



REPORT

TO: Mayor Lawlor and Members of Council

FROM: Ruth Conard, Planner – Development Review

DATE: May 26, 2025

REPORT NO.: PD-2025-035

SUBJECT: Public Meeting for proposed Official Plan and Zoning By-law Amendments to permit the development of 12 stacked townhouse units at 37 King Street (Georgetown)

RECOMMENDATION:

THAT Report No. PD-2025-035, dated May 26, 2025, regarding “Public Meeting for proposed Official Plan and Zoning By-law Amendments to permit the development of 12 stacked townhouse units at 37 King Street (Georgetown)”, be received;

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

KEY POINTS:

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

- In May 2021 Council approved site-specific Official Plan and Zoning By-law Amendments (File Nos. D09OPA19.001 and D14ZBA19.007) submitted by Habitat for Humanity to permit four townhouse units and a semi-detached building containing two units at 37 King Street (Georgetown). However, construction of the development never occurred.
- Habitat for Humanity has recently submitted new Official Plan and Zoning By-law Amendment applications seeking to permit the development of 12 stacked townhouse units at 37 King Street.
- The current applications are in the early stages of the review process by the Town. The purpose of the Public Meeting is to obtain comments and feedback from the community to be incorporated as part of the Town’s review. Once staff have completed their review of the applications and thoroughly evaluated the proposal, a Recommendation Report will be brought forward for consideration and a decision; see SCHEDULE 1 – APPLICATION REVIEW PROCESS.
- As of the date of this report, no objections have been received from the public.

BACKGROUND AND DISCUSSION:

The purpose of this report is to advise Council and the public that the Town has received new Official Plan and Zoning By-law Amendment applications submitted by Habitat for Humanity seeking to obtain the necessary approvals to permit the development of 12 stacked townhouse units at 37 King Street in Georgetown.

1.0 Location, Site Characteristics and Development History

The subject lands are located on the north side of King Street, west of Queen Street and south of the Georgetown GO Station; see SCHEDULE 2 – LOCATION MAP. The irregularly shaped lot has an approximate area of 0.14 hectares (0.34 acres), roughly 22 metres (72 feet) of frontage on King Street and 51 metres (167 feet) flanking Queen Street. The site slopes down from the Georgetown GO Station to King Street. The property is currently vacant; however, it was previously occupied by the former Exchange Hotel.

Surrounding land uses to the subject property include:

To the North:	Georgetown GO Station
To the East:	Single detached dwellings and an approved but yet to be built nine-unit development containing four townhouse units, a double duplex and single detached dwelling at 59 & 61 King Street
To the West:	Single detached dwellings
To the South:	Single detached dwellings

The lands were purchased by Habitat in 2013 with the intention to redevelop the site to provide affordable housing options. In May 2021 Council approved Official Plan and Zoning By-law Amendment applications (File Nos. D09OPA19.001 and D14ZBA19.007) submitted by Habitat to permit four townhouse units and a semi-detached building containing two units on the site; at least four of the units were proposed to be affordable housing units. Despite the approvals, Habitat never obtained Site Plan approval for the development or commenced construction. In this regard, Habitat has advised that it is no longer financially feasible to construct the approved six-unit affordable housing proposal due to the current economic climate and high costs of construction.

3.0 Development Proposal

On April 24, 2025, the Town deemed complete new Official Plan and Zoning By-law Amendment applications (File Nos. D09OPA25.001 and D14ZBA25.002) submitted by Habitat seeking to amend the previous site-specific approvals in order to now permit the development of 12 stacked townhouse units. Of the proposed 12 units, at least three are intended to be “deeply affordable units”¹; the remaining units would be sold at

¹ Deeply Affordable refers to homes that are accessible to low-to-moderate families through an innovative mortgage model with monthly payments significantly below what is typical in the market.

market rate. Habitat affordable units are not sold on the open market. Instead, units are sold directly to approved Habitat homeowners through a rigorous, mission-driven selection process. To qualify, applicants must meet three key criteria:

- a) Demonstrated need for affordable housing – families must be living in "core housing need", often in overcrowded, unaffordable, or inadequate conditions.
- b) Ability to pay – households must have the financial capacity to sustain monthly housing costs (mortgage, property taxes, and any condo fees), capped at 30% of gross household income.
- c) Willingness to partner – applicants must be committed to partnering with Habitat by contributing 500 volunteer hours and serving as ambassadors for the affordable homeownership program.

All applicants undergo a thorough screening process, including income verification, credit and reference checks, home visits, and must complete their volunteer hours before move-in.

The building is proposed to be three storeys in height, but due to the slope of the site, it would appear as four storeys from King Street. The building is intended to be divided into three blocks, with each block containing four stacked townhouse units that would range from one to two storeys. Entrance location and size of the units are proposed as follows:

- Three basement units containing a mix of two and three bedrooms that have entrances from King Street and access to the proposed surface parking area via stairs on the east side of the building;
- Three ground floor units containing a mix of two and three bedrooms with the main entrance located off the parking area;
- Six second floor units that are two storeys. Three units are located on the north side of the building and three units are located on the south side of the building, containing a mix of two and three bedrooms with the main entrance from the parking area and accessed from interior stairwells on the ground floor.

Two outdoor amenity areas are proposed on the north and east side of the lot; see Figure 1 below and SCHEDULE 3 – SITE PLAN. The Applicant has also submitted elevations and a number of renderings of the proposed building for illustrative purposes; see SCHEDULE 4 – CONCEPTUAL ELEVATIONS AND RENDERINGS.

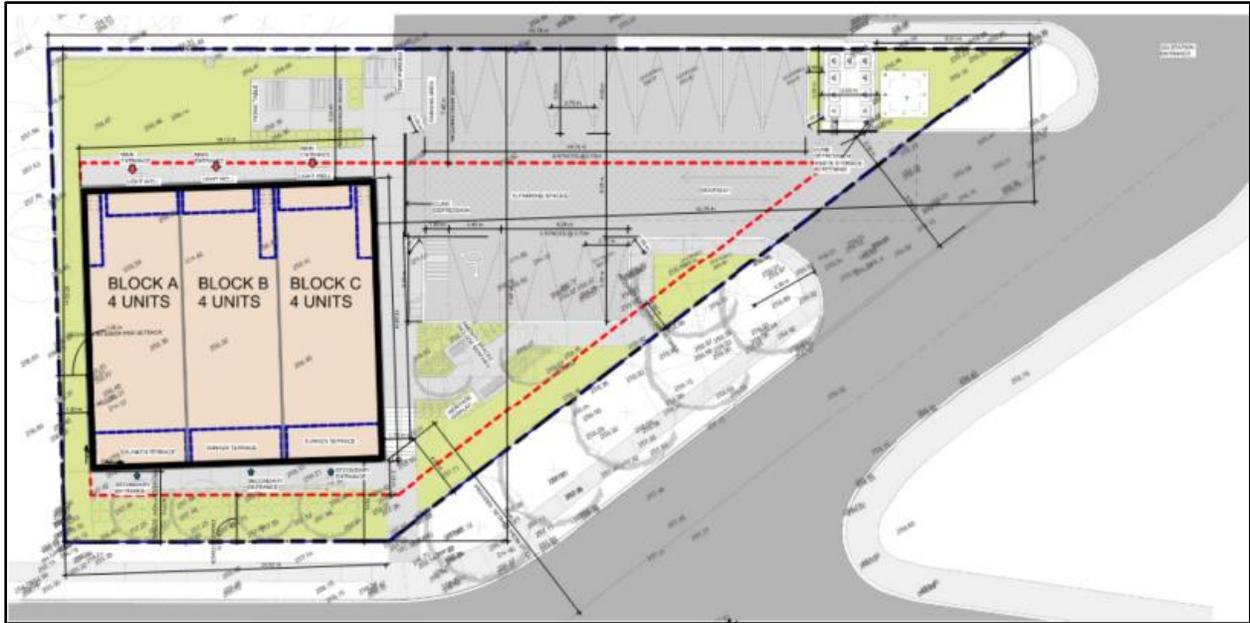


Figure 1

Vehicular access to the development is proposed by way of one common private driveway off Queen Street. A total of 13 resident parking spaces (which includes one barrier free space) are proposed for the 12 units; all of the parking spaces would be located in a shared parking lot at the rear and east side of the site. Zero visitor parking spaces are proposed on-site as the Applicant suggests that visitor parking could be accommodated through on-street parking or in the Georgetown GO Station parking lot. A sidewalk is proposed to be constructed in the Town’s right-of-way on the west side of Queen Street from King Street to the Georgetown GO Station to allow for pedestrian connectivity to and from the subject property.

To accommodate the proposed 12-unit development the Applicant is proposing to amend the site-specific Medium Density Residential Area Special Policy 2 designation that applies to the site (as a result of Official Plan Amendment 43 (OPA 43) approved by Council in 2021) to include permissions for a density of approximately 89 units per net residential hectare. The current Medium Density Residential Area designation only allows a density of 21 to 50 units per net residential hectare, which would permit a maximum of 7 units; see SCHEDULE 5 – DRAFT OFFICIAL PLAN AMENDMENT.

The Applicant is also seeking to amend the site-specific Medium Density Residential Two Exception 107 (MDR2)(107) Zone, which was also applied to the site as a result of previous Council approvals in 2021, by amending the following:

- Include a new massing schedule illustrating setbacks to the proposed building;
- Establish a minimum parking requirement of 13 spaces; and
- Increase the maximum building height from 10.0 metres to 11.8 metres; See SCHEDULE 6 – DRAFT ZONING BY-LAW AMENDMENT.

A list of reports and drawings submitted by the Applicant in support of the applications is attached as SCHEDULE 7 – SUBMISSION MATERIALS to this report.

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

4.0 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 2024

The Provincial Planning Statement (PPS) 2024 came into effect on October 20, 2024, and provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario and applies province wide. However, the PPS recognizes the diversity of Ontario, and that local context is important.

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.

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

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 site is located within the Georgetown GO Major Transit Station Area (MTSA), as defined through ROPA 48.² 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. Stable residential neighbourhoods may also be identified within MTSAs where only contextually appropriate intensification opportunities are contemplated.

c) Town of Halton Hills Official Plan

The subject site is located within the Georgetown GO Station Secondary Plan Area and situated within the South Precinct. The predominant land use designation in the South Precinct is Low Density. However, as per Official Plan Amendment 43 (OPA 43), approved in May 2021, the lands are designated Medium Density Residential Area Special Policy Area 2, which permits semi-detached dwellings, multiple dwellings and street townhouse dwellings.

Section H3.4.3 of the Secondary Plan states that lands in the Medium Density Residential Area designation shall develop in accordance with the provisions of Section D1.3.2 of the Official Plan, which permits a density range of 21 to 50 units per net residential hectare. The proposed development represents a density of approximately 89 units per net residential hectare; therefore, the Applicant is proposing to amend the Special Policy Area 2 designation to allow for the requested increase in density.

Schedule H3 of the Georgetown GO Station Secondary Plan Area identifies the intersection of King Street and Queen Street as a Gateway. Section H.3.3.6 b) states the following for key gateways such as King Street and Queen Street:

...development on lots fronting and flanking these intersections shall be designed so that any buildings reinforce the streetscape edge and have upgraded

² 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.

elevation treatments and gateway features.

The Secondary Plan does not contain any specific policies that provide direction about how to consider an amendment to a site-specific medium density residential designation. Therefore, staff defer to Section D1.4.4 of the Official Plan for guidance, which states that when considering a proposal for new medium density residential, by way of an amendment, Council shall be satisfied that the proposal:

- a) is located on and has direct access to a Collector or Arterial Road as shown on Schedule B1 to this Plan;*
- b) respects the character of the adjacent residential neighbourhoods, in terms of height, massing and setbacks;*
- c) can be easily integrated with surrounding land uses;*
- d) will not cause traffic hazards or an unacceptable level of congestion on surrounding roads;*
- e) can easily be accessed by public transit if available;*
- f) is located in close proximity to community facilities, such as parks, schools and open spaces;*
- g) is located on a site that has adequate land area to incorporate the building, on-site parking, an outdoor amenity area, and appropriate buffering such as setbacks, landscaping and fencing to ensure the compatibility of the use with adjacent land uses;*
- h) where appropriate, considers the role of topography and natural vegetation in minimizing the impacts of tall buildings on adjacent land uses;*
- i) has demonstrated that the potential shadow impacts associated with tall buildings will be at an acceptable level on adjacent properties; and,*
- j) municipal water and wastewater services are adequate and available.*

As per Section H.3.3.6 of the Secondary Plan, the Urban Design policies of Section F2 of the Official Plan provide the general framework for consideration of any proposals for changes in the public realm, as well as private development proposals. The objective of the urban design policies is to ensure that urban areas of the Town evolve in a manner that enhances the quality and vibrancy of urban life. It is Council's desire to create and encourage a high-quality built form through good urban design.

e) Town of Halton Hills Zoning By-law

The property is zoned Medium Density Residential Two Exception 107 Holding 1 (MDR2(107)(H1)) under Comprehensive Zoning By-law 2010-0050. This site-specific zone was approved by Council in May 2021 and permits semi-detached units and up to four multiple units (i.e. townhouses). The Applicant is proposing to amend the MDR2(107) Zone to permit the proposed 12 stacked townhouse units and amend the site-specific provisions pertaining to parking, height and setbacks.

f) Heritage – Former Exchange Hotel

The property was previously occupied by the former Exchange Hotel, which was identified as a significant cultural heritage resource by the Town. The Exchange Hotel

was an early and rare example of a Pre-Confederation railway hotel, which was intrinsically linked to the history and development of Georgetown. The railway and Hotel played a key role in the development of the Town from a small village to a major commercial and industrial centre within the Region.

Significant efforts were made by the Town and Habitat to conserve the former Exchange Hotel building and its cultural heritage value as part of the previous development plans for the site. However, due to its significantly deteriorated condition following years of exposure to the elements, the relocation and preservation of the building was not feasible. As a result, the former Exchange Hotel building was demolished in 2019.

It should be noted that the Applicant is proposing to address heritage interpretation/commemoration of the former Exchange Hotel at the Site Plan Control stage for the proposed development.

5.0 Department and Agency Circulation Comments

The Official Plan and Zoning By-law Amendment applications were circulated to Town departments and external agencies for review in April 2025. The following sections outline the comments received to date:

Planning

- The applications propose to increase the permitted height from 10.0 metres to 11.8 metres to accommodate the stacked townhouse building, which is a departure from the previous approval.
- Staff have concerns that the proposed basement units appear to only have access to the parking area via exterior stairs located on the east side of the building, which could result in accessibility issues.

Transportation

- Staff have questions about the proposal to provide 13 parking spaces for 12 stacked townhouse units and for visitor parking to be accommodated via on-street parking and/or in the Georgetown GO Station parking lot. Staff require additional information to demonstrate the feasibility of the proposal.

Building

Drawings are required that clearly illustrate where the required window openings for the basement units are located. As per the Building Code, some of the proposed bedrooms may not be able to be classified as such without a window in the room.

CN Rail

- The submitted Noise & Vibration Impact Study will be peer reviewed, and comments provided once completed.
- An Agreement and environmental easement for noise and vibration emissions will be required.

6.0 Public Comments

As of the date of this report, Planning staff have not received any comments from the public.

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:

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|-----------------|---|
| April 29, 2025: | Notice of Received Applications mailed out to all property owners assessed within 120 metres of the subject lands. |
| May 6, 2025 | Sign posted along the property frontage explaining the purpose of the proposed application. |
| May 23, 2025 | Public Meeting Notice Sign posed on the subject lands and Notice of Public Meeting mailed out to all property owners assessed within 120 metres of the subject lands. |
| May 27, 2025 | Notice of Public Meeting posted on Halton Hills Today and the Independent Free Press (IFP) websites as well as on the Corporate Advertising and Public Notices website on the Town's website. |

INTERNAL CONSULTATION:

The proposed Official Plan and Zoning By-law Amendment applications were considered at the April 25, 2024, Development Review Committee Pre-Consultation Meeting (File No. D00ENQ24.018). 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 and Development

Bill Andrews, Commissioner of Transportation & Public Works and Acting Chief
Administrative Officer