

AMENDMENT NO. 7  
TO THE OFFICIAL PLAN  
FOR THE TOWN OF HALTON HILLS



Georgetown  
GO Station Area  
Secondary Plan

THE CORPORATION OF THE TOWN OF HALTON HILLS

By-LAW NO. 2010-\_\_\_\_\_

A By-law to adopt Amendment No. 7 to the  
Official Plan of the Town of Halton Hills –  
Georgetown GO Station Area Secondary Plan

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

1. That Amendment No. 7 to the Official Plan of the Town of Halton Hills, being the attached text and schedules, is hereby adopted;
2. That the Town Clerk is hereby authorized to make application to the Region of Halton for approval of Official Plan Amendment No. 7 to the Official Plan of the Town of Halton Hills;
3. That this By-law shall not come into force or take effect until Amendment No. 7 to the Official Plan for the Town of Halton Hills is approved by the Region of Halton.

BY-LAW read and passed by the Council of the Town of Halton Hills this \_\_\_\_ day of \_\_\_\_\_, 2010.

\_\_\_\_\_  
MAYOR – R. Bonnette

\_\_\_\_\_  
CLERK – B. Roberts

AMENDMENT NO. 7 TO THE OFFICIAL PLAN  
OF THE TOWN OF HALTON HILLS

The attached text and schedules constitute Amendment No. 7 to the Official Plan of the Town of Halton Hills, which was adopted by the Council of the Town of Halton Hills by By-law 2010-XXXX in accordance with the provisions of the Planning Act, 1990, R.S.O., c.P. 13, as amended:

THE CORPORATION OF THE TOWN OF HALTON HILLS.

\_\_\_\_\_  
MAYOR – R. Bonnette

\_\_\_\_\_  
CLERK – B. Roberts

## AMENDMENT NO. 7

### TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

PART A – THE PREAMBLE does not constitute part of the Amendment.

PART B - THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 7 to the Official Plan for the Town of Halton Hills.

PART C – THE APPENDICES, does not constitute part of the Amendment, but is included for information purposes only.

## Part A – The Preamble

### 1. Purpose of the Amendment

The purpose of this Amendment is to implement recommendations resulting from Georgetown GO Station Area Land Use Study by establishing a Secondary Plan for the lands in the vicinity of the Georgetown GO Station.

### 2. Location

The lands affected by this Amendment are generally bounded by:

- a) Northeast: Mountainview Road North;
- b) Southeast: Maple Avenue;
- c) South and Southwest: Guelph Street (Highway 7); and,
- d) Northwest: John Street and CNR Rail.

### 3. Basis of the Amendment

Section D5.1 of the Town of Halton Hills Official Plan identifies the area focused on the Georgetown GO Station as having “long-term redevelopment potential...while also possessing constraints to redevelopment and proximity to residential neighbourhoods.”

The Official Plan directs that a comprehensive planning study be undertaken of the GO Station Study Area as a basis for the preparation of a Secondary Plan.

The Town’s Official Plan provides the key policy directions with respect to the Secondary Plan area. However, also relevant are the policies found in the 2005 Provincial Policy Statement (PPS), the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Halton Region Official Plan.

The key Provincial and Regional policy directions, and related implementation efforts on the part of the Town, include:

- a) The Provincial and Regional policy frameworks encourage intensification within urban areas, particularly in major transit station areas.
- b) The Georgetown GO Station Area meets the definition of a **major transit station area** in the Provincial Growth Plan for the Greater Golden Horseshoe (2006).
- c) The Town recognizes its responsibility to meet the requirements of the Growth Plan and provide input to the Sustainable Halton process which is designed to implement the Growth Plan in the Region of Halton, and have completed planning initiatives related to growth through intensification including the Town’s Strategic Plan, Intensification Opportunities Study and Community Improvement Plan.
- d) The Town’s Urban Design Guidelines provide a range of directions applicable to specific issues related to intensification in areas such as the Downtown Area and the GO Station Study Area.

To implement the Town's Official Plan and the related Provincial and Regional policy directions, the Town undertook the GO Station Area Land Use Study. This Study involved a detailed review and analysis of the Study Area, as well as extensive public and agency consultation including the on-going involvement of a Steering Committee comprised of members of the public and Council and agency representatives, and the Technical Advisory Committee.

Phase 1 of the study process involved data collection and background research which culminated in the preparation of a Background Discussion Paper (April 2008) and a public open house on May 8, 2008. As part of this process the Study Area was increased to include lands bounded by Guelph Street, the CN rail line and Mill Street, as well as some brownfield lands in the vicinity of Ewing and Ontario Streets to the east of Ontario Street.

Phase 2 commenced with a stakeholder workshop to formulate ideas as a basis for the preparation of land use alternatives and the preparation of an Alternatives Report (October 2008). A second public open house was held on October 16, 2008 in which a preliminary vision statement and set of land use alternatives were presented to the public.

Phase 3 involved the development of a Preferred Land Use Alternative based on the public and agency input received through the work in Phase 2, and a public open house was held on April 29, 2009. Council endorsed this alternative as the basis for the preparation of the Secondary Plan on May 25, 2009.

Phase 4 involved the preparation of a Draft Secondary Plan, which was presented to Council in June 2009. This was followed by some revisions to the draft Secondary Plan, based on landowner input, and a public open house to present the revised Draft Secondary Plan (August 2009) on November 3, 2009.

Phase 5 involved the preparation of a revised Draft Secondary Plan (December 2009), with some minor changes based on public input, followed by a statutory public meeting on February 22, 2010, and finalization of the Secondary Plan based upon public input received.

This Official Plan amendment reflects the results of the GO Station Area Land Use Study and public and agency input received throughout the study process.

## Part B – The Amendment

All of this part of the document entitled PART B – THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 7 to the Official Plan for the Town of Halton Hills.

### Details of the Amendment

1. That Schedule A3, Georgetown Land Use is amended, as shown on Schedule “1” attached to and forming part of this Amendment No. 7, by replacing the land use designations in the area generally bounded by Mountainview Road North; Maple Avenue; Guelph Street (Highway 7); and, John Street and the CNR Rail with a designation labelled in the Legend as “Georgetown GO Station Area - See Section H3”, and in the Legend replacing the text “GO Station Study Area Boundary” with the text “GO Station Secondary Plan Area Boundary.”
2. That Part II, The Structure of the Plan – Part H (Secondary Plans) is amended by adding the phrase “and land use schedules” after the phrase “detailed planning policies” and before the phrase “for specific geographic areas”.
3. That Part II, The Town of Halton Hills Official Plan, The Structure of the Plan, is amended by;
  - a) adding the phrase “and the Georgetown GO Station Area” after the phrase “and Norval” in the section entitled “Part H (Secondary Plans); and,
  - b) adding the following at the end of the list of schedules:

“Schedules H3.1 and H3.2 - Georgetown GO Station Secondary Plan Key Map and Land Use Plan”.
4. That Section D5, GO Station Study Area, be deleted.
5. That Section H, Secondary Plans is amended by adding the following new Section, “H3, Georgetown GO Station Area Secondary Plan”, to the Official Plan:

## “H3           GEORGETOWN GO STATION AREA SECONDARY PLAN

### INTRODUCTION

The Georgetown GO Station Secondary Plan is an integral part of the Town’s planning initiatives related to the implementation of the Sustainable Halton Plan, an exercise being carried out by the Region of Halton to address the requirements of the Greater Golden Horseshoe Growth Plan. It also builds on the policy framework of the Town’s Official Plan and implements the results of the Georgetown GO Station Area Land Use Study. The Secondary Plan provides detailed policy direction with respect to the redevelopment of strategic locations in the Secondary Plan area, and the maintenance and enhancement of the neighbourhood as a whole.

## THE STRUCTURE OF THE SECONDARY PLAN

The Introduction is considered part of the Secondary Plan. The Plan is further divided into seven sections:

**Section H3.1 (Vision Statement)** which provides a clear vision for the Secondary Plan area in the context of the Town's overall Community Vision, Goals and Strategic Objectives.

**Section H3.2 (Goals)** outlines overall goals applicable to the Secondary Plan area.

**Section H3.3 (General Policies)** provides general policies related to matters such as transportation, urban design and sustainability applicable to the Secondary Plan area.

**Section H3.4 (GO South Precinct Objectives and Policies)** contains objectives and policies specific to the South Precinct of the Secondary Plan area.

**Section H3.5 (GO North Precinct Objectives and Policies)** contains objectives and policies specific to the North Precinct of the Secondary Plan area.

**Section H3.6 (Mill Street Corridor Precinct Objectives and Policies)** contains objectives and policies specific to the Mill Street Corridor Precinct of the Secondary Plan area.

**Section H3.7 (Major Transit Station Precinct)** contains objectives and policies specific to the Major Transit Station Precinct of the Secondary Plan area.

**Section H3.8 (Implementation and Administration)** describes how the Secondary Plan will be implemented and administered.

In addition, the following schedules are to be read in conjunction with the Secondary Plan and constitute an operative part of the Secondary Plan:

Schedule H3.1 Georgetown GO Station Secondary Plan – Key Map

Schedule H3.2 Georgetown GO Station Secondary Plan – Land Use Plan

## LOCATION

The Secondary Plan affects all the lands in the area identified on Schedule H3.1 which is generally bounded by:

- a) Northeast: Mountainview Road North;
- b) Southeast: Maple Avenue;
- c) South and Southwest: Guelph Street (Highway 7); and,
- d) Northwest: John Street and CNR Rail.

### H3.1 VISION STATEMENT

The GO Station/Mill Street Corridor Area will provide opportunities for redevelopment and intensification at strategic locations, and enhanced connections to other areas of the community, particularly the Downtown Area, where such connections will not be to the detriment of the existing community. This redevelopment and intensification will have a positive impact on the quality of life in Halton Hills, including support for the Town's economic and housing objectives, while still ensuring that the character of these existing, well



established residential areas are maintained and enhanced, including improvements which will mitigate the impact of traffic on the community.

### H3.2 GOALS

- a) To maintain and enhance existing residential areas, with intensification focused primarily on strategic redevelopment sites.
- b) To protect and enhance the environmental function of Silver Creek and its related valleylands, while providing improved access, where appropriate, for residents through the introduction of trails and other features.
- c) To introduce an improved circulation system for pedestrians and cyclists, as well as improvements in accessibility for vehicular traffic, both within the Secondary Plan area and to other parts of Georgetown.
- d) To ensure the highest quality urban design forms the basis for new development in both the public and private realms of the Secondary Plan area.
- e) To ensure that the necessary capacity is available in the Town's infrastructure for any proposed redevelopment, recognizing the need for stormwater management controls which are appropriate for the proposed redevelopment and intensification.

### H3.3 GENERAL POLICIES

The general policies of the Official Plan shall apply to the Secondary Plan area, particularly:

- a) Section B1 Greenlands System;
- b) Part C Environmental Management Policies;
- c) Part F General Development Policies, particularly F2 Urban Design, F6 Transportation, F7 Public Parkland, F8 Community Facilities and Services, and F10 Development Phasing Strategies; and,
- d) Part G Plan Implementation and Administration, particularly G3 Secondary Plans and More Detailed Plans, G4.3 Height and Density Bonusing, G7 Community Improvement Plans, G8 Site Plan Control, and G12 Pre-Consultation and Complete Application Requirements.

#### H3.3.1 Population and Employment Targets

The population target for the Secondary Plan Area to the year 2031 is 2,800 with the majority, in the order of 2,200, being planned for the North Precinct on the lands designated *High Density Residential /Mixed Use Area I and High Density Residential/Mixed Use Area II*.

The employment target for the Secondary Plan area to the year 2031 is 300 jobs, all of which will be found in the North Precinct, the majority in the *High Density Residential/Mixed Use Area I and II* designations.

### H3.3.2 Greenlands A

a) Location

The *Greenlands A* designation on Schedule H3.2 includes the lands within the Regulatory Floodplain along Silver Creek, as determined by Credit Valley Conservation.

b) Permitted Uses

The permitted uses shall be those in Section B1.3.1.2 of the Official Plan.

c) Enhancement of Silver Creek Corridor

The lands designated *Greenlands A* form part of a key natural system extending beyond the Secondary Plan area, and are the only significant natural resource in the area. The Town shall work with Credit Valley Conservation in the context of the Silver Creek Subwatershed Study to:

- i) implement measures to enhance the biodiversity and environmental integrity of this area;
- ii) develop a public trail system in and/or adjacent to the valley, in conformity with the policies of Sections B1.2.7 and F7 of the Official Plan; and,
- iii) consider opportunities for the creation of open space areas in either public or private ownership, adjacent to the *Greenlands A* designation. These areas will assist in providing additional protection to the valley, as well as enhancing views, and potentially access, into the valley.

### H3.3.3 Cemetery

The *Cemetery* designation on Schedule H3.2 recognizes Greenwood Cemetery, a public cemetery operated by the Town. This area is subject to the policies of the Official Plan, in particular Section B2.4.2, Public Cemeteries.

### H3.3.4 Parks

The *Parks* designation on Schedule H3.2 identifies the existing local parkland. These facilities are limited and, with additional development proposed for the Secondary Plan area, the Town shall, in accordance with the policies of Section F7 of the Official Plan:

- a) develop plans for the enhancement of these existing facilities; and,
- b) as part of any proposed development:
  - i) require the dedication of land for the creation of additional parkland, particularly for lands in the *High Density Residential/ Mixed Use Area I* and *II* designations in the North Precinct; and/or,
  - ii) use cash-in-lieu of parkland to expand or improve existing parkland and/or to create new parkland, including on lands adjacent to Silver Creek to enhance that resource.

### H3.3.5 Low Density Residential Area

The lands in the *Low Density Residential Area* designation on Schedule H3.2 shall develop in accordance with the provisions of Section D1.3.1 and D1.4.2 of the Official Plan. In addition, in evaluating applications for new development which require an amendment to, or variance from, the zoning bylaw or a consent, the following additional criteria shall be considered:

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

### H3.3.6 Urban Design

The Urban Design policies of Section F2 of the Official Plan provide the general framework for consideration of any proposals for changes in the public realm, as well as private development proposals. In addition, the following specific directions will be considered:

a) Public Realm

The primary component of the public realm in the Secondary Plan area is the street system. The Town, in accordance with the policies of Section F2.2.1.1 of the Official Plan, shall develop a specific plan for the improvement of the design of the streetscape in the Secondary Plan area, which reflects the policies of the Official Plan and this Secondary Plan. In particular, the plan will include:

- i) the recommendations of the pedestrian/cycling plan prepared in accordance with the direction in Section H3.3.7 of this Plan;
- ii) traffic calming techniques which balance the need for access to the GO Station with the creation of a safer environment for pedestrians and bicyclists;
- iii) enhancement of the tree lined boulevards;
- iv) the creation of specific gateways at key locations identified on Schedule H3.2 in accordance with the provisions of subsection b) of this Section;
- v) provisions for working with GO Transit, Via Rail and CN to enhance the GO Station area and its relationship with the surrounding area; and,
- vi) consideration of the character of Guelph Street and the relationship between development in the Secondary Plan area

and the lands on the other side of the street in the Downtown Area.

b) Gateways

Key Gateways to the Secondary Plan area are designated on Schedule H3.2 at the following intersections:

- Queen Street and Guelph Street;
- King Street and Mountainview Road North;
- Queen Street and King Street;
- River Drive and Mountainview Road North; and
- Mill Street and Guelph Street.

The Town will develop plans for the streetscape in these areas which incorporate upgraded street furniture, appropriate signage, and landscaping as well as special pavement treatments to reflect their role. In addition, consideration should be given to the introduction of non-habitable structures such as a clock tower, decorative poles with banners and/or specialized lighting to serve as a focal point at the gateway at Queen and King Streets which serves as the entrance to the GO Station in the South Precinct, and, as part of the redevelopment of the station in the North Precinct.

In addition, development on lots fronting and flanking these intersections shall be designed so that any buildings reinforce the streetscape edge and have upgraded elevation treatments and gateway features.

c) Redevelopment Sites

Significant redevelopment shall only be permitted on certain strategic sites, as identified on Schedule H3.2, subject to the relevant policies in Sections H3.5.5, H3.5.6 and H3.6.5. In addition, with respect to such development, careful attention shall be given to:

- i) The relationship between the proposed new development and existing, adjacent low density residential areas to minimize potential height and massing impacts and to protect privacy;
- ii) The relationship of the proposed new development in the North Precinct to the Secondary Plan area as a whole, and surrounding lands generally, taking into account the topography of the area;
- iii) The relationship of the buildings to the street to ensure that the development form reinforces the streetscape with the front entrance oriented to the street, and allows for suitable sidewalk and boulevard widths for pedestrian use and the placement of streetscape amenities; and,
- iv) The relationship of adjacent buildings to the rail corridor to minimize noise and vibration impacts.

In this regard, massing strategies such as the stepping down of buildings to buildings of lower density and the use of two or three storey base podiums, with increased setbacks for storeys above the podium, rather than “slab” building forms, will be employed to minimize impacts, overlook, shadowing, and high wind speeds.

d) Building Elements

Development shall be designed to reflect the character of the surrounding area. In particular:

- i) Materials and colours for new buildings and additions or renovations to existing structures should complement and be compatible with adjacent buildings;
- ii) The facades of buildings should have windows which overlook streets, lanes and parking areas in order to maintain a safe pedestrian environment;
- iii) The main access to buildings or a group of buildings should face a street;
- iv) Pedestrian entrances should be spatially and architecturally prominent and welcoming;
- v) Buildings on corner lots should have upgraded elevation treatments for both front and flankage;
- vi) Blank walls are discouraged in situations which are exposed to public view. Where such walls are essential upgraded design and material standards are required;
- vii) Fine architectural detailing in building facades should be part of any new building or major addition to complement the streetscape.

e) Landscape, Parking and Service Areas

- i) Surface parking lots should be screened from abutting streets through the use of low walls, decorative fences, planters, low shrubs or other landscaping, without compromising sightlines or maintenance flexibility.
- ii) Surface parking areas should be visually softened by introducing landscape islands, planters and other landscaping, as well as clearly defined pedestrian routes.
- iii) All parking areas should be well lit to ensure pedestrian safety, but lighting should be designed to avoid light spillage into adjacent residential areas.
- iv) Ramps to underground parking areas should not detract from the façade or landscaping of the building.
- v) Parking shall generally not be permitted between buildings, other than a driveway for low and medium density residential uses, and the street. Landscape planting shall be provided between the street and the building to frame the building.
- vi) The planting of shade trees shall be encouraged.
- vii) Service and loading areas should be located away from the primary building face and public view and integrated within buildings.
- viii) Appropriate screening of service and loading areas should be incorporated.
- ix) Open storage is prohibited with the exception of open storage related to railway uses. Where required, such uses should not

front onto a public street and should be screened using landscaping or built screens or a combination of both.

- x) Consideration should be given to the creation of a berm and noise attenuation wall along the railway in conformity with the design specifications of CNs Principal Mainline Requirements. The design should soften the visual impact of the wall on both the side adjacent to development and the rail side to contribute to the ambience of the GO Station.

f) Low Density Residential Areas

No significant changes are planned for the majority of the Secondary Plan area. As stable residential areas, any proposed changes will be reviewed to ensure that the character of the surrounding area and the streetscape is maintained and/or enhanced in accordance with the policies of this Plan.

### H3.3.7 Transportation

The Transportation policies of Section F6 of the Official Plan are applicable to the Secondary Plan area. In addition, the following additional policies are applicable:

a) Pedestrian and Cycling Routes and Facilities

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

- i) connectivity within the Secondary Plan area, including between the North and South Precincts. In that regard the Town will work with Metrolinx and the CNR to create improved grade separated and barrier free access across the railway tracks generally in the vicinity of the crossings identified on Schedule H3.2 and outside the GO Station Paid Fare areas;
- ii) connectivity between the Secondary Plan area and other areas of the Town, particularly the Downtown;
- iii) accessibility to the GO Station both north and south of the railway tracks; and,
- iv) bicycle storage facilities.

b) Road Network

The road network for the Secondary Plan area is established on Schedules B1 and B2 of the Official Plan. However, in addition, as part of any redevelopment application in the North Precinct, a traffic analysis shall be required including a review of possible modifications to the road network. Modifications which shall be considered through such an analysis include:

- i) creation of additional road connections through the area around the GO Station to improve traffic movement and enhance the ability for area residents, GO patrons and GO buses to access the station and/or the proposed new development. Two potential connections are proposed, the extension of St. Michaels Street to Rosetta Street; and the extension of St. Michaels Street to John Street as designated on Schedule H3.2. The extension of St. Michaels Street to Rosetta Street will require the acquisition of lands or an easement from the railway;
- ii) changes to the intersections of River Drive and Mountainview Road North, and Mountainview Road and Maple Avenue, including signal timing modifications and possibly the extension of the north and/or west bound left turn tapers;
- iii) improvements where feasible westbound on Maple Avenue west of Mountainview Road; and,
- iv) potential improvements to the intersections of Mountainview Road North and John Street and Victoria Street and John Street.

c) Rail Network and Related Facilities

The rail line which runs through the Secondary Plan area is designated on Schedule B1 to the Official Plan and Schedule H3.2 as *Commuter Rail Corridor* to reflect its existing and planned role. The GO Station, which is designated as a *Major Transit Station* on Schedule B1 to the Official Plan and Schedule H3.2, is a major transit station. The Town recognizes the significance of the GO station and related facilities to the community as a whole, both as a transportation facility and as a focus for intensification. The Town will work with Metrolinx to ensure both that the use of the station is maximized, and that impacts on adjacent residential development are minimized.

In particular, the Town will ensure that:

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

The *Railway Buffer* overlay on Schedule H3.2 identifies the general area where a setback is required from the edge of the railway corridor by the CNR and/or Metrolinx for all buildings and structures. The precise

setback will be determined at the time of application in accordance with the PLMR, but is generally a minimum of 30 metres. In some cases, consideration may be given to a crashwall and vertical/horizontal setback combination. The Town will work with CN to maximize the development opportunities in this area, recognizing its intensification potential, without compromising safety considerations.

e) Off- Street Parking

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

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

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

H3.3.8 Municipal Water and Wastewater Services

The policies of Section F8.2 of the Official Plan are applicable to municipal water and wastewater services.

H3.3.9 Stormwater Management

The Secondary Plan area currently has existing, limited stormwater management facilities in place, however the nature of the current development and proposed redevelopment preclude directing runoff to the existing stormwater management facilities.

Therefore, consideration by the Town, in consultation with Credit Valley Conservation, shall be given in the review of all new development, to lot-level controls with a potential for conveyance infrastructure improvements, as well as where appropriate, end-of-pipe retrofits. In addition, the Town may require cash-in-lieu of on-site stormwater management facilities. Further, where any proposed alterations to the existing drainage pattern affect railway lands concurrence must be received from CN based on submission of a drainage report.

H3.3.10 Utilities

The Town will confirm with all utility providers that adequate servicing networks are, or will be established, to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient.



### H3.4 GO SOUTH PRECINCT OBJECTIVES AND POLICIES

#### H3.4.1 Objectives

- a) To recognize the majority of the South Precinct, with the exception of the lands adjacent to Guelph Street, as a stable residential area where only modest changes in keeping with the existing character of the area will be permitted.
- b) To encourage consolidation of lots on or immediately adjacent to Guelph Street and their redevelopment for medium/high density residential uses.

#### H3.4.2 Low Density Residential Area

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

#### H3.4.3 Medium Density Residential Area

The lands in the *Medium Density Residential Area* designation shall develop in accordance with the provisions of Section D1.3.2 of the Official Plan. In addition, in evaluating applications for new development through the site plan process, plans and three dimensional computer models as well as relevant studies and other information shall be submitted which demonstrate that the design of the development:

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

#### H3.4.4 Employment Area

The *Employment Area* designation on Schedule H3.2 recognizes three lots abutting the railway which are used for existing industrial uses. The designation recognizes and permits the use of the lots and existing buildings, and additions to the buildings, for industrial, office and other non-residential uses including retail and service commercial uses. However, should the buildings be demolished, any new development will be subject to the railway buffering policies in Section H3.3.7 d).

### H3.5 GO NORTH PRECINCT OBJECTIVES AND POLICIES

#### H3.5.1 Objectives

- a) To encourage the intensification and redevelopment of the existing brownfield lands immediately adjacent to the railway corridor and commuter rail station for high density residential with a mixed use component.
- b) To recognize the potential for the development of the lots fronting on the proposed intensification sites for medium density residential and/or office uses to complement the adjacent high density residential development.
- c) To recognize the remaining portions of the North Precinct as a stable residential area where only modest changes in keeping with the existing character of the area will be permitted.

#### H3.5.2 Low Density Residential Area

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

#### H3.5.3 Medium Density Residential Area

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

#### H3.5.4 Medium Density Residential/Office Area

##### a) Main Permitted Uses

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

- existing single detached dwellings;
- duplex dwellings;
- triplex dwellings;
- quattroplex dwellings;
- multiple dwellings;
- street townhouse dwellings;

- commercial/residential or office use in a single detached or street townhouse dwelling; and,
  - office use in a permitted dwelling
- b) Density and Height
- The maximum permitted density shall not exceed 35 units per residential hectare and the maximum building height shall not exceed three storeys.
- c) Complementary Uses
- Complementary uses that may be permitted in the *Medium Density Residential/Office Area* include the following:
- home occupations subject to Section D1.3.1.4 of the Official Plan; and,
  - local parkland subject to Section F7.3.4 of the Official Plan.
- d) New Development
- Where appropriate, new uses shall be encouraged to locate in existing buildings. However, where new development is proposed, including any significant additions and the creation of new lots, the provisions of Section D1.4.2 of the Official Plan shall be used to evaluate such proposals, in addition to the following additional criteria:
- i) lotting pattern, proposed placement and design of buildings and structures, including additions and facilities such as an air conditioner, on the lot, will promote privacy on adjacent lots, minimize noise and shadow impacts, and respect the existing pattern of setbacks in the immediate area including back yard setbacks;
  - ii) the Town is satisfied with the proposed grading, drainage and stormwater management including lot level controls, and, in particular, there shall be no impact related to these factors on adjacent properties;
  - iii) garages are located so they are not the dominant feature in the streetscape, and new buildings relate to the street; and,
  - iv) incorporates measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum or equivalent alternative.

### H3.5.5 High Density Residential/Mixed Use Area I

a) Main Permitted Uses

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

- Apartment dwellings;
- Long term care facilities and retirement homes;
- Mixed use buildings including high density residential, office and a full range of commercial uses; and,

- Parking facilities, including above ground and underground parking garages, which may include a public parking component for GO patrons.

b) Density and Height

A minimum Floor Space Index (FSI) of 2.0 and maximum FSI of 3.0 for the site as a whole, with a maximum height of 12 storeys for certain portions of the site is permitted. Building heights will vary across the site as specified in Section H3.3.6 (c) of this Plan, in order to ensure that there is no significant visual impact on the surrounding area.

In addition, the maximum density and height may be further increased through the development process to a maximum FSI of 3.5 for the site and a maximum height of 16 storeys for some portions of these lands subject to the provisions of Section G4.3 of the Official Plan, and provided that the Town is satisfied that there will be no significant impact on the surrounding area, based on the submission of:

- detailed plans and models, and,
- a traffic analysis addressing the issues identified in Section H3.3.7.

c) Bonusing

In addition to the bonusing triggers in Section G4.3.1 of the Official Plan, the following additional bonusing triggers are applicable:

- Development which reflects the principles of sustainable development by including three or more significant attributes which encourage energy efficiency, conservation of resources and minimization of environmental impacts (e.g. green or reflective roofs, LEED certification, water recycling);
- Provision of parking, direct pedestrian links to the GO Station, and other facilities which are shared with the GO Station and provide a service to transit users; and,
- Development of public parkland and/or private open space which is designed to be accessible to the public, as well as residents of the development.

d) Complementary Uses

Complementary uses that may be permitted in the *High Density Residential/Mixed Use Area I* designation include the following:

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

H3.5.6 High Density Residential/Mixed Use Area II

a) Main Permitted Uses

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

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

b) Timing, Density and Height

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

With respect to density and height, a minimum Floor Space Index (FSI) of 1.8 and a maximum FSI of 2.0, with a maximum height of 8 storeys, is permitted. In addition, the maximum density and height may be further increased through the development process to a maximum FSI of 2.5 for sites within this designation, and a height of 12 storeys for some portions of sites within this designation, subject to the provisions of Section G4.3 of the Official Plan, and provided that the Town is satisfied that there will be no significant impact on the surrounding area, based on the submission of detailed plans and models, and a traffic analysis addressing the transportation issues identified in Section H3.3.7. In addition to the bonusing triggers in Section G4.3.1 of the Official Plan, the additional triggers in Section H3.5.5 (b) of this Plan are applicable.

c) Complementary Uses

Complementary uses that may be permitted in the *High Density Residential/Mixed Use Area II* designation include the following:

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

H3.6 **MILL STREET CORRIDOR PRECINCT OBJECTIVES AND POLICIES**

H3.6.1 Objectives

- a) To encourage consolidation of lots on or immediately adjacent to Guelph Street and along the Mill Street and rail corridors and their redevelopment for medium density residential uses.
- b) To permit the redevelopment of certain larger lots in appropriate locations, for medium and/or high density residential uses that are compatible with the surrounding area.

- c) To recognize the potential for the redevelopment of the Memorial Arena site and adjacent lands for high density residential, community facility and related uses.
- d) To recognize the remaining portions of the Mill Street Corridor Precinct as a stable residential area, where only modest changes in keeping with the existing character of the area will be permitted.

### H3.6.2 Low Density Residential Area

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

### H3.6.3 Medium Density Residential Area

The lands in the *Medium Density Residential Area* designation shall develop in accordance with the provisions of Section D1.3.2 of the Official Plan. In addition, in evaluating applications for new development through the site plan process, plans and three dimensional computer models shall be submitted which demonstrate that the design of the development:

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

- the protection, where feasible of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town; and,
- vi) the introduction of naturalized areas with native plants and trees on and adjacent to, lands designated *Greenlands A*.
- vii) requiring buffers adjacent to the boundary of lands designated *Greenlands A* on Schedule H3.2, as determined by the Town after consultation with Credit Valley Conservation; and,
- d) incorporating measures which enhance sustainability in particular construction to an ENERGY STAR standard at minimum, or an equivalent alternative.

#### H3.6.4 Medium/High Density Residential Area

The *Medium/High Density Residential Area* designation on Schedule H3.2 recognizes existing or potential sites for the development of townhouses or low-rise apartments at medium to high density, which is compatible with the surrounding area.

##### a) Main Permitted Uses

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

- Triplex or quattroplex dwellings;
- Multiple dwellings;
- Street or block townhouses;
- Apartment dwellings; and,
- Long term care facilities and retirement homes.

##### b) Density and Height

A density range of 35 to 75 units per net residential hectare, and a maximum height of 5 storeys, is permitted.

##### c) Complementary Uses

On properties adjacent to Guelph Street, complementary uses that may be permitted on the first floor of a residential building include the following:

- retail and service commercial uses;
- medical offices;
- day nurseries;
- private and commercial schools;
- places of worship and other institutional uses; and,
- restaurants.

In addition, an existing place of worship shall continue to be permitted as part of the redevelopment of a property adjacent to Guelph Street for a mixed use development which includes one or more of the main permitted uses and which may include one or more of the complementary uses.

d) Compatibility with Surrounding Uses

In evaluating applications for new development through the site plan process, plans and three dimensional computer models shall be submitted which demonstrate that the design of the development:

- i) minimizes height and massing impacts on existing, adjacent low density residential areas; and,
- ii) for designated sites on Guelph Street, meets the requirements contained in Section H3.6.3 (b) of this Plan.

H3.6.5 High Density Residential/Community Facility Area

a) Main Permitted Uses

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

- Institutional buildings;
- Apartment dwellings;
- Long term care facilities and retirement homes; and,
- Mixed use buildings including high density residential, and community facilities, as well as ancillary retail and service commercial uses, including restaurants and offices.

b) Density and Height

A minimum Floor Space Index (FSI) of 1.8 and maximum FSI of 2.0, with a maximum height of 8 storeys, is permitted. The existing place of worship building on Guelph Street is a heritage building and shall be preserved. However, the density applicable to the building and immediately adjacent lands, as determined by the Town, may be transferred to other portions of the *High Density Residential/Community Facility Area* designation.

c) Complementary Uses

Complementary uses that may be permitted in the *High Density Residential/Community Facility Area* include the following:

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

H3.7 MAJOR TRANSIT STATION PRECINCT OBJECTIVES AND POLICIES

H3.7.1 Objective

To recognize the existing GO Station facility and to encourage modifications to the facility which will allow for increased service while improving its integration with the surrounding residential area.



### H3.7.2 Major Transit Station

#### a) Permitted Uses

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

- Railway related facilities including the existing heritage railway station, the existing layover facility, any new station building(s), parking, including underground parking or parking garages, open storage, bus storage, “kiss and ride” areas, pedestrian walkways and bicycle parking;
- Accessory and ancillary uses, including retail and service commercial uses, offices and restaurants; and,
- In the North Precinct, uses permitted in the *High Density Residential/Mixed Use Area II* designation in accordance with the policies of Section H3.5.6.

#### b) Road Network

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

#### c) Improved Rail Service

Metrolinx plans improved service at the GO Station. The Town recognizes the need for balancing improved services in this location with the mitigation of the impacts, particularly those related to traffic, on the existing residential community; and the potential redevelopment for high density residential uses in the North Precinct.

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

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

### H3.8 IMPLEMENTATION AND ADMINISTRATION

The Georgetown GO Secondary Plan will be implemented and interpreted in accordance with the provisions of Part G - Implementation and Administration of the Official Plan. In addition, with respect to the provisions of Section G12, the following additional study requirements are applicable to development proposed in all land use designations, with

the exception of the *Low Density Residential Area, Greenlands A, Parks and Cemetery* designations on Schedule H3.2:

- a) Sustainable Development Report – A report outlining the sustainable development measures proposed;
- b) Urban Design Report – A report by an urban design professional which addresses the Vision, goals, objectives and urban design policies of the Secondary Plan;
- c) Shadow Study; and,
- d) Computer 3D modeling of the proposed development and adjacent area.

PART C  
THE APPENDICES

## **MINUTES**

### **PUBLIC MEETING- 2010-0003**

#### **Statutory Public Meeting – GO Station Area Land Use Study- Draft Secondary Plan**

Minutes of the Public Meeting held on Monday, February 22nd, 2010 at 7:45 p.m., in the Council Chambers, Town of Halton Hills Civic Centre, 1 Halton Hills Drive.

Councillor M. O'Leary chaired the meeting.

Councillor M. O'Leary advised the following:

The purpose of this Public Meeting is to inform and provide the public with the opportunity to ask questions, or to express views with respect to the proposed GO Station Area Secondary Plan. The Councillors are here to observe and listen to your comments; however, they will not make any decisions this evening.

As the Chair, I am informing you that when Council makes a decision, should you disagree with that decision, the Planning Act provides you with an opportunity to appeal this application to the Ontario Municipal Board for a hearing. Please note that an appeal may be dismissed if an individual or group appealing a decision has not provided Council with oral submissions at this Public Meeting or written submissions. You may wish to talk to Planning staff regarding further information on the appeal process.

The format of this Public Meeting is as follows:

- The planning consultant for the Town will generally explain the purpose and details of the Draft Secondary Plan;
- Next, the public can obtain clarification, ask any questions of Town planning staff or the consultant, and express their views on the Draft Secondary Plan.

Staff will attempt to answer questions or respond to concerns this evening. If this is not possible, staff will follow up and obtain this information. Responses will be provided when this matter is brought forward and considered by Council at a later date.

#### **PROPOSAL**

This Public Meeting involves a Draft Secondary Plan for the Georgetown GO Station and Mill Street Corridor area, to implement the findings of the Preferred Land Use Alternative developed through the GO Station Area Land Use Study. The Draft Secondary Plan is also a component of the Town of Halton Hills Intensification Strategy, to achieve conformity with the Growth Plan for the Greater Golden Horseshoe and adopted Regional Official Plan Amendment No. 38.

The Draft GO Secondary Plan applies generally to lands within the Secondary Plan boundary, but in particular to identified strategic intensification sites, as show on the land use schedule of the Draft Secondary Plan.

The Chair inquired if there were any person's in attendance who were interested in this application besides the applicant. Several persons in attendance raised their hands.

### **Town's Opportunity**

The Chair called Liz Howson, of Macaulay Shiomi Howson, planning consultant for the Town, to explain the Draft GO Station Area Secondary Plan.

Ms. Howson advised that notice of the public open house and statutory public meeting was published in the Independent and Free Press on January 28, 2010 and February 16, 2010. The notice advised that the Draft Official Plan Amendment was available on the Town's website and at the Planning, Development and Sustainability Department as of January 28, 2010, in accordance with the requirements of the Planning Act. Written notification of the public open house and statutory public meeting has been provided to agencies, and members of the public that requested notification, in accordance with the requirements of the Planning Act.

Ms. Howson did a Powerpoint presentation that highlighted Report No. PDS-2010-0020 dated January 26, 2010 regarding Statutory Public Meeting Report – Draft Georgetown GO Station Area Secondary Plan.

### **Public Opportunity**

The Chair inquired whether there were any persons present who wished to present their views on the Proposal. The following persons came forward:

Peter Skira representing 22-24 Dayfoot Drive, Georgetown provided a written submission to the Planning, Development and Sustainability Department. Mr. Skira indicated that his clients are interested in developing their property for a Seniors and/or Adult Community Condo Apartment and are having difficulty in making it financially feasible based on the Proposed Medium Density Land Use Designation and are requesting that the site be reconsidered for a High Density Land Use Designation. Mr. Skira also stated that his client is interested in green building practices including water /wastewater conservation.

Fran McLoughlin of 12 John Street, Georgetown indicated that he has concerns regarding the noise abatement, and how the tunnel is going to be addressed, as he considers it dangerous. He also indicated that with Site 2 being minimum density that the development will bring more traffic and noise and affect the character of John Street.

Stephen Fagyas from Commercial Focus Advisory Services representing 130 Mountainview Road indicated that on the previous draft of the Proposed Georgetown GO Station Area Secondary Plan there was a clear 3.0 F.S.I (Floor Space Index) "as of right" but under the new draft it is a 2.0 to 3.0 FSI. He agreed with the minimum FSI of 2.0 and stated that the range of 2.0 to 3.0 FSI introduces uncertainty. He recommends that for clarification it should state 2.0 FSI as a minimum and 3.0 FSI as a maximum.

Drew Leverette representative for St. John's United Church indicated that there is no reference to institutional in the Proposed Medium Density Residential. He also stated that there is no reference to St. John's United Church as an existing institution or Place of Worship within the

Medium Density Residential. Mr. Leverette also said that they do not want to have parking restrictions.

Terry Flynn of 25 Mill Street, Georgetown indicated that he has a building permit for a single family dwelling unit at 25 Mill Street, and now under the Draft Georgetown GO Station Area Secondary Plan the area will be Medium Density Residential. He discussed some of the challenges to building on Mill Street including floodplain, setbacks from road and noise. He stated that he has just spent a great deal of money on a Single Family Dwelling and that he wants the 8 lots on the south side of Mill Street to be preserved as Low Density Residential.

John Hennessy of 27 Mill Street, Georgetown indicated that he would like the greenspace at McNabb Street and Mill Street to be developed for park uses and asks that the Town look at enhancements of this property.

Jim Waldbusser of 11 Caroline Street indicated that he wants to see the pulp mills retained and not torn down as they are a part of the heritage of Georgetown. He thinks that the mill property should be preserved and redeveloped. He recommends that the whole area from Rosetta Street to Victoria Street and Caroline Street to John Street should be considered for redevelopment. He sees the need for a large parking garage and a campus style redevelopment.

Mr. Waldbusser stated that he has concerns about building residential on contaminated lands without first having those lands cleaned up. He suggested that the subway tunnel be retained for pedestrian use and that a new road be built underneath the tracks to McNabb Street.

Gord Kearsey of 18 John Street indicated that he has an accessory building/garage on Emery Street right of way, as he was advised that it was not Town lands but with the Proposed Georgetown GO Station Area Secondary Plan it appears that his accessory building does not comply with the 30 m buffer.

The Chair inquired whether there was any further information which staff wished to provide.

B. MacLean, Director of Planning, Development and Sustainability advised that staff will be collecting comments on the Draft GO Station Area Secondary Plan until **Friday, February 26<sup>th</sup>, 2010**.

The Chair declared the Public Meeting closed at 9:05 p.m.

The Chair advised that Council will take no action on this matter tonight. Staff will be reporting at a later date with a recommendation for Council's consideration.

If you wish to receive further notification regarding this matter, please leave your name with Steve Burke in the foyer outside this Council Chamber, or with the Town Clerk during regular business hours. Only those persons who leave their names will be provided further notification. If you wish to speak to the proposal when it is brought before Council in the future, you must register as a delegation with the Town Clerk prior to the meeting.

If you wish to make a written submission respecting the proposal, the deadline for comment is **Friday, February 26<sup>th</sup>, 2010.**

\_\_\_\_\_MAYOR  
Rick Bonnette

\_\_\_\_\_CLERK  
William Roberts