



TOWN OF  
**HALTON HILLS**  
*Working Together Working for You!*

## REPORT

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**TO:** Mayor Bonnette and Members of Council

**FROM:** Ruth Conard, Planner – Development Review

**DATE:** February 2, 2022

**REPORT NO.:** PD-2022-0004

**SUBJECT:** Recommendation Report for proposed Official Plan and Zoning By-law Amendments to allow for a 4-storey, 14-unit affordable housing/assisted living apartment building at 17 Guelph Street (Georgetown)

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### RECOMMENDATION:

THAT Report No. PD-2022-0004, dated February 2, 2022, regarding a “Recommendation Report for proposed Official Plan and Zoning By-law Amendments to allow for a 4-storey, 14-unit affordable housing/assisted living apartment building at 17 Guelph Street (Georgetown)”, be received;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 45, which amends the Town of Halton Hills Official Plan as generally shown on SCHEDULE 4 – OFFICIAL PLAN AMENDMENT, be adopted as an exempt Local Official Plan Amendment and the Zoning By-law Amendment, to amend the Town of Halton Hills Zoning By-law 2010-0050, as amended, as generally shown on SCHEDULE 5 – ZONING BY-LAW AMENDMENT, be approved on the basis that the amendments for the lands municipally known as 17 Guelph Street (Georgetown) are consistent with the Provincial Policy Statement, conform or do not conflict with all applicable Provincial plans, conform with the Region of Halton Official Plan and satisfy the evaluation criteria contained in the Town of Halton Hills Official Plan, and represent good planning for the reasons outlined in Report No. PD-2022-0004, dated February 2, 2022;

AND FURTHER THAT in accordance with Section 34(17) of the Planning Act, no other notice is deemed to be necessary.

## KEY POINTS:

The following are key points for consideration with respect to this report:

- The Town of Halton Hills, as led by Economic Development, Innovation and Culture, initiated Official Plan and Zoning By-law Amendment applications (D09OPA21.003 & D14ZBA21.015) in July 2021 proposing the development of a 4-storey, 14-unit affordable housing/assisted living apartment building at 17 Guelph Street in Georgetown.
- The Statutory Public Meeting for the applications was held on October 4, 2021. Through the application review process the Town received one letter of support from the public and one resident expressed concern with the proposed reduction in parking associated with the project.
- Town staff has completed their review of the applications and development proposal.
- This report is recommending approval of the Town initiated Official Plan and Zoning By-law Amendment applications.

## BACKGROUND AND DISCUSSION:

### 1.0 Location and Site Characteristics:

The subject property, municipally known as 17 Guelph Street, is located on the northeast corner of Guelph Street and Chapel Street in the Urban Area of Georgetown; see **SCHEDULE 1 – LOCATION MAP**. The 0.8 hectare (0.2 ac) property is rectangular in shape and has 20.1 metres (66.0 ft.) of frontage on Guelph Street and 40.5 metres (132.9 ft.) of flankage on Chapel Street. The lands currently contain a 2-storey building that was previously used as a municipal ambulance building; currently it is being used as storage by the Town and Lions Club.

In 2012 Town of Halton Hills Council deemed the lands surplus to the Town's needs. The existing building is intended to be demolished to accommodate the proposed affordable housing/assisted living apartment building.

Surrounding land uses to the subject property include:

|               |  |
|---------------|--|
| To the North: | Single detached dwellings and a 5-storey condominium known as Victoria Gardens further north                             |
| To the East:  | Low density residential uses, Sacre-Coeur Catholic Church and the Amico re-development site currently under construction |
| To the South: | 3-storey residential building and downtown Georgetown further south  |
| To the West:  | St. John's United Church, single detached dwellings and commercial uses  |

### 2.0 Development Proposal:

In June 2019 Council authorized the disposition of the subject property in order to provide affordable housing/assisted living opportunities in Georgetown. Shortly thereafter Halton Region joined the Town as a partner to begin an RFP process (which is currently underway) to identify a third-party to construct a building for this purpose. Under the intended partnership the Town would make the lands available for the use, the Region would fund the creation of the affordable housing/assisted living units and the third-party partner would build, operate and maintain the building.

In July 2021, the Town initiated (through the Economic Development, Innovation and Culture Department) Official Plan and Zoning By-law Amendment applications (File Nos: D09OPA21.003 & D14ZBA21.015) to obtain the land use permissions to facilitate the development of a 4-storey, 14-unit affordable housing/assisted living apartment building; see **SCHEDULE 2 – PROPOSED SITE PLAN**.

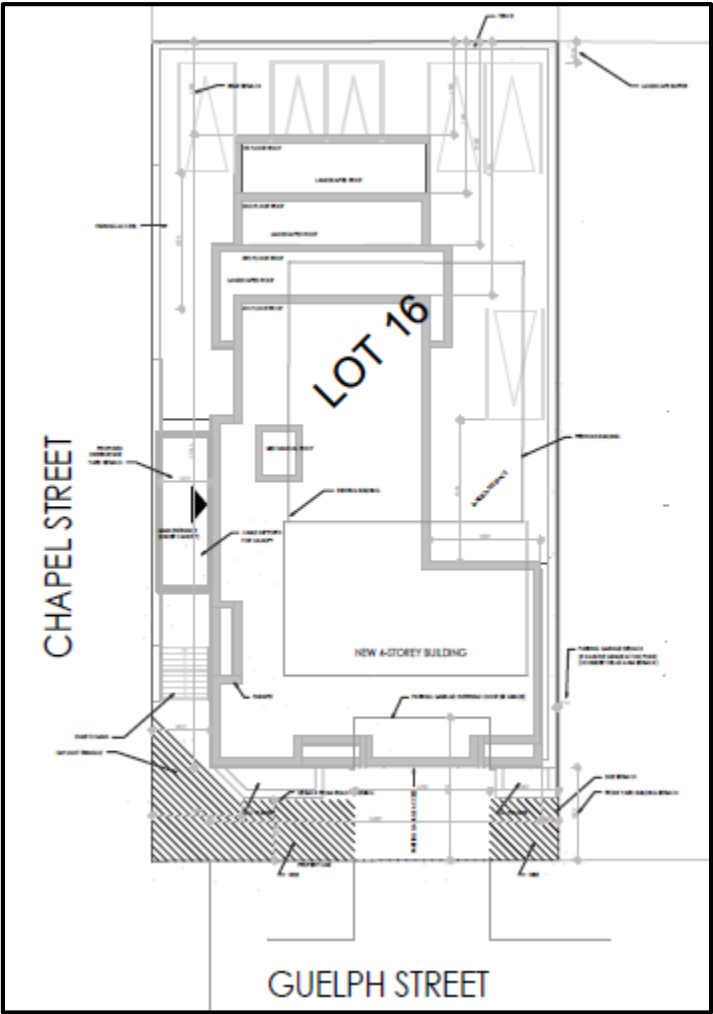


Figure 1: Concept Plan

Further details regarding the proposal are outlined in the table below:

| Design Elements  | Application Proposal  |
|------------------|---|
| Number of Units  | 14 residential units  |
| Height (Storeys) | 4 storeys (14.4 m or 47.2 ft.)  |
| Parking          | 21 spaces - 14 resident, 7 visitor  |
| Vehicular Access | 1 entrance from Guelph Street to an underground parking level<br><br>1 entrance from Chapel Street to surface parking at the rear of the site |
| Amenity Space    | First floor amenity area  |

Updated conceptual renderings of the proposed building have also been prepared for illustrative purposes; see **SCHEDULE 3 – CONCEPTUAL RENDERINGS**.

The Official Plan Amendment seeks to alter the density range allowed under the applicable Medium Density Residential designation (21 to 50 units per net residential hectare) to permit the proposed 14 residential units; see **SCHEDULE 4 – OFFICIAL PLAN AMENDMENT**.

The Zoning By-law Amendment seeks to rezone the property from Institutional (I) to Medium Density Residential One (MDR1) with the following site-specific provisions; see **SCHEDULE 5 – ZONING BY-LAW AMENDMENT**:

- To permit an apartment building (only existing units/buildings are permitted);
- To reduce the minimum required rear yard setback from 7.5 m to 4.5 m;
- To reduce the minimum required interior side yard setback from 7.5 m to 0.8 m;
- To reduce the minimum required exterior side yard setback from 6.0 m to 2.8 m; and,
- To reduce the minimum required parking spaces from 25 spaces to 21.

Should the Official Plan and Zoning By-law Amendments be approved, the proposed development will require the submission of a Site Plan Control application.

### 3.0 Planning Context and Policy Framework:

The purpose of this section is to evaluate the proposed Official Plan and Zoning By-law Amendment applications against the relevant Provincial, Regional and Town policy framework to determine conformity with the applicable policies and guidelines.

#### Provincial Policy Statement:

The 2020 Provincial Policy Statement (PPS) provides broad based policies that promote an appropriate range of housing types that makes efficient use of infrastructure and public services facilities, thus supporting the development of healthy communities. The proposal is required to be consistent with the relevant policies of the PPS in accordance with Section 3 of the Planning Act.

Section 1.1.3 of the PPS identifies Settlement Areas as the focus of growth and development and states that the vitality and regeneration of settlement areas is critical

to the long-term prosperity of our communities. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

As per Section 1.4.3, Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents. Municipalities should establish and implement minimum targets for the provision of housing which is affordable to low and moderate income households.

Planning staff is of the opinion that the proposed Official Plan and Zoning By-law Amendments are consistent with the policies of the 2020 PPS.

#### Growth Plan for the Greater Golden Horseshoe:

The subject lands are part of a larger designated urban area of Georgetown. The Growth Plan contains policies that speak to the provision of a diverse range and mix of housing options to accommodate people at all stages of life and creating an urban form that will optimize infrastructure to support the achievement of complete communities through a more compact built form. As per Section 3 of the Planning Act, the proposal shall conform and not conflict with the Growth Plan.

A major guiding principle of the Growth Plan is to prioritize intensification and higher densities, where appropriate, to make efficient use of land and infrastructure and support transit viability. The Growth Plan encourages intensification generally throughout the delineated built-up area. Section 2.2.2 of the Growth Plan also states that, until the Region of Halton completes its municipal comprehensive review, a minimum of 40 per cent of all residential development occurring annually will be within the delineated built-up area. Once the Region's comprehensive review has been completed, a minimum of 50 per cent of all residential development must be within the built-up area each year.

The Growth Plan also encourages municipalities to provide a diverse range and mix of housing options, including affordable housing and to establish targets for affordable ownership and rental housing (Section 2.2.6).

Planning staff is of the opinion that the proposed development is in conformity with the Growth Plan for the Greater Golden Horseshoe.

#### Region of Halton Official Plan:

The subject lands are designated Urban Area in the 2009 Regional Official Plan (ROP). Section 76 of the ROP establishes that the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with the applicable Local Official Plans and Zoning By-laws.

Section 84 of the ROP states the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs. The ROP also contains a number of policies that support the provision

of assisted and affordable housing, especially within areas where public transit, retail and other facilities are readily accessible, as referenced in Section 86.

Regional staff has confirmed that the application is in conformity with the ROP.

#### Town of Halton Hills Official Plan:

The subject property is included within the boundaries of the Georgetown GO Station Secondary Plan, situated within the Mill Street Corridor Precinct and is designated Medium Density Residential Area. Lands designated Medium Density Residential Area shall develop in accordance with the provisions of Section D1.3.2 of the Official Plan, which permits townhouses, low-rise apartment buildings and long-term care facilities, subject to a maximum height of 4-storeys and a maximum density range of 21-50 units per net residential hectare.

An Official Plan Amendment is required as the proposed 14-unit building represents a density of 172 units per net residential hectare.

Section H3.6.1 of the Secondary Plan outlines the objectives for the Mill Street Corridor Precinct, which includes encouraging the redevelopment of lots on Guelph Street for medium density residential uses.

Section H3.6.3 of the Official Plan also states that in evaluating applications for new development the proposal should demonstrate that the design:

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

Planning staff is of the opinion that the proposed residential development satisfies the intent of Sections H3.6.1 and H3.6.3, as follows:

- The proposed 4-storey building has been designed to be sensitive to the adjacent single detached home to the rear by incorporating terraced step-backs at each level so that it will only be one storey towards the back of the property;

- the renderings of the proposed building illustrate a high level of urban design along Guelph Street to enhance its visual interest and define the street edge;
- the pedestrian experience will be enhanced as a result of the main entrance feature along Chapel Street, the incorporation of landscaping and the appropriate lighting to allow for safe pedestrian access;
- no parking is located between the front of the building and Guelph Street. Surface parking is provided at the rear of the site with access from Chapel Street. Parking is also provided via an underground parking garage that is accessed from Guelph Street;
- all street facing walls contain a combination of windows, doors, access features and additional building articulation to promote good urban design;
- additional landscaping will be provided as directed by the Town's Recreation & Parks Department through the Site Plan approval process; and,
- sustainability measures will be addressed at the detailed design and Site Plan approval stage. The building will be subject to version 3 of the Town's Green Development Standards.

Table D5.1 of the Town's Official Plan also identifies the subject lands as being within the GO Station/Mill Street Area. The intensification targets of the Plan establish a minimum of 1,540 units within the GO Station/Mill Street Area between 2015 and 2031.

In addition to the Mill Street Corridor Precinct policies applicable to the site, Section A2.9 of the Official Plan states that an adequate housing supply and range of housing choices is a primary goal to meet the needs of present and future residents. Objectives outlined in Section A2.9.2 include encouraging the use of surplus Town lands for affordable housing if the site is appropriate for such a use and to support the Region in its responsibilities as a provider and manager of assisted housing.

Additionally, as per Section D1.4.1 of the Official Plan all new development requiring Planning Act approval shall conform to the Urban Design policies (Section F2) of the Official Plan. The objective of the urban design policies is to ensure that urban areas of the Town evolve in a manner that enhances the quality and vibrancy of urban life. It is Council's desire to create and encourage a high-quality built form through good urban design. Staff is satisfied that the design and layout of the proposal generally comply with the urban design objectives of the Official Plan.

For the reasons outlined above, Planning staff is of the opinion that the requested Official Plan Amendment seeking to address the density requirements of the proposed building will allow for the development of the subject property in a manner consistent with the intent of the GO Station Secondary Plan and Official Plan.

#### Town of Halton Hills Zoning By-law:

The subject lands are zoned Institutional (I) under Zoning By-law 2010-0050; the Institutional zone does not permit apartment buildings. In order to permit the proposed

development, the Town initiated Zoning By-law Amendment proposes to rezone the lands to a site-specific Medium Density Residential One (MDR1) zone. The site-specific provisions would alter the MDR1 zone (and general parking provisions) as follows:

| <b>Provision</b>                   | <b>MDR1 Zone (current)</b>  | <b>MDR1 Zone (Site-Specific)</b>   |
|------------------------------------|---|--|
| Permitted Uses                     | A range of residential uses, including triplexes, private home daycares and retirement homes            | Restricted to a maximum of 14 apartment dwelling units   |
| Minimum Rear Yard Setback          | 7.5 metres  | 4.5 metres   |
| Minimum Interior Side Yard Setback | 7.5 metres  | 0.8 m  |
| Minimum Exterior Side Yard Setback | 6.0 metres  | 2.8 metres   |
| Maximum Height                     | 25.0 metres   | 14.4 metres (specifics of the height and massing are controlled by a Schedule in the site-specific by-law) |
| Minimum Parking Space Requirement  | Resident – 1.5 spaces /unit<br>Visitor – 0.25 spaces/unit<br>(25 parking spaces for a 14-unit building) | 21 parking spaces  |

Staff considers the proposal to rezone the property from Institutional (I) to a site-specific Medium Density Residential (MDR1) zone appropriate given that it will implement the Medium Density Residential Area designation applied to the property through the GO Station Secondary Plan. The site-specific provisions will ensure the development of the property is restricted to a maximum of 4-storeys and 14-units, with the setbacks outlined above.

The proposed reduction in the rear yard setback from 7.5 metres to 4.5 metres applies to the first storey only; the building setback increases for each storey thereafter due to the proposed step-backs. For example, the second storey rear yard setback is 7.4 metres and the third storey rear yard setback is 10 metres, which exceeds the requirement in the Zoning By-law.

With regards to the interior side yard setback, it is proposed that the minimum requirement be reduced from 7.5 metres to 0.8 metres. However, the reduction will only apply to the portion of the building fronting Guelph Street. The 'L' shape of the building provides a 6.3 metre setback towards the interior and rear of the site, which delivers a suitable relationship with the abutting properties. It should be noted that the current ambulance building is already deficient, having an existing interior side yard setback of 1.45 metres.

A reduction to the exterior side yard setback (Chapel Street) from 6.0 metres to 2.8 metres is proposed to help provide a defined street edge and a pedestrian friendly



streetscape. The building has been located closer to Chapel Street where the main entrance is situated.

The proposed parking reduction from 25 spaces to 21 spaces has been considered by Town Transportation staff and determined to be sufficient. At least 1 parking space will be assigned to each unit with the additional spaces being available for visitor and accessible parking (1 space).

Through the Zoning By-law Amendment, a new 'H' Holding Provision is required to be applied to the site in order to ensure water allocation (8 SDE) is provided as part of the Site Plan approval process, and that a Ministry of Environment, Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC) is received to the satisfaction of Halton Region.

For the reasons outlined above, Town staff are recommending approval of the proposed site-specific Zoning By-law Amendment.

#### 4.0 Department and Agency Comments:

The proposed development was circulated to Town departments and external agencies for review and comment, with the most recent circulation occurring in November 2021. Staff from various departments and agencies have completed their review of the proposed development and have indicated that they have no concerns or objections to the proposed Official Plan and Zoning By-law Amendments.

Comments flagged in the September 9, 2021, Public Meeting Report pertaining to the request for additional information, questions about amenity space and landscaping have all been addressed to staff's satisfaction or will be resolved as part of the required Site Plan approval process.

#### 5.0 Public Comments:

The proposed Official Plan and Zoning By-law Amendments were presented to the Public by way of Report No. PD-2021-0056 through a Statutory Public Meeting on October 4, 2021. The public did not ask any questions or express any views with respect to the development proposal at the meeting.

Since the October 4<sup>th</sup> public meeting, staff received one letter of support for the proposal from St. John's United Church located across Chapel Street. Also, one member of the public has expressed concern about the reduction in parking from the required 25 spaces to 21 and questioned how Town Transportation staff concluded that the reduction is sufficient for the proposed development.

#### ***Staff Response:***

Town staff conducted a detailed analysis to determine the number of on-site parking spaces considered sufficient for the proposed development. Findings of the analysis determined that the building's parking demand is forecasted to range from 16 to 17

parking spaces. Therefore, the proposed 21 parking spaces is expected exceed the on-site parking demand and should not create any additional pressures for on-street parking in the neighbourhood. In addition, on-site bicycle parking spaces for the building's residents will be provided.

#### **STRATEGIC PLAN ALIGNMENT:**

This report aligns to the Town's Strategic plan recognizing the value to achieve sustainable growth to ensure that growth is managed so as to ensure a balanced, sustainable, well planned community infrastructure and services to meet the needs of its residents and businesses.

This report also identifies shaping growth as one of the Town's Strategic priorities.

#### **RELATIONSHIP TO CLIMATE CHANGE:**

This report impacts and/or helps address climate change and the Town's Net Zero target through climate mitigation.

#### **PUBLIC ENGAGEMENT:**

Public Engagement has been conducted as follows: A Statutory Public Meeting was held on October 4, 2021. This meeting fulfilled the requirements for public participation under the Planning Act, and provided for Transparency, Notification and Participation, as defined in the Town's Public Engagement Charter.

#### **INTERNAL CONSULTATION:**

Planning staff have consulted with the appropriate Town departments and external agencies including Halton Region in preparation of this report.

**FINANCIAL IMPLICATIONS:**

This report is administrative in nature and does not have any financial implications.

Reviewed and approved by,

Jeff Markowiak, Director of Development Review

John Linhardt, Commissioner of Planning and Development

Chris Mills, Chief Administrative Officer