

PLANNING JUSTIFICATION REPORT (**REVISED**)

SITE SPECIFIC OFFICIAL PLAN AMENDMENT, SITE SPECIFIC ZONING BY-LAW AMENDMENT & SITE PLAN APPROVAL

MAY 12, 2023

16-18 MILL STREET, GEORGETOWN
HALTON HILLS, ON.



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1.0 INTRODUCTION:

Urban in Mind has been retained by the Owner of **16 & 18 Mill Street in Georgetown** to obtain an Official Plan Amendment, a Zoning By-law Amendment with Site-Specific Conditions, and Site Plan Control Approval to facilitate the construction of **(2) 4-storey multiple-unit buildings with a combined total of 30 units**. The proposed amendments will create the opportunity for redevelopment, revitalization, and added housing options within an identified 'Major Transit Station Area'.

The proposed development is a modified version of a previous proposal involving (1) 6-storey apartment building with 52 units. The plans were revised to address the comments and feedback received through the Neighbourhood Meeting whereby community members expressed their preference for a scaled-down version of the original proposal.

1.1 Purpose of this Report:

The purpose of this Planning Justification Report is to provide an analysis of the proposed Planning Applications, and to evaluate the proposal in context with the application planning policies and regulations, thereby providing a sound justification for the requested planning approvals.

2.0 SUBJECT PROPERTY AND SURROUNDING AREA:

2.1 Site Overview:

The subject property is legally described as Part of Lot 19 9 ESQ Concession 9 207755 and is municipally known as 16 & 18 Mill Street (Georgetown) in Halton Hills, Ontario (**Figure 1**).

The rectangular lot is located on the north side of Mill Street roughly mid-block, between McNabb Street and east of Dayfoot Drive. There is an existing greenspace abutting the east side of the subject property that forms part of the Silver Creek Natural Heritage Corridor which is also known as West Side Park. The property has a frontage of 40.24 m (132.02 ft) along Mill Street, a depth of 56.48 m (185.3 ft), and a total approximate lot area of 2,272m² (0.56 ac, 0.227 ha).

The subject property has two separate municipal addresses (16 & 18 Mill Street) to recognize the two independently functioning buildings, but is legally considered to be one parcel of land. 16 Mill Street is currently occupied by a nine (9) unit two-storey townhouse building and 18 Mill Street currently contains a 1.5-storey triplex building.

The vast majority of the property is covered in asphalt (approx. 95%+/-). Due to extensive hardscape, there is virtually no landscaping, except for a small sodded area at the frontage of the site abutting the Silver Creek Natural Heritage Corridor. There is also no discernible "driveway" as the entire frontage has been paved to the road, connecting the private parking area with the public sidewalk and roadway (**Figure 2**). There is one accessory structure located to the rear of the site. The subject property is on full municipal services.

Figure 1 – Aerial View of the SUBJECT PROPERTY, 16 & 18 Mill Street (Town of Halton Hills)



————— Subject Property Boundary

The subject property is a rectangular parcel of land that is located on the north side of Mill Street (**Figure 1 & 2**), the **immediate surrounding land uses** include:

Figure 2: Street View of the SUBJECT PROPERTY, 16 & 18 Mill Street

Figure 3: NORTH of the Subject Property, 22 Dayfoot Drive – Residential

Figure 4: EAST of the Subject Property, West Side Park

Figure 5: SOUTH of Subject Property, 21 Mill Street – Commercial & Residential

Figure 6: WEST of Subject Property, 22 Mill Street – Residential

Figure 7: Surrounding Natural Heritage Features

Figure 2: Street View of the **SUBJECT PROPERTY**, 16 & 18 Mill Street (Google Maps, 2021)



Figure 3: **NORTH** of the Subject Property, 22 Dayfoot Drive – Residential (Google Maps, 2021)



Figure 4: **EAST** of the Subject Property, "**West Side Park**" – Green Space (Google Maps, 2021)



Figure 5: SOUTH of Subject Property, 21 Mill Street – Commercial & Residential (Google Maps, 2021)



Figure 6: WEST of Subject Property, 22 Mill Street – Residential (Google Maps, 2021)



Figure 7: Surrounding Natural Heritage Features (Cotyledon)



Figure 9: Natural Heritage Features.

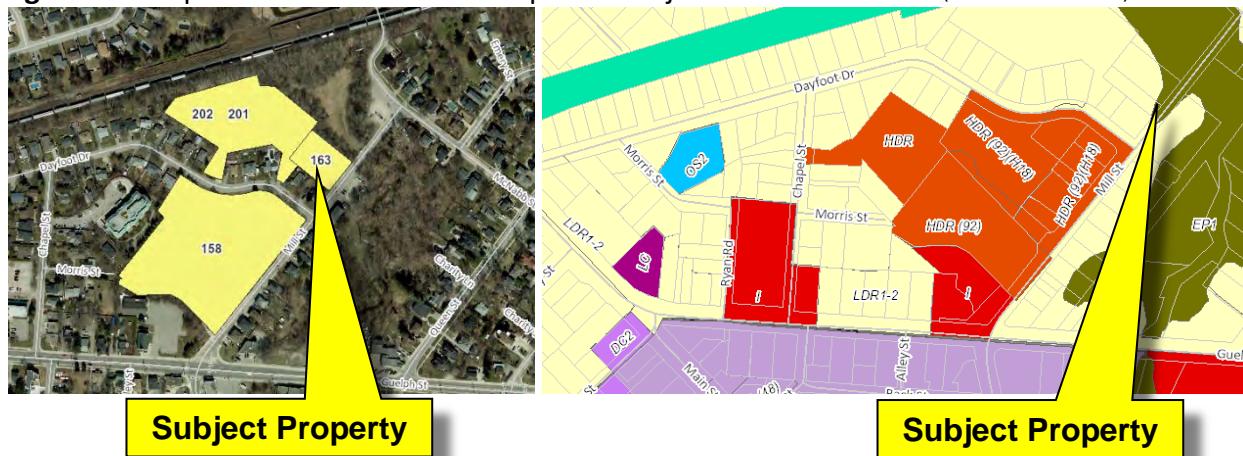
Silver Creek is a tributary of the Credit River and is the most significant land formation within the Community of Georgetown. Because of its local environmental significance, Silver Creek and the associated forest and flood lands form part of the “Regional Natural Heritage System” and is considered an “Urban River Valley” which functions as an external connection to the Greenbelt Area. However, the subject site itself contains no significant natural heritage features or vegetation in its current state with the exception of a small sodded area at the southeast corner of the site which is designated as ‘Greenlands’.

2.2 Neighbourhood Character:

The subject property is located within an established older neighbourhood that is transitioning in to a more compact community. Apart from the existing automobile service station located directly across the street from the subject property (**Figure 5**) and the public greenspace abutting the subject property to the east (**Figure 4**), the South Side of the Mill Street Corridor is predominately characterized by older single-detached buildings. Meanwhile, the North Side of the Mill Street Corridor, which includes the subject property in addition to some of the nearby lots on Dayfoot Drive are much larger in size and as such are being targeted for medium and high-density redevelopment projects.

Due to the neighbourhood's central location just northeast of the Downtown Georgetown Main Street Shopping Area, and southwest of the Georgetown Go Station, and the Provincial and Regional policies, underutilized lots such as the subject property are ideal candidates for infill/intensification. According to the Town's Public Interactive Mapping System, the areas highlighted in yellow in the image below on the left are subject to active development applications. There are townhouses and apartment condominiums that are currently under construction at **Site '158'** under the High Density Residential Zoning (HDR). In addition, there is another active proposal involving an Official Plan Amendment and Zoning By-Law amendment at **Site '201 & 202'** for a 6-storey, 155 unit residential condominium apartment building.

Figure 8: Comparables – Other Redevelopment Projects within the Area (Town of Halton Hills)



2.3 Transportation:

Mill Street is classified as a local road under the Town of Halton Hills Official Plan with an existing right-of-way width of approximately 10 m. As redevelopment of the area occurs, the right-of-way width is expected to be brought in line with the width standard of 20.0 m for a local road. As a result of the proposed development, the owner will be required to convey 5 m along the frontage of the property for the required right-of-way widening to facilitate future road improvements. While it is anticipated that increased residential intensification will change traffic volumes along the roadway. The supporting Traffic Study has examined this corridor and finds the proposed development to be well within acceptable parameters of the current conditions.

Despite future growth pressure and increased development, Georgetown maintains its small Town ambience. Although discussions continue at the Town level for proposed transit service routes, there is currently no local 'public transit' system available for its residents. Nevertheless, the subject property is in a very walkable location and has been designed to respond well to local public transit services should it become available in the future. There are plenty of shops, restaurants and community gathering places along Main Street which can be easily reached within less than 10 minutes walking or even less by cycling. Currently, the commuter services of the 'GO Train' & 'Go Feeder Buses' connect residents to other urban areas, and is the only (regional) 'public transit' available. Located in close proximity to the Georgetown GO Station, the subject property is roughly a 500 m walk to this commuter service. Under this scenario, it is all the more important to locate higher density land uses within walking/cycling distance to the Go Station.

3.0 PROPOSED DEVELOPMENT & PLANNING APPLICATIONS:

The proposed development involves the construction of (1) 4-storey 16 unit multiple-dwelling building & (1) 4-storey 14 unit multiple-dwelling building on the same lot. The following Planning Approvals are Required:

- Official Plan Amendment
- Zoning By-Law Amendment
- Site Plan Control

The development requirements and site-specific conditions of the proposed Official Plan Amendment (OPA) Zoning By-Law Amendment are outlined in **Table 1** on the next page below:

JUSTIFICATION for each proposed condition is outlined in Section 5 of this Report.

Table 1: Proposed Official Plan Amendment & Zoning By-Law Amendment Conditions

Official Plan Amendment Georgetown GO Secondary Plan	Existing 'Medium Density Residential' and 'Greenlands'	Required 'Medium Density Residential'	Proposed 'Medium Density Residential Special'
Density Range (D.1.3.2)	Max. 4 storeys 21 to 50 units/hectare	Max. 4 storeys 21 to 50 units/hectare	4 storeys 133 units/hectare (pre-road widening) 146 units/hectare (post-road widening)
Zoning By-Law Amendment By-Law 210-0050	Existing 'LDR1-2' and 'EP1'	Required 'MDR2' (Multiple Dwellings)	Proposed 'MDR2 Special' (Multiple Dwellings)
Parking Area Location in Relation to Buildings and Structures (5.2.19)		Min. 1.2 m setback required in between parking areas and building	Min. required setback from a building for parking spaces located on ground floor shall be 0
Min. Front Yard (Table 6.4)		4.5 m	7.9 m (pre-road widening) 2.9 m (post-road widening)
Encroachment into Front Yard (4.8 a i)		Max. 2.5 m into the Required Front Yard and no closer than 1.5 m to the Front Lot Line	Canopies can be no closer than 1.5 m to the Front Lot Line
Min. Rear Yard (Table 6.4)		4.5 m	6.0 m
Min. Int. Side Yard (Table 6.4)		4.5 m	3.5 m (north) 9.18 m (south)
Max. Height (Table 6.4)		11 m	14.1 m
Min. Lot Frontage Special Provision 4. (Table 6.4)		The max. number of dwelling units permitted shall not exceed 50 units per 1.0 hectare of lot area	133 units/hectare (pre-road widening) 146 units/hectare (post-road widening)
Min. Parking Spaces (Table 5.2)		Min. required number of parking spaces for 'multiple unit buildings' shall be provided at a rate of 2 spaces per dwelling unit plus 0.3 visitor spaces per unit = 69	Min. required number of parking spaces for 'multiple unit buildings' constructed over a 'common parking garage' shall be provided at a rate of 1.5 spaces per dwelling unit plus 0.25 visitor spaces per unit (NOTE: same as apartment = 53)

			Proposed: 61 spaces (includes 8 visitor spaces)
Barrier-Free Parking (BY-LAW NO. 2005-0117)		4	4 (included in total parking count)

Figure 9: Concept Site Plan (SRM Architects)

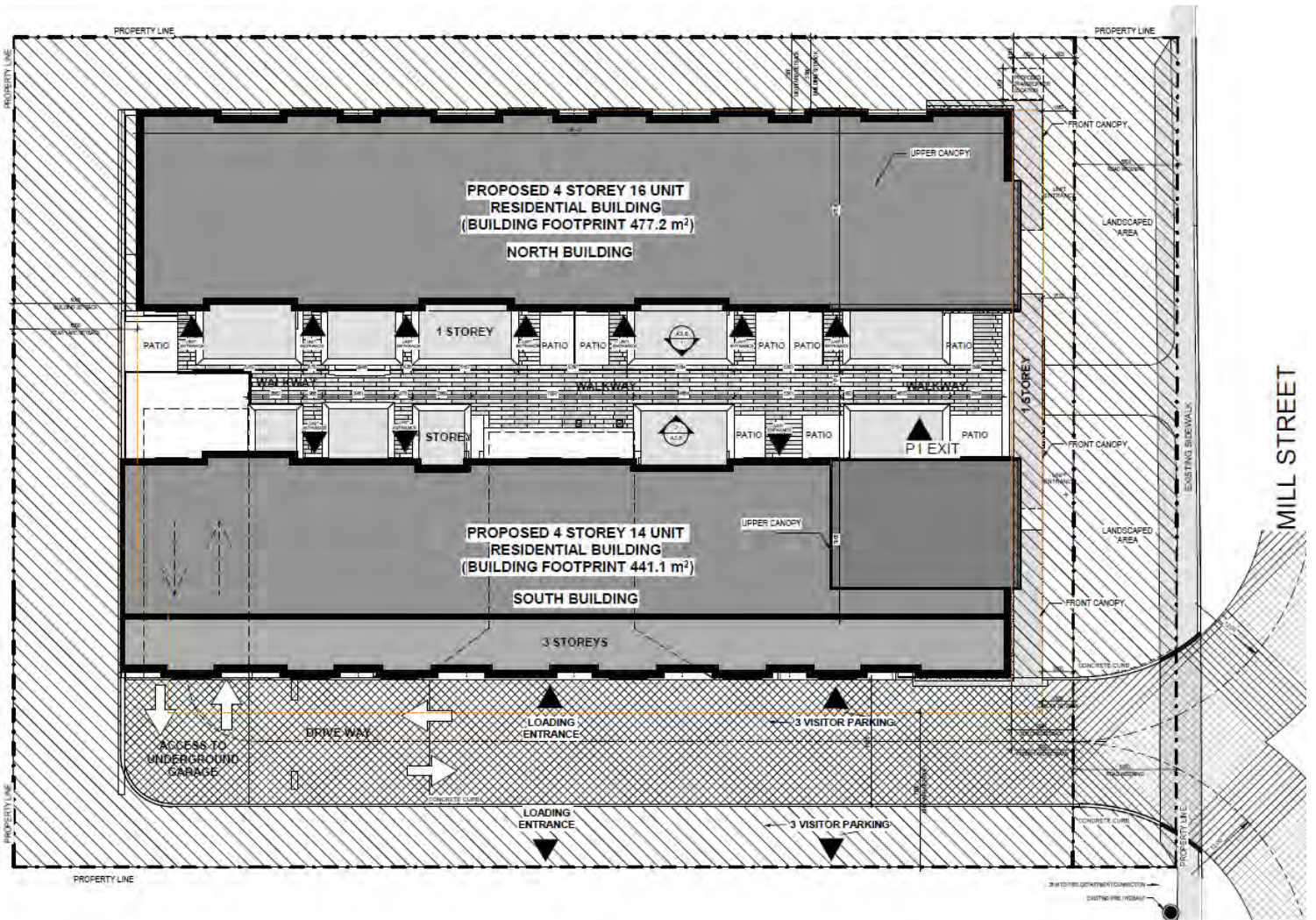


Figure 10: Level 1 Floor Plan – Unit Access (SRM Architects)

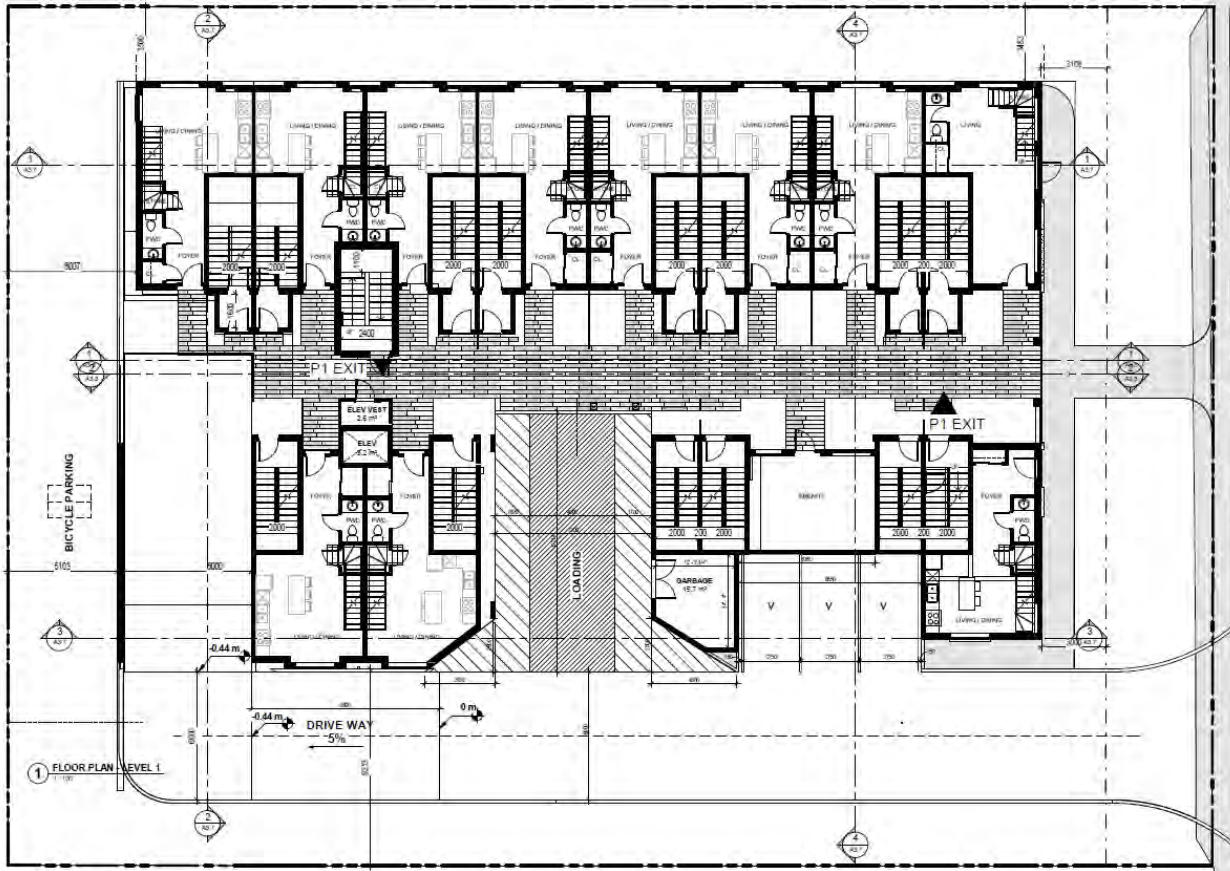


Figure 11: P1 & P2 Underground Parking (SRM Architects)

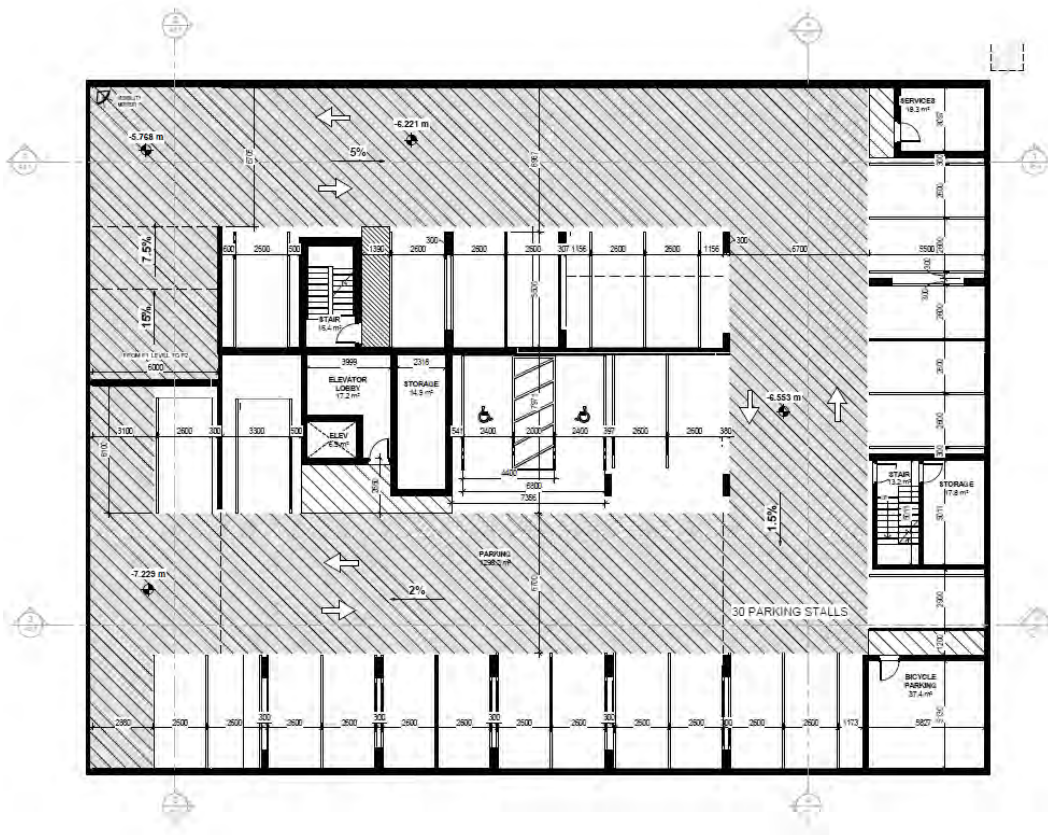
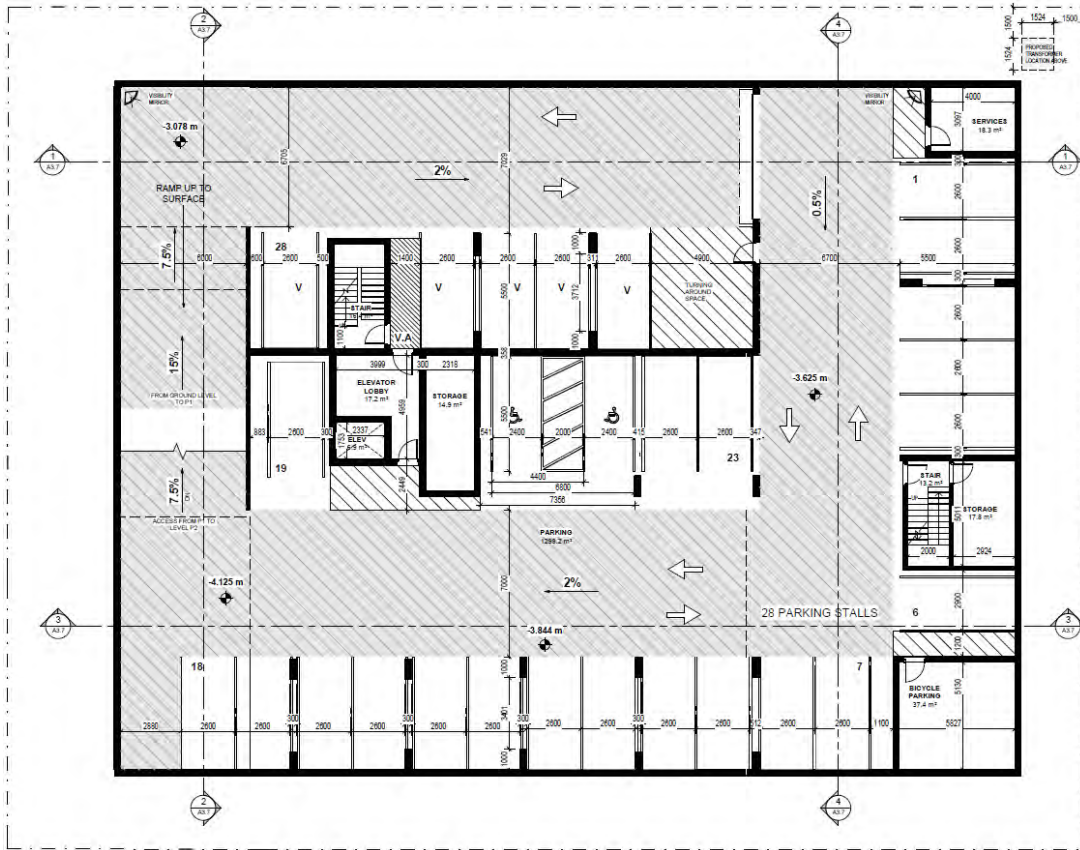
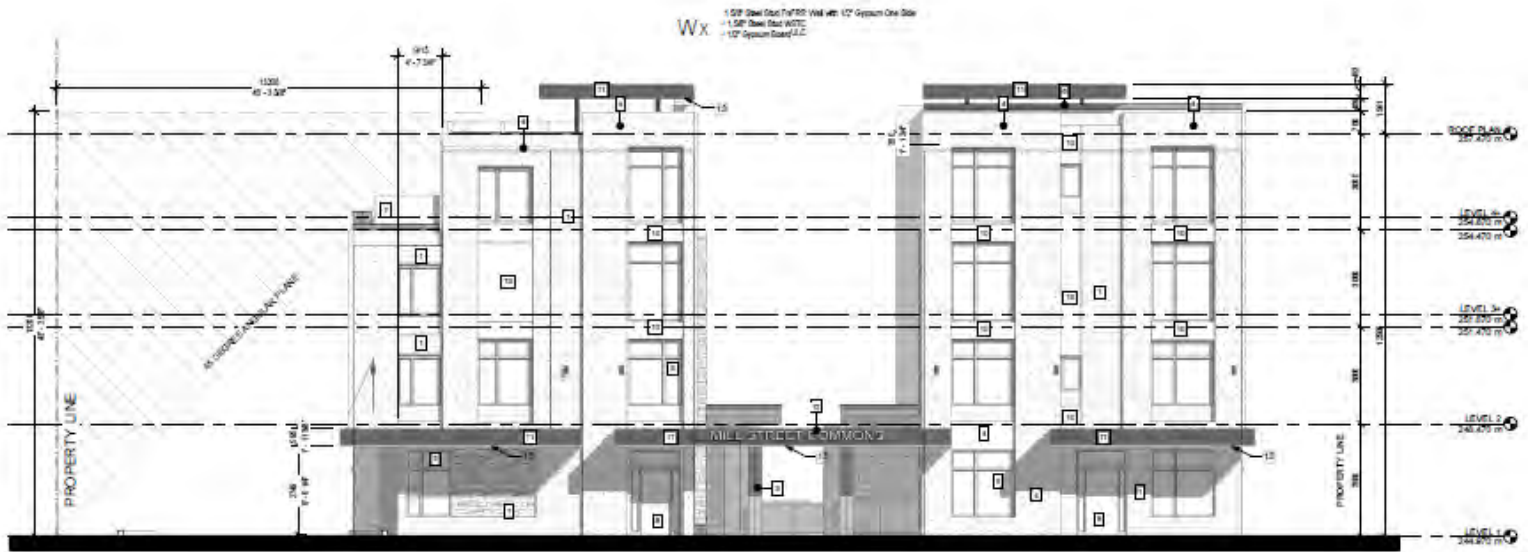


Figure 12: East & West Elevations (SRM Architects)



1 EAST ELEVATION (MILL ST.)
1:100



2 WEST ELEVATION
1:100

Figure 13: North & South Elevations (SRM Architects)

- 6. Performed Aluminum Finishing - Dark Anodized
- 7. Tempered Glass Guard Rail
- 8. Thermally Broken Anod. Alum. Door and Frame - Light Cherry Finish
- 9. Thermally Broken Anod. Alum. Double Door and Frame - Palm Tint
- 10. Metal Panel - Dark Anodized Finish
- 11. Metal Panel - Dark GGKX Anodized Finish
- 12. Backlit Glass Channel Lettering
- 13. Aluminum Siding - Light Cherry Wood Finish



2 SOUTH ELEVATION
1/100

1 NORTH ELEVATION
1/100

Figure 14: Conceptual Design Renderings (SRM Architects)





3.1 Impact of the Proposed Development

The proposed development will provide for an opportunity to reinvigorate an underutilized lot by replacing the existing older townhouse building, triplex building and accessory structure on-site which are in a state of disrepair with 2 modern 4-storey multiple-unit buildings that will provide for a higher residential density within a Major Transit Station Area. The existing number of rental units on site (12 units) will be maintained in the new development in accordance with the Region's rental conversion policies.

In terms of site design, the pedestrian entrances of the residential complex will be connected to a common outdoor walkway that will be accessible and visible from the public sidewalk. Dwellings will be stacked on top of each other with separate entrances from the ground level. The walkway will not only function as an active pedestrian corridor, but also as a passive amenity space that will help to create a sense of community amongst residents (similar to 'brownstone stoops'). Patios, windows and dwelling entrances will face on to the internal walkway to help promote natural surveillance and community safety while also encouraging social interaction (**Figure 9**).

In terms of vehicular access, a single private driveway is being proposed on the south side of the property which will provide access to two levels of underground parking (61 parking spaces – including 4 barrier-free spaces next to the elevators and 5 visitor parking spaces), while maintaining a reasonable building buffer distance from the side lot line abutting the existing residential lots. On the ground level, the driveway will provide access to 3 additional visitor parking spaces and 1 loading space that will be connected to the enclosed garbage room for waste storage pickup. (**Figures 10 - 12**).

With respect to building design, both buildings will maintain a common architectural design/appearance with consistent massing. The front canopy and common walkway entrance will give the impression of a fully interconnected building which creates the sense of community centred around the common internal amenity/walkway. Large windows will face on to the public street to give street presence and incorporate CPTED (Crime Prevention Through Environmental Design) principles. A combination of different colours, materials and building projections will be utilized to promote visual diversity and enhance the quality of the building. The height of both buildings will vary along the roofline especially in regard to parapets which will add to the building articulation. A 45-degree angular plane will ensure appropriate visual separation on the east elevation abutting the existing residential lots (**Figure 13 & 14**). Due to its location as the first residential lot on Mill St from McNabb St, these special considerations in architectural design will reinforce the new development's role as a high quality, architecturally stimulating focal feature. It will also aid in the creation of a 'sense of place' along Mill Street as a modern, vibrant and welcoming residential neighbourhood which will be a pivot from the existing older townhouses.

Taking into consideration the sun's daily path of travel through the sky, in an east to westerly direction, the sun will generally transect the property from the front right corner of the site to the rear left corner of the development. With this consideration in mind, the building has been purposely and appropriately setback, and stepped back, from the existing residential Dayfoot Drive homes. Morning shadows cast by the proposed building will not impact any neighbouring homes, while afternoon shadow will have limited casts on the adjacent greenspace of Silver Creek. Furthermore, the owner will be required to convey 5 m of land to the Town for a right-of-

way widening which will bring the buildings closer to the streetscape while also providing opportunities for boulevard enhancement. In addition, the proposed development will add sodding and new plantings along the perimeter of the site while eliminating much of the hard asphalt surface that currently exists today. This will assist in promoting the continued protection of the abutting Silver Creek Natural Heritage Corridor. Overall, the proposed development will build off the synergies of the other redevelopment projects that are occurring along the streetscape which also involve apartment style buildings. The proposal is in line with both the Region and Town's vision of development for the area, and the desired character of the surrounding neighbourhood.

4.0 PLANNING POLICY REVIEW

4.1 Planning Act, R.S.O. 1990, c. P.13:

The Planning Act is the leading provincial legislation that sets out the rules for land use planning in Ontario. The Planning Act ensures that matters of provincial interest are met and guides planning policy to protect citizen rights and the natural environment.

Applicable provisions from the Planning Act have been included as follows:

"PART I PROVINCIAL ADMINISTRATION

Provincial Interest

- 2** The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,
- (a) the protection of ecological systems, including natural areas, features and functions;
 - (b) the protection of the agricultural resources of the Province;
 - (c) the conservation and management of natural resources and the mineral resource base;
 - (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
 - (e) the supply, efficient use and conservation of energy and water;
 - (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
 - (g) the minimization of waste;
 - (h) the orderly development of safe and healthy communities;
 - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
 - (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
 - (j) the adequate provision of a full range of housing, including affordable housing;
 - (k) the adequate provision of employment opportunities;
 - (l) the protection of the financial and economic well-being of the Province and its municipalities;
 - (m) the co-ordination of planning activities of public bodies;

- (n) the resolution of planning conflicts involving public and private interests;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.”

4.2 Provincial Policy Statement (PPS) (2020):

The Provincial Policy Statement (PPS) for the Province of Ontario was recently updated in May 2020. It provides the provincial policy direction on matters of provincial interest related to land development provided under Section 3 of the *Planning Act*. The goal of the PPS is to enhance the quality of life for all people living, working and/or playing in Ontario.

Applicable policies from the Provincial Policy Statement have been included as follows:

“Part V: Policies

1.0 Building Strong Healthy Communities

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other 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 the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve

cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- e) support *active transportation*;
- f) are *transit-supportive*, where transit is planned, exists or may be developed; and

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs 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* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.6.7 Transportation Systems

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

2.0 Wise Use and Management of Resources

2.1 Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 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.

2.1.5 Development and site alteration shall not be permitted in:

b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;

d) significant wildlife habitat;

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.”

4.3 Growth Plan for the Greater Golden Horseshoe (2020):

The Places to Grow Act, 2005, S.O. 2005, c. 13, is legislation that enables the “Growth Plan for the Greater Golden Horseshoe” policy. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a provincial policy that aims to control growth and development within the Greater Golden Horseshoe Area in a way that supports economic prosperity, protects the environment and improves the quality of life for all residents. The Growth Plan also encourages intensification by directing a significant portion of new growth to the built-up areas of communities, thus protecting agricultural areas from encroaching development and incompatible land uses.

The Growth Plan sets regional standards for growth and development that must be incorporated into municipal planning documents.

The subject property is defined as being within the ‘Built-Up Area’ designation (**Appendix ‘A’**) of the Growth Plan.

Applicable policies from the Growth Plan have been included as follows:

“2 Where and How to Grow

2.2 Policies for Where and How to Grow

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a)** the vast majority of growth will be directed to settlement areas that:
 - i.** have a delineated built boundary;
 - ii.** have existing or planned municipal water and wastewater systems; and
 - iii.** can support the achievement of complete communities;

c) within settlement areas, growth will be focused in:

- i.** delineated built-up areas;
- ii.** strategic growth areas;
- iii.** locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
- iv.** areas with existing or planned public service facilities;

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- b)** be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;
- c)** provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;

4. Applying the policies of this Plan will support the achievement of complete communities that:

- a)** feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b)** improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c)** provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d)** expand convenient access to:
 - i.** a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
- e)** provide for a more compact built form and a vibrant public realm, including public open spaces;

2.2.2 Delineated Built-up Areas

1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, **Halton**, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and

3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;

c) encourage intensification generally throughout the delineated built-up area;

d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

2.2.4 Transit Corridors and Station Areas

9. Within all major transit station areas, development will be supported, where appropriate, by:

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;

c) providing alternative development standards, such as reduced parking standards; and

10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

11. In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.

2.2.6 Housing

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:
 - a) planning to accommodate forecasted growth to the horizon of this Plan;
 - b) planning to achieve the minimum intensification and density targets in this Plan;
 - c) considering the range and mix of housing options and densities of the existing housing stock; and
 - d) planning to diversify their overall housing stock across the municipality.
3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

4 Protecting What is Valuable

4.2.2 Natural Heritage System

1. A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region’s natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.
6. Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:
 - a) will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and
 - b) may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.”

4.4 Greenbelt Plan (2017):

The Greenbelt Act, S.O. 2005, c. 1, as amended, is legislation that enables the “Greenbelt Plan,” as a provincial policy, to preserve agricultural lands, and environmental natural areas in order to encourage a prosperous, and sustainable Ontario.

Although the subject property is located outside of the Greenbelt Area, a portion of the site is located within the “**Urban River Valley**” designation which is connected to the Greater Greenbelt Area Landscape (**Appendix “B”**). As such, certain policies of the Greenbelt Plan **do apply** to the subject property.

Applicable excerpts from the related Greenbelt Plan policy are as follows:

“1 Introduction

1.2.3 Urban River Valley Goals

To integrate the Greenbelt into urban areas that were not part of the Greenbelt's initial boundaries, by promoting the following matters within the Urban River Valley designation:

- Protection of natural and open space lands along river valleys in urban areas which will assist in ecologically connecting the rest of the Greenbelt Area to the Great Lakes and other inland lakes;
- Protection of natural heritage and hydrologic features and functions along urban river valleys, including coastal wetlands;

2 Greenbelt Plan

2.5 Lands within the Urban River Valley Area

Lands within the Urban River Valley designation, as shown on Schedule 1, are subject to the policies of section 6 and the Protected Countryside policies do not apply except as set out in that section.

3 Geographic-Specific Policies in the Protected Countryside

3.2 Natural Systems

3.2.6 External Connections

1. To support the connections between the Greenbelt's Natural System and the local, regional and broader scale natural heritage systems of southern Ontario, such as the Lake Ontario shoreline, including its remaining coastal wetlands, the Great Lakes Coast, Lake Simcoe, the Kawartha Highlands, the Carolinian Zone and the Algonquin to Adirondack Corridor, the federal government, municipalities, conservation authorities, other agencies and stakeholders should:
 - a) Consider how activities and land use change both within and abutting the Greenbelt relate to the areas of external connections and Urban River Valley areas identified in this Plan;
 - b) Promote and undertake appropriate planning and design to ensure that external connections and Urban River Valley areas are maintained and/or enhanced; and
2. The river valleys that run through existing or approved urban areas and connect the Greenbelt to inland lakes and the Great Lakes, including areas designated as Urban River Valley, are a key component of the long-term health of the Natural System. In recognition of the function of the urban river valleys, municipalities and conservation authorities should:
 - a) In considering land conversions or redevelopments in or abutting an urban river valley, strive for planning approaches that:
 - i) Establish or increase the extent or width of vegetation protection zones in natural self-sustaining vegetation, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top of bank);
 - ii) Increase or improve fish habitat in streams and in the adjacent riparian lands;

- iii) Include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both wildlife habitat and movement corridors; and
- iv) Seek to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts associated with the quality and quantity of urban runoff into the valley systems; and

6 Urban River Valley Policies

Key river valleys in urban areas adjacent to the Greenbelt provide opportunities for additional connections to help expand and integrate the Greenbelt and its systems into the broader southern Ontario landscape. The Urban River Valley designation provides direction to those areas where the Greenbelt occupies river valleys in an urban context. These urban river valleys may be the setting for a network of uses and facilities, including recreational, cultural and tourist amenities and infrastructure, which are needed to support urban areas.

6.1 Description

The Urban River Valley designation as shown on Schedule 1 applies to lands within the main corridors of river valleys connecting the rest of the Greenbelt to the Great Lakes and inland lakes. The lands in this designation comprise river valleys and associated lands and are generally characterized by being:

- Lands containing natural and hydrologic features, including coastal wetlands; and/or
- Lands designated in official plans for uses such as parks, open space, recreation, conservation and environmental protection.

6.2 Policies

For lands falling within the Urban River Valley, the following policies shall apply:

1. Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. For the purposes of this section, publicly owned lands mean lands in the ownership of the Province, a municipality or a local board, including a conservation authority.
2. The lands are governed by the applicable official plan policies provided they have regard to the objectives of the Greenbelt Plan.
3. All existing, expanded or new infrastructure which is subject to and approved under the Environmental Assessment Act, or which receives a similar approval, is permitted provided it supports the needs of adjacent settlement areas or serves the significant growth and economic development expected in southern Ontario and supports the goals and objectives of the Greenbelt Plan.
4. The Protected Countryside policies do not apply except for:
 - a. The policies of section 3.2.6; and
 - b. The policies of section 3.3.”

4.5 Credit Valley Conservation Authority (CVC):

The subject property is located within the jurisdiction of Credit Valley Conservation Authority (CVC). A large portion of the site is regulated by the Conservation Authority because it's within the associated 30 metre protection buffer from the 100 year floodline of Silver Creek (**Appendix "C"**). A Conservation Development permit **will be required** for the proposed development.

4.6 Halton Region Official Plan (2021 Policies – Clergy Principle Applies):

The Halton Region Official Plan was approved by the Minister of Municipal Affairs and Housing in 1995. Since this time, the Regional Official Plan (ROP) has been amended several times. The most recent Office Consolidation which includes the latest version of the ROP was released in November 2022. However, since the revised proposal is considered a resubmission – the **clergy principle applies** which means that the proposed development should be evaluated against the policy documents that were in effect at the time the applications were first made. As such, the proposed development should be evaluated against the previous **Halton Region Official Plan policies from the 2021 Office Consolidation.**

The ROP lays out the long-term vision for growth and development within Halton Region and contains policies on matters such as housing, agriculture, natural heritage, infrastructure and transportation. Unlike the Town of Halton Hills Local Official Plan (LOP), the ROP deals with issues on a broader scale that transcend the boundaries of the local municipalities which includes the City of Burlington and the Towns of Oakville, Milton and Halton Hills.

The following ROP designations apply to the subject property:

- The subject property falls within the 'Urban Area' (**Appendix "D"**).
- Part of the subject property is within the 'Key Features' designation of the 'Regional Natural Heritage System' (**Appendix "D"**).
- The subject property is located within the 'Georgetown GO Major Transit Station Area' (**Appendix "E"**).

Applicable excerpts from the Regional Official Plan have been included below:

"Urban Area and the Regional Structure

72.1 The objectives of the Urban Area are:

- (1) 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.
- (2) 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.
- (3) 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.

- (4) To ensure that growth takes place commensurately both within and outside the Built Boundary.
- (6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.
- (7) 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.
- (9) To facilitate and promote intensification and increased densities.

77. It is the policy of the Region to:

- (2.1) Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.

Strategic Growth Areas

79. The objectives of the Strategic Growth Areas are:

- (1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.
- (4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.
- (5) To create a vibrant, diverse and pedestrian-oriented urban environment.
- (6) To cumulatively attract a significant portion of population and employment growth.
- (8) To support transit and active transportation for everyday activities.
- (9) To generally achieve higher densities than the surrounding areas.
- (10) To achieve an appropriate transition of built form to adjacent areas.

79.1 Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:

- (2) Major Transit Station Areas as delineated on Map 1H and Map 6 and identified by symbol on Map 3, which generally consist of areas within 500 m to 800 m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas,

79.3 It is the policy of the Region to:

- (1) Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.
- (7.2) Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing.
- (8) Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.
- (9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Strategic Growth Areas.

Major Transit Station Areas

81. The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:

- (1) To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent transit service.
- (2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.
- (3) To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.
- (4) To achieve multimodal access to stations and support complete communities.
- (5) To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.
- (6) To protect existing employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.
- (7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.

Protected Major Transit Station Areas

81.2 It is the policy of the Region to:

- (1) Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2 of this Plan.
- (2) Require Local Official Plans to plan to achieve:
 - a) the minimum density target for each Major Transit Station Area as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and
 - b) a general target proportion of residents and jobs within each Major Transit Station Area in accordance with Section 55.3 and Table 2b of this Plan, where applicable.
- (4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for a Major Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan that also:
 - c) identifies land uses to support complete communities.
 - d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.
 - h) encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.

Housing

- 84.** The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.
- 85.** The objectives for housing are:
 - (4) 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.
 - (8) 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.
- 86.** It is the policy of the Region to:
 - (6) Adopt the following housing targets:
 - a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings; and
 - b) that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.

- (11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.
- (13) Encourage the Local Municipalities and the development industry to provide innovative building design that will facilitate subsequent conversion to provide additional housing units.

Natural Heritage System

- 113.** The Natural Heritage System consists of the Greenbelt Natural Heritage System and the Regional Natural Heritage System.
- 114.** The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.
 - 114.1** The objectives of the Natural Heritage System are:
 - (9) 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.
 - 114.2** Those parts of the Natural Heritage System that are outside the Key Features or where the only Key Feature is a significant earth science area of natural and scientific interest also form parts of the Agricultural System, as described in Section 92 and shown on Map 1E. Within these areas, agriculture is recognized, supported and promoted in accordance with policies of the Agricultural System.

Regional Natural Heritage System

- 115.3** The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:
 - (1) Key Features, which include:
 - a) significant habitat of endangered and threatened species,
 - d) significant woodlands,
 - f) significant wildlife habitat,
 - h) fish habitat,

Key Features that have been identified are shown on Map 1G.

- (2) enhancements to the Key Features including Centres for Biodiversity,
- (3) linkages,
- (4) buffers,
- (5) watercourses that are within a Conservation Authority Regulation Limit or that provide a linkage to a wetland or a significant woodland, and

- 115.4** Included within the Regional Natural Heritage System are:
- (2) Regulated Flood Plains as determined, mapped and refined from time to time by the appropriate Conservation Authority.

116.1 The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:

- a) a Sub-watershed Study accepted by the Region and undertaken in the context of an Area-Specific Plan;
- b) an individual Environmental Impact Assessment accepted by the Region, as required by this Plan; or
- c) similar studies based on terms of reference accepted by the *Region*.

Once approved through an approval process under the Planning Act, these refinements are in effect on the date of such approval. The *Region* will maintain mapping showing such refinements and incorporate them as part of the *Region's* statutory review of its Official Plan.

118. It is the policy of the Region to:

- (1) Require Local Official Plans and Zoning By-laws to recognize the Regional Natural Heritage System as identified in this Plan and include policies and maps to implement policies of this Plan and to incorporate any refinements made thereto through Section 116.1.
 - (1.1) Require Local Municipalities, when undertaking the preparation of Area-Specific Plans, Zoning By-law amendments and studies related to development and/or site alteration applications, 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 policies of this Plan.
- (2) Apply a systems based approach to implementing the Regional Natural Heritage System by:
 - a) Prohibiting development and site alteration within significant wetlands, significant coastal wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;
 - b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with policies of this Plan;
 - c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1; and

- d) Introducing such refinements at an early stage of the *development or site alteration* application process and in the broadest available context so that there is greater flexibility to enhance the *ecological functions* of all components of the system and hence improve the long-term sustainability of the system as a whole.
- (3) Require the proponent of any development or site alteration that meets the criteria set out in Section 118(3.1) to carry out an Environmental Impact Assessment (EIA), unless:
- a) the proponent can demonstrate to the satisfaction of the Region that the proposal is minor in scale and/or nature and does not warrant an EIA,
 - b) it is a use conforming to the Local Official Plan and permitted by Local Zoning By-laws;
 - c) it is a use requiring only an amendment to the Local Zoning By-law and is exempt from this requirement by the Local Official Plan; or
 - d) exempt or modified by specific *policies* of this Plan.

The purpose of an EIA is to demonstrate that the proposed *development or site alteration* will result in no *negative impacts* to that portion of the Regional Natural Heritage System or unmapped *Key Features* affected by the *development or site alteration* by identifying components of the Regional Natural Heritage System as listed in Section 115.3 and their associated *ecological functions* and assessing the potential environmental impacts, requirements for impact avoidance and mitigation measures, and opportunities for enhancement. The EIA, shall, as a first step, identify *Key Features* on or near the subject site that are not mapped on Map 1G.

- (4) Require that the recommendations of an Environmental Impact Assessment, including the placement of lot lines and structures, carried out under Section 118(3) and endorsed by the Region be implemented through official plan amendments, zoning by-laws, site plan control, conditions of planning approval or regulations by the appropriate authority”

4.7 Town of Halton Hills Official Plan (2020):

The current version of the Town of Halton Hills Official Plan first came into effect in 2008. Since this time, the document has been amended several times. The most recent Office Consolidation for the Town of Halton Hills Local Official Plan (LOP) was released in December 31, 2020. While the Local Official Plan mapping has changed since the last submission as a result of recent Official Plan Amendments affecting other properties including adjacent lands, the policies in the Official Plan text have remained the same.

The LOP contains planning policies that have more of a direct local impact on land within the Town of Halton Hills when compared to the Regional Official Plan.

The following LOP designations apply to the subject property:

Based on the **Georgetown Go Secondary Plan Area** - the subject property is designated as **'Medium Density Residential Area'** and **'Greenlands'** within the **'Mill Street Corridor'** Precinct (**Appendix 'F'**).

Applicable excerpts from the Town of Halton Hills Official Plan have been included below:

"B1 GREENLANDS SYSTEM

B1A Greenlands within Existing Urban Areas

A single tier Greenlands designation in the existing Acton and Georgetown Urban Areas, as shown on Schedules A3, A6, and all other schedules applicable to lands within these Urban Areas of this plan, and Phases 1A and 2A of the Premier Gateway Employment Area as shown on Schedule A8 of this Plan, implements the Regional Natural Heritage System contained in the Regional Official Plan. Notwithstanding the policies of Section B1.2 of this Plan, the Greenlands designation is subject to the policies contained in Sections 115.2, 115.3, 115.4(2), 116, 116.1, 117.1, 118(1.1), 118(2), 118(3), 118(3.1), 118(4), 118(5) through 118(13), 139.11, 139.12, Map 1G, and the applicable definitions of the Regional Official Plan, which are hereby incorporated by reference into this Plan.

B1.2.1 Greenlands Reconfiguration

Council may utilize a systems approach in identifying and protecting Greenlands A and B within a Secondary Plan area by using criteria other than those under Sections B1.3.1 and B1.3.2 of this Plan provided that:

- a) the Region is consulted throughout the process;
- b) the public and affected agencies are consulted on the proposed process in identifying the alternative Greenlands A and B;
- c) the alternative is based on the policies contained in the Regional Official Plan and this Plan pertaining to the Greenlands System and utilizes a systems approach that is based on a detailed and comprehensive analysis carried out as part of a Subwatershed Study covering at least the Secondary Plan Area;
- d) it is demonstrated to the satisfaction of the Region that the alternative Greenlands A and B:
 - i. will result in no overall negative impact on the ecological functions of the Greenlands system based on Greenlands A and B as defined through Sections B1.3.1 and B1.3.2 of this Plan;
 - ii. will enhance the Greenlands System by incorporating linkages, buffers, and other features that would improve the overall function and sustainability of the System.

B1.2.4 Adjacent Lands

Adjacent lands are the lands adjacent to a natural heritage feature within which potential impacts of a development proposal must be considered. For the purposes of this Official Plan, adjacent lands are defined as all lands partially or wholly within:

- 50 metres of the significant habitat of an endangered or threatened species;
- 50 metres of the boundary of a significant woodland;
- 50 metres of the boundary of a significant valleyland;

- 50 metres of the boundary of an area of fish habitat; and,
- 50 metres of the boundary of an area of significant wildlife habitat.

Within the Natural System of the Greenbelt Plan, adjacent lands are lands within 120 metres of Key Natural Heritage Features and Key Hydrologic Features, and the applicable policies are contained in Section E2.5.3.3 (d) of this Plan.

No development shall be permitted on adjacent lands unless an Environmental Impact Study and/or a Subwatershed study and/or a Geotechnical study is completed and approved by Council, subject to the comments of the appropriate agencies. The requirements for an Environmental Impact Study are contained in Section C2 (Environmental Impact Studies) of this Plan. Provisions relating to watershed and subwatershed studies are contained within Section C7 (Watershed Planning) of this Plan.

The scale and the contents of the required studies shall be determined at the time the development is proposed. The width of the adjacent lands may be increased/decreased, depending on the feature and the nature of the proposed development. This determination shall be made in consultation with the appropriate agencies at the time the development is proposed.

B1.2.8 Zoning By-law Implementation

The boundaries of the Greenlands A and B designations are delineated on the Schedules to this Plan. The boundaries are intended to be more precisely delineated in the implementing Zoning By-law in accordance with detailed mapping provided by the appropriate Conservation Authorities and Provincial agencies, and will not require an amendment to this Plan. Such lands will be placed in appropriate environmental zones in the implementing Zoning By-law.

The zoning by-law shall also incorporate general setbacks for lot lines, buildings, structures, parking areas and other similar facilities from lands within the Greenlands System in relation to the extent and sensitivity of the natural heritage features and ecological functions of the area. The Town and the Region of Halton in consultation with the appropriate Conservation Authority will evaluate this general setback for specific development applications, and as established in the Zoning By-law, to provide the appropriate setback required to protect the area from the impacts of development. A greater setback may be required to reflect specific circumstances.

B1.3.5 Significant Woodlands

All woodlands 0.5 hectares or larger, have been identified by the Region to be an important natural heritage feature and candidates for assessment as significant woodlands. It is the policy of this Plan to:

- a) Identify and show on the Urban Land Use Schedules to this Plan, significant woodlands as a component of Greenlands B through Watershed Management Plans, Subwatershed Studies, or individual site specific Environmental Impact Studies; and,
- b) Require the submission and approval of an Environmental Impact Study that identifies or refines the boundaries of significant woodlands and implements measures to

protect such significant woodlands for any development proposal, other than individual consents or uses conforming to this Plan and Zoning By-laws, located wholly or partially within 50 metres of woodlands 0.5 hectares or larger.

PART C ENVIRONMENTAL MANAGEMENT POLICIES

C1 ENVIRONMENTAL MANAGEMENT OBJECTIVES

It is the objective of this Plan to:

- a) recognize watercourses in the Town and protect them through the planning process from development that may have an impact on their function as an important component of the Natural Heritage System;
- b) ensure that development does not occur on lands that are unstable or susceptible to flooding;
- n) preserve trees and wooded areas and facilitate the planting of trees, to the extent practicable, including through the development process;
- q) identify the tools that are required to evaluate an application for development in or adjacent to natural heritage features and related ecological functions that are considered to be an integral component of the Natural Heritage System of the Town;

C2 ENVIRONMENTAL IMPACT STUDIES

Where the policies of this Plan require that an Environmental Impact Study (EIS) be prepared, such an EIS shall be prepared in accordance with the requirements of this section and Terms of Reference approved by the Town and the Region, in consultation with the appropriate Conservation Authority and the proponent. In the preparation of an EIS, reference shall be made to the Environmental Impact Assessment Guidelines of the Region of Halton.

C4 NATURAL HAZARDS

C4.1 DEVELOPMENT BELOW THE STABLE TOP OF BANK AND IN FLOODPLAINS

It is the intent of this Plan to not permit new development or site alteration below the stable top of bank of a valley/watercourse.

In addition, it is also the policy of this Plan to not permit new development within the floodplain of a watercourse in accordance with the One-Zone concept. Areas that are within the Regulatory Floodplain as determined and mapped by the appropriate Conservation Authority are located within the Greenlands A designation. The intent of this policy is to minimize and eliminate any risks to life and property resulting from flooding and other natural hazards, such as erosion and slope failure.

In order to implement the objectives of this Plan, the implementing Zoning By-law shall place all lands within the Regional Storm floodplain and all lands below the stable top of bank of any valley/watercourse in an appropriate Environmental Zone consistent with the applicable land use designation in this Plan. Uses permitted in this Environmental Zone shall be limited to agricultural operations that existed on the date the implementing Zoning By-law is passed by Council and open space uses, excluding those uses that necessitate tree cutting. No buildings

or structures, with the exception of essential structural works required for flood and/or erosion or sediment control, will be permitted in this Zone.

Notwithstanding this policy, any alteration of the existing channel of a watercourse shall require the approval of the appropriate Conservation Authority in accordance with applicable statutes and its development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.

C4.3 STABLE TOP OF BANK SETBACKS

It is the policy of this Plan that all new lots be located a minimum of 15 metres from the stable top of bank of a major valley/watercourse and a minimum of 7.5 metres from the stable top of bank of a minor valley/watercourse. These setback requirements must be met by all development unless more appropriate setbacks are recommended in accordance with an approved Subwatershed study, Environmental Impact Study or Geotechnical study in consultation with the appropriate Conservation Authority.

In all cases where development is proposed adjacent to a watercourse, Council shall be satisfied that the proposed development can be safely accommodated without there being a negative impact on the features and functions of the watercourse and its associated valley corridor.

C7 WATERSHED PLANNING

C7.1 OBJECTIVES

It is the objective of this Plan to:

- a) support the preparation and implementation of Watershed and Subwatershed Plans within the Town of Halton Hills and the surrounding area;
- b) ensure that there is an appropriate balance between the objectives of water supply management, habitat protection, flood management and land use to protect and enhance water quality and quantity for future generations;
- c) protect and/or restore streams, groundwater discharge and recharge areas and wetlands for the benefit of fish, wildlife and human uses;
- d) ensure that any Watershed and Subwatershed planning process is open and transparent and includes opportunities for public input;
- e) ensure that necessary resources are provided for the implementation of Watershed and Subwatershed Plans;
- f) ensure that Watershed and Subwatershed Plans contain goals and objectives that are appropriate for the Watershed and Subwatershed and can be implemented by the Town, agencies and landowners; and,
- g) ensure that Watershed and Subwatershed Plans are scientifically defensible and designed to be continuously improved as new information and science becomes available.

C8 STORMWATER MANAGEMENT

All commercial, industrial, institutional, recreational and residential development proposals shall be supported by a Stormwater Management (SWM) report unless waived by the Town through a pre-consultation process in accordance with Section G12 of this

Plan. The content and scope of the SWM report shall be determined when the development is proposed or through the completion of an EIR where required by an approved Subwatershed Plan.

The SWM Report shall be prepared to the satisfaction of the Town and the appropriate agencies and be prepared in accordance with The Ministry of Environment Stormwater Management Planning and Design Manual, 2003, or its successor, or through the completion of an EIR where required by an approved Subwatershed Study, and shall:

- a) provide recommendations on a stormwater quantity system that ensures that post development peak flow will not be greater than the pre-development levels for storms up to and including the Regional storm and the 1:100-year storm event;
- b) document the possible impacts of development on watershed flow regimes including their interconnection with groundwater resources;
- c) provide recommendations on how to maintain post-development water quality and improve run-off where appropriate;
- d) document the means by which stormwater volume control will be provided;
- e) determine and describe the necessary site management measures required to be undertaken during construction to mitigate the potential negative impact of development; and,
- f) where applicable, describe how the requirements of the Watershed and/or Subwatershed Plan, or EIR will be implemented in the stormwater management plan.

All stormwater management facilities in a Plan of Subdivision shall be placed in an appropriate Environmental Zone in the implementing Zoning By-law to reflect the potential for these lands to be flooded and to ensure that their intended use is recognized. Stormwater management facilities for condominium developments and other large single uses may be privately owned and maintained. Agreements with the Town shall be required as a condition of approval, to provide for their continued maintenance.

C9 TREE PRESERVATION/PLANTING

It is the policy of this Plan to support the enactment of a tree conservation by-law by the Region of Halton to regulate tree cutting, including the requirement of a permit for the removal of trees, within the Greenlands System as shown on the Schedules to this Plan and woodlands 0.5 hectares or larger outside of the Greenlands System.

There are wooded areas within the Town that are not within the Greenlands System, primarily because of their small size or their location within urban areas. However, these areas also contribute to the character of the community. It is the policy of this Plan that:

- a) treed areas outside of the Greenlands System shall be retained in their natural state and additional trees shall be planted in accordance with good forestry management practice, whenever possible and appropriate, as a condition of development approval. To this end, all development proposals shall be accompanied by a tree inventory and preservation plan and proposed planting program;

C15 NOISE AND VIBRATION

It is a policy of this Plan to minimize any adverse noise and vibration impacts from highways, arterial roads and railways on sensitive land uses. To this end, a Noise Impact Study in accordance with Ministry of Environment guidelines shall be undertaken for proposed development involving sensitive land uses that are adjacent to or in proximity to a highway, arterial road or industrial use to the satisfaction of Council and the Region. The approval of development applications shall be based on the implementations of the required study, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety and mitigating measures and notices on title.

A Noise Impact Study shall be required where proposed development involving sensitive land uses is within 300 metres of a railway right-of-way or 1,000 metres of a railway yard. A Vibration Study shall be required where proposed development involving sensitive land uses is within 75 metres of a railway right-of-way. Noise and vibration studies shall be prepared to the satisfaction of Council and the Region in consultation with the appropriate railway agency. The approval of development applications shall be based on the implementation of the recommendations of the required studies, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety measures, such as setbacks, berms and security fencing, mitigating measures, and notices on title.

PART D URBAN LAND USE POLICIES

D1 LIVING AREAS

D1.1 OBJECTIVES

It is the objective of this Plan to:

- a) maintain and enhance the character and identity of existing residential areas;
- c) encourage the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;
- d) encourage the provision of a full range of housing opportunities to meet the Town's projected housing needs;
- e) promote the efficient use of existing and planned infrastructure by creating the opportunity for various forms of residential intensification, where appropriate;
- f) encourage more intensive residential development to locate at the boundaries of existing residential areas;

D1.2 LOCATION

The Living Area of the Town of Halton Hills applies to developed and undeveloped lands on municipal water and wastewater services in Georgetown and Acton. The Living Area is divided into the following three designations:

- Low Density Residential Area;
- Medium Density Residential Area; and,
- High Density Residential Area.

Each of these designations is intended to provide opportunities for residential development at densities that ensure a full range of housing types is provided.

D1.3 DESIGNATIONS

D1.3.2 Medium Density Residential Area

D1.3.2.1 Main Permitted Uses

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

- a) triplex dwellings;
- b) quattroplex dwellings;
- c) multiple dwellings;**
- d) street townhouse dwellings;
- e) block townhouse dwellings;
- f) **low-rise apartment dwellings;** and,
- g) long term care facilities and retirement homes.

D1.3.2.2 Density and Height

The density range shall be 21 to 50 units per net residential hectare and the maximum building height shall not exceed four storeys. The maximum density and/or height may be increased subject to Section G4.3 of this Plan.

D1.4 GENERAL RESIDENTIAL AND HOUSING POLICIES

D1.4.1 Urban Design and Design for New Communities

All new development requiring a Planning Act approval shall conform to Section F2 (Urban Design) and Section F3 (Design for New Communities) of this Plan as appropriate.

D1.4.2 New Housing, Replacement Housing, Additions, and Alterations in Mature Neighbourhood Areas

New housing, replacement housing, additions, and alterations within Mature Neighbourhood Areas shall be permitted provided they are compatible, context sensitive and respectful of the existing character of the neighbourhood.

The implementing Zoning By-law shall further detail appropriate standards for new housing, replacement housing, additions, and alterations within Mature Neighbourhood Areas, including lot coverage, building height, and side yard setbacks amongst other standards.

Minor variances from the implementing Zoning By-law associated with new housing, additions, and alterations in Mature Neighbourhood Areas shall consider, where applicable:

- a) compatibility with existing building orientation and building setbacks;
- b) that the scale, massing, building height, and built form features are compatible with the existing character of the neighbourhood;
- c) the preservation of landscaped open space areas and the protection of existing trees; and,
- d) that impacts on adjacent properties are minimized.

D1.4.3 Infill Development in Established Residential Neighbourhoods

Infill development, in accordance with the applicable land use designation in this Plan, shall be encouraged provided Council is satisfied that:

- a) the proposed development, including building form and density, is compatible with the character of the existing neighbourhood;
- b) new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;
- c) a suitable transition in lot sizes, densities, building forms and heights is provided from adjacent development;
- d) existing trees and vegetation will be retained and enhanced where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood;
- e) the proposed development will not create a traffic hazard or an unacceptable increase in traffic on local roads; and,
- f) significant views and vistas which help define a residential neighbourhood are preserved.

D1.4.4 New Medium and High Density Residential Areas

In considering the development of new medium and high density residential development by way of Amendment to this Official Plan, Council shall be satisfied that the proposal:

- a) is located on and has direct access to a Collector or Arterial Road as shown on Schedule B1 to this Plan;
- b) respects the character of adjacent residential neighbourhoods, in terms of height, massing and setbacks;
- c) can be easily integrated with surrounding land uses;
- d) will not cause traffic hazards or an unacceptable level of congestion on surrounding roads;
- e) can easily be accessed by public transit if available;
- f) is located in close proximity to community facilities, such as parks, schools and open spaces;
- g) is located on a site that has adequate land area to incorporate the building, on-site parking, an outdoor amenity area, and appropriate buffering such as setbacks, landscaping and fencing to ensure the compatibility of the use with adjacent land uses;
- h) where appropriate, considers the role of topography and natural vegetation in minimizing the impacts of tall buildings on adjacent land uses;
- i) has demonstrated that the potential shadow impacts associated with tall buildings will be at an acceptable level on adjacent properties; and,
- j) municipal water and wastewater services are adequate and available.

D1.4.7 Housing Mix

It is the policy of this Plan to ensure the provision of a complete range of housing within the Town of Halton Hills. On this basis, 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.

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 as development within the Designated Greenfield Area:

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

New development that assists in achieving this housing mix shall be encouraged. In addition, Official Plan Amendment applications that propose the down-designation of sites for medium and high density housing, outside of Intensification Areas, shall be discouraged, since these sites will ultimately assist in achieving an appropriate balance of housing in the Town and the population target identified by this Plan. All such applications shall be accompanied by a planning justification report in accordance with Terms of Reference approved by the Town in consultation with the Region that assesses the implications of the proposal on:

- a) the Town's ability to meet the housing mix and population targets outlined in this Plan; and,
- b) the impact such a down-designation will have on other sites that are designated for medium and/or high density purposes in the surrounding area.

D1.4.9 Conversion and Demolition of Rental Housing

The conversion of rental housing to condominium or other forms of tenure, or the demolition of rental housing, shall only be considered by Council if a minimum threshold rental housing vacancy rate of 3% is maintained in the Town.

D2 COMMUNITY AREAS

D2.2 LOCATION

The Community Area designation applies to lands that serve primarily as community focal points in Acton and Georgetown. The Community Area is divided into the following designations:

- Downtown Area;
- Community Node;
- Secondary Node; Georgetown Go Station/Mill Street Corridor Area;
- Corridor Commercial Area;
- Local Commercial Area;
- Major Institutional Area; and
- Civic Centre Area.

D2.4 URBAN DESIGN

It is the intent of this Plan to improve the vibrancy and aesthetics of all Community Areas in the Town. On this basis, the approval of any development proposal pursuant to the Planning Act will be dependent on Council being satisfied that:

- a) improvements to the aesthetics of the public realm (roads, parks, and sidewalks) will occur as a condition of development, or will be made possible as a result of the development, as appropriate;
- b) the siting, scale and massing of buildings contributes to a safe and attractive pedestrian environment and streetscape;
- c) parking facilities are designed to not dominate the streetscape; and,
- d) landscaping is used to buffer adjacent uses and improve the overall aesthetics of the development.

All new development requiring a Planning Act approval shall conform to Section F2 (Urban Design) of this Plan as appropriate.

In addition to the above, the implementing Zoning By-law shall contain provisions relating to building siting, location and massing to implement these same urban design policies.

D5 BUILT-UP AREA AND INTENSIFICATION AREAS

D5.1 OBJECTIVES

It is the objective of this Plan that:

- a) Intensification Areas provide the focus for the majority of intensification within the Built-up Areas of Acton and Georgetown, and cumulatively attract a significant portion of the planned population and employment growth of these Urban Areas to 2031;
- b) Intensification Areas provide an urban form that is compatible with existing development areas, promotes live-work relationships, facilitates social interaction, improves public safety, is transit-supportive and reduces reliance on the automobile, promotes active transportation, and is more environmentally sustainable;
- c) Intensification Areas receive priority for infrastructure investment, including improvements to the road network, stormwater management, and community services to facilitate development and redevelopment in these areas;
- d) consideration is given by Council to financial, planning approval, and other incentives to support development and redevelopment within Intensification Areas, including the use of Community Improvement Plans;
- e) intensification is limited, outside of Intensification Areas, but within the Built-up Area, in accordance with the policies of this Plan;
- f) identified cultural heritage resources within the Built-up Area are conserved through the process of intensification;
- g) the appropriate type and scale of development in Intensification Areas is addressed through detailed area-specific plans for each area;
- h) development or redevelopment through intensification is characterized by high quality urban design;
- i) minimum densities for development and redevelopment are achieved in Intensification Areas; and,

- j) Intensification Areas provide high quality public open spaces with site and urban design that create attractive pedestrian-friendly places for social interaction.

D5.2 LOCATION

The Intensification Areas of the Town of Halton Hills consist of:

- a) a Major Transit Station Area, represented by the Georgetown GO Station/Mill Street Corridor Area and the Acton Downtown Redevelopment and Medium Density Residential/Commercial Sub-Areas;
- b) an Intensification Corridor, located along Guelph Street in Georgetown, and comprised of areas fronting on Guelph Street in the Georgetown Downtown Area, Community Node, and GO Station/Mill Street Corridor Area; and,
- c) other redevelopment areas, including the Civic Centre District, South Acton Special Study Area, Georgetown Downtown Area and Acton Downtown Area.

The boundaries of these Intensification Areas are as shown on Schedule A3-1 – Georgetown Built Boundary and Intensification Areas, Schedule A6-1 – Acton Built Boundary and Intensification Areas, and Schedule A7 – Acton Downtown Area of this Plan.

The Georgetown GO Station/Mill Street Corridor Area is covered by a Secondary Plan contained in Section H3 of this Plan.

D5.3 INTENSIFICATION TARGETS

This Plan provides policies to assist in achieving the minimum intensification targets, contained in Table D5.1, for residential development within the Built Boundary of Acton and Georgetown, as shown on Schedules A3-1 and A6-1 of this Plan.

The Intensification Areas identified in Section D5.2 and Table D5.1 are intended to be the focus for intensification within the Town of Halton Hills over the planning period to 2031.

The minimum intensification targets for new residential units within the Built Boundary provide for a level of intensification that conforms to the policies and land use designations of this Plan. The number of units constructed within the Built Boundary, commencing in 2015 and each year thereafter, will be monitored to ensure conformity with the Region’s requirements under the GGH Growth Plan.

TABLE D5.1. MINIMUM RESIDENTIAL INTENSIFICATION TARGETS WITHIN BUILT BOUNDARY

Intensification Area	2015-2031 Target (Units)
GO Station/Mill Street Corridor Area	1,540
Downtown Area	340
Community Node	170
Civic Centre District	520
Other Intensification	630
Georgetown TOTAL	3,200
Downtown Area	90
South Acton Special Study Area	1,240
Other Intensification	460
Acton TOTAL	1,790
Hamlets	110
Built Boundary TOTAL	5,100

Note: ‘Other Intensification’ refers to intensification on individual sites outside of Intensification Areas, and/or accessory apartments within permitted land use designations of this Plan.

D5.4 INTENSIFICATION POLICIES

Intensification within the Built-up Area identified in this Plan is subject to the following general policies:

- a) The Town shall ensure that Intensification Areas are development-ready by:
 - i. coordinating with the Regional the provision of water, wastewater, stormwater and transportation infrastructure with sufficient capacity to support the development densities planned for these areas;
 - ii. coordinating discussions with utility providers to ensure that adequate utility services are or will be in place to serve the proposed development; and,
 - iii. adopting Zoning By-laws or a Secondary Plan or Comprehensive Development Plan, within one year of the approval of the Official Plan Amendment introducing the Intensification Area;
- b) The intersections of Guelph Street and Mill Street, Guelph Street and Maple Avenue, and Guelph Street and Mountainview Road, are recognized as Activity Nodes, and are identified on Schedule A3-1 to this Plan, in which mixed-use intensification is to be focused, within the broader Intensification Areas identified in this Plan;
- c) High quality urban design for development and redevelopment through intensification shall be required, consistent with the Urban Design Guidelines contained in Appendix X4 of this Plan, and any other urban design guidelines prepared in support of Secondary Plans or Comprehensive Development Plans;
- d) The appropriate type and scale of development in Intensification Areas shall be addressed through detailed Secondary Plans or Comprehensive Development Plans for each area, including the preparation of urban design guidelines, where appropriate; and,
- e) Any site-specific Official Plan or Zoning By-law amendment to reduce development density within an Intensification Area is prohibited by this Plan, unless it is part of a municipal comprehensive review of the Official Plan or a review of the Secondary Plan for the Intensification Area.

D5.4 INTENSIFICATION POLICIES

D5.4.1 Major Transit Station Areas

The Georgetown Go Station/Mill Street Corridor Area is a Major Transit Station Area which is intended to be the primary focus for high density residential and/or mixed used intensification in the Town, and is subject to detailed Secondary Plan policies contained in Section H3 of this plan.

Planning for the Major Transit Station Area shall be guided by the following objectives:

- a) To achieve increased residential and employment densities to ensure the viability of existing and planned transit infrastructure and services; and,
- b) To provide access from various transportation modes to the transit station, including consideration of, but not limited to, pedestrians, bicycle parking, commuter pick-

up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.

PART F GENERAL DEVELOPMENT POLICIES

F2 URBAN DESIGN

F2.1 OBJECTIVES

It is anticipated that the Town's urban population and the range of services offered will continue to grow over the planning period. This growth will occur within the existing Built-up Area through redevelopment and intensification and in new greenfield areas. In order to ensure that the urban areas evolve in a manner that enhances the quality and vibrancy of urban life, it is the desire of Council to create and encourage a high quality of built form. On this basis, it is the intent of this Plan to:

- a) improve the aesthetic quality of the Town's built form, and promote development which is based on good design principles and standards that reflect the goals, objectives, and policies of this Plan;
- b) enhance the unique character of the Town's settlement areas by encouraging high quality design that is complementary and compatible with existing development, the Town's cultural and natural heritage, and which fosters a strong sense of civic identity and pride;
- c) enhance gateways into the urban areas, strengthen the Georgetown and Acton downtown communities, refine development in, and connections to, the Georgetown GO Station, and revitalize the Guelph Street corridor;
- d) ensure high quality design is employed in the development of all public works and that these public works contribute to an improved urban environment;
- e) exercise appropriate municipal development control in order to achieve a consistently high quality of site, building and landscape design; and,
- f) ensure the safety and security of public and publicly accessible places through urban design.

F6 TRANSPORTATION

F6.7 OFF-STREET PARKING

The Town shall require that, as a condition of development or redevelopment, adequate off-street parking and loading facilities are provided. In addition, points of ingress/egress to parking areas shall be limited in number and the sharing of access points with adjacent similar uses shall be encouraged. The design and layout of parking facilities are addressed through the Town's Urban Design policies contained in Section F2 of this Plan.

- a. The Town will endeavor to provide off-street parking to serve the Georgetown and Acton Downtown Areas. In this regard, Council may:
 - i. operate municipal parking lots or structures on properties the Town owns, acquires and/or leases, and provide direction for establishing new lots and structures;
 - ii. establish areas where payment of cash-in-lieu of required parking may be accepted. A reserve fund may be established to be used for the improvement or expansion of public parking facilities; and,

- iii. use, or authorize the use of vacant lands for parking on a temporary basis, where such parking is needed and desirable.
- b. The Town shall review off-street and on-street parking regulations to reflect evolving patterns of automobile use at the time of the preparation of the implementing Zoning By-law. Reduced parking requirements may be considered where sufficient public off-street and on-street parking facilities exist. In addition, parking requirements may be reduced if the uses on the lot each require parking at different times of the day. Opportunities for the sharing of parking in mixed use development will be considered during the review of a development application.

PART H SECONDARY PLANS

H1 INTRODUCTION

Part H of the Official Plan includes Secondary Plans prepared for specific areas of the Town. These Secondary Plans are:

- the Hamlet of Norval Secondary Plan;
- **the Georgetown GO Station Area Secondary Plan; and,**
- the Hamlet of Glen Williams Secondary 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.

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 B1A Greenlands within existing Urban Areas;
- 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 land 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. Location

The Greenlands designation on Schedule H3 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 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 designation. These areas will assist in providing additional protection to the valley, as well as enhancing views, and potentially access, into the valley.

Regional Natural Heritage System

- a. Notwithstanding the policies pertaining to the Greenlands System contained in Section 3.3.2 of this Plan, the Greenlands designation within the Georgetown GO Station Area is subject to the policies contained in Sections 115.2, 115.3, 115.4(2), 116, 116.1, 117.1, 118(1.1), 118(2), 118(3), 118(4), 118(5) through 118(13), 139.11, 139.12, Map 1G and the applicable definitions of the Regional Official Plan, which are hereby incorporated by reference into 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.

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.

c) Rail Network and Related Facilities

The rail line which runs through the Secondary Plan area is designated on Schedule B1 to the Official Plan and Schedule H3 as Commuter Rail Corridor to reflect its existing and planned role. The GO Station, which is designated as a Major Transit Station on Schedule B1 to the Official Plan and Schedule H3, 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.

d) Railway Buffer

The Railway Buffer overlay on Schedule H3 identifies the general area where a setback is required from the edge of the railway corridor by the CNR and/or Metrolinx for all buildings and structures. The precise setback will be determined at the time of application in accordance with the PLMR, but is generally a minimum of 30 metres. In some cases, consideration may be given to a crash wall 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.

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.

H3.6 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.

H3.6.3 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;
 - 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;
 - vi. the introduction of naturalized areas with native plants and trees on and adjacent to, lands designated Greenlands A; and,
 - vii. requiring buffers adjacent to the boundary of lands designated Greenlands on Schedule H3, 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.

H3.8 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, Parks and Cemetery designations on Schedule H3:

- 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.”

4.8 Town of Halton Hills Zoning By-Law 2010-0050:

The Town of Halton Hills Zoning By-Law 2010-0050 was adopted in 2010. Since this time the document has been amended several times with the most recent Office Consolidation being released in 2020. Although the Zoning mapping has changed since the last submission as a result of recently approved zoning by-law amendments affecting other properties including adjacent lands, the zoning provisions in the by-law text remains the same.

The subject property is currently dual zoned as Low Density Residential (LDR1-2) & Environmental Protection One (EP1) (**Appendix “G” & “H”**). The requested Zoning By-Law Amendment with Site-Specific Conditions would rezone the entirety of the subject property to Medium Density Residential 2 - Special (MDR2 - Special) to bring the subject property and the proposed development into conformity with the Medium Density Residential Land Use Designation of the Town of Halton Hills Official Plan.

Applicable excerpts from the Town of Halton Hills Zoning By-law 2010-0050 have been included below:

“PART 3 DEFINITIONS

Building, Apartment means:

A building containing three or more dwelling units that share a common external access to the outside through a common external access and a common corridor system.

Building, Multiple Unit means:

A building containing three or more dwelling units that are:

- a) Located in a building such that some or all of the dwelling units are accessed by a corridor system or entrance and some or all of the dwelling units are accessed directly from the outside; or
- b) Located within a co-op or any plan of condominium, such as a common element condominium with each dwelling unit being accessed by a private condominium road.

This definition shall not apply in a circumstance where a dwelling unit is considered to either be an apartment dwelling unit, accessory dwelling unit or a street townhouse dwelling unit, as defined by this By-law.

PART 4 GENERAL PROVISIONS

4.8 ENCROACHMENT INTO REQUIRED YARDS

- a. Architectural features such as sills, belt courses, cornices, eaves, chimney breasts, pilasters, roof overhangs, window bays and balconies are permitted to encroach:
 - i. Into the required front yard and exterior side yards a distance of no more than 2.5 metres, but in no case shall the architectural feature or balcony be located closer than 1.5 metres to the front or exterior side lot line;

- ii. ii) Into the required rear yard, a distance of no more than 2.0 metres; and,
- iii. Into the required interior side yard, a distance of no more than 50 percent of the required interior side yard for the main building on the lot.

PART 5 PARKING AND LOADING STANDARDS

5.2 GENERAL PARKING PROVISIONS

5.2.2 Calculation of Parking Requirements

Where the minimum number of parking spaces is calculated on the basis of a rate or ratio, the required number of parking spaces shall be rounded to the next higher whole number.

5.2.10 Size of Parking Spaces

- a. Where parking spaces are provided in a surface parking area, or on a driveway each parking space shall have a width of not less than 2.75 metres and a length of not less than 5.5 metres.
- b. Where parking spaces are provided in an enclosed or underground parking garage, such parking spaces shall have a width of not less than 2.6 metres and a length of not less than 5.5 metres.

5.2.12 Width of Access Ramps and Driveways

Access ramps and driveways accessing a parking area or parking lot shall be a minimum of 3.0 metres in width for one-way traffic and a minimum of 6.0 metres in width for two-way traffic.

5.2.19 Parking Area Location on a Lot in Relation to Building Structures

Notwithstanding any other provisions of this By-law, parking areas shall be setback a minimum of 1.2 metres from any building or structure.

5.3 Residential parking requirements

The number of parking spaces required for residential uses shall be calculated in accordance with the standards set out in Table 5.2, below:

Table 5.2 Residential Parking Requirements (Excerpt)	
Use	Minimum parking Space Requirements
Apartment dwelling units	1.5 spaces per unit plus 0.25 parking spaces per unit for visitors where more than 4 apartment dwelling units are located.
Multiple dwelling units	2 spaces per dwelling unit plus 0.3 spaces per dwelling unit for visitor parking. If each individual dwelling unit includes an attached garage and does not front on a public street, the street townhouse dwelling unit parking requirements applies, in addition to the visitor requirement set out above.

5.5 LOADING

5.5.1 Restriction on Use of Land, Buildings and Structure

No person shall use any land, building or structure in any Commercial or Employment Zone for any purpose permitted by this By-law, unless loading spaces are provided in accordance with the provisions of this Section of the By-law.

PART 6 URBAN RESIDENTIAL ZONES

6.1 GENERAL PROHIBITION

No person shall, within any Urban Residential Zone, use or permit the use of any land , or erect, alter, enlarge, use or maintain any building or structure for any use other than as permitted in Tables 6.1 and in accordance with the standards contained in Tables 6.2, 6.3 and 6.4 and 6.5, the General Provisions contained in Part 4 and the Parking and Loading provisions contained in Part 5 of this By-law.

6.2 PERMITTED USES

Uses permitted in an Urban Residential Zone are denoted by the symbol 'X' in the column applicable to that Zone and corresponding with the row for a specific permitted use in Table 6.1. A number(s) following the symbol 'X', or identified permitted use, indicates that one or more conditions apply to the use noted or, in some cases, to the entire Zone. Conditions are listed below on the Permitted Use Table, Table 6.1.

Table 6.1 – Permitted Uses (Urban Residential Zones)

USE	LDR1	LDR2	MDR1	MDR2	HDR	RCO	UR	MU1	MU2
<i>Single Detached Dwellings</i>	X					X	X		
<i>Semi-Detached Dwellings</i>	X (4)(9)	X (9)	X (4)(9)			X	X		
<i>Duplex Dwellings</i>		X				X	X		
<i>Triplex Dwellings</i>		X	X				X		
<i>Street Townhouse Dwellings</i>			X (9)				X	X	
<i>Multiple Dwellings</i>	X (8)	X(8)		X			X	X	
<i>Apartment Dwellings</i>	X (8)		X(8)	X (8)	X			X	X

SPECIAL PROVISIONS - 8. Only the number of units and related floor area that existed on the effective date of this By-law are permitted.

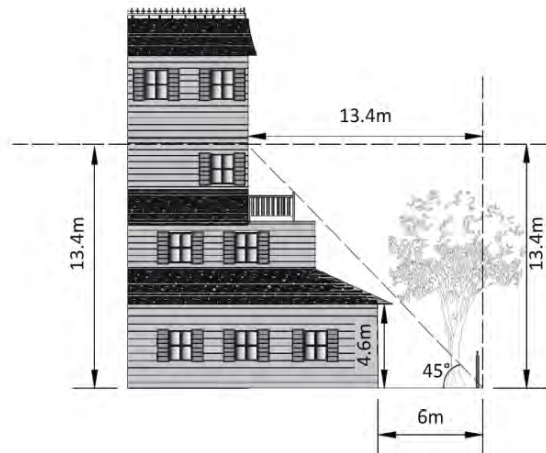
6.3 ZONE STANDARDS

Table 6.4 - Standards for Existing Semi-Detached Dwellings in the LDR1 Zone and all Dwelling Unit Types, Long Term Care Facilities and Retirement Homes in the LDR2, MDR1, MDR2 and HDR Zones

Dwelling Type or Use	Minimum Lot Frontage	Minimum Required Front Yard	Minimum Required Rear Yard	Minimum Required Interior Side Yard	Minimum Required Exterior Side Yard	Maximum Height
<i>Semi-Detached Dwellings</i>	7.0 m	4.5m (1)	7.5 m	1.2 m (2)	3.0 m (1)	11.0 m
<i>Duplex Dwellings</i>	11.0 m	6.0 m	7.5 m	1.2 m	3.0 m (1)	11.0 m
<i>Triplex Dwellings</i>	16.5 m	6.0 m	7.5 m	1.2 m	3.0 m (1)	11.0 m
<i>Street</i>	5.5 m	4.5 m (1)(9)	7.5 m (10)	1.2 m (3)	3.0 m (1)	11.0 m
<i>Townhouse Dwellings</i>						
<i>Multiple Dwellings (7)</i>	11.0 m (4)(8)	4.5 m (8)	4.5 m (8)	4.5 m (8)	4.5 m (8)	11.0 m
<i>Apartment Dwellings, Long Term Care Facilities and Retirement Homes</i>	11.0 m (5)	4.5 m	7.5 m (11)	7.5 m (11)	6.0 m	25.0 m

SPECIAL PROVISIONS

4. The maximum number of dwelling units permitted shall not exceed 50 units per 1.0 hectare of lot area.
5. The maximum number of dwelling units permitted shall not exceed 50 units per 1.0 hectare of lot area in the M DR2 Zone and shall not exceed 1 00 units per 1 .0 hectare of lot area in the HDR Zone.
8. These provisions shall not apply to internal lot lines with a common element condominium.
11. The minimum setback from an interior side or rear lot line for buildings that have a height of greater than 13.4 metres is set out below:
 - a) For that portion of the building that has a building height of 13.4 metres or greater above grade - 13.4 metres;
 - b) For that portion of the building that has a building height of 4.6 metres or less above grade - 6.0 metres; and,
 - c) For that portion of the building that has a building height of between 4.6 metres and 13.4 metres above grade - a line that extends upwards at a 45-degree angle away from the lot line.



5.0 Planning Justification:

5.1 Planning Act, R.S.O. 1990, c. P.13

The proposed OPA & ZBA will provide site-specific development standards that will allow for the construction of two new multiple-unit buildings (i.e. one residential complex) to support an attractive built form along the Mill Street Corridor. The proposed development is in an appropriate location for growth and development given the availability of municipal infrastructure and its close proximity to the Georgetown Go Station. Furthermore, it will provide for new housing options within Georgetown to help support the economic viability of the local economy including the Main Street businesses with no disturbance of the surrounding natural areas. The new units will also provide for a more affordable housing option when compared to the typical single detached or townhouse dwellings in the area.

As such, the proposed development has regard for the matters of Provincial Interest as outlined in the Planning Act.

5.2 Provincial Policy Statement (2020):

The proposed OPA & ZBA are well-aligned with the policies of the Provincial Policy Statement because they will provide site-specific development standards that will allow the owner to redevelop their property in a way that better responds to the housing needs of current and future residents within Georgetown (**1.4.3 b 1.**). Through the provision of increased population, the proposed development will also help to support public transit viability of the Georgetown Go Station (**1.6.7.4**) in addition to the local business community found in Downtown Georgetown (**1.7.1 e**). The proposal promotes cost-effective and sustainable development patterns by directing new housing to an existing settlement area where there is adequate infrastructure to support new growth instead of promoting land consumption outside of the settlement area which could lead to the fragmentation of agricultural lands and sensitive natural heritage features (**1.1.1 d.**).

As such, the proposed development conforms to the policies of the Provincial Policy Statement.

5.3 Growth Plan for the Greater Golden Horseshoe (2020):

The subject property is located within a 'Built-Up Area' that is serviced by municipal water and wastewater services (2.2.1 2 a). Given the policies of the Growth Plan for the Greater Golden Horseshoe, the proposed OPA & ZBA are appropriate for the subject lands because it will provide for a higher residential density in a transit-supportive location to help support the Region of Halton in achieving their minimum intensification target (2.2.2 1. a) and in accommodating their forecasted population growth (2.2.6 2 a).

Furthermore, the proposed OPA & ZBA will provide for site-specific development standards that will allow for the construction of two new multiple-unit buildings (i.e. one residential complex) on an underutilized lot to support a more compact built form with modern architecture along Mill Street which is currently transitioning into a densification corridor which has become home to many high density developments (2.2.1 4. e).

As such, the proposed development conforms to the policies of the Growth Plan.

5.4 Greenbelt Plan (2017):

Given that the subject lands are adjacent to the greenspace associated with the Silver Creek Natural Heritage Corridor, the policies of the Greenbelt Plan apply as they pertain to the "Urban River Valley" Designation. It is the intent of the Greenbelt Plan to sustain natural heritage and associated water features from the effects of urbanization and development. The "Urban River Valley" provides connections to the larger natural heritage system and overall health of the natural environment. As the subject property is virtually devoid of any natural vegetation and almost entirely paved to the property line (current situation), it offers little value or environmental protection for the natural heritage system as it intersects the property. Design considerations, such as controlling storm water runoff by increasing permeable surfaces, increasing vegetation next to the urban river valley area, providing buffers and fencing with the aim of limiting individual interference and offering increased buffering to support ecological function being contemplated in the proposed development (3.2.6). Both CVC and the Town of Halton Hills have agreed that an Environmental Impact Study is not warranted for the proposed development. Nevertheless, a Baseline Environmental Assessment was conducted which concluded that there is no presence of species at risk on the subject property. Based on the review of the original proposal, the MECP had also determined that the activities associated with the project would not contravene with the Endangered Species Act. That being said, the 'Urban River Valley' designation is unlikely to impede the proposed development, provided that the development is compliant with the applicable local and provincial environmental policies.

As such, the proposed development conforms to the policies of the Greenbelt Plan.

5.5 Credit Valley Conservation Authority (CVC):

Although a large portion of the subject property is technically regulated by the Conservation Authority, it is not anticipated to impede future development on the site. Comments were provided from CVC in February 2021 in response to the first OPA/ZBA submission for the original proposal involving the 6-storey 52-unit apartments building. The Comments Letter stated that all hazardous lands (i.e. floodplain, erosion hazard/meander belt and top of stable bank) were

located off-lot and that only small portions of the buffer were on site. They also suggested that it would be appropriate to 'not recommend' that the buffer be designated a hazard category. That being said, the author is of the professional opinion that the 'Greenlands' Designation from the Town of Halton Hills Official Plan and the 'Environmental Protection One Zone' from the Zoning By-Law, which both occupy the small patch of grass on the southeast corner of the lot can be removed from the subject property.

5.6 Halton Region Official Plan (2021 Clergy Principle Applies):

The Regional Official Plan (ROP) promotes intensification, especially within Major Transit Station Areas (72.1 9). As such, the proposed OPA & ZBA are well-aligned with the policies of the ROP because they will provide for development standards that promote built forms which are compatible with the density requirements of the Georgetown Go Major Transit Station Area (81. 3). Furthermore, the proposed development will help to maximize the number of transit users within walking distance of the station, while also contributing to the evolving character of Mill Street as a vibrant, diverse and pedestrian-oriented corridor (79. 5) (81. 7). The Region has a housing target whereby at least 50 per cent of new housing units produced annually should take place in the form of townhouses or multi-storey buildings (86. 6 a). A small portion of the subject property is within the 'Key Features' designation of the Regional Natural Heritage System because it is adjacent to the Silver Creek Natural Heritage Corridor. Nevertheless, municipal staff and the CVC concluded that an Environmental Impact Assessment would not be required for the proposed development and that the "Key Features" designation would not impede future development on the site.

As such, the proposed development conforms to the 2021 policies of the Halton Region Official Plan which were in-effect at the time the first submission was made since the new 2022 policies came into-effect afterwards.

5.7 Town of Halton Hills Official Plan (2020):

It is the Town's vision to provide opportunities for redevelopment and intensification within strategic locations (H.3.1). It is in part the reason that the 2015-2031 intensification target for the Go Station/Mill Street Corridor was raised from 1,540 residential units in the 'Parent Town of Halton Hills Official Plan' (Table D.5.1) to 2,800 residential units in the updated 'Go Station Secondary Plan' (H.3.3.1). Given that the subject property is located within the 'Go Station Secondary Plan Area' and more specifically the 'Mill Street Corridor' Precinct of the Plan, the proposed Official Plan Amendment's requested increase in density is appropriate for the lands as it recognizes the need to provide for more housing within the area to ensure the viability of existing and planned municipal infrastructure and transit services (D5.4.1). The proposed development is also compatible in scale and density with other redevelopment projects that have been recently built, approved or planned along the Mill Street Corridor, which are in alignment with the intensification objectives of the provincial planning policies (H3.6 b). Furthermore, the removal of the 'Greenlands' designation from southeast corner of the lot is appropriate for the lands because it will not result in any negative impacts on the ecological functions of the abutting Silver Creek Natural Heritage Corridor (B1.2.1 d i.). The Credit Valley Conservation Authority has already carefully vetted the requested removal of the 'Greenlands' designation in the original

apartment concept which has larger/more dense and had no issues. Furthermore, the redevelopment of the site will provide new opportunities for the planting of native species, fencing and other design considerations that could positively impact the overall health of the Silver Creek Corridor.

As such, the proposed development conforms to the policies of the Town of Halton Hills Official Plan.

5.8 Town of Halton Hills Zoning By-law 2010-0050

The existing Low Density Residential One (LDR1-2) Zoning is not appropriate for the subject property as it does not support the planning objectives of the Town of Halton Hills Official Plan (i.e. currently NOT in conformity), which focuses on transitioning the character of Mill Street into a compact intensification corridor within a Major Transit Station Area. As such, the proposed rezoning to the Medium Density Residential Two with special conditions (MDR2-Special) is necessary to bring the site 'into' conformity with the Medium Density Land Use Designation of the Town of Halton Hills Official Plan. The Environmental Protection One (EP1) Zoning can also be removed from the subject property as CVC has confirmed that there are no hazards on the site. The following site-specific special conditions are being proposed to the **multiple-dwelling** (also known as multiple-unit building) requirements as a part of the rezoning:

Min. Setback between Building & Parking Area (S. 5.2.19)

Required: 1.2 m

Proposed: 0 m (visitor parking spaces on ground floor)

One of the primary concerns raised by the community at the Neighbourhood Meeting for the 'original' 6-storey 52-unit development proposal, had to do with parking availability. To reflect this demand in the proposed design, an additional 3 parking spaces have been incorporated outdoors at-grade along the side wall of the proposed south building abutting the driveway. Although the underground parking spaces comply with the requirements of the Zoning By-Law, the 3 at-grade outdoor parking spaces directly touch a building wall and as such do not 'technically' meet the 1.2 m setback requirement as described in Section 5.2.19. This is due to the compact nature of the development and a unique parking design that was not considered as per the typical general application of the cookie-cutter zoning policy. That being said, those parking spaces only partially abut the building, are intended for smaller vehicles and the spaces will incorporate appropriate bumpers and curb-stops. This design element will be fully resolved through the Site Plan Control Process where the owner will work with staff to implement design approaches for maximizing safety and usability of the parking spaces.

Min. Front Yard Setback (Table 6.4)

Required: 4.5 m

Proposed: 7.9 m (pre-road widening) & 2.9 m (post-road widening)

The owner will be required to convey 5 m of land from the frontage of the site to the Town for a future right-of-way widening of the pedestrian boulevard and roadway. As a result of such requirement, the proposed buildings will no longer comply with the 4.5 m front yard setback requirement of the by-law (post-widening). Nevertheless, the reduced front yard setback is appropriate for the lands because it will help to create a more pedestrian friendly environment along the urbanizing corridor. Architectural design considerations such as large windows, front canopies which offers whether protection and the open walkway which extends to the rear of the site helps to bridge the public realm and private realm together to support a more human-scaled environment. There will also be new opportunities for front yard landscaping in the proposed development which is an improvement over the existing large asphalt parking area which currently occupies the front yard of the site today. Furthermore, there are many other examples found along Mill Street whereby buildings are sited right up to the sidewalk. As such, the proposed development will contribute to the continuity of the built-up street edge.

Encroachment into the Required Front Yard for Canopies (S. 4.8 i)

Required: Max. 2.5 m into the Required Front Yard **and** no closer than 1.5 m to the Front Lot Line

Proposed: No closer than 1.5 m to the front lot line

As a result of the requested reduction to the front yard setback requirement for multiple dwelling buildings within the MDR2 Zone which has been triggered by the road widening, the encroachment standards for front yard canopies also need to be amended for the subject property. This can be accomplished by deleting reference to the maximum 2.5 m encroachment allowance for canopies into the required front yard (the canopies are viewed as roof overhangs as described in the by-law). The proposed front yard canopies will still remain at least 1.5 m from the front lot line which meets the general intent of the Zoning By-Law. The Town promotes a well-defined street edge with articulated features that project into the pedestrian realm along the rapidly urbanizing Mill St corridor. The proposed front yard canopies accomplishes this objective by adding visual interest and order to the front elevations. They will also while help to frame the entrances to each building while also providing for weather protection. Given that many of the built-up adjacent properties along Mill St already have tight front yard setbacks, the proposed encroachments for the front canopies will be compatible with the streetscape character.

Min. Interior Side Yard Setback (Table 6.4)

Required: 4.5 m

Proposed: 3.5 m (north) & 9.18 m (south)

Through a reduced interior side yard setback on the side of the property which abuts the Silver Creek Natural Heritage Corridor (as justified by the Environmental Impact study and CVC comments), there is an opportunity to bring the proposed north building slightly closer to side lot line. This allows for a more compact development and more efficient development to address the intensification objectives of the Major Transit Station Area. The south building will meet the existing interior side yard setback requirement as it abuts residential land use.

Max. Building Height (Table 6.4)

Required: 11 m

Proposed: 14.1 m

The proposed increase to the maximum height will facilitate the development of four-storey buildings (instead of the previously proposed 6-storeys that is permitted under the High Density designation of the Official Plan). This four storey medium density design, will result in a more sensitive neighbourhood negotiated approach to residential intensification on the property. At the same time, the request height increase to 14.1 m will provide more units and a density that is in line with the expectations for infill development within a Major Transit Station Area. The proposal focuses on 'building up' instead of 'building outwards' by creating attractive open spaces for pedestrian movement such as the common internal walkway/courtyard which will function as a community space that will link the two buildings together while promoting patio visibility/surveillance (CPTED) and social interaction. The maximum height of the 4th storey roof will be 13.2 m. However, the actual maximum height for each building will be 14.1 m as a result of the upper canopies which will help to provide for an articulated roofscape that will increase visual/architectural interest. Overall, the proposed maximum building height will be compatible in scale with other nearby redevelopment projects occurring along Mill St such as the recently constructed 6-storey building next door at 42 Mill St which is significantly taller.

Min. Lot Frontage (Table 6.4 Special Provision 4)

Required: Max. 50 units per hectare

Proposed: 133 units/hectare (pre-road widening) & 146 units/hectare (post-road widening)

The subject property has huge redevelopment potential because of its large size and location within a Major Transit Station Area. 50 units per hectare is too low for this location and generally is not in conformity with the Growth Plan objectives. The proposed density of 133 units per hectare (pre-road widening) and 146 units per hectare (post-road widening), will better support the viability of transit services and local shops within the area while also increasing the number of housing options in Halton Hills. Furthermore, it will also make the site more viable for the developer given the high costs of construction and development. The proposed density is also more in-line with other redevelopment projects occurring along Mill Street.

Min. Parking Requirements for Multiple Dwelling Units (Table 5.2)

Required: 2 spaces/dwelling + 0.3 visitor spaces/dwelling = 69

Proposed: 61

A Site-Specific Provision is proposed which states that the minimum requirement for **multiple dwelling buildings** constructed over a **common parking garage** shall be provided at a rate that is identical to the **apartment dwelling parking requirements** which is 1.5 spaces/dwelling unit + 0.25 visitor spaces/dwelling = 53 parking spaces. 61 parking spaces are being proposed. In accordance with the Zoning By-Law, the proposed buildings fall under the 'multiple dwelling' category which is also referred to in the 'Definition' section of the by-law as 'multiple-unit building'. That being said, the proposed buildings can be interpreted as being more similar to apartments because the majority of the parking will be underground (58 out of 61 spaces). In most cases new multiple dwelling buildings have larger unit sizes with at-grade parking. The proposed special provision will help to differentiate between multiple dwellings with at-grade parking vs multiple dwellings with underground parking since they function as different uses. Furthermore, the provincial and local polices supports reduced parking rates in areas that are well-served by public transit. Given that the subject property is located within walking distance

to a GO Station, a reduced parking rate should be promoted in order to encourage residents to support the viability of transit services.

6.0 **Conclusion:**

Given the analysis presented in this Planning Justification Report, it is in the Author's professional planning opinion that there is merit to support the proposed Planning Applications because they are considered to be of '**Good Planning**,' in the '**Public Interest**', in '**Conformity**' with the Planning Act, Provincial Policy Statement, Growth Plan, Greenbelt Plan, Halton Region Official Plan & the Town of Halton Hills Official Plan while also meeting the general intent of Zoning By-law No. 2010-0050.

I hereby certify that this Planning Justification Report was prepared and reviewed by Registered Professional Planner (RPP), within the meaning of the Canadian Institute of Planners and the *Ontario Professional Planners Institute Act, 1994*.

Jacob Dickie

Jacob Dickie, RPP

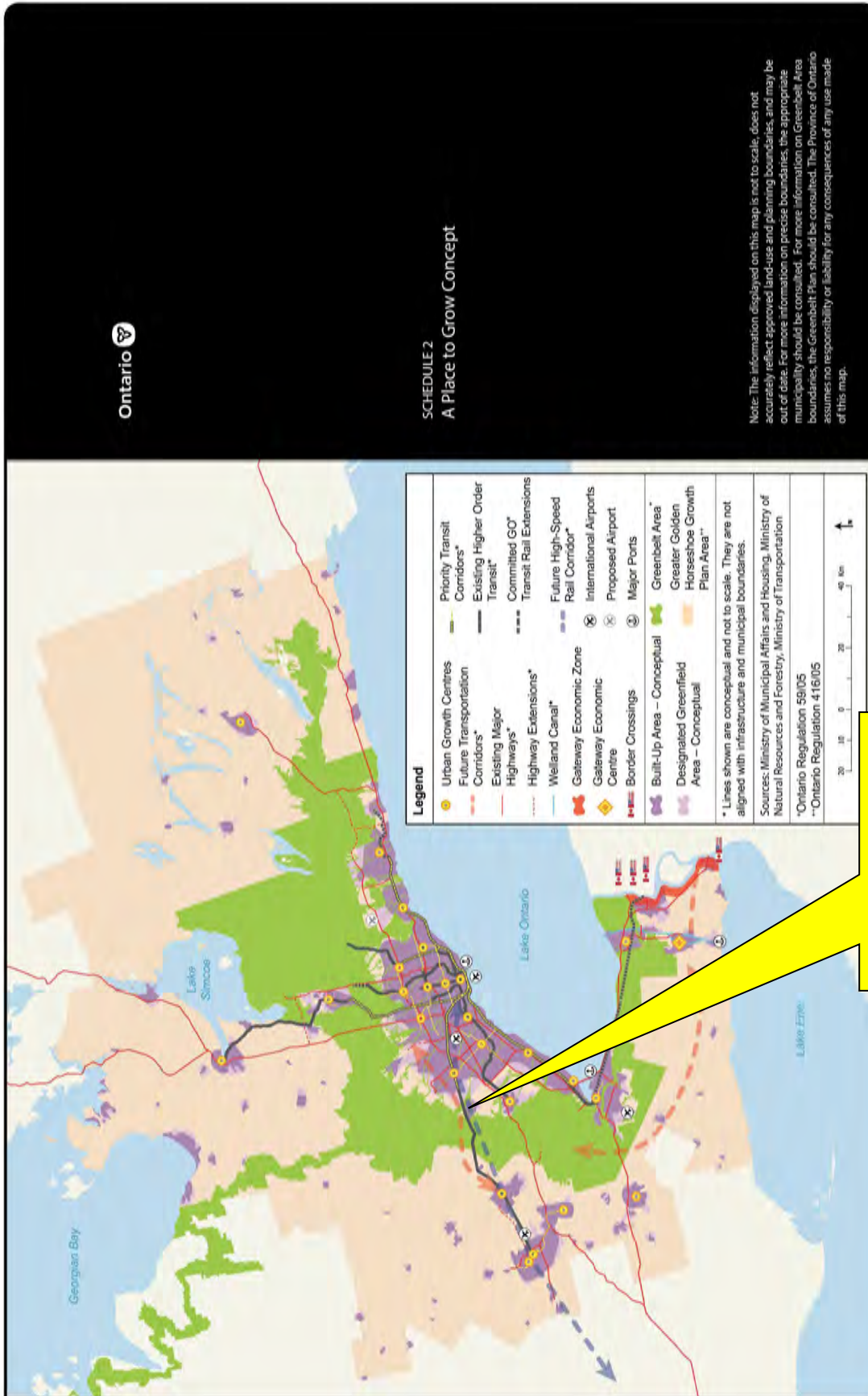
Planner/Development Coordinator

Urban in Mind, Professional Urban Planning, Land Development & CPTED Consultants



Appendix "A"

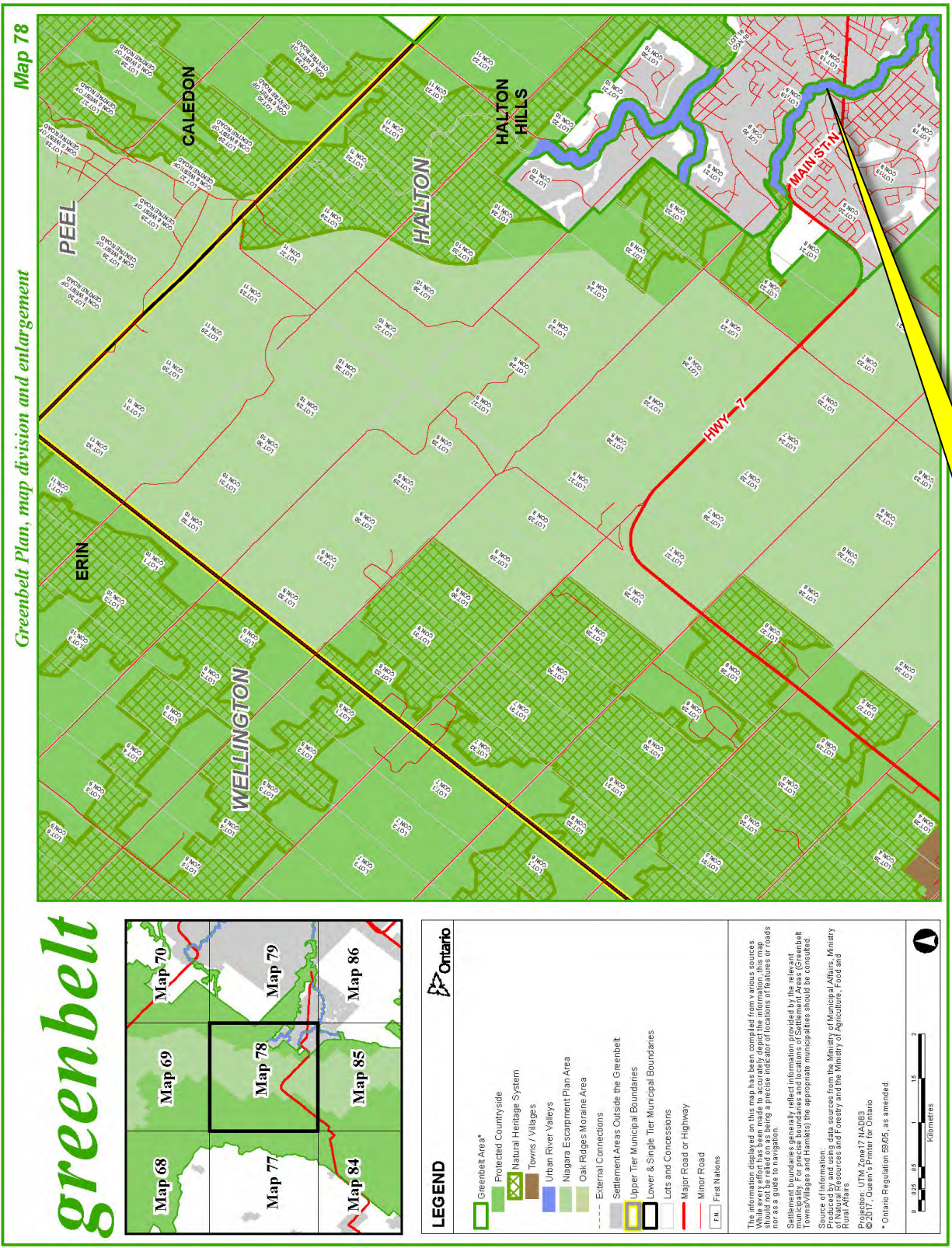
(Places to Grow – Schedule 2, A Place to Grow Concept)



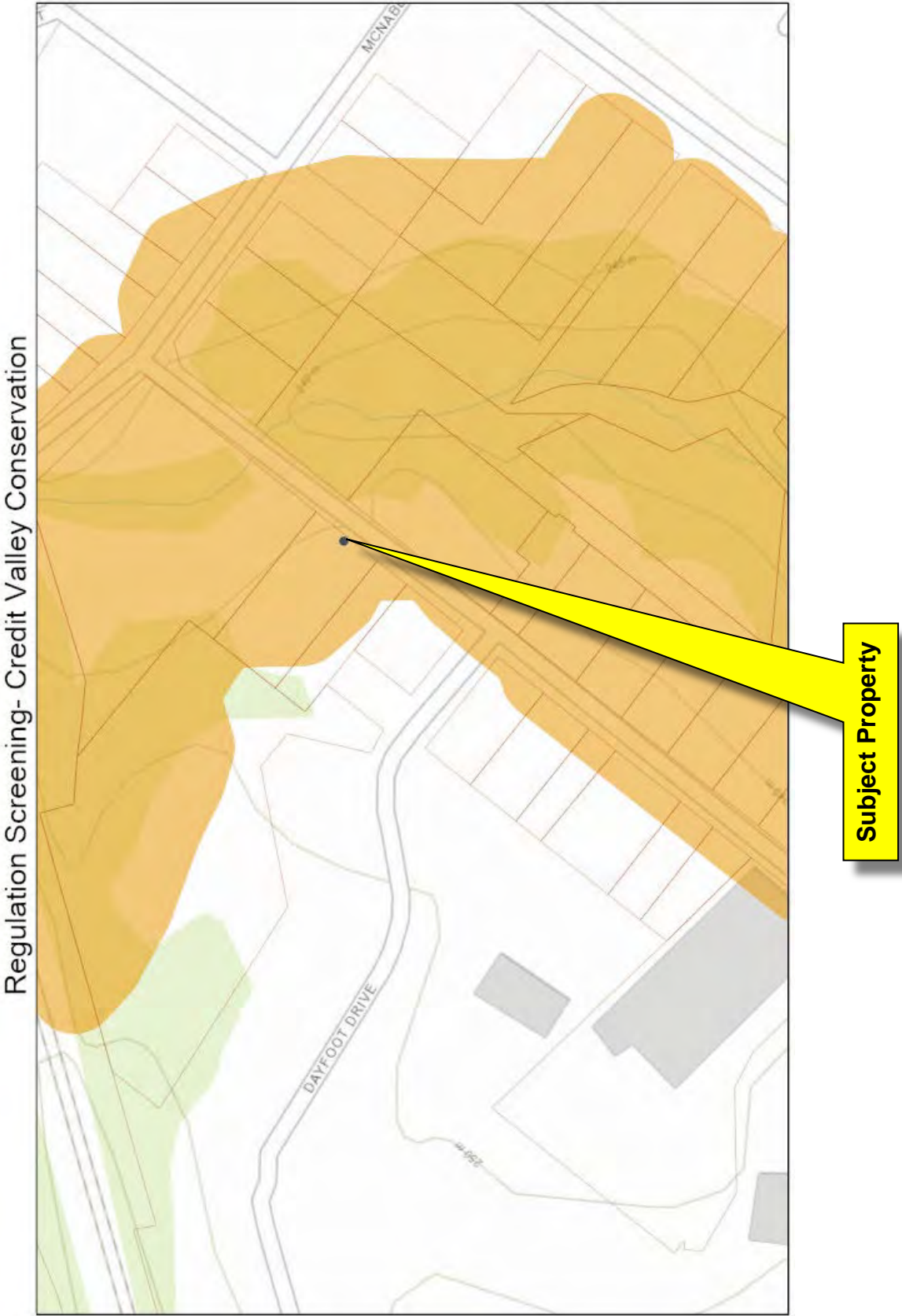
Approx. Location of Subject Property

Appendix "B"

Greenbelt Plan – Map 78

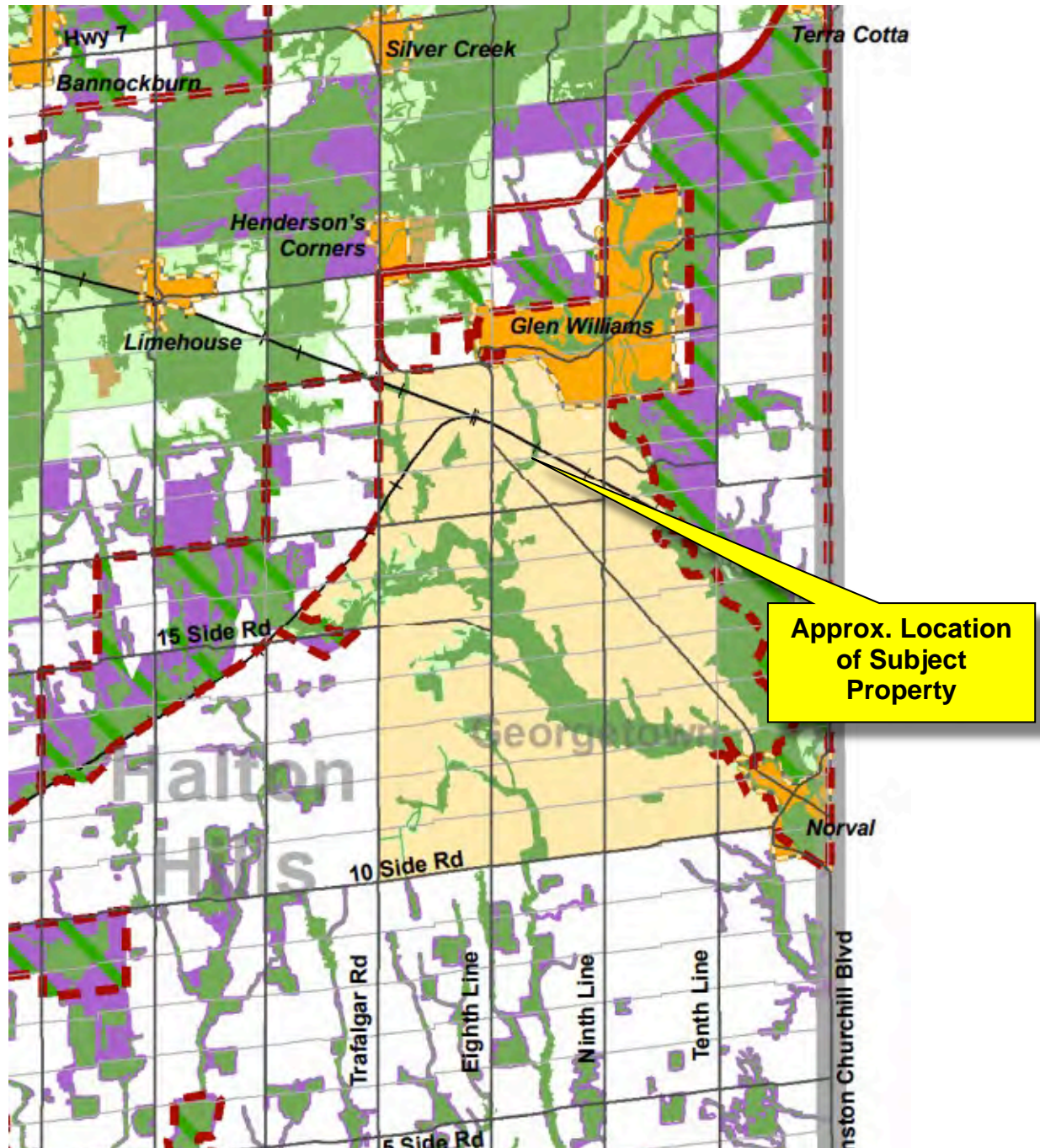


Appendix "C"
Regulation Mapping – Credit Valley Conservation



Appendix "D"

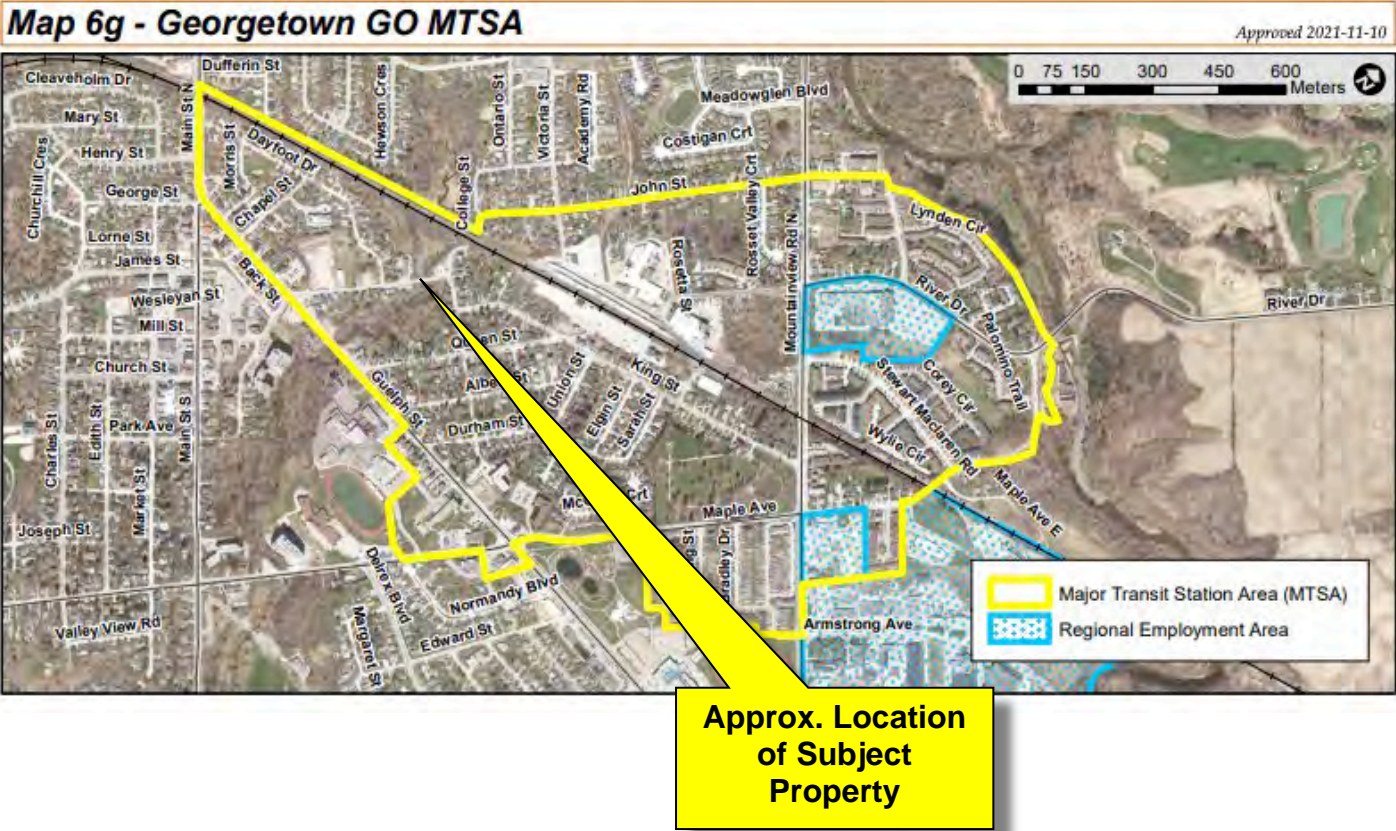
Halton Region OP – Map 1G – Regional Natural Heritage System



- | | | |
|-------------------------------|---|----------------------------------|
| —+— Rail Line | Urban Area | Mineral Resource Extraction Area |
| - - - Proposed Major Arterial | Hamlet | North Aldershot Policy Area |
| — Major Road | Key Features | |
| — Provincial Freeway | Enhancement Areas, Linkages and Buffers | |
| — Lot and Concession Line | Prime Agricultural Areas in NHS Enhancements/Linkages/Buffers | |
| — Municipal Boundary | Greenbelt NHS | |
| - - - Greenbelt Plan Boundary | | |

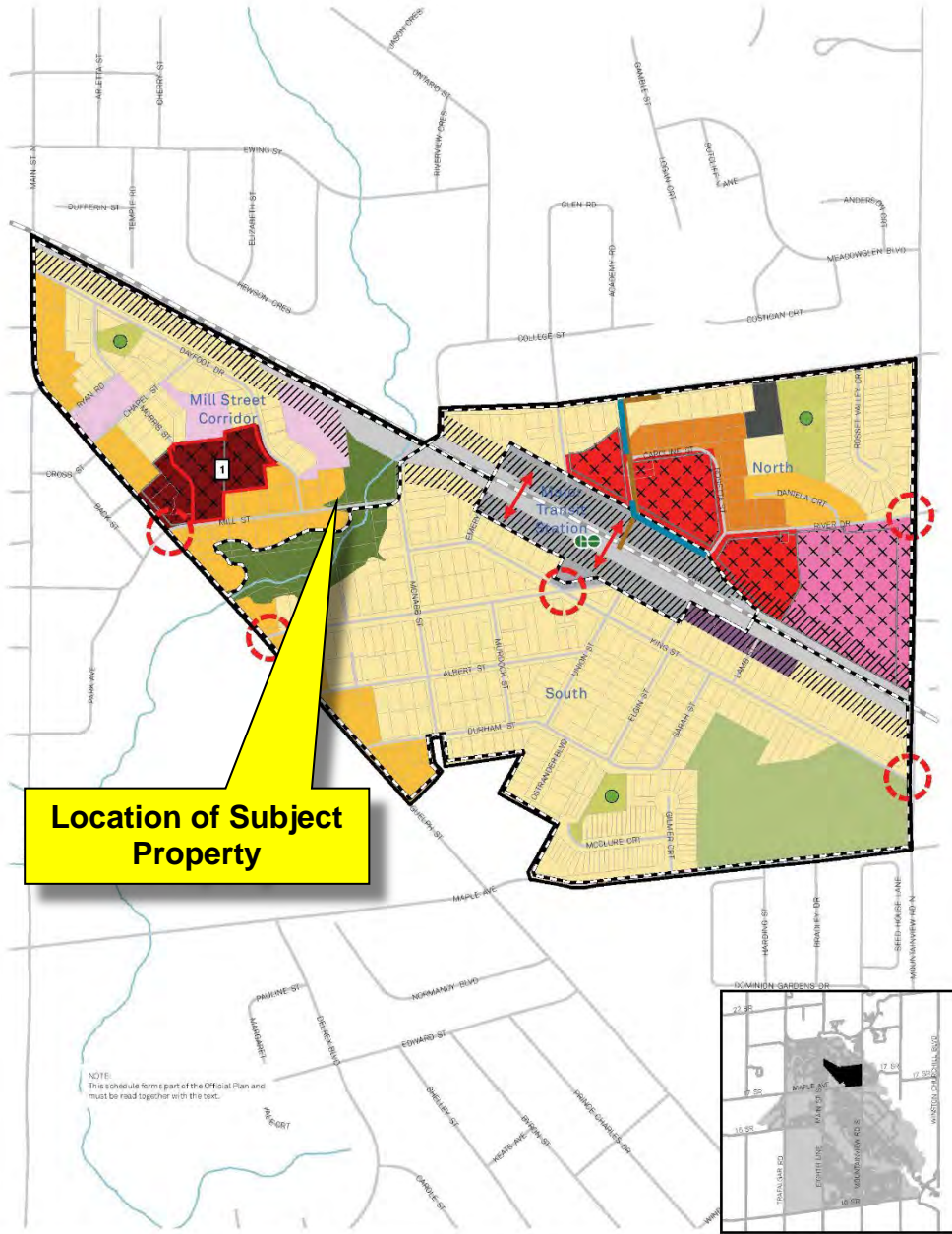
Appendix "E"

Halton Region OP – Map 6G – Georgetown GO MTSA



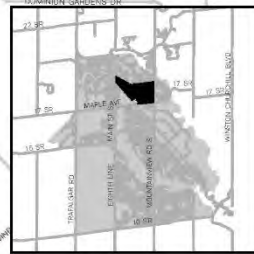
Appendix "F"

Town of Halton Hills OP – Schedule H3 – Go Station Area Land Use Plan

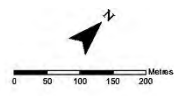


Location of Subject Property

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

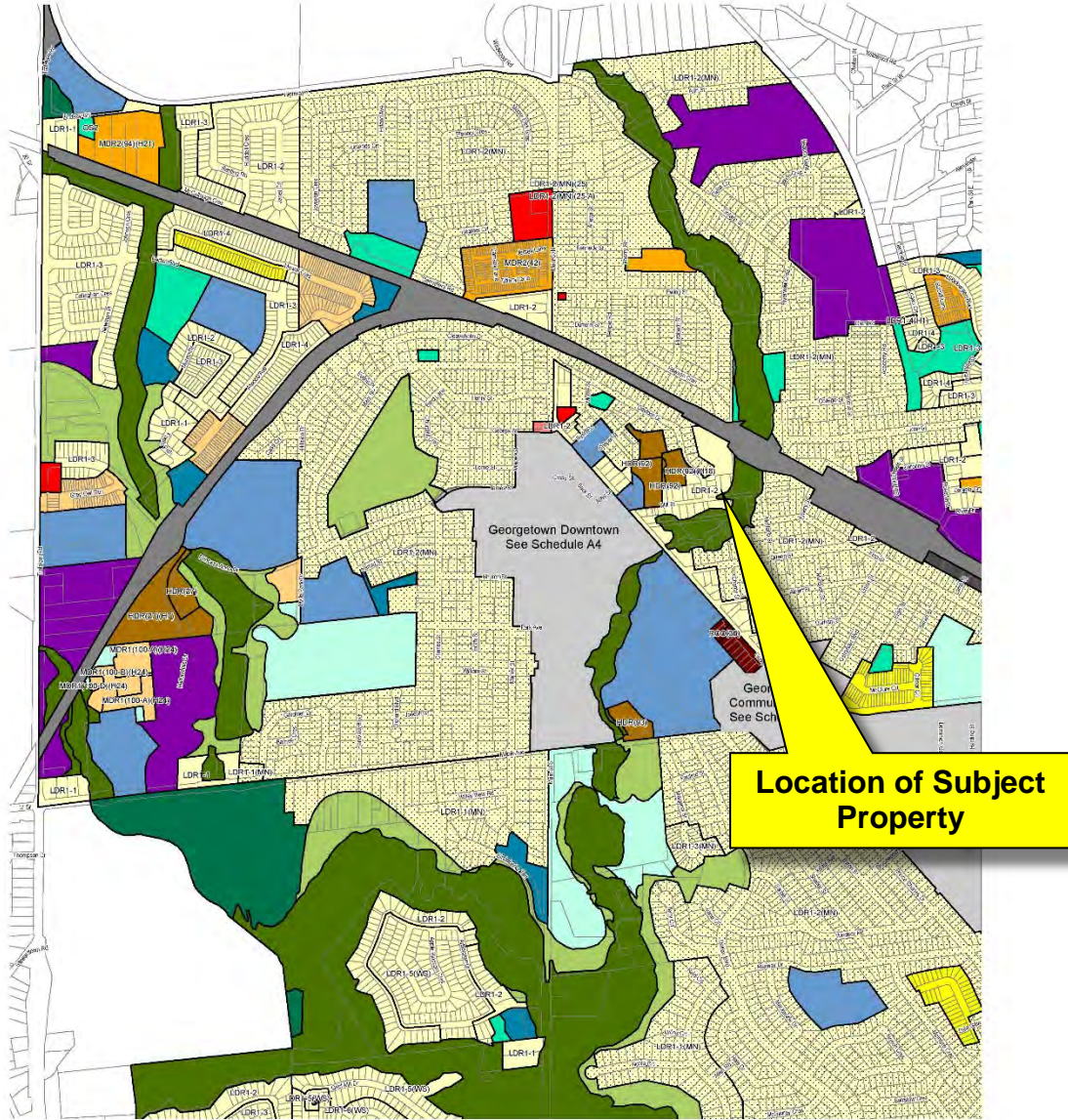


- | | | | |
|--|--|----------------------------|---|
| Greenlands | Medium/High Density Residential Area | Commuter Rail Corridor | Gateway |
| Park | High Density Residential/Mixed Use Area 1 | Major Transit Station Area | Below/Above Grade Pedestrian Connection |
| Cemetery | High Density Residential/Mixed Use Area 2 | Railway Buffer | Pedestrian Trail Connection |
| Low Density Residential Area | High Density Residential/Community Facility Area | Redevelopment Site | Proposed Road Extension |
| Medium Density Residential Area | Employment Area | Decision Withheld | Watercourse |
| Medium Density Residential/Office Area | | Go Station Area Boundary | Railway Line |
| | | Special Policy Area | Neighbourhood Park |
| | | Precinct | Major Transit Station |

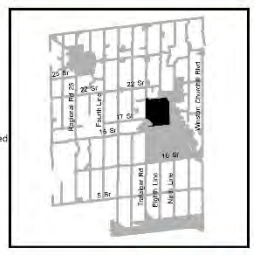


Appendix "G"

Town of Halton Hills Zoning By-Law 2010-0050 – Schedule A3-1 Zoning Designations that were in-effect at the time of first submission

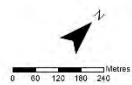


Low Density Residential One, LDR1	Environmental Protection Two, EP2	Development, D
Low Density Residential Two, LDR2	Open Space One, OS1	Downtown Commercial Two, DC2
Medium Density Residential One, MDR1	Open Space Two, OS2	Local Commercial, LC
Medium Density Residential Two, MDR2	Open Space Three, OS3	Residential Commercial, RCD
High Density Residential, HDR	Open Space Four, OS4	Transportation, T
Environmental Protection One, EP1	Institutional, I	Lands Subject to By-law 57-91 as Amended
		Low Density Residential One Mature Neighbourhood, LDR1(MN)



DECEMBER 31, 2019

CONSOLIDATION

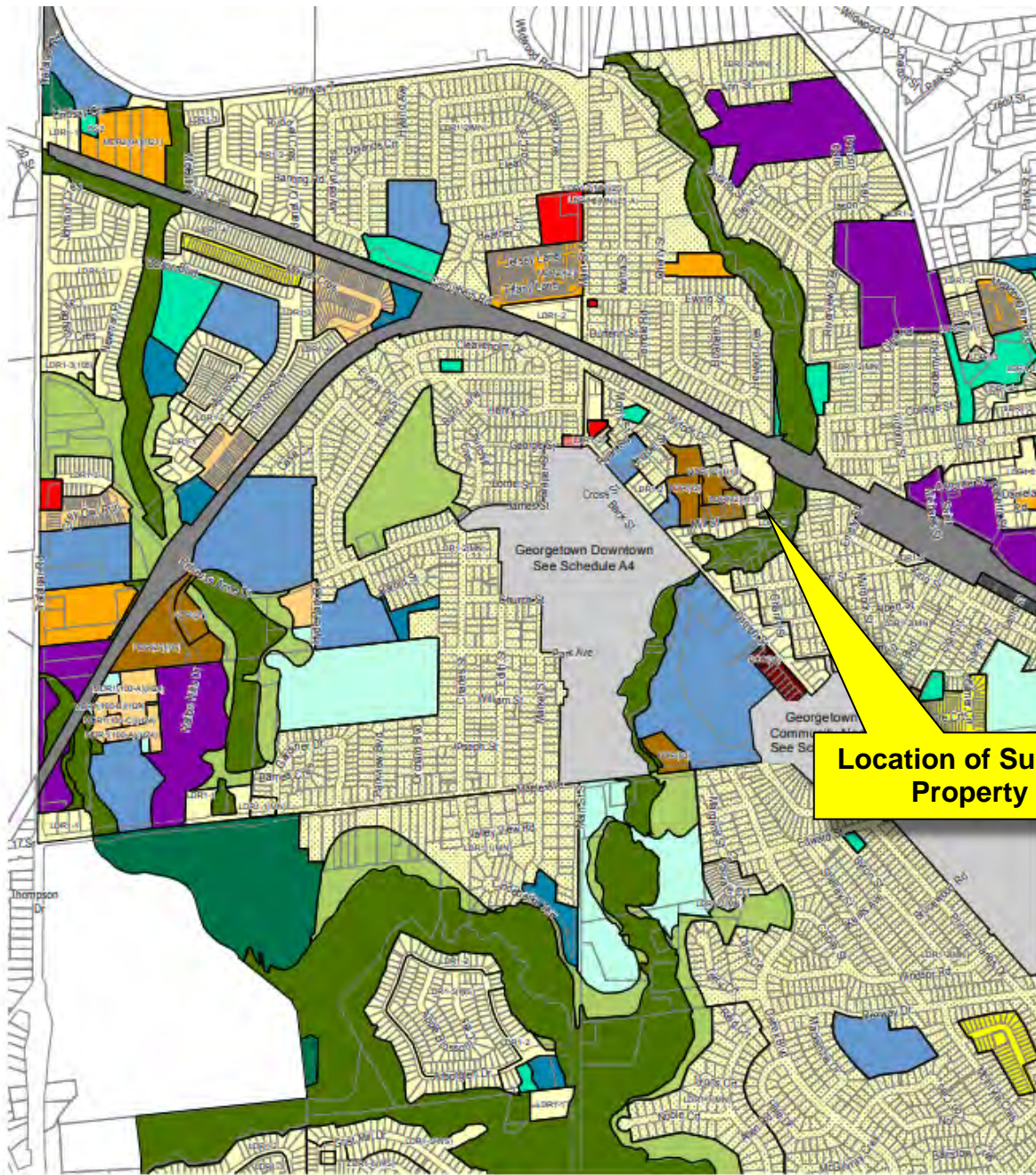



















SCHEDULE A3-1
GEORGETOWN
TO ZONING BY-LAW 2010-0050

Appendix "H"

Town of Halton Hills Zoning By-Law 2010-0050 – Schedule A3-1

Up-to-Date Zoning (currently in-effect)



 Low Density Residential One, LDR1	 Environmental Protection One, EP1	 Development, D
 Low Density Residential Two, LDR2	 Environmental Protection Two, EP2	 Downtown Commercial Two, DC2
 Medium Density Residential One, MDR1	 Open Space One, OS1	 Local Commercial, LC
 Medium Density Residential Two, MDR2	 Open Space Two, OS2	 Residential Commercial, RCD
 High Density Residential, HDR	 Open Space Three, OS3	 Transportation, T
	 Open Space Four, OS4	 Lands Subject to By-law 57-91 as Amended
	 Institutional, I	 Low Density Residential One Mature Neighbourhood, LDR1(MN)

