



## REPORT

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

**FROM:** Greg Macdonald – Senior Planner, Development Review

**DATE:** March 16, 2022

**REPORT NO.:** PD-2022-0020

**SUBJECT:** Public Meeting for proposed Official Plan and Zoning By-law Amendments to permit the development of a 6-storey, 155-unit condominium at 12, 22 and 24 Dayfoot Drive (Georgetown)

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### RECOMMENDATION:

THAT Report No. PD-2022-0020, dated March 16, 2022, regarding “Public Meeting for proposed Official Plan and Zoning By-law Amendments to permit the development of a 6-storey, 155-unit condominium at 12, 22 and 24 Dayfoot Drive (Georgetown)”, be received;

AND FURTHER THAT all agency and public comments be referred to staff for further report regarding the disposition of this matter.

### KEY POINTS:

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

- Neuhaus Developments has submitted applications for an Official Plan and Zoning By-law Amendment proposing the development of a 6-storey, 155-unit condominium at 12, 22 and 24 Dayfoot Drive (Georgetown).
- To date, Town and external agency staff have identified comments regarding parking, natural heritage protection/compensation and urban design.
- As of the date of this report, staff has received one resident inquiry pertaining to potential traffic impacts associated with the proposal.
- The purpose of the Public Meeting is to obtain comments and feedback from the community. Any comments received will be thoroughly reviewed, evaluated, and included in the Final Recommendation Report to Council at a later date.

## **BACKGROUND AND DISCUSSION:**

The Town has received Official Plan and Zoning By-law Amendment applications proposing the development of a 6-storey, 155-unit condominium at 12, 22 and 24 Dayfoot Drive in Georgetown.

### 1.0 Location & Site Characteristics

The consolidated subject lands, municipally known as 12, 22 and 24 Dayfoot Drive, are located in Georgetown, north of Dayfoot Drive, west of Mill Street and immediately south of the Canadian National Railway (CNR) right-of-way; see **SCHEDULE 1 – LOCATION MAP**. The lands have an approximate area of 1 hectare (0.4 acres) with approximately 24.5 metres (80.0 ft.) of frontage on Dayfoot Drive (at 12 Dayfoot Drive) and an additional 9.2 metres (30.0 ft.) of frontage at the location of the existing driveway entrance for 22 & 24 Dayfoot Drive.

The lands currently contain a single detached dwelling at 12 Dayfoot Drive and another single detached dwelling at 22 Dayfoot Drive, which would both be demolished in order to accommodate the proposed development. The remainder of the lands are vacant and vegetated to varying degrees with woodlands and thickets. Surrounding land uses to the subject lands include:

- To the North: Canadian National Railway (CNR) right-of-way
- To the East: Two-storey apartment building and a triplex (located on a site subject to OPA/ZBA applications currently seeking to build a 6-storey apartment building), Town owned open space and single detached dwellings
- To the South: Single detached dwellings (north side of Dayfoot Drive) and the Amico redevelopment site (former Memorial Arena lands) under construction on the south side of Dayfoot Drive
- To the West: Single detached dwellings

### 2.0 Development Proposal

On December 14, 2021, the Town deemed complete Official Plan and Zoning By-law Amendment applications (File No(s). D09OPA21.004 and D14ZBA21.018) submitted by 2661426 Ontario Inc. (Neuhaus Developments), through their agent Evans Planning Inc. (the Applicant). The applications are seeking to obtain the necessary land use approvals to develop a 6-storey, 155-unit condominium; see **SCHEDULE 2 – PROPOSED SITE PLAN & RENDERINGS**.

Further details about the development are outlined below:

| Design Elements         | Application Proposal   |
|-------------------------|--|
| Gross Floor Area        | 14,259 sq. m (153,483 sq. ft)  |
| Number of Units         | 155 residential units (combination of 1, 2 and 3 bedroom units)  |
| Height                  | 6-storeys (27 m)   |
| Parking                 | 202 spaces (~1.30 spaces per unit) consisting of: <ul style="list-style-type: none"> <li>• 171 resident spaces (1.10 spaces/unit) split between surface parking and a one-storey underground garage</li> <li>• 31 visitor spaces (0.20 spaces/unit) provided through surface parking</li> </ul> <p>60 long term bicycle storage spaces are also proposed</p> |
| Vehicular Access Points | 2 accesses from Dayfoot Drive: <ul style="list-style-type: none"> <li>• western access (12 Dayfoot Dr.) for surface parking and a moving area</li> <li>• eastern access for the underground garage and loading/waste collection area</li> </ul>  |
| Amenity Area            | Interior and exterior amenity areas including a children's play area, seating areas, 4 <sup>th</sup> storey rooftop amenity space, terraced gardens with pathways and private balconies.   |

The proposed overall site concept plan and a conceptual building elevation are provided for illustrative purposes. See Figures 1 and 2 below:

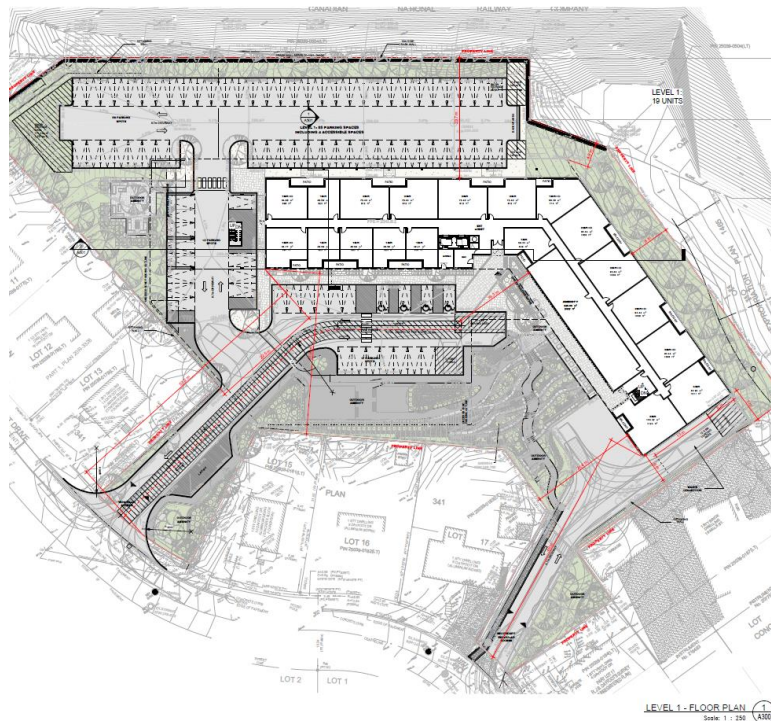


Figure 1



Figure 2

Under the Town's Official Plan the portion of the subject lands at 22 and 24 Dayfoot Drive are designed "Medium/High Density Residential Area" which permits a residential building up to 5 storeys and a density of 35 to 75 units per net residential hectare. An Official Plan Amendment is proposed to establish a Site Specific Policy Area to allow an increase in height to 6 storeys and density of 165 units per hectare. The amendment also proposes to redesignate 12 Dayfoot Drive from "Low Density Residential Area" to "Medium/High Density Residential Area" and to incorporate the property into the same Site Specific Policy Area noted above; see **SCHEDULE 3 – DRAFT OFFICIAL PLAN AMENDMENT**.

The proposed Zoning By-law Amendment seeks to rezone the consolidated site from the Low Density Residential One (LDR1-2) Zone to a site-specific High Density Residential (HDR) Zone with the following special provisions, as identified in **SCHEDULE 4 – DRAFT ZONING BY-LAW AMENDMENT**:

- increase the maximum permitted building height from 25 m to 27 m;
- increase the maximum number of dwelling units permitted from 100 units per 1.0 hectare of lot area to 165 units per 1.0 hectare of lot area;
- modify various interior side yard and rear yard setback requirements to address special setback provisions that vary based on the height of the building;
- reduce the minimum setback from a railway right-of-way from 30 m to 20 m;
- reduce the minimum combined parking requirement from 1.75 spaces per unit (271 spaces) to 1.30 spaces per unit (202 spaces); and,
- other miscellaneous modifications to address architectural encroachments and rooftop design.

A list of reports and drawings submitted in support of the applications is attached as **SCHEDULE 5 – SUBMISSION MATERIALS** to this report.

Should the Official Plan and Zoning By-law Amendment applications be approved the proposed building would require the submission of a Site Plan Control application.

### 3.0 Planning Context

In Ontario, when reviewing applications looking to amend local Official Plans and/or Zoning By-laws, development proposals are expected to conform with and meet the intent of applicable Provincial, Regional and Municipal policy documents. This section discusses the relevant policy framework that applies to the subject site and proposal.

#### Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides broad based policies that promote an appropriate range of housing types that make efficient use of infrastructure and public service facilities, thus supporting the development of healthy communities. 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 economic prosperity of our communities.

The proposal is required to be consistent with the relevant policies of the PPS in accordance with Section 3 of the Planning Act.

#### Growth Plan for the Greater Golden Horseshoe

The subject lands are part of a larger designated urban area in Georgetown. The 2019 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. A major guiding principle of the Growth Plan is to prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.

More specifically, the subject lands are located within a Major Transit Station Area. The 2019 Growth Plan states that within all major transit station areas, development will be supported by planning for a diverse mix of uses, including additional residential units and that alternative development standards should be considered.

As per Section 3 of the Planning Act, the proposal shall conform and not conflict with the Growth Plan.

#### Region of Halton Official Plan

The lands are designated Urban Area (Georgetown) 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 shall be in accordance with local Official Plans and Zoning By-laws.

The subject lands are also identified as being within a Strategic Growth Area (as a Major Transit Station Area) under the ROP. As per Section 79 of ROP, it is the policy of the Region to direct development with higher densities and mixed uses to these areas.

## Town of Halton Hills Official Plan

The subject site is included within the boundaries of the GO Station Secondary Plan and situated within the Mill Street Corridor Precinct. Most of the lands (22 & 24 Dayfoot Drive) are designated “Medium/High Density Residential Area”; the portion of the lands consisting of 12 Dayfoot Drive is designated “Low Density Residential Area”.

Section H3.6.4 of the Official Plan provides the land use policies for the “Medium/High Density Residential Area” designation. Within this designation a range of residential uses are permitted, including apartment buildings, at a density range of 35 to 75 units per net residential hectare and up to a maximum height of 5 storeys. The proposed development is a 6-storey, 155-unit condominium, which requires a site-specific Official Plan Amendment to allow for the requested increase in density to approximately 165 units per hectare and an increase in maximum height from 5 to 6 storeys.

The “Low Density Residential Area” designation does not permit apartment buildings; therefore an Official Plan Amendment is required to redesignate 12 Dayfoot Drive to “Medium/High Density Residential Area” and incorporate the property into the site specific designation being requested for 22 & 24 Dayfoot Drive.

Section H3.6.1 of the Secondary Plan outlines the objectives for the Mill Street Corridor Precinct, which includes encouraging the redevelopment of larger lots in appropriate locations for medium and/or high density residential uses that are compatible with the surrounding area. In addition, Policy H.3.6.4(d) provides direction on how to consider compatibility with surrounding uses when evaluating new development through the site plan process. It is required that plans and three-dimensional computer models be submitted to demonstrate that the design of the development minimizes height and massing impacts on existing, adjacent low density residential areas.

Finally, the Georgetown GO Station/Mill Street Corridor Area (a Major Transit Station Area) is identified as an intensification area for the Town of Halton Hills. Intensification Areas are to provide the focus for much of the majority of intensification within the Built-up Areas; are to be transit-supportive; and should reduce reliance on the automobile. Table D5.1 provides an intensification target of a minimum of 1,540 units within the GO Station/Mill Street Area between 2015 and 2031. It should be noted that the Town has initiated an update to the GO Station Secondary Plan in order to bring the plan into conformity with the Growth Plan and the Region of Halton Official Plan (subject to the final growth concept approval).

## Town of Halton Hills Zoning By-law

The subject site is zoned Low Density Residential One (LDR1-2) under Zoning By-law 2010-0050, as amended. The LDR1-2 zone does not permit apartment buildings; therefore, a Zoning By-law Amendment is required. The Applicant is proposing to rezone the lands to a site-specific High Density Residential (HDR) Zone to facilitate the proposed development.

It should be noted that the Mature Neighbourhood (MN) designation also applies to 12 Dayfoot Drive.

#### 4.0 Department and Agency Circulation Comments

The Official Plan and Zoning By-law Amendment applications were circulated to Town departments and external agencies for review. The below sections outline the comments, issues and concerns identified by staff to date.

##### Recreation & Parks

- Additional detail should be provided on the Woonerf driveway (a design for traffic calming that incorporates shared pedestrian and vehicular space) proposed for the eastern access to demonstrate more clearly its functionality as a shared driveway.

##### Engineering

- Engineering requires a number of revisions to the documents submitted in support of the proposal, including those pertaining to noise and vibration, stormwater management and civil engineering before staff are able to ensure site functionality with respect to engineering considerations.

##### Transportation

- Staff has concerns with the proposed combined parking ratio of 1.30 spaces per unit as it is lower than other parking ratios recently approved in Town. The Parking Assessment (contained within the TIS) offers insufficient justification to allow staff to consider the reduction in parking.
- Amendments to the TIS are also required to ensure Active Transportation Infrastructure along with required road capacity are adequately addressed with the proposed development.

##### Planning

- Staff continue to evaluate the proposed massing and architectural design of the building to ensure it satisfies the urban design objectives of the GO Station Secondary Plan and Town's Official Plan.
- There are discrepancies between the proposed development as depicted in the drawings and reports compared to the details set out in the proposed Official Plan and Zoning By-law provisions pertaining to number of units, setbacks, encroachments, etc. that will need to be resolved as part of the next submission.

##### Region of Halton

- The Region of Halton requires revisions to certain documents submitted in support of the proposal, including the Environmental Site Assessment and Functional Servicing & Well Suveying reports.

##### Credit Valley Conservation Authority (CVC)

- CVC requires revisions to certain documents submitted in support of the proposal pertaining to groundwater recharge, Low Impact Development measures, and the Environmental Impact Study (regarding further review of woodland features and

submission of an enhancement plan to demonstrate an ecological gain to the watershed).

- A CVC Permit will be a future requirement prior to any development of the subject lands.

#### Canadian National Railway (CNR)

- CNR continues to review the submitted Noise and Vibration Assessment and Storm Water Management Report.
- The Applicant must have the Railway Crashwall Design Report peer reviewed by CNR's peer review consultant.

#### 5.0 Public Comments

As of the date of this report, Planning staff have received one email from a local resident whom asked questions of possible traffic related impacts. Staff advised the resident that additional analysis of and amendments to the Traffic Impact Study (TIS) are required as part of a future resubmission.

The purpose of the Public Meeting is to obtain additional comments and feedback from the community. Any additional comments received from the public will also be reviewed, evaluated, and included in the final Recommendation Report to Council.

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

This report is administrative in nature and does not have an impact on the Town's Strategic Plan.

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

This report is administrative in nature and does not directly impact or address climate change and the Town's Net Zero target.

#### **PUBLIC ENGAGEMENT:**

Public Engagement has been conducted as follows:

- |                    |  |
|--------------------|--|
| December 17, 2021: | Sign posted on the subject lands explaining the purpose of the applications                            |
| December 20, 2021: | Notice of Received Application was mailed out to all property owners within 120 m of the subject lands |
| March 17, 2022:    | Notice of Public Meeting published in the Independent & Free Press                                     |



March 18, 2022: Public Meeting Notice mailed out to property owners within 120 m of the subject lands

April 7, 2022: Courtesy Notice of Public Meeting to be published in the Independent & Free Press

**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