

AMENDMENT NO. 63
TO THE OFFICIAL PLAN
FOR THE TOWN OF HALTON HILLS

Georgetown GO Station Area Mill Street Corridor
Secondary Plan -
Georgetown GO Protected Major Transit Station Area

THE CORPORATION OF THE TOWN OF HALTON HILLS

BY-LAW NO. 2026-0066

A By-law to adopt Amendment No. 63 to the Official Plan of the
Town of Halton Hills – Georgetown GO Station Area/Mill Street Corridor Secondary Plan
– Protected Major Transit Station Area

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. 63 to the Official Plan of the Town of Halton Hills, being the attached text and schedules, is hereby adopted.
2. That the Town Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for the approval of Amendment No. 63 to the Official Plan of the Town of Halton Hills.
3. That this By-law shall not come into force or take effect until Amendment No. 63 to the Official Plan for the Town of Halton Hills is approved by the Minister.

BY-LAW read and passed by the Council of the Town of Halton Hills this 10th day
of August, 2026.

Certified a true copy

this 21st day of August, 2026

Valerie Ann Petryniak
Town Clerk
Town of Halton Hills

Valerie Ann Petryniak, Town Clerk
a Commissioner of Oaths, in the
Province of Ontario, for the
Corporation of the Town of
Halton Hills

A. Lawlor
MAYOR – A. Lawlor

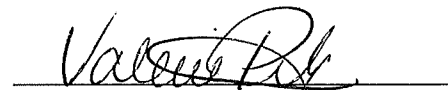
Valerie Ann Petryniak
CLERK – V. Petryniak

AMENDMENT NO. 63 TO THE OFFICIAL PLAN
OF THE TOWN OF HALTON HILLS

The attached text and schedules constitute Amendment No. 63 to the Official Plan of the Town of Halton Hills, which was adopted by the Council of the Town of Halton Hills by By-law 2026-0066 in accordance with the provisions of the Planning Act, 1990, R.S.O., c. P. 13, as amended:

THE CORPORATION OF THE TOWN OF HALTON HILLS.


MAYOR – A. Lawlor


CLERK – V. Petryniak

AMENDMENT NO. 63

TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

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

PART B - THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 63 to the Official Plan for the Town of Halton Hills.

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

Part A – The Preamble

1. Purpose of the Amendment

The purpose of this Amendment (OPA) is to establish a Protected Major Transit Station Area (PMTSA) for lands around the Georgetown GO Station. The OPA will establish a PMTSA boundary and implement policies to guide future land use and development within. The PMTSA includes the appropriate land use designations and policies that guide long-term development by providing sufficient height and density permissions to achieve the minimum density target of 150 people and jobs per hectare, as set out in the Provincial Planning Statement.

2. Location

The proposed Georgetown GO PMTSA is located within the Georgetown GO Station/Mill Street Corridor Secondary Plan area, which is approximately 24 hectares in size. It consists of lands north and south of the existing GO Station, and lands to the west within the Mill Street Corridor area. Lands within the proposed PMTSA consist primarily of existing residential properties and previously identified redevelopment (brownfield) sites.

3. Basis of the Amendment

Section G3 of the Town's Official Plan, states that the purpose of any Secondary Plan is to establish a detailed development concept for infrastructure and land use in specific areas of the Town, such as new communities or the redevelopment of an existing community. All current land use designations within the PMTSA were established through Halton Hills Official Plan Amendment 7 (OPA7).

Through Halton Region Official Plan Amendment No. 48 (ROPA 48), the entire Georgetown GO Station Area/Mill Street Corridor Secondary Plan study area was identified as a Major Transit Station Area (MTSA). This Amendment also required that further study be completed to determine an appropriate density (people and jobs per hectare) for the MTSA.

The Terms of Reference for the Georgetown GO Station Area/Mill Street Corridor Secondary Plan Project identify that the Secondary Plan shall have a vision and guiding principles that complement the Town's Strategic Plan priorities, while balancing the objectives of preserving the existing character and providing for intensified redevelopment. The more detailed policies for this Amendment focus on redevelopment and ensuring that intensification is supported around the GO Station. Policies also focus on the protection and enhancement of cultural and natural heritage resources, where they may be impacted by future redevelopment.

This project has been completed over four phases, with key components summarized as follows:

- Phase 1: Background Review Report and Public Engagement Plan;
- Phase 2: Identifying land use alternatives for the expansion lands, and preliminary land use concept for the Secondary Plan area;
- Phase 3: Completion of project technical studies (transportation, servicing, cultural heritage, agriculture and natural heritage), and identification of a Preferred Land Use Plan;
- Phase 4: Finalized Preferred Land Use Plan and draft Secondary Plan for public review and Council adoption.

In December 2024, a Resident Advisory Committee was formed to work with Town staff on revising the ROPA 48 delineated MTSA boundary. Through this process, a boundary for a smaller PMTSA was identified, within the existing Secondary Plan study area. Town staff have used this PMTSA boundary as the basis for this amendment. The draft policies proposed for the PMTSA are based on the work completed for the Preferred Land Use Plan in Phase 3 of the project.

Policies for the proposed PMTSA are informed by the technical studies, public input, and feedback received from the Technical Advisory and Resident Advisory Committees.

The Technical Advisory Committee and Resident Advisory Committee met throughout the project phases. The Technical Advisory Committee included staff from relevant Town departments, Halton Region, Conservation Authorities and key commenting agencies, while the Resident Advisory Committee included members of Council, and residents of the study area.

The Secondary Plan Study provided for a public consultation process that included four public open houses, on-line questionnaires, community drop-in sessions, multiple in person meetings with the initial Stakeholder Group made up of neighbourhood association members, as well as a Special Meeting of Council to provide information and obtain public feedback.

Official Plan Amendment No. 63 finalizes the boundary, land use plan, densities and policies for the PMTSA. These policies will provide guidance for the implementing Zoning By-law and future development within the area. A separate Official Plan Amendment (OPA 64) is required in order to finalize the land use plan and policies for the rest of the Georgetown GO Station/Mill Street Corridor Secondary Plan area.

Part B – The Amendment

All of this part of the document entitled PART B – THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. 63 to the Official Plan for the Town of Halton Hills.

Details of the Amendment

1. That Schedules A3 and A3-1 of the Official Plan be amended to delineate the Georgetown GO Protected Major Transit Station Area with an assigned label in the legend “Georgetown GO PMTSA (See Schedule H3-2)”.
2. That Draft Schedule H3-2 Georgetown GO Protected Major Transit Station Area be added to the Official Plan.
3. That Section H3, Georgetown GO Station Area Secondary Plan, is amended by replacing:

“SECTION H3.7 MAJOR TRANSIT STATION PRECINCT

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

With:

“SECTION H3.4 (save and except for H3.4.1) GEORGETOWN GO PROTECTED MAJOR TRANSIT STATION AREA PRECINCT

Section H3.4 (save and except for H3.4.1) contains policies specific to the Georgetown GO Protected Major Transit Station Area Precinct of the Secondary Plan area.”

4. That Section H3.12 “Georgetown GO Station Area Specific Policies” be added to the Official Plan.
5. That Section D5.4.1, Major Transit Station Areas, is amended by replacing “The Georgetown GO Station/Mill Street Corridor is a Major Transit Station Area” with “The Georgetown GO Station Protected Major Transit Station Area”.
6. That Section H3.3.7c), Rail Network and Related Facilities, is repealed and replaced as follows:

“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, within the Georgetown GO Protected Major Transit Station Area, on Schedule B1 to the Official Plan and Schedule H3, is a transit station on a higher order transit corridor as defined by the Province. The Town recognizes the significance of the Georgetown 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.”

Implementation and Interpretation

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

H3.4 GEORGETOWN GO PROTECTED MAJOR TRANSIT STATION AREA PRECINCT OBJECTIVES AND POLICIES

PREAMBLE

The Protected Major Transit Station Area Precinct is characterized by its proximity to the Georgetown GO Station, located at the northern end of the Secondary Plan area. Lands designated for high density residential development and situated adjacent to the *Transit Station Area* are intended to accommodate the greatest heights and densities. The Precinct is generally envisioned as a transit-oriented mixed-use area, supported by a range of retail, service, office, institutional, and community uses that support a diverse local economy and help meet the daily needs of current and future residents.

H3.4.2 POPULATION AND EMPLOYMENT TARGETS

The Georgetown GO Protected Major Transit Station Area Precinct is planned to support a minimum density target of 150 people and jobs per hectare.

The population target for the Protected Major Transit Station Area Precinct to the year 2051 is 4,076 with the majority, in the order of 2,422, being planned for on the lands designated *High Density Residential/Mixed Use Area 1* and 2.

The employment target for this Precinct to the year 2051 is 231 jobs, with the majority, in the order of 163 on the lands designated *High Density Residential/Mixed Use Area 1* and 2.

H3.4.3 TRANSIT STATION AREA

a) Permitted Uses

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

- railway related facilities including the existing heritage railway station, the existing layover facility, any new station building(s), parking, including underground parking or parking garages, open storage, bus storage, “kiss and ride” areas, pedestrian walkways and bicycle parking;
- accessory and ancillary uses, including retail and service commercial uses, offices and restaurants; and,
- in the Protected Major Transit Station Area Precinct, uses permitted in the *High Density Residential/Mixed Use Area 1* and 2 designations in accordance with the policies of Sections H3.4.8 and H3.4.9.

b) Road Network

The extension of Saint Michaels Street from Caroline Street to John Street, as a public roadway and establishing a pedestrian access from Caroline Street to the GO Station via an easement or

publicly owned land shall be permitted and encouraged in conjunction with adjacent development proposals.

c) Improved Rail Service

Metrolinx is responsible for service improvements to the Georgetown GO Station. The Town recognizes the need for balancing improved services in this location with the mitigation of the impacts, particularly those related to traffic, on the existing residential community; and the potential redevelopment for high density residential uses in the Protected Major Transit Station Area Precinct.

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

- i) the proposed relocation of the layover facility as soon as possible;
- ii) improved design of both the station and related facilities;
- iii) improved design of the transportation system which provides access to the Station, including improved facilities for pedestrians and cyclists and GO buses, in accordance with Section H3.3.6 and H3.3.8 of this Secondary Plan; and,
- iv) by redirecting, where feasible, GO bus service to the portion of the station in the Protected Major Transit Station Area Precinct.

H3.4.4 LOW DENSITY RESIDENTIAL AREA

The lands in the *Low Density Residential Area* designation shall develop in accordance with the policies of Section H3.3.5.1 of this Secondary Plan.

Notwithstanding the above, Low Density Residential Area lots in the Georgetown GO PMTSA shall develop at a minimum density of 20 units per net residential hectare.

H3.4.5 MEDIUM DENSITY RESIDENTIAL AREA

a) Main Permitted Uses

The lands in the *Medium Density Residential Area* designation within the Georgetown GO Protected Major Transit Station Area recognize an area of existing medium density housing and shall develop in accordance with the policies of Sections H3.3.5.2 and H3.3.5.3 of this Secondary Plan.

Additional Residential Units shall be permitted in this area subject to Section D1.3.1.6 of the Official Plan, except for the provision of vehicular parking spaces.

b) Density and Height

A minimum Floor Space Index (FSI) of 0.5 and maximum FSI of 1.2, with a maximum height of four storeys is permitted, except where otherwise established under an existing Area Specific Policy.

H3.4.6 MEDIUM DENSITY RESIDENTIAL/OFFICE AREA

a) Main Permitted Uses

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

- single detached, duplex, triplex or fourplex dwellings;
- multiple dwellings;
- street townhouse dwellings;
- commercial/residential or office use in a permitted dwelling, where commercial uses may include live-work and small-scale commercial uses; and,
- additional residential units subject to Section D1.3.1.6 of the Official Plan, except for the provision of vehicular parking spaces.

b) Density and Height

A minimum Floor Space Index (FSI) of 0.8 and maximum FSI of 1.8, with a maximum height of four storeys is permitted.

c) Complementary Uses

Complementary uses that may be permitted in the *Medium Density Residential/Office Area* designation include the following:

- home occupations subject to Section D1.3.1.4 of the Official Plan;
- local parkland subject to Section F7.3.4 of the Official Plan; and,
- urban agriculture (or community gardens).
- additional dwelling units in townhouse dwellings subject to Section D1.3.1.6 of the Official Plan.

The establishment of such uses must consider impacts on surrounding existing uses.

d) Compatibility with Surrounding Uses

New development shall develop in accordance with the policies in Section H3.3.5.3 of this Secondary Plan.

e) New Development

Where appropriate, new uses shall be encouraged to locate in existing buildings. However, where new development is proposed, including any significant additions and the creation of new lots, the policies of Section D1.4.2 of the Official Plan shall be used to evaluate such proposals. Further, new development should be compatible with neighbourhood character, respect and minimize impacts on existing residential uses, and be subject to the following criteria:

- i) lotting pattern, proposed placement and design of buildings and structures, including additions and facilities such as an air conditioner, on the lot, will promote privacy on adjacent lots, minimize noise and shadow impacts, and respect the existing pattern of setbacks in the immediate area including back yard setbacks;
- ii) the Town is satisfied with the proposed grading, drainage and stormwater management including lot level controls, and, in particular, there shall be no impact related to these factors on adjacent properties;
- iii) garages are located so they are not the dominant feature in the streetscape, and new buildings relate to the street; and,
- iv) the development incorporates measures that enhance sustainability and the integration of green infrastructure and low-impact development techniques to support climate change mitigation and adaptation.

H3.4.7 MEDIUM/HIGH DENSITY RESIDENTIAL AREA

The *Medium/High Density Residential Area* designation on Schedules H3-1 and H3-2 recognizes existing or potential sites for the development of townhouses or low-rise apartments at medium to high density, which is compatible with the surrounding area.

a) Main Permitted Uses

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

- triplex or fourplex dwellings;
- multiple dwellings;
- street or block townhouses;
- apartment dwellings;
- long term care facilities and retirement homes; and,
- commercial/residential or office use in a permitted dwelling, where commercial uses may include live-work uses and small-scale commercial uses.

b) Density and Height

A minimum Floor Space Index (FSI) of 1.0 and maximum FSI of 1.8, with a maximum height of eight storeys is permitted, except where otherwise established under an existing Area Specific Policy. Building heights will vary across the site as specified in Section H3.3.6 c) of this Secondary Plan, in order to ensure that there is no significant visual impact on the surrounding area.

c) Complementary Uses

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

- home occupations subject to Section D1.3.1.4 of the Official Plan;
- local parkland subject to Section F7.3.4 of the Official Plan;
- urban agriculture (or community gardens); and,
- additional dwelling units in townhouse dwellings subject to Section D1.3.1.6 of the Official Plan.

The establishment of such uses must consider impacts on surrounding existing uses.

c) Compatibility with Surrounding Uses

New development shall develop in accordance with the policies in Section H3.3.5.3 of this Secondary Plan.

d) New Development

Where appropriate, new uses shall be encouraged to be located in existing buildings. The adaptive reuse of built heritage resources, enhancement of pedestrian connections, provision of new public parkland and/or private open space that is designed to be accessible to the public is encouraged. However, where new development is proposed, including any significant additions and the creation of new lots, it shall address the following criteria:

- i) minimizes height and massing impacts on existing, adjacent low density residential areas;
- ii) contributes to the creation of a streetscape on Guelph Street that reflects its role as an Intensification Corridor and a major access route through the community, as well as to the GO Station and the Downtown by:
 - a. requiring a substantial building façade fronting on Guelph Street to define the street edge;
 - b. encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
 - c. prohibiting parking between the building and Guelph Street; and,

- d. 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.
- iii) 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 *Natural Heritage System* area along Silver Creek by:
 - a. requiring new buildings to define the street edge;
 - b. encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
 - c. prohibiting parking between the building and Mill Street;
 - d. requiring the provision of high quality landscaping, including:
 - i. 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;
 - ii. the introduction of naturalized areas with native plants and trees on and adjacent to, lands designated *Natural Heritage System*;
 - iii. requiring buffers adjacent to the boundary of lands designated *Natural Heritage System* on Schedule H3, as determined by the Town after consultation with Credit Valley Conservation;
- iv) the development incorporates measures that enhance sustainability and the integration of green infrastructure and low-impact development techniques to support climate change mitigation and adaptation.
- e) Cultural Heritage

In addition, L'Eglise Sacre Coeur is a designated heritage property and significant cultural heritage resource which should be conserved and promoted as part of any redevelopment of the property along Guelph Street.

H3.4.8 HIGH DENSITY RESIDENTIAL/MIXED USE AREA 1

a) Main Permitted Uses

The main permitted uses in the *High Density Residential/Mixed Use Area 1* are limited to:

- apartment dwellings;
- long term care facilities and retirement homes;

- mixed use buildings including high density residential, office and a full range of commercial uses; and,
- parking facilities, including above ground and underground parking garages, which may include a public parking component for GO patrons.

b) Density and Height

A minimum Floor Space Index (FSI) of 3.5 and maximum FSI of 4.0, with a maximum height of 16 storeys is permitted. Building heights will vary across the site as specified in Section H3.3.6 c) of this Secondary Plan to ensure that there is no significant visual impact on the surrounding area.

c) Complementary Uses

Complementary uses that may be permitted in the *High Density Residential/Mixed Use Area 1* designation include the following:

- home occupations subject to Section D1.3.1.4 of the Official Plan;
- local parkland subject to Section F7.3.4 of the Official Plan; and,
- urban agriculture (or community gardens).

The establishment of such uses must consider impacts on surrounding existing uses.

d) Development Principles

As part of any proposed development, the following general development principles should be considered:

- development that respects the surrounding neighbourhood character and reflects the principles of sustainable development;
- the prioritization of pedestrian connections through the development, such as direct pedestrian links to the GO Station and other facilities which are shared with the GO Station and provide a service to transit users;
- the provision of adequate vehicle and bicycle parking;
- the development of community facilities, public parkland and/or private open space, designed to be accessible to the public, as well as residents of the development; and,
- the provision of special needs and affordable housing, including below market rental housing and home ownership.

e) 130 Mountainview Road North

The property at 130 Mountainview Road North, identified in Schedule H3-2 to this Plan, is subject to ongoing litigation at the Ontario Land Tribunal.

The designation of 130 Mountainview Road North remains subject to further amendment by way of a site-specific Official Plan Amendment to be approved by the Ontario Land Tribunal under OLT File No. OLT-26-000459.

H3.4.9 HIGH DENSITY RESIDENTIAL/MIXED USE AREA 2

a) Main Permitted Uses

The main permitted uses in the *High Density Residential/Mixed Use Area 2* are limited to:

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

b) Timing, Density and Height

With respect to density and height, a minimum Floor Space Index (FSI) of 2.5 and a maximum FSI of 3.5, with a maximum height of 12 storeys, is permitted. Building heights will vary across the site as specified in Section H3.3.6 c) of this Secondary Plan, in order to ensure that there is no significant visual impact on the surrounding area.

c) Complementary Uses

Complementary uses that may be permitted in the *High Density Residential/Mixed Use Area 2* designation include the following:

- home occupations subject to Section D1.3.1.4 of the Official Plan;
- local parkland subject to Section F7.3.4 of the Official Plan; and,
- urban agriculture (or community gardens).

The establishment of such uses must consider impacts on surrounding existing uses.

d) Development Principles

That any proposed development considers the development principles contained in Section H3.4.8 c) of this Secondary Plan.

H3.4.10 EMPLOYMENT AREA

The *Employment Area* designation on Schedule H3-2 recognizes three lots abutting the railway which are used for existing industrial uses. The designation recognizes and permits the use of the lots and existing buildings, and additions to the buildings, for industrial, office and other non-residential uses including

retail and service commercial uses. However, should the buildings be demolished, any new development will be subject to the railway buffering policies in Section H3.3.8 d).

A minimum density of 25 jobs per net hectare is permitted.

H3.12 GEORGETOWN GO STATION AREA SPECIFIC POLICIES

Georgetown GO Station Area Specific Policies apply to those lands that are the subject of a land use policy that is specific to a property or area. The policies for these areas were brought into this Secondary Plan by way of privately-initiated Official Plan Amendments. Densities for these areas, where applicable, are expressed as a set Floor Space Index value, or specified number of units, that were determined through each separate Official Plan Amendment Application process. All other relevant policies of this Secondary Plan are applicable unless otherwise modified or exempted by the policies applicable to each Area Specific Policy.

H3.12.1 GEORGETOWN GO STATION AREA SPECIFIC POLICY 1

The following policies apply to lands designated as *Medium/High Density Residential Area* and identified as *Georgetown GO Station Area Specific Policy 1*, as shown on Schedule H3-2 of this Secondary Plan:

a) Main Permitted Uses

The main permitted uses in the *Area Specific Policy 1* are limited to:

- institutional buildings;
- apartment dwellings;
- long term care facilities and retirement homes;
- mixed use buildings including high density residential and community facilities, as well as ancillary retail and service commercial uses, including restaurants and offices;
- local parkland subject to Section F7.3.4 of the Official Plan;
- multiple dwellings;
- townhouse dwellings; and,
- additional residential units, within or ancillary to townhouse units, subject to Section D1.3.1.6 of the Official Plan.

b) Density and Height

A maximum Floor Space Index (FSI) of 1.45, with a maximum height of five storeys, is permitted.

c) Parkland

The Town shall require the dedication of 1.0 hectare of land per 300 dwelling units for parkland in *Georgetown GO Station Area Specific Policy 1* through a combination of cash-in-lieu of parkland and the dedication of a minimum of 0.24 hectares for local parkland at the rear of the site adjacent to Dayfoot Drive.

d) New Development and Redevelopment Policies

The following policies are intended to guide proposals for new development or redevelopment in *Georgetown GO Station Area Specific Policy 1*:

- i) new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;
- ii) any new building will not compromise the ability to redevelop any adjacent property;
- iii) a high standard of urban design is applied, and any new building shall generally conform to the policies set out in Section F2 (Urban Design) of the Town of Halton Hills Official Plan;
- iv) any façade at street level shall incorporate broad window treatments and other architectural features and design elements to maintain an open and interesting pedestrian friendly environment. No blank walls shall be located at street level adjacent to a public road;
- v) blank walls or any portion of the foundation or underground garage exposed due to grade changes on the site shall be appropriately landscaped to provide a visual buffer or screen for adjacent residential properties;
- vi) any unenclosed loading or garbage areas shall be appropriately screened through the use of landscaping or fencing;
- vii) any new residential building is encouraged to provide a range of commercial, institutional and community uses that serve the needs of area residents at the street level along the Mill Street frontage;
- viii) new buildings are required to be set back an appropriate distance from the side and rear lot lines to provide sufficient space for the planning of a new local park adjacent to Dayfoot Drive and at the rear of *Georgetown GO Station Area Specific Policy 1*;
- ix) a new public or private road shall be provided through *Georgetown GO Station Area Specific Policy 1* to allow access to any new buildings; and,
- x) adequate underground parking will be provided on-site.

H3.12.2 GEORGETOWN GO STATION AREA SPECIFIC POLICY 2

a) Main Permitted Uses

The main permitted uses in the *Georgetown GO Station Area Specific Policy 2*, as shown on Schedule H3-2 of this Secondary Plan are limited to:

- semi-detached dwellings;
- multiple dwellings;
- street townhouse dwellings; and,
- additional residential units, within or ancillary to townhouse and semi-detached units, subject to Section D1.3.1.6 of the Official Plan.

b) Density and Height

The minimum density in this area shall be 50 units per net residential hectare.

H3.12.3 GEORGETOWN GO STATION AREA SPECIFIC POLICY 3

A maximum of 14 units shall be permitted within the *Medium Density Residential Area* designation on lands identified as *Georgetown GO Station Area Specific Policy 3*, as shown on Schedule H3-2 of this Secondary Plan.

H3.12.4 GEORGETOWN GO STATION AREA SPECIFIC POLICY 4

a) Main Permitted Uses

A maximum of nine residential units consisting of one single detached dwelling, four multiple dwellings and four street townhouse dwellings shall be permitted within the *Medium Density Residential Area* designation on lands identified as *Georgetown GO Station Area Specific Policy 3*, as shown on Schedule H3-2 of this Secondary Plan.

b) Density and Height

The minimum density in this area shall be 50 units per net residential hectare. A maximum height of 3 storeys is permitted for the single detached dwelling and multiple dwellings. A maximum height of 2 storeys is permitted for the street townhouse dwellings.

H3.12.5 GEORGETOWN GO STATION AREA SPECIFIC POLICY 5

That notwithstanding Policy H3.6.4 b), an apartment building with a maximum permitted Floor Space Index of 1.5 and a maximum height of 6 storeys shall be permitted within the *Medium/High Density Residential Area* designation on lands identified as *Georgetown GO Station Area Specific Policy 5*, as shown on Schedule H3-2 of this Secondary Plan. In addition, the minimum setback from the edge of a railway corridor to a building shall be 20 metres so long as a railway crash wall is provided.

H3.12.6 GEORGETOWN GO STATION AREA SPECIFIC POLICY 6

Notwithstanding Policy H3.4.9 (b), a maximum Floor Space Index (FSI) of 3.35 is permitted for the site and a maximum building height of 12 storeys is permitted for the buildings adjacent to the southern lot line (Buildings 1 & 2) in accordance with Schedule “B” to this amendment, subject to the following:

- a) new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;
- b) any new buildings will not compromise the ability to redevelop any adjacent property;
- c) a high standard of urban design is applied and any new building shall generally conform to the policies set out in Section F2 (Urban Design) of the Town of Halton Hills Official Plan and respond to the applicable Georgetown GO Station Area / Mill Street Corridor urban design guidelines;
- d) façades at street level adjacent to residential buildings shall generally incorporate broad window treatments and/or other architectural features and design elements to maintain an open and interesting pedestrian-friendly environment. Fully blank walls located at street level adjacent to residential uses are discouraged; and,
- e) fully blank walls or any portion of the foundation or underground garage exposed due to grade changes on site, shall be appropriately landscaped to provide a visual buffer or screen.

H3.12.7 GEORGETOWN GO STATION AREA SPECIFIC POLICY 7

a) Main Permitted Uses

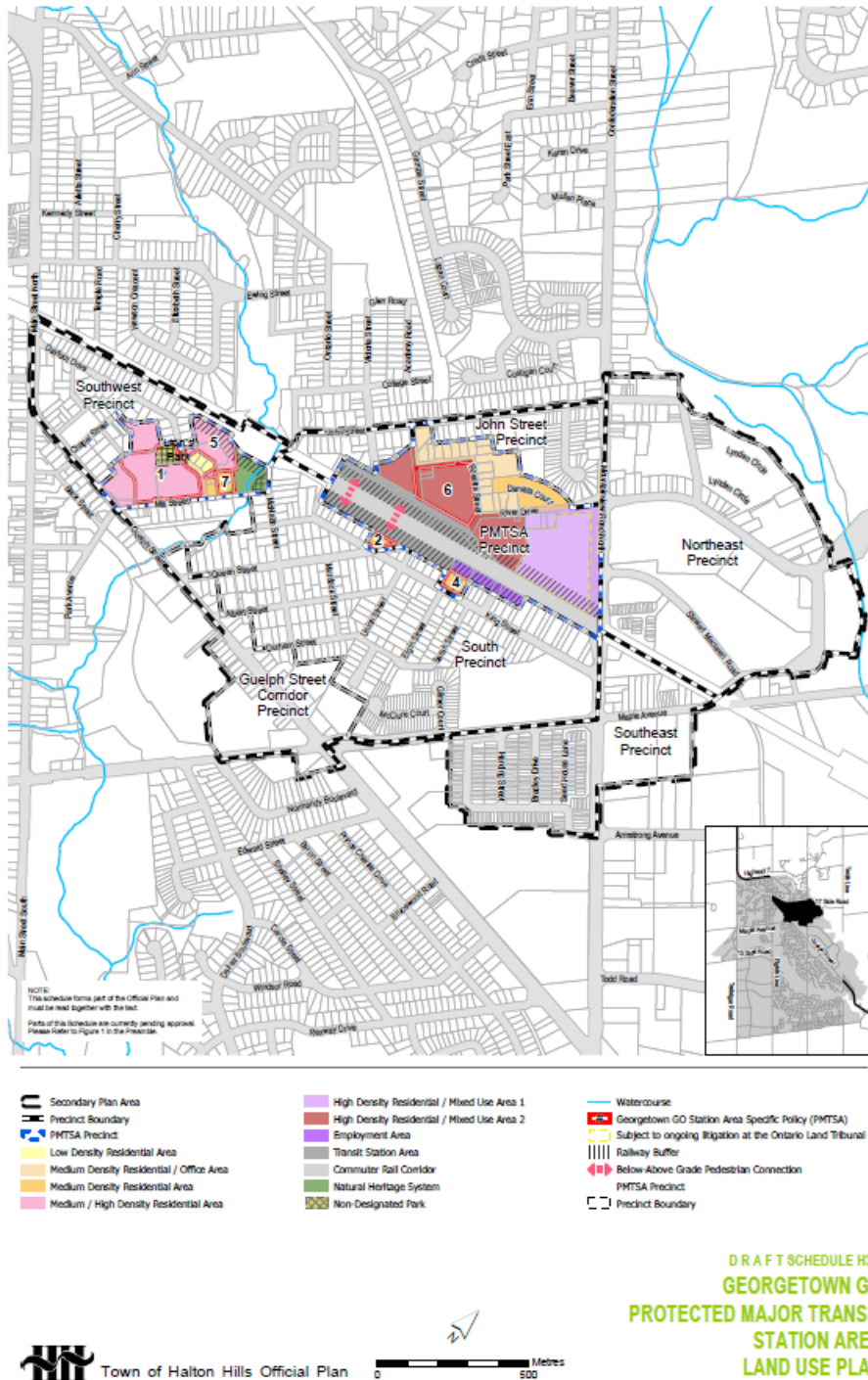
Notwithstanding Policy D1.3.2.2, a maximum of 34 residential dwelling units shall be permitted within the *Medium Density Residential Area* designation on lands identified as Area Specific Policy 7, as shown on Schedule H3 of this Secondary Plan, subject to the following:

- a) until a minimum threshold rental housing vacancy rate of 3% is maintained in the Town in accordance with Policy D1.4.9, a minimum of 12 of the 34 permitted residential dwelling units shall consist of rental housing units.
- b) Density and Height

The minimum density in this area shall be 100 units per net residential hectare.

Part C – The Appendices

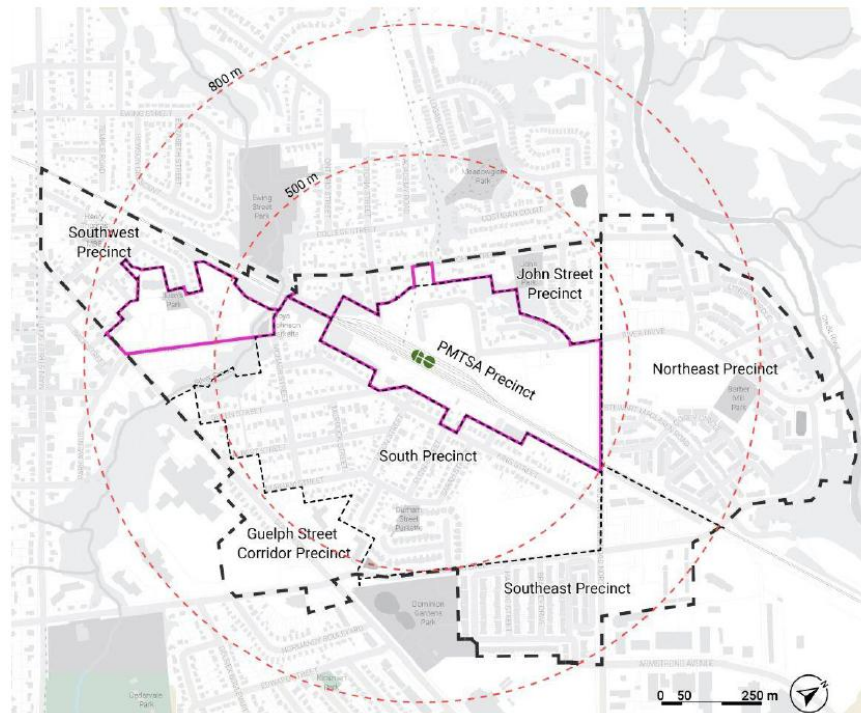
APPENDIX 1 – H3-2 Georgetown GO Protected Major Transit Station Area Land Use Plan



APPENDIX 2 – Map of Georgetown GO Station PMTSA showing 500m and 800m distances from the GO Station

**Precincts
Draft Schedule**

Legend:
Secondary Plan Area
Precinct Boundary
PMTSA Boundary

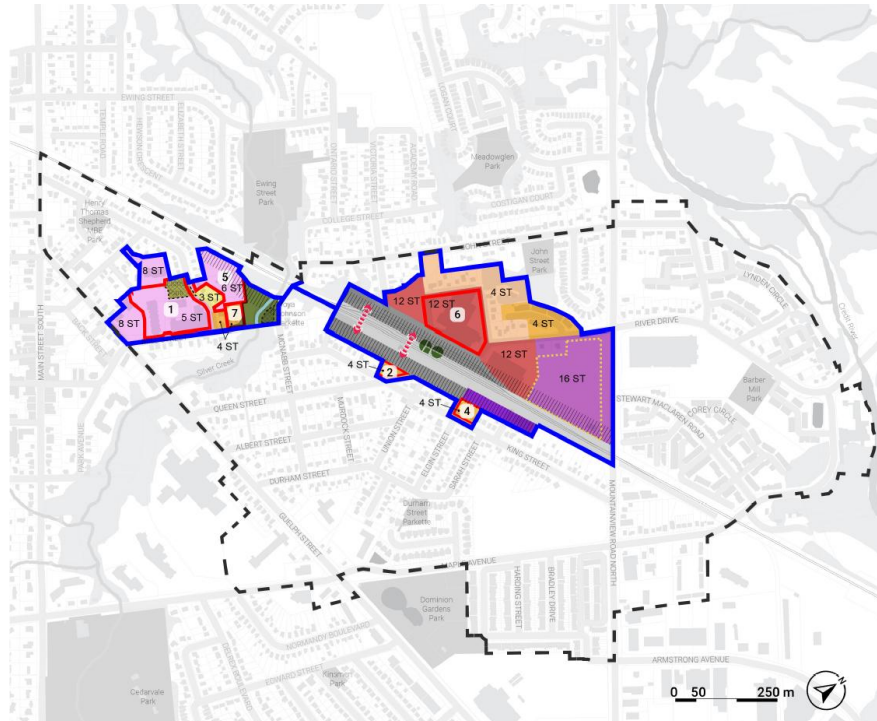


APPENDIX 3 - Map of Georgetown GO Station PMTSA showing Minimum Densities by Land Use

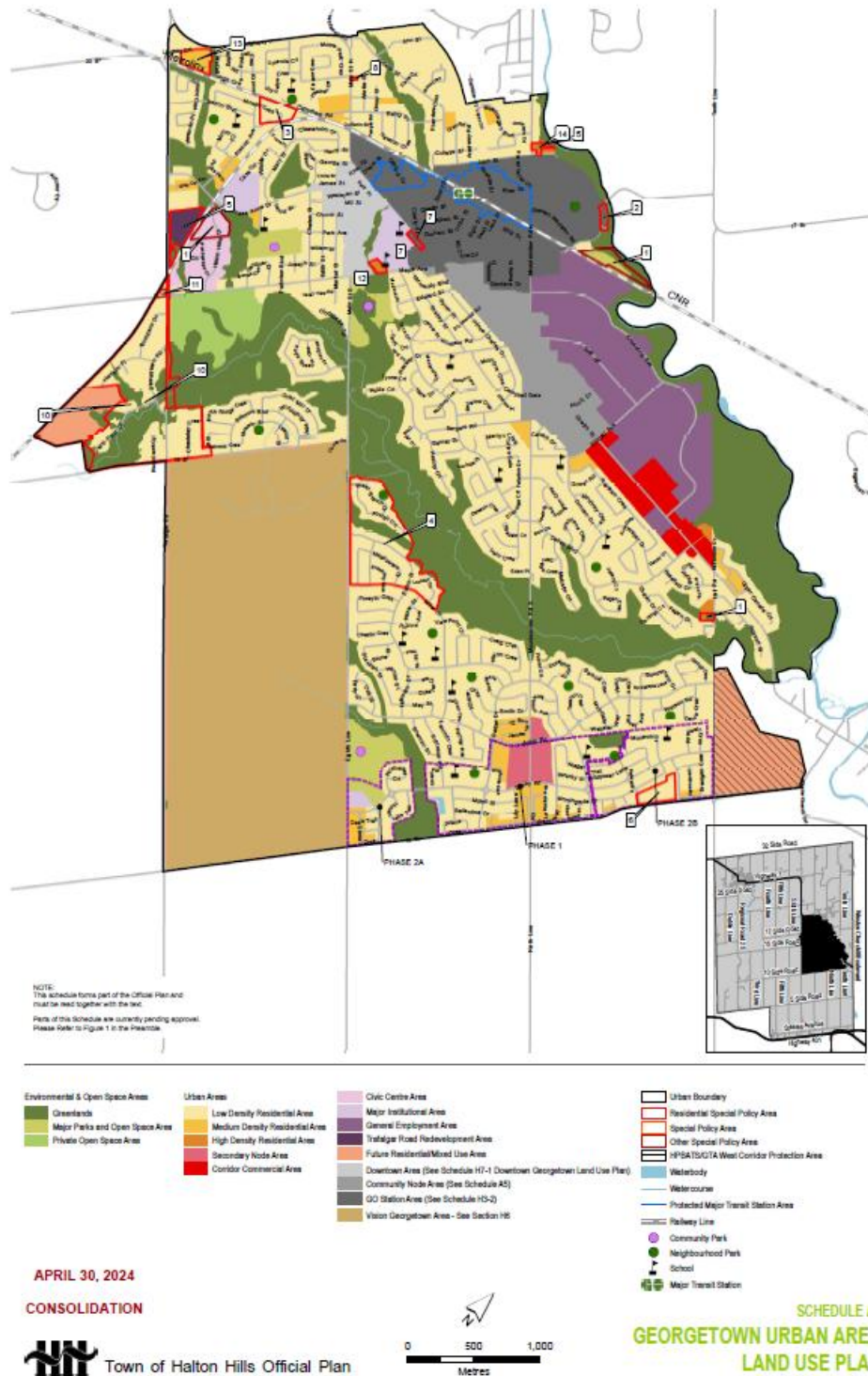
Georgetown GO Protected Major Transit Station Area Land Use Plan Draft Schedule H3-2

Legend:

- Secondary Plan Area
- Precinct Boundary
- PMTSA Precinct
- Low Density Residential Area (20 UPH)
- Medium Density Residential Area (0.5 FSI)
- Medium Density Residential / Office Area (0.8 FSI)
- Medium / High Density Residential Area (1.0 FSI)
- High Density Residential / Mixed Use Area 1 (3.5 FSI)
- High Density Residential / Mixed Use Area 2 (2.5 FSI)
- Employment Area (25 jobs/ha)
- Transit Station Area (0 UPHA)
- Commuter Rail Corridor (0 UPHA)
- Natural Heritage System (0 UPHA)
- Park (0 UPHA)
- Non-Designated Park (0 UPHA)
- Watercourse
- Georgetown GO Station Area Specific Policy
- Subject to ongoing litigation at the Ontario Land Tribunal
- Railway Buffer
- <---> Below/Above Grade Pedestrian Connection



APPENDIX 4 – Schedule A3 Georgetown Urban Area Land Use Plan



APPENDIX 5 – Schedule A3-1 Georgetown Built Boundary and Intensification Areas

