



TOWN OF
HALTON HILLS
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REPORT

TO: Mayor Lawlor and Members of Council

FROM: John McMulkin, Senior Planner – Development Review

DATE: June 25, 2025

REPORT NO.: PD-2025-042

SUBJECT: Recommendation Report for proposed Official Plan and Zoning By-law Amendments to permit two 4-storey residential apartment buildings containing 34 units at 16 and 18 Mill Street (Georgetown)

RECOMMENDATION:

THAT Report No. PD-2025-042, dated June 25, 2025, regarding a “Recommendation Report for proposed Official Plan and Zoning By-law Amendments to permit two 4-storey residential apartment buildings containing 34 units at 16 and 18 Mill Street (Georgetown)”, be received;

AND FURTHER THAT Town of Halton Hills Official Plan Amendment No. 62, which amends the Town of Halton Hills Official Plan, as generally shown on SCHEDULE 3 – 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 4 – ZONING BY-LAW AMENDMENT, be approved on the basis that the amendments for the lands municipally known as 16 and 18 Mill 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-2025-042, dated June 25, 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 December 2020 AGK Multi-Res GP Ltd. submitted Official Plan and Zoning By-law Amendment applications (File Nos. D09OPA20.005 & D14ZBA22.014) proposing the development of one 6-storey residential apartment building containing 52 units at 16 and 18 Mill Street (Georgetown).
- Since the filing of the applications the proposal has been revised to now seek permission for two 4-storey residential apartment buildings containing a total of 34 units.
- The subject lands have been designated for medium 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 March 22, 2021, during which nine (9) members of the public spoke to raise concerns regarding the original 6-storey proposal related to height, density and scale of the proposal; tree/habitat removal; impacts to the Silver Creek subwatershed and groundwater recharge; traffic and parking; site contamination; lack of green space and outdoor amenity area; potential loss of affordable housing; and, potential displacement of tenants of the existing rental buildings within the development site.
- One (1) email of support and fifteen (15) letters/emails identifying concerns have also been received from the public throughout the application review process. Concerns consistent with those listed above were raised, as well as concerns related to the proposed number of loading spaces and the demolition of historic buildings to accommodate the development.
- 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 (H) Provision.
- This report recommends approval of the Official Plan and Zoning By-law Amendment applications.

BACKGROUND AND DISCUSSION:

AGK Multi-Res GP Ltd. has submitted Official Plan and Zoning By-law Amendment applications to the Town seeking to obtain the necessary approvals to permit the redevelopment of the lands municipally known as 16 and 18 Mill Street (Georgetown). The most recent submission proposes a total of 34 units within two 4-storey residential apartment buildings. The proposed development also includes two levels of underground parking.

1.0 Location & Site Characteristics

The subject lands are located on the north side of Mill Street, east of Dayfoot Drive and in the urban area of Georgetown; see SCHEDULE 1 – LOCATION MAP. The lands have an approximate area of 0.23 hectares (0.56 acres) and contain 40.24 metres (132 feet) of frontage on Mill Street.

The site is currently occupied by a two-storey, 9-unit rental townhouse building (16 Mill Street) and a two-storey rental triplex (18 Mill Street), which are intended to be demolished in order to accommodate the proposed apartment buildings.

Surrounding land uses to the subject site include:

- | | |
|---------------|--|
| To the North: | A large parcel containing a single detached home (which has been rezoned to permit a 6-storey, 163-unit residential apartment building) and CN railway tracks |
| To the East: | Town open space/natural heritage lands containing Silver Creek, the Moya Johnson Parkette, and single detached residential dwellings further east |
| To the South: | Kiyo's Car Service building and single detached residential dwellings |
| To the West: | Single detached residential dwellings and the 42 Mill Street redevelopment site (recently constructed 6-storey, 76-unit condominium apartment building; 3-storey, 14-unit condominium townhouse building and 5-storey, 116-unit condominium apartment building currently under construction) |

2.0 Development Proposal

On January 15, 2021, the Town deemed complete Official Plan and Zoning By-law Amendment applications (File Nos. D09OPA20.005 & D14ZBA20.014) submitted by AGK Multi-Res GP Ltd. The applications originally sought to obtain the necessary land use approvals to permit a 6-storey, 52-unit apartment building, but reduced the requested height and number of dwelling units as part of subsequent submissions in response to comments received from staff and the public.

The applications now seek to permit the development of two 4-storey residential apartment buildings containing 34 units. One of the buildings (identified as the "North Building" on the submitted site plan) is proposed to contain 20 dwelling units and the other building (identified as the "South Building") is proposed to contain 14 dwelling units; see SCHEDULE 2 – PROPOSED SITE PLAN & BUILDING ELEVATIONS. The proposal also includes two levels of underground parking, an internal driveway that provides access to the parking and loading areas, landscaped open space, and an interior courtyard.

Further details regarding the proposed development are outlined in the table below:

Design Elements	Application Proposal
Number of Units	34 residential apartments consisting of: <ul style="list-style-type: none"> • 21, 2-bedroom units • 13, 3-bedroom units
Size of Units	<ul style="list-style-type: none"> • ~58 to 77 m² for 2-bedroom units (~624 to 828 ft²) • ~73 to 105 m² for 3-bedroom units (~791 to 1,126 ft²)
Height	4 storeys (15.7 metres to highest point of roof, 17 metres to elevator penthouse)
Landscaped Area	748 m ² (~8,051 ft ²) – ~33% of current lot area
Vehicular Access	1 entrance (from Mill Street)
Vehicular Parking	61 spaces (~1.79 spaces/unit) consisting of: <ul style="list-style-type: none"> • 52 spaces (~1.53 spaces/unit) for residents (all underground; includes 4 barrier-free) • 9 spaces (~1.26 spaces/unit) for visitors (6 underground and 3 surface; includes 1 barrier-free)
Bicycle Parking	39 spaces consisting of: <ul style="list-style-type: none"> • 36 indoor spaces for residents • 3 outdoor spaces for visitors
Loading	1 space

The Applicant has provided a 3D rendering of the front building elevations and a site plan for illustrative purposes; see Figure 1 and Figure 2 below:



Figure 1

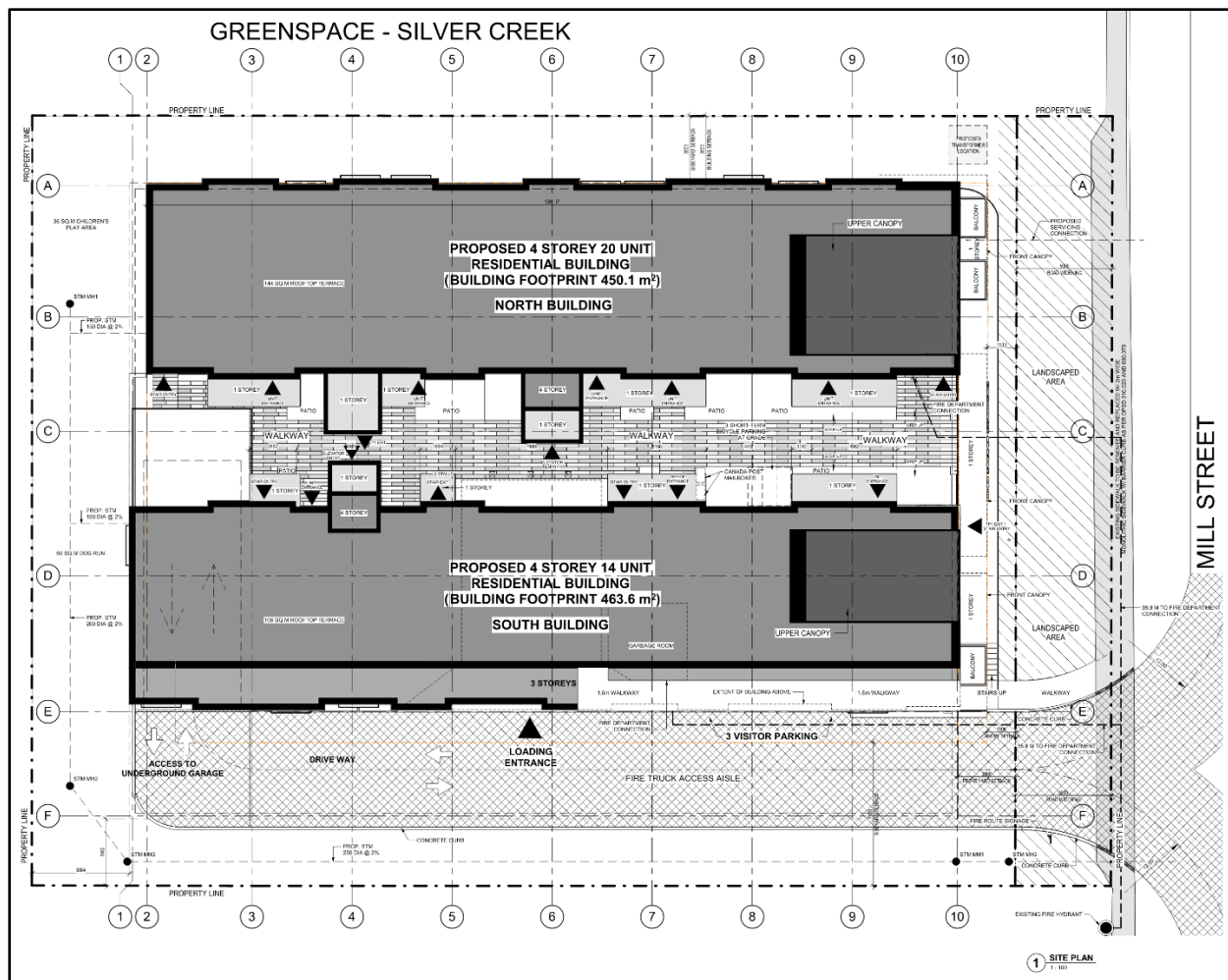


Figure 2

The Applicant continues to explore the tenure options for the proposed 34 units and whether they would all be rental or a mixture of condominium and rental. The intention is for a minimum of 12 rental units to be provided in the new development in order to replace the current 12 rental units that are located within the existing townhouse and triplex buildings that are required to be demolished to accommodate the proposal.

As mentioned above, changes to the proposed development have occurred since the applications were first submitted in 2020 in response to comments identified through the development review and public consultation process. A summary of the key changes is provided below:

- Change in built form and number of storeys from one 6-storey apartment building to two 4-storey apartment buildings;
- Decrease in maximum building height (22.5 metres to 15.7 metres);
- Decrease in number of residential apartment units from 52 to 34;
- Decrease in total building gross floor area from 4,366.8 m² (~47,004 ft²) to 3,193.7 m² (~34,377 ft²);

- Compliance with minimum parking requirement for apartment dwellings (initial submission requested a reduction in the minimum parking requirement from 1.75 combined resident and visitor parking spaces/unit to ~1.34, whereas the latest submission provides a ratio of ~1.79 combined resident and visitor spaces/unit);
- Increase in number of bicycle parking spaces provided from 2 to 39; and
- Increase in the amount of landscaped open space from 602 m² (26.5% of current lot area) to 748 m² (~33% of current lot area).

To facilitate the proposed development the Official Plan Amendment seeks to redesignate the site from Medium Density Residential Area and Greenlands to a site-specific Medium Density Residential Special Policy Area designation. The proposed Special Policy Area would permit a maximum of 34 residential dwelling units on the site, whereas the permitted density range for the Medium Density Residential Area designation is 21 to 50 units/net residential hectare; see SCHEDULE 3 – OFFICIAL PLAN AMENDMENT. A policy is also proposed to be included that requires a minimum of 12 of the 34 residential dwelling units to be rental housing units until such time as a minimum rental housing vacancy rate of 3% is maintained in the Town in accordance with policies under the Town and Region of Halton Official Plans.

The proposed Zoning By-law Amendment seeks to rezone the site from Low Density Residential One (LDR1-2) and Environmental Protection One (EP1) to a site-specific Medium Density Residential Two (MDR2) Zone with special provisions governing the site pertaining to height, maximum number of dwelling units, minimum number of purpose-built rental dwelling units (as defined), setbacks, and bicycle parking. Further details regarding the proposed site-specific provisions are discussed under Section 3 d) of this Report. A Holding (H) Provision is also proposed to apply to the lands; see SCHEDULE 4 – ZONING BY-LAW AMENDMENT.

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 MTA). 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 site is designated Urban Area (Georgetown) in the 2009 Regional Official Plan (ROP), with a small portion designated Regional Natural Heritage System (RNHS). 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. However, all development must meet the applicable policies of the ROP, including development within or adjacent to the RNHS.

For the portion designated RNHS, the ROP policies direct that there should be no alteration of any component of the RNHS, unless it has been demonstrated that there will be no negative impact on the natural features or their functions. Section 116.1 of the ROP allows for the boundaries of the RNHS to be refined through the submission of an Environmental Impact Assessment (EIA), which could result in additions, deletions and/or boundary adjustments.

Regional staff conducted a review of the environmental feature on and adjacent to the site (hedgerow) and informed the Applicant prior to submission of the applications that it does not meet the definition of a significant woodland contained within Section 277 of the Regional Official Plan (ROP). Therefore, an Environmental Impact Assessment

(EIA) is not required to permit the adjustment of the boundary of the natural heritage system to accommodate the proposed development.

As the property currently maintains 12 rental housing units, Section 86(19) also applies, which requires that local municipalities use a rental housing vacancy rate of 3% as the minimum threshold to permit the conversion of existing rental housing to ownership tenure or other uses or the demolition of such housing. Given the Town of Halton Hills' current rental vacancy rate is 1.5%, these rental housing units are required to be replaced and incorporated into the proposed redevelopment. Therefore, the proposed Official Plan and Zoning By-law Amendments include provisions requiring a minimum of 12 rental housing units to be maintained on site as part of the redevelopment.

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 48.¹ 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. Section 81 contains a range of policies applicable to MTSAs, including identifying minimum density targets and encouraging alternative development 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 Mill Street Corridor Precinct. The objectives for the Mill Street Corridor Precinct are as follows (Section H3.6.1):

- a) To encourage consolidation of lots on or immediately adjacent to Guelph Street and along Mill Street and rail corridors and their redevelopment for medium density residential uses.
- b) To permit redevelopment of certain larger lots in appropriate locations, for medium and/or high density residential uses that are compatible with the surrounding area.

¹ 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.

- c) To recognize the potential for the redevelopment of the Memorial Arena site and adjacent lands for high density residential, community facility and related uses.
- d) To recognize the remaining portions of the Mill Street Corridor Precinct as a stable residential area, where only modest changes in keeping with the existing character of the area will be permitted.

Under the Secondary Plan the site has two different designations:

Medium Density Residential Area

The Medium Density Residential Area designation allows triplex, townhouse and low-rise apartment dwellings to a maximum height of 4 storeys and density range of 21 to 50 units per net residential hectare.

As the revised proposal conforms to the permitted height under the Medium Density Residential designation, the proposed Official Plan Amendment is now only seeking to establish a site-specific Medium Density Residential Special Policy Area designation to amend the density permissions to allow a maximum of 34 residential dwelling units.

Section H.3.3.6 of the Secondary Plan outlines urban design policies that provide the general framework for consideration of any development proposal for lands in the Secondary Plan area. Additionally, Section F2 of the Town's Official Plan also contains urban design policies which need to be considered.

Section H3.6.3 of the Secondary Plan identifies that when evaluating applications for new development through the site plan process, it shall demonstrate that the design:

- a) minimizes height and massing impacts on existing, adjacent low density residential areas;
- b) [this policy is not applicable as it guides development on Guelph Street]; and
- c) contributes to the creation of a streetscape along Mill Street which reflects its importance as a key gateway to the Secondary Plan area, while maintaining the residential character of the street and enhancing the protection of the greenlands area along the Silver Creek by:
 - i) requiring new buildings to define the street edge;
 - ii) encouraging design that promotes a pedestrian oriented streetscape, including variations in the building envelope for entrances, forecourts and other features;
 - iii) prohibiting parking between the building and Mill Street;
 - iv) prohibiting blank walls on any street;
 - v) requiring provision of high quality landscaping, including:
 - the protection, where feasible of existing shade trees on the site, and the planting of new shade trees on the site and in the public right-of-way as directed by the Town;
 - vi) the introduction of naturalized areas with native plants and trees on and adjacent to, lands designated Greenlands A; and

- vii) requiring buffers adjacent to the boundary of lands designated Greenlands on Schedule H3, as determined by the Town after consultation with Credit Valley Conservation.

Planning staff are of the opinion that the proposal meets the above criteria based on the following:

- The proposal minimizes height and massing impacts on existing, adjacent low density residential areas through strategic building siting/configurations and the additional separation provided by the public lands (Town owned greenspace including the Moya Johnson Parkette) on the east side of the development site. The buildings are sited towards the northeast side of the site, closest to the Town owned lands and away from the low density residential properties to the west. The larger setback on the west side, in conjunction with a step-back of the 4th storey on the southwest side of the South Building, will mitigate shadow and overlook concerns by providing further separation from low density residential properties to the west. This 4-storey design will also provide an appropriate transition between the approved 6-storey, 163-unit residential apartment building on the site to the north and the existing 2-storey residential dwellings to the south.
- The proposal defines and reinforces the street edge along Mill Street by:
 - Siting the buildings towards the front of the site and away from the residential and railway lands to the rear;
 - Maintaining a front yard setback that is consistent with front yard setbacks for existing and proposed residential buildings along Mill Street;
 - Not providing any parking between the buildings and Mill Street;
 - Providing a design that promotes a pedestrian oriented streetscape through the provision of walkways connecting the existing sidewalk along Mill Street with the entrances to the proposed buildings and other areas of the site; and
 - Not including any blank walls and instead including variations in the building envelopes/façades for entrances, balconies, canopies and other architectural features.
- The proposal increases the landscaped open space on the site, including increasing the buffer/setback from the hedgerow on/adjacent to the site and introducing naturalized areas with native trees adjacent to the Greenlands designation. Most of the existing trees within the site will need to be removed to accommodate the proposed development. However, the submitted Tree Inventory & Preservation Plan Report indicates that the remaining 8 trees and the hedgerow can be preserved provided appropriate tree protection measures are installed prior to redevelopment taking place. Substantive landscaping is proposed throughout the site to integrate the development into the surrounding neighbourhood and provide compensation for the existing trees to be removed, including planting trees around the perimeter of the site and both trees and shrubs between the proposed buildings and Mill Street.

Greenlands

A small portion at the front and east part of the site is subject to the Greenlands designation, which also applies to the lands within the Regulatory Floodplain along Silver Creek. Permitted uses are restricted to conservation uses, passive recreational uses such as nature viewing and pedestrian trail activities, and similar uses that do not require the construction of buildings or structures. However, as per Section H3.2.2 c), the Greenlands designation within the Secondary Plan is also subject to the Natural Heritage System policies contained within the Regional Official Plan, including specifically Section 116.1, which allows for the boundaries of the RNHS to be refined through the submission of a supporting Environmental Impact Assessment (EIA).

As mentioned earlier in the report, Regional staff, who were responsible for NHS matters at the time, conducted a review of the environmental features on and adjacent to the site (hedgerow) prior to the filing of the applications. Based on their findings, Regional staff confirmed that the hedgerow did not meet the definition of a significant woodland; therefore, an Environmental Impact Assessment (EIA) would not be required to support redesignating the small Greenlands portion of the site to a designation that would allow for development. Credit Valley Conservation (CVC) staff also conducted a similar review and determined that any hazard lands associated with Silver Creek are located entirely off-site, with only small parts of the buffer extending to the property itself, which wouldn't preclude the redesignation of the Greenlands designation.

Therefore, the submitted Official Plan Amendment proposed to remove the Greenlands designation from the lands and incorporate the entirety of the site into the proposed site-specific Medium Density Residential Special Policy Area.

In addition to the Georgetown GO Station Area/Mill Street Corridor Secondary Plan policies, the site is also subject to the general policies of the Halton Hills Official Plan. Section D1.4.9 of the OP states that the conversion of rental housing to condominium or other forms of tenure, or the demolition of rental housing, shall only be considered by Council if a minimum threshold rental housing vacancy rate of 3% is maintained in the Town. This policy is applicable as the 9-unit townhouse and triplex buildings currently located on-site are all rental units. As noted, given the Town currently has a rental housing vacancy rate of 1.5%, the proposed Official Plan and Zoning By-law Amendments include provisions requiring a minimum of 12 rental housing units to be maintained on site as part of the redevelopment.

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 requested increased density to accommodate the proposed buildings.

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 Mill Street Corridor Precinct to permit redevelopment of certain larger lots in appropriate locations for medium and/or high density residential uses that are compatible with the surrounding area. 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 Low Density Residential One (LDR1-2) and Environmental Protection One (EP1) under Zoning By-law 2010-0050, as amended. The LDR1 zone only permits single detached dwellings. The EP1 zone does not permit any development. Therefore, a Zoning By-law Amendment is required to facilitate the proposed apartment buildings.

To facilitate the development the Applicant is proposing to rezone the lands to a site-specific Medium Density Residential Two (MDR2) Zone with special provisions and permissions governing the site, as identified in the table below:

Provision	Current MDR2 Permissions	Proposed Site-Specific MDR2 Permissions
Permitted Uses	<ul style="list-style-type: none"> • Multiple Dwellings • Existing Apartment Dwellings • Additional Residential Units • Home Occupations • Private Home Daycares • Day Nurseries • Long Term Care Facilities • Retirement Homes • Existing Second Level Lodging Homes 	<ul style="list-style-type: none"> • Multiple Dwellings and Apartment Dwellings restricted to a maximum total of 34 dwelling units • Additional Residential Units • Home Occupations • Private Home Daycares • Day Nurseries

Additional Permitted Uses	N/A	<ul style="list-style-type: none"> Purpose-Built Rental Dwelling, which is defined as: “a building or part of a building containing dwelling units which are owned by a single owner and not individually owned, available for rent, are not legally described in accordance with a condominium registered under the Condominium Act or any successor legislation, and are not organized as a life lease project.”
Minimum Number of Purpose-Built Rental Dwelling Units	N/A	12
Maximum Height	11.0 metres	15.7 metres and 4 storeys (17 metres to any mechanical equipment, elevator or stairway and penthouses containing such features)
Building Setbacks to Lot Lines	4.5 to 13.4 metres	2.9 to 11.0 metres
Minimum Setback for Parking Areas from Any Building or Structure	1.2 metres	0 metres
Bicycle Parking	N/A	<p>Total: 27 spaces for 34 units (0.77 spaces/unit)</p> <ul style="list-style-type: none"> 0.70 long-term spaces/unit for residents 0.07 short-term spaces/unit for visitors

Staff consider the proposal to rezone the property from the Low Density Residential One (LDR1-2) Zone and Environmental Protection One (EP1) Zone to a site-specific Medium Density Residential Two (MDR2) Zone appropriate given that it will implement the Medium Density Residential Area 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 34 residential units and 4 storeys.

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 (Town owned greenspace including the Moya Johnson Parkette) on the east side of the development site. The design also provides a step-back of the 4th storey on the west side of the South Building to mitigate shadow and overlook concerns to low density residential properties to the west.

The intent of the minimum setback of 1.2 metres for parking areas from any building or structure is to ensure that sufficient space is provided to accommodate a walkway to enable safe pedestrian access from the parking space(s) to the building or structure. The three surface visitor spaces have a setback of 0 metres to the South Building. However, a 1.6 metre wide walkway is shown directly adjacent to these spaces on their southwest side that provides pedestrian access from the spaces to the doors of the building. Therefore, the intent of this requirement is being maintained.

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.

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;
- The Owner updating the submitted Functional Servicing Report to the satisfaction of Halton Region;
- 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;
- The Owner providing written confirmation to Halton Region that the Owner and/or future condominium corporation will be responsible for private waste collection; or, the Owner redesigning the development to meet Halton Region's municipal waste collection requirements;
- The Owner agreeing through the Site Plan Control process that a minimum of 12 of the 34 permitted dwelling units will consist of Purpose-Built Rental Dwelling Units; or, the Owner demonstrating that a minimum rental housing vacancy rate of 3% is being maintained in the Town in accordance with the Town's Official Plan; and
- Approval of a Construction Management Plan by 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 (4th) occurring in November 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 4th submission sufficiently address the staff comments identified in the 2021 Public Meeting report. These include comments such as:

- Updating the submitted Shadow Study to include additional hours/dates;
- Providing additional information regarding the proposed tenure of the apartment units and the plan for accommodating tenants of the existing townhouse and triplex buildings;
- Correcting errors in the submitted Official Plan and Zoning By-law Amendment documents;
- Providing additional outdoor amenity area;
- Meeting parking requirements;
- Updating the submitted Transportation Impact Study to reflect approved developments in the area;
- Consulting with the Ministry of the Environment, Conservation and Parks regarding species at risk and updating the submitted Baseline Environmental Assessment to screen for species at risk and suitable species at risk habitat;
- Confirming that the two levels of underground parking can be accommodated at a depth that remains above the water table without the need for permanent dewatering; and
- Updating the submitted Phase I Environmental Site Assessment to meet Ontario Regulation 153/04 standards and address the closed landfill on the adjacent Town property.

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.

5.0 Public Comments

The submitted Official Plan and Zoning By-law Amendments and original 6-storey proposal were presented to Council and the public by way of Report No. PD-2021-0014 through a Statutory Public Meeting on March 22, 2021, during which nine (9) members of the public spoke to raise concerns regarding:

- Height, density and scale of the development and its ability to maintain the character of the surrounding low density neighbourhood;
- Building massing, lot coverage and yard setbacks;
- Departure from the policies of the Secondary Plan and the proposal setting a precedent for other developments in the neighbourhood;

- Tree/habitat removal issues associated with potential tree removal within the adjacent hedgerow and reduction of its associated natural heritage system buffer;
- Impacts to the Silver Creek subwatershed and groundwater recharge;
- Traffic and parking;
- Site contamination;
- Potential loss of affordable housing and displacement of tenants of the existing rental buildings within the development site; and
- Lack of greenspace and outdoor amenity area.

One (1) email of support and fifteen (15) letters/emails identifying concerns have also been received from the public throughout the review process. Concerns consistent with those listed above were identified in the correspondence, as well as concerns related to the proposed number of loading spaces and the demolition of historic buildings to accommodate the development.

The following sections describe the specific public questions/concerns raised throughout the process and provide staff responses:

a) Height, Density, Scale, Massing and Setbacks

Several members of the public who provided written and/or verbal comments raised concerns regarding the height, density and overall scale of the 6-storey development, its ability to maintain the character of the surrounding low density neighbourhood, building massing, lot coverage and setbacks, departure from the policies of Secondary Plan, and the proposal potentially setting a precedent for developments within the neighbourhood.

- *Staff Response*

In response to staff and resident concerns regarding the initial 6-storey, 52-unit residential apartment building proposal, the Applicant revised their applications to seek approval for two 4-storey residential apartment buildings containing a combined total of 34 dwelling units.

Regarding the proposal potentially setting a precedent for other developments in the area, each application submitted under the Planning Act is evaluated individually on its own merits based on the appropriateness for the site and the surrounding context. However, the revised 4-storey heights of the buildings are consistent with the current permissions applicable to the site under the GO Station Secondary Plan. Further, the policy objectives of the Mill Street Corridor Precinct under the Secondary Plan are to permit redevelopment of certain larger lots in appropriate locations including the subject site, for medium and/or high density residential uses that are compatible with the surrounding area.

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.

The design and configuration of the development should mitigate the potential impacts related to the proposed heights, massing, density and scale by siting the buildings towards the northeast side of the site, closest to the Town owned lands to the east and away from the low density residential properties to the west. The larger setback on the southwest side, in conjunction with a step-back of the 4th storey, will mitigate shadow and overlook concerns by providing further separation from low density residential properties to the west and taking advantage of the separation/buffering provided by the Town owned lands (greenspace and Moya Johnson Parkette) located between the site and low density residential properties located to the north and east. This design will provide an appropriate transition between the approved 6-storey, 163-unit residential apartment building on the site to the north and the existing 2-storey residential dwellings to the south.

As noted, the proposal enhances the streetscape along Mill Street by:

- Siting the buildings towards the front of the site and away from the residential and railway lands to the north;
- Maintaining a front yard setback that is consistent with front yard setbacks for existing and proposed residential buildings along Mill Street;
- Not providing any parking between the buildings and Mill Street;
- Providing a design that promotes a pedestrian oriented streetscape through the provision of walkways connecting the existing sidewalk along Mill Street with the entrances to the proposed buildings and other areas of the site; and
- Not including any blank walls and instead including variations in the building envelopes/façades for entrances, balconies, canopies and other features.

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:

- Sufficient on-site motor vehicle and bicycle parking; and
- Ample outdoor amenity areas to support its residents and integrate the development into the surrounding neighbourhood, including 748 m² (~8,051 ft²) of landscaped open space (~33% of current lot area) consisting of:
 - Trees around the perimeter of the site and both trees and shrubs between the proposed buildings and Mill Street;
 - A children's play area;
 - A dog run; and
 - An interior courtyard.

b) Traffic, Parking and Loading

Many of the residents expressed concerns that the local road network would not be able to handle the proposed traffic generated by the original 6-storey development.

Residents also felt that insufficient on-site (i.e., off-street) parking was proposed for this

development, which would result in overflow parking impacts on the neighbourhood. A couple of residents also raised concerns regarding the initial request to reduce the number of required loading spaces from 3 to 1.

- *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 2021 proposed a parking ratio of ~1.34 spaces per unit (70 spaces for 52 units), which did not meet the minimum combined parking ratio of 1.75 spaces per unit (1.5 spaces/unit for residents plus 0.25 spaces/unit for visitors). In response to staff and public comments, the revised concept now proposes a combined resident and visitor parking ratio of ~1.79 space/unit (61 spaces) for the proposed 34 units, which exceeds the minimum requirement for apartment dwellings.
- Active transportation components are also being provided through the development, including 3 outdoor bicycle racks for visitors and storage rooms for bicycle parking within the underground parking garages. Walkways connecting the public sidewalk along Mill Street with the entrances to the buildings and other areas of the site are also proposed.

Regarding traffic impacts, the updated TIS notes that no road network improvements are required to accommodate traffic volumes generated by the proposed development.

Regarding the initial request to reduce the number of required loading spaces from 3 to 1, staff advised the Applicant that the proposed zoning by-law provision is not required given that loading spaces are not required to be provided for residential buildings. However, the submitted design includes a loading space to assist tenants with moving into and out of the units and staff will ensure that appropriate loading/unloading area is considered as part of the Site Plan Control application.

Transportation staff have indicated they accept the findings of the updated TIS and parking demand analysis and have no transportation and parking concerns.

c) Site Contamination

A resident raised concerns regarding existing contamination of the development site and the submitted Phase I Environmental Site Assessment (ESA) not considering impacts from the closed landfill on the adjacent Town property.

- *Staff Response*

To address contamination within the development site, a Phase I Environmental Site Assessment (ESA) was provided by the Applicant as part of the initial (1st) submission of the applications. Halton Region staff reviewed the Phase I ESA and noted several

deficiencies, including the need to update the report to address the closed landfill. The report was subsequently updated as part of the 3rd submission to address the closed landfill and other deficiencies to the satisfaction of Halton Region staff, who concurred with its findings and recommendation to carry out a Phase II ESA to address the 10 Areas of Potential Environmental Concern (APECs) identified on the property.

A Phase II ESA was provided as part of the latest (4th) submission, which concluded that further investigation, remediation and/or risk assessment will be required. It also identified that a mandatory Ministry of the Environment, Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC) demonstrating that the site has no soil or groundwater contaminations that exceed the allowable levels cannot be filed until these steps have taken place. Halton Region staff concurred with the findings of the Phase II ESA and requested that a condition be included as part of the Holding (H) Provision requiring the MECP-acknowledged RSC to be provided to the satisfaction of Halton Region and the Town prior to any grading or servicing of the site taking place.

With the inclusion of the above condition as part of the Holding Provision, Town and Halton Region staff are satisfied that the required environmental standards will be addressed prior to any residential development taking place.

d) Demolition of Historic Buildings

A resident raised concerns regarding the required demolition of the historic buildings within the development site to accommodate the proposed apartment buildings.

- *Staff Response*

Heritage Planning staff have noted that the subject properties (16 and 18 Mill Street) were not identified as potential cultural heritage resources during the Town's 4-phase public process to build the existing Heritage Register and are not listed on the Town's Heritage Register nor designated under the Ontario Heritage Act. Therefore, no heritage requirements need to be satisfied to permit the redevelopment of the site.

e) Potential Loss of Affordable Housing/Displacement of Existing Tenants

A few residents expressed concerns regarding the potential loss of affordable housing and potential displacement of tenants of the existing rental buildings within the development site.

- *Staff Response*

As noted, the Applicant's intention is for a minimum of 12 rental units to be provided in the new development in order to replace the current 12 rental units that are located within the existing townhouse and triplex buildings that are required to be demolished to accommodate the proposal. This intention has been reflected as a minimum requirement under the site-specific Official Plan and Zoning By-law Amendments.

At this time the units are expected to be rented/sold at market rates; however, the Applicant has been provided with information and resources from Halton Region staff regarding assisted and affordable rental housing programs for private sector developers in Halton Region and will continue to explore affordable housing opportunities for the development.

Regarding the potential displacement of tenants of the existing rental buildings within the development site, some rights exist for tenants in the case of proposed demolition of a residential complex. In accordance with Section 52(1) of the Residential Tenancies Act, tenants of a residential complex containing five or more units who receive notice of termination of the tenancy for the purpose of demolition shall receive compensation in an amount equal to three months rent from the landlord, or the landlord shall offer another rental unit acceptable to the tenant (unless the demolition was ordered to be carried out under the authority of any other Act). The Applicant has noted that they intend to fulfill these minimum obligations. The Applicant has also noted that existing tenants will be given the right of first refusal of the new apartment units and more notice than legally required under the Residential Tenancies Act will be provided regarding the intention to terminate the tenancy.

f) Source Water Protection (Groundwater Recharge)

A resident raised concerns regarding Source Water Protection (groundwater recharge) impacts. Halton Region and Town Development Engineering staff also requested confirmation that the two levels of underground parking can be accommodated at a depth that remains above the water table in order to avoid the need for permanent dewatering and ensure conformity with the policies of the CTC Source (Water) Protection Plan (SPP).

- *Staff Response*

In response to the concerns raised by the resident and municipal staff regarding impacts to groundwater recharge (permanent dewatering) due to the depth of the 2nd level of underground parking within the water table, the Applicant has provided a revised design that increases the grade (elevation) of the site by 1.29 metres (~4 feet). This design ensures that the underground parking structure is completely above the water table. Halton Region and Town Development Engineering staff have reviewed the revised drawings and accompanying Groundwater and Dewatering Memo and are satisfied that the Applicant's design avoids the need for permanent dewatering and meets the groundwater recharge policies of the CTC SPP.

Planning staff have evaluated the requested increased height (elevation) of the site in conjunction with the proposed height and setbacks for the buildings and view the requested relief to be minor. To further mitigate any potential impacts from this requested increase, the maximum height for mechanical equipment, elevator and stairway penthouses, etc. is being limited to 1.3 metres above the height of the roof (architectural canopy) whereas the parent Zoning By-law permits such mechanical features to be 5 metres above the highest point of the roof.

g) Tree/Habitat Removal and Impacts to the Silver Creek Subwatershed

A few residents expressed concerns regarding the potential removal of trees and associated habitat removal within the adjacent hedgerow and impacts to the Silver Creek subwatershed. A couple of residents also raised concerns regarding the initial request to reduce the buffer from the Greenlands designation and the amount of greenspace and outdoor amenity area for residents as part of the original proposal.

- *Staff Response*

As noted above, the proposal increases the landscaped open space on the site, including increasing the buffer/setback from the hedgerow on/adjacent to the site and introducing naturalized areas with native trees adjacent to the Greenlands designation. Most of the existing trees within the site will need to be removed to accommodate the proposed development. However, the submitted Tree Inventory & Preservation Plan Report indicates that the remaining 8 trees and the hedgerow can be preserved provided appropriate tree protection measures are installed prior to redevelopment taking place.

Substantive landscaping is proposed throughout the site to integrate the development into the surrounding neighbourhood and provide compensation for the existing trees to be removed, including planting trees around the perimeter of the site and both trees and shrubs between the proposed buildings and Mill Street. The amount of landscaped open space is proposed to increase from 602 m² (26.5% of current lot area) to 748 m² (~33% of current lot area) as a result of the change in the proposal from a 6-storey building to two 4-storey buildings. The submitted design includes an interior courtyard, children's play area and a dog run for use by future residents. In addition, all the upper units (floors 2 to 4) are proposed to contain private balconies.

As mentioned earlier in the report, Regional staff, who were responsible for NHS matters at the time, conducted a review of the environmental features on and adjacent to the site (hedgerow) prior to the filing of the applications. Based on their findings, Regional staff confirmed that the hedgerow did not meet the definition of a significant woodland; therefore, an Environmental Impact Assessment (EIA) would not be required to support redesignating the small Greenlands portion of the site to a designation that would allow for development. Credit Valley Conservation (CVC) staff also conducted a similar review and determined that any hazard lands associated with Silver Creek are located entirely off-site, with only small parts of the buffer extending to the property itself, which wouldn't preclude the redesignation of the Greenlands designation.

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 39 bicycle parking spaces throughout the site and a walkway connecting the public sidewalk along Mill Street with the entrances to the proposed apartment buildings in order to support the use of active transportation. Increased landscaped open space is proposed as part of the redevelopment of the site including increased greenspace and tree plantings adjacent to the environmental features (e.g., hedgerow and Silver Creek) on/adjacent to the site, which are also intended to minimize climate change impacts from the proposed development.

PUBLIC ENGAGEMENT:

Public Engagement has been conducted as follows: A Statutory Public Meeting was held on March 22, 2021, for the proposed Official Plan and Zoning By-law Amendments. This meeting fulfilled the requirements for public participation under the Planning Act, and provided Transparency, Notification and Participation, as defined in the Town's Public Engagement Charter.

INTERNAL CONSULTATION:

Planning staff have consulted with the appropriate Town Departments, Halton Region, Credit Valley Conservation, 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