



REPORT

TO: Mayor Lawlor and Members of Council

FROM: John McMulkin, Senior Planner – Development Review

DATE: January 31, 2023

REPORT NO.: PD-2023-0008

SUBJECT: Public Meeting for proposed Official Plan and Zoning By-law Amendments to permit one 8-storey and two 12-storey residential condominium buildings containing 640 units at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown)

RECOMMENDATION:

THAT Report No. PD-2023-0008, dated January 31, 2023, regarding the “Public Meeting for proposed Official Plan and Zoning By-law Amendments to permit one 8-storey and two 12-storey residential condominium buildings containing 640 units at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown)”, be received;

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

KEY POINTS:

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

- 1 Rosetta Street (Halton Hills) GP Ltd. (the Applicant) has submitted Official Plan and Zoning By-law Amendment applications proposing the development of one 8-storey and two 12-storey residential condominium buildings containing a total of 640 units at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown).
- To date, Town and external agency staff have identified concerns with the proposal, which include possible shadowing and visual impacts, relationship of the buildings to the street, pedestrian connectivity, parking, vehicular access and additional noise/vibration information that must be addressed prior to staff providing any recommendation to Council regarding the applications.
- As of the date of this report, one letter of objection has been received from a resident in the neighbourhood. The identified concerns relate to traffic, pedestrian safety, shadowing, privacy, impacts from railway operations, construction impacts and adequacy of existing facilities and infrastructure.

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

BACKGROUND AND DISCUSSION:

The purpose of this report is to advise Council and the public that the Town has received Official Plan and Zoning By-law Amendment applications seeking to obtain the necessary approvals to permit the development of one 8-storey and two 12-storey residential condominium buildings containing a total of 640 units at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown). The proposal also includes two levels of underground parking and an interior park.

1.0 Location & Site Characteristics

The subject lands are an assembly of three parcels bounded by Rosetta Street, Caroline Street, Saint Michaels Street and River Drive and located within the Georgetown GO Station neighbourhood; see **SCHEDULE 1 – LOCATION MAP**. The lands have an approximate area of 1.43 hectares (3.55 acres) and contain frontage along these streets in addition to a lane to the south providing access to the GO Station.

1 Rosetta Street (the largest of the three parcels) is occupied by a 2-storey multi-unit industrial building and 6 & 8 Saint Michaels Street are each occupied by a 1-storey single detached dwelling. All three buildings are intended to be demolished to accommodate the proposed development.

Surrounding land uses to the subject site include:

To the North: Single detached dwellings, a trailhead to the Wildwood Trail off John Street and Meadowglen Park

To the East: Single detached, townhouse and other multi-unit dwellings, a commercial self-storage facility, open space and John Street Park

To the South: Railway tracks, Georgetown GO Station and single detached dwellings

To the West: Georgetown GO Station parking lot, single detached and multi-unit dwellings, Silver Creek and Ewing Street Park

2.0 Development Proposal

On July 29, 2022, the Town deemed complete Official Plan and Zoning By-law Amendment applications (File No(s). D09OPA22.003 & D14ZBA22.006) submitted by IBI Group (the Agent) on behalf of 1 Rosetta Street (Halton Hills) GP Ltd. (the Applicant). The applications seek to obtain the necessary land use approvals to allow

for the development of one 8-storey (Building 3) and two 12-storey (Buildings 1 & 2) residential condominium buildings containing a total of 640 units; see **SCHEDULE 2 – PROPOSED SITE PLAN & BUILDING ELEVATIONS** and **SCHEDULE 3 – CONCEPTUAL RENDERINGS**.

Buildings 1 & 2 are located on the south and west sides of the site and are proposed to be connected via a 2-storey centralized lobby with residential units above. Building 3 is located on the east side of the site in a north-south orientation. The proposal includes two levels of underground parking and one partial level above ground under Buildings 1 & 2, which forms part of the required crash wall adjacent to the rail corridor. An interior park consisting of a playground, splash pad and landscaped open space is also proposed to be provided, which the Applicant has noted will be privately owned and operated but will be available for the public and surrounding area for use. Further details regarding the proposed development are outlined in the table below:

Design Elements	Application Proposal
Number of Units	640 residential condominium units
Number of Storeys and Height	Building 1 – 12 storeys (39.8 metres) Building 2 – 12 storeys (39.8 metres) Building 3 – 8 storeys (27.6 metres)
Private Outdoor Amenity Area (Terraces and Balconies)	7,006 m ²
Public Outdoor Amenity Area (Interior Park)	1,510 m ²
Vehicular Access	2 entrances (1 from Rosetta St.; 1 from Caroline St.)
Vehicular Parking	707 spaces consisting of: <ul style="list-style-type: none"> • 643 resident spaces • 64 visitor spaces
Bicycle Parking	472 spaces

The Applicant has noted that the proposed unit mix provides for a range of 1 to 3-bedroom units planned to accommodate a wide demographic of household types. The proposed unit composition for the residential buildings is detailed in the table below:

Unit Typology	Building 1 12-Storey	Building 2 12-Storey	Building 3 8-Storey	Total
1 bedroom	50 units	57 units	37 units	144 units
1 bedroom + den	135 units	131 units	80 units	346 units
2 bedroom	32 units	14 units	14 units	60 units
2 bedroom + den	22 units	24 units	14 units	60 units
3 bedroom	11 units	12 units	7 units	30 units
Total	250 units	238 units	152 units	640 units

The Applicant has provided a site plan and 3D rendering of the proposed residential development for illustrative purposes; see Figure 1 and Figure 2 below:

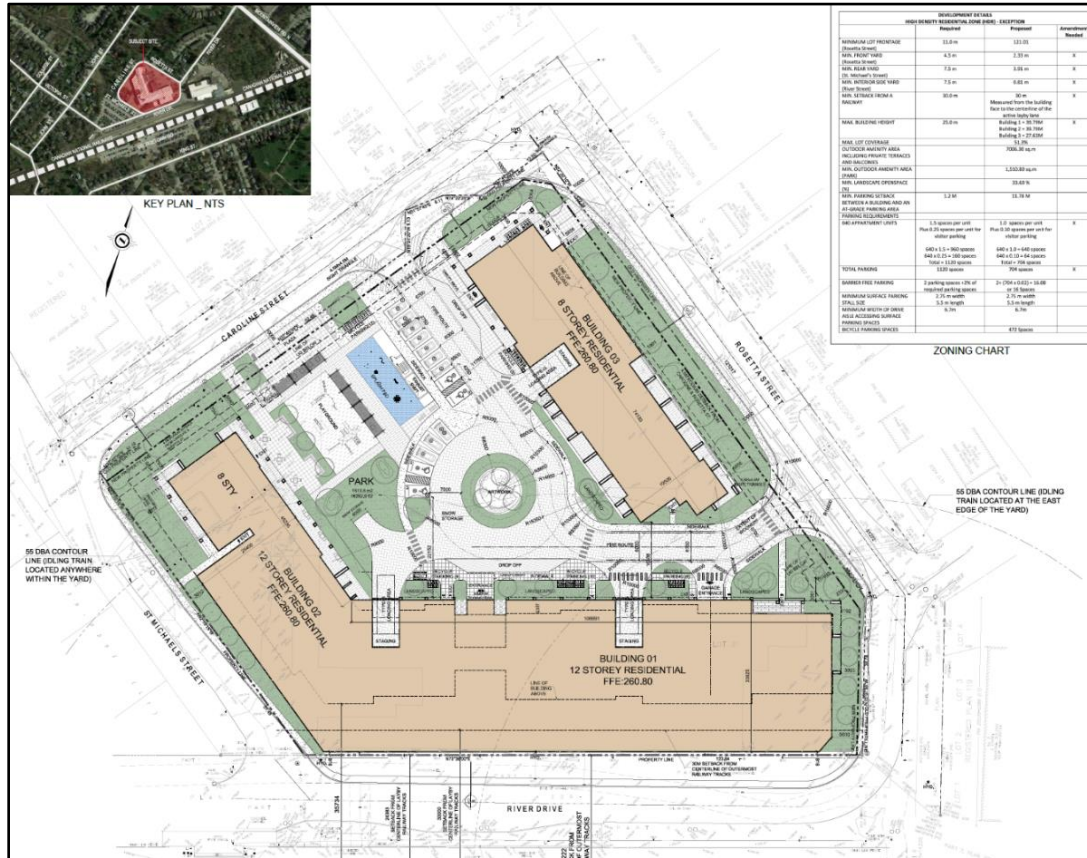


Figure 1



Figure 2

To facilitate the proposed development the Official Plan Amendment seeks to apply a site-specific Special Policy Area to the property's existing High Density Residential/Mixed Use Area 2 designation to permit a maximum Floor Space Index (FSI) of 3.4 and allow Buildings 1 and 2 to develop at 12 storeys; see **SCHEDULE 4 – DRAFT OFFICIAL PLAN AMENDMENT**. The proposed site-specific policies include new development and redevelopment policies to guide proposals for new development or redevelopment on the lands.

The proposed Zoning By-law Amendment seeks to rezone the site from Development (D) to a site-specific High Density Residential (HDR) zone with special provisions, subject to a Holding (H) Provision; see **SCHEDULE 5 – DRAFT ZONING BY-LAW AMENDMENT**. The special provisions include:

- increase the maximum height from 25 metres to 41 metres (12 storeys) for Buildings 1 & 2 and 29 metres (8 storeys) for Building 3;
- increase the maximum permitted density from 100 units per 1.0 hectare of lot area to 500 units per 1.0 hectare of lot area;
- reduce the minimum front yard setback from 4.5 m to 2.3 m (Rosetta St);
- reduce the minimum rear yard setback from 7.5 m to 3.9 m (Saint Michaels St);
- reduce the minimum interior side yard setback from 7.5 m to 0.8 m (River Dr);
- reduce the minimum exterior side yard setback from 6.0 m to 5.9 m (Caroline St);
- remove the minimum setback from an interior side lot line or rear lot line for buildings that have a height greater than 13.4 metres;
- reduce the minimum drive aisle width from 6.7 metres to 6.0 metres;
- reduce the minimum parking requirement from 1.5 spaces per unit plus 0.25 spaces for visitors to 1.0 space per unit plus 0.1 spaces for visitors; and
- reduce the minimum required railway setback from 30 metres from the railway right-of-way to 30 metres from the centerline of the railway active layby lane.

The conditions for the removal of the Holding (H) Provision include:

- Approval of a Site Plan application and execution of a Site Plan Agreement in accordance with Section 41 of the Planning Act, for any future development;
- The Town of Halton Hills and the Region of Halton being satisfied that the subject site has received the necessary servicing allocation (SDE). A Water Usage and Sanitary Discharge Report shall be submitted to the Region of Halton for review; and
- Approval by Town Administration of a Construction Management Plan.

A list of reports and drawings submitted by the proponent in support of the applications is attached as **SCHEDULE 6 – SUBMISSION MATERIALS** to this report.

Should the Official Plan and Zoning By-law Amendment applications be approved, the proposed buildings 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 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 the 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 Regional Official Plan (ROP) as recently amended by ROPA 48 and 49. 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.

Under the ROP the property is also located within the Georgetown GO Station Major Transit Station Area (MTSA), as defined through ROPA 48. MTSA's are areas within a 500 to 800 metre radius of a major transit station that are intended to function as an important Strategic Growth Area and be developed as higher density, mixed-use communities; Section 81 contains a range of policies applicable to MTSA's.

Town of Halton Hills Official Plan

The subject site is included within the boundaries of the Georgetown GO Station Area Secondary Plan and situated within the North Precinct. It is the objective of the North Precinct to encourage intensification and redevelopment of existing brownfield lands immediately adjacent to the railway corridor for high density residential uses.

Under the Secondary Plan the property is designated “High Density Residential/Mixed Use Area 2” which allows apartment dwellings and mixed-use buildings. With respect to density and height, a minimum Floor Space Index (FSI) of 1.8 and a maximum FSI of 2.0, with a maximum height of 8 storeys, is permitted. However, the maximum density and height may be further increased through the development process to a maximum FSI of 2.5 and height of 12 storeys for some portions of the site, subject to the provision of a significant public benefit (as per Section H3.5.5 c) and Section G4.3.1 of the OP) and that the Town is satisfied there will be no significant impact on the surrounding area. As per Schedule H3, the site is also identified as a Redevelopment Site, which is intended to acknowledge the opportunity for significant redevelopment to occur, subject to careful attention given to:

- i) The relationship between the proposed new development and existing, adjacent Low Density Residential Areas to minimize potential height and massing impacts and to protect privacy;
- ii) The relationship of the proposed new development in the North Precinct to the Secondary Plan area as a whole, and surrounding lands generally, taking into account the topography of the area;
- iii) The relationship of the buildings to the street to ensure that the development form reinforces the streetscape with the front entrance oriented to the street, and allows for suitable sidewalk and boulevard widths for pedestrian use and the placement of streetscape amenities; and
- iv) The relationship of adjacent buildings to the rail corridor to minimize noise and vibration impacts.

In this regard, massing strategies such as the stepping down of buildings to buildings of lower density and the use of two or three storey base podiums, with increased setbacks for storeys above the podium, rather than “slab” building forms, will be employed to minimize impacts, overlook, shadowing and high wind speeds. Section H3.3.6 also provides further guidance pertaining to urban design, public realm and landscape expectations.

Section H3.3.7 also indicates that where redevelopment is proposed in the North Precinct, the Town will work with the proponent and GO Transit to develop a parking strategy which may include the reduction of parking requirements based on a parking analysis, taking into consideration specific factors pertaining to impacts to the area and GO Station.

The proposed Official Plan Amendment application seeks to increase the maximum allowable FSI on the property to 3.4 and allow Buildings 1 and 2 to develop at 12 storeys.

It should be noted that the Georgetown GO Station Area Secondary Plan is currently undergoing a review and update to address changes in provincial, regional and local policies since its adoption in 2010. The review is expected to be completed in the first half of 2024.

Town of Halton Hills Zoning By-law

The subject site is zoned Development (D) under Zoning By-law 2010-0050, as amended. The Development (D) zone only permits uses that legally existed as of the effective date of the By-law (i.e., 2010). Given the site is currently occupied by an industrial building the proposed residential development is not currently permitted.

The Applicant is proposing to rezone the lands to a site-specific High Density Residential (HDR) zone with special provisions governing the site pertaining to height, density, setbacks, drive aisle widths and parking in order to facilitate the development proposal.

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.

Planning & Urban Design:

- More information is required to fully understand any potential shadow impacts resulting from the proposed massing and height of the three buildings.
- Buildings 1 and 2 are intended to be two separate residential buildings; however, the current design suggests the buildings appear as one larger structure. Further design consideration should be explored to provide a visual separation between the two buildings.
- Further façade articulation, recessions and step-backs, as well as an evaluation of the proposed building materials, should be explored to reduce visual impact of the overall mass of the development, particularly for Buildings 1 and 2.
- The Secondary Plan policy framework allows for office and commercial uses on the site; the Applicant should explore the feasibility of those uses as part of the development.

Heritage

- The Heritage Impact Assessment will need to be updated to demonstrate how the design of the first few storeys will respond to and complement the surrounding residential housing stock in the immediate area, including the listed heritage property at 11 Caroline Street.

Transportation & Development Engineering

- As part of the redevelopment of the site Town staff is seeking for Saint Michaels Street to be extended from Caroline Street through to John Street along the existing unopened road allowance (Town owned) to promote proper traffic circulation in the area, as is currently suggested in the GO Station Secondary Plan.
- A more direct pedestrian connection to the GO Station from the interior of the development should be explored.
- Transportation staff has questions and concerns about the information and assumptions used by the Applicant to justify the proposed parking ratios. Further information is required to consider such a request.
- Relocation/repositioning of the proposed vehicle access location off Rosetta Street should be explored to provide more appropriate turning movements adjacent to the Rosetta Street/River Drive intersection.
- Staff will be seeking a cash contribution towards the cost of intersection improvements at Mountainview Road North and River Drive required in part to accommodate the increased traffic expected to be generated by the redevelopment of the subject site.

CN Railway/Metrolinx

- Additional information and work are required to determine the suitability of the development from a noise and vibration perspective as well as the crash wall design incorporated into the building.

5.0 Public Comments

As of the date of this report, Planning staff has received several requests for information and one letter of objection from a resident in the neighbourhood. The questions and concerns identified by the resident through their correspondence can be generally characterized as relating to:

- increased traffic, pedestrian safety and lack of existing sidewalks along Rosetta Street;
- shadowing, setbacks, overlook and privacy impacts to surrounding properties;
- vibration impacts to the proposed development from the adjacent railway;
- damage to surrounding properties and existing roads during construction; and
- adequacy of existing school sites, park facilities and infrastructure to accommodate the proposed development.

Also, Planning staff has received an email from a resident asking whether the proposed buildings would direct noise from the adjacent railway operations to properties located on the south side of the GO Station. Staff forwarded the question to the Applicant's engineer, who indicated that given the height of the buildings they would direct noise above the rooftops of houses to the south. In addition, the design elements for the crash wall and noise barrier (which are consistent with the heights of surrounding

development) are being specifically chosen to reduce noise levels to below levels currently experienced from the existing industrial building.

The purpose of the Public Meeting is to obtain comments and feedback from the community. Any comments received from the public will 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:

Public Notification

- August 11, 2022: The New Application Received notice mailed out to all property owners assessed within 120 m of the subject lands
- August 12, 2022: Sign posted on the subject lands explaining the purpose of the proposed applications
- January 19, 2023: Notice of Public Meeting published in Independent & Free Press
- January 20, 2023: Public Meeting notice mailed out all property owners assessed within 120 m of the subject lands and emailed to residents who requested notification
- February 9, 2023: Courtesy Notice of Public Meeting published in Independent & Free Press

Webpage

A webpage on the Town's website was created to provide periodic project updates to members of the public. The 1st submission materials and the New Application Received and Public Meeting notices have also been posted for public viewing.

Public Information Session

The Applicant will be holding a Public Information Session after the Statutory Public Meeting, and at the time of 2nd submission for the applications, to demonstrate how the Applicant believes public comments and concerns have been considered through their resubmission. Similar to the public meeting, the notice for the information session will

be mailed to all property owners assessed within 120 m of the subject lands, emailed to residents who requested notification and posted on the project webpage.

INTERNAL CONSULTATION:

The proposed Official Plan and Zoning By-law Amendments were considered at the September 3, 2020, Development Review Committee Pre-Consultation Meeting (File No. D00ENQ20.029). The Applicant was provided with preliminary comments from various Town departments and external agencies at the meeting.

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 & Development

Chris Mills, Chief Administrative Officer