: 31,000 sq. ft**
- **Supermarket: 134,000 sq. ft**
- **Specialty Food: 27,000 sq. ft**
- **Personal Service: 33,000 sq. ft**
- **Restaurant: 80,000 sq. ft**
- **Liquor/Beer/Wine: 15,000 sq. ft**

In addition, the study concluded that following additional population-related employment space was warranted:

- **Other service space: 25,863 sq. ft**
- **Financial Institution space: 28,737 sq. ft**
- **Local Office Space: 143,685 sq. ft**

The total warranted space, according to the study, adds up to approximately 865,000 sq. m. Taking into consideration existing land in the Georgetown trade area that is currently available for commercial development (a total of 214,000 sq. ft.), the study states that 651,000 sq. ft. of additional floor space would be warranted based on the population growth forecasted for the study area, which (based on a lot coverage assumption/calculation of 25%) translates to a land area requirement of 59.8 acres. The study also states that if a major retail development were to occur (as planned) at James Snow Parkway and Hwy. 401, the warranted floor space would be reduced to about 54 acres.

Taking the results of this study into consideration, the following points are noted:

1. Based on employment density calculations used for the Town's most recent Development Charges Study, 651,000 sq. ft. of additional population-related employment floor space can be translated to approximately 1,300 employees.
2. The lot coverage (25%) used to determine the land area requirement is quite low. A more efficient use of land for population related employment growth in the study area could be achieved.

### Implications of this Requirement for the Vision Georgetown Project:

- A. Population and employment capacity targets have already been established for the Town of Halton Hills and the Vision Georgetown study area.
- B. The Vision Georgetown Secondary Plan needs to accommodate for an increase of 18,857 people and 1,701 jobs in the study area is by 2031.
- C. The Vision Georgetown Secondary Plan needs to accommodate a total of 6,671 additional residential units by 2031, achieved by the following housing unit mix:
  - a) 4,232 (62%) low density residential units (i.e., single detached and semi-detached);
  - b) 1,407 (21%) medium density residential units (i.e., townhouses); and
  - c) 1,129 (17%) high-density residential units (i.e., apartments).
- D. Provision will need to be made in the Secondary Plan for 'affordable' and 'assisted' housing, with an emphasis on townhouses and multi-storey buildings. Consideration will also need to be made with respect to how the number of affordable and assisted housing units provided for in the study area contributes to achieving the Region-wide targets.
- E. The Vision Georgetown Secondary Plan needs to accommodate a total of 651,000 sq. ft. of floor area for population-related employment growth.

### 2.3.6 Land Use Patterns

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “land use patterns that promote mixed-use, compact, transit supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes”.

It is noted that the Town of Halton Hills Official Plan, as amended by OPA 10, has also included this regional requirement in its local set of requirements for the preparation of Secondary Plans in Section G3.1(j).

Further, Section 77(2.4) of the ROP sets out additional requirements for development occurring in Designated Greenfield Areas, which focus on creating land use patterns that promote the same general elements identified in the ROP requirement:

- a) *Contribute towards achieving the development density target of Table 2;*
- b) *Contribute to creating healthy communities;*
- c) *Create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;*
- d) *Provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and*
- e) *Create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.*

At the Provincial level, it is further noted that both the Provincial Policy Statement and the Growth Plan also set out similar policy direction with respect to creating land use patterns that will achieve the same general elements. In fact, sub-sections (b) to (e) of Section 77(2.4) of the Regional Official Plan (above) are the same requirements as set out in Section 2.2.7 of the Growth Plan. Further, Section 1.1 of the PPS (‘Managing and Directing Land Use to Achieve Efficient

Development and Land Use Patterns’) states that:

*Healthy, liveable and safe communities are sustained by:*

- a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;*
- c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *Promoting cost-effective development standards to minimize land consumption and servicing costs;*
- f) *Improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers which restrict their full participation in society; and*
- g) *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

Finally, Section D6.3 of the Town’s Official Plan sets out the following list of objectives for the ‘Future Residential/Mixed Use’ area that currently applies to the Vision Georgetown study area:

- a) *Accommodate moderate population and population-related employment growth to the 2031 planning horizon, as specified in Section A1A of this Plan;*
- b) *Ensure that the new development area is integrated into the fabric of the existing community of Georgetown;*
- c) *Ensure that the new development area is developed as a complete community, with compact pedestrian-friendly neighbourhoods, a mix of housing types, community facilities, commercial centres, and open spaces;*
- d) *Ensure a high standard of urban design; and,*
- e) *Adhere to the community design principles for new communities contained in Section F3 of this Plan.*

Again, many of these broad objectives deal with the planning themes identified in the ROP requirement.

Clearly, there is consistency and support among all three levels of government when it comes to their respective policies and requirements for establishing land use patterns for new communities. All of the policy excerpts above generally intend to achieve the following objectives:

- A mix of uses, including locations for public and community facilities;
- Compact form;
- Support for transit; and
- Walkability.

However, the policies and requirements are not necessarily set out in terms of concrete directions and development outcomes. Therefore, in order to understand the direct implications for the Vision Georgetown planning process, additional policies from the relevant Plans and other planning documents need to be considered with respect to how land use patterns in the study area should be planned, designated, and designed to achieve these objectives. Specific policies include:

- Density targets (as discussed in Section 2.3.9 of this Report) that have been established for the Vision Georgetown study area, as outlined in:
  - Section 2.2.7.2 of the Growth Plan;
  - Section 77(2.4) and Table 2 of the Regional Official Plan; and
  - Section D6.2 of the Town of Halton Hills Official Plan.
- The housing mix target as set out in Section D.1.4.7 of the Town of Halton Hills Official Plan (as discussed in Section 2.3.5 of this Report).
- The following Community Design Principles for Greenfield Areas from Section F3 of the Town of Halton Hills Official Plan:

- *Residential development shall include a combination of housing types, with a range of densities that implement the housing objectives and policies of this Plan;*
- *High density housing shall be located on arterial and collector roads to ultimately facilitate the establishment of public transit and a pedestrian oriented environment;*
- *New development areas shall be integrated with existing built-up areas;*
- *New subdivision streets should align in a grid pattern to create appropriately sized development blocks and to promote traffic permeability and street connectivity;*
- *Open space and parkland areas shall integrate with adjacent development areas and provide a range of active and passive recreational opportunities;*
- *Where appropriate, employment lands shall be buffered from residential development by a variety of measures such as roads, landscaping, natural heritage areas, and parkland and community facilities;*
- *Collector roads shall be provided approximately mid-block between arterial roads to promote traffic connectivity, and ultimately the establishment of public transit, when feasible.*

In addition to these policies, it is also noted that the Region of Halton has prepared a Draft set of 'Healthy Communities Guidelines' in accordance with Section 152 of the ROP, as amended by ROPA 38, which are intended to **"establish concrete policy directions and tangible development outcomes for new communities in the Region"**. They identify specific goals and measures that can be implemented by local municipalities to implement the policies of ROPA 38. Section 152(2) requires Local Municipalities to have regard for the Healthy Communities Guidelines as part of the preparation of Secondary Plans.

The following tables (Table 2) highlight key measures from the Draft 'Healthy Communities Guidelines' that deal directly with a) the identification of land use patterns in new communities; and b) how the objectives identified in 77(5) of the ROP can be achieved. These measures should be implemented, where appropriate, as part of the Vision Georgetown planning process.

Table 2: Applicable Measures from the Draft Regional Healthy Communities Guidelines

Attribute	Element	Measure
Built Environment	Compact Development	<p>c. Designated Greenfield Areas planned at a development density that will assist in achieving a minimum density target of not less than 50 residents and jobs combined per gross hectare across the Region. The development density targets for each Municipality are outlined in Table 2 of ROPA 38.</p> <p>f. Development densities that will support existing and planned transit services. Projects within 400 metres of a transit station should have an overall density of at least 50 units per net hectare. Projects at major transit stations should be striving for densities of 100 units per net hectare where access to the highest order transit is maximized.</p> <p>g. Greater land use efficiency and convenience could encourage new housing close to transit facilities and within mixed-use centres to support transit and pedestrian mobility choices, ultimately reducing car use and significantly reducing air pollution.</p> <p>h. Higher densities, major office, retail and major institutional uses placed along mixed use corridors, transit corridors and in close proximity to public open spaces.</p>
	Community Structure	<p>a. Phase development of a new community appropriately to provide connections to adjacent development, existing neighbourhoods and future phases.</p> <p>b. Provide convenient transit and a grid network of streets to ensure strong links, accessibility and route choices between neighbourhood centres. Local streets should connect directly with the neighbourhood centre or mixed use node.</p> <p>c. Provide for a community structure that can accommodate a range of uses and in central areas, be flexible to change over time.</p> <p>d. Centrally locate mixed use nodes in the community to provide for major services and higher order transit within approximately 800 metres (10 minute walk) of residences.</p> <p>e. Provide well distributed neighbourhood centres to support walking, cycling and transit within the community.</p> <p>f. Establish a central focus to the neighbourhood which is safe, lively and attractive and acts as a community focus with a compatible mix of uses, including retail and a community facility such as an urban square or park.</p>
	Diversity of Uses	<p>c. Designated Greenfield Areas within the Urban Area under Section 77(2.4) d) are required to "Provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods."</p> <p>d. Local Municipalities need to provide for a variety and balance of land uses in a plan area through Official Plan policies and Zoning By-laws to meet the mixed use objectives of the Region.</p> <p>e. A number of higher order diverse uses need to be provided, such as major transit, arterial roads, open space and institutional facilities, to ensure a variety of land uses within 800 metres (10 minute walk) for residents.</p> <p>f. Cluster diverse land uses in neighbourhoods and mixed use nodes/corridors to ensure the availability, accessibility and convenience of destinations and facilities for residents. Office, retail and service commercial uses need to be clustered at collector roads and other key locations along arterial roads.</p>
	Walkable and Connected	<p>b. Internal connectivity and connections to the community at large need to be considered, taking into account existing and proposed urban structure of adjacent and adjoining areas. The street and block pattern needs to allow for an interconnected network of sidewalks, bicycle routes, transit, multi-use trails, on-road bicycle lanes and off-road separated paths to ensure proper integration with surrounding neighbourhoods, the natural heritage system where feasible and a variety of destinations, allowing for continuous movement throughout the community.</p> <p>e. Neighbourhood permeability can be provided using block lengths of 150 to 180 metres in length (no more than 250 metres) to promote active transportation and dispersed traffic movements. Street block length is generally shorter closer to neighbourhood centres. Where rear lanes are used, the maximum lane length is 180 metres or follows emergency services standards.</p>
	Schools	<p>d. Minimize the land area required for school sites in order to promote compact development and conserve land. School Boards are encouraged to build more compact facilities including multi-storey elementary schools and buildings located close to the street to promote less land consumptive practices.</p>
	Mixed Use Opportunities	<p>b. Mixed use allows for a diversity of residential and commercial uses to be integrated in buildings providing for the efficient use of municipal services and infrastructure. Mixed use buildings with retail at grade are encouraged in Mixed Use Nodes and neighbourhood centres.</p>

Attribute	Element	Measure
Mobility	Active Transportation	d. Design communities with a typical walking distance of 400 metres (5 minutes) to local transit and daily activities, or 800 metres (10 minutes) to a higher order transit and mixed use node or centre.
	Transit Accessibility	c. The walking distance for residents should generally be 400 metres (5 minute walk) to an existing or proposed local bus route or, alternatively, 800 metres (10 minute walk) to higher order transit.
	Transit Nodes	b. In accordance with Section 143(5), "Require all new urban development to consider in its design the provision of safe and accessible active transportation facilities and access to public transit services, or transit stops where they are likely to be located, within a walking distance of 400m."
	Pedestrian and Cycling Routes	d. Neighbourhood and community plans should accommodate a cycling network that includes bike lanes and off-road cycling or multi-use trails. The network should connect to existing bike lanes and trails and follow the standards of the Local Municipalities.
Human Services	Co-location and Integration of Services	<p>a. The built environment impacts human development and neighbourhood design affects opportunities for social interactions. By promoting mixed-use neighbourhoods with a mix and diversity of housing, that are walkable with connected public gathering places, opportunities for social interaction are increased and services can be provided within easy walking distance or by use of public transit.</p> <p>b. Local Official Plans and Zoning By-laws should promote the coordination of the shared use of land or facilities by compatible uses or activities through land use regulatory tools. A designation should be created that permits a mix of land uses. A 'Community Amenity Area' is a multi-use, multi-purpose centre offering a diverse range of retail, service, community, institutional and recreational uses serving several nearby residential and/or business areas. Community Amenity Areas are to function as significant and identifiable focal points for the areas served.</p> <p>c. In accordance with Section 158(2), human support services and facilities in local communities need to be located in areas easily accessible by public transit.</p> <p>d. In support of the 'hub model', Local Municipalities need to encourage the integration and co-location of human services facilities that respond to the needs of the neighbourhood, where appropriate.</p> <p>e. Emphasize the critical importance, from a land use perspective, of including social infrastructure or human services, as part of a long term strategy when planning and designing for future communities.</p>
	Social, Cultural and Recreation Services	<p>CULTURAL AND RECREATIONAL SERVICES</p> <p>c. Co-locate cultural and recreational facilities to encourage shared facilities and access to a number of services in one location which ensures reduced parking standards, promotes compact development and reduces automobile use.</p> <p>PLACES OF WORSHIP</p> <p>a. Locate sites on arterial or collector roads and along public transit routes in order to maximize transit ridership, ensure accessibility and provide terminus views of an important architectural feature.</p> <p>b. In mixed use areas, the joint use of place of worship parking areas with adjacent uses is encouraged in order to reduce land requirements and promote compact development.</p> <p>COMMUNITY CENTRES AND LIBRARIES</p> <p>b. Where possible, co-locate community parks, community centres and libraries to facilitate shared parking in order to reduce the land required for surface parking lots. Parking should also be maximized within the street right of way.</p>
	Health and Public Safety	c. Place health care services in locations that are accessible by active transportation and public transit, located on a transit corridor or near a transit node to ensure that resident's have access to an adequate level of care.
	4. Education	<p>b. School sites should not be located adjacent to the following uses, where possible:</p> <ul style="list-style-type: none"> <li>• Commercial, industrial and agricultural uses;</li> <li>• Woodlots and stormwater management ponds;</li> <li>• Railway lines, arterial roads and airports; and,</li> </ul>

Attribute	Element	Measure
Economy	Mixed Use/Live Work	<ul style="list-style-type: none"> <li>• <i>Utility transmission corridors, including gas pipelines and hydro corridors.</i></li> <li>a. <i>In Local Official Plans encourage the development of a residential designation that permits live-work units to provide a mixed use, compact and pedestrian supportive environment that is privately built and supported by the market place. The units can be used initially as all residential and then transition to ground floor retail as market demand changes in the area. This designation permits adaptability and change without imposing issues of parking or conflicts of suitability in built form and use.</i></li> <li>d. <i>Promote live-work development adjacent to and within neighbourhoods. Locate along collector roads, transit routes, or at the gateway to a neighbourhood. Strategically located along a central spine (i.e. main street or bus corridor), these units provide not only higher densities to help support transit systems but a diverse range of shops and services that are within a convenient walk of the majority of adjacent residential neighbourhoods.</i></li> </ul>
	Neighbourhood Jobs	<ul style="list-style-type: none"> <li>c. <i>In accordance with Sections 77(2.4) and 78(4) of ROPA 38, the Region requires development occurring in Intensification Areas and Designated Greenfield Areas to provide a diverse and compatible mix of land uses, including residential and employment uses to support vibrant neighbourhoods.</i></li> </ul>

### Implications of this Requirement for the Vision Georgetown Project:

A. When developing the overall land use patterns for the Vision Georgetown study area, the following objectives must be achieved:

- a) A mix of uses, including locations for public and community facilities;
- b) Compact form;
- c) Support for transit; and
- d) Walkability.

B. These objectives will be achieved by implementing the following measures, where appropriate, as part of the Vision Georgetown planning process:

- a) Meeting development densities and housing mix requirements as set out by various Plans;
- b) Establishing mixed-use designations, mixed-use corridors, and/or mixed-use nodes as part of the community structure;
- c) Ensuring that the land use patterns, densities, and transportation network supports future public transit;
- d) Ensuring that as many uses as possible are located within walking distance of as many of the new residents as possible;
- e) Providing internal connectivity and by connections aligning streets in a grid pattern and minimizing block lengths; and
- f) Co-locating public facilities (such as schools, community centres, and libraries) in order to create 'Community Hubs'.

### 2.3.7 Residential and Employment Lands

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “location, types and density of residential and employment lands that contribute to creating healthy communities through:

- a) Urban design;
- b) Diversity of land uses;
- c) Appropriate mix and densities of housing;
- d) Provision of local parks and open space;
- e) Strengthening live-work relationship through a proper balance of residential and employment land uses; and
- f) Promoting active transportation and public transit use.”

It is noted that the Town of Halton Hills Official Plan, as amended by OPA 10, has also included this regional requirement in its local set of requirements for the preparation of Secondary Plans in Section G3.1(k).

There is considerable overlap between this requirement and the requirement discussed in Section 2.3.8 of this report, which generally deals with creating land use patterns that achieve the following objectives:

- A mix of uses, including locations for public and community facilities;
- Compact form;
- Support for transit; and
- Walkability.

Therefore, the discussion from Section 2.3.8 of this report dealing with relevant

policies from Regional, Provincial, and local Plans also applies here, including reference to the following specific policy Sections:

- Section 77(2.4) of the ROP, which sets out requirements for development occurring in Designated Greenfield Areas;
- Section 2.2.7 of the Growth Plan, which also sets out requirements for development in Designated Greenfield Areas;
- Section 1.1 of the PPS, which deals with ‘Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns’; and
- Section D6.3 of the Town’s Official Plan, which sets out a list of objectives for the ‘Future Residential/Mixed Use’ area that currently applies to the Vision Georgetown study area.

As well, the summary of measures from the ‘Healthy Communities Guidelines’ that is also discussed in Section 2.3.8 of this report also applies.

That said, there are also two key areas of emphasis in this ROP requirement that require additional discussion:

1. Identifying the location, types and density of residential and employment lands; and
2. Ensuring that residential and employment lands contribute to creating ‘healthy communities’.

This Section is therefore organized accordingly.

#### **Identifying the location, types and density of residential and employment lands**

##### ***Location***

In respect to identifying the specific location of Residential and Employment lands, this will be undertaken in Phase 2 and 3 of the Vision Georgetown Project. Based on public consultation in Phase 2, a Land Use Concept will be developed,

which will identify the general locations of both residential and employment lands (which in the case of Vision Georgetown is land set aside for population-related employment), in addition to other important community land uses that are required. The Land Use Concept will form the basis for the development of more detailed Land Use Alternatives in Phase 4, and ultimately a Preferred Land Use Alternative that is included within the Vision Georgetown Secondary Plan.

As part of this exercise, all of the goals, objectives, policies, and specific requirements of the Province, Region, and Town as summarized in this report will be an important basis. The policy framework in its entirety, as discussed throughout this Report, will guide the development of a Land Use Concepts and a Preferred Alternative.

### **Types**

In terms of the specific types of Residential and Employment lands, there are a number of key policies and requirements set out in the applicable policy framework that will define what the Vision Georgetown Secondary Plan provides for in the study area. As a basic starting point, Section D.6.3.1 of the Town of Halton Hills sets out objectives for the 'Future Residential/Mixed Use Area' designation, which states that the study area will accommodate:

- A mix of housing types; and
- Population-related employment growth.

In terms of housing types, housing mix targets have been set out by both Halton Region and the Town of Halton Hill that need to be accommodated in the study area. The full discussion of housing mix targets is provided in Section 2.3.5 of this Report; however, the following points summarize the housing unit mix that has been identified for the study area:

- a) 62% low density residential units (i.e., single detached and semi-detached);
- b) 21% medium density residential units (i.e., townhouses); and
- c) 17% high-density residential units (i.e., apartments).

Regarding the type of employment growth (as further discussed in Section 2.3.5), the Region's BPE analysis identified the following breakdown of jobs forecasted (by job-type) for the Vision Georgetown study area:

- Industrial jobs (representing 1% of the total number of jobs forecasted);
- Commercial jobs (representing 69% of the total number of jobs forecasted); and
- Institutional jobs (representing 30% of the total number of jobs forecasted).

### **Density**

Density targets have already been established for the Vision Georgetown study based on the following parameters;

- A minimum density target of 50 people and jobs per hectare to be achieved across the Region of Halton, as set out by the Province;
- A minimum density target of 39 people and jobs per hectare to be achieved in the designated greenfield areas in the Town of Halton Hills, as set out by the Region; and
- A minimum density target of 55-60 people and jobs per hectare to be achieved within the Vision Georgetown lands, as set out by the Town of Halton Hills.

Further, based on the overall size of the study area (taking into consideration total size of the Regional Natural Heritage Strategy), and the population and employment capacity targets (not taking into consideration the census undercount) that have already been established for the study area, a minimum density target of approximately 60 to 65 people and jobs per hectare applies to the study area. This is discussed in greater detail in Section 2.3.9 of this report.

### **Ensuring that residential and employment lands contribute to creating 'healthy communities'**

Section 77(2.4) of the ROP states that it is a policy of the Region to “**require development occurring in Designated Greenfield Areas to contribute to creating**



**healthy communities.”** To help explain its vision for ‘healthy communities’, Section 31 of the ROP also states:

**A healthy community is one:**

1. ***That fosters among the residents a state of physical, mental, social and economic well-being;***
2. ***Where residents take part in, and have a sense of control over, decisions that affect them;***
3. ***That is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;***
4. ***Where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;***
5. ***Where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and***
6. ***Where the principles of sustainability are embraced and practiced by residents, businesses and governments.***

The Region of Halton has prepared a set of ‘Healthy Communities Guidelines’ in accordance with Section 152 of the ROP, as amended by ROPA 38, which are intended to “***establish concrete policy directions and tangible development outcomes for new communities in the Region***”. They identify specific goals and measures that can be implemented by local municipalities to implement the

policies of ROPA 38. Section 152(2) also requires Local Municipalities to have regard for the Healthy Communities Guidelines as part of the preparation of Secondary Plans.

The following tables (Table 3 and Table 4) highlight key measures from the ‘Healthy Communities Guidelines’ that address planning approaches and issues, such as:

- a) Urban design;
- b) Diversity of land uses;
- c) Appropriate mix and densities of housing;
- d) Provision of local parks and open space;
- e) Strengthening live-work relationship through a proper balance of residential and employment land uses; and
- f) Promoting active transportation and public transit use.

The tables are organized by 1) measures that apply to residential lands; and 2) measures that apply to employment lands.

All of the measures included in the table are taken from the Region’s ‘Healthy Communities Guidelines’ and should be implemented, where appropriate, as part of the Vision Georgetown planning process in order to ensure that residential and employment lands in the study area contribute to creating ‘healthy communities’.

Table 3: Measures that apply to Residential Lands

Attribute	Element	Measure
Built Environment	Community Structure	g. Create accessible, pedestrian-oriented, residential areas that are distinct in character and harmonious with the larger neighbourhood.
	Walkable and Connected	a. Residential buildings located within a 200 metre walking distance (3 minute walk) for each sub-neighbourhood focal point, such as a parkette. A typical walking distance of 400 metres (5 minute walk) to daily activities, such as transit, active parks and modest services (i.e. convenience store, dry cleaning), or 800 metres (10 minute walk) to higher order transit, a fresh food source, or community centre.
	Diversity of Housing	<p>a. Residential buildings located within a 200 metre walking distance (3 minute walk) for each sub-neighbourhood focal point, such as a parkette. A typical walking distance of 400 metres (5 minute walk) to daily activities, such as transit, active parks and modest services (i.e. convenience store, dry cleaning), or 800 metres (10 minute walk) to higher order transit, a fresh food source, or community centre.</p> <p>b. Internal connectivity and connections to the community at large need to be considered, taking into account existing and proposed urban structure of adjacent and adjoining areas. The street and block pattern needs to allow for an interconnected network of sidewalks, bicycle routes, transit, multi-use trails, on-road bicycle lanes and off-road separated paths to ensure proper integration with surrounding neighbourhoods, the natural heritage system where feasible and a variety of destinations, allowing for continuous movement throughout the community.</p> <p>c. Minimize the use of cul-de-sacs, except where necessary due to grading and topography, or at view terminus sites.</p> <p>d. The design of the street layout needs to ensure efficient walking routes to schools, centres, transit and other key destinations with sidewalks provided on both sides of the street.</p> <p>e. Neighbourhood permeability can be provided using block lengths of 150 to 180 metres in length (no more than 250 metres) to promote active transportation and dispersed traffic movements. Street block length is generally shorter closer to neighbourhood centres. Where rear lanes are used, the maximum lane length is 180 metres or follows emergency services standards.</p> <p>f. Traffic calming measures should be encouraged such as rumble strips, speed humps on local roads, crosswalks, on-street parking, public laneways and traffic circles to reduce vehicular traffic speeds and to ensure safe walking and active transportation environments.</p>
	Mixed Use Opportunities	b. Mixed use allows for a diversity of residential and commercial uses to be integrated in buildings providing for the efficient use of municipal services and infrastructure. Mixed use buildings with retail at grade are encouraged in Mixed Use Nodes and neighbourhood centres.
Mobility	Universal Accessibility	c. Permit or require housing for seniors and people with disabilities in locations that are safe and close to amenities.
	Pedestrian and Cycling Routes	d. Neighbourhood and community plans should accommodate a cycling network that includes bike lanes and off-road cycling or multi-use trails. The network should connect to existing bike lanes and trails and follow the standards of the Local Municipalities.
Natural Environment and Open Space	2. Hierarchy of Parks	<p>NEIGHBOURHOOD PARK</p> <p>a. The neighbourhood park should provide opportunities for active and passive recreation for surrounding residents within a 400 to 800 metre distance (5 to 10 minute walk).</p> <p>b. The neighbourhood park should be centrally located and at the terminus of major streets.</p> <p>PARKETTE/VILLAGE SQUARE</p> <p>a. Parkettes/Village Squares provide passive open space areas which are intended to serve as focal points within sub-areas of each neighbourhood.</p>
Human Services	2. Social, Cultural and Recreation Services	<p>SPECIAL NEEDS HOUSING: Social Housing, Long-term Care Homes, Special Needs Housing, Emergency Housing, Group Homes</p> <p>A diverse range of special needs housing should be available within the Region to address community needs. A number of current housing options exist in the Region through Halton's Housing division (<a href="http://www.halton.ca/livinginhalton/housing/">http://www.halton.ca/livinginhalton/housing/</a>) with the services and programs defined as follows:</p> <ul style="list-style-type: none"> <li>Housing for those with Special Needs</li> </ul>

Table 3: Measures that apply to Residential Lands

Attribute	Element	Measure
		<ul style="list-style-type: none"> <li>Housing for those with Special Needs, including youth, supportive housing for seniors, those with mental health issues, those who are developmentally delayed, physically disabled, require wheelchair accessible units, or other special needs.</li> <li>Halton Community Housing Corporation (HCHC)</li> <li>Halton Community Housing Corporation provides housing to families, seniors, couples, single people and people with special needs in a variety of housing forms including townhouses, apartments as well as single and semi-detached dwellings. Most of the housing is available on a rent-geared-to-income basis.</li> <li>Emergency Shelter</li> <li>The Emergency Shelter program may provide temporary crisis accommodations to Halton Region residents who are homeless and need emergency shelter that cannot be met through personal resources (financial, family and friends, available professional resources, etc.)</li> <li>Subsidized Housing</li> <li>Halton Region's Subsidized Housing program, also known as rent-geared-to-income (RGI), provides safe, well-maintained rental housing for people with low and moderate incomes.</li> </ul> <p>Local Municipalities should encourage the following:</p> <ol style="list-style-type: none"> <li>In accordance with Section 85(6), "To integrate Assisted and Special Needs Housing with Market Housing."</li> <li>In consideration of Section 86(16), "Encourage the Local Municipalities and other commenting agencies to expedite planning approvals and provide other incentives in the provision of Assisted, Affordable and Special Needs Housing and further to give priority to planning approval of those receiving government funding."</li> <li>In accordance with Section 86(22), "Require Local Official Plans and Zoning By-laws to permit Special Needs Housing as of right in all residential neighbourhoods subject to reasonable planning standards and design criteria."</li> <li>Encourage innovation in housing forms, standards, and zoning by-laws to encourage the provision of affordable housing and rental units.</li> </ol>
	Health and Public Safety	<p><b>HEALTH SERVICES</b></p> <p>Create opportunities for social interaction by providing gathering spaces and parkettes within 200 to 400 metres (3 to 5 minute walk) of dwelling units.</p> <ol style="list-style-type: none"> <li>Consider other physical design measures where appropriate to calm traffic and promote pedestrian safety: crosswalks, sidewalks and/or multi-use paths, human scale, lighting, transparency (perceive activity beyond edge of street), accessibility, on-street parking, posted travel speeds, and short residential blocks.</li> </ol>
Economy	Mixed Use/Live Work	<ol style="list-style-type: none"> <li>In Local Official Plans encourage the development of a residential designation that permits live-work units to provide a mixed use, compact and pedestrian supportive environment that is privately built and supported by the market place. The units can be used initially as all residential and then transition to ground floor retail as market demand changes in the area. This designation permits adaptability and change without imposing issues of parking or conflicts of suitability in built form and use.</li> <li>Promote live-work development adjacent to and within neighbourhoods. Locate along collector roads, transit routes, or at the gateway to a neighbourhood. Strategically located along a central spine (i.e. main street or bus corridor), these units provide not only higher densities to help support transit systems but a diverse range of shops and services that are within a convenient walk of the majority of adjacent residential neighbourhoods.</li> </ol>
	Neighbourhood Jobs	<ol style="list-style-type: none"> <li>In accordance with Sections 77(2.4) and 78(4) of ROPA 38, the Region requires development occurring in Intensification Areas and Designated Greenfield Areas to provide a diverse and compatible mix of land uses, including residential and employment uses to support vibrant neighbourhoods.</li> </ol>
Food Security	Retail Food Options Such as	<ol style="list-style-type: none"> <li>Land use planning can assist with increasing access to healthy foods through the provision and placement of food markets in urban areas. Encourage adequate provision of food/grocery stores that are accessible by walking and transit in all residential areas.</li> </ol>

Table 3: Measures that apply to Residential Lands

Attribute	Element	Measure
	Small, Medium & Large Grocery Stores	

Table 4: Measures that apply to Employment Lands

Attribute	Element	Measure
Economy	Retail / Commercial / Service	<p>In accordance with Section 170(12) of ROPA 38, "Encourage the Local Municipalities to: a) ensure, through studies, land designation and revisions to their Zoning By-laws, that retail needs of residents are satisfied within the municipality or Halton."</p> <p>Local Municipalities need to maintain a variety of commercial areas to provide a broad range of retail goods and services. To provide for a greater level of accessibility, the commercial areas are to be distributed throughout communities.</p> <p>c. Major concentrations of commercial facilities serving the broader regional community, should cluster at intersections with collector roads and key locations along arterial roads with proximity to highway access.</p> <p>d. Commercial buildings should address the street with well landscaped open spaces and parking areas. Opportunities to provide more compact building forms should be considered, including multi-storey stores and reduced building setbacks.</p> <p>e. In a retail/commercial district one type of land use may dominate. Provision should be made for a mix of land uses and unit sizes to the extent possible, to increase diversity and flexibility.</p>
	Mixed Use/Live Work	<p>a. In Local Official Plans encourage the development of a residential designation that permits live-work units to provide a mixed use, compact and pedestrian supportive environment that is privately built and supported by the market place. The units can be used initially as all residential and then transition to ground floor retail as market demand changes in the area. This designation permits adaptability and change without imposing issues of parking or conflicts of suitability in built form and use.</p> <p>c. Provision of lay-by parking is encouraged to create an active streetscape. Rear lanes should be used for live-work units in order to minimize the number of driveways along the street for small, multiple mixed use sites.</p> <p>d. Promote live-work development adjacent to and within neighbourhoods. Locate along collector roads, transit routes, or at the gateway to a neighbourhood. Strategically located along a central spine (i.e. main street or bus corridor), these units provide not only higher densities to help support transit systems but a diverse range of shops and services that are within a convenient walk of the majority of adjacent residential neighbourhoods.</p> <p>c. In accordance with Sections 77(2.4) and 78(4) of ROPA 38, the Region requires development occurring in Intensification Areas and Designated Greenfield Areas to provide a diverse and compatible mix of land uses, including residential and employment uses to support vibrant neighbourhoods.</p>

## Implications of this Requirement for the Vision Georgetown Project:

- A. The development of a Land Use Concept and Preferred Alternative, which will occur during Phase 2 and 4, will identify the specific location of Residential and Employment lands. All of the goals, objectives, policies, and specific requirements of the Province, Region, and Town as summarized in this report will be an important basis for this task.
- B. In terms of the type of Residential and Employment lands, the 'Future Residential/Mixed Use Area' designation is already required to accommodate a mix of housing types, and population-related employment growth by Section D6.3.1 of the Town's Official Plan. Section 2.3.5 of this report provides additional information on the housing unit mix and breakdown of job types already forecasted for the study area.
- C. Density targets have already been set out for the study by applicable Provincial, Regional and local planning documents. Section 2.3.9 of this report provides a detailed discussion of these density targets.
- D. Development within the study area will contribute to creating a healthy community by implementing the following measures (in addition to those identified in the previous Section of this Report dealing with land use pattern), where appropriate, as part of the Vision Georgetown planning process:
  - Creating residential and employment areas that are safe, comfortable, and convenient for pedestrians;
  - Providing opportunities for social interaction within residential and employment areas;
  - Providing a wide range of housing for all ages and incomes, including assisted and special needs housing;
  - Providing walking trails and creating a cycling network that includes bike lanes, off-road cycling, and multi-use trails, which will provide internal connectivity within, and connections to, residential and employment areas;
  - Ensuring that there are many parks and open spaces of different sizes and types throughout the community;
  - Providing opportunities for live/work development;
  - Ensuring that food and grocery stores are within walking distance to as many residents as possible; and
  - Clustering commercial areas at intersections and at key locations along arterial roads.

## 2.3.8 Compatibility

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “consideration for land use compatibility in accordance with Regional and Ministry of the Environment Guidelines”.

As a starting point for this discussion, it is noted that the 2005 PPS sets out the importance of considering land use compatibility in making decisions with respect to land use patterns, from the perspective of building strong communities. Section 1.1.1 of the PPS states:

***“Healthy, liveable and safe communities are sustained by:***

***c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns.”***

Further, Section 1.7.1 considers the economic importance of considering compatibility in land use decisions:

***“Long-term economic prosperity should be supported by:***

***e) Planning so that major facilities (such as airports, transportation/transit/rail infrastructure and corridors, intermodal facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries and resource extraction activities) and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety.”***

It is also noted that, Section 1.7.1 of the PPS uses the term ‘adverse effects’, which is defined in the Environmental Protection Act (under the responsibility of the Ministry of the Environment (MOE)) as one or more of:

- a) Impairment of the quality of the natural environment for any use that can be made of it;***
- b) Injury or damage to property or to plant or animal life;***

- c) Harm or material discomfort to any person;***
- d) An adverse effect on the health of any person;***
- e) Impairment of the safety of any person;***
- f) Rendering any property or plant or animal life unfit for human use;***
- g) Loss of enjoyment of normal use of property; and***
- h) Interference with the normal conduct of business.***

In the early 1990's, the MOE released a number of Guidelines that were intended to inform the preparation of Official Plan policy on land use compatibility and to assist decision makers with the making of Planning Act decisions involving potentially incompatible uses and the determination of ‘adverse effects’. Specifically, Guideline D-6 was prepared by the MOE in order to ***“prevent or minimize the encroachment of sensitive land uses upon industrial land use and vice versa, as these two types of land uses are normally incompatible, due to possible adverse effects on sensitive land use created by industrial operations.”*** Further, according to the synopsis section of Guideline D-6, ***“the Guideline is intended to apply when a change in land use is proposed, and the range of situations are set out in Section 2.0 (Application) of Guideline D-1.”***

Guideline D-1 is a separate document that sets out supporting guidelines for the implementation of Guideline D-6. The following points are highlighted from Guideline D-1:

- According to Section 2.1, the Guideline is applicable when a new sensitive land use is proposed within the influence area or potential influence area of an existing facility and/or a new facility is proposed where an existing sensitive land use would be within the facility’s influence area or potential area; and
- According to Section 2.2 the Guideline applies when a change of land use ***“places or is likely to place sensitive land use within the influence area or potential influence area of a facility.”*** It then goes on to indicate that the Guidelines should be considered when policies, guidelines and programs are being formulated, when general land use plans are being prepared, and in response to site specific requests for development approvals.

There are also Regional requirements dealing with land use compatibility that need to be considered. In December 2012, the Region of Halton released 'Draft Land Use Compatibility Guidelines'. The purpose of the guideline document is to protect and improve the health and quality of life of the people that live, work, attend school and visit the Region of Halton. Section 1.2 of these Draft Guidelines state that ***“the guidelines clearly establish when a proposed development presents compatibility issues and requires further analysis to accompany applications and, alternatively, when no compatibility issues are present and no further analysis of land use compatibility is required.”***

In addition to the Provincial and Regional Guidelines, the Town of Halton Hills Official Plan also includes policies dealing with land use compatibility. Specifically Section C14 of the Town's OP states: ***“Land uses such as residential, schools, hospitals, and day nurseries, are considered sensitive to noise, vibration, odour or other emissions associated with various types of industries. It is a policy of this Plan that incompatible land uses be separated or otherwise buffered from each other.”***

Section C14 requires that ***“where a proposed development is located adjacent to a potentially incompatible land use, an assessment of the compatibility of the proposal shall be required in accordance with guidelines prepared by the Ministry of Environment.”*** More detailed requirements for completing the assessment are further set out in the OP, as follows:

- Section C14 states that the assessment ***“shall be prepared to the satisfaction of Council and the appropriate agencies and shall include recommendations on how the impacts can be mitigated. The approval of development proposals shall be based upon the achievement of adequate separation distances and the implementation of the recommendations of the required studies.”***
- Section G12 provides the following additional explanation and requirements for preparing a Land Use Compatibility Assessment: ***“The intent of such an assessment is to describe and review the potential impacts of proposed sensitive land uses on existing industrial uses or the impacts of existing industrial uses on proposed sensitive land uses, in terms of noise, dust, odour and similar items in accordance with Ministry of Environment Guidelines. Such an assessment may include a Noise Impact and Vibration***

***Study. The requirements for carrying out such an assessment are contained in Section C14 of this Plan.”***

Taking into consideration the relevant policies and guidelines, as summarized above, and based on a review of the land uses within and surrounding the Vision Georgetown Secondary Plan area, there do not appear to be any potential land use compatibility issues.

However, it should be noted that, in accordance with the Region's 'Draft Land Use Compatibility Guidelines', Regional arterial roads that border the Vision Georgetown lands will require additional consideration as the Secondary Plan project progresses. According to the Region of Halton Official Plan, Trafalgar Road, 5 Side Road, Eighth Line, and 10 Side Road are considered Regional arterial roads. The Region's Draft Guidelines indicate that an assessment may be required for new development within 30 metres of the right-of-way of a Regional arterial road, in order to determine whether proposed land uses are compatible with the function of the arterial road. In the case of mid and high rise residential buildings and mixed use buildings that are proposed within 30 metres of a Regional arterial road, mitigating measures will allow for separation distances to be reduced.

Based on the current applicable planning framework and general objective of more efficient land use and development patterns, particularly along Regional roads, it is likely that most of the development along the Regional road frontages within the Vision Georgetown study area will be occupied by Medium or High Density Residential development or mixed use development. As such, according to the Draft Regional Guidelines, mitigation measures would therefore be considered during the review of plans of subdivision, or when individual applications for development are considered. In the case where Low Density Residential development may be proposed adjacent to an arterial road in the study area, it is anticipated that more detailed study will be required during the approvals process in order to mitigate impacts of the Regional arterial road on the proposed development.

### Implications of this Requirement for the Vision Georgetown Project:

- A. Based on the absence of any potential compatibility issues, in accordance with Regional and Ministry of the Environment Guidelines, no further analysis of land use compatibility will be required as part of the Vision Georgetown process.
- B. Notwithstanding the above, specific polices for development adjacent to a Regional Arterial Road will be included in the Secondary Plan, in order to address compatibility of proposed uses with the function of the arterial road.
- C. It is anticipated that the final Vision Georgetown Secondary Plan will set out requirements for land use compatibility assessments at the appropriate stage in the planning approval process.

## 2.3.9 Density

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2”.

The Province has identified the following minimum density target for Designated Greenfield Areas in Section 2.2.7 of the Growth Plan:

***The designated greenfield area of each upper- or single-tier municipality will be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare.***

For clarity, the Growth Plan also indicates that the minimum density target “*is to be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following features where the features are both identified in any applicable official plan or provincial plan, and where the applicable provincial plan or policy statement prohibits development in the features: wetlands, coastal wetlands, woodlands, valley lands, areas of natural and scientific interest, habitat of endangered species and threatened species, wildlife habitat, and fish habitat.*”

In 2009, the Region adopted ROPA 38, which, based on the minimum density target established by the Growth Plan, sets out more detailed density targets taking into consideration the entire Designated Greenfield Area for the Region. The Region’s development density targets are shown in Table 2 of Section 55 of the ROP (presented below). The Region’s minimum overall density target for

Designated Greenfield Areas in the Town of Halton Hills is 39 people and jobs combined per gross hectare. It should be noted this density target is intended to be achieved in areas that have already been approved for development, but not built, and lands that have yet to be approved for development, such as the Vision Georgetown Lands.

Section 77(2.4) of the ROP further states that it is a policy of the Region to “**require development occurring in Designated Greenfield Areas to contribute towards achieving the development density target of Table 2**”.

**TABLE 2 INTENSIFICATION AND DENSITY TARGETS**

Municipality	Minimum Number of New Housing Units To Be Added To the Built-Up Area Between 2015 and 2031	Minimum Overall Development Density in Designated Greenfield Area (Residents and Jobs Combined Per Gross Hectare) <sup>1</sup>
Burlington	8,300	45
Oakville	13,500	46
Milton	5,300	58
Halton Hills	5,100	39
Halton Region	32,200 <sup>2</sup>	50

<sup>1</sup>In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.

<sup>2</sup>This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.

In terms of applying these targets locally, the Town of Halton Hills has implemented the Region’s minimum density targets for Designated Greenfield Areas within the Town as a whole (as set out in ROPA 38) through Section D6.2 of its Official Plan (as amended by OPA 10). Section D6.2 states that:

***The minimum development density that must be achieved for development within the Designated Greenfield Area in the Town is 39 residents and jobs combined per gross hectare, measured over the***

***Designated Greenfield Area as a whole.***

However, looking more specifically at the Vision Georgetown Study Area, Section D6.2 of OPA 10 also states:

- ***The Future Residential/Mixed Use Area and the Future Employment Area will be planned at a density designed to achieve the minimum development density over the Designated Greenfield Area as a whole; and***
- ***In order to achieve this target, the minimum development density for the Future Residential/Mixed Use Area shall be within a range of 55 to 60 residents and jobs combined per gross hectare.***

Further, Section G3.1 of the Town's Official Plan, which sets out local requirements for the preparation of Secondary Plans, states that it shall be the intent of any Secondary Plan to ***“establish overall development density for the area, and for areas within the Designated Greenfield Area, how this density will contribute to achieving the minimum development density specified in Section D6.2 of this Plan”.***

It is noted that the Town's minimum density target identified for the study area is significantly higher than the minimum density target established by the Region. This is because the Town's target as set out in D6.2 applies to both the 'Future Residential/Mixed Use Area' (i.e., the Vision Georgetown study area) as well as the Town's 'Future Employment Area', which is another Designated Greenfield Area in Halton Hills and other residential lands that have yet to be developed. Since job densities in employment areas are generally lower than the population densities in residential and mixed use areas (because they are limited to only employment uses), the density target for the Vision Georgetown study area must be set higher, in order to achieve the overall density target of 39 residents and jobs combined per hectare.

As discussed in detail in Section 2.3.5 of this report, the Region and the Town of Halton Hills have already set out capacity targets for the Vision Georgetown study area related to population and employment. Based on these targets, the Vision Georgetown Secondary Plan needs to accommodate for an increase of

18,857 people and 1,701 jobs in the study area by 2031; however, it is noted that these capacity targets do not take into consideration the census undercount (as discussed in Section 2.3.5 of this Report).

As also discussed, the overall size of the study area is 1,000 acres (or 405 hectares); however, this does not take into consideration the total size of the Regional Natural Heritage System as it is identified in ROPA 38, which represents a land area of approximately 190 acres or 77 hectares. According to Section 2.2.7 of the Growth Plan, minimum density targets are to exclude features where development is prohibited by Regional or Provincial Plans. Therefore, taking into consideration the land area of the Natural Heritage System, the developable area of the Vision Georgetown Study Area is approximately 810 acres (or 328 hectares).

Based on these capacity targets, a minimum density target of approximately 63 people and jobs per hectare could be identified. However, as noted, this target does not take into consideration the census undercount, and further, the Natural Heritage System that is taken into account with respect to the land area of the Study Area is also subject to change as a result of the on-going Vision Georgetown Subwatershed Study. Based on these key points of uncertainty, this discussion of a minimum density target is only preliminary. As a result, it is recommended that a range of 60 to 65 people and jobs per hectare be used at this time.

## Implications of this Requirement for the Vision Georgetown Project:

- A. Density targets have already been established for the Vision Georgetown study based on the following parameters;
- A minimum density target of 50 people and jobs per hectare to be achieved across the Region of Halton, as set out by the Province;
  - A minimum density target of 39 people and jobs per hectare to be achieved in the designated greenfield areas in the Town of Halton Hills, as set out by the Region; and
  - A minimum density target of 55-60 people and jobs per hectare to be achieved within the Vision Georgetown lands, as set out by the Town of Halton Hills.
- B. The minimum development density target for the Vision Georgetown study area, not taking into account features where development is prohibited by Regional or Provincial Plans or the census undercount, is approximately 60-65 people and jobs per hectare. This development density target may be different based on the results of the Vision Georgetown Subwatershed Study, which will refine the Regional Natural Heritage System as it relates to the Study Area.
- C. The Vision Georgetown Secondary Plan will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality. The density target for the 'Future Residential/Mixed Use Area' has been set higher than the Town and Region's overall minimum density target in order to make up for lower density targets anticipated for the Town's 'Future Employment Area'.

### 2.3.10 Transportation Network

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include: “a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services”.

In addition to this requirement, the ROP sets out for their requirements for transportation planning through the development of Area-Specific Plans, as follows:

- Section 81(4) requires Area-Specific Plans to include:
  - a) **A transportation network designed to integrate active transportation, local transit services and inter-municipal/interregional higher order transit services; and**
  - b) **Urban design guidelines to promote active transportation and transit supportive land uses in accordance with Regional standards.**
- Section 173(20) requires Area-Specific Plans to include:
  - a) ***Policies related to the provision of transit service addressing general locations and anticipated levels of service;***
  - b) ***Transit-supportive corridors with appropriate policies and Zoning By-laws to encourage active transportation and transit usage; and***
  - c) ***A network of active transportation facilities in the Urban Area(s) that***

***serves a transportation function and provides convenient access to Intensification Areas and transit routes.***

At this point, it is important to note that as part of Phase 2 and 3 of the Vision Georgetown Project, a Land Use Concept will be identified for the Study area, which will identify a potential Transportation Network. The Land Use Concept will form the basis for the development of more detailed Land Use Alternatives in Phase 4 and ultimately a preferred Land Use Concept and Transportation Network that will be included in the Vision Georgetown Secondary Plan.

In addition to the Regional requirements for transportation planning in Secondary Plan areas, there are a significant number of policies at all levels of government, as well additional planning documents, such as Master Plans, which will inform and guide the identification of the transportation system within the Vision Georgetown study area. The following Sections of this report provide an overview of a) the applicable policy framework; and b) applicable Master Plans, with a focus on specific implications for Vision Georgetown.

#### **Policy Framework**

The fundamental policy framework for providing infrastructure in Ontario needs to be considered as part of the Vision Georgetown project. This framework is established by a number of policies that are set out by Provincial planning documents. For example, Section 1.6.5 of the 2005 Provincial Policy Statement provides a number of specific policies for the provision of transportation systems in Ontario:

- Section 1.6.5.1 states **“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.”**
- Section 1.6.5.2 states that **“Efficient use shall be made of existing and planned infrastructure.”**
- Section 1.6.5.3 states **“Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections, which cross-jurisdictional boundaries.”**
- Section 1.6.5.4 states that **“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.”**
- Section 1.6.5.5 states **“Transportation and land use considerations shall be integrated at all stages of the planning process.”**

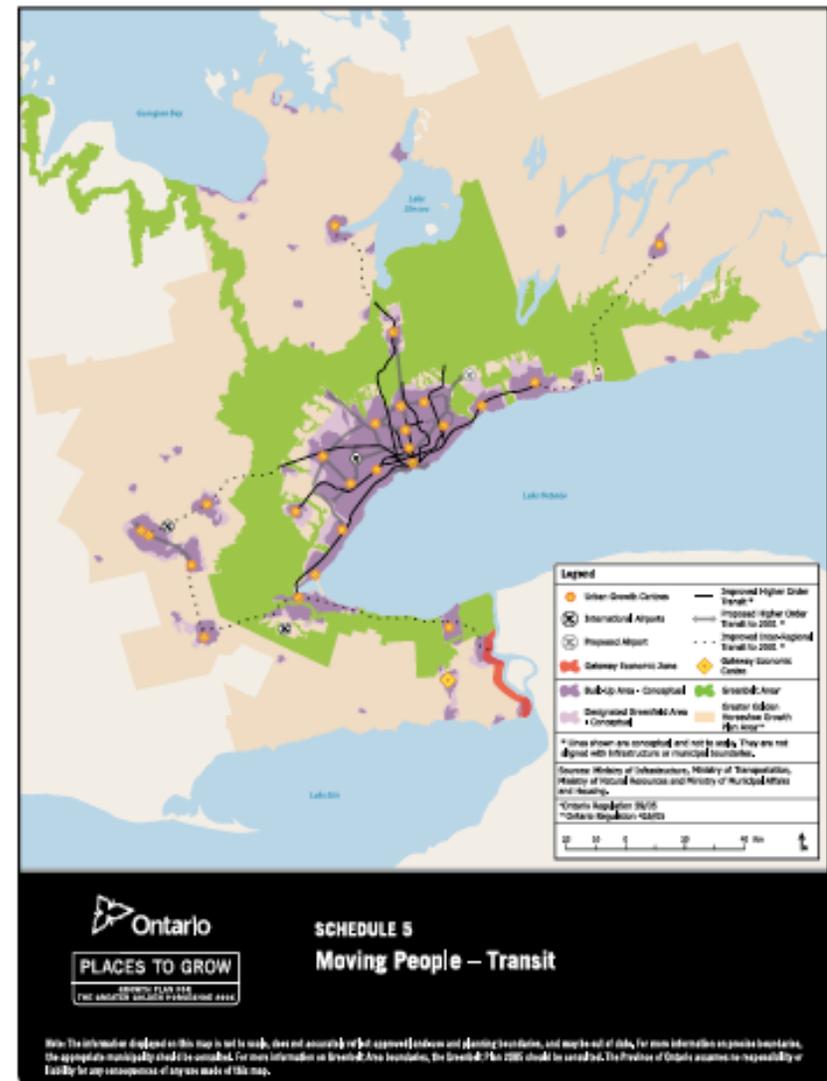
The Provincial Growth Plan also sets out policies for the provision of transportation systems in Ontario. The ‘Transportation System’ is defined in the Plan as follows:

**A system consisting of corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicles lanes, rail facilities, park-and-ride lots, service centres, rest stops, vehicle inspections stations, inter-modal terminals, harbours, and associated facilities such as storage and maintenance.**

General Transportation policies in Section 3.2.2.1 of the Growth Plan require that the transportation system within the GGH will be planned and managed to:

- Provide connectivity among transportation modes for moving people and for moving goods;
- Offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking;
- Be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making;

Figure 6: Proposed improvements to existing transit systems (Places to Grow)



- d) Offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; and
- e) Provide for the safety of system users.

Section 3.2.2.5 further states *“Municipalities will develop and implement transportation demand management policies in official plans or other planning documents, to reduce trip distance and time, and increase the modal share of alternatives to the automobile.”*

The Provincial Growth Plan also sets out policies for transit planning in Section 3.2.3, as summarized in the following points:

- *Section 3.2.3.1 states that public transit will be the first priority for transportation infrastructure planning and major transportation investments;*
- *Section 3.2.3.2 sets out a number of criteria according to which all decisions on transit planning and investment will be made;*
- *Section 3.2.3.3 requires municipalities to ensure that pedestrian and bicycle networks are integrated into transportation planning; and*
- *Section 3.2.3.4 provides the strategic framework for future transit investment decisions (including capacity improvements to existing transit systems to support intensification, and proposed higher order transit and inter-regional transit links between urban growth centres) within the GGH, as shown in Schedule 5 (shown as Figure 6 of this Report).*

According to Section G3.1 of the Town of Halton Hills OP, with respect to the planning of transportation networks, Secondary Plans are required to *“ensure that adequate transportation networks are/or will be established and that the transportation network is adequately supported by the proposed development pattern”*.

More specifically, Section G3.1 requires Secondary Plans to be based on a detailed Transportation Study that determines: *“the impact of the development on the surrounding road network and recommends necessary improvements to the transportation network consistent with the goals, objectives and policies of this Plan.”*

It is important to note that a Transportation Study for the Vision Georgetown project has already been initiated, which will include a comprehensive assessment of existing and future transportation conditions, including:

- Evaluation of various transportation opportunities and challenges affecting the Southwest Georgetown area;
- Assessment/evaluation of identified roadway networks;
- Drafting transportation policies;
- Development of implementation phasing strategies; and,
- Preparation of order of magnitude cost estimates.

Finally, it should also be noted that the Town of Halton Hills Official Plan, as amended by OPA 10, provides the following definition for Active Transportation:

*Active Transportation means non-motorized or lightly-motorized travel, including walking, cycling, roller-blading and movements with mobility devices. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation.*

## Master Plans

In September 2011, Halton Region completed a Transportation Master Plan (TMP), in accordance with the planning and design process of the Municipal Class Environmental Assessment. According to the final document, the intent of the Transportation Master Plan is to provide *“the strategies, policies and tools for development of a balanced and sustainable transportation system that will support the objectives of sustainable Halton and meet the Region’s transportation needs, safely, effectively and cost-efficiently to 2031.”*

A series of guiding principles were developed as part of the Transportation Master Plan, which were used as a basis to define key recommendations for a transportation strategy and to address travel needs in the Region. The guiding principles are as follows:



- **Balanced Needs (to provide choice for the travel needs of residents);**
- **Healthy Communities (to support a healthy and active lifestyle);**
- **Economic Vitality (transportation will be a major contributor to the Region's prosperity);**
- **Sustainability (to balance economic, social and environmental goals); and**
- **Well-Maintained Infrastructure (to keep the Region's infrastructure in a good state of repair).**

Section 3.1 of the TMP starts by setting out the characteristics of the Regional transportation system as it exists today, and Figure 3.1 illustrates the existing regional road network. Looking specifically at the Vision Georgetown study area, it is noted that both Trafalgar Road and 10 Sideroad are identified as Regional Roads (Regional Road 3 and Regional Road 10, respectively). It is also noted that, with respect to the current transportation system, there is no local transit service currently servicing Halton Hills (other than specialized transit for persons with disabilities). However, train service is provided to/from downtown Toronto via the GO transit Georgetown line. Finally, with respect to active transportation, the TMP recognizes that the Town of Halton Hills has completed a Cycling Master Plan (in 2010) and a Pedestrian Charter (in 2009), which are both intended to encourage active transportation in the Town.

Section 3.1.4 of the TMP indicates that the Region uses corridor guidelines to coordinate the design elements within the Regional road right-of-ways. This includes travel lands, median characteristics, and elements of the roadway edge such as landscaping, lighting, and active transportation facilities. As part of the preparation of the TMP, the Region prepared an update to the Regional Road Right-of-Way Guidelines, in order to better support the objectives of ROPA 38.

The updated guidelines, which are included in Appendix E to the TMP, identify three right-of-way categories:

- Rural/Natural Heritage system;
- Corridors; and,
- Node.

The updated guidelines specify that **“Corridors are intensification areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density Mixed-use development and Employment use consistent with planned transit service levels.”**

According to the anticipated roadway classification for 2031, as identified on Figure 7.3 of the TMP, both Trafalgar Road and Side Road 10 would be considered corridors. Both of these roads are classified as C1 Urban Roads on Figure 7.3, and in Appendix E. According to the Right-of-Way Classification Code in Section 3.3 of Appendix E (the updated Regional Road Right-of-Way Guidelines), the right-of-way width for C1 corridors is 42 metres, with four shared travel lanes. Section 5.2 of Appendix E sets out the specific design policies for corridors. It is also suggested that:

- **A variable centre median be provided;**
- **There should be recognition of the transition between rural and urban conditions by applying different design elements; and**
- **The sidewalk and multi-use path be separated from the travel lanes by a three-metre wide boulevard.**

Figure 7 below shows what Trafalgar Road and 10 Side Road would look like by 2031, according to the updated Regional Road Right-of-Way Guidelines, given the urban/rural interface in accordance with Regional guidelines.

Figure 7: Trafalgar Road by 2031, as shown in the updated Regional Right of Way Guidelines



With respect to road upgrades, the 2021 Capital Roads Program indicates that Trafalgar Road between 10 Side Road and Steeles Avenue will be widened to four lanes starting in 2019. The portion of Trafalgar Road between 10 Side Road and Highway 7 would be upgraded beginning in 2021. No improvements are proposed to 10 Side Road before 2021.

The Town of Halton Hills completed their Transportation Master Plan in November 2011. The intent of the Town's TMP was to integrate ***“municipal transportation planning with environmental assessment objectives and land use planning, ultimately providing for a transportation system that is sustainable, integrated and encourages a healthy and active lifestyle.”*** The Transportation

Master Plan indicates that by 2031, 82% of the trips will be by automobile, 4% will be by transit, 7% will be walking and cycling and 7% will be via school bus.

Section 6.0 of the Town's TMP sets out a number of recommendations for the long-term transportation network, which will be required to meet transportation needs for the Town of Halton Hills to the year 2031. Supporting these network plans is a broad range of recommended policies, in Section 7.0, which are intended to effectively and efficiently manage transportation supply and demand. The following is a brief summary of relevant recommendations that will have a direct impact on the Vision Georgetown project:

- With respect to active transportation, the Transportation Master Plan recommends that the Town of Halton Hills:
  - **Implement the Cycling Master Plan;**
  - **Update and implement the Trails Master Plan;**
  - **Update the active Transportation policies in the Official Plan;**
  - **Continue to participate in the Active and Safe Routes to School program;**
  - **Develop and implement a complete streets policy;**
  - **Develop and implement a policy and guidelines for conducting walking and cycling reviews;**
  - **Complete a Sidewalk Strategic Plan;**
  - **Develop and implement a protocol for more effectively managing cycling events; and,**
  - **Create a new staff position to champion and coordinate active transportation and TDM initiatives locally and assist with the growing involvement of the community and traffic issues.**
- With respect to public transit, it is recommended that the Town encourage transit supportive land uses in nodes, corridors, and new development areas and that **“The Town shall review the need for municipal transit system as permitted by its financial capacity, and desire of the residents and if and when provided, integrate and support other transit systems.”**
- It is also recommended that the Traffic Calming Implementation Protocol be updated and that the Town may consider the use of roundabouts for intersection traffic control in certain circumstances.

## Additional Information

Finally in addition to the review of applicable planning policies and Master Plans provided above, we note that as part of the Transportation Study being completed for Vision Georgetown, a ‘Southwest Georgetown Integrated Planning Project Transportation Background Report’ has been completed by Hatch Mott MacDonald (HMM), which is attached to this Report as Appendix A. The Background Report provides additional details on background information with respect to:

- The existing and planned Area Transportation System; and

- The initial findings of an Existing Transportation Conditions analysis.

## Implications of this Requirement for the Vision Georgetown Project:

- A. A transportation network or system will be identified as part of Phase 2-3 of the Vision Georgetown Process (through the development of a Land Use Concept) and the identification of a preferred Land Use alternative in Phase 4.
- B. A Transportation Study, as required by the Town of Halton Hills Official Plan has already been initiated, which will assess/evaluate the transportation network that is part of the preferred Land Use alternative in Phase 4.
- C. The Transportation Study will identify transportation policies that will be included in the Vision Georgetown Secondary Plan and must be consistent with the policies of the 2005 PPS, Place to Grow, and other applicable policies.

### 2.3.11 Development Phasing

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include: *“development phasing”*.

A discussion of this ROP requirement should begin with Section 1.1.3.8 of the 2005 Provincial Policy Statement, which provides direction for municipalities to utilize phasing policies:

***Planning authorities shall establish and implement phasing policies to ensure the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.***

The phasing and related financing of the delivery of public infrastructure is a challenge in any growing municipality. This challenge becomes more pronounced when at least three levels of government are responsible for service delivery (Province, Region and Town), as is the case in the Town of Halton Hills. Generally, improvements to infrastructure that are required to support new development are to be funded by the development industry. The construction of roads internal to a development and the municipal sewer, water and stormwater management facilities required to support a development is the direct responsibility of a developer. In addition, developers are required to dedicate land for parkland and for the widening of roads at no cost to the public authority and to offer for sale at fair market value, sites for new schools. Responsibility for upgrading regional roads, constructing schools, and developing parks and other community infrastructure is with the Region, Town and the school boards.

At the regional level, the Region of Halton Official Plan, as amended by ROPA’s 25, 38 and 39, already contains a number of policies on phasing. The intent of these policies is to provide the basis for the preparation of an Infrastructure Staging Plan. The following is an overview of each of the existing Regional phasing policies:

- Section 47 of the ROP states that Local Official Plans *“will contain development phasing and land use distributions and standards at a level of detail sufficient for the implementation of both Regional and local policies, and for the preparation of Zoning By-laws and specific development proposals.”*
- Section 77(6) requires Local Official Plans to specify development phasing strategies within the Urban Area consistent with the policies of the ROP. It also states *“Each development phase shall contain a generally compact area. The progression from one phase to another shall be based on substantial occupancy of the earlier phase and the availability of infrastructure.”*
- Section 77(12) states that the Region will *“prepare, in conjunction with the Local Municipalities, the School Boards and Provincial agencies responsible for other human services, a Joint Infrastructure Staging Plan to ensure that infrastructure and human services to support development is planned and financing is secured in advance of need.”*
- Section 77(16) requires Local Municipalities to *“phase development to the intermediate target year of 2021 in accordance with Map 5, Regional Phasing Map, and the policies of this Plan. The progression from one phase to the subsequent phase within a municipality is independent for each municipality and is also independent for employment and residential lands. The Region will, in consultation with the Local Municipalities, modify Map 5 to show phasing for all Designated Greenfield Areas , by amendment to this Plan.”*
- Section 77(18) requires Local Municipalities to *“include in their Official Plans detailed sub-phasing policies to set out additional local requirements for the progression of development from one sub-phase to the next.”*
- Section 86(20) requires the Local Municipalities, in developing phasing strategies, to ensure that *“a full range and mix of housing types can be provided in each development phase.”*

The Halton Hills Official Plan also has a number of phasing policies provided, in Section F10 (Development Phasing Strategies) and Section F10.4.2 (Urban Area without Regional Phasing). An overview of these policies follows:

- Section F10.2 sets out the following criteria for the phasing of development in the Urban Area:
  - a) *the proposal contributes to the protection and enhancement of natural*

*heritage features and ecological functions and provides opportunities for public ownership of these lands;*

- b) the proposal represents the logical completion or extension of the existing urbanized area, roads and other infrastructure to avoid scattered development patterns;*
- c) the proposal can be adequately and economically serviced by municipal water and wastewater services and storm drainage facilities;*
- d) the proposal will provide park sites, school sites and portions of a community wide trail system;*
- e) the proposal provides an opportunity for both employment and residential uses in order to encourage improved live/work relationships and to attract non-residential assessment;*
- f) where appropriate, proposals for residential development provide a mix and range of housing to accommodate the Town's housing needs as set out in the Municipal Housing Statement;*
- g) the proposal can be accommodated within the financial capabilities of the Town to provide the necessary services without decreasing the level of service to existing development.*
- h) The proposal participates in local or Regional servicing and financial agreements pursuant to the Development Charges Act. More detailed phasing strategies shall be included in Secondary Plans and where appropriate, Block Plans.*

In accordance with the above policies, there is a need to establish a phasing plan as one of the products of the Vision Georgetown process. It should be noted that, in accordance with the Town's terms of reference for Vision Georgetown, an Infrastructure Staging and Development Phasing Plan will be prepared as part of a Phase 5, following the identification of Preferred Land Use Alternative Report. The Phasing Plan will identify when certain infrastructure items are required and should clearly articulate the expectations of the Town in this regard. It is the intent of this Plan to encourage the timely provision of infrastructure as urban development occurs. On this basis, the identification of infrastructure upgrades and service delivery requirements should be carried out as early as possible in the Vision Georgetown planning process. This long range planning should take the full build out of the Secondary Plan Area into account and attempt to rationalize how long it will take for the area to be developed. External factors

should also be considered, most notably the capacity of Regional roads located within, adjacent to and in the vicinity of the Secondary Plan study area.

It should not be the intent of the Phasing Plan to require the establishment of a rigid set of criteria to be included within the Secondary Plan. Rather, the intent would be to provide a general understanding of how and when infrastructure is to be upgraded and when service delivery is to be enhanced. It is recognized that it is at times difficult to anticipate the timing of private development and on this basis, flexibility is required to respond to changing circumstances in a manner that does not affect the basic intent of the overall Phasing Plan for the Secondary Plan Area and the financial plans and studies that support the Phasing Plan.

### Implications of this Requirement for the Vision Georgetown Project:

- A. The Infrastructure Staging and Development Plan, which is to be prepared in Phase 5 of the Vision Georgetown Project, following the identification of a Preferred Land Use Alternative, must be in accordance with the phasing policies of the Region and Town Official Plans.
- B. The Infrastructure Staging and Development Phasing Plan should:
  - Ensure that hard and soft service needs are identified up front and then appropriately prioritized and delivered either before or at the same time as development;
    - Encourage the development of public facilities in appropriate locations phased appropriately to meet the needs of present and future residents; and,
    - Ensure that appropriate capital works forecasting/planning is done before the works are required.

## 2.3.12 Stormwater Management

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “stormwater management or, if the scale of development justifies, a Sub-watershed Study as per Section 145(9)”.

It has already been determined, as part of the Terms of Reference for the Vision Georgetown project, that the scale of development in the study area justifies a Subwatershed Study. According to the Town’s Terms of Reference, the purpose of the Subwatershed Study is to develop a Subwatershed Plan, which will be used to ensure the protection of natural heritage features and hydrological functions and protection against the natural hazards of flooding and erosion. The overall study will involve detailed analysis to confirm the extent of the Regional Natural Heritage System, and will assist in the identification of appropriate land use designations and policies within the Vision Georgetown study area. It is being conducted in accordance with the requirements of Section C7 of the Halton Hills Official Plan.

Section 145(9) of the ROP, which is referenced in the requirement above, requires Sub-watershed Studies to:

- a) *Provide an inventory of existing geology, hydrology, hydrogeology, limnology, fish habitats and other environmental data,*
- b) *Establish water quality targets in accordance with the Watershed Plan,*
- c) *Determine base flows to maintain water quality and existing ecological conditions,*
- d) *Recommend appropriate storm water management techniques in accordance with provincial guidelines,*
- e) *Refine the boundaries of the Regional Natural Heritage System and identify other constraints under which development may not be permitted, in accordance with policies of this Plan,*
- f) *Provide detailed guidelines for development design and construction, and*
- g) *Establish procedures for monitoring water quality and quantity before, during, and after development.*

The basis for the protection of water resources and hydrological functions in Ontario comes from the 2005 Provincial Policy Statement. Specifically, Section 2.2.1 of the PPS states that:

***Planning authorities shall protect, improve or restore the quality and quantity of water by:***

- a. ***Using the watershed as the ecologically meaningful scale for planning;***
- b. ***Minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;***
- c. ***Identifying surface water features, ground water features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed;***
- d. ***Implementing necessary restrictions on development and site alteration to:***
  1. ***protect all municipal drinking water supplies and designated vulnerable areas; and***
  2. ***protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;***
- e. ***Maintaining linkages and related functions among surface water features, ground water features, hydrologic functions and natural heritage features and areas;***
- f. ***Promoting efficient and sustainable use of water resources, including practices for water conservation and sustaining water quality; and***
- g. ***Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.***

Since it has already been determined that a Sub-watershed Study is required for the Vision Georgetown study area, Section C7 (Watershed Planning) of the Town’s Official Plan applies. Section C7.2 of the Town OP sets out the intent of Subwatershed Plans, and states that:

***The intent of Watershed and Subwatershed Plans is to provide direction and target resources for the better and effective management and restoration of a given Watershed and Subwatershed. Such plans are intended to:***

- a. *Serve as a guide for improving water quality, reducing flood damage and protecting natural resources in a watershed;*
- b. *Prevent existing watershed problems from worsening as a result of future land development, public work activities and agricultural and other activities; and,*
- c. *Provide an opportunity for multiple jurisdictions with varying priorities to coordinate their efforts and accept their responsibility for the impact their actions have both on upstream and downstream areas.*

Further, Section C7.4 of the Town of Halton Hills OP outlines the required contents of Sub-watershed Plans, as follows:

**All Subwatershed Plans shall contain the following:**

- a. *A detailed assessment and integrated analysis of the natural heritage features and functions and linkages on a subwatershed basis for incorporation into the Greenlands system;*
- b. *A characterization of the Subwatershed in terms of its environmental resources;*
- c. *A summary of the existing environmental issues;*
- d. *Preparation and testing of a predictive impact assessment model to assess the potential impacts from stressors within the Subwatershed;*
- e. *The identification of alternative management solutions for the Subwatershed; and,*
- f. *Detailed management strategies for the implementation of the Subwatershed Plan that incorporate guidelines for development, Terms of Reference for the preparation of Environmental Implementation Reports, including storm water management strategies, and ongoing monitoring programs for the Subwatershed Plan.*

The Terms of Reference for the Subwatershed Planning process also indicates that the Vision Georgetown study area (i.e., the 'Future Residential/Mixed Use Area') is located within the following subwatersheds:

- Subwatershed 5 (East Branch) of the Sixteen Mile Creek watershed, within the jurisdiction of Conservation Halton; and
- Silver Creek Subwatershed (Subwatershed 11) of the Credit Valley

watershed, within the jurisdiction of Credit Valley Conservation.

As such, the Subwatershed Study will take into consideration and update existing information from key documents, such as relevant Watershed Plans prepared by a local Conservation Authority (i.e., the Sixteen Mile Creek Watershed Plan and Silver Creek Subwatershed Plan). Further, the Subwatershed Study will address best management practices including Low Impact Development Guidelines, as prepared by the Credit Valley Conservation Authority.

In terms of implementation, Section C7.5 of the Town's OP requires that relevant recommendations contained in Subwatershed Plans shall be incorporated by amendment into the Official Plan. Also, in terms of timing, Subwatershed Plans are required by Section C7.5 to be in place prior to the approval of a Secondary Plan that implements an Urban or Hamlet expansion. Since the Town's terms of reference for the Vision Georgetown project has integrated the overall planning process with the completion of the Subwatershed study, this requirement for the timing of the Subwatershed Plan will be met.

### Implications of this Requirement for the Vision Georgetown Project:

- A. It has already been determined, as part of the Terms of Reference for the Vision Georgetown project, that the scale of development in the study area justifies a Subwatershed Study.
- B. The Vision Georgetown Subwatershed Study, as required by the ROP, has already been initiated in accordance with the requirements of Section C7 of the Town of Halton Hills Official Plan. It is intended that the Subwatershed Plan be completed prior to the approval of the Secondary Plan.

### 2.3.13 Environmental Impact Assessments

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include: “Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study”.

As discussed in the previous Section of this report, it has already been determined, as part of the Terms of Reference for the Vision Georgetown project, that the scale of development in the study area justifies a Subwatershed Study. Further, a Vision Georgetown Subwatershed Study, as required by the ROP, has already been initiated in accordance with the requirements of Section C7 of the Town of Halton Hills Official Plan. It is intended that the Subwatershed Plan be completed prior to the approval of the Secondary Plan. Therefore, the preparation of an Environmental Impact Assessment is not required.

#### Implications of this Requirement for the Vision Georgetown Project:

- A. Since the scale of development in the study area justifies a Subwatershed Study, and the Vision Georgetown Subwatershed Study has already been initiated, this requirement does not apply to the Vision Georgetown Project and the preparation of an Environmental Impact Assessment is not required.

### 2.3.14 Air Quality Impact

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “an Air Quality Impact Assessment based on guidelines under Section 143(2.1)”.

In addition to this requirement, Section 143(12) of the ROP requires that: **“the proponent of sensitive land uses in proximity to industrial transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region’s Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines and any applicable Ministry of the Environment guidelines.”** Section 143(12) also specifically, requires that an air quality study based on guidelines under Section 143(2.1) be prepared for such development proposals **“within 30 m of a Major Arterial or Provincial Highway, or 150 m of a Provincial Freeway”**. Taking into consideration the Vision Georgetown study area, it is noted that both Trafalgar Road and Side Road 10 are considered major arterial roads (since they are classified as Corridors by the Regional Transportation Master Plan).

At the Provincial policy level, we also note that the 2005 Provincial Policy Statement states (in Section 1.1.3.2) that **“land use patterns within settlement areas shall be based on densities and a mix of land uses which minimize negative impacts to air quality and climate change”**.

Finally, taking local policies into consideration, it is noted that Section G3.1 of the Town of Halton Hills Official Plan requires that new Secondary Plans include the completion of an Air Quality Impact Assessment based on Regional Guidelines.

In December 2012, the Region released ‘Draft Air Quality Impact Assessment Guidelines’, which, as stated in the document **“provides a framework to assist the municipal decision-making process regarding sensitive land uses and residential, industrial, transportation and utility development applications to determine the potential for significant adverse effects on air quality.”** Notably, page 6 of the

Draft Guidelines states that an Air Quality Impact Assessment is mandatory for any sensitive use development proposed in proximity to the following:

- ***Within 1,000 metres of railway yard;***
- ***Within 30 metres of a Major Arterial or Provincial Highway; and***
- ***Within 150 metres of a Provincial Freeway.***

Therefore, since both Trafalgar Road and Side Road 10 are considered major arterial roads (in accordance with Map 3 of the ROP as amended by ROPA 38) and since it is very likely that higher density Mixed-use development will be provided for along these major arterial roads by the Secondary Plan, the need for an Air Quality Impact Assessment is triggered. The objective of this assessment will be to ensure that the residents in the Vision Georgetown study area will not be adversely impacted by air emissions from:

- Existing industrial facilities;
- Future industrial facilities;
- Agricultural operations; and
- Traffic corridors.

However, it is noted that there are no existing industrial uses in the within or surrounding the Vision Georgetown study area, and no future industrial areas are planned. With respect to agricultural uses, the Agricultural Impact Study prepared as part of the Vision Georgetown process will review land use compatibility issues between existing livestock facilities outside of the study area and new non-agricultural development in the study area. This means that the focus of the work to be completed at a conceptual level will be on existing agricultural uses and the major arterial roads in the area.

Finally, Section 3.0 of the 'Draft Air Quality Impact Assessment Guidelines' state that once the need for an Air Quality Impact Assessment is triggered, a screening must be completed to determine the required level of assessment.

## Implications of this Requirement for the Vision Georgetown Project:

- A. Since it is very likely that the Vision Georgetown Secondary Plan will provide for sensitive use development in proximity to major arterial roads, an Air Quality Impact Assessment needs to be completed in accordance with the Region's 'Draft Air Quality Impact Assessment Guidelines'.
- B. Based on the various levels of assessment described in the Region's Draft Guidelines, it is anticipated that the following tasks will be completed as part of the Air Quality Assessment:
  1. Obtain anticipated daily traffic for transportation corridors in the vicinity of the subject property;
  2. Identify potential air contaminants of concern; and
  3. Review pertinent guidelines regarding recommended separation distances; and
  4. Provide recommended separation distances from the potential sources of air emissions.

### 2.3.15 Water and Wastewater Servicing

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “*water and wastewater servicing plans*”.

A discussion of this requirement from the ROP should start with acknowledging the fundamental policy framework for the provision of infrastructure and public service facilities in Ontario, as set out by the 2005 Provincial Policy Statement. Specifically, Section 1.6.4.1 states that “*Planning for sewage and water services shall:*

- a) *Direct and accommodate expected growth in a manner that promotes the efficient use of existing:*
  1. *municipal sewage services and municipal water services; and*
  2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;*
- b) *Ensure that these systems are provided in a manner that:*
  1. *can be sustained by the water resources upon which such services rely;*
  2. *is financially viable and complies with all regulatory requirements; and*
  3. *protects human health and the natural environment;*
- c) *Promote water conservation and water use efficiency;*
- d) *Integrate servicing and land use considerations at all stages of the planning process; and*
- e) *Subject to the hierarchy of services provided in policies 1.6.4.2, 1.6.4.3 and 1.6.4.4, allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.”*

Further, in addition to the ROP requirement set out in Section 77(5) above, the

following is an overview of other relevant Regional policies that need to be considered:

- Section 89(2) states that the Region will “*Adopt, after consultation with the Ministry of the Environment, Urban Services Guidelines to implement policies of this Plan consistent with Provincial policies.*”
- Section 89(7) states that the Region will “*Incorporate in the Joint Infrastructure Staging Plan phasing schemes for the provision of urban services in the Region.*”
- Section 89(9) states that the Region will “*Explore, and implement if deemed cost-effective, technological innovations and best operating and management practices to continuously improve performance of the servicing infrastructure to protect the environment.*”
- Section 89(23) states that the Region will “*Minimize the number of disturbances to the Regional Natural Heritage System affected by the provision of urban services, by integrating, if possible, construction plans for both water supply and wastewater treatment services, and by designing the urban services at those locations to take into account any possible future system expansion in accordance with Section 89(10) of this Plan.*”

At the local level, Section G3.1 of the Town of Halton Hills Official Plan states that it shall be the intent of a Secondary Plan to “*ensure that adequate water and wastewater servicing is established to serve the anticipated development and that they can be phased in a way that is cost-effective and efficient*”. Section G3.1 further states that new Secondary Plans shall be based on “*a Functional Servicing Plan that demonstrates the means by which the new community will be appropriately serviced*”.

Finally, there are policies in the Town’s Official Plan relating specifically to municipal water and waste water services, which require that:

- a) *All development in the Urban Area shall be connected to municipal water and wastewater systems unless exempted by the policies of this Plan and the Regional Official Plan;*
- b) *Development be limited in the Urban Area to the ability and financial capability of the Region to provide municipal water and wastewater services*

- in accordance with its approved Development Charges Bylaws;*
- c) *The extension of municipal water and wastewater services across Urban Area boundaries is prohibited, unless the services are being provided to lands within the Hamlet Area designation or other exceptions specifically identified in the Regional Plan; and,*
  - d) *The allocation of municipal water and wastewater system capacities through the development approvals process will be based upon a program developed in consultation with the Region, and implemented through reports to Council when necessary, which ensures the timely and efficient use of these services.*

Based on the policies summarized above, it is important to note that as part of Phase 3 of the Vision Georgetown process, a Functional Servicing Plan will be prepared. According to the Town's terms of reference for the project, this task will involve the examination and identification of all required municipal infrastructure related to water and wastewater, utilities and telecommunications, storm water and waste management.

The Vision Georgetown Functional Servicing Plan will also be based on the Region's 'Sustainable Halton Water & Wastewater Master Plan' (SHWWMP), which was completed by AECOM in the fall of 2011. The SHWWMP proposes to service the Southwest Georgetown and Stewarttown Expansion areas with a lake-based system. Treated water will be brought up to the site by means of a transmission main on Trafalgar Road, and wastewater will be discharged to a trunk sanitary sewer along Eighth Line and eventually to the Mid-Halton WWTP. However, the Region's current capital work program anticipates that these services will not be extended to the Southwest Georgetown area until at least 2021.

As part of the preparation of the Functional Servicing Plan, the Region's 'Draft Urban Services Guidelines' will also be consulted. These Draft Guidelines were prepared in 2012, in accordance with Section 89(2) of the ROP (noted above), and are intended to provide detailed technical and/or procedural criteria for the provision of full municipal water and wastewater services for development approvals in the Urban Area.

Conceptual internal servicing designs will also be prepared, considering potential interim connections to the local systems. The internal servicing will clearly identify the size and location of trunk services through the proposed development area and need for any local pump stations, pressure relief valves, etc. All of the water, sanitary and storm investigations will be documented in the Functional Servicing Plan, and will need to be completed in accordance with the Municipal Class Environmental Assessment requirements.

As part of the preliminary background research undertaken as part of the work plan for the preparation of the Functional Servicing Plan, it is noted that the Municipal Infrastructure Group (TMIG) has completed an initial review of water and sanitary service needs for Vision Georgetown. The results of this review have been documented in a background report, which and it is attached in Appendix B.

### Implications of this Requirement for the Vision Georgetown Project:

- A. As part of Phase 3 (Detailed Planning Studies) of the Vision Georgetown process, a Functional Servicing Plan will be required. The Functional Servicing Plan will be prepared in accordance with:
  - The Provincial Policy Statement;
  - Class Environmental Assessment Requirements;
  - The Regional Official Plan;
  - The Sustainable Halton Water & Wastewater Master Plan;
  - Draft Regional Urban Services Guidelines; and
  - The Town of Halton Hills Official Plan.
- B. The Function Servicing Plan will identify all required municipal infrastructure related to water and wastewater, utilities and telecommunications, storm water and waste management.

## 2.3.16 Utilities

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include “*provision of utilities*”.

In addition to this requirement for the preparation of Secondary Plans, the ROP also states in Section 176(1) that the Region shall “*Recognize the importance of energy and utility provision, but assist in minimizing possible impacts of utility corridors and generating facilities, and to this end:*

- a) *Act as coordinator of the interests of the Local Municipalities and work in conjunction with utility providers in the process of selecting sites and routes.*
- b) *Coordinate with the Local Municipalities, agencies, utility providers and developers the design, construction, operation and maintenance of all utility services to minimize community and environmental impact and to ensure timely and cost-efficient services to the public.*
- c) *Endorse the principle of multiple-use utility corridors and trenches and secure the cooperation of agencies and developers having authority in this matter.*
- d) *Promote within the Urban Area, where appropriate, the availability and use of transmission corridors for recreational purposes.*
- e) *Seek participation and early consultations on any energy generating facilities, which could affect the Region.*
- f) *Urge those authorities having jurisdiction, as permitted by legislation, over the planning and development of utility facilities and corridors affecting Halton, to have regard for the goals, objectives and policies of this Plan.*
- g) *Require that Local Official Plans include, for lands within or adjacent to utility corridors or generating facilities, policies that address public safety, environmental protection and air quality.*
- h) *Urge the Province to retain all major facilities for the generation or transmission of energy/utility under the provisions of the Environmental Assessment Act.”*

It is also noted that the Region provides the following definition for utility in the ROP:

*Utility means a water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power including renewable energy systems, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.*

Further to the ROP requirement highlighted above, the Town of Halton Hills Official Plan also requires Secondary Plans to address the provision of utilities. Section G3.1 (i) of the OP states that “*it shall be the intent of any Secondary Plan to incorporate appropriate policies pertaining to the provision and location of utilities.*”

In addition, it is also noted that there are urban design policies in Section F2 of the Town’s Official Plan that address the provision of utilities. Specifically, Section F2.2.1.3 of the Official Plan sets out the following the following standards:

- a) *Services and utilities shall be encouraged to locate underground in a common trench, where possible, in order to maintain a pleasant visual environment along public roads;*
- b) *Above-ground utility service providers shall be encouraged to co-operate with the Town in identifying locations which minimize the visual impacts of such equipment and facilities where located within the public road right-of-way; and*
- c) *All proposed development adjacent to utility corridors shall ensure that appropriate safety and environmental protection measures such as setbacks and fencing are provided to the satisfaction of the Region and/or the Ministry of Environment.*

These standards deal largely with the location of utilities at the Site Plan level and will therefore be considered during the preparation of policies dealing with utilities for the Vision Georgetown Secondary Plan.

Finally, as discussed in the previous Section of this Report, a Functional Servicing Plan will be prepared as part of Phase 3 of the Vision Georgetown process. According to the Town's terms of reference for the project, this task will involve the examination and identification of all required municipal infrastructure related to water and wastewater, utilities and telecommunications, storm water and waste management. This Functional Servicing Report will also assist in the preparation of policies dealing with utilities for the Vision Georgetown Secondary Plan.

### Implications of this Requirement for the Vision Georgetown Project:

- A. As part of Phase 3 (Detailed Planning Studies) of the Vision Georgetown process, a Functional Servicing Plan will be prepared, which will identify required municipal infrastructure related to utilities.
- B. Based on the identification of required municipal infrastructure related to utilities, policies for the provision of utilities will be required. These policies must be consistent with applicable policies from the Regional and Town Official Plans.

### 2.3.17 Fiscal Impact

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities include "a fiscal impact analysis".

As part of the overall planning framework in Ontario, Section 1.0 of the 2005 Provincial Policy Statement recognizes that there are important financial considerations associated with land use and development patterns, and specifically with respect to the provision of infrastructure and public service facilities. Section 1.6.4.1 of the PPS therefore states that in planning for sewage and water services, planning authorities shall ensure that these systems "are provided in a manner that is financially viable".

There are a number of policies in the Regional Official Plan that are consistent with this Section of the Provincial Policy Statement. Section 77(1), for example, states that the Region shall:

***Require the development industry to absorb its share of the cost of the provision of infrastructure and human services as permitted by applicable legislation and that any financial impact of new development or redevelopment on existing taxpayers be based on a financing plan communicated to the taxpayers and subsequently approved by Council. Such a financing plan may provide measures such as staging or contingent provisions to demonstrate that the provision of infrastructure and public service facilities under the Joint Infrastructure Staging Plan by Provincial and Federal Governments and other service providers are coordinated with those by the Region and Local Municipalities so that the health and well-being of the community is advanced in a fiscally responsible manner.***

Section 89(8), also states that the Region will "Limit development in the Urban Area to the ability and financial capability of the Region to provide urban services in accordance with its approved financing plan".

In addition to the Region's requirement for the preparation of Area-Specific Plans,



and the policies noted above, the Town of Halton Hills Official Plan also requires Secondary Plans to address fiscal impact. Section G3.1 states that the Town will ensure that appropriate financing policies are in place to clearly and effectively guide future development within the Secondary Plan Area, and that New Secondary Plans shall be based on **“a Fiscal Impact Analysis that demonstrates development shall not negatively impact the Town’s financial position”**.

In accordance with these policies, the Town’s terms of reference for the Vision Georgetown project therefore identifies the need for a fiscal impact assessment. According to the terms of reference, this assessment will build upon the Town’s Long Range Financial Plan, and will be used to **“determine the overall financial contribution and cost implications of the development of the Future Residential/Mixed Use Area as the basis for the calculation of development charges”**. The Fiscal Impact Assessment will be completed as part of Phase 3 of the Vision Georgetown process. The following provides a description of the overall financial impact methodology to be undertaken:

- Building on the population, housing and employment forecasts for each of the land use alternatives, a series of annual growth forecasts by housing type and associated mixed use development will be prepared;
- The phasing of development within the study area for each land use alternative will be used to identify both the timing of capital costs and potential tax and non-tax revenues over the proposed planning horizon;
- The Town’s base financial and assessment data will be utilized by either using the latest available budget information or by using the most recent Financial Information Return for the Town;
- Assumptions to be used in the projection of operating costs associated with increased demands on tax-supported municipal services (i.e. general government services, roads, fire services, etc.) will be calibrated and projected on the basis of population/employment growth within the subject lands and surrounding area (per capita or employee);
- The amount and timing of the capital program by service will be incorporated into the capital expenditure analysis;

- A cash flow analysis will be provided to assess the timing of capital expenditures, associated developer vs. municipal contributions and implications on the Town’s debt capacity;
- Levels of service to be used in the calculation of future development charges for municipal services (where applicable) will be taken into account;
- The fiscal impact model will identify and quantify the amount of capital costs which are not expected to be funded through DCs (including local services funded by the developer) and assess the associated impacts; and
- Consideration will be given to the impact of annual lifecycle replacement costs over a 20-year and build-out time horizon.

### Implications of this Requirement for the Vision Georgetown Project:

- A. As part of Phase 3 (Detailed Planning Studies) of the Vision Georgetown process, a Fiscal Impact Assessment will be completed in order to determine the overall financial contribution and cost implications of the development of the Future Residential/Mixed Use Area.
- B. Based on the Fiscal Impact Assessment, financing policies will be prepared as part of the development of the Vision Georgetown Secondary Plan in order to guide future development in a manner that is financially viable.
- C. The results of the Fiscal Impact Assessment will also be used to update the Town’s Development Charges (DC) by-law.

## 2.3.18 Community Infrastructure

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities “shall include a community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, socio-cultural activities, safety and security and Affordable Housing will be provided to serve the community”.

It is noted that the Town of Halton Hills Official Plan, as amended by OPA 10, has also included this regional requirement in its local set of requirements for the preparation of Secondary Plans in Section G3.1(h).

It is also noted that in the ROP requirement highlighted above, affordable housing is included as an issue to be addressed by the Community Infrastructure Plan. A separate discussion of policies and targets dealing specifically with the provision of Affordable Housing as part of the Vision Georgetown process is provided in Section 2.3.5 of this report (Population, Housing, and Employment Targets). As a result of the discussion in Section 2.3.5, it was identified that provision will need to be made in the Secondary Plan for ‘affordable’ and ‘assisted’ housing, with an emphasis on townhouses and multi-storey buildings. Therefore, the Community Infrastructure Plan prepared as part of the Vision Georgetown process should address this.

Looking at all of the other types of public services identified in the ROP requirement above, the 2005 Provincial Policy Statement sets out a number of policies related to the provision of public spaces, parks, open spaces, and public service facilities, as summarized in the following points:

- The term ‘Public service facilities’ is defined by the PPS as **“land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and**

**cultural services. Public service facilities do not include infrastructure”;**

- Section 1.5(b) (Public Spaces, Parks and Open Space) states that **“Healthy active communities should be promoted by providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and, where practical, water-based resources”;**
- Section 1.6 states that:
  - **Public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.**
  - **Public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs.**
  - **The use of existing public service facilities should be optimized, wherever feasible, before consideration is given to developing new facilities.**
  - **Public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.**
  - **Where feasible, public service facilities should be co-located to promote cost-effectiveness and facilitate service integration.**

Section F8 of the Town of Halton Hills sets out a number of additional policies dealing with public services. The Town Official Plan uses the term ‘community facilities and services’, which broadly includes: schools, libraries, community centres, and other recreational facilities that are designed to meet the educational, social, recreational and cultural needs of Town residents. According to Section F8.1, it is the intent of the Town to ensure that:

- a) **Schools are designed and built to adequately serve the surrounding neighbourhood and/or catchment area;**
- b) **New schools are planned and sites are reserved as part of the planning process for the establishment of new neighbourhoods;**
- c) **The Town continues to be well served by community centres and other recreational facilities in appropriate locations;**
- d) **Adequate library services are provided to Town residents; and,**
- e) **Adequate emergency access is provided throughout the Town by police and fire stations and by police, fire and other emergency vehicles.**

Section F8.1 also states that *“In order to ensure that municipal services are provided in a manner that meets the needs of Town residents, Facility Strategies that deal with service areas shall be prepared to serve as a guide for the provision of services to a growing and changing population. In addition, Council shall ensure that the School Boards are an integral part of the planning process so that the provision of schools keeps pace with projected demand.”*

The Town’s Official Plan also sets out a number of policies dealing with the provision of public parkland, in Section F7, as summarized by the following points:

- Section F7.2.3 establishes a public parkland standard of 1.2 hectares of local parkland per 1,000 residents and 2.5 hectares of non-local parkland per 1,000 residents;
- Section F7.2.4 promotes the integration of other public uses (such as educational or major recreational facilities) with the public parkland system according to a number of criteria;
- Section F7.2.5 states that Council may identify other sources of parkland and facilities, by:
  - a) *Encouraging other agencies to provide open space and amenity areas for public use;*
  - b) *Entering into joint use/management agreements respecting the development of specific recreational facilities that are available to the general public;*
  - c) *Providing linkages between municipal open space areas and the facilities provided by other agencies or private organizations; and,*
  - d) *Ensuring the adequate provision of private indoor/outdoor amenity spaces through regulations pertaining to development applications.*
- Section F7.3.1 sets out the policies related to the siting and design of public parkland, and specifically requires that all public parkland shall:
  - a) *Have as much street frontage as possible and be open to view on as many sides as possible to maximize visibility from adjacent streets and promote safety;*
  - b) *Maximize public safety through park block size, visibility, configuration and location of park fixtures and facilities;*
  - c) *Have direct and safe pedestrian access from adjacent residential areas*

- or adjacent greenlands where appropriate;*
- d) *Be designed to minimize any potential negative impacts on adjacent residential areas through the use of such measures as planting, fencing and the provision of appropriate access, parking and buffers to active recreational facilities;*
- e) *Incorporate natural heritage features wherever possible into the design of the parkland;*
- f) *Be integrated into the fabric of the adjacent neighbourhood by promoting open space or walkway linkages to adjacent facilities, neighbourhoods and natural features;*
- g) *Be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors, utility corridors and drainage systems; and,*
- h) *Incorporate multi-purpose community/recreational centers using the campus approach that may include schools, public, cultural facilities, libraries, cultural heritage resources, day nurseries and recreational facilities.*

The Town’s policies dealing with the design of new communities (in Section F3) also deal with where various public service facilities and spaces should be located. Specifically, this Section states that:

- *“Open space and parkland areas shall integrate with adjacent development areas and provide a range of active and passive recreational opportunities”; and*
- *“School sites shall be centrally located be integrated with parkland in a manner that supports their development as community hubs and/or neighbourhood gathering places which are the site of a full range of uses. The number and location of school sites shall be very carefully chosen and take into account the location of existing schools and programs.”*

Notably, one of the common planning themes among each of the policy levels summarized above is the idea of ‘co-location’ and the development of what the Town of Halton Hills refers to as a ‘community hub’ and/or neighbourhood gathering place. Benefits of the community hub include:



- Helping to maintain an underutilized public institution, like a school, in an interim period until student enrolment increases or as a permanent addition to a facility;
- Creating and/or maintaining a central focal point of a community or neighbourhood; and,
- Contributing to ‘complete communities’ by providing needed services and facilities locally.

It is noted that at the present time, a formalized system for the establishment and funding of community hubs does not currently exist in the Province. However, the potential for establishing such a community hub within the Vision Georgetown study area will be explored in association with local school boards and the Region.

Finally, it is also noted that the Town of Halton Hills also prepared a ‘Recreation and Parks Strategic Action Plan’ in 2007, which identifies the needs, priorities, and opportunities related to recreations and parks services and facilities in Halton Hills, and sets out a number of recommendations for how the Town can respond to needs, priorities, and opportunities in a fiscally responsible manner. As part of the preliminary background research undertaken for the Vision Georgetown process to this point, Monteith Brown Planning Consultants (the authors of the Town’s 2007 ‘Recreation and Parks Strategic Action Plan’) have already undertaken a preliminary review of the parks and facilities assessments contained in the 2007 Action Plan. The purpose of the review as been to:

- Consider the parks and facilities assessment in light of population projections from Regional Official Plan Amendment No. 38;
- Determine if changes to the Strategic Action Plan recommendations are required based on new population projections; and
- Complete a facilities assessment for the Vision Georgetown study area.

The results of this review have been documented in a background report, which is attached in Appendix C.



Taking into consideration the planning framework summarized above, a Community Infrastructure Plan needs to be prepared as part of the Vision Georgetown process and this Plan needs to be based on the Region’s ‘Draft Community Infrastructure Plan Guidelines’, which were prepared in 2012. The purpose of the Region’s Draft Guidelines is to provide a framework and series of tools to facilitate the community infrastructure process, including current planning standards and practices. According to the Draft Guidelines, key steps in preparing a Community Infrastructure Plan include:

1. **Preparing a Community Profile, including an inventory of existing facilities;**
2. **Analyzing and Assessing the data from the community profile and facility inventory; and**
3. **Developing a Plan for what types of infrastructure are needed and how these needs can be accommodated.**

Figure 8 below is taken from the Region’s ‘Draft Community Infrastructure Guidelines’ and shows specifically the types of facilities that need to be considered as part of the development of a Community Infrastructure Plan.

Figure 8: Facilities to be considered as part of the preparation of a Community Infrastructure Plan

Health	Education	Recreation	Socio-Cultural Activities	Safety & Security	Housing
<ul style="list-style-type: none"> <li>• Hospitals</li> <li>• EMS</li> <li>• Long-Term Care</li> </ul>	<ul style="list-style-type: none"> <li>• Public Schools</li> <li>• Separate Schools</li> <li>• French Public Schools</li> <li>• French Sep. Schools</li> <li>• Post Secondary Schools</li> </ul>	<ul style="list-style-type: none"> <li>• Parks</li> <li>• Recreation Facilities</li> <li>• Trails</li> <li>• Conservation Areas</li> </ul>	<ul style="list-style-type: none"> <li>• Child Care Centres</li> <li>• Libraries</li> <li>• Arts and Cultural Facilities</li> <li>• Community Centres</li> </ul>	<ul style="list-style-type: none"> <li>• Police</li> <li>• Fire Services</li> <li>• Justice Facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Affordable Housing</li> <li>• Assisted Housing</li> <li>• Special Needs Housing, including Emergency &amp; Transitional</li> </ul>

## Implications of this Requirement for the Vision Georgetown Project:

- A. As part of Phase 3 (Detailed Planning Studies) of the Vision Georgetown process, a Community Infrastructure Plan needs to be prepared, which will address where, how and when public services for health, education, recreation, socio-cultural activities, safety and security and Affordable Housing will be provided to serve the community.
- B. The Community Infrastructure Plan will be based on the Region's 'Draft Community Infrastructure Plan Guidelines' and will involve an inventory and assessment of existing facilities in order to determine what types of infrastructure are required within the new community and how they can be accommodated.
- C. As part of the preparation of a 'Community Infrastructure Plan', the potential for establishing 'community hub' within the Vision Georgetown study area will be explored in association with local school boards and the Region.

## 2.3.19 Agricultural Impact

Section 77(5) of the ROP requires that Area-Specific Plans prepared by local municipalities "shall include an Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with the Minimum Distance Separation formulae where an agricultural operation is outside the Urban Area."

It is noted that the Town of Halton Hills Official Plan also includes this regional requirement in its local set of requirements for the preparation of Secondary Plans in Section G3.1(i).

At the Provincial level, most of the policies dealing with agricultural lands deal with permitted uses and lot creation. However, there are also policies in the 2005 Provincial Policy Statement dealing with the removal of land from prime agricultural areas. Section 2.3.5.1 sets out a number of criteria according to which planning authorities may exclude land from prime agricultural areas. However, it is important to note that, as a consequence of the decision of the Region of Halton to identify the Vision Georgetown study area for future urban development, the decision has also already been made that the lands will no longer be used for agricultural purposes. Therefore, it is not the role of the Vision Georgetown process to establish the principle of developing urban land uses on the subject lands, which were formally part of the Town's prime agricultural area.

While the lands will no longer be used for large-scale agricultural production after urban development occurs, it should be noted that the potential does exist for the identification of areas within the community that could be reserved for small-scale agricultural uses, such as community gardens. These community gardens could be integrated with local parks, schools and other institutional uses. In

order for these community gardens to be used effectively, they should be located in such a way so that they are easily accessible by foot by the new residents.

Section 2.3.5.2 of the PPS should also be considered as part of the discussion of this ROP requirement. This section states ***“Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands should be mitigated to the extent feasible.”***

Notably, the ROP requirement highlighted above is consistent with the Provincial Policy. In fact, the ROP more generally recognizes and protects agriculture as an important industry in the Region and, in Section 101(2), again requires ***“the proponent of any non farm land use that is permitted by specific policies of this Plan but has a potential impact on adjacent agricultural operations to carry out an Agricultural Impact Assessment (AIA), based on guidelines adopted by Regional Council”***.

In 2011, the Regional Municipality of Halton released a set of draft guidelines for completing an AIA (‘Agricultural Impact Assessment Guidelines’, 2011, Draft). As stated in this document ***“An AIA will be required as part of a secondary plan process that, if approved, would permit development within an Urban Area on lands that abut or are in close proximity to an Agricultural Rural Area, and will address mitigation of negative impacts on agricultural operations resulting from the development.”***

Taking into consideration the planning framework summarized above, a Agricultural Impact Assessment needs to be prepared as part of the Vision Georgetown process and this Assessment needs to be based on the Region’s ‘Draft AIA Guidelines’. According to the Draft Guidelines, the AIA will be completed in a three-step process as set out below:

- Step 1 - Assessment of Agricultural Resources
  - (a) Define the Study Area
  - (b) Background Data Collection and Review
  - (c) Inventory of Agricultural Resources and Land use

- Step 2 - Provide Input to Land Use Concept Development Process
- Step 3 - Impact Assessment and Development of Mitigation Measures and Recommendations

As part of the preliminary background research undertaken for the preparation of the Agricultural Impact Assessment for Vision Georgetown, it is noted that Colville Consulting has completed an initial assessment of the study area and existing surrounding agricultural operations (Step 1 above). The results of this assessment have been documents in a background report, which is attached in Appendix D.

On the basis of the initial work carried-out by Colville Consulting, it has been determined that there are some lands within the Vision Georgetown Study Area that are potentially affected by the location of existing livestock and livestock related facilities. While the areas affected are relatively small, compared to the total land area being studied, the implication of this finding is that some of the land uses associated with urban development may not be appropriate within the identified influence areas. The uses affected are residential, commercial, recreational and institutional. However, other components of the urban area, such as roads and storm water management facilities could be located within the influence area. As a consequence, there will be a need to factor the location of the influence areas into the design of the new community.

## Implications of this Requirement for the Vision Georgetown Project:

- A. An Agricultural Impact Assessment will be completed (based on guidelines adopted by Regional Council) as part of the Vision Georgetown process, in order to determine the potential impact of future urban development in the new community on adjacent agricultural operations. The results of the Agricultural Impact Assessment will also be used to develop a set of mitigation measures and recommendations
- B. The results of the Agricultural Impact Assessment will assist in the development of land use concepts for Vision Georgetown.
- C. As part of the development of a land use concept for Vision Georgetown, areas within the community that could be reserved, where appropriate for small-scale agricultural uses, such as community gardens.

## 2.3.20 Cultural Heritage and Archaeology

Section 167(5) of the ROP encourages Local Municipalities to prepare, as part of any Area-Specific Plan or relevant Official Plan amendment, *“an inventory of heritage resources and provide guidelines for preservation, assessment and mitigative activities.”*

To assist with the discussion of this ROP requirement for secondary plans, the following relevant definitions from the Region Official Plan are highlighted for reference:

- **Cultural Heritage Resources** means *“elements of the Regional landscape, which, by themselves, or together with the associated environment, are unique or representative of past human activities or events. Such elements may include built heritage resources, cultural heritage landscapes, and archaeological resources.”*
- **Cultural Heritage Landscapes** means *“a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways and industrial complexes of cultural heritage value.”*
- **Archaeological Resources** means *“artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.”*

There are a number of additional relevant definitions set out by the ROP such as ‘Areas of Archaeological Potential’, ‘Built Heritage Resources’, ‘Heritage

Attributes', and 'Designated Heritage Property'. These definitions are all consistent with the same definitions as set out by the 2005 PPS. However, it is noted that the Provincial Policy Statement also provides the following definition:

- **Significant** means, in regard to *cultural* heritage and archaeology, *“resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.”*

Section 2.6 of the PPS further sets out the following policies dealing with cultural heritage and archaeological resources in the Province:

- Sections 2.6.1 states *“Significant built heritage resources and significant cultural heritage landscapes shall be conserved”*;
- Section 2.6.2 states *“Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted”*;
- 2.6.3 states *“Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved”*;
- Section 2.6 also states that *“Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.”*

In addition to Section 167(5) of the ROP, it is also noted (consistent with the PPS), that Section 167(6) requires assessment and mitigative activities in or near areas of archaeological potential: *“Prior to development occurring in or near areas of archaeological potential, require assessment and mitigation activities in accordance with Provincial requirements and the Regional Archaeological Management Plan.”*

The Town of Halton Hills Official Plan also sets out policies dealing with cultural heritage and archaeological resources in Section F5. In general terms, the Official Plan states that *“It is the intent of this Plan that the Town’s cultural heritage resources be identified, conserved and enhanced whenever practical and that all new development occur in a manner that respects the Town’s rich cultural heritage.”*

More specifically, with respect to Archaeological Resources, the Town’s OP states that *“Council recognizes that there are archaeological remnants of prehistoric and early historic habitation as well as areas of archaeological potential within the Town. Archaeological sites and resources contained within these areas can be negatively impacted by any future development. Council shall therefore require archaeological impact assessments and the preservation or excavation of significant archaeological resources in accordance with Provincial requirements and the Halton Region Archaeological Master Plan.”*

Finally, it is also noted that the Town is currently preparing a comprehensive register of properties of cultural heritage value or interest. As of November 2012, the Town of Halton Hills Heritage Register includes:

- 16 properties designated under Part IV of the Ontario Heritage Act;
- 10 properties designated under Part V of the Ontario Heritage Act (included as part of a Heritage Conservation District) and;
- Over 360 “listed” properties (not designated under the Ontario Heritage Act but identified as having cultural heritage value or interest).

Taking into consideration the planning framework summarized above, the Town’s terms of reference for Vision Georgetown has identified the need to complete an

inventory of heritage and archaeological resources in the area and to develop a strategy to conserve those resources. To address this need, the following studies have been initiated:

1. A review of the cultural heritage resources (including built heritage and cultural heritage landscapes) by Unterman McPhail and Associates, in order to assess the cultural heritage merit or significance of the built heritage resources and determine their relative merit and which resources warrant integration into the overall land use plan; and
2. An Archaeological Impact Assessment by Archaeological Services Inc. in order to
  - a) *Review Existing Archaeological Site Location Data*
  - b) *Determine Archaeological Potential of the Study Area*
  - c) *Prepare a Stage 1 Archaeological Assessment Report.*

The following background reports have been prepared and are attached in Appendix E and F, respectively:

- Cultural Heritage Resources Existing Conditions Report (October 2013); and
- Stage 1 Archaeological Resource Assessment (September 2013).

### Implications of this Requirement for the Vision Georgetown Project:

- A. A Heritage Conservation Strategy is required for Vision Georgetown, which will help determine an approach to the protection, conservation, integration and adaptive re-use of identified cultural heritage resources based on the local heritage significance or merit into the land use plan. The Heritage Conservation Strategy must be conducted in accordance with the applicable requirements of the Provincial Policy Statement, the Ontario Heritage Act and the Town of Halton Hills Official Plan.
- B. The Archaeological Assessment was initiated by the Town of Halton Hills as part of Phase 2 of the Vision Georgetown project. The Stage 1 Assessment has indicated that Stage 2 Assessments must be completed by individual landowners in order to recommend actions to mitigate any adverse effects of proposed improvements on any known or potential archaeological resources present within the study area. These Assessments must address all of the archaeological and licensing concerns outlined in the Ontario Heritage Act, the Ontario Planning Act, and the Environmental Assessment Act, as applicable. The recommendations for Vision Georgetown will be subject to Ministry of Tourism and Culture approval.

## 2.4 Additional Considerations

As noted in Section 1.4, the purpose of this report is to set out the following:

- d) Policies that the planning process needs to address;
- e) Issues that need to be answered or resolved; and
- f) Information that needs to be presented in the Secondary Plan.

Since the Region of Halton is ultimately the approval authority for the Vision Georgetown Secondary Plan, the preceding discussions in Section 2.3 have placed particular emphasis on requirements for the preparation of Secondary Plans, which are set out in Section 77(5) of the Region's Official Plan (ROP).

However, there are additional pertinent policies and planning documents from the Town of Halton Hills that need to be considered as well. The following sections provide an additional discussion of some of these policies (from the Town of Halton Hills Official Plan) and other planning documents and their implications for the planning and development of lands included within the Georgetown urban boundary expansion area.

### 2.4.1 Market Impact

Section G3.1 of the Town of Halton Hills Official Plan states that new Secondary Plans shall be based on: "A Market Impact Assessment that determines the need for additional commercial floorspace, having regard for the planned function of existing commercial designations established by this Plan".

Further to this requirement, Section D2.3 of the Town's OP sets out the following specific commercial floorspace needs that trigger the need for a market impact assessment in the Town:

- a) *a commercial use with a gross leasable floor area for Department Store Type Merchandise (DSTM) and/or Food and Convenience Type Merchandise (FCTM) in excess of 4,645 square metres is proposed in the Georgetown Urban Area;*
- b) *a commercial use with a gross leasable floor area for DSTM and/or FCTM in excess of 2,322 square metres is proposed in the Acton Urban Area; and,*
- c) *a new supermarket or department store is proposed within the Georgetown and Acton Urban Areas.*

Prior to initiating the Vision Georgetown process, the Town had already undertaken some work to explore the implications of increasing the population of the Town as per ROPA 38 on commercial needs. Town Staff Report No. PDS-2009-0067 contained preliminary observations from Scott Morgan regarding the amount of additional commercial floor space that would be warranted in Georgetown based on a population increment of 20,000 being allocated to the Town as part of the ROPA 38 process. Based on a per capita space ratio analysis with inflow and outflow adjustments, Mr. Morgan advised that approximately 635,000 square feet of additional floor space would be warranted within the Vision Georgetown study area.

The following retail/commercial categories were considered in the May 2010 study:

- Supermarket/Grocery portion of FSR (Food Store Retail);
- Specialty Food portion of FSR;
- Department Store portion of NFSR (Non-Food Store Retail);
- Non-Department Store portion of NFSR;
- General Merchandise Stores;
- Apparel and Accessories Stores;
- Furniture/Home Furnishings/Electronics Stores;
- Other Retail Stores;
- Pharmacies and Personal Care Stores;
- HI (Home Improvement Stores);
- Personal and Other Services;
- Restaurant; and
- L/B/W (Liquor/Beer/Wine).

The May 2010 report tested the need for additional commercial floor space in the Georgetown Trade Area under two different scenarios:

- Existing Georgetown Urban Boundary Plus Intensification Case
- Georgetown Urban Expansion Plus Intensification Case

A working assumption in the report relative to both the tested scenarios is that the existing Wal-Mart is undersized relative to its market, and on-site expansion in a single storey module is probably not feasible. As such, the May 2010 report considers that a longer-term relocation and expansion of the Wal-Mart perhaps as a combination store with a major food-retailing component is a reasonable expectation. The study also identifies medium to longer term potential for a Warehouse Membership Club (WMC) in the vicinity of the growing power node at Highway 401 and James Snow Parkway or a longer term potential at a site in the northwest quadrant of Highway 401 and Regional Road 25 in Milton.

Table 1 from the May 2010 report depicts the midrange estimates for additional floor space under the two tested scenarios:

**TABLE 1**  
**RETAIL AND COMMERCIAL SPACE ESTIMATES (ROUNDED) FOR GEORGETOWN**

<b>Existing Urban Boundary Plus Intensification</b>	<b>Urban Expansion Plus Intensification</b>
65,000 square feet in 2011	65,000 square feet in 2011
160,000 square feet in 2015	160,000 square feet in 2015
230,000 square feet in 2016	230,000 square feet in 2016
300,000 square feet in 2021	300,000 square feet in 2021
425,000 square feet in 2031	865,000 square feet in 2031

*Source: Retail Commercial Demand Study*

Against these residual demands are factored 214,000 square feet, which is assigned to existing sites including the drawdown of the North American site and the re-tenanting of the existing Wal-Mart site. This would have the effect of reducing the warranted floor space:

- To 211,000 square feet for the Existing Georgetown Urban Boundary Plus Intensification, which at 25% lot coverage translates into approximately 20 acres of additional commercial land;
- To 651,000 square feet for the Georgetown Urban Expansion Case in 2031, which at 25% lot coverage translates into approximately 60 acres of additional commercial land.

Should a WMC emerge, the numbers presented above would reduce to approximately 150,000 square feet (Existing Georgetown Urban Boundary Plus Intensification) and 585,000 square feet (Georgetown Urban Expansion Plus Intensification Case). The May 2010 report then recommends that under the Georgetown Urban Area Expansion Plus Intensification Case the land requirement is sufficient to support a major designation in the urban expansion area and perhaps a smaller neighbourhood serving function.

For the purposes of the background review for the Vision Georgetown process, the May 2010 study was reviewed in 2013 and it is noted to be a comprehensive analysis as of the date prepared. While the Trade Area delineation is based on research conducted in 2001, it is still considered relevant because the overall Georgetown market is likely relatively stable.

That said, the following points are identified as issues or trends that may should be considered in light of the 2010 study, and may require an update:

- The May 2010 study uses 2008 as base year and a commercial inventory as well as a retail expenditure survey conducted in 2009. The 2009 consumer survey is likely still representative but the 2009 inventory may be in need of an update;
- The following market changes have or are about to take place:
  - the closure of the existing Zellers department store and redistributed of space to non-department store uses;
  - the construction of the 500,000 square feet Premium Outlet Centre at Trafalgar and Highway 401;
  - trends in internet shopping, which replaces parts of the 'bricks & mortar' retail space that has historically been used in retail planning studies; and
  - the conversion of Zellers store to Target in adjacent municipalities such as Milton and Brampton will potentially increase the outflow of retail expenditures from Georgetown, thus having a direct effect on the amount of warranted retail space in Georgetown.

With respect to the work to be completed, we propose to accept the Morgan Trade Area delineation and Consumer Expenditure Survey results. However, the inventory would be updated to reflect the current retail structure. For example, we note that in 2013, the relocation and expansion of the Wal-mart referenced in the 2010 Retail Market Demand Study did take place and the former Wal-Mart retail space was then redistributed to non-determent sore uses. This may need to be addressed in an update. We also propose to update the statistical analysis and change the base year from 2008 to 2012 for all analytical tables. It is also proposed to review the land area requirements for new retail in relation to the minimum density requirements for people and jobs as established by ROPA 38 and OPA 10.

### Implications of this Requirement for the Vision Georgetown Project:

- A. In order to determine the need for additional commercial floorspace in the Vision Georgetown study area, some updates to the 2010 Commercial Needs Study are required, specifically with respect to:
  - i. The commercial inventory;
  - ii. Statistical analysis;
  - iii. Land area requirements for new retail (taking into consideration minimum density targets in ROPA 38 and OPA 10).
- B. Once the floorspace needs are determined based on these updates, appropriate locations for the required commercial space within the study area will be determined.

## 2.4.2 Sustainability

The Town of Halton Hills has undertaken a number of significant sustainability initiatives within recent years, including a Mayor's Green Plan, an Integrated Community Sustainability Plan, and a Green Building Standard. The following Section of this report provides a brief review of these sustainability documents in order to identify the potential implications for the Vision Georgetown process.

### Town of Halton Hills Green Plan

The Town of Halton Hills Green Plan demonstrates Halton Hills' commitment to preserving, protecting and enhancing the environment, and setting priorities in Service and Program delivery in a manner that will contribute to the implementation of the Town's Green Plan. In preparing the Green Plan, the Task Force and Council recognized local governments and communities as the true leaders in sustainability.

This six-month project led by Council resulted in a list of 70 recommendations that outline actions that can be taken by residents, businesses, schools, Halton Hills Hydro, the Town of Halton Hills and other levels of government. These recommendations provide an effective guide for action that supports a thriving natural environment and a higher quality of life. The Plan also engages and inspires the community to adopt more environmentally responsible practices. The following is a list of recommendations from the Green Plan that will be investigated by the Vision Georgetown Secondary Plan through the design, policies and implementation of the plan:

- **Find ways to encourage local shopping, particularly for local products, in order to reduce the community's "carbon footprint".**
- **Advocate and partner with Halton Region and Conservation Authorities to develop sustainable practices and standards for new developments such as bio-filters and swales.**
- **Host a meeting of developers and builders to discuss better standards for new subdivision development and new home construction to minimize environmental impacts, reduce energy and water consumption.**
- **Suggest to Halton Hills Council that the Town provide the necessary budget and monitor the results of the recently endorsed Community Garden project at Dominion Gardens (that is to be administered by the Georgetown Horticultural Society) with the intention of expanding the program to other**

**areas when requests are received.**

- **Implement LEED (Leadership in Energy and Environmental Design) standards for all future capital projects.**
- **Ensure that Halton Hills contributes to the cycling initiative by retro-fitting roads to better accommodate cycling, and by providing better signage. Perhaps bicycle racks and shower facilities should be required for future industrial/commercial buildings, and for retro-fits to existing buildings.**

**Establish community/residential/commercial development initiatives to promote development that incorporate commercial and office uses within residential areas. This would provide local employment opportunities for residents thereby reducing commutes.**

### Implications for the Vision Georgetown Project:

- A. The goals and objectives of the Town's Green Plan could be achieved by implementing the following, where appropriate, as part of the Vision Georgetown planning process:
  - i. Integrate local retail opportunities into the plan;
  - ii. Support low impact development design through policy incentives;
  - iii. Incorporate new subdivision development design into the plan to minimize environmental impacts, reduce energy and water consumption;
  - iv. Investigate community garden opportunities within the plan area;
  - v. Implement LEED standards for all future capital projects as a policy objective;
  - vi. Contributes to the cycling initiative by planning for road right-of-way widths in the secondary plan area to include cycling infrastructure, and policies promoting better signage;



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- vii. Consider policy to require future industrial/commercial buildings and for retro-fits to existing buildings to include bicycle racks and shower facilities; and
- viii. Provide for mixed-use, commercial and office opportunities within residential areas within the plan area.

## Integrated Community Sustainability Strategy

Imagine Halton Hills is the Town of Halton Hills Integrated Community Sustainability Strategy developed with extensive community input, over 2,300 people were engaged during the development of this strategy. The overall guiding vision outlined in the strategy envisions a Halton Hills in 2060, where urban and rural communities balance economic prosperity with a deep commitment to the natural environment, while retaining viable local agriculture and small-town feel, and being socially equitable, culturally vibrant and strongly

connected. Based on the four pillars of sustainability (cultural vibrancy, economic prosperity, environmental health and social wellbeing), the strategy focuses on 32 areas that have been identified as being important to the long-term wellbeing and sustainability of Halton Hills. Each focus area is described and defines several goals, which provide strategic direction on how to achieve the desired future. As part of measuring the progress of the strategy, 26 indicators have been included to be used to monitor and track progress over time. The following is a list of key focus areas and goals pertinent to the development of the secondary plan:

Focus Area	Goals
<b>Strong Sense of Community</b>	<ul style="list-style-type: none"> <li>• Ensure "maintaining a small-town feel" is a priority for our community.</li> <li>• Establish a strong sense of what it means to be part of the Halton Hills community that people can relate to and are proud to be part of.</li> </ul>
<b>Inclusive to Youth</b>	<ul style="list-style-type: none"> <li>• Find structured ways (e.g. a renewing youth pool) to include youth needs within all community and municipal planning.</li> <li>• Ensure key infrastructure elements are in place to support youth (e.g. transportation).</li> </ul>
<b>Vital Arts &amp; Culture Sectors</b>	<ul style="list-style-type: none"> <li>• Integrate a cultural pillar into ongoing community planning.</li> </ul>
<b>Inviting Parks and Trails</b>	<ul style="list-style-type: none"> <li>• Designate, provide and promote a wide range of inviting parks, trails and green spaces through cross-sector partnerships and resource models.</li> </ul>
<b>Diverse Recreation and Sports</b>	<ul style="list-style-type: none"> <li>• Continuously plan for, provide and extensively promote affordable and accessible recreation and leisure opportunities that support a healthy and active lifestyle for all ages, abilities and interests.</li> <li>• Ensure access to local recreational and leisure opportunities for those without access to a private vehicle or financial means.</li> </ul>
<b>Valued Heritage Legacy</b>	<ul style="list-style-type: none"> <li>• Continue to identify and protect significant heritage buildings, resources, and development including natural heritage assets.</li> </ul>
<b>Diversified &amp; Resilient Economy</b>	<ul style="list-style-type: none"> <li>• Develop a local economy that is based on a wide range of businesses and is resilient to changing conditions.</li> </ul>
<b>Balanced Tax Base</b>	<ul style="list-style-type: none"> <li>• Facilitate greater density and multi-story developments in both commercial and industrial sectors.</li> </ul>
<b>Live-Work Opportunities</b>	<ul style="list-style-type: none"> <li>• Promote the establishment of home-based business that are contextually appropriate with the surrounding area.</li> <li>• Promote the establishment of enhanced live-work relationships to reduce commuting, energy consumption and greenhouse gas emissions.</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Support the development of a transportation network that prioritizes the movement of people and goods over the movement of vehicles.</li> </ul>
<b>Natural Heritage</b>	<ul style="list-style-type: none"> <li>• Increase the total area and connectivity of natural systems, including natural corridors and significant woodlots.</li> <li>• Expand the tree canopy and increase the number of trees in rural and urban areas.</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>• Create vibrant, complete, walkable neighbourhoods that demonstrate leadership in sustainable community design and functioning.</li> <li>• Ensure that all neighbourhoods are served by a wide range of high-quality community services and infrastructure.</li> <li>• Protect and enhance an interconnected natural heritage system.</li> <li>• Ensure that future urban areas are developed as a complete community, with compact pedestrian friendly neighbourhoods, a mix of housing types, appropriate employment opportunities, community facilities and open spaces.</li> <li>• Use sustainable building standards (e.g. Town's Green Building Standard, LEED) for the design, construction and operation of all new development and</li> </ul>

Focus Area	Goals
	renovations, including the restoration of heritage buildings.
<b>Consumption &amp; Waste Generation</b>	
<b>Energy</b>	<ul style="list-style-type: none"> <li>• Use sustainable building standards (e.g. Town Green Building Standards, LEED) for the design, construction and operation of new development and renovations.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Facilitate housing that is affordable and accessible to individuals and families in order to meet housing needs at all stages of life and abilities.</li> <li>• Ensure a sufficient proportion (e.g. 25%) of new development is affordable.</li> <li>• Ensure a greater variety of housing types are available that include rental units, co-operative projects and smaller less expensive homes for downsizing, while paying attention to “green” concepts and community design.</li> <li>• Increase development densities in appropriate locations to minimize the amount of land required to accommodate growth.</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Develop transportation infrastructure that encourages pedestrian, cycling and other more sustainable transportation modes.</li> <li>• Facilitate practical, accessible, and affordable public transportation that meets the needs of all residents.</li> <li>• Improve the inter-connection of and enhance local trail networks.</li> </ul>
<b>Seniors</b>	<ul style="list-style-type: none"> <li>• Increase the amount of accessible and affordable housing available to seniors.</li> <li>• Ensure transportation is safe, affordable, and accessible for all seniors.</li> </ul>

### Implications for the Vision Georgetown Project:

- A. The goals identified in the ‘Imagine Halton Hills: Integrated Community Sustainability Strategy’ could be implemented, where appropriate, through the development of Land Use Concept for the Vision Georgetown study area and policies for the Secondary Plan document.



## Town Green Development Evaluation Checklist and Green Building Standard

The Green Development Evaluation Checklist is intended to be a self-assessment tool for all project proponents to assess and improve the environmental performance of all new major ground-related residential developments. This first-generation approach required applicants to review and complete the Checklist as part of the development approvals process. The Checklist acted as the preferred minimum baseline for all new major ground-related residential developments, such as subdivisions and site plan applications. The implementation of the checklist began at the pre-consultation phase. As part of the complete application submission, a “Green Development Screening Report” was required.

The Green Building Standard Study seeks to review and update the existing Green Development Evaluation Checklist and to provide additional guidelines, which can apply to all forms of development, not just low-rise residential development. The Study builds on lessons learned from the first Checklist prepared by the Town and provides implementation strategies that can be established by the Town to engender development industry support. The implementation will include updates to the Town’s Official Plan and Zoning By-law as well as providing engagement and training for staff and industry stakeholders.

### Implications for the Vision Georgetown Project:

- A. The findings of the Green Building Standard Study will be incorporated in the Secondary Plan, as appropriate, as a requirement for all new major ground-related residential projects as well as guidelines for all forms of development in the Vision Georgetown study area.

## Mayor’s Community Energy Plan

Town of Halton Hills and Halton Hills Community Energy Corporation have initiated the preparation of a Community Energy Plan. The Energy Plan will deliver practical actions that will translate into measurable financial benefits, efficiencies, reduced operating costs, lower greenhouse gas emissions, community awareness and corporate leadership. The Plan will be completed through two distinct, but closely related phases. Phase 1 will focus on the Town’s internal operations by ensuring that the Town meets its obligations under the Green Energy Act. Phase 2 will have a community-wide focus and will relate to meeting the Town’s commitments under the Federation of Canadian Municipalities’ PCP program.

At the time of preparing this report, the Town’s Community Energy Plan is on-going. However, as part of the detailed planning studies in Phase 3 of the Vision Georgetown process, an ‘Energy Conservation Assessment/Strategy’ will be prepared, which will be coordinated with the preparation of the Town’s Community Energy Plan. According to the Town’s terms of reference for Vision Georgetown, this assessment will investigate the feasibility of District Energy solutions for the Southwest Georgetown Future Residential/Mixed Use Area, and any other viable energy management and conservation alternatives, as well as a strategy to maximize water conservation. Issues to be addressed include the need for an ‘anchor tenant’ and/or high intensity ‘community hub’ uses to make a district energy solution feasible. This task will be coordinated with the preparation of the Community Energy Plan by the Town.

### Implications for the Vision Georgetown Project:

- A. An ‘Energy Conservation Assessment/Strategy’ is required for Vision Georgetown, which will investigate the feasibility of energy management/conservation and water conservation solutions for the study area.
- B. The ‘Energy Conservation Assessment/Strategy’ will be coordinated with the Town’s on-going Community Energy Plan initiative.

## 3.0 Concluding Remarks and Next Steps

The purpose of this Background Discussion Paper is to provide a compendium of all pertinent background material, including plans, policies, guidelines, strategies, and other applicable documents from various levels of government that have an implication for developing a framework for the future development of the Vision Georgetown Study Area.

In order to assist the reader, all of the implications for Vision Georgetown identified as a result of the background reviews have been highlighted at the end of each Section of this Report. The implications focus on:

- a) Policies that the planning process needs to address;
- b) Issues that need to be answered or resolved; and
- c) Information that needs to be presented in the Secondary Plan.

More detailed Background Reports prepared by a team of sub-consultants as part of more detailed existing conditions investigation of the study area (focusing on issues such as transportation, servicing, agriculture, etc.), have also been appended to this Report.

This Background Discussion is a key deliverable for Phase 2 of the Vision Georgetown Secondary Plan process. Phase 2 has also involved the development of a Vision Statement and Guiding Principles, which begin to articulate the goals and aspirations for what the planning process will achieve (in terms of how the new community is planned, designed, and functions) and will inform the remainder of the Secondary Plan process.

The next key deliverable for Phase 2 of the Secondary Plan process will involve developing land use concepts based on the information summarized in this report, and based on the Vision and Guiding Principles. The land use concepts will serve as options for growth and development that can be further assessed as part of a more focused technical review and part of Phase 3 of the Vision Georgetown project.