

**Planning Justification Report Addendum**

**Application to Amend the  
Official Plan and Zoning By-law**

**8, 10 and 12 Lindsay Court and  
13758 and 13764 Highway 7**

**Part of Lot 20, Concession 8, Esquesing  
Town of Halton Hills**

**2301132 Ontario Inc.**

**August, 2015**

**Planning Justification Report Addendum  
Official Plan and Zoning By-law Amendment  
8, 10 and 12 Lindsay Court and 13758 and 13764 Highway 7  
Town of Halton Hills**

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## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. has been retained by 2301132 Ontario Inc. (Catalina Developments) to assist in obtaining the necessary planning approvals to allow for the development of medium density residential uses on lands generally located on the south side of Highway 7, east of Trafalgar Road in the Town of Halton Hills.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the Town of Halton Hills Official Plan and Zoning By-law.

## **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

The subject lands are known as 8, 10 and 12 Lindsay Court, and 13758 and 13764 Highway 7, located on the south sides of Lindsay Court and Highway 7, east of Trafalgar Road as shown on Figure 1. The site has frontages of approximately 177 metres on Lindsay Court, 50 metres on Highway 7, and has a total site area of approximately 3.44 hectares (8.5 acres). The site is occupied by 4 residential detached dwellings, 2 detached garages, and 3 accessory structures and are currently used for residential uses, RV sales and repair business, and community uses (temple). The site has some vegetation and is relatively flat.

To the north of the site, across Lindsay Court is the Extendicare Long Term Care Facility and agricultural uses beyond Highway 7. To the east is a drainage ditch and stormwater detention pond with single-detached residential uses beyond. To the south is the Metrolinx Railway (formerly Goderich-Exeter Railway) and to the west are detached residential uses.

## **3.0 DEVELOPMENT PROPOSAL**

2301132 Ontario Inc. is proposing to re-designate and rezone the subject lands to allow for the development of medium density residential uses in the form of block back-to-back and conventional townhouses on a common element condominium street system. Figure 2 is a development concept plan showing how the lands may develop for the above uses. The concept plan is comprised of 86 freehold three-storey townhouses and 24 freehold three-storey back-to-back dwelling units on a 6.7-metre common element private road network. Based on a total 110 units, the proposed development has a density of 34.3 units per net hectare.



Figure 1 - Location Plan

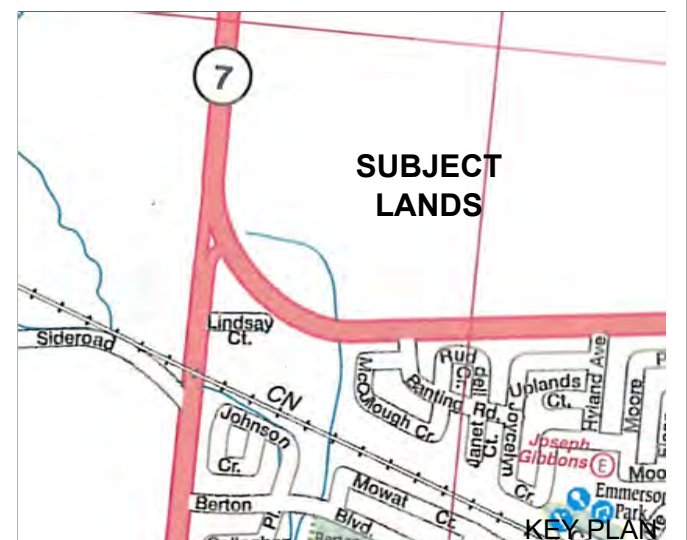
— Subject Lands



August 12, 2015



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**DEVELOPMENT CONCEPT PLAN  
CATALINA DEVELOPMENTS  
8,10,12 LINDSAY COURT &  
13758 & 13764 HIGHWAY 7**

PART OF LOT 20, CONCESSION 8,  
TOWN OF HALTON HILLS, REGION OF HALTON

**Development Statistics**

Gross Site Area:	3.44ha (8.50ac)
5.0m Open Space Block:	0.03ha (0.07ac)
Public Parkette Area:	0.20ha (0.50ac)
Net Site Area:	3.21ha (7.93ac)

**Proposed Development Unit Breakdown:**

<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> 5.4m Townhouses -	86 Units
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> 6.0m Back to Back Townhouses -	24 Units
<b>Total -</b>	<b>110 Units</b>

Site Density: 34.3 UPH (110 Units / 3.21ha)  
 Visitor Parking Required: 33 Spaces (0.3 / Unit)  
 Visitor Parking Provided\*: 57 Spaces (0.51 / Unit)  
 \*Surplus visitor parking may be allocated as additional resident spaces

**Neighbourhood Statistics**

Total Net Neighbourhood Area: 3.73ha (9.22ac)  
 Proposed Development (3.21ha): 110 Units  
 Potential Development (0.52ha): 14 Units  
 Neighbourhood Density\*: 33.2 UPH (124 Units / 3.73ha)

**Notes:**

- .Typical Visitor Parking Perpendicular Space: 2.75m x 5.5m
- .Typical Visitor Parking Parallel Space: 2.75m x 6.5m
- .Fire Centre line Turning Radii dimension = 12m
- .Front Yard setback = 4.5m, RY = 7.5m, ISY = 1.5m, ESY = 3.0m



Scale 1:1500  
June 26, 2015

**Figure 2 - Development Concept Plan**

Each unit provides a minimum of 2 resident parking spaces; one in the garage and one on the private driveway. In instances where a townhouse block contains 8 units or more, end units will provide for a minimum of 3 residential parking spaces. A total of 57 visitor parking spaces provided on site.

One primary vehicular access is proposed on Lindsay Court along with an emergency access to Highway 7 and 2 pedestrian access points. The concept contains a 0.5-acre public parkette which is located along Lindsay Court to provide access to the existing Extendicare facility and existing and future residents on Lindsay Court. The concept also contains a 5-metre open space block (to be conveyed to the Town) along the Highway 7 frontage to provide a public pedestrian connection from both Lindsay Court and the proposed development across the existing open space block (drainage feature) east of the site to the existing sidewalk system on McCullough Crescent.

The layout maintains a minimum 30-metre building setback to the CNR right-of way and utilizes the setback for landscaping, visitor parking, and a portion of the internal street network. The layout also maintains a minimum 8-metre building setback to Highway 7, as required by the MTO.

The Plan also shows a potential residential redevelopment concept for 4 and 6 Lindsay Court immediately west of the subject property to demonstrate how the entire Lindsay Court block could redevelop.

#### **4.0 LAND USE POLICIES**

##### **4.1 Provincial Policy Statement**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Section 1.1.1 states:

*“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 range and mix of residential (including second units, 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;*
- e) promoting cost-effective development standards to minimize land consumption and servicing costs”.*

The proposed amendments conform to Section 1.1.1 as it allows for efficient development and land use patterns through the introduction of new dwelling units on lands which utilize existing public infrastructure and services. The development of townhouse dwellings contributes to the range and mix of land uses in an area which is characterized by single detached residential dwellings and institutional uses represents a form of infill redevelopment and intensification which is cost-effective, minimizes land consumption, and makes efficient use of existing hard and soft services.

Section 1.1.3 states:

- “1.1.3.1 Settlement areas shall be the focus of growth and development, their vitality and regeneration shall be promoted;*
- 1.1.3.2 Land use patterns within settlement areas shall be based on:*
- a) densities and a mix of land uses which:*
    - 1. efficiently use land and resources;*
    - 2. 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;*
    - 4. support active transportation;*
    - 5. are transit-supportive where transit is planned, exists or may be developed.*
  - b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.1.3, where this can be accommodated.*
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for 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;*

The proposed amendments conforms to Section 1.1.3 as the subject lands are located within a settlement area and makes efficient use of the site through intensification. The development of townhouse dwellings makes efficient use of existing infrastructure and public service facilities, and promotes a level of intensification which does not adversely impact the availability of existing infrastructure and public service facilities to accommodate future needs. The proposed amendment also supports active transportation as the proposed concept plan provides for sidewalk and trail connections which allows for walking, cycling, rollerblading etc. Redevelopment of the subject lands for medium density uses is transit-

supportive as the subject lands are in close proximity to Highway 7 which provides GO bus service and may also accommodate additional transit service in the future.

Section 1.6 provides policies relating to infrastructure and public service facilities:

- “1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible;*
- 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;*
- 1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.”*

The proposed amendments conforms to Section 1.6 as the subject lands can be serviced using existing municipal water and wastewater servicing. The subject lands are located adjacent to the Guelph/Highway 410 GO Transit bus route which provides connection to the Georgetown GO Transit Train Station thereby providing the opportunity to make use of existing and planned public transit facilities.

#### **4.2 Growth Plan for the Greater Golden Horseshoe**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is intended to be a framework for implementing strong prosperous communities through managing growth in the region. The subject lands are located within the “Built-up Area” designation on Schedule 4 – *Urban Growth Centres* of the Growth Plan. Policies relevant to the proposed redevelopment include Section 2.2.2 which relate to managing growth. Policy 2.2.2.1 states:

*“Population and employment growth will be accommodated by –*

- a) directing a significant portion of new growth to the built-up areas of the community through intensification;*
- d) reducing dependence on the automobile through the development of mixed-use, transit supportive, pedestrian friendly urban environments;*
- i) directing development to settlement areas...; and*
- j) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services”*

The proposed amendments promote the policies of the Growth Plan by allowing for intensification within an existing settlement and built-up area. The site is transit supportive as it is located adjacent to the Guelph/Highway 410 GO Transit bus route which will be

accessible to pedestrians given its close proximity to the proposed development. The proposed development also makes use of existing municipal water and wastewater systems.

### **4.3 Region of Halton Official Plan**

The subject lands are designated “Urban Area” in the Halton Official Plan. The objectives of the Urban Area are provided under Section 72 of the Halton Official Plan. The policies governing this designation support compact and transit-supportive development; and “*a range of identifiable, inter-connected and complete communities of various sizes, types and characters*”. As the proposed local Official Plan and Zoning By-law Amendments are intended to allow for intensified redevelopment of the subject lands, the future development of the lands will contribute to creating a complete community and add to the range of housing options within the Region.

Other policies relevant to the proposed amendments include:

*Section 143(4) “Promote walking, cycling and public transit over other modes of transportation”*

The proposed amendments conform to Section 143(4) as the development concept plan provides a pedestrian walkway system and trail connection to the existing residential community to the east which allows for future residents to walk and cycle outside of the immediate neighbourhood. The subject lands area also located along Highway 7 which is a GO Transit bus route with existing stops in the vicinity of Banting Road. The intensification of the subject lands will provide opportunity for residents to use the existing transit service given their proximity to the transit route.

Section 143(9) requires a Noise and Vibration Study to evaluate the impacts of the adjacent railway corridor on future residential development. A Noise and Vibration Study has been submitted with the associated Official Plan and Zoning By-law Amendment Application under separate cover for the Region’s review. Evaluation of Highway 7 from a Noise perspective is included in the report. The report recommends noise control measures in the form of berm/barrier combination, central air conditioning and the provision for future central air conditioning and warning clauses. Monitoring of the site has indicated that vibration levels are below the railway’s guidelines and that vibration mitigation measures are not required for future residential uses.

Section 173(32) requires that development adjacent to railways ensure that satisfactory safety measures such as setbacks, berms, and security fencing be provided. As shown on the concept plan, a 30-metre building setback is provided to the rail line, as per railway company standards for residential uses. It is intended that appropriate berms and safety fences will be provided, as required and that the details of such features will be provided as part of the Site Plan Approval stage.

Section 147 requires that a property must be free of contamination prior to development. An Environmental Site Screening Questionnaire and Phase 1 ESA to evaluate the site conditions



has been submitted for circulation under separate cover. A Phase 2 ESA and Record of Site Condition is underway.

Section 147(5)(f) requires the submission of a tree inventory and saving plan at the initial application stage. A Tree Inventory and Saving Plan was submitted under separate cover in support of the Official Plan and Zoning By-law Amendment application for the Town and Region's review.

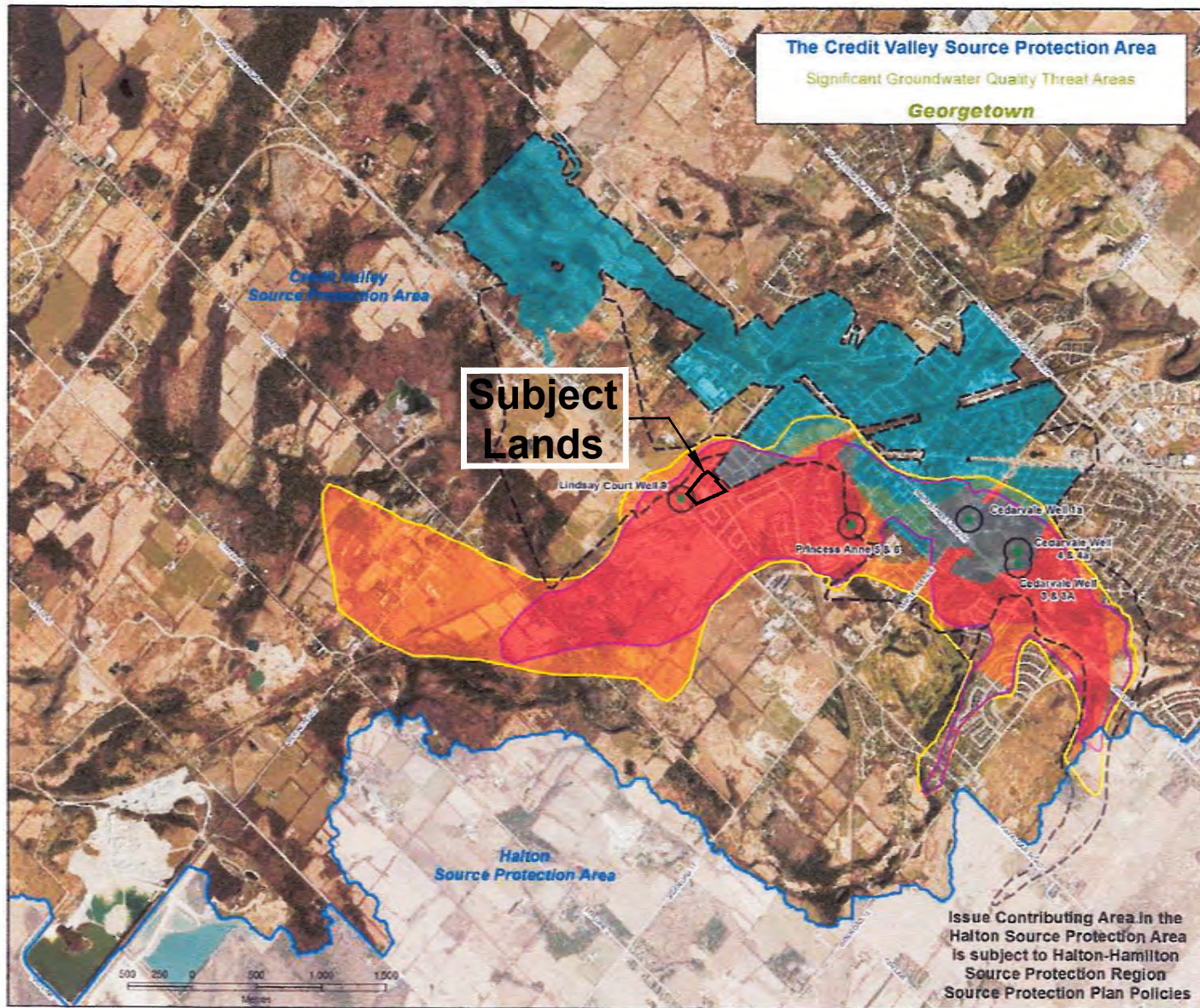
With regard to servicing and transportation, a Functional Servicing Report and Traffic Impact Study have also been submitted under separate covers in support of the Official Plan and Zoning By-law Amendment Application.

### Source Water Protection

The property is subject to the draft CTC Source Water Protection Plan. The Source Protection Plan is a strategy which outlines how water quality and quantity for municipal drinking water systems will be protected in order to safeguard human health, ensure adequate safe, clean water is available, and to protect current and future sources of municipal drinking water from significant threats.

As shown on Figure 3 – *Map 1.14 Georgetown Significant Groundwater Quality Threat Areas*, the subject lands are located within Wellhead Protection Areas “A” and “B”. These Wellhead protection areas (WHPA) are identified as having a vulnerability score of 10. In a WHPA with a vulnerability score of 10, the following activities may be significant threats and may have policies which apply. A definition or description of the activity is provided for reference.

- Waste
  - Waste means the establishment or operation of a waste disposal site.
- Sewage
  - Sewage is the establishment, operation or maintenance of a system that collects, stores, transmits, treats or disposes of sewage. Sewage includes drainage, storm water, commercial and industrial wastes, and other matters or substances defined in the Ontario Water Resources Act, 1990. Sewage systems include stormwater retention pond discharges, sewage treatment plant bypasses, septic systems that service individual properties and others as identified below.
- Agricultural Source Material
  - Agricultural Source Material (ASM) is a class of nutrients that can be applied to land for the purpose of improving the growth of agricultural crops and soil conditioning.
- Non- Agricultural Source Material (NASM)
  - Non- Agricultural Source Material NASM is one class of nutrients that are not produced on a farm, and can be applied to land for the purpose of improving the growth of agricultural crops and for soil conditioning.
- Commercial Fertilizer



**The Credit Valley Source Protection Area**  
 Significant Groundwater Quality Threat Areas  
**Georgetown**

**Legend**

- WHPA - C
- WHPA - B
- WHPA - A
- Wellhead

- WHPA areas with Vulnerability Score = 10
- WHPA areas with Vulnerability Score = 8
- WHPA-E with Vulnerability Score = 9
- Issue Contributing Area (ICA) Sodium / Chloride
- Source Protection Area (SPA) Boundary

Reference: Prescribed threat circumstances as listed in the Ministry of the Environment Table of Drinking Water Threats (2009).

(c) Copyright: Toronto & Region Source Protection Area, 2014.  
 Source: TRCA 2014; SWDOP; Ontariomap 2010; LID; MNR.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should be used for other purposes ONLY after consultation with the responsible conservation authority or source protection authority. The analysis used to produce this map relies on best available information as of the date of the map. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.

Map 1.14: Georgetown – Significant Groundwater Quality Threat Areas

# Figure 3 - Georgetown Significant Quality Threat Areas

— Subject Lands

August 12, 2015

- The application of commercial fertilizer to land and the handling and storage of commercial fertilizer.
- Pesticide
  - The application of pesticide to land and the handling and storage of pesticide
- Road Salt
  - The application, handling and storage of road salt
- Snow
  - The storage of snow
  
- Fuel
  - The handling and storage of fuels including:
    - bulk plants or facilities where fuels are manufactured or refined;
    - permanent or mobile retail outlets;
    - marinas;
    - cardlocks/keylocks;
    - private outlets (e.g., public works yard, contractor yard);
    - farms; and
    - furnace oil tanks for home and business heating purposes.
- Dense non-aqueous phase liquid (DNAPL) and Organic Solvent
  - The handling and storage of a dense non-aqueous phase liquid
- Runoff Management, and
  - The management of runoff that contains chemicals used in the de-icing of aircraft
- Livestock
  - The use of land for livestock grazing or pasturing, an outdoor confinement area or a farm-animal yard

Based on the above list of activities, Waste, ASM, NASM, DNAPL/Organic Solvents, Commercial Fertilizer, Pesticide, Runoff Management, and Livestock are not applicable as these activities are not present or significant in residential land uses.

With regard to “Sewage”, storm water management facilities designed to discharge storm water to land or surface water (Policy ID SWG-11 and -12) and sanitary sewers and related pipes (Policy ID SWG-13 and -14) are sub-categories of the sewage threat. While stormwater discharge is prohibited in WHPA-A, the potential stormwater discharge location as per the Functional Servicing Report submitted under separate cover is located at the south-east portion of the subject lands and outside of WHPA-A. Sanitary sewers and related pipes are not prohibited in WHPA-A or -B.

The application of road salt should be minimized within WHPA-A and –B through alternative measures. The development concept plan conforms to Policy ID SAL-3 as there are no parking lots located within WHPA-A thereby reducing the amount of salt required within WHPA-A. The concept plan and potential engineering of the site further mitigates the impact of road salt by having private road cross sections that crown at the centerline of road to minimize ponding and to direct drainage directly to the storm sewers. The potential drainage

direction also mitigates the impact of road salt by directing drainage to the east, away from the Wellhead.

The storage of snow is prohibited in WHPA-A and WHPA-B however, may be permitted in the WHPA-B subject to approval by a Risk Management Official and municipality. Similar to the mitigation of road salt, the concept plan and potential engineering of the site mitigates the impact of snow storage by having crowned private roads along the centerline to minimize ponding of snow melt and to direct snow melt directly to the storm sewers. The potential drainage direction also mitigates the impact of snow storage by directing snow melt to the east, away from the Wellhead.

While residential uses may use fuel for heating, the proposed heating systems for new residential units will be in the form of piped natural gas which is not stored in each unit/lot (unlike former oil tanks).

In our opinion, the proposed amendments facilitate development of the property in which impacts to grounds water can be mitigated.

#### Development Guidelines for Source Separation of Solid Waste

The development concept plan submitted with the application is designed to permit curbside collection via the Region's waste collection program. The potential development adheres to the policies under Section 2.2 of the Region's Development Guidelines by providing private roads that allow for continuous forward collection without the need to reverse. The private roads are intended to be constructed with a hard surface and will have a minimum width exceeding 6 metres. The design may accommodate a 13-metre centerline turning radius and no overhead obstructions throughout the collection route. A minimum of 2.5 square metres for the set-out areas is achievable as the front yard dimensions (excluding driveways) may be in the range of 3 metres by 4.5 metres (13.5 m<sup>2</sup>). Each unit is intended to have a private garage which may accommodate waste storage prior to collection.

In our opinion, the proposed amendments conform to the Halton Official Plan by allowing for the development of townhouse dwellings that support and promote walking, cycling, and transit use while making efficient use of existing and proposed services. Soil conditions will be addressed through the Phase Environmental Site Assessment and Record(s) of site Condition and noise impacts will be mitigated, where required.

#### **4.4 Town of Halton Hills Official Plan**

The Town of Halton Hills Official Plan provides the basis for managing growth that will support and emphasize the Town's unique character, diversity, civic identity, rural lifestyle, and natural and cultural heritage.

The subject lands are located within the Georgetown Urban Area and designated “Low Density Residential” as shown on Figure 4 – *Schedule A3 - Georgetown Land Use Plan*. The “Low Density Residential” designation permits single, semi-detached, and duplex dwellings up to three storeys in height, not exceeding 20 units per net residential hectare. The proposed unit type and density for the subject lands do not conform to the “Low Density Residential” designation policies of the Official Plan. As such, an Official Plan Amendment is required to permit the proposed development.

The Official Plan contains policies which govern infill development in established neighbourhoods as well as the development of new medium and high density residential areas. Section D1.4.2 states:

*“D1.4.2 Infill development in accordance with the applicable land use designation in the 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”*

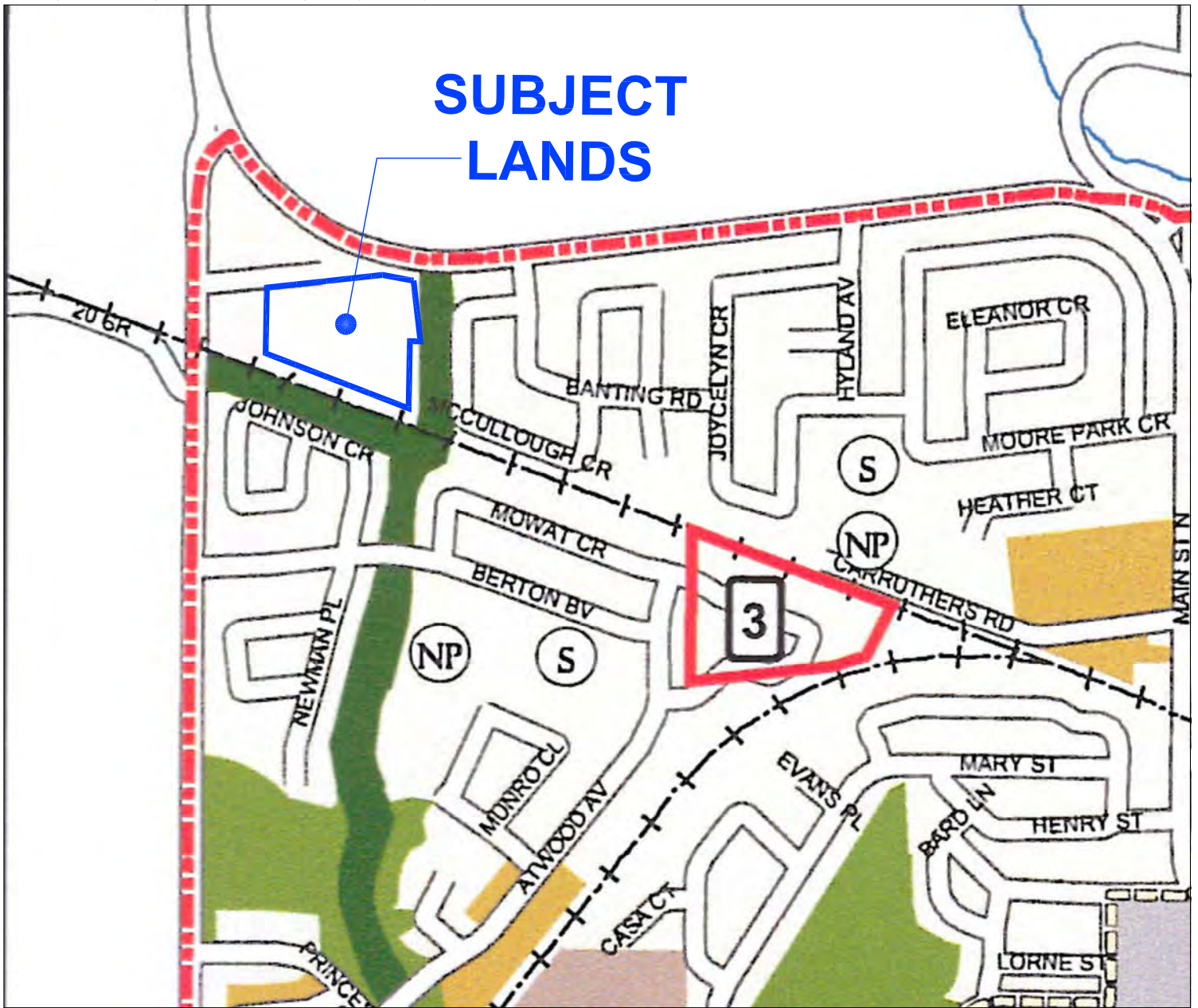
In our opinion, the existing neighbourhood represents the area bounded by Trafalgar Road to the west, Highway 7 to the north, the drainage feature to the east and the railway to the south. The proposed amendments would allow for the redevelopment of the majority of the residential lots in the neighbourhood excluding the two existing 1-storey dwellings located at 4 and 6 Lindsay Court.

Townhouse development of the subject lands would be compatible with the existing neighbourhood as it would have a residential appearance and its density would be supported by the existing Lindsay Court roadway. As shown on the concept plan, the potential redevelopment of the subject lands is sensitive to the location, massing and height of the adjacent dwelling as spatial buffering is provided by way of the public open space and by having rear yards along the westerly lot line.

*“c) a suitable transition in lot sizes, densities, building forms and heights is provided from adjacent development”*

The potential lot sizes, density, and building form provide a suitable transition from the adjacent detached dwellings as conventional townhouse dwellings are located along the west edge of the site (near the existing dwellings) while the smaller, back-to-back housing type is located central to the site. The proposed 3-storey building heights are only two storeys higher than the immediate surrounding dwellings and provide a minimum 6-metres rear yard setback to the property line.

# SUBJECT LANDS



<p><b>LIVING AREA</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; border: 1px solid black; background-color: white;"></span> LOW DENSITY RESIDENTIAL AREA</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #f4a460;"></span> MEDIUM DENSITY RESIDENTIAL AREA</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #8b4513;"></span> HIGH DENSITY RESIDENTIAL AREA</li> </ul> <p><b>COMMUNITY AREA</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #d3d3d3;"></span> DOWNTOWN AREA - SEE SCHEDULE A4</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #a9a9a9;"></span> COMMUNITY NODE BOUNDARY - SEE SCHEDULE A5</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ff0000;"></span> CORRIDOR COMMERCIAL AREA</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ffa07a;"></span> SECONDARY NODE</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #c08080;"></span> MAJOR INSTITUTIONAL AREA</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #800080;"></span> GENERAL EMPLOYMENT AREA</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ff69b4;"></span> CIVIC CENTRE AREA</li> </ul>	<p><b>ENVIRONMENT &amp; OPEN SPACE</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #008000;"></span> GREENLANDS A</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #90ee90;"></span> GREENLANDS B</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #d3d3d3;"></span> MAJOR PARKS AND OPEN SPACE</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #e0e0e0;"></span> PRIVATE OPEN SPACE</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> CT COMMUNITY PARK</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> NP NEIGHBOURHOOD PARK</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> S SCHOOL</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ffa07a;"></span> RESIDENTIAL SPECIAL POLICY AREA</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ffff00;"></span> OTHER SPECIAL POLICY AREA</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-top: 2px dashed red;"></span> GO STATION STUDY AREA BOUNDARY</li> <li><span style="display: inline-block; width: 20px; border-top: 2px dashed black;"></span> DOWNTOWN AREA BOUNDARY</li> <li><span style="display: inline-block; width: 20px; border-top: 2px dashed green;"></span> COMMUNITY NODE BOUNDARY</li> <li><span style="display: inline-block; width: 20px; border-top: 2px dashed red;"></span> URBAN BOUNDARY</li> <li><span style="display: inline-block; width: 20px; height: 10px; border: 1px solid black;"></span> PHASE 1</li> <li><span style="display: inline-block; width: 20px; height: 10px; border: 2px solid red;"></span> PHASE 2A</li> <li><span style="display: inline-block; width: 20px; height: 10px; border: 2px solid yellow;"></span> PHASE 2B</li> </ul> <div style="text-align: center;">  <p><b>HALTON HILLS</b> Working Together Working for You!</p> <p>Produced by: TOWN OF HALTON HILLS Office Consultation May 2008</p> </div>
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Figure 4 - Town of Halton Hills  
Land Use Plan

— Subject Lands



August 12, 2015



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*“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”*

Given the potential grading changes and layout, it is not possible to retain existing trees and vegetation interior to the site. Efforts will be made to retain worthy vegetation along the site edges where proposed grades will match with existing grades. Additional landscaping and new trees will be provided within the proposed development to integrate with the existing surrounding community.

*“e) the proposed development will not create a traffic hazard or an unacceptable increase in traffic on local roads”*

The proposed condominium development will have primary vehicular access to Lindsay Court and will have good spacing from the Trafalgar Road intersection in order to provide appropriate sightlines, slowing distance and vehicular stacking for inbound and outbound vehicles. Outbound vehicles will be controlled by stop signs upon exiting the site. An emergency access is provided directly to Highway 7. A Traffic Study has been submitted under separate cover in support of the proposed amendments.

*“f) significant views and vistas which help define a residential neighbourhood are preserved.”*

The proposed layout preserves views to the open space channel to the east through the design of a window road adjacent to the open space lands. The proposed parkette will also be visible from the internal roads and from the immediate neighborhood

Section D1.4.3 states:

*“D1.4.3 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”*

It is acknowledged that the subject lands do not have or propose direct access to a collector or arterial road, however, the subject lands are in close proximity to arterial roads (Trafalgar Road and Highway 7) and is accessed by the Lindsay Court ROW which services only 2 other properties. In our opinion, the intention of the policy under Section D1.4.3(a) is to avoid high volumes of traffic on local roads through low density neighbourhoods for the purpose of accessing higher density development. In this instance, given the small number of properties on Lindsay Court, Lindsay Court can be considered as having a driveway function for the Lindsay Court properties with direct access to Trafalgar Road. In this regard, we believe the medium density use is justifiable on the subject lands.

*“b) respects the character of adjacent residential neighbourhoods, in terms of height, massing and setbacks”*

The location of the subject lands in relation to adjacent neighbourhoods are buffered by a ±35-metre vegetated drainage feature to the east as well as an elevated railway and ±30-metre open space channel block to the south. The proposed amendments would allow for townhouse dwellings up to 3 storeys in height located a considerable distance from adjacent neighbourhoods and with similar residential-style massing. Given the buffering between the subject lands and the adjacent residential the development of the subject lands for 3-storey townhouse dwellings do not have adverse impacts on the character of adjacent neighbourhoods.

*“c) can be easily integrated with surrounding land uses”*

The proposed development can be easily integrated with surrounding land uses with respect to:

- **Pedestrian Access and connectivity** through a proposed public pedestrian connection from the existing neighbourhood east of the Town’s drainage channel to a proposed sidewalk on the south side of Lindsay Court along the site’s frontage. This sidewalk and connection to the existing neighbourhood to the east provides an opportunity for existing and future residents on Lindsay Court as well as the Extendicare facility to pedestrian access to areas beyond the Lindsay court block. The connection also provides access to the pedestrian railway underpass located on McCullough Crescent.
- **Vehicle Access** by utilizing the existing Lindsay Court connection to Trafalgar Road. As per the Traffic Study prepared in support of the proposed development (Crozier & Associates, June 2015), Lindsay Court can support the traffic generated by the proposed development and the existing residents. Lindsay Court can also accommodate access to the Extendicare facility in the event the existing driveway access to Highway 7 must be relocated. No vehicular access is proposed to the existing neighbourhood to the east as traffic generated by the proposed development would not be appropriate through the established neighbourhood.
- **Community Amenity Space** by providing pedestrian connections to the east which provide opportunities to access existing large scale public parks within the neighbourhoods nearby and by providing a public parkette as part of the proposed development.

*“d) will not cause traffic hazards or an unacceptable level of congestion on surrounding roads”*



The proposed condominium development will have primary vehicular access to Lindsay Court and will have good spacing from the Trafalgar Road intersection in order to provide appropriate sightlines, slowing distance and vehicular stacking for inbound and outbound vehicles. Outbound vehicles will be controlled by stop signs upon exiting the site. An emergency access is provided directly to Highway 7. A Traffic Study has been submitted under separate cover in support of the proposed amendments.

*“e) can easily be accessed by public transit if available”*

The subject lands are located adjacent to the Guelph/Highway 410 GO Transit bus route and can be accessed by pedestrians, given its close proximity.

*“f) is located in close proximity to community facilities such as parks, schools, and open spaces”*

The subject lands are situated in close proximity to Joseph Gibbons Public School, Burton Boulevard Park and Emerson Park. Further, a new parkette may be provided on the subject lands as part of the redevelopment.

*“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”*

As shown on the development concept plan, the subject lands accommodate the townhouse buildings, on-site resident and excess visitor parking, rear yard amenity spaces, and a parkette. The concept plan also has consideration for setbacks and fencing where required. Sodding and street trees would be provided throughout the potential development with ornamental landscaping provided at key locations.

*“h) where appropriate, considers the role of topography and natural vegetation in minimizing the impacts of tall buildings on adjacent land uses”*

The existing railway is situated at a higher elevation than the subject lands which minimizes the impact of building heights. Given that the proposed townhouses are only 3 storeys in height, it is our opinion there are no negative impacts on the adjacent land uses.

*“i) has demonstrated that the potential shadow impacts associated with tall buildings will be at an acceptable level on adjacent properties”*

The proposed buildings are 3 storeys in height which do not warrant an overlook or shadow study. The proposed dwellings have sufficient setbacks to minimize overlook and shadowing on adjacent properties.

*“j) municipal water and wastewater services are acceptable”*

The proposed development will connect to existing municipal water and wastewater services. A Functional Servicing Report in support of the proposed development will be submitted under separate cover.

Compliance with Urban Design Policies governed under Section F2 of the Official Plan are demonstrated in the Urban Design Brief and Comprehensive Development Plan submitted with the application.

Section F3 of the Official Plan provides design principles for development in greenfield areas. While the proposed development represents infill/intensification, in nature, many of the design principles are generally applicable to low rise development forms. The proposed amendments conform to Section F3, as follows:

- a) *Residential development shall include a combination of housing types, with a range of densities that implement the housing objectives and policies of this Plan;*

The proposed amendments allow for the development of conventional and back to back townhouses and contribute to the range of densities in the area.

- b) *High density housing shall be located on arterial and collector roads to ultimately facilitate the establishment of public transit and a pedestrian oriented environment;*

The proposed amendments allow for higher density development located adjacent and in close proximity to arterial roads which will support transit use.

- c) *New development areas shall be integrated with existing built-up areas;*

The subject lands are located within the built-up area and will be integrated with its surrounding areas by way of vehicular and pedestrian connections and provision of public parkland.

- d) *New subdivision streets should align in a grid pattern to create appropriately sized development blocks and to promote traffic permeability and street connectivity;*

The Development Concept Plan provide streets in a modified grid pattern which generate block sizes that are walkable and provide easy access for vehicles.

- e) *The development of reverse-frontage residential lots shall be minimized through techniques such as window streets and where reverse frontage lots are*

*provided, shall incorporate a substantial landscape buffer to improve the visual amenity of such areas;*

As shown on the Development Concept Plan, there are no reverse frontage conditions.

- f) Open space and parkland areas shall integrate with adjacent development areas and provide a range of active and passive recreational opportunities;*

The Development Concept Plan provides a public parkette located central to the Lindsay Court block which is accessible to the public at large.

- g) New buildings shall be designed and oriented to the street and to street corners to encourage a pedestrian-oriented streetscape;*

As shown on the Development Concept Plan, the lotting fabric facilitates development of residential units oriented toward the streets.

- j) Above ground utilities shall be located to minimize visual and environmental impacts; and,*

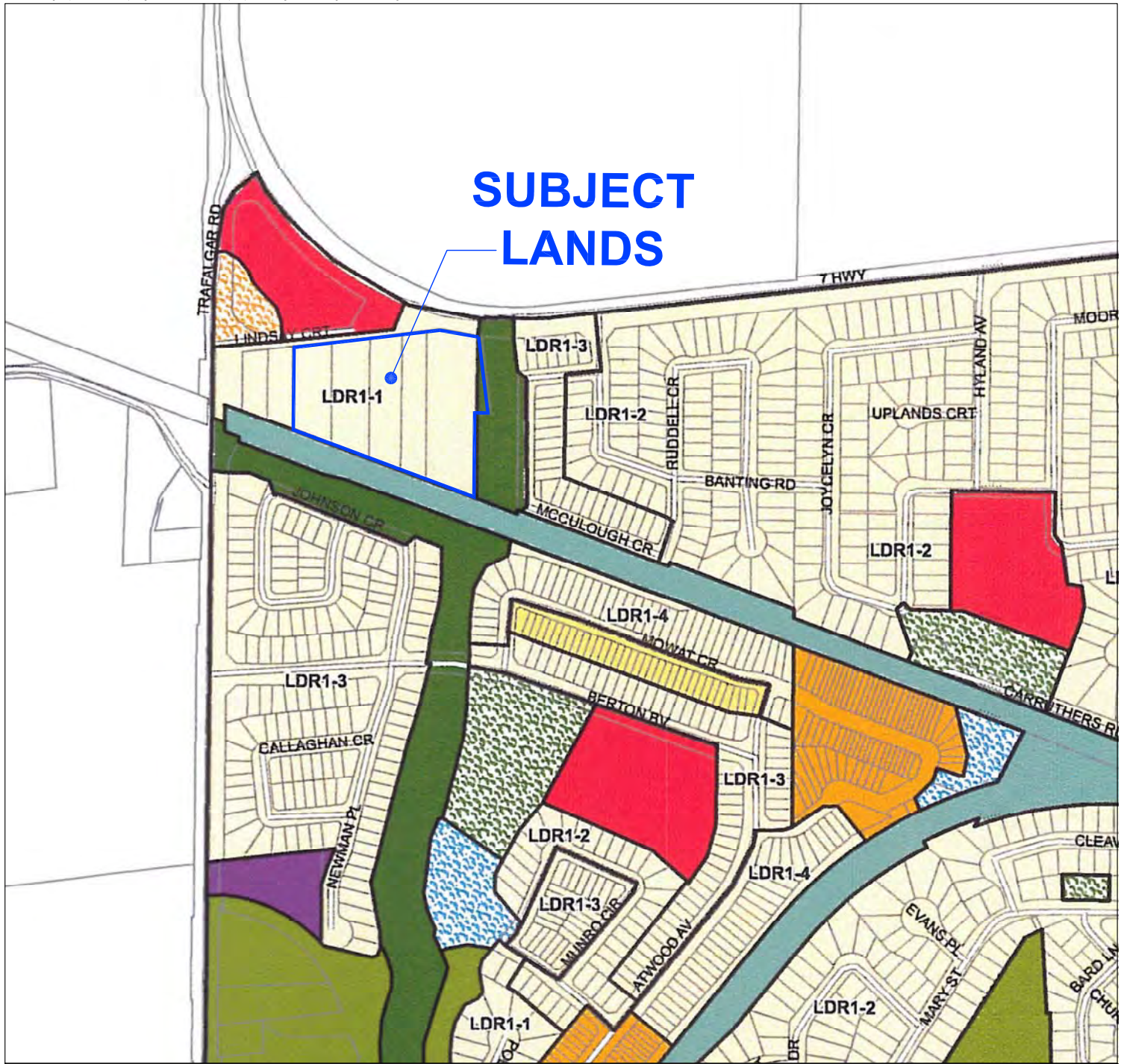
Above-ground utilities will be located along private roads and will be sited to avoid prominent visual areas.

#### Proposed Official Plan Amendment

In order to allow for the proposed development, Catalina Developments is proposing to re-designate the subject lands from “Low Density Residential” to “Medium Density Residential”. The “Medium Density Residential” designation allows for block townhouse dwellings up to four storeys in height, within a density range of 21 to 50 units per net residential hectare. As the proposal is for 3-storey block townhouses, with a density of 34.3 units per net residential hectare, and conforms to the infill and new medium and high density development policies in the Official Plan, it is our opinion that the re-designation of the subject lands to “Medium Density Residential” is appropriate. Draft Official Plan Amendments are appended to this Report as Appendix I.

#### **4.5 Town of Halton Hills Zoning By-Law**

As shown on Figure 5, the subject lands are zoned Low Density Residential One – One (LDR1-1) and Environmental Protection One (EP1) which permit single detached dwellings and conservation uses, respectively. As the current zoning does not permit block townhouses, an amendment to the Zoning By-law is required.



LOW DENSITY RESIDENTIAL ONE (LDR1)	OPEN SPACE ONE (OS1)	DOWNTOWN COMMERCIAL TWO (DC2)
LOW DENSITY RESIDENTIAL TWO (LDR2)	OPEN SPACE TWO (OS2)	LOCAL COMMERCIAL (LC)
MEDIUM DENSITY RESIDENTIAL ONE (MDR1)	OPEN SPACE THREE (OS3)	CORRIDOR COMMERCIAL (CC)
MEDIUM DENSITY RESIDENTIAL TWO (MDR2)	OPEN SPACE FOUR (OS4)	TRANSPORTATION (T)
HIGH DENSITY RESIDENTIAL (HDR)	EMPLOYMENT ONE (EMP1)	RESIDENTIAL/COMMERCIAL (RCO)
ENVIRONMENTAL PROTECTION ONE (EP1)	INSTITUTIONAL (I)	SECONDARY NODE COMMERCIAL (SNC)
ENVIRONMENTAL PROTECTION TWO (EP2)	DEVELOPMENT (D)	



Figure 5 - Zoning Map

— Subject Lands

August 12, 2015



GLEN SCHNARR & ASSOCIATES INC.  
 URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS  
 SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE  
 MISSISSAUGA, ONTARIO, L5R 3K6  
 TEL (905) 568-8888 FAX (905) 568-8894 www.gsai.co

In order to permit the proposed development, it is proposed that the subject lands be rezoned from “LDR1-1” and to “MDR2” which permits multiple dwellings (block/group townhouses) on a private road. As determined through the pre-consultation process, Credit Valley Conservation staff confirmed that they have no concerns in relation to the adjacent drainage channel and as such, we also propose to refine the limit of the existing EP1 zone to the easterly property limit. Based on the proposed Concept Plan, no exceptions to the MDR2 zone are required. Draft Zoning By-law amendments are appended to this Report as Appendix II.

## **6.0 CONCLUSION**

It is our opinion that the proposed Official Plan and Zoning By-law amendments are justified and represent good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the infill and new medium density development policies of the Town of Halton Hills Official Plan;
2. The location and density of the proposed development is supportive of transit;
3. The proposed development provides an appropriate transition from the nearby residential and institutional uses and improves the Lindsay Court streetscape;
4. The proposed development maintains a 30-metre setback to the railway corridor, 8-metre building setback to the Highway 7 corridor and provides views to the adjacent open space lands;
5. The proposed development represents a form of intensification which has minimal impacts on the existing surrounding community and adjacent neighbourhoods;
6. The proposed development can be supported by the existing public roads with minor turning lane improvements as per the Traffic Impact Study; and
7. The proposed development makes efficient use of existing hard and soft services.

**Respectfully submitted,  
GLEN SCHNARR & ASSOCIATES INC.**

  
**Jason Afonso, MCIP RPP  
Associate**



## **Appendix I**

### **Draft Official Plan Amendments**

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

THE CORPORATION OF THE TOWN OF HALTON HILLS

BY-LAW NO. 2015-\_\_\_\_\_

A By-law to adopt Amendment No. XX to the  
Official Plan of the Town of Halton Hills

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

1. That Amendment No. XX to the Official Plan of the Town of Halton Hills, being the attached schedule, is hereby adopted.

BY-LAW read and passed by the Council of the Town of Halton Hills this \_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
MAYOR – R. Bonnette

\_\_\_\_\_  
CLERK – Suzanne Jones



AMENDMENT NO. XX

TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

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

PART B – THE AMENDMENT, consisting of the following schedule, constitutes Amendment No. XX to the Official Plan for the Town of Halton Hills.

## **Part A – The Preamble**

### **1. Purpose of the Amendment**

The purpose of this Amendment is to re-designate the subject lands from “Low Density Residential Area” to “Medium Density Residential Area”.

### **2. Location**

The lands affected by this Amendment include lands generally located on the south sides of Lindsay Court and Highway 7, east of Trafalgar Road, municipally known as 8 and 10 Lindsay Court, and 13758 and 13764 Highway 7 and legally described as Part of the West Half of Lot 20, Concession 8, Esquesing.

### **3. Basis of the Amendment**

The proposed Official Plan Amendment is justified and represents good planning as:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the intent of the Town of Halton Hills Official Plan;
2. The location and density of the proposed development is supportive of transit;
3. The proposed development provides an appropriate transition from the adjacent residential and institutional uses and improves the Lindsay Court streetscape;
4. The proposed development maintains a 30-metre setback to the CN railway and provides views to the adjacent open space lands;
5. The proposed development represents a form of intensification which has minimal impacts on the existing surrounding community;
6. The proposed development can be supported by the existing public roads; and
7. The proposed development makes efficient use of existing hard and soft services.

## **Part B – The Amendment**

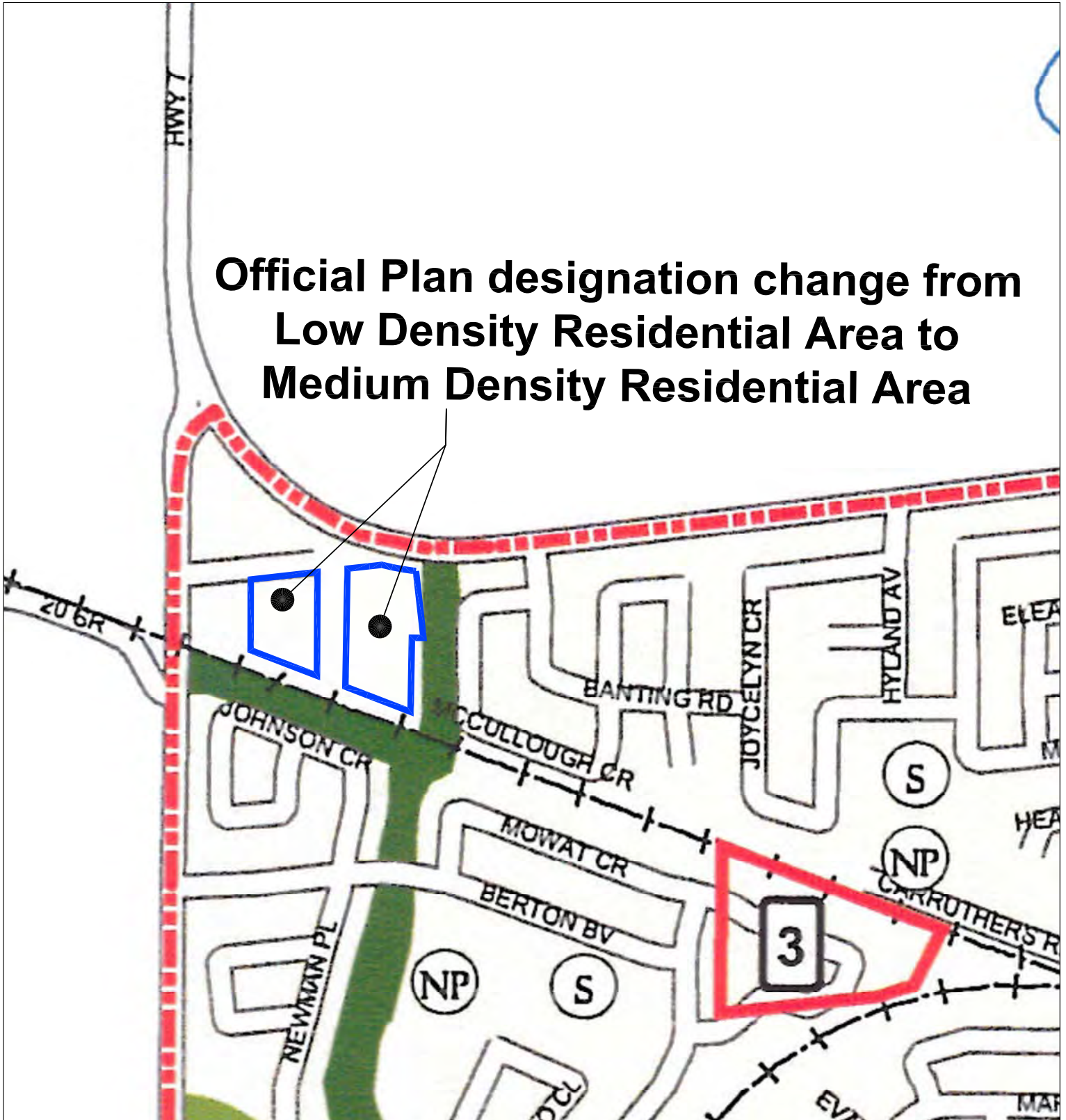
All of this part of the document entitled PART B – THE AMENDMENT, consisting of the following text and schedule, constitutes Amendment No. 9 to the Official for the Town of Halton Hills.

### **Details of the Amendment**

1. That the land use designation of the lands shown outlined on Schedule 'A' to the Amendment be changed from "Low Density Residential Area" to Medium Density Residential Area" on Schedule A3 – *Georgetown Land Use Plan*.

# Schedule 'A'

## Official Plan designation change from Low Density Residential Area to Medium Density Residential Area



<p><b>LIVING AREA</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: white;"></span> LOW DENSITY RESIDENTIAL AREA</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #f0e68c;"></span> MEDIUM DENSITY RESIDENTIAL AREA</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #c08040;"></span> HIGH DENSITY RESIDENTIAL AREA</li> </ul> <p><b>COMMUNITY AREA</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #d3d3d3;"></span> DOWNTOWN AREA - SEE SCHEDULE A4</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #a9a9a9;"></span> COMMUNITY NODE BOUNDARY - SEE SCHEDULE A5</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #ff0000;"></span> CORRIDOR COMMERCIAL AREA</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #ffa500;"></span> SECONDARY NODE</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #d2b48c;"></span> MAJOR INSTITUTIONAL AREA</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #800000;"></span> GENERAL EMPLOYMENT AREA</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #e61e00;"></span> CIVIC CENTRE AREA</li> </ul>	<p><b>ENVIRONMENT &amp; OPEN SPACE</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #008000;"></span> GREENLANDS A</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90ee90;"></span> GREENLANDS B</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d3d3d3;"></span> MAJOR PARKS AND OPEN SPACE</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: white;"></span> PRIVATE OPEN SPACE</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> COMMUNITY PARK</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> NEIGHBOURHOOD PARK</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%;"></span> SCHOOL</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #ffa500;"></span> RESIDENTIAL SPECIAL POLICY AREA</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background-color: #ffff00;"></span> OTHER SPECIAL POLICY AREA</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed red;"></span> GO STATION STUDY AREA BOUNDARY</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed black;"></span> DOWNTOWN AREA BOUNDARY</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed black;"></span> COMMUNITY NODE BOUNDARY</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed red;"></span> URBAN BOUNDARY</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> PHASE 1</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid red;"></span> PHASE 2A</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid blue;"></span> PHASE 2B</li> </ul>
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## **Explanatory Note**

### **The purpose of By-law -15**

The purpose of By-law -15 is to amend the Town of Halton Hills Official Plan, as amended pursuant to an application by Glen Schnarr & Associates Inc. – 2301132 Ontario Inc. (File No. D09OPA12.002).

### **Effect of the By-law**

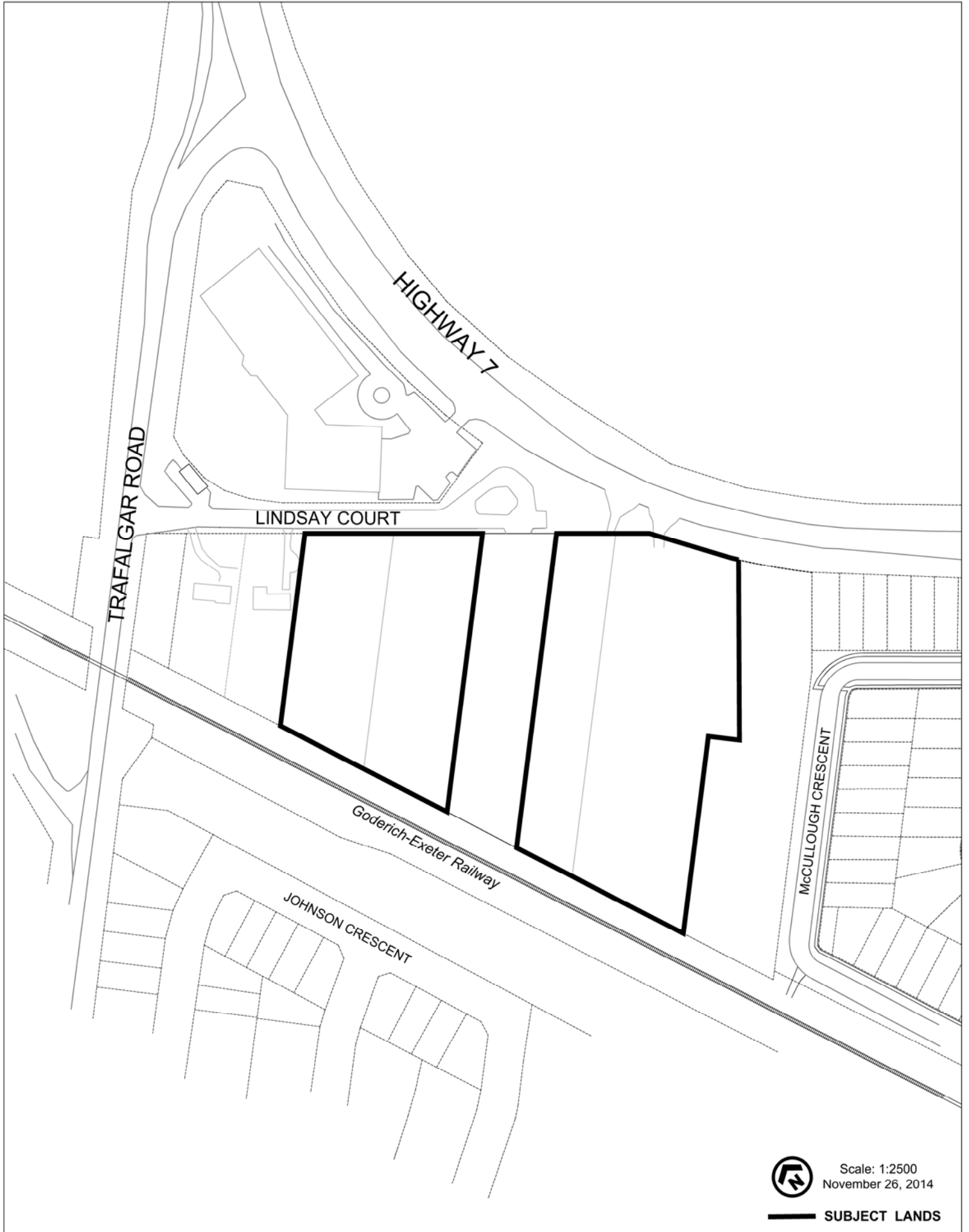
The effect of By-law -15 is to permit the development of townhouse dwelling units and a public parkette.

### **Location of Lands Affected**

The lands affected by By-law -15 are located on the south side of Lindsay Court, east of Trafalgar Road, legally described as Part of Lot 20, Concession 8 (Esqueusing).

Any further inquiries or questions should be directed to Adam Farr, Town of Halton Hills Planning, Development and Sustainability Department, 905-873-2601.

# KEY PLAN



Scale: 1:2500  
November 26, 2014

**SUBJECT LANDS**

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

THE CORPORATION OF THE TOWN OF HALTON HILLS

BY-LAW NO. 2015-\_\_\_\_\_

A By-law to adopt Amendment No. XX to the  
Official Plan of the Town of Halton Hills

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

1. That Amendment No. XX to the Official Plan of the Town of Halton Hills, being the attached schedule, is hereby adopted.

BY-LAW read and passed by the Council of the Town of Halton Hills this \_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
MAYOR – R. Bonnette

\_\_\_\_\_  
CLERK – Suzanne Jones



AMENDMENT NO. XX

TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

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

PART B – THE AMENDMENT, consisting of the following schedule, constitutes Amendment No. XX to the Official Plan for the Town of Halton Hills.

## **Part A – The Preamble**

### **1. Purpose of the Amendment**

The purpose of this Amendment is to re-designate the subject lands from “Low Density Residential Area” to “Medium Density Residential Area”.

### **2. Location**

The lands affected by this Amendment include lands generally located on the south side of Lindsay Court, east of Trafalgar Road, municipally known as 12 Lindsay Court, and legally described as Part of the West Half of Lot 20, Concession 8, Esquesing.

### **3. Basis of the Amendment**

The proposed Official Plan Amendment is justified and represents good planning as:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the intent of the Town of Halton Hills Official Plan;
2. The location and density of the proposed development is supportive of transit;
3. The proposed development provides an appropriate transition from the adjacent residential and institutional uses and improves the Lindsay Court streetscape;
4. The proposed development maintains a 30-metre setback to the CN railway and provides views to the adjacent open space lands;
5. The proposed development represents a form of intensification which has minimal impacts on the existing surrounding community;
6. The proposed development can be supported by the existing public roads; and
7. The proposed development makes efficient use of existing hard and soft services.

## **Part B – The Amendment**

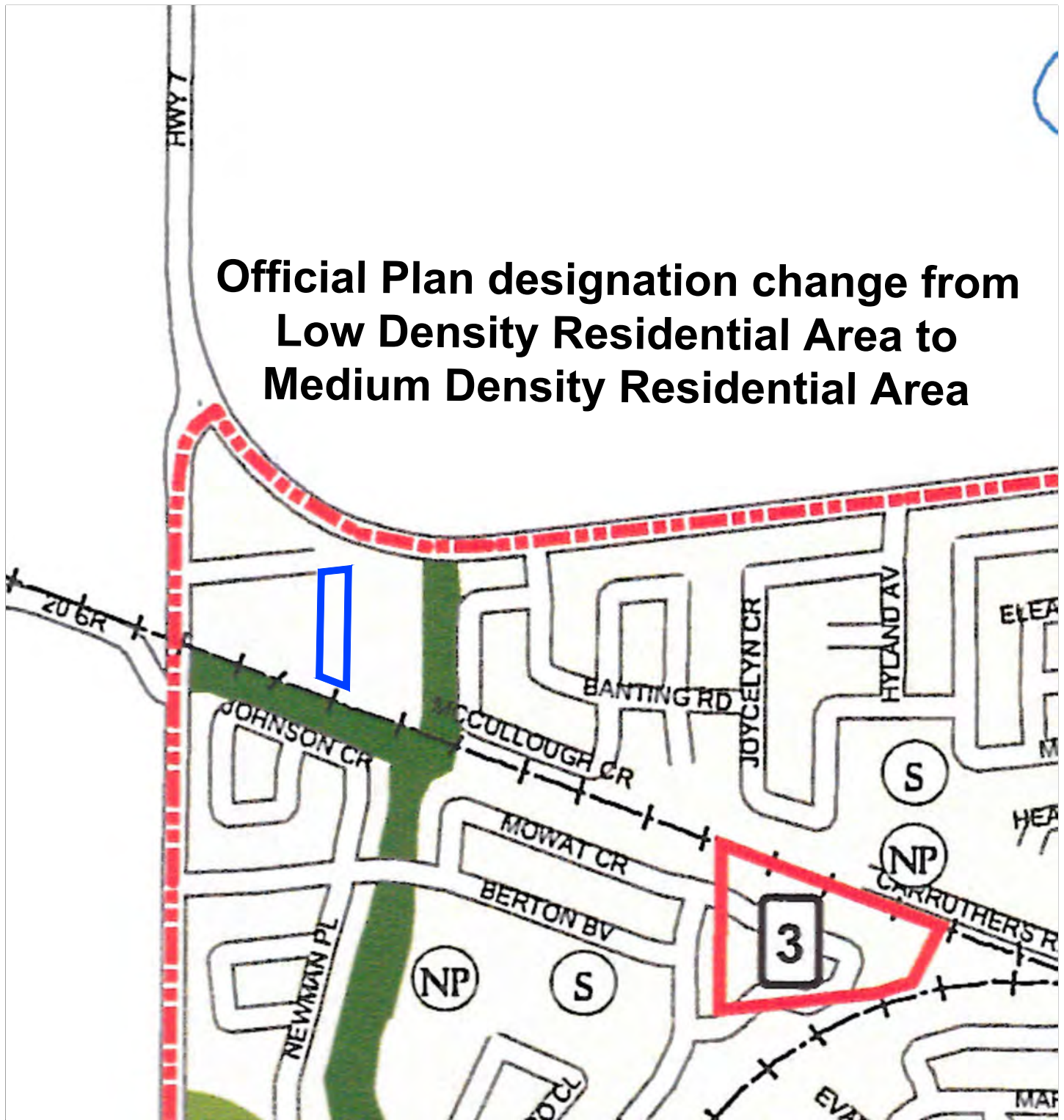
All of this part of the document entitled PART B – THE AMENDMENT, consisting of the following text and schedule, constitutes Amendment No. 9 to the Official for the Town of Halton Hills.

### **Details of the Amendment**

1. That the land use designation of the lands shown outlined on Schedule 'A' to the Amendment be changed from "Low Density Residential Area" to Medium Density Residential Area" on Schedule A3 – *Georgetown Land Use Plan*.

# Schedule 'A'

## Official Plan designation change from Low Density Residential Area to Medium Density Residential Area



- LIVING AREA**
- LOW DENSITY RESIDENTIAL AREA
  - MEDIUM DENSITY RESIDENTIAL AREA
  - HIGH DENSITY RESIDENTIAL AREA
- COMMUNITY AREA**
- DOWNTOWN AREA  
SEE SCHEDULE A4
  - COMMUNITY NODE BOUNDARY  
SEE SCHEDULE A5
  - CORRIDOR, COMMERCIAL AREA
  - SECONDARY NODE
  - MAJOR INSTITUTIONAL AREA
  - GENERAL EMPLOYMENT AREA
  - CIVIC CENTRE AREA

- ENVIRONMENT & OPEN SPACE**
- GREENLANDS A
  - GREENLANDS B
  - MAJOR PARKS AND OPEN SPACE
  - PRIVATE OPEN SPACE
  - COMMUNITY PARK
  - NEIGHBOURHOOD PARK
  - SCHOOL
  - RESIDENTIAL SPECIAL POLICY AREA
  - OTHER SPECIAL POLICY AREA

- GO STATION STUDY AREA BOUNDARY
- DOWNTOWN AREA BOUNDARY
- COMMUNITY NODE BOUNDARY
- URBAN BOUNDARY
- PHASE 1
- PHASE 2A
- PHASE 2B



## **Explanatory Note**

### **The purpose of By-law -15**

The purpose of By-law -15 is to amend the Town of Halton Hills Official Plan, as amended pursuant to an application by Glen Schnarr & Associates Inc. – 2301132 Ontario Inc. (File No. XXX).

### **Effect of the By-law**

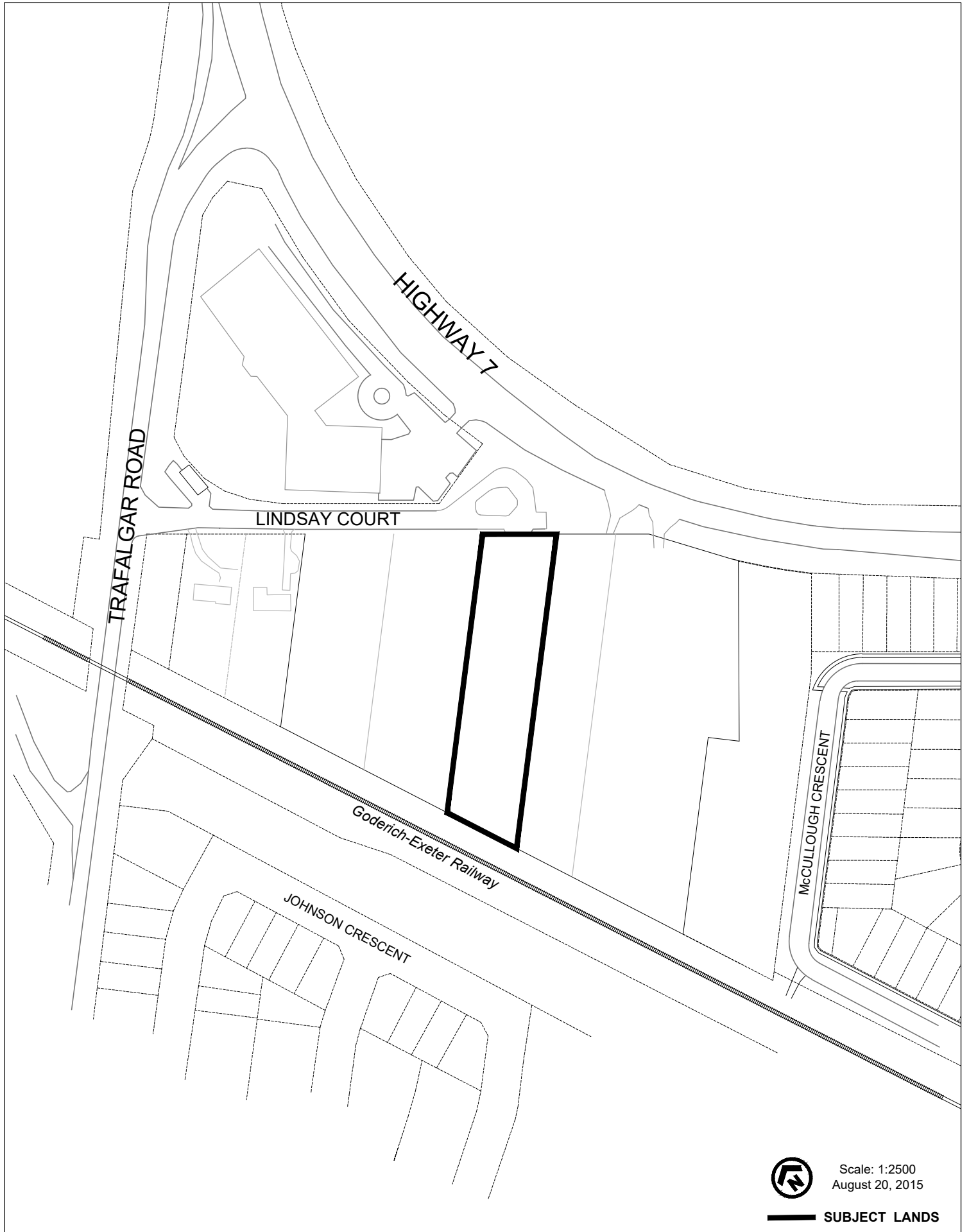
The effect of By-law -15 is to permit the development of townhouse dwelling units.

### **Location of Lands Affected**

The lands affected by By-law -15 are located on the south side of Lindsay Court, east of Trafalgar Road, legally described as Part of Lot 20, Concession 8 (Esquensing).

Any further inquiries or questions should be directed to Adam Farr, Town of Halton Hills Planning, Development and Sustainability Department, 905-873-2601.

# KEY PLAN



Scale: 1:2500  
August 20, 2015

**SUBJECT LANDS**

## **Appendix II**

### **Draft Zoning By-law Amendments**



**BY-LAW NO. 2015-**

A By-law to amend Comprehensive Zoning  
By-law (By-law 2010-0050), as amended.

**WHEREAS** Council is empowered to enact this By-law by virtue of the provisions of Section 34 of the Planning Act, R.S.O. 1990, as amended;

**AND WHEREAS** said By-law conforms to the Official Plan for the Town of Halton Hills;

**AND WHEREAS** Council has recommended that Zoning By-law 2010-0050 be amended as hereinafter set out:

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. THAT Schedule A3-1 is amended by changing the zoning designation of the lands as shown outlined on Schedule 'A' to this By-law from the existing zoning of "Low Density Residential One – One" (LRD1-1) and "Environmental Protection One" (EP1) to "Medium Density Residential Two" (MDR2).

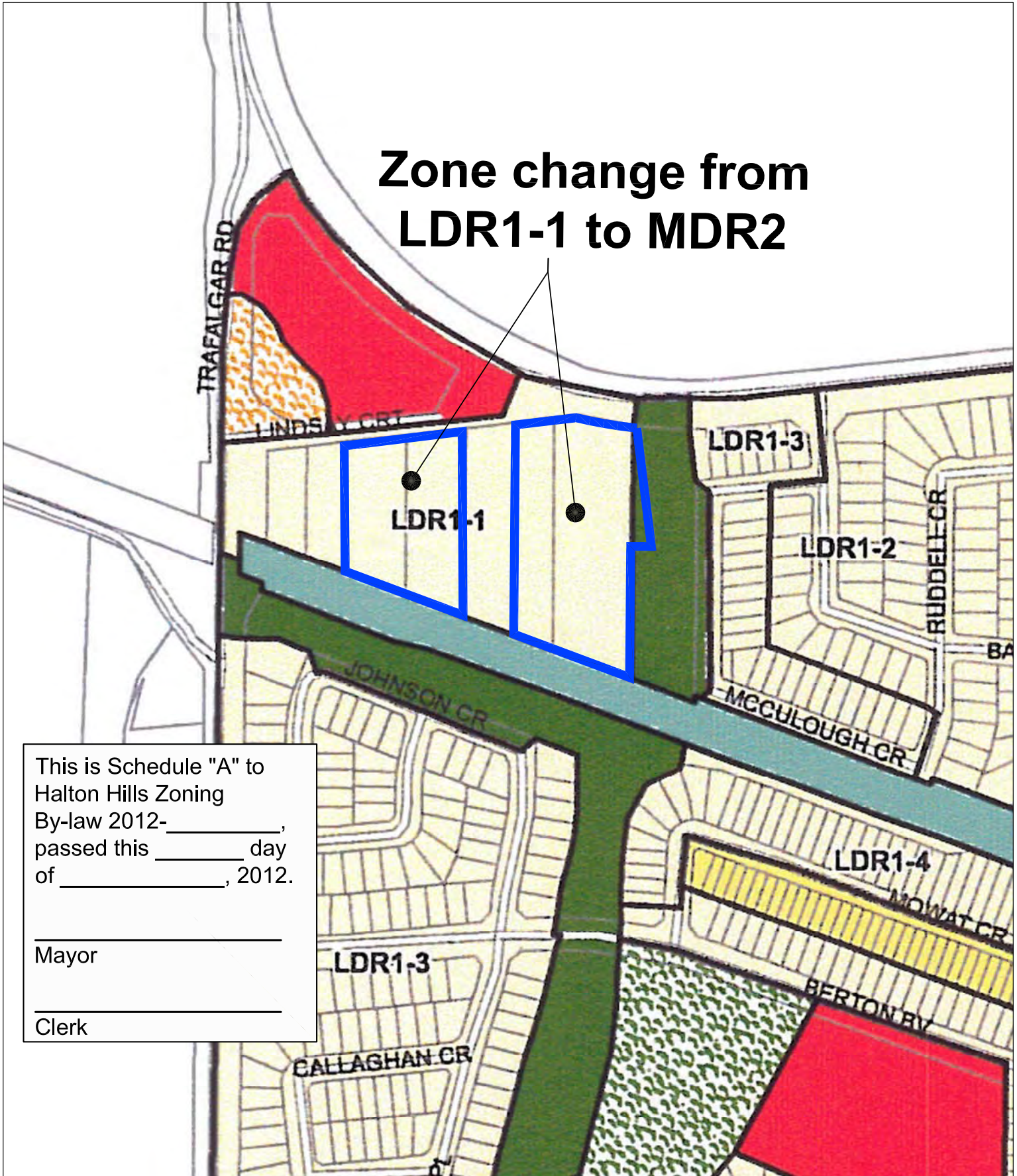
**BY-LAW** read and passed by the Council for the Town of Halton Hills this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
MAYOR – Rick Bonnette

\_\_\_\_\_  
TOWN CLERK – Suzanne Jones



# Zone change from LDR1-1 to MDR2



This is Schedule "A" to Halton Hills Zoning By-law 2012-\_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

- |   |                          |                                   |
|---|--------------------------|-----------------------------------|
| □ LOW DENSITY RESIDENTIAL ONE (LDR1)    | □ OPEN SPACE ONE (OS1)   | □ DOWNTOWN COMMERCIAL TWO (DC2)   |
| □ LOW DENSITY RESIDENTIAL TWO (LDR2)    | □ OPEN SPACE TWO (OS2)   | □ LOCAL COMMERCIAL (LC)           |
| □ MEDIUM DENSITY RESIDENTIAL ONE (MDR1) | □ OPEN SPACE THREE (OS3) | □ CORRIDOR COMMERCIAL (CC)        |
| □ MEDIUM DENSITY RESIDENTIAL TWO (MDR2) | □ OPEN SPACE FOUR (OS4)  | □ TRANSPORTATION (T)              |
| □ HIGH DENSITY RESIDENTIAL (HDR)        | □ EMPLOYMENT ONE (EMP1)  | □ RESIDENTIAL COMMERCIAL (R/CO)   |
| □ ENVIRONMENTAL PROTECTION ONE (EP1)    | □ INSTITUTIONAL (I)      | □ SECONDARY NODE COMMERCIAL (SNC) |
| □ ENVIRONMENTAL PROTECTION TWO (EP2)    | □ DEVELOPMENT (D)        |                                   |



## **Explanatory Note**

### **The purpose of By-law -15**

The purpose of By-law -15 is to amend Zoning By-law 2010-0050, as amended pursuant to an application by Glen Schnarr & Associates Inc. – 2301132 Ontario Inc. (File No. D14ZBA12.009).

### **Effect of the By-law**

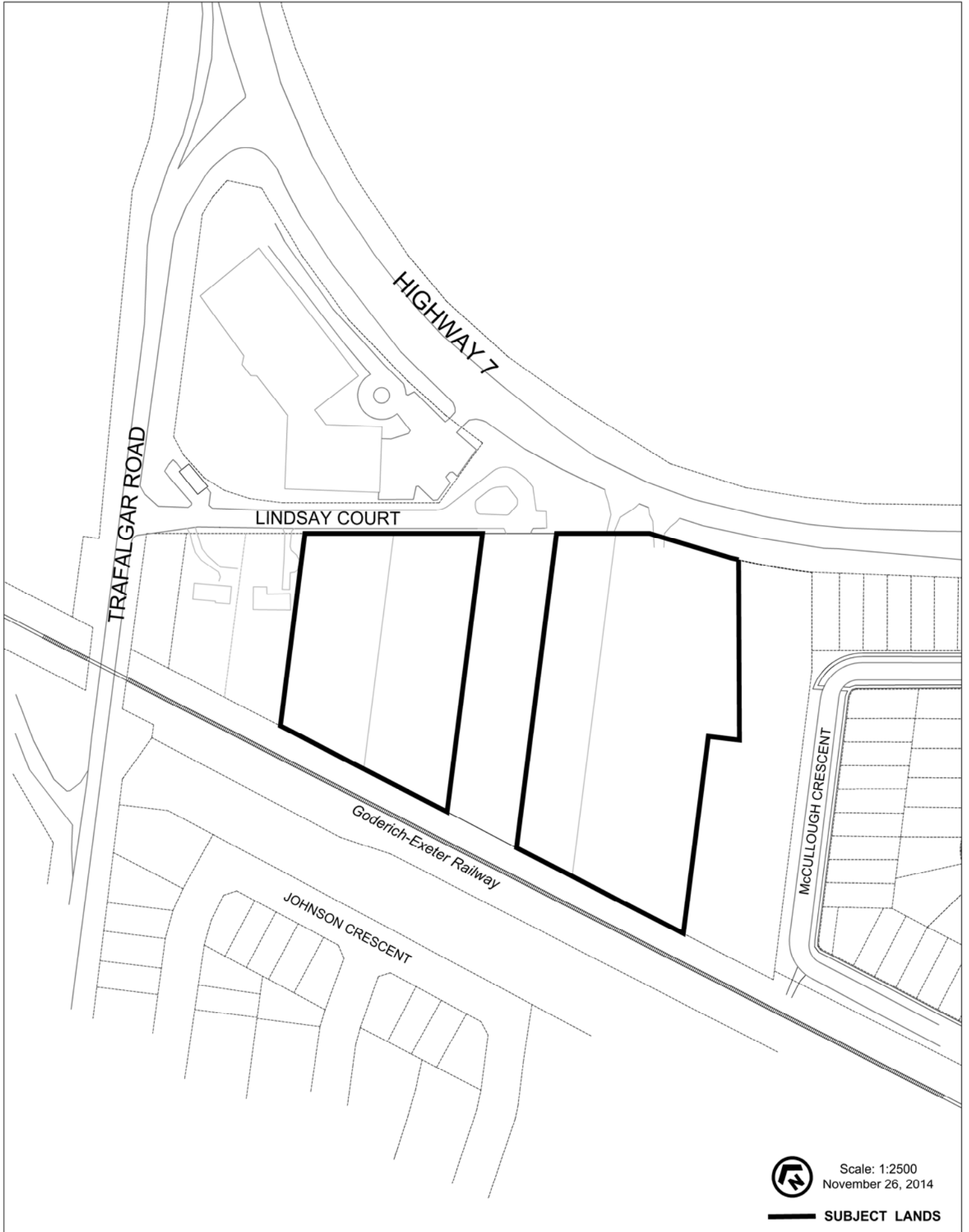
The effect of By-law -15 is to permit the development of block townhouse dwellings

### **Location of Lands Affected**

The lands affected by By-law -15 are located on the south sides of Lindsay Court and Highway No. 7, east of Trafalgar Road, legally described as Part of Lot 20, Concession 8 (Esqueusing).

Any further inquiries or questions should be directed to Adam Farr, Town of Halton Hills Planning, Development and Sustainability Department, 905-873-2601.

# KEY PLAN



Scale: 1:2500  
November 26, 2014

**—** SUBJECT LANDS



**BY-LAW NO. 2015-**

A By-law to amend Comprehensive Zoning  
By-law (By-law 2010-0050), as amended.

**WHEREAS** Council is empowered to enact this By-law by virtue of the provisions of Section 34 of the Planning Act, R.S.O. 1990, as amended;

**AND WHEREAS** said By-law conforms to the Official Plan for the Town of Halton Hills;

**AND WHEREAS** Council has recommended that Zoning By-law 2010-0050 be amended as hereinafter set out:

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

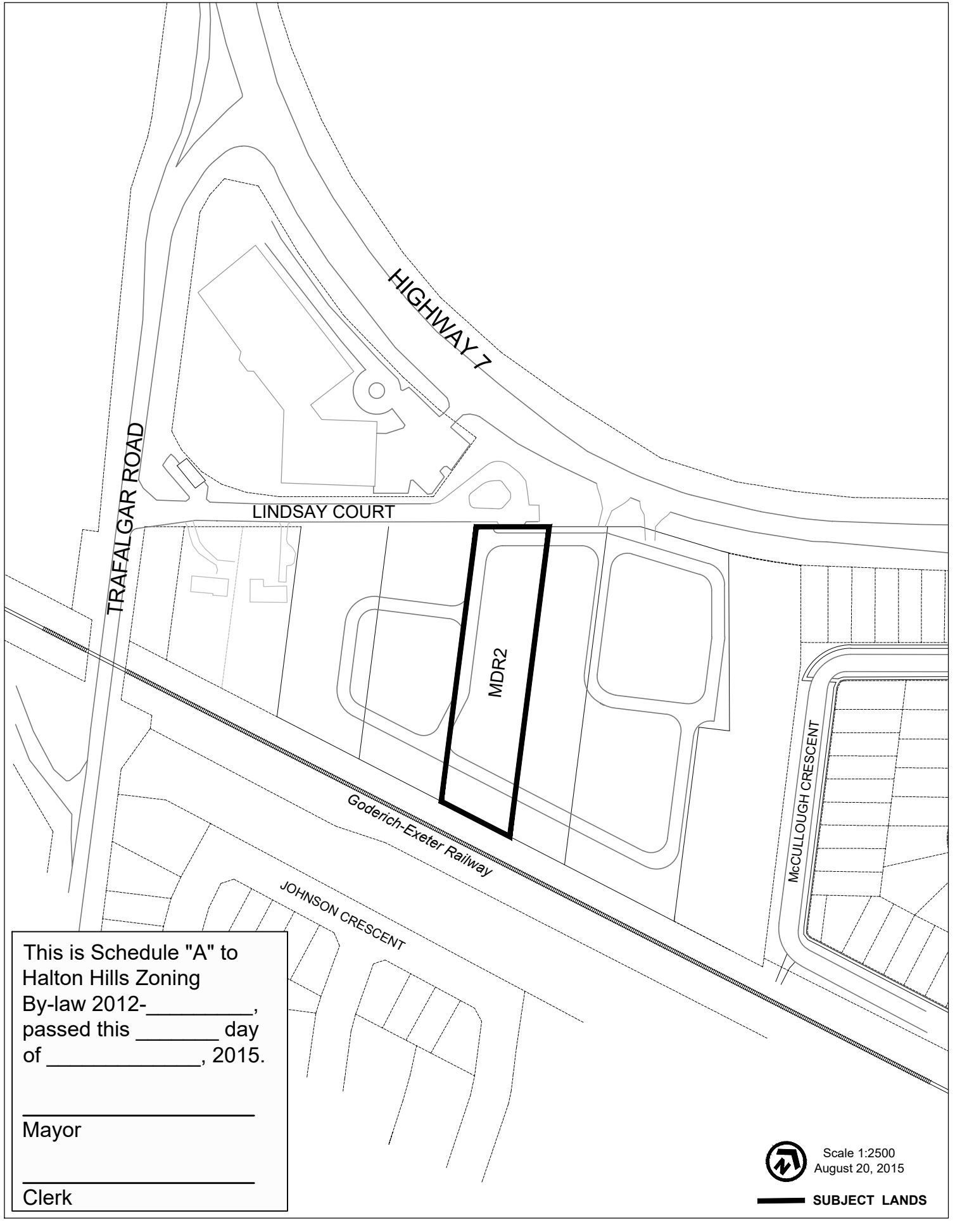
1. THAT Schedule A3-1 is amended by changing the zoning designation of the lands as shown outlined on Schedule 'A' to this By-law from the existing zoning of "Low Density Residential One – One" (LRD1-1) to "Medium Density Residential Two" (MDR2).

**BY-LAW** read and passed by the Council for the Town of Halton Hills this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
MAYOR – Rick Bonnette

\_\_\_\_\_  
TOWN CLERK – Suzanne Jones

# Schedule 'A' to By-law 2012 -



This is Schedule "A" to  
Halton Hills Zoning  
By-law 2012-\_\_\_\_\_,  
passed this \_\_\_\_\_ day  
of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



Scale 1:2500  
August 20, 2015

**—** SUBJECT LANDS

## **Explanatory Note**

### **The purpose of By-law -15**

The purpose of By-law -15 is to amend Zoning By-law 2010-0050, as amended pursuant to an application by Glen Schnarr & Associates Inc. – 2301132 Ontario Inc. (File No. XXX).

### **Effect of the By-law**

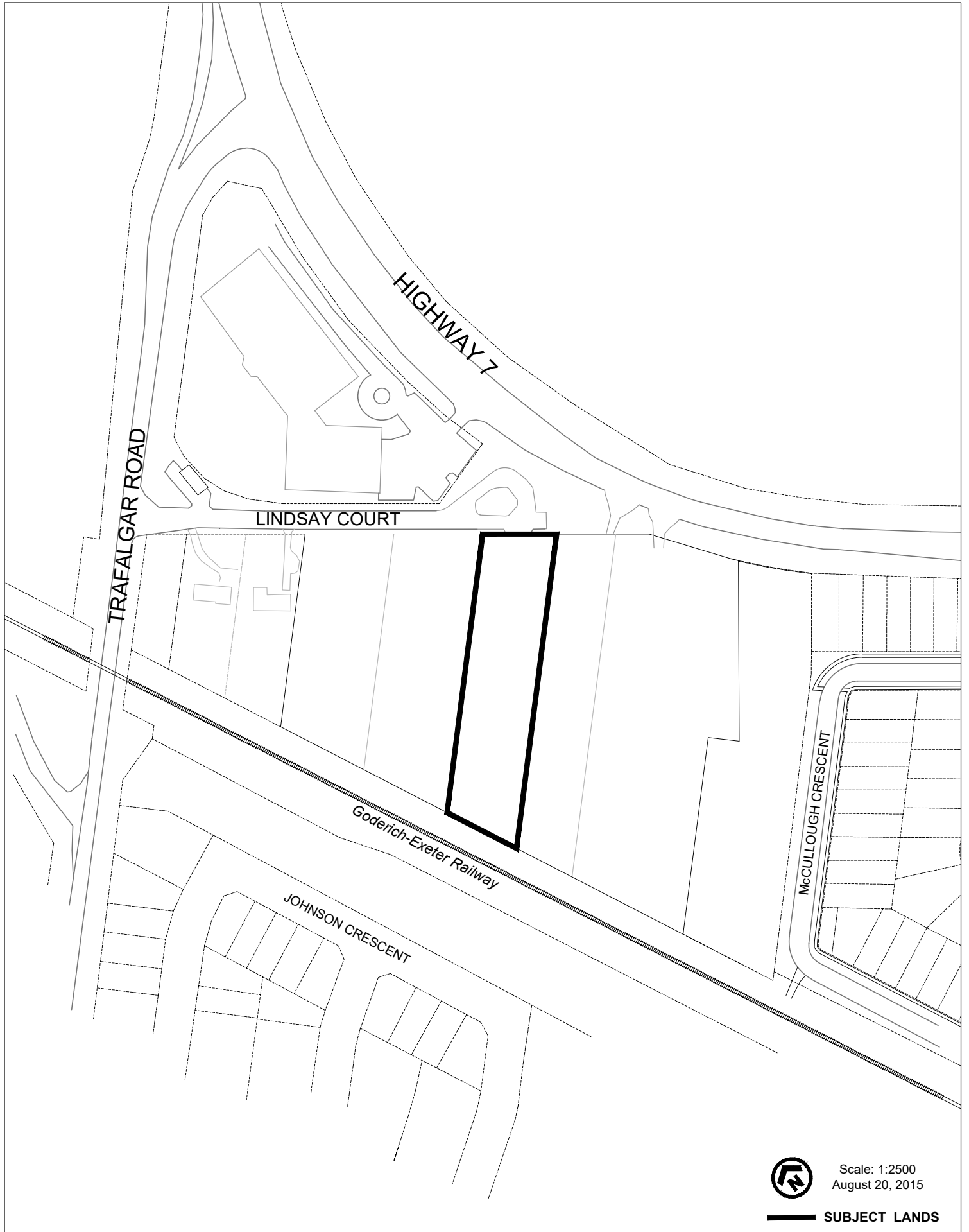
The effect of By-law -15 is to permit the development of townhouse uses.

### **Location of Lands Affected**

The lands affected by By-law -15 are located on the south side of Lindsay Court east of Trafalgar Road, legally described as Part of Lot 20, Concession 8 (Esquensing).

Any further inquiries or questions should be directed to Adam Farr, Town of Halton Hills Planning, Development and Sustainability Department, 905-873-2601.

# KEY PLAN



Scale: 1:2500  
August 20, 2015

**SUBJECT LANDS**