



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

## REPORT

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

**FROM:** John McMulkin, Senior Planner – Development Review

**DATE:** May 14, 2025

**REPORT NO.:** PD-2025-025

**SUBJECT:** Recommendation Report for proposed Official Plan and Zoning By-law Amendments to permit one 8-storey and two 12-storey residential apartment buildings containing 659 units at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown)

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### RECOMMENDATION:

THAT Report No. PD-2025-023, dated May 14, 2025, regarding a “Recommendation Report for proposed Official Plan and Zoning By-law Amendments to permit one 8-storey and two 12-storey residential apartment buildings containing 659 units at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown)”, be received;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 61, which amends the Town of Halton Hills Official Plan, as generally shown on SCHEDULE 4 – OFFICIAL PLAN AMENDMENT, be adopted, 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 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown) are consistent with the Provincial Planning 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-2025-023, dated May 14, 2025;

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

## **KEY POINTS:**

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

- In July 2022 1 Rosetta Street Inc. (LEV Living) submitted Official Plan and Zoning By-law Amendment applications (File Nos. D09OPA22.003 & D14ZBA22.006) proposing the development of one 8-storey and two 12-storey residential apartment buildings containing a total of 640 units (since revised to 659 units) and a Floor Space Index (FSI) of 3.40 (since revised to 3.35) at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown).
- The subject lands have been designated for high density residential development since the approval of the Georgetown GO Station Area/Mill Street Corridor Secondary Plan (OPA 7) in 2011.
- The Statutory Public Meeting for the applications was held on February 13, 2023, during which six (6) members of the public spoke to raise concerns related to height, density and scale of the development; building massing; shadowing; lighting (glare); traffic/parking and noise impacts; site contamination; lack of community amenity/public benefit; and capacity of existing infrastructure to support the development.
- Additional Public Open Houses were held in June 2023 and June 2024 to present changes made to the proposal. Concerns consistent with those listed above were raised by the public, as well as traffic impacts on John Street and tree/habitat removal issues associated with the proposed construction of an extension of Saint Michaels Street through to John Street. One (1) email of support and fourteen (14) letters/emails identifying concerns have also been received from the public throughout the review process.
- The review of the proposal and supporting documents has progressed sufficiently that all outstanding matters can be addressed through the required Site Plan Control process and/or lifting of the proposed Holding Provision.
- This report recommends approval of the Official Plan and Zoning By-law Amendment applications.

## **BACKGROUND AND DISCUSSION:**

1 Rosetta Street Inc. (LEV Living) has submitted Official Plan and Zoning By-law Amendment applications to the Town seeking to obtain the necessary approvals to permit the development of one 8-storey and two 12-storey residential apartment buildings at 1 Rosetta Street and 6 & 8 Saint Michaels Street (Georgetown). The most recent submission proposes a total of 659 units within the three buildings at a Floor Space Index (FSI) of 3.35. The proposed development 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 1 Rosetta Street Inc. (LEV Living). 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 apartment buildings. The applications originally sought to permit a total of 640 dwelling units within the three buildings, which was increased to 659 units as part of the most recent (3<sup>rd</sup>) submission.

Buildings 1 & 2 are located on the south and west sides of the site and are proposed to be attached via a recessed glazed connecting link. 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/acoustic barrier adjacent to the rail corridor; see SCHEDULE 2 – PROPOSED SITE PLAN & BUILDING ELEVATIONS and SCHEDULE 3 – CONCEPTUAL RENDERINGS.

An interior park consisting of a playground, multi-use sports court, 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:

Table 1

Design Elements	Application Proposal
Number of Units	659 residential apartment units
Number of Storeys and Height	Building 1 – 12 storeys (~40.0 metres) Building 2 – 12 storeys (~40.0 metres) Building 3 – 8 storeys (~27.8 metres)
Private Outdoor Amenity Area (Rooftop Terraces)	1,742.6 m <sup>2</sup> (in addition, almost all units have a dedicated private unenclosed (traditional) balcony or enclosed (Juliet) balcony/solarium)
Public Outdoor Amenity Area (Interior Park)	2,155.1 m <sup>2</sup> (~0.53 acres)
Indoor Amenity Area	1,043.3 m <sup>2</sup> consisting of: <ul style="list-style-type: none"> <li>• Possible Community Event Space – 117.7 m<sup>2</sup></li> <li>• Kids Play Areas – 165.7 m<sup>2</sup></li> <li>• Exercise Rooms – 285.9 m<sup>2</sup></li> <li>• Party Rooms – 280.2 m<sup>2</sup></li> <li>• Lounges – 193.8 m<sup>2</sup></li> </ul>
Vehicular Access	2 entrances (1 from Rosetta St; 1 from Caroline St)
Vehicular Parking	847 spaces consisting of: <ul style="list-style-type: none"> <li>• 776 resident spaces</li> <li>• 71 visitor spaces (including 2 car-share spaces)</li> </ul> (note: a minimum of 823 spaces is required under the proposed Zoning By-law Amendment)
Bicycle Parking	538 spaces (note: a minimum of 508 spaces is required under the proposed Zoning By-law Amendment)

The Applicant has noted that the proposed unit mix provides for a range of studio, 1-bedroom, 2-bedroom and 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:

Table 2

Unit Typology	Building 1 12-Storey	Building 2 12-Storey	Building 3 8-Storey	Total
Studio	11 units	0 units	0 units	11 units
1 bedroom	42 units	58 units	37 units	137 units
1 bedroom + den	131 units	118 units	79 units	328 units
2 bedroom	42 units	25 units	14 units	81 units
2 bedroom + den	12 units	46 units	14 units	72 units
3 bedroom	11 units	12 units	7 units	30 units
<b>Total</b>	<b>249 units</b>	<b>259 units</b>	<b>151 units</b>	<b>659 units</b>

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:

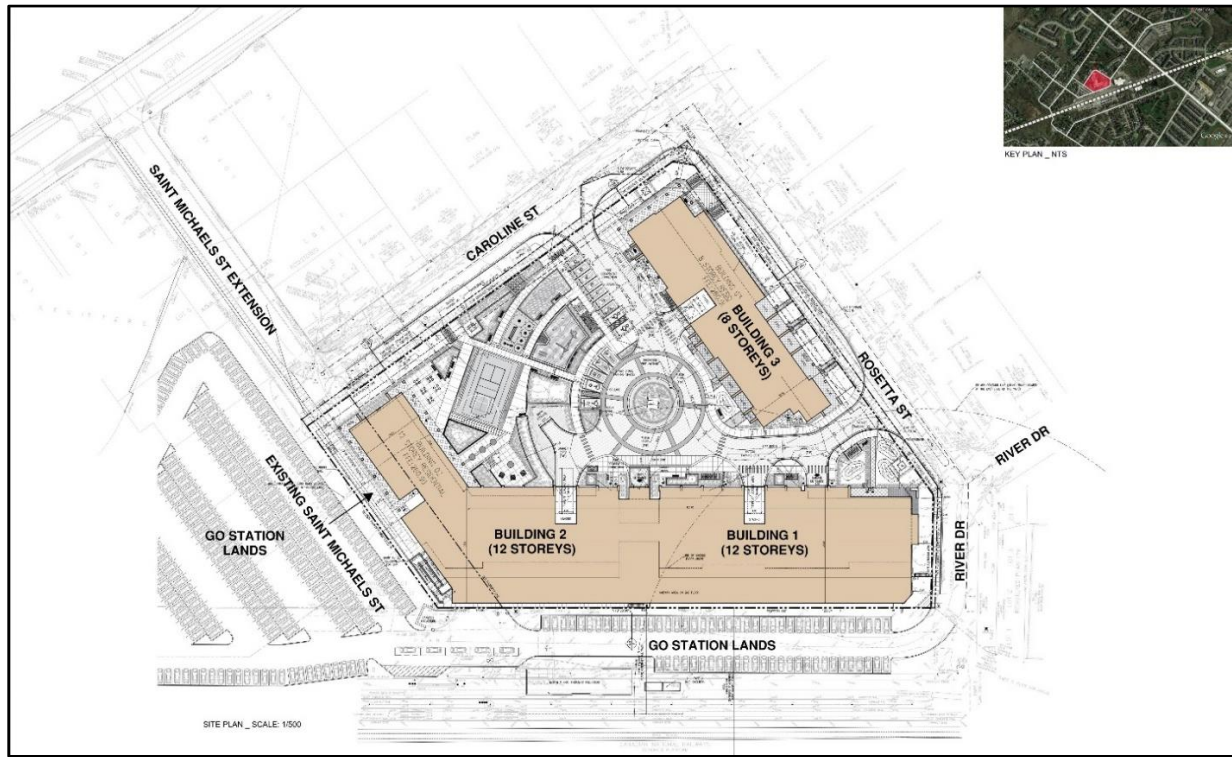


Figure 1



Figure 2

It should be noted that changes to the proposed development have occurred since the applications were first submitted in 2022 in response to comments identified through the development review and public consultation process. A summary of the key changes is provided below:

- Proposed construction of a road extension of Saint Michaels Street within the existing unopened Town road allowance from Caroline Street through to John Street to promote proper traffic circulation in the area (emergency access and operations), as is currently suggested under the Georgetown GO Station Area/Mill Street Corridor Secondary Plan;
- Closure of an existing opened portion of Saint Michaels Street to motorized traffic by accommodating a multi-use pathway that is only open to active transportation (e.g., pedestrians and cyclists) and a shifted footprint for Building 2;
- Pedestrian connection from John Street to the GO Station along Saint Michaels Street, as is currently suggested in the Secondary Plan, consisting of:
  - A 2.5m wide multi-use pathway from Caroline Street to the GO Station; and
  - A 1.5m wide sidewalk from Caroline Street to John Street;
- Increase in residential units from 640 to 659 (additional 19 units) due to the introduction of smaller unit sizes (e.g., 11 studio apartments) and slight increase in gross floor area (additional 208.5 m<sup>2</sup>);
- Increase in the size of the interior park from 1,510.8 m<sup>2</sup> to 2,155.1 m<sup>2</sup> (additional 644.3 m<sup>2</sup>) and the underground/surface parking areas (additional 116 spaces for a total of 823 required parking spaces) due to the shifted footprint for Building 2;
- Increase in the number of required bicycle parking spaces from 472 to 508 (additional 36 spaces) due to additional storage area within the expanded underground parking garage and the inclusion of additional visitor (exterior) spaces; and
- Increase in the width of the sidewalks along the internal laneway and around the perimeter of the site along Caroline Street, Rosetta Street and River Drive from 1.8 to 2.1 metres.

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 3.35 and allow Buildings 1 and 2 to develop at 12 storeys; see SCHEDULE 4 – DRAFT OFFICIAL PLAN AMENDMENT. The proposed site-specific Special Policy Area also includes new development and redevelopment policies to ensure a consistent architectural design approach through the Site Plan process.

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 governing the site pertaining to height, maximum number of dwelling units, setbacks, drive aisle widths and parking to permit the proposed development, subject to a Holding (H) Provision; see SCHEDULE 5 – DRAFT ZONING BY-LAW AMENDMENT. The special provisions also include permitting community event spaces, accessory retail stores and accessory service commercial uses as additional permitted uses within the proposed buildings.

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 and a Holding Removal By-law application before construction could commence.

### **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.

#### **a) Provincial Planning Statement**

The new Provincial Planning Statement (PPS) 2024 came into effect on October 20, 2024, which integrates the Provincial Policy Statement 2020 and Growth Plan 2020 into a singular province-wide policy document. The proposal is required to be consistent with the relevant policies of the PPS in accordance with Section 3 of the Planning Act.

The PPS provides broad based policies that promote an appropriate range and mix of housing options and densities which efficiently use land, resources, infrastructure and public services facilities, and support the use of active transportation. Under the PPS Georgetown is considered to be a Settlement Area. Section 2.3.1 identifies Settlement Areas as the focus of growth and development, and states that within settlement areas, growth should be focused in Strategic Growth Areas, including Major Transit Station Areas (MTSAs).

The subject lands are located within a Strategic Growth Area. Section 2.4.1 of the PPS states that Planning authorities are encouraged to identify and focus growth and development in Strategic Growth Areas, which should be planned to accommodate significant population and employment growth, support the transit network and provide connection points for inter- and intra-regional transit. In addition, Planning authorities are to permit development and intensification in Strategic Growth Areas to support the achievement of complete communities and compact built form.

The site is also located within a Major Transit Station Area (Georgetown GO Station MTSA). Section 2.4.2 of the PPS states that within Major Transit Station Areas on higher order transit corridors, planning authorities shall plan for a minimum density target of 150 residents and jobs combined per hectare for those that are served by commuter rail, unless an alternative target is approved by the Ministry of Municipal Affairs and Housing.

Planning staff are of the opinion that the proposed Official Plan and Zoning By-law Amendments are consistent with the policies of the 2024 PPS.

#### **b) Region of Halton Official Plan**

The subject lands are designated Urban Area (Georgetown) in the Regional Official Plan (ROP), as amended. 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 site is located within a Strategic Growth Area. In accordance with Section 79 of the ROP the objectives of Strategic Growth Areas include attracting a significant portion of population growth to support neighbourhoods at a higher density than the surrounding areas. Strategic Growth Areas are broken down into Urban Growth Centres, Major Transit Station Areas (MTSAs), Primary and Secondary Regional Nodes, Regional Intensification Corridors, and Local Nodes and Local Intensification Corridors under the ROP.

The subject site is located within the Georgetown GO Major Transit Station Area (MTSA), as defined through ROPA 48.<sup>1</sup> Through ROPA 48 an expanded MTSA was approved for the Georgetown GO MTSA; however, approval of a density target for the MTSA was deferred, to be determined through the ongoing Georgetown GO Station Area/Mill Street Corridor Secondary Plan review. MTSAs 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 MTSAs, including identifying minimum density targets and encouraging alternative development standards, including reduced parking standards.

Staff are of the opinion that the applications are in conformity with the ROP based on the principle of intensification within the MTSA.

### **c) Town of Halton Hills Official Plan**

The subject site is included within the boundaries of the Georgetown GO Station Area/Mill Street Corridor 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 with a mixed-use component.

Under the Secondary Plan the property is designated “High Density Residential/Mixed Use Area 2”, which allows apartment dwellings and mixed-use buildings up to a minimum Floor Space Index (FSI) of 1.8 and a maximum FSI of 2.0 and a maximum height of 8 storeys. 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:

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<sup>1</sup> Major Transit Station Area is defined as the area within an approximate 500m to 800m radius of a transit station, representing about a 10-minute walk.



- 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.

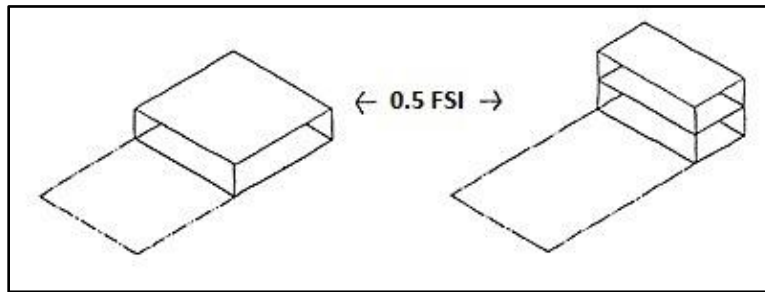
Section H3.3.6 further identifies that massing strategies such as the stepping down of buildings to buildings of lower density and the use of two or three storey base podiums, with increased setbacks for storeys above the podium, rather than “slab” building forms, will be employed to minimize impacts, overlook, shadowing and high wind speeds. The Secondary Plan also provides guidance pertaining to urban design, public realm and landscape expectations; the proposed development is also subject to the urban design guidelines for the “GO” Station District. Additionally, as per Section D1.4.1 of the Official Plan, all new developments requiring Planning Act approval shall conform to the Urban Design policies (Section F2) of the Official Plan. The objective of the urban design policies and guidelines 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 high-quality built form through good urban and landscape design.

Section H3.3.7 of the Secondary Plan 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.

Lastly, Schedule H3 – Georgetown GO Station Area Land Use Plan identifies a “Proposed Road Extension” from John Street to Caroline Street through the unopened municipal (Town) road allowance for Saint Michaels Street to promote proper traffic circulation in the area (emergency access and operations) and an accompanying “Pedestrian Trail” from John Street to the north side of the railway tracks to provide a pedestrian connection to the GO Station.

#### *Proposed FSI, Height and Building Massing*

The proposed Official Plan Amendment application seeks to permit a maximum Floor Space Index (FSI) of 3.35 and to allow Buildings 1 and 2 to develop at 12 storeys. As a note to the reader, FSI is a measure of the intensity of development or maximum building volume/massing that can be developed on a site. For example, an FSI ratio of 0.5 means that the total gross floor area of all floors in all buildings constructed on a site cannot exceed one half the area of the lot size itself as per the figure below:



*Figure 3*

To help determine whether the proposed FSI and height is appropriate for the site and compatible with surrounding area, the Town retained an urban design consultant (Brook McIlroy) to complete a peer review of the submitted architectural drawings, landscape plans and supporting studies to evaluate the potential impacts of all three buildings and provide recommendations. As a reminder, 8-storey buildings and an FSI of 2.0 are permitted as-of-right under the site's High Density Residential/Mixed Use Area 2 designation and 12 storeys and an FSI of 2.5 may be permitted on some portions of the site provided the Town is satisfied that there will be no significant impact on the surrounding area.

Brook McIlroy believes the design and configuration of the development should mitigate the potential impacts related to the proposed heights by siting the shortest building (8-storey Building 3) at the northern end of the site, closest to the properties along Rosetta Street and Caroline Street, and siting the tallest buildings (12-storey Buildings 1 & 2) at the southern end of the site. This design provides an appropriate transition between the GO Station to the south and the low density residential properties to the north (which are intended for long-term medium density development in the Secondary Plan) and helps manage shadow and overlook concerns. The design also provides step-backs of the upper portions (floors) of the buildings and an approximate 45-degree angular plane<sup>2</sup> adjacent to existing low density properties, which will further mitigate shadow/overlook concerns.

Brook McIlroy has confirmed that the proposed angular plane approach is consistent with best practices for the design of high/mid-rise buildings in urban environments including the 8-storey and 12-storey buildings proposed at this site. They also evaluated the submitted shadow impact study, which they have extensive experience with, and are satisfied that the site layout and building configurations will help mitigate the anticipated shadow impacts of the permitted eight storey heights and that the placement of the 12 storey buildings and terracing of the northern portion of Building 2 will ensure minimal additional shadowing of surrounding properties from the added 4 storeys.

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<sup>2</sup> A 45-degree angular plane is a planning tool used to limit or manage how deep and tall a building can be designed. For mid-rise buildings in urban environments, an imaginary 45-degree angled line is applied at each exterior property line at a height equal to 80% of the width of the adjacent road right-of-way to prevent a building from protruding beyond it to mitigate shadow and overlook concerns for surrounding lower density properties.

The design of the proposed buildings also feature a 2-storey/3-storey base building (podium) comprised of brick to reflect the height and traditional materials of buildings in the neighbourhood and to help reinforce the streetscape. The regular grid of dark brick along the podium establishes a human-scale element that becomes the visual focus and gives less prominence to the upper building components. The use of lighter-toned materials, including vision glazing and glazed spandrels above the base buildings, in combination with façade articulation and step-backs, further mitigate the visual impact of the upper storeys. The Town's peer review consultants are also satisfied that the design minimizes noise and vibration impacts, which is discussed later in this report.

It is also important to note that the Official Plan defines compatible as “development or redevelopment of uses as well as new housing, which may not necessarily be the same as or similar to the existing development but can coexist with the surrounding area without negative impact.” Given the above, staff are satisfied that the proposed buildings represent a suitable built form that is compatible with the surrounding neighbourhood, which is comprised of a mix of existing and planned development forms, including low, medium and high density residential uses, by providing appropriate setbacks, massing, height and building configurations to mitigate possible impacts resulting from the proposed 12 storey heights and FSI of 3.35.

As per Policy H3.5.6(b), the permission to build up to 12 storeys and an FSI of 2.5 was also contingent on provision of a community benefit, previously referred to as a Section 37 contribution. However, in 2022, through Bill 108, the *More Homes, More Choices Act, 2019*, Section 37 of the Planning Act was eliminated and replaced with a new regime called Community Benefits Charges (CBCs). Under the CBC regime the Town can no longer negotiate specific community benefits in exchange for additional height or density; instead, a charge of 4% of the value of the development land, the day before the building permit is issued, is payable to the Town as a community benefit. As per the Town's CBC By-law 2022-0044, all money collected through this process will be reserved for parkland acquisition. Therefore, if approved, the development will be required to contribute money towards parkland consistent with the Town's CBC By-law.

#### *Parking, Transportation and Pedestrian Connections*

Staff are satisfied that appropriate on-site motor vehicle and bicycle parking is provided for the development. For the intended 659 units a total of 823 parking spaces are proposed, which represents a parking ratio of ~1.25 spaces/unit (however, the Applicant is suggesting they may provide up to 847 spaces). The parking provision also includes 2 car-share spaces. Additionally, a total of 508 bicycle parking spaces (461 resident; 47 visitor) are required for the three buildings (the Applicant is also suggesting up to 538 spaces may be provided). Staff believe that this parking is sufficient given the site is located directly adjacent to the Georgetown GO Station.

Further, staff believe the proposed site design will establish safe, accessible and formalized pedestrian connections from the site and surrounding streets to the GO Station and other areas of the neighbourhood, thereby supporting active transportation and the use of public transit (e.g., commuter rail). Sidewalks/pathways along the internal

laneway and around the perimeter of the site connect residents and visitors to the front entrances of the buildings and the interior park. In addition, outdoor patios with walkways connecting the front doors to the proposed sidewalk are proposed for some of the ground units in Building 3 along Rosetta Street to enhance this streetscape and activate the public realm.

To improve traffic and pedestrian access in the area, the following is also proposed in conjunction with the development and to be constructed by the Applicant:

- Constructing a road extension of Saint Michaels Street, along with a 1.5 metre wide sidewalk, from Caroline Street to John Street; and
- Close the current Saint Michaels Street from Caroline Street to the GO Station and construct a 2.5 metre wide multi-use pathway in its place.

The road extension connecting Caroline Street to John Street has always been envisioned through the Secondary Plan and will help improve traffic circulation in the area. Given motor vehicle access to the GO Station and its accompanying parking areas will be maintained along River Drive and Victoria Street, vehicular access along Saint Michaels Street from Caroline Street was deemed to be no longer needed. Therefore, in exchange for the design and construction of the road extension of Saint Michaels Street to John Street, and the accompanying pedestrian connection to the GO Station, it was agreed that a portion of the current Saint Michaels street could be conveyed to the 1 Rosetta Street site to accommodate a larger underground parking area (to provide more parking) and a larger interior park.

#### *On-Site Amenity Space, Parkland and Landscaping*

Ample indoor and outdoor amenity areas (private balconies, rooftop terraces, etc.) are proposed to support future residents in the development, which includes a ~2,155 m<sup>2</sup> (23,197ft<sup>2</sup>) interior park that is also accessible to the surrounding neighbourhood for use. The park provides a focal point for the development and a welcoming entrance to the site from Caroline Street through its balance of vegetative screening with active and passive recreational opportunities.

Substantive landscaping including tree plantings are proposed throughout the site to integrate the development into the surrounding neighbourhood, including trees along all abutting streets and a green wall adjacent to the GO Station. Brook McIlroy is satisfied that the variety and amount of public and resident amenity space and landscaping is appropriate for the proposed development. The interior park has been reconfigured, increased in size, and is now fully buffered from vehicle traffic through the use of raised planters and shrubs as well as trees.

For the reasons outlined above, Planning staff are of the opinion that the requested Official Plan Amendment will allow for the development of the subject property in a manner consistent with the intent of the GO Station Secondary Plan and the overall Town of Halton Hills Official Plan. The development will implement the key objective for the North Precinct to encourage the intensification of the existing brownfield lands

immediately adjacent to the commuter rail station for high density residential uses with a mixed use component. It also will help to maximize the number of potential transit users within walking distance of the Georgetown GO Station to optimize the use of this commuter rail facility while demonstrating contextually appropriate intensification in accordance with the Secondary Plan.

It should also be noted that on August 22, 2023, the Ministry of Municipal Affairs and Housing assigned a housing target of 9,500 homes to Halton Hills to be constructed by 2031. The intent of the housing target is to help support the Province's goal of constructing 1.5 million new homes in Ontario by 2031 to address the housing supply crisis. In October 2023 the Mayor confirmed in writing the Town's commitment to meet the 9,500 homes target; the approval/construction of this development will contribute to meeting that commitment. Table D5.1 of the Official Plan also provides an intensification target of a minimum of 1,540 units within the GO Station/Mill Street Area between 2015 and 2031.

#### **d) 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., July 2010). The D Zone applies to lands that are identified in the Official Plan as being suitable in principle for redevelopment and its intent is to ensure that use of the lands does not preclude redevelopment in a manner that is consistent with the Official Plan.

To facilitate the development the Applicant is proposing to rezone the lands to a site-specific High Density Residential (HDR) Zone with special provisions and permissions governing the site, as identified in the table below:

*Table 3*

<b>Provision</b>	<b>Current HDR Permissions</b>	<b>Proposed Site-Specific HDR Permissions</b>
Permitted Uses	<ul style="list-style-type: none"> <li>• Apartment Buildings</li> <li>• Long Term Care Facilities</li> <li>• Retirement Homes</li> <li>• Day Nurseries</li> </ul>	<ul style="list-style-type: none"> <li>• Apartment Buildings restricted to a maximum of 659 dwelling units</li> <li>• Long Term Care Facilities</li> <li>• Retirement Homes</li> <li>• Day Nurseries</li> </ul>
Additional Permitted Uses	N/A	<ul style="list-style-type: none"> <li>• Community Event Spaces, which are defined as: "public or private space within an apartment building, long term care facility and/or retirement home used for recreational, leisure, business (i.e., office hoteling), cultural</li> </ul>

		and/or community service programs and activities.” <ul style="list-style-type: none"> <li>• Retail Stores, Accessory</li> <li>• Service Commercial Uses, Accessory</li> </ul>
Height <sup>3</sup>	25 metres	Buildings 1 & 2: <ul style="list-style-type: none"> <li>○ 40.0 metres and 12 storeys (45.6 metres to mechanical penthouse roofs)</li> </ul> Building 3: <ul style="list-style-type: none"> <li>○ 27.8 metres and 8 storeys (32.7 metres to mechanical penthouse roof)</li> </ul>
Building Setbacks to Lot Lines	4.5 to 7.5 metres	0.8 to 6.5 metres <sup>3</sup>
Drive Aisle Width	6.7 metres	6.0 metres
Parking for Apartment Dwelling	Total: 1,154 spaces for 659 units (1.75 spaces/unit) <ul style="list-style-type: none"> <li>• 1.5 spaces/unit for residents</li> <li>• 0.25 spaces/unit for visitors</li> </ul>	Total: 823 spaces for 659 units (~1.25 spaces/unit combined for residents and visitors)
Parking for Community Event Spaces, Day Nurseries, Retail Stores and Service Commercial Uses	Community Event Spaces – N/A  Day Nurseries – 1.5 spaces/classroom, plus 1 space/30 m <sup>2</sup> of net floor area  Retail Stores and Service Commercial Uses – 1 space/20 m <sup>2</sup> of net floor area	N/A
Bicycle Parking	N/A	Total: 508 spaces for 659 units (0.77 spaces/unit) <ul style="list-style-type: none"> <li>• 0.70 long-term spaces/unit for residents</li> <li>• 0.07 short-term spaces/unit for visitors</li> </ul>

<sup>3</sup> The maximum permitted heights and minimum setbacks from lot lines for the various portions of the proposed buildings are proposed to be in accordance with the massing schedule (Schedule C) to the Zoning By-law Amendment and may vary by ±0.1 m to accommodate standard measurement tolerances.

Setback from a Railway Right-of-Way	30 m	N/A (25.79 m)
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Staff consider the proposal to rezone the property from the Development (D) Zone to a site-specific High Density Residential (HDR) Zone appropriate given that it will implement the High Density Residential/Mixed Use Area 2 designation applied to the property through the Georgetown GO Station Area/Mill Street Corridor Secondary Plan. The site-specific provisions will ensure the development of the property is restricted to a maximum of 659 residential units and 12 storeys (8 storeys for Building 3).

The proposed building heights and setbacks are consistent with the current permissions in the GO Station Secondary Plan; any potential impacts are mitigated through strategic building siting/configurations and the additional separation from existing low density residential properties provided by the public lands (municipal roads and GO Station grounds) surrounding the development site. The design also provides step-backs of the upper floors of the buildings and an approximate 45-degree angular plane adjacent to existing low density properties to mitigate shadow and overlook concerns. To ensure the buildings are constructed as proposed, a schedule has been included in the site-specific Zoning By-law Amendment that contains a site plan/massing plan which the buildings must comply with at the Site Plan Control/Building Permit application stage.

Regarding parking, it is noted that the latest submission includes 119 more required parking spaces than the original submission (823 vs. 704) due to shifting the building footprint of Building 2 onto Saint Michaels Street and the resulting expanded surface and underground parking areas. This equates to a proposed minimum combined resident and visitor parking requirement of ~1.25 spaces/unit (vs. a minimum combined resident and visitor parking requirement of 1.75 spaces/unit for apartment dwellings under Zoning By-law 2010-0050).

Due to proximity to the Georgetown GO Station and other neighbourhood amenities (e.g., existing and proposed parks and trails) as well as policy direction in the Town and Regional Official Plans to consider parking reductions in the GO Station area, the requested parking relief is supported by Town Transportation staff. Transportation staff are also satisfied that the slight reduction to the minimum aisle width requirement will not prevent proper traffic circulation and turning movements from being achieved throughout the site. It is noted that the parent Zoning By-law does not require bicycle parking for residential uses; however, the site-specific by-law will require a minimum resident and visitor bicycle parking ratio of 0.77 spaces per unit to ensure active transportation measures are implemented.

With regards to the setback to a railway right-of-way, CN Railway and Metrolinx allow a reduction to the 30 metre setback requirement so long as a combination of a crash wall and acoustic barrier are provided. The Applicant is providing such features. CN Railway, Metrolinx and their peer review consultants have reviewed the technical reports addressing railway safety and concur with the findings and support the proposed setback to the rail right-of-way.

Through the Zoning By-law Amendment, a Holding (H) Provision is also proposed to be applied to the site to address:

- Approval of a Site Plan application and execution of a Site Plan Agreement for any future development;
- Necessary servicing allocation from the Town to support the development;
- Provision of an MECP-acknowledged Record of Site Condition, along with all supporting environmental documentation such as Phase I and II Environmental Site Assessments and Remediation Reports, etc., prior to any servicing or grading of the site taking place;
- Demonstration that any potential impacts to groundwater and Halton Region's Wellhead Protection Areas have been studied and that the proposed development can be accommodated without the need for permanent dewatering;
- Functional intersection design of the Mountainview Road North/River Drive intersection and ensuring alignment with current Transportation Association of Canada (TAC) guidelines and Town standards;
- A cash contribution to the Town of Halton Hills for the Owner's portion for the costs of intersection improvements at Mountainview Road North and River Drive;
- Approval of a Construction Management Plan by the Town;
- Subject to Council approval, the Owner entering into an agreement with the Town for the sale of a portion of Saint Michaels Street, to design and construct the Saint Michaels Street extension from John Street through to Caroline Street (including a 1.5m wide sidewalk), and to design and construct a multi-use pathway from Caroline Street through to the GO Station lands;
- The Owner entering into an agreement with the Town for the design and construction of right-of-way roadway improvements for Caroline Street and Rosetta Street;
- The Owner entering into an agreement with the Town prior to the commencement of any site works to address any temporary encroachments within Town owned lands and to mitigate any temporary construction impacts;
- The Owner demonstrating that the proposed development will meet the Town's Green Development Standards; and
- The Owner updating the submitted Natural Heritage Characterization Letter during the appropriate season to confirm that its findings are still accurate and to address ecologically appropriate compensation in coordination with the Town.

A Building Permit cannot be issued for the proposed building until the conditions listed above are completed to the Town's satisfaction and the Holding Provision is lifted.

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 applications were circulated to Town departments and external agencies for review and comment, with the most recent circulation occurring in October 2024. 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 Official Plan and Zoning By-law Amendments.

Staff are satisfied that the changes to the proposal through the 3<sup>rd</sup> submission sufficiently address the staff comments identified in the 2023 Public Meeting report such as the provision of additional parking, extending Saint Michaels Street from Caroline Street to John Street and establishing a formalized pedestrian connection from John Street to the GO Station. The updated submission materials also addressed some of the outstanding technical comments; the final technical engineering comments will be addressed as part of the required Site Plan Control process.

One of the concerns raised by Town staff as part of the 1<sup>st</sup> submission was Buildings 1 and 2 appearing as one structure versus two distinct masses given their physical connection above the crash wall/acoustic barrier at the base building (podium) up to the 12<sup>th</sup> storey. Staff requested that further design consideration be explored for the south façades of Buildings 1 & 2 to provide a visual separation between the two buildings, intermittent sun access for lands to the north and visual relief along the façades.

The Applicant identified that the physical connection between Buildings 1 and 2 is required to ensure that sound and vibration levels remain within acceptable limits and to avoid the need for additional undesirable mitigation measures to be implemented to meet MECP guidelines. The initial Environmental Noise & Vibration Study, along with additional supplemental noise impact letters from their acoustical engineer, evaluated the noise/vibration impacts from Buildings 1 & 2 being connected vs. unconnected which confirmed the Applicant's assertion.

To ensure the findings and conclusions of the Applicant's noise/vibration study and supplemental letters were arrived at based on accurate analysis and a review of all applicable requirements and guidelines, the Town retained a noise/vibration consultant (RWDI) to conduct a peer review of these documents. RWDI concurred with the results showing that splitting Buildings 1 and 2 into two distinct structures will increase sound levels on more facades within the development, which will have negative impacts to the proposed amenity areas and require mitigative measures such as eliminating balconies and rooftop terraces, especially on Building 3, to comply with MECP guidelines. It was also found that maintaining a connection between Buildings 1 and 2 will result in an acoustical benefit for existing properties to the north beyond current conditions. Therefore, both RWDI and the Applicant's consultant (SLR) are of the opinion that the proposed design of Buildings 1 and 2 yields a better acoustical outcome and is needed to create a desirable environment for future residents of the development and users of the outdoor amenity areas (e.g., rooftop terrace on Building 3). The Town's retained urban design/landscape consultant (Brook McIlroy) is also of the opinion that the depth, width and materiality (i.e., glazing) of the portion of the façade connecting Buildings 1 and 2, in combination with the height and materials along the façades, is sufficient in breaking up the perceived length of the buildings.

## **5.0 Public Comments**

The proposed Official Plan and Zoning By-law Amendments were presented to Council and the public by way of Report No. PD-2023-0008 through a Statutory Public Meeting on February 13, 2023, during which six (6) members of the public spoke to raise concerns regarding height, density and scale of the development; building massing; shadowing, lighting (glare), traffic/parking and noise impacts; lack of community amenity/public benefit; site contamination; and capacity of existing infrastructure to support the development.

A Public Open House was held by the Applicant at the Halton Hills Library & Cultural Centre on June 22, 2023, to obtain additional feedback from the community. Concerns consistent with those voiced at the Statutory Public Meeting were raised by the public.

A second Public Open House was held virtually by the Town on June 11, 2024, to present the Applicant's proposed changes to the proposal resulting from staff and public comments. The main changes to the proposal consisted of the following:

- Extension of Saint Michaels Street from Caroline Street to John Street;
- Establishment of a pedestrian connection from John Street to the GO Station;
- Closure of a portion of Saint Michaels Street to accommodate a shifted building footprint, multi-use pathway and additional underground parking;
- Increase in the number of residential units (640 to 659); and
- Increase in the size of the interior park.

Traffic impacts to residents with properties along John Street and tree/habitat removal within the Saint Michaels unopened road allowance were the main concerns raised by the public at the second Public Open House.

One (1) email of support and fourteen (14) letters/emails identifying concerns have also been received from the public as of the date of this report. The following sections describe the specific public questions/concerns raised throughout the process and provide staff responses:

### **a) Height, Density and Scale**

Several members of the public who provided written and/or verbal comments raised concerns regarding the height, density and overall scale of the proposed development.

- *Staff Response*

The development proposes three buildings with heights ranging from 8 to 12 storeys, which is consistent with the permissions applicable to the site under the GO Station Secondary Plan. Further, the policy objectives of the North Precinct under the Secondary Plan is to encourage the intensification of the existing brownfield lands immediately adjacent to the commuter rail station for high density residential uses with a mixed-use component.

Notwithstanding the current policy framework of the Secondary Plan, staff recognize that the neighbourhood surrounding the subject site has been experiencing change through approved and proposed developments and that much of the area is still comprised of predominantly single detached dwellings. That is why a tremendous amount of care is undertaken when evaluating intensification projects such as this.

To that end, the Town retained an urban design consultant (Brook McIlroy) to complete a peer review of the proposed development to evaluate the potential impacts of all three buildings, including the requested 12 storeys for Buildings 1 & 2, as well as provide recommendations on appropriate urban design approaches for the site. Brook McIlroy is satisfied that the Applicant's design mitigates impacts related to the heights of the buildings by siting the shortest building (8-storey Building 3) at the northern end of the site closest to the properties along Rosetta Street and Caroline Street and siting the tallest buildings (12-storey Buildings 1 & 2) at the southern end of the site closest to the GO Station where there is significant separation between the buildings and the low density residential properties to the south. The design also provides an approximate 45-degree angular plane adjacent to existing low density properties, which will mitigate shadow and overlook concerns. Brook McIlroy has confirmed that the proposed angular plane approach is consistent with best practices for the design of mid-rise buildings in urban environments including the 8-storey and 12-storey buildings proposed at this site.

The site design also allows for other objectives of the GO Station Secondary Plan to be achieved, in addition to other standard best practices for developments of this scale, such as providing:

- Appropriate on-site motor vehicle and bicycle parking;
- Ample indoor and outdoor amenity areas to support its residents, including a ~2,155m<sup>2</sup> (0.53ac) interior park that is also intended to be accessible to the surrounding neighbourhood for use;
- Internal and external sidewalks/pathways from the site and surrounding streets to the GO Station and other areas of the neighbourhood to support the use of active transportation and public transit (e.g., commuter rail); and
- Substantive landscaping including tree plantings throughout the site to integrate the development into the surrounding neighbourhood, including trees along all abutting streets and a green wall adjacent to the GO Station. The OPA and ZBA will also permit community event spaces and accessory retail stores/service commercial uses and the Applicant has noted that the inclusion of a commercial daycare (day nursery) will also be explored as part of the Site Plan Control application.

## **b) Building Massing and Materials**

Several residents raised concerns regarding Buildings 1 & 2 appearing as one structure as opposed to two separate structures, given they are physically connected.

- *Staff Response*

As explained earlier in the report, Town staff also flagged this matter through the review of the applications. However, the submitted noise study and supplemental letters

prepared by the Applicant's noise/vibration consultant (SLR) and the subsequent peer review by the Town's noise/vibration consultant (RWDI), determined that the proposed connecting link between Buildings 1 and 2 yields a better acoustical outcome and is needed to create a desirable environment for residents and visitors of the interior of the site. RWDI also confirmed that there is an acoustical benefit to existing residential properties to the north of the site when compared to the current condition. In addition, the Town's retained urban design/landscape consultant (Brook McIlroy) is also of the opinion that the depth, width and materiality (i.e., glazing) of the portion of the façade connecting Buildings 1 and 2, in combination with the height of the buildings and materials along the remainder of the façades, is sufficient in breaking up the perceived length of the buildings.

As noted, the design of the proposed buildings features a 3-storey base building comprised of dark brick to reflect the height and traditional materials of buildings in the neighbourhood and establish a human-scaled primary façade element that becomes the visual focus and gives less prominence to the upper building components. The use of lighter-toned materials including vision glazing and glazed spandrels above the base buildings, in combination with façade articulation and step-backs further mitigate the visual impact of the upper storeys.

In response to comments provided by the Town's urban design consultant, as well as public feedback, the Applicant rearticulated the south elevation on Buildings 1 and 2 by rearranging some upper portions of the glazing at the southeast, creating more consistent step-backs at upper floors. The Applicant also extended the green wall to fully wrap the east elevation of Building 1 at the ground level to screen this partially blank wall and add visual interest to the façade. Lastly, Brook McIlroy has noted that the depth, width and materiality (i.e., glazing) of the connection between Buildings 1 and 2, in combination with the height of the buildings and the materials on the remainder of the façades, will help in breaking up the perceived length of the buildings.

### **c) Privacy**

Some residents raised concerns regarding loss of privacy due to overlook impacts from the heights of the buildings and the proximity of the interior park to properties along Caroline Street.

- *Staff Response*

The Applicant's design mitigates overlook impacts by siting the shortest building (Building 3) at the northern end of the site (i.e., the side closest to existing low-rise residential properties) and siting the tallest buildings (Buildings 1 & 2) at the southern end of the site closest to the GO Station where there is a significant buffer between the buildings and the residential neighbourhood to the south.

Regarding privacy impacts from the interior park, the Landscape Plans submitted by the Applicant illustrate boulevard trees between the park and the south side of Caroline Street to provide vegetative screening of this public outdoor amenity area. As part of the

Site Plan Control application, additional measures will be explored to further mitigate privacy concerns of residents with properties along Caroline Street.

#### **d) Shadowing**

Several residents raised concerns regarding shadow impacts to surrounding properties in the neighbourhood.

- *Staff Response*

Given a height of 8 storeys is permitted as-of-right within the property's High Density Residential/Mixed Use Area 2 designation, there will be shadowing of some surrounding properties during certain seasons of the year at specific hours of the day. In addition, up to 12 storeys may be permitted on some portions of the site provided there are no significant impacts, which would include possible shadow impacts. As such, staff requested a Sun/Shadow Study be submitted that:

- Demonstrates the anticipated shadow impacts for 8-storeys and how the site has been configured to try and mitigate the impacts as much as possible; and,
- Provides a comparison of the shadowing for 8-storey buildings vs. the proposed 12-storey buildings for Buildings 1 & 2 to determine whether the additional 4 storeys would result in significant shadowing concerns.

The Town's urban design peer review consultant determined through their review that the 12-storey Buildings at the southern portion of the site, as currently designed, should generally result in shadow depth, duration and effects that are similar to those created by the 8-storey building at the north end of the site. Brook McIlroy is satisfied that the site layout and building configurations will help mitigate the anticipated shadow impacts of the permitted eight storey heights and that the placement of the 12 storey buildings and terracing of the northern portion of Building 2 will ensure minimal additional shadowing of surrounding properties from the added 4 storeys.

Based on the above, Brook McIlroy has determined that the shadow impacts from the proposed development are at acceptable levels and consistent with best practices for high density development proposals such as this.

#### **e) Traffic and Parking**

Many of the residents expressed concerns that the local road network would not be able to handle the proposed traffic generated by the development, especially if the McNabb Street railway underpass is closed. Residents also felt that insufficient on-site (i.e., off-street) parking is proposed, which would result in overflow parking impacts on the neighbourhood.

- *Staff Response*

The Applicant was required to submit a Transportation Impact Study (TIS) which included a parking demand study component. With respect to the concern about insufficient parking, staff can advise:

- The initial submission that was circulated to the public and discussed at the Public Meeting in 2023 proposed a parking ratio of 1.0 parking spaces per unit for residents plus 0.1 visitor parking spaces per unit (combined 1.1 spaces/unit). In response to staff and public comments, the revised concept now proposes a combined resident and visitor parking ratio of ~1.25 space/unit, which results in 119 more required parking spaces (823 vs. 704). It should be noted that final design of the building, through the Site Plan process, may allow for up to an additional 21 spaces. 2 car share spaces are also provided.
- Several active transportation components are also being provided through the development, including bicycle racks and storage rooms, internal and external sidewalks and pathways, and a direct, formalized pedestrian connection from John Street to the GO Station along Saint Michaels Street. 508 bicycle parking spaces are proposed throughout the site to support the use of these active transportation facilities. It should be noted that the final design of the site may allow for up to an additional 30 spaces.

With regards to traffic impacts, the updated TIS indicates that all intersections in the area are still expected to operate at acceptable levels. The road extension of Saint Michaels Street to connect John Street and Caroline Street is also anticipated to facilitate traffic circulation in the neighbourhood. The study did factor in the other proposed developments in the area as well (i.e., 130 Mountainview Road North).

However, the TIS recommends that improvements be made to the Mountainview Road North and River Drive intersection to mitigate any congestion issues, including reducing the southbound approach to one shared through/right lane and one left-turn lane and providing a northbound left-turn lane to support anticipated longer queue lines. To address these requirements, conditions of the Holding (H) Provision have been included requiring the Applicant to provide a functional intersection design of the Mountainview Road North/River Drive intersection that aligns with current Transportation Association of Canada (TAC) guidelines and Town standards and a cash contribution to the Town for the Owner's portion of the cost of the intersection improvements.

Transportation staff have indicated they accept the findings of the updated TIS and parking demand analysis and have no transportation and parking concerns, subject to the condition being satisfied.

#### **f) Lack of Community Amenity or Commercial Space**

Several residents raised concerns regarding the proposal's lack of inclusion of a community amenity or commercial space, given the absence of these uses in the area to support existing residents within the surrounding neighbourhood.

- *Staff Response*

In response to comments from Town staff and the public regarding the need for ground floor amenity or commercial space to serve both residents of the proposed buildings and the surrounding neighbourhood, the most recent design submitted by the Applicant

includes a 117.7m<sup>2</sup> (1,266.5ft<sup>2</sup>) community event space on the ground floor of Building 2 that could be made available to the Town through the appropriate arrangements. The Applicant has noted that a commercial daycare will also be considered for this space as part of the Site Plan Control application.

The proposed site-specific Zoning By-law Amendment intended to facilitate the development now includes community event space and commercial/retail permissions to help facilitate any options the Applicant continues to explore for this space.

#### **g) Lack of Community Benefit**

A few members of the public also raised concern over the lack of community or public benefit being offered by the Applicant to compensate for the proposed heights and density.

- *Staff Response*

As noted, Section 37 of the Planning Act, where developers could negotiate contributions towards public benefits in exchange for increased height or density, has been replaced by a new regime called Community Benefits Charges (CBCs). Under the CBC regime the Town can no longer negotiate specific community benefits in exchange for additional height or density but instead charge a fee of 4% of the value of the development land on the day before the building permit is issued. In accordance with the Town's CBC By-law 2022-0044, the money collected through this process will go towards the acquisition of parkland.

However, beyond the Community Benefit Charge requirements, the proposal will provide enhanced connectivity and additional programmable parkland space in the community through the construction of:

- A road extension of Saint Michaels Street from Caroline Street to John Street and a sidewalk/multi-use path connecting John Street to the GO Station;
- Internal sidewalks along the laneway/interior park and external sidewalks along Caroline Street, Rosetta Street and River Drive; and
- A ~2,155m<sup>2</sup> (0.53ac) interior park consisting of a playground, multi-use sports court, splash pad and landscaped open space, which is intended to be privately owned and operated but will be accessible to the community for use.

#### **h) Site Contamination**

A couple of residents raised concerns regarding existing contamination of the development site and the quality of the submitted environmental reports.

- *Staff Response*

To address contamination within the development site, Phase I and II Environmental Site Assessments (ESAs) were submitted by the Applicant as part of the applications. The Phase II ESA concluded that further well-monitoring to study the Areas of Potential

Environmental Concern (APEC) and a Remedial Action Plan are required, and that a mandatory Ministry of the Environment, Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC) demonstrating that the site has been remediated cannot be filed until these steps have taken place.

Halton Region staff reviewed the Phase I and II ESAs and concur with their findings, including that an RSC will be required prior to site grading/servicing taking place. Therefore, a condition has been included as part of the Holding (H) Provision requiring an MECP-acknowledged RSC (including additional APEC investigation and a Remedial Action Plan) to be provided to the satisfaction of Halton Region and the Town prior to any grading or servicing of the site taking place.

### **i) Noise**

A concern was raised that perhaps the combination of the proposed railway crash wall (which also serves as an acoustic barrier) and the location and scale of the buildings on the site could result in additional railway noise being directed to existing homes in the area when compared to the current 2-storey industrial building (i.e., noise bouncing off the crash wall and/or proposed residential building to the surrounding homes).

- *Staff Response*

In response to the concern, the Applicant provided supplemental letters to the submitted Noise & Vibration Study analyzing the current noise reflection impacts from the existing building versus the anticipated impacts from the proposed buildings in order to determine whether the impacts could be exacerbated by the proposed development. The Town's peer review consultant (RWDI) also reviewed these letters as part of their noise/vibration peer review to ensure its findings and conclusions were informed by accurate evaluation and review of all applicable requirements and guidelines.

The supplemental letters concluded that most of the properties that formed the study area will experience no changes in sound levels. For the properties that may experience a sound increase or decrease, they are expected to be imperceptible to the human ear (increases are not expected to be greater than 0.6 decibels and most increases will be less than 0.2 decibels).<sup>4</sup> RWDI concurred with the results of the letters.

### **j) Tree/Habitat Removal**

A few residents expressed concerns over the construction of the Saint Michaels road extension to John Street requiring removal of existing trees and the resulting potential habitat removal for species such as the Pileated Woodpecker.

- *Staff Response*

In response to Town comments and public concerns the Applicant retained an environmental consultant (SLR) to conduct an evaluation of the potential impacts of the

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<sup>4</sup> A 1 decibel (dB) increase is generally insignificant from a human perception perspective.



proposed tree removals. As part of the evaluation SLR conducted a thorough screening of every tree within the site during both leaf-on and leaf-off conditions to optimize visibility of tree stems and canopies for identification of potential nesting or feeding cavity evidence to support the potential use of the site by the Pileated Woodpecker and other species.

The results of the evaluation are included in the submitted Natural Heritage Characterization Letter, which concluded that the site does not contain any key natural heritage features (e.g., watercourses, waterbodies, woodlands, wetlands, Areas of Natural and Scientific Interest (ANSI), Environmentally Significant Areas) and does not form part of a natural heritage system. The site is characterized by small, unmanaged cultural communities heavily influenced by human activity and dominated by non-native and invasive species. In addition, habitat opportunities appear limited and are most suitable for urban wildlife species.

The targeted search for Pileated Woodpecker habitat features during both leaf-on and leaf-off conditions did not identify any suitable potential nest cavities within the site. However, a few dead trees within the site exhibited habitat features that may be suitable for Species of Conservation Concern (SoCC) bats. Given the small number of trees (3) affording potential SoCC bat habitat, the potential for use of the site by any SoCC bat species is estimated to be very low. However, should the presence of Species at Risk (SAR) bats be confirmed prior to tree removal, approval and compliance mechanisms exist under the Endangered Species Act.

Town Environmental Planning staff have reviewed the applications and concur with the results of the submitted Natural Heritage Characterization Letter. However, to confirm that its findings remain consistent up to when tree removal occurs, the proposed Holding (H) Provision includes a condition requiring the submitted Natural Heritage Characterization Letter to be updated during the appropriate season to confirm that its findings are still accurate and can be relied upon by the Town. The condition also requires the letter to be updated to address ecologically appropriate off-site compensation in coordination with the Town to respond to the proposed tree removal.

### **k) Lighting (Glare)**

A few residents voiced concerns regarding lighting (glare) impacts to surrounding properties from exterior lighting on the building and headlights on motor vehicles approaching John Street from the proposed extension of Saint Michaels Street.

- *Staff Response*

A Photometrics (Illumination/Lighting) Plan demonstrating that all proposed site lighting has achieved full cut-off at the property lines will be required to be submitted to the Town's satisfaction as part of the Site Plan Control application. Glare impacts to residential dwellings on the north side of John Street from headlights on motor vehicles approaching from Saint Michaels Street will be mitigated by the increase in grade (elevation) from John Street to these dwellings, their large setbacks from the front

property lines, and the hard and soft landscaping elements (e.g., retaining walls) located within their front yards and along John Street.

## **I) Adequacy of Existing Infrastructure and Facilities**

Concerns were raised by a few residents regarding the adequacy of existing infrastructure (water, wastewater, storm sewer and hydro services) and facilities (sidewalks, parks and schools) in the area to support the proposed development.

- *Staff Response*

The Applicant's Functional Servicing Report has indicated that the existing municipal water and wastewater infrastructure is sufficient to accommodate the proposed buildings without improvements to the systems. Halton Region staff have confirmed that there is sufficient capacity within the existing water and wastewater system to accommodate the proposed development.

Regarding storm infrastructure, Town Development Engineering staff are satisfied that the on-site drainage and stormwater management requirements have been met. Additional information regarding the proposed stormwater management controls (e.g., operation and maintenance schedule for the filter and stormwater storage tanks) will need to be provided as part of the Site Plan Control application to demonstrate that these requirements will continue to be met.

Halton Hills Hydro staff have reviewed the applications and noted that there are capacity constraints in this area. As part of the Site Plan Control application the Applicant will be required to confirm the initial and ultimate load for the entire development, along with the load schedule, to demonstrate that each phase of construction will have enough capacity subject to potential improvements to the system.

As noted, the Applicant's design includes sidewalks along the internal laneway and around the perimeter of the site and a sidewalk/multi-use pathway within the Saint Michaels Street lands to provide safe, accessible and formalized pedestrian connections from the site and the surrounding roads to the GO Station and other areas of the neighbourhood (e.g., school bus stops, community mailboxes, neighbourhood parks). Several public parks/open spaces are within walking distance (500-800 metres) of the site including John Street Park, Wildwood Trail, Meadowglen Park and Ewing Street Park. The design also includes a publicly accessible interior park consisting of a playground, multi-use sports court, splash pad and landscaped open space to provide residents of the site and the surrounding neighbourhood with additional active and passive recreational opportunities. The proposed sidewalks and pathways are expected to improve connectivity to these parks and open spaces.

Regarding proximity to schools that have the capacity to accommodate more students, Halton District School Board (HDSB) and Halton Catholic District School Board (HCDSB) staff have reviewed the applications and noted no objection to the proposed development. HDSB staff have identified that elementary school students will be

accommodated within Glen Williams Public School or George Kennedy Public School, middle school students will be accommodated within Centennial Public School and secondary students will be accommodated within Georgetown District High School. HCDSB staff have identified that elementary school students will be accommodated at Holy Cross Catholic Elementary School and secondary school students will be accommodated at Christ the King Catholic Secondary School.

#### **m) Phasing of the Development**

Residents inquired whether the Applicant intends to construct all three buildings at once or construct the development in phases.

- *Staff Response*

The Applicant has indicated they would construct the development in phases, with construction of Building 1 occurring first. They would seek to begin construction of Building 2 immediately after Building 1 was complete. The timing for construction of Building 3 would be determined at a later date.

Construction of the site in phases has been contemplated to ensure that each building can function independently prior to full build-out of the proposed development. Even the underground garages would be built in phases, with parking to be provided for each building as follows:

	Building 1	Building 2	Building 3
Parking <sup>5</sup>	324 spaces for 249 units	363 spaces for 259 units	136 spaces for 151 units

It should be noted that through the Site Plan process staff will obtain further details regarding the phasing of construction, including identifying the appropriate time for construction of certain components like the internal park space.

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

This report identifies a safe and welcoming community 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.

The Applicant's concept includes 538 bicycle parking spaces throughout the site and sidewalks/pathways along the internal laneway, around the perimeter of the site and along Saint Michaels Street from John Street to the GO Station, in order to support the

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<sup>5</sup> The Applicant has indicated through the detailed design process that there may be an opportunity to provide up to an additional 24 spaces. Through the Site Plan process staff will also determine whether parking spaces in Buildings 1 or 2 need to be set aside to ensure sufficient parking is available for a subsequent phase, as once the full site is built out the underground garage will function as one large, interconnected structure.

use of active transportation. Rooftop urban gardens are also proposed on the roofs and terraces of all three buildings to provide climate change mitigation and other benefits to its residents. In addition, the Applicant has noted that green roofs, electric vehicle charging stations and other green initiatives will be considered at the detailed design phase to meet the Town's Green Development Standards and minimize climate change impacts from the proposed development.

Lastly, the submitted Zoning By-law Amendment includes a condition of the Holding (H) Provision requiring compliance with the Green Development Standards to further entrench the Applicant's commitment to implementing appropriate green building and site initiatives through the Site Plan Control process.

### **PUBLIC ENGAGEMENT:**

Public Engagement has been conducted as follows:

- |               |  |
|---------------|--|
| Feb 13, 2023: | Statutory Public Meeting held by the Town to provide the public with the opportunity to ask questions and express views regarding the development proposal   |
| Jun 22, 2023: | Public Open House #1 held by the Applicant at the Halton Hills Library & Cultural Centre to provide the public with a further opportunity to ask questions and provide input                               |
| Jun 11, 2024: | Public Open House #2 held virtually by the Town to present the Applicant's proposed changes to the development proposal and provide the public with another opportunity to ask questions and provide input |

### **INTERNAL CONSULTATION:**

Planning staff have consulted with the appropriate Town Departments, the Region of Halton, CN Railway and Metrolinx 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 & Development

Chris Mills, Chief Administrative Officer