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1 Rosetta Street, Halton Hills

Planning Justification Addendum Report

October 8th, 2024



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Proposed Official Plan Amendment

Proposed Zoning By-law Amendment

Acronyms and Abbreviations

FSR	Functional Servicing Report
OP	Official Plan
OPA	Official Plan Amendment
PJAR	Planning Justification Addendum Report
PJR	Planning Justification Report
TDM	Transportation Demand Management
TIS	Transportation Impact Study
ZBLA	Zoning By-law Amendment
POPs	Privately Operated Public Space

1 Introduction

This Planning Justification Addendum (“PJAR”) represents the second addendum report prepared in support of the Official Plan and Zoning By-law Amendment applications (“the Applications”) for the lands located at 1 Rosetta Street, 6 and 8 St. Michaels Street and now, a portion of the St. Michael Street right-of-way, Halton Hills (herein referred to as the “subject lands”). This report is to be read in conjunction with the original Planning Justification Report (“PJR”) dated June 30th, 2022 and Planning Justification Addendum Report dated June 4th, 2023 prepared in support of the Official Plan Amendment and Zoning By-law Amendment applications.

Formal comments in response to the initial application were received in the Fall/Winter of 2022 from the Town of Halton Hills departments, Region of Halton, and external agencies. Various comments were also received from the public during the Statutory Public Meeting held on February 13th, 2023. The Applications were revised as per the comments received and resubmitted to the Town on June 6th, 2023. The resubmission of the Applications included: Architectural Plans, Planning Justification Addendum Report, and revised supporting studies. Second Submission Comments were received from the Town of Halton departments and external agencies in Winter 2024. Various comments were also received from the public during the Public Open House held on June 11th, 2024.

Comments received for consideration include but are not limited to: providing a direct pedestrian access through the proposed buildings to the GO Station lands, bonusing triggers, inclusion of active ground floor space, architectural facades, compatibility concerns, traffic circulation, and the extension of St. Michaels Street from Caroline Street to John Street. Comments and responses from the consultants are itemized in the Comment Response Matrix included within the submission. Following the receipt of formal comments, the conceptual site plan was revised to address comments received from the Town, which are detailed in **Section 3** of this report.

The original PJR provided a fulsome assessment of the proposed development. Many of the planning policy discussions would mirror the planning justification found within the original report. Therefore, for the purposes of this addendum report, the detailed planning analysis will focus on the incorporation of a portion of St. Michaels Street into the development proposal, addressing the Town and Agency comments and providing an overview of the updated supporting technical reports.

In summary, this addendum provides the following information:

- An overview of the incorporation of St. Michaels Street into the proposed development;
- A description of the changes to the proposed development;
- The revised draft Official Plan and Zoning By-law Amendments;
- An analysis of updated planning policies.

To permit the proposed development, an Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBLA”), Draft Plan of Condominium and Site Plan Applications continue to be required to implement the development proposal.

2 External Works – St. Michaels Street

As part of their review, Town Transportation and Development Engineering Staff requested that the proposed development be revised to include an extension of St. Michaels Street from Caroline Street north-westward to John Street within the existing unopened municipal road allowance as requested by the Town to improve emergency

access and traffic outflow for future developments. The proposed road connection along St. Michaels Street from Caroline Street to John Street was identified as a proposed road extension within the current Georgetown GO Station Area Secondary Plan. The design of the roadway would be completed through the site plan review process and construction would be facilitated through a separate development agreement with the Town.

Alongside this request, the Applicant and City has agreed to the closure of the paved portion of St. Michaels Street southeastward from Caroline Street to River Road be stopped up and closed and included as part of the subject lands and development proposal. This is to facilitate additional underground parking requested by the municipality.

As such, the subject lands now consist of an additional parcel, which is legally described as St. Michaels Street within Registered Plan 29 and 37 in the geographic township of Town of Halton Hills. This will accommodate the shifted building footprint for Building 2, additional underground parking and a public pedestrian connection from Caroline Street to the GO Station. The proposed pedestrian connection is also identified as a pedestrian trail within the Secondary Plan to allow pedestrians to access the GO Station from John Street and Caroline Street.

A Boundary Survey prepared by J.D Barnes Ltd. is provided below. The survey illustrates the portion of St. Michaels Street that will be extended from John Street to Caroline Street (in green) and the portion that will form a part of the development proposal (in red). The intersection of St. Micheals and Caroline Streets will be reconfigured as part of the extension works.

1 Rosetta Street, Halton Hills – Official Plan and Zoning By-law Amendment

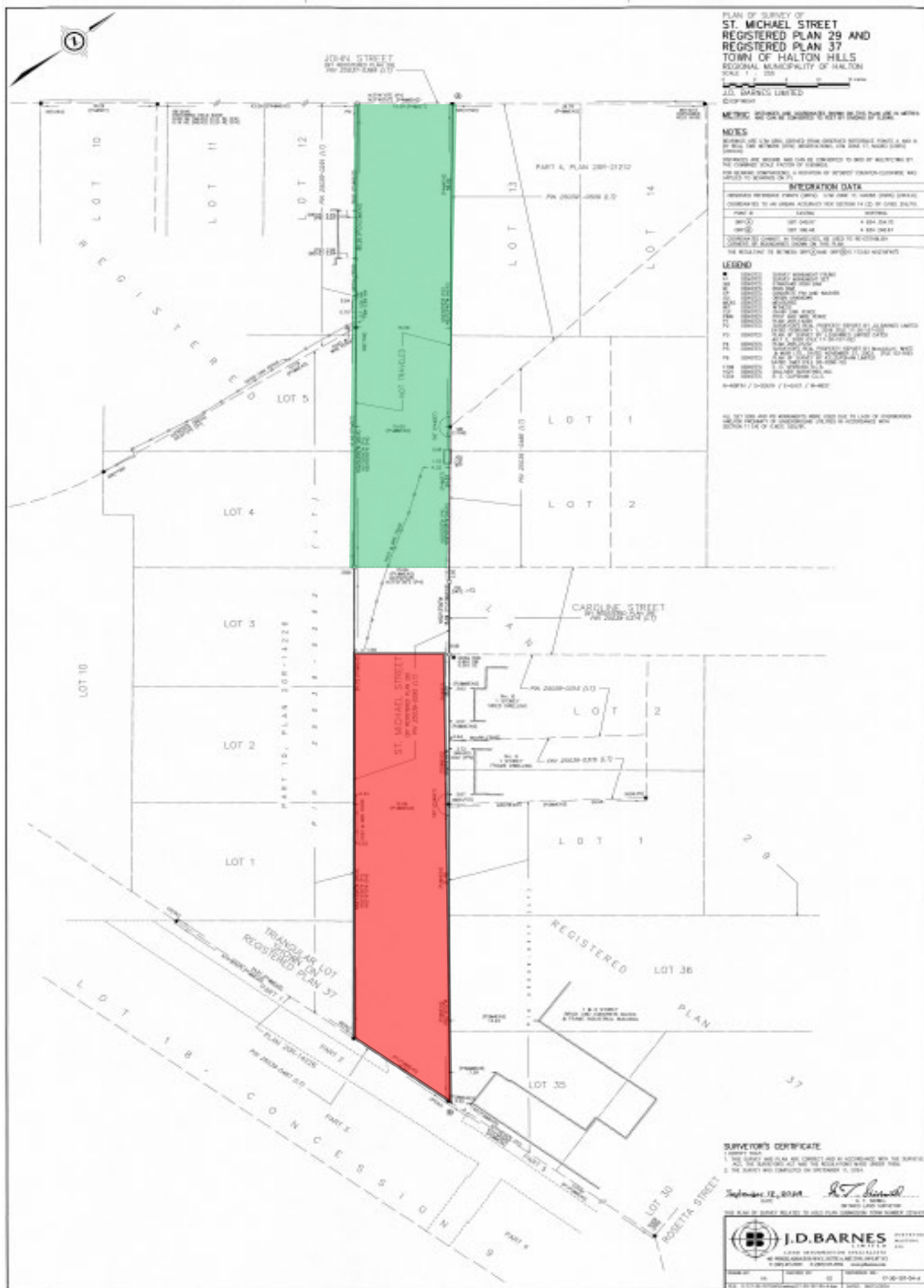


Figure 2-1: Boundary Survey, prepared by J.D Barnes Ltd.

2.1 Public and Town Comments regarding St. Michaels Street

On June 11th, 2024, the Town of Halton Hills hosted a Public Open House informing the public on the extension of St. Michaels Street from Caroline Street to John Street and the closure of the existing opened portion of St. Michaels Street. As a part of the meeting, some information was provided regarding the anticipated amendments to the 1 Rosetta Application resulting from the proposed boundary road changes. Key concerns received from the public for the proposed extension included: concern with the proposed location of the extension road at John Street, concern with nuisance impacts of headlights shining into the homes on John Street, concern with the removal of trees and the potential risk to existing wildlife. Additional concerns regarding the contemplated revisions to the proposed development included: visual impact of the buildings from certain viewpoints, potential shadow impacts, potential noise reflection impacts, provision and amount of community amenity. As such, Town Staff have asked for updated studies that evaluate the comments received and the extension/closure of portions of St. Michaels Street. These studies are summarized in **Section 5** of this report.

The individual comments and responses are provided in the itemized Comment Response Matrix included within the submission.

3 Updated Development Proposal

The revised conceptual site plan, prepared by ICON Architects found below resembles the conceptual site plan prepared during the second submission, except for some key changes including:

- Extension of St. Michaels Street from Caroline Street to northwestward to John Street within the unopened road allowance to provide emergency access and traffic outflow for the development; and
- Closure and incorporation of an existing opened portion of St, Michaels Street from Caroline Street to River Drive within the subject lands;
 - Resulting in an increase of Gross Site Area from 1.44 to 1.54 hectares;
 - Provision of 2.5 metre concrete accessible sidewalk along the updated property boundary to provide for an improved pedestrian connection from John Street and Caroline Street to the Metrolinx GO Station for easier pedestrian travel to the Georgetown GO Station;
- Increase in the number of residential units from 637 to 659;
- Inclusion of an Amenity Flex Space within Building 2, which could permit a variety of potential uses and be accessible to the surrounding neighbourhood;
- Increase in the amount of privately operated public space from 1,759 square metres to 2,155 square metres, which will include both active and passive amenity areas;
- In coordination with Town’s priorities on balancing vehicular and active transportation;
 - The addition of 96 parking spaces for a total of 847 parking spaces, which allocates 776 spaces for residents and 71 spaces for visitors;
 - Reduction in bicycle parking spaces from 702 spaces to 538 spaces;

- The shifting of Buildings 1 & 2 and the associated crash wall to the north approximately 1.2 metres, providing space for safety and maintenance as a result of the inclusion of Metrolinx’s 60% Design Scenario for the Georgetown GO Station;

The conceptual site plan, including the development dimensions, is found in **Figure 3-1** while **Figures 3-2 – 3-5** provide renderings of the proposed development, highlighting the built form. Please refer to the Architectural Set, prepared by ICON Architects for more details (i.e., floor plans, building sections).

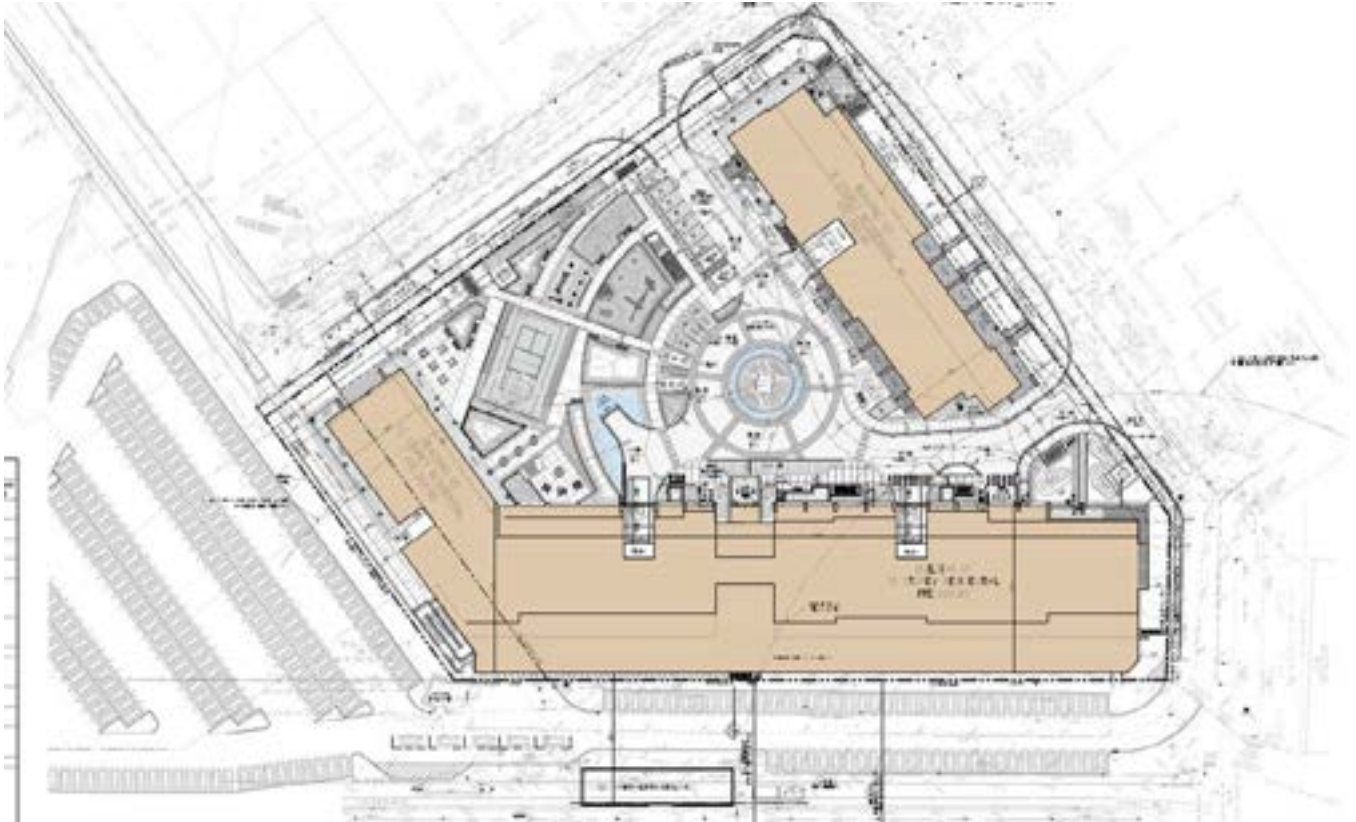


Figure 3-1: Architectural Plan, prepared by ICON Architects

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Figure 3-2: View of Buildings 1 & 2 from King Street taken at street level, Prepared by ICON Architects



Figure 3-3: View of Proposed Development along Rosetta Street, Prepared by ICON Architects



Figure 3-4: View of Proposed Development from Caroline Street, Prepared by ICON Architects



Figure 3-5: View of Proposed Development from King Street and Queen Street (foreground shows the proposed townhouse development at 37 King Street), prepared by ICON Architects

Table 3-1 below displays the updated site statistic for the proposed development.

ITEM	SECOND SUBMISSION	PROPOSED
Gross Lot Area	14,355 square metres	15,442 square metres
Minimum Lot Frontage	116.51 metres along Rosetta Street	116.51 metres along Rosetta Street
Number of Dwelling Units	637 units	659 units
Maximum Residential Gross Floor Area	48,393.8 square metres	48,484.5 square metres + 1,043.3 square metres of indoor amenity area
Floor Space Index	3.19	3.31
Minimum Front Yard to Rosetta Street	2.3 metres	2.3 metres
Minimum Rear Yard to St. Michaels Street \ (west boundary of right of way)	3.5 metres	6.5 metres
Minimum Interior Side Yard to Southern Lot Line	0.4 metres	1.3 metres
Minimum Exterior Side Yard to Caroline Street	5.6 metres	5.6 metres
Maximum Building Height	45.5 metres	45.6 metres
Minimum Landscaped Area	33.8%	41.9%
Maximum Lot Coverage	51.3%	44.1%

Table 3-1: Proposed Site Statistics

3.1 Phasing Plan

Figures 3-6 and 3-7 provide the proposed phasing plan for the buildings and underground parking spaces. The development is proposed to be constructed in three phases, which will include the construction of the underground parking structure as illustrated.

The first phase will include the construction of the Rosetta Street entrance onto the site, and eastern building identified as Building 1- a 12-storey building, containing 249 units. The total parking provided during this phase will contain a total of 338 parking spaces, containing 285 residential parking spaces and 53 visitor parking spaces.

The second phase contemplates the construction of the St. Michaels Street pedestrian pathway, the privately-operated public open space fronting onto Caroline Street and Building ‘2’, which is the adjoining 12-storey building,

containing 259 units and located on the western portion of the subject lands. The total parking provided during this phase will contain a total of 363 parking spaces, containing 357 residential parking spaces and 6 visitor parking spaces. Though Building 1 and Building ‘2’ appear to be one building, the buildings are separated by a shared lobby and corridor.

The third phase will entail the construction of the Caroline Street entrance onto the site, and Building 3, an 8-storey building, containing 151 units on the northern portion of the subject lands. The total parking provided during this phase will contain a total of 146 parking spaces, containing 134 residential parking spaces and 12 visitor parking spaces.

The phased parking approach as described in the updated TIS has informed the proposed parking ratio, which will be identified in the draft Zoning By-law Amendment.

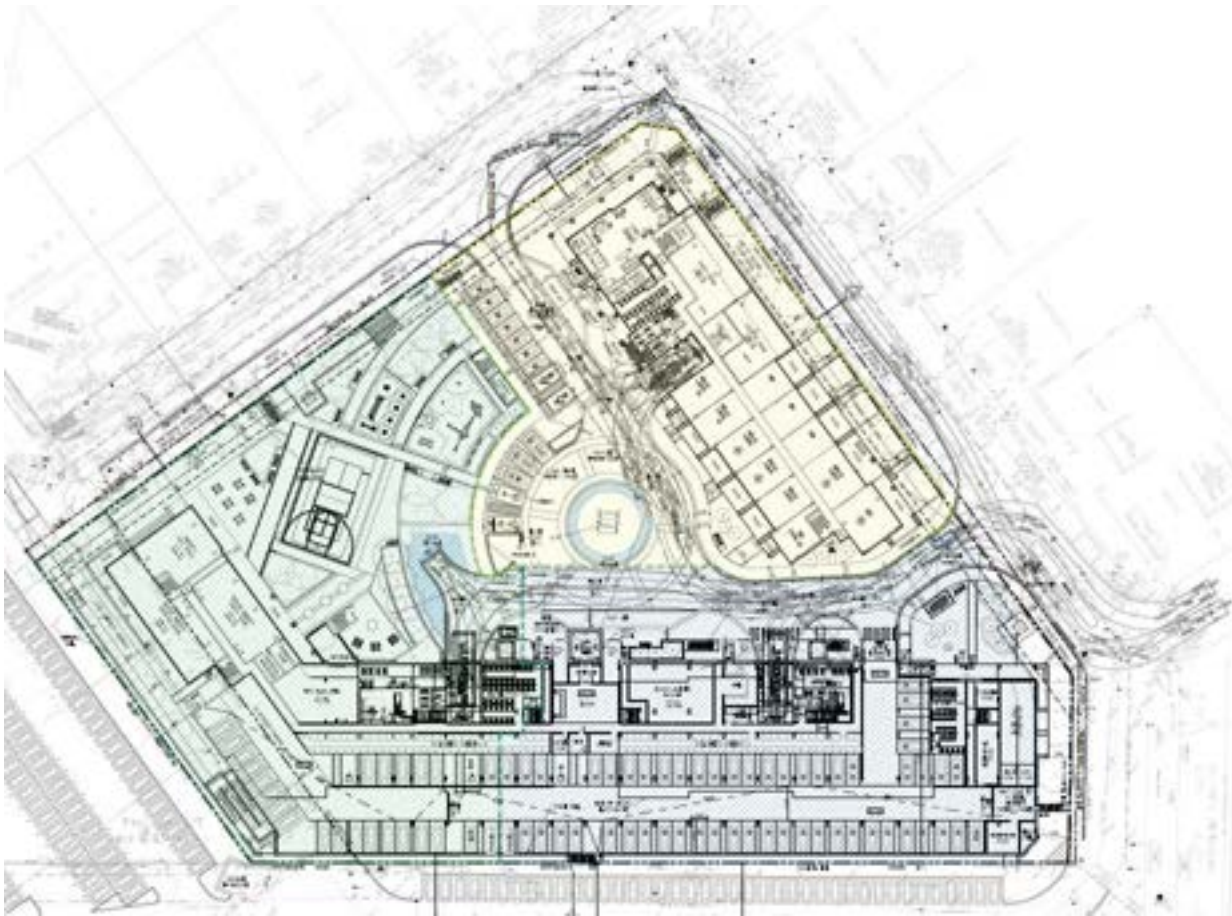


Figure 3-6: Building Phasing Plan including truck manoeuvring templates, prepared by ICON Architects and Paradigm Transportation Solutions.

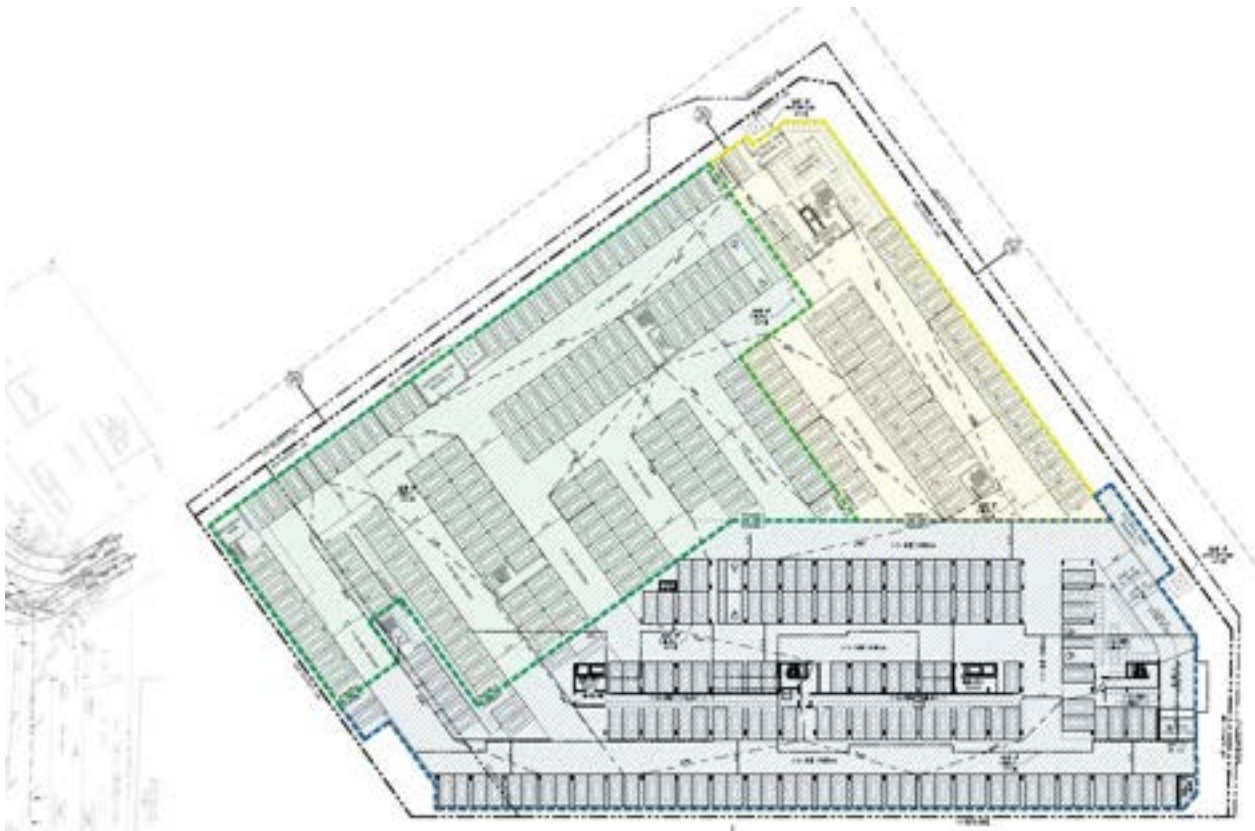


Figure 3-7: Underground Parking Phasing Plan, prepared by ICON Architects

3.2 Unit Mix

The Town of Halton Hills currently does not provide policy direction for family friendly units therefore the proposed development has applied best practices in accommodating for family friendly units by continuing to include 2-3 bedrooms units within the development to suit a wide variety of household types and sizes. The proposed unit composition for each of the proposed the residential buildings is detailed in the chart below:

UNIT TYPOLOGY	BUILDING 1 12 STOREY	BUILDING 2 12 STOREY	BUILDING 3 8 STOREY	TOTAL
Studio	11			11
1 bedroom	42	58	37	136
1 bedroom + den + bathroom	83	87	58	228
1 bedroom + den + 2 bathrooms	48	31	21	100

UNIT TYPOLOGY	BUILDING 1 12 STOREY	BUILDING 2 12 STOREY	BUILDING 3 8 STOREY	TOTAL
2 bedrooms	42	25	14	81
2 bedrooms + den	12	46	14	72
3 bedrooms	11	12	7	30
Total	249	259	151	659

Table 3-2: Unit Mix

3.3 Amenity Spaces

As identified in **Table 3-4**, several indoor amenity spaces are provided for the residents of the proposed development. Indoor amenity spaces in the two-twelve-storey buildings are expected to be shared and accessible by residents of the other buildings. A Ground Floor Amenity Flex Space is proposed in Building 2. Considerations for its future use will be further detailed in the site plan approval stage; the draft amending by-law proposes permissions to allow for community Space as an added permission, which could be used for an event space and or office hoteling spaces.

The different programming for the indoor amenity spaces is identified below:

PROGRAM	BUILDING 1 12 STOREY	BUILDING 2 12 STOREY	BUILDING 3 12 STOREY	TOTAL
Lounge	138.5 square metres	0 square metres	55.3 square metres	193.8 square metres
Party Room	0 square metres	132.5 square metres	147.7 square metres	280.2 square metres
Exercise Room	0 square metres	179.9 square metres	106.0 square metres	285.9 square metres
Kids Play Area	0 square metres	133.1 square metres	32.6 square metres	165.7 square metres
Amenity/Flex Space	0 square metres	117.7 square metres	0 square metres	117.7 square metres
Total	138.5 square metres	563.2 square metres	341.6 square metres	1,043.3 square metres

Table 3-3: Indoor Amenity Area Composition for Each Building

As seen in **Figure 3-8**, the proposed privately owned publicly accessible space ('POPs'), located on the northern portion of the subject lands with frontage onto Caroline Street has been increased to 2,155 square metres. The enlarged park space will now contain passive and active uses which will be detailed in the future site plan approval stage. The intent is to consider the inclusion of a multi-use sports court, along with other passive recreational areas. The central park area will be accessible for the surrounding area to use, essentially creating a neighbourhood park for future residents and the larger community.

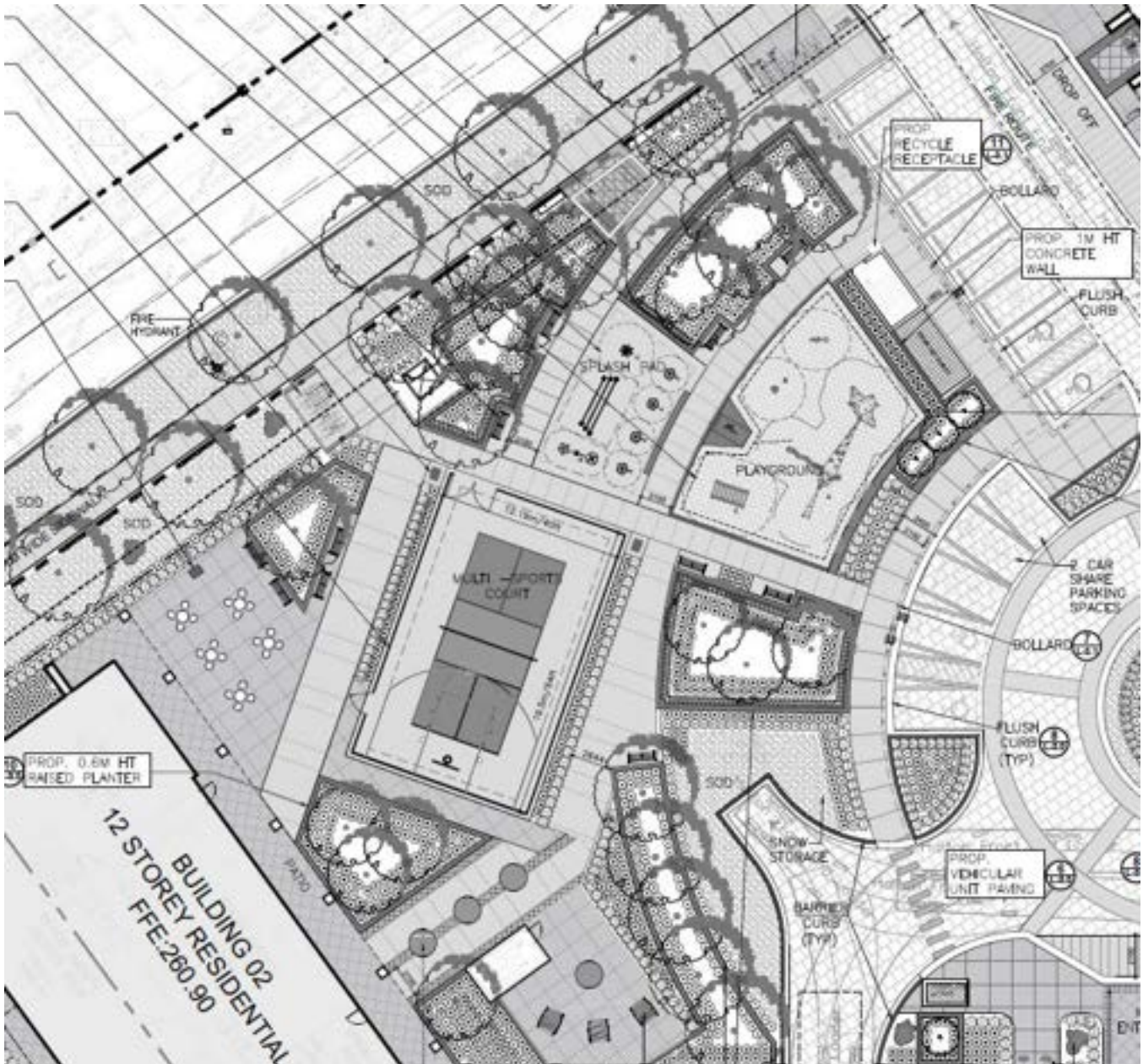


Figure 3-8: Proposed Landscape Plan of POP Space, prepared by MEP Design Landscape Architects

In addition to the POPs, approximately 1,742 square metres of outdoor roof-top terrace space which will be accessible for all for residents are proposed within all three buildings. These roof-top terraces will be detailed further

in the future site plan approval application however proposed amenities may include a pool, lounge areas, community gardens for seasonal vegetables, barbeque areas, and dining areas. As noted, further detailed design of these amenity spaces will be conducted at Site Plan Approval Stage.

3.4 Parking

The vehicular parking component of the proposed development has been increased for a total of 776 parking spaces. **Table 3-4** summarizes the composition of vehicular parking spaces. The two at grade car share spaces are not included in the proposed parking calculation. The phased parking approach will be identified in the proposed Zoning By-law Amendment.

LEVEL OF PARKING	VISITOR	RESIDENTS	CAR SHARE	TOTAL
At Grade	71 spaces	22 spaces	2 spaces	93 spaces
Underground Level 1	0 spaces	372 spaces	0 spaces	372 spaces
Underground Level 2	0 spaces	382 spaces	0 spaces	382 spaces
Total	71	776	2 spaces (not included within total count)	847 spaces

Table 3-4: Composition of Vehicular Parking Spaces

The number of bicycle parking spaces have reduced to 538 spaces. **Table 3-5** summarizes the composition of bicycle parking spaces.

LEVEL OF PARKING	SHORT TERM	LONG TERM	TOTAL
At Grade	66 spaces	208 spaces	274 spaces
Underground Level 1	0 spaces	0 spaces	0 spaces
Underground Level 2	0 spaces	264 spaces	264 spaces
Total	66 spaces	472 spaces	538 spaces

Table 3-5: Composition of Bicycle Parking Spaces

3.5 Pedestrian Connectivity

Through this iteration, pedestrian connectivity and barrier free accessibility has vastly improved throughout the site and to the GO Station. The extension of St. Michaels Street from John Street to Caroline Street will see the construction of a 1.5m public sidewalk along one side of the roadway, transitioning to a 2.5 metre concrete sidewalk

along the updated western property boundary of the subject lands, providing a formal and accessible pedestrian connection for surrounding residents to the Georgetown GO Station. As seen in the Architectural Plan, a 1.5 metre switchback is included to provide barrier-free travel for residents of the proposed development and surrounding community to the GO Station.

4 Planning Applications

As previously discussed, to permit the proposed development, the following planning applications are required: OPA, and ZBLA, in addition to the future submission of a Draft Plan of Condominium and Site Plan Approval. The following subsections explain the relevance of the OPA and ZBLA.

4.1 Official Plan Amendment

The Town of Halton Hills Official Plan was adopted by Town Council in September 2006 and was approved by Halton Region in March 2008. Schedule A3 of the Official Plan identifies that the subject lands are located within an area that is subject to the Georgetown GO Station Area Secondary Plan.

Schedule H3 within the Georgetown GO Station Area Secondary Plan designates the subject lands as 'High-Density Residential/ Mixed Use Area 2' with a Redevelopment Site Overlay. The permitted uses include apartment dwellings and mixed-use buildings, including high-density residential, office, and a full range of commercial uses. With respect to density and height, a minimum Floor Space Index ("FSI") of 1.8 and a maximum FSI of 2.0 with a maximum height of eight storeys is permitted. The maximum density and height may be further increased through the development process to a maximum FSI of 2.5 for sites within this designation, and a height of 12 storeys for some portions of sites within this designation, subject to bonusing and provided that the Town is satisfied that there will be no significant impact on the surrounding area, based on the submission of detailed plans and models, and a traffic analysis addressing the transportation issues.

To permit the residential development, an OPA will be required to add a Special Policy Area under Section H.3.9 Special Policy Areas for the subject lands which will add a site-specific exception to permit eight storeys for a building fronting on local roads (Caroline Street and Rosetta Street) and an increased height of 12 storeys for buildings fronting onto railway lands (River Drive and Georgetown GO Station Parking Lot). In addition, the proposed site-specific exception of the OPA will permit a density of 3.31 FSI and adherence to the proposed Urban Design Guidelines for the subject lands.

Please refer to proposed Official Plan Amendment in **Appendix A**.

4.1.1 Bonusing & Public Benefit

The subject lands are located within a Major Transit Station Area, identified as a Strategic Growth Area, planned for higher density uses and intensification. Subsection H3.5.6 (High Density Residential/ Mixed Use Area II) of the Georgetown GO Station Area Secondary Plan provides that the maximum height could be increased to 12 storeys, subject to bonusing.

In terms of bonusing, the More Homes, More Choice Act passed in 2019 completely repealed Section 37 formerly permitting by-laws for density and height bonusing. The Section was replaced with the new Community Benefit By-law regime that can be imposed by municipalities to recover costs for parks, other recreational lands, services ineligible for DC recovery or could be included in the DC by-law. However, it is our opinion that the passing of the

CBC by-law effective September 1, 2022 does not extinguish the OP policies implementing the bonusing structure when considering an application, only the ability to enter into a bonusing agreement under Section 37 of the Planning Act RSO 1990. Therefore, Section G.4.3.1 of the Official Plan provides a list of what the Town would consider a significant public benefit. If conditions are met for bonusing under this section, the Official Plan permits Council to pass a site-specific by-law establishing the detailed development standards and may require the applicant to enter into a bonusing agreement. These bonusing triggers include:

- Provision of long term care or retirement homes
- Needed community facilities
- Provision of Parkland over and above what is required
- Provision of transit facilities
- Conservation/enhancement of a significant built heritage resource
- Provision of affordable or special needs housing
- Provision of public art in a key location

As seen above, Section H3.5.6 provides additional bonusing triggers applicable to proposals located within the Georgetown GO Station Secondary Plan

As part of this iteration, St. Michaels Street is being extended from Caroline Street to John Street. The proposed road connection, including a public sidewalk along one side of the roadway was identified as a proposed road extension within the current Georgetown GO Station Area Secondary Plan. This would address the official plan policy for the planned provision for an additional local road connection.

Alongside this request, the Applicant and City has agreed to the closure of an existing opened portion of St. Michaels Street from Caroline Street to River Road to be included as part of the subject lands. The proposed pedestrian connection is also identified as a pedestrian connection within the Secondary Plan.

In our opinion, the proposed development will provide several benefits for existing and future residents, including a safe and accessible formalized pedestrian connection to the GO Station from John Street. The multi-use accessible pedestrian connection would function as a well-lit pathway for local residents to access the GO Station. As seen in the Architectural Plan, a 1.5 metre switchback is included to provide barrier-free travel for residents of the proposed development and surrounding community to the GO Station. This promotes sustainable active transportation options for residents and commuters alike accessing the Georgetown GO Station and VIA Rail, which provides service along the Kitchener Line, providing connections to Brampton, Mississauga and Toronto.

Discussions with the Town are ongoing regarding what aspects of the proposed development should be considered bonusing or parkland dedication. Nevertheless, the proposed development is providing approximately 2,155 square metres of active and passive recreational space that will be open for use by the neighbourhood. It will not be fenced in and located with frontage onto Caroline Street, creating open and inviting neighbourhood space for the future residents and surrounding area to utilize.

The proposed development will also provide additional benefits, including the conservation of a significant built heritage feature through the implementation of the CHIA recommendations to preserve and display salvaged parts of the building as art within the central plaza area and to provide an historical information plaque at a publicly visible location on the subject lands to celebrate the former paper industry. Verbiage for the historical plaque informed with the assistance of the Towns Heritage committee and the heritage consultant.

4.1.2 Compatibility

In terms of compatibility, an increase from 8 to 12 storeys proposed for Buildings 1 and 2 in height has been strategically located to provide the least amount of impact to the neighbouring low-density residential area. Designated as an intensification area, the proposed interface could be considered as an interim condition as the area continues to see redevelopment and intensification. The two 12-storey buildings will be located in the southern portion of the subject lands, where Building 1 will be opposite an existing industrial building situated at the corner of River Drive and Rosetta Street, the rail line and the Georgetown GO Station parking lot. Building 2 will primarily interface with the rail line, Georgetown GO Station Parking Lot, and the St. Michaels Street Extension to John Street. The inclusion of the St. Michaels right of way results with Building 2 being located further west thereby minimizing the original shadow impacts of the former concept plan.

As identified in the accompanying Shadow Study, the shadow impacts caused by the proposed development are acceptable, as minimal impacts can be seen on neighbouring streets and shadow sensitive properties and there are no impacts on parks, open spaces or natural areas.

The proposed eight-storey development will ensure compatibility with the surrounding low-density neighbourhood, through the integration of a 45-degree angular plane towards the single detached dwellings. The requirement of the 45-degree angular plane applied at the exterior property line at a height equal to 80% of the width of the adjacent right-of-way is established in the Urban Design Guidelines proposed to be applicable to the proposed development through this application and the proposed OPA. The 45-degree angular plane assists in providing a height transition to low-density residential dwellings by using building setbacks above levels three, seven and eight storeys. The building setbacks will assist in establishing a pedestrian-scaled street wall, while reducing the sense of overlook onto neighboring low density housing. In addition, the exterior of the ground floor units is designed to mimic townhouse buildings, providing access and a small yard onto the street, further mitigating the perception massing and height along the streetscape. The majority of the Caroline Street interface is not anticipated to have any massing impacts as the proposed 'POPs' park will interface with this street and provide visual relief to the height. The inclusion of boulevard street trees on the boundary roads will also assist in softening the streetscape.

4.2 Zoning By-law Amendment

The Council for the Corporation of the Town of Halton Hills passed By-law No. 2010-0050 on July 19, 2010. The subject lands are zoned 'Development' (D) within the Town of Halton Hills Zoning By-law, which only permits legally existing uses as of the effective date of the By-law. As such, residential uses are not permitted within the existing Zone.

Therefore, a ZBLA is required to amend Schedule A3-1 within the Town of Halton Hills Zoning By-law to the 'High-Density Residential' (HDR) to allow for the building typology and permitted use of residential units. With reference to the HDR Zone provisions, the proposed ZBLA will also address site-specific provisions relating to the: permitted use of a community event space, maximum number of dwelling units, maximum height, minimum front yard, minimum rear yard and minimum interior and exterior side yards. The proposed ZBLA will also provide reductions to the maximum number of buildings on the same lot, encroachments into yards, the width of a parking aisle, standard parking rates and special railway setbacks. In addition, in accordance with sanitary servicing supply limits, the proposed ZBLA will add a Holding Zone on the subject lands so that development may commence once the subject lands have received necessary servicing allocations.

Please refer to the Draft Zoning By-law Amendment in **Appendix B** and the proposed modifications, which are written in red in the table below:

REGULATIONS (FOR APARTMENT DWELLINGS)	HDR ZONE	PROPOSED MODIFICATIONS
Permitted Uses	<ul style="list-style-type: none"> • Apartment Dwellings • Private HomeDaycares • Day Nurseries 	<ul style="list-style-type: none"> • Apartment Dwellings • Private Home Daycares • Day Nurseries • Community Event Space
Minimum Lot Frontage	11.0 metres	121.01 metres (Rosetta Street)
Maximum Number of Dwelling Units	100 units per hectare of lot area	448.3 units hectare of net lot area
Minimum Required Front Yard (Rosetta Street)	4.5 metres	2.3 metres
Minimum Required Rear Yard (St. Michaels Street)	7.5 metres	6.5 metres
Minimum Required Interior Side Yard (Southerly Lot Line)	7.5 metres	1.2 metres
The minimum setback from an interior side or rear lot line for buildings that have a height of greater than 13.4 metres is set out	<ul style="list-style-type: none"> a) For the portion of the building that has a building height of 13.4 metres or greater above grade – 13.4 metres b) For that portion of the building that has a building height of 4.6 metres or less above grade – 6.0 metres c) For that portion of the building that has a building height of between 4.6 metres and 13.4 metres above grade – a line that extends upwards at a 45 degree angle way from the lot line 	Does not apply

REGULATIONS (FOR APARTMENT DWELLINGS)	HDR ZONE	PROPOSED MODIFICATIONS
Minimum Required Exterior Side Yard	6.0 metres	5.6 metres
Maximum Height	25.0 metres	45.6 metres

Table 4-1: HDR Zone Provisions

REGULATIONS	GENERAL PROVISIONS	PROPOSED
Exceptions to Height Requirements	Any mechanical features, such as structures containing a mechanical penthouse or the equipment necessary to control an elevator provided that such equipment does not project more than 5 metres above the highest point of the roof and does not occupy greater than 50% of the area of the roof	Any mechanical features, such as structures containing a mechanical penthouse or the equipment necessary to control an elevator provided that such equipment does not project more than 5.6 metres above the highest point of the roof
Special Railway Right of Way Setbacks	All buildings and structures containing a dwelling unit shall be located no closer than 30 metres from the right-of-way owned by a Federally regulated railway company.	Shall not apply
Minimum Surface Parking Stall Size	2.75 metres x 5.5 metres length	2.75 metres width x 5.5 metres
Minimum Underground Parking Stall Size	2.6 metres x 5.5 metres length	2.6 metres x 5.5 metres length
Minimum Width of Drive Aisle Providing Access to a Parking Space within a Parking Area	6.7 metres	6.0 metres
Minimum Parking Setback between a Building and an at-grade parking area	1.2 metres	11.7 metres

REGULATIONS	GENERAL PROVISIONS	PROPOSED
Parking Requirements of Apartment Units	1.5 spaces per + 0.25 spaces per unit for visitor parking	For Units 1-249: 1.34 spaces per unit For Units 250-508: 1.37 spaces per unit For Units 508+: 0.96 spaces per unit
Parking Requirements for Amenity Flex Space	Not Provided	Not Provided
Maximum Number of Buildings on the Same Lot	1	3

Table 4-2: General Provisions

4.2.1 Permitted Uses

A Ground Floor Amenity Flex Space is proposed in Building 2. Considerations for a day-care centre/ Community Event Space that can be rented out to the general public are being explored during the site plan approval stage. While a day care facility is a permitted use within the HDR Zone, a Community Event Space will be added as a permitted use. The definition of a Community Event Space will be as follows: any space, that may be used for the holding of occasional uses, which is a temporary use, that occurs for a limited time period including an auction, bake sale, craft sale, plant and produce sale, a special event such as a charity event, and a social event. The definition of an occasional use is provided from the City of Guelph Zoning By-law.

4.2.2 Minimum Required Front Yard

The proposed reduction is the same as the previous iteration. The reduction to the minimum front yard provision is in relation to a specific portion of Building 1 and is due to the shape of the road pattern around the subject lands, that portion of the Building 1 will be located closer to the street than other buildings.

4.2.3 Minimum Required Rear Yard

The intent of a rear yard setback is to allow for the provision of suitable private amenity spaces and maintain compatibility with abutting uses. All the residential units will have their private amenity space. The abutting uses are the pedestrian pathway located along the proposed closed portion of St. Michaels Street and a Metrolinx parking lot. Therefore, there are no compatibility concerns relating to uses.

4.2.4 Minimum Required Interior Yard

Considering Rosetta Street is determined to be the front lot line, the interior side yard is considered along River Drive, which is owned by Metrolinx. The intent of an interior side yard setback is to maintain compatibility between surrounding uses and setbacks from neighbourhood. From the previous iteration, the minimum interior side yard setback has increased as a result of Metrolinx requesting an additional setback. There are no concerns regarding setbacks from River Drive, as this is owned by Metrolinx and currently used as an access route to the GO Station Parking Lot.

4.2.5 Minimum Required Exterior Side Yard

The reduction to this provision is minor and is in relation to the eight-storey portion of Building 2 at the corner of St. Michael's Street and Caroline Street. The proposed patio space is located approximately 5.6 metres from the property line, while the building face is approximately 7.9 metres from the property line.

4.2.6 Maximum Height

The proposed ZBLA is requesting to increase the maximum height to twelve storeys (45.5 metres), in conjunction with the proposed OPA to the Town of Halton Hills Official Plan. The intent of the maximum height provision is to restrict the built form.

Though a height above eight storeys is requested, the subject lands are located within a Major Transit Station Area, identified as a Strategic Growth Area, planned for higher density uses and intensification. Subsection H3.5.6 (High Density Residential/ Mixed Use Area II) of the Georgetown GO Station Area Secondary Plan provides that the maximum height could be increased to 12 storeys, subject to bonusing. The proposed development will provide several benefits for existing and future residents, including a direct pedestrian link to the GO Station, approximately 2,155 square metres of privately owned publicly accessible space and the conservation of a significant built heritage feature through the implementation of the CHIA recommendations to preserve and display salvaged parts of the building as art and to provide an information plaque.

In terms of compatibility, an increase from 8 to 12 storeys in height will not significantly negatively impact the neighbouring low-density residential. The two 12-storey buildings will be located in the southern and southwesterly portion of the subject lands, where it will be opposite an existing industrial building situated at the corner of River Drive and Rosetta Street, the rail-line and the Georgetown GO Station parking lot. The Shadow Studies demonstrate there is a minimal difference in shadowing from the increase in four storeys for building 1 and 2, as it shows the impact difference between the first 8 storeys of all buildings and the last four storeys of buildings 1 and 2.

4.2.7 Exception to Height Requirement

This modification is a minor adjustment from the required height of mechanical penthouses. There are no impacts relating to shadowing, and privacy as a result of this modification.

4.2.8 Special Railway Right of Way Setbacks

River Drive is owned by Metrolinx therefore, the special rail right-of-way setbacks should not apply. The intent of this provision is to minimize noise, vibration and safety issues for developments located in proximity to the traveled track for a railway. The proposed development is located no closer than 30 metres from the building face to the centerline of the active lay-by track. In addition, Metrolinx has provided their 60% completed design for the Georgetown GO Station which shows parking areas along River Drive. Preliminary correspondence from Metrolinx has indicated that the setback is considered appropriate and will be confirmed through future submissions.

4.2.9 Parking Requirement

TABLE 6.1A: PROPOSED VEHICLE PARKING SUPPLY

Phase	Occupant	Visitor	Accumulative Total
Phase 1	285 spaces 1.15 spaces/unit	53 spaces 0.21 spaces/unit	338 spaces 1.36 spaces/unit
Phase 2	642 spaces 1.26 spaces/unit	59 spaces 0.12 spaces/unit	701 spaces 1.38 spaces/unit
Phase 3	776 spaces 1.18 spaces/unit	71 spaces 0.11 spaces/unit	847 spaces 1.29 spaces/unit

Figure 4-1: Proposed Parking Supply Ratio

Figure 4-1 shows the accumulative total parking ratio as each phase develops, providing a total parking ratio of 1.29 spaces per unit. As per the Town’s direction, the accumulative total parking ratio has revised to 1.27 spaces per unit. Added flexibility for the proposed parking ratio in Phase 2 is provided as discussed with the Town to enable further design collaboration with the Town for the proposed pedestrian connection to the GO Station. This agreement has been implemented into the Zoning By-law by unit count in each phase

4.2.10 Minimum Drive Aisle Width

The reduction to this provision is minor and is a result of the configuration of the underground parking aisle width. There are no concerns as a relation of the reduction, as there is sufficient space for cars to access parking spaces,

5 Revised Supporting Technical Reports and Plan

Various studies, reports, and material were prepared in support of the original development application, including:

- Environmental Site Assessment
- Urban Design Guidelines
- Sun/Shadow Study
- Heritage Impact Assessment
- Functional Servicing Report & Stormwater Management Report
- Geotechnical Report
- Noise/Vibration Study
- Air Quality Study

- Transportation Impact Study
- Tree Inventory/ Preservation Plan.

As previously discussed, Arcadis received comments for the Town and external agencies in Fall/Winter of 2023. Based on comments received from the applicable agencies and taking into consideration the changes proposed in the revised conceptual plan, the following supporting studies and reports have been revised to address the comment received:

- Revised Sun/Shadow Study, dated August 2024;
- Revised Functional Servicing and Stormwater Management Report, dated September 2024;
- Updated Noise/Vibration Study and Memo, dated September 2024;
- Revised Transportation Impact Study, dated September 2024;
- Tree Inventory & Arborist Report, dated September 2024

5.1 Sun/Shadow Study

A Sun/Shadow Study was prepared by ICON Architects in February 2022, with a revised Sun/Shadow Study prepared in May 2023. The most recent iteration was prepared in August 2024. The main conclusion from the study was that shadow impacts caused by the proposed development are acceptable, as minimal impacts can be seen on neighbouring streets and shadow sensitive properties and there are no impacts on parks, open space or natural areas. In addition, there is minimal change in shadowing from increase from 8 to 12 storeys.

5.2 Functional Servicing Report

A preliminary Functional Servicing Report (“FSR”) was prepared by Arcadis in May 2022, with a revised FSR prepared June 2023. The most recent iteration was prepared in September 2024 to address comments and the updated unit count. Key conclusions from the report include:

- Storm Sewer and Stormwater Management: Storm flows shall be attenuated on-site and released to the municipal storm sewer at an appropriate discharge rate thus meeting the City’s target for quantity control. By incorporating inherently clean rooftop, landscape, and a media filtration unit, the site will meet the City’s target for quality control.
- Sanitary Sewers: As the site represents a manageable increase in sanitary flow, the proposed development can proceed without improvements to the municipal sewer system.
- Water Supply: The existing municipal water supply has sufficient capacity to support the proposed fire and domestic water demands without improvements to the system

5.3 Noise/Vibration Study

An Environmental Noise and Vibration Study was prepared by SLR in March 2022, with a revised Study prepared in May 2023. The most recent iteration was prepared in October 2024 to address comments from the CN Peer Reviewer and the public open house. Key recommendations from the study include:

- Based on transportation façade sound levels upgraded glazing is required within the development.

- Ventilation requirements include a combination of Mandatory AC and Provision for Future Installation of AC.
- Warning Clauses requirements include those for CN and Metrolinx, for all units. Warning clauses should be included in agreements registered on Title for the residential units and included in agreements of purchase and sale/rental agreements and include a combination of MECP Type C and Type D warning clauses. In addition, the CN and Metrolinx warning clauses are recommended for all units.
- Rail vibration levels were measured at the existing site in the approximate area of the building footprint location and at a location closer to the rail right-of-way. The maximum vibration levels were found to meet the CN/Metrolinx criteria. No mitigation is required.
- Expected vibration levels from potential future rail traffic along closer tracks is not expected to be of concern, based on assessment of vibration propagation from existing rail traffic.
- It is recommended that the site be designated as Class 4 by the land-use planning authority, due to the predicted impacts of the Georgetown Layover Yard on the proposed residential development.
- In addition to Class 4 designation, enclosed noise buffers (ENBs) are required along a portion of the south façade of Building 01, a portion of the east façade of Building 01, the south façade of Building 02 and a portion of the west façade of Building 02.
- Warning clauses should be included in agreements registered on Title for the residential units and included in agreements of purchase and sale/rental agreements. MECP Type E and Type F warning clauses are required for all units.
- Central air conditioning is required for all units within the development as a component of the Class 4 designation.
- The proposed Heritage Road Layover Yard is scheduled for construction with completion expected in 2026/2027. SLR understands the Georgetown Layover Yard is reaching the end of its serviceable life, and it will be replaced with the proposed Heritage Heights Layover Yard in Brampton. Once the Heritage Heights Layover Yard is fully operational, the Georgetown Layover Yard is not expected to be a stationary source with the potential to impact the Project, and the above noted noise controls (ENBs, Type F warning clause, and central air conditioning) may no longer be required.

Key conclusions from the study include:

- Noise and vibration from the environment on the proposed development can be adequately controlled through the feasible mitigation measures, current development design features, ventilation requirements and warning clauses.
- Impacts of the proposed development on the surrounding area are anticipated to be adequately controlled by following the design guidance.
- Impacts of the proposed development on itself are anticipated to be adequately controlled by following the design guidance.
- As the glazing analysis was completed based on generic room and window dimensions, the analysis should be revised once detailed floor and façade plans are available.
- As the mechanical systems for the proposed development have not been designed at the time of this assessment, the acoustical requirements above should be confirmed by a qualified acoustical consultant as part of the final building design.
- As the Heritage Heights Layover Yard is currently proposed, a re-assessment of noise control measures (transportation and stationary noise) and an updated assessment report should be completed if the Heritage Heights Layover is confirmed to proceed, and the anticipated schedule for completion and decommissioning

of the Georgetown Layover Yard is available. Noise control requirements may change if the stationary source is no longer present and may be subject to further review by the planning authority or other review agencies.

5.3.1 Supplementary Assessment of Rail Noise Reflections to Surrounding Area

Following the Public Open House, SLR was retained to prepare a Supplementary Noise Assessment, which would provide an evaluation of rail noise reflections to the surrounding environment. The main conclusions from the memo were:

- Most residences will see no change in sound levels.
- Nineteen of the modelled residences will see slight decreases in sound levels, and 34 residences will see slight increases in sound levels.

Based on the results of the assessment, it was shown that where increases in sound level are predicted in a future Build scenario, the changes will be imperceptible.

5.4 Transportation Impact Study

A Transportation Impact Study (“TIS”) was prepared by Paradigm Transportation Solutions Ltd. in April 2022 with a revised TIS prepared in May 2023. The most recent iteration was prepared in September 2024 to address comments, additional traffic intersections and updated unit counts. Key conclusions from the study include:

- Base Year Traffic Operations: All study area intersections are forecast to operate at acceptable levels of service during the AM/PM Peak with the following critical movements noted:
 - Mountainview Road North and River Drive (AM Peak Hour): Westbound approach is forecast to operate with delays in the LOS E Range with a v/c ratio surpassing 0.85;
- Estimated Site Generated Traffic: The subject lands are estimated to generate approximately 207 vehicle trips during the AM Peak Hour and 236 vehicle trips during the PM Peak Hour.
- Transportation Demand Management: The Site Concept Plan includes a robust TDM program that can assist in mitigating the site’s transportation and parking impacts on the adjacent road network, promote a strong and vibrant economy, and create a livable community that has a balanced transported network.
- Background Traffic Operations – Five Year Horizon: The study area intersections are forecast to operate at acceptable levels of service similar to existing traffic conditions during the AM and PM peak hours with the following additional critical movements noted:
 - Mountainview Road North and River Drive (PM Peak Hour): Westbound approach is forecast to operate with delays in the LOS D range with a v/c ratio surpassing 0.85
 - Mountainview Road North and John Street (PM Peak Hour): Northbound left-turn movement is forecast to have a 95th percentile queue length surpassing the available storage lane length;
- Background Traffic Operations – Ten Year Horizon: The study area intersections are forecast to operate at acceptable levels of service similar to five-year background traffic conditions during the AM and PM peak hours with the following additional critical movement noted:
 - Mountainview Road North and River Drive (PM Peak Hour): Overall, the intersection is forecast to operate with delays in the LOS C range and a v/c ratio of 0.85;

- Total Traffic Operations – Five Year Horizon: The study area intersections are forecast to operate at acceptable levels of service similar to existing traffic conditions during the AM and PM peak hours with the following additional critical movements noted:
 - Mountainview Road North and River Drive (PM Peak Hour): Northbound left-turn/through movement is forecast to operate with delays in the LOS E range with a v/c ratio surpassing 1.00; and overall, the intersection is forecast to operate with delays in the LOS D range and a v/c ratio equal to 1.00
- Total Traffic Operations – Ten Year Horizon: The study area intersections are forecast to operate at acceptable levels of service similar to ten-year background traffic conditions during the AM and PM peak hours with the following additional critical movements noted:
 - Mountainview Road North and River Drive (PM Peak Hour): Northbound left-turn/ through movement is forecast to operate with delays in the LOS F range with a v/c ratio surpassing 1.00
- Sensitivity Analysis:
 - McNab Street Underpass Closure: The closure of the McNab Street underpass will have a negligible impact on site traffic impacts. Under ten-year total traffic conditions, the reported critical movements will remain the same regardless of if the McNab Street underpass is closed or not. The town should conduct a thorough study to understand the full impact of the underpass on traffic, active transportation users and any potential impacts on local businesses and area residents.
 - 130 Mountainview Road: The addition of the 130 Mountainview Road development is forecast to cause traffic operations to deteriorate at the intersection of Mountainview Road and River Drive. A detailed assessment of the capacity deficiencies and any required mitigation measures should be explored and addressed by the applicant of 130 Mountainview Road.
- Remedial Measures: To manage the expected growth in traffic at the Mountainview Road North and River Drive intersection, the road authority should consider:
 - Optimize signal timings with permissive-protected northbound and westbound left-turn phases
 - Reduce the southbound approach to one shared through/right lane and one left turn lane with 50 metres of storage
 - Provide a northbound left turn lane with 50 metres of storage
 - The reconfiguration of the northbound and southbound lane grouping appear to be feasible without modifications to the existing pavement width. The revised land configuration can likely be achieved by modifying the existing pavement markings and signage.
- Parking Study: The subject land's proposed parking supply is identified as 847 spaces with an allocation of 776 spaces for occupants and 71 spaces for visitors.
 - The site's parking supply does not meet the Town's Zoning By-law requirements.
 - The Town's TMP and the Region's OP both emphasize the need of influencing travel behaviour to encourage transit and active transportation in order to achieve multi-modal access through policies such as Transportation Demand Management (TDM), transit programmes, and walking and cycling
 - Vehicle ownership data from the Transportation Tomorrow Survey (TTS) for apartment units in zones surrounding GO Transit stations along the Kitchener Line between Kitchener and Mount Pleasant indicate an occupant parking demand for the subject site of 396 spaces. Visitor parking is not included in this calculation. Including the visitor parking demand, estimated by the Zoning By-law, 165 visitor parking spaces, the overall parking demand for the site is estimated to be 561 spaces.
 - The ITE Parking Generation Manual indicates a parking demand ranging from 693 to 704 parking spaces (occupant and visitor).

- Proxy site data from multiple sites with similar neighbourhood characteristics indicates a parking demand of approximately 618 spaces (occupant and visitor). With a parking supply of 847 spaces, the site's parking demand is forecast to be less than the proposed supply.
- The TDM Checklist from the Region of Waterloo identifies a total of 13% reduction in parking spaces based on the proposed TDM program. This results in a forecast parking demand of 538 spaces.
- Using several different methodologies, the proposed development is estimated to have a parking demand in the order of 538 spaces to 704 spaces. With a parking supply of 847 spaces, the site's parking demand is forecast to be accommodated by the on-site parking.
- Key recommendations include:
 - The site's TDM program be implemented and monitored over time to help manage the site's transportation and parking impacts.
 - At the Mountainview Road North and River Drive intersection, the road authority should consider:
 - Optimize signal timings with permissive-protected northbound and westbound left-turn phase
 - Reduce the southbound approach to one shared through/right lane and one left turn lane with 50 metres of storage
 - Provide a northbound left turn lane with 50 metre of storage.
 - The revised lane configuration can likely be achieved by modifying the existing pavement markings and signage.

5.5 Arborist Report

An updated Tree Preservation Plan/ Arborist Report was prepared by the Urban Arborist in September 2024. The purpose of the report was to identify which trees are intended to be removed on the subject lands, including St. Michaels Street. The main conclusions were that 63 trees are proposed to be removed that requires a permit to be removed and 38 trees that are abutting the road extension will require tree protection barriers

5.6 Natural Heritage Characterization Study

As requested by the Town, a Natural Heritage Characterization Study will be conducted of the woodlot currently located on the unopened St. Michael Street right-of-way for the proposed road extension. A call with the Town Staff and SLR, the retained consultant took place on September 5th, 2024 to discuss the Terms of Reference for the Study. A Site Walk took place on September 19th, 2024 while another site walk is planned for the end of November when the leaves are off the trees. A letter by SLR will be provided in November to the Town summarizing findings of both the leaf-on and leaf-off site visits as well as other analyses related to the natural feature in the unopened St Michael Street right-of-way.

6 Current Planning Status

As noted earlier in this report, the original PJR provided a fulsome assessment of the proposed development. Many planning policy discussions would mirror the planning justification found within the original PJR. Therefore, for the purposes of this addendum report, the detailed planning analysis will focus on addressing updated planning policy and comments from the Town.

6.1 Bill 23 – More Homes Built Faster Act 2022 & Bill 185 – Cutting Red Tape to Build More Homes Act 2024

Bill 23, the More Homes Built Faster Act, 2022, made changes to the Planning Act that would mean certain upper-tier municipalities, such as Halton Region would no longer approve official plans and official plan amendments of their lower-tier municipalities. On June 6th, 2024, Bill 185, the Cutting Red Tape to Building More Homes Act 2024 received Royal Assent. The Act made changes to the Planning Act to name July 1st, 2024, as the date for removal of land use planning responsibilities for Halton Region. As such, Local Municipalities will be responsible for the implementation of the Regional Official Plan until their respective Official Plans are updated.

With respect to parking, Bill 185 eliminates minimum parking requirements within Protected Major Transit Station Areas, Major Transit Station Areas and other areas where minimum densities are required.

6.2 PPS 2024

The Provincial Planning Statement (“PPS”) 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe 2019. It will come into effect on October 20, 2024.

For the purpose of this report, the following link was referenced: <https://www.ontario.ca/files/2024-08/mmah-provincial-planning-statement-en-2024-08-19.pdf>

As part of PPS 2024, Planning Authorities shall now base their population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance. Notwithstanding this, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purpose of land use planning.

In terms of housing policies, the PPS 2024 maintains that planning authorities shall provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. However, it has removed reference to market-based housing and emphasizes on residential intensification, through the development and redevelopment of underutilized commercial and industrial sites.

In terms of Major Transit Station Areas, the PPS 2024 eliminates the ‘Urban Growth Centre’ policy framework from the Growth Plan and instead encourages growth on Major Transit Station Areas (“MTSA”) in all municipalities and requires planning authorities to delineate the boundaries of MTSA’s on higher order transit corridors. Boundaries should be an area within 500 to 800 metres radius of a Transit Station to maximize the number of potential transit users that are within walking distance of a station. It continues the existing minimum density targets for MTSA’s from the Growth Plan. The Major Transit Station Area policies are further enhanced through the addition of language that encourages multimodal access to station, including sidewalks, and bicycle lanes.

The subject lands are an example of an underutilized commercial site within a Major Transit Station Area, which is now the focus of growth within a municipality. The subject lands are being redeveloped as a residential intensification project that will result in a net increase of residential units.

6.3 Town of Halton Hills Official Plan

The Town of Halton Hills Official Plan was adopted by Town Council in September 2006 and was approved by Halton Region in March 2008. The Official Plan sets out the Town’s policies for growth and development through to 2031 and applies to all lands within the Town. It is intended to serve as the basis for making land use decisions and managing change. It contains goals, objectives and policies established primarily to manage and direct physical change and the effects of the social, economic and natural environment.

For the purposes of this report, the December 2020 consolidated version of the Official Plan available online at <https://www.haltonhills.ca/en/business/official-plan.aspx> was used.

6.3.1 Part H3 Georgetown GO Station Area Secondary Plan

Subsection H3.3 General Policies

Subsection H3.3.7 Transportation

b) Road Network

*The road network for the Secondary Plan area is established on Schedules B1 and B2 of the Official Plan. However, in addition, as part of any redevelopment application in the North Precinct, a traffic analysis shall be required including a review of **possible modifications** to the road network. Modifications which shall be considered through such an analysis include:*

- i) creation of additional road connections through the area around the GO Station to improve traffic movement and enhance the ability for area residents, GO patrons and GO buses to access the station and/or the proposed new development. Two potential connections are proposed, the extension of St. Michaels Street to Rosetta Street and the extension of St. Michaels Street to John Street as designated on Schedule H3. The extension of St. Michaels Street to Rosetta Street will require the acquisition of lands or an easement from the railway*

Planning Comment: As part of their review, Town Transportation and Development Engineering Staff requested that the proposed development be revised to include an extension of St. Michaels Street from Caroline Street to John Street within the existing unopened municipal road allowance to provide emergency access and traffic outflow for future developments. The proposed road connection along St. Michaels Street from Caroline Street to John Street was identified as a proposed road extension within the current Georgetown GO Station Area Secondary Plan. The design of the roadway would be completed through the site plan review process and construction would be facilitated through a separate development agreement with the Town.

Alongside this request, the Applicant and City has agreed to the closure of an existing opened portion of St. Michaels Street from Caroline Street to River Road to be included as part of the subject lands and development proposal. This will accommodate the shifted building footprint for Building 2, additional underground parking and a public pedestrian connection from Caroline Street to the GO Station. The proposed pedestrian connection is also identified as a pedestrian trail within the Secondary Plan to allow pedestrians to access the GO Station from John Street and Caroline Street.

In our opinion, the proposed development will provide several benefits for existing and future residents, including a direct pedestrian link to the GO Station. The multi-use accessible pedestrian trail, would function as a well-lit pathway for local residents to access the GO Station. This promotes sustainable active transportation options for residents and commuters alike accessing the Georgetown GO Station and VIA Rail, which provides service along the Kitchener Line, providing connections to Brampton, Mississauga and Toronto.

7 Conclusions and Recommendations

1 Rosetta Street Inc. has interest in approximately 1.34 hectares of land, municipally referred to as 1 Rosetta Street and 6 & 8 St. Michael's Street in the Town of Halton Hills. The owner is proposing to redevelop the subject lands

into a residential development, consisting of one twelve storey, 249-unit building, one twelve-storey, 259-unit building and one eight-storey, 151-unit building with two levels of shared underground parking. Overall, the proposed development will contain a total of 659 units. In order to permit the proposed development, Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBLA”), Removal of Holding System, Draft Plan of Condominium and Site Plan Applications are required.

The proposed development, OPA and ZBLA

- Are consistent with the Provincial Policy Statement 2020;
- Conforms to the Growth Plan for the Greater Golden Horseshoe 2019;
- Conform to the Provincial Planning Statement 2024;
- Maintains the intent of the Town of Halton Hills Official Plan;
- Maintains the intent of the Town of Halton Hills Zoning By-law;
- Is compatible with the surrounding built form
- Represents good planning and is in the public interest.

Based on a review of the subject lands, the surrounding community, supporting studies, and the applicable planning policy framework, the subject applications represent good planning and facilitate an appropriate form of development for the community of Georgetown and the Town of Halton Hills.

Regards,
Arcadis

Appendix A

Proposed Official Plan Amendment

**AMENDMENT NO. XX
TO THE OFFICIAL PLAN
FOR THE TOWN OF HALTON HILLS**

THE CORPORATION OF THE TOWN OF HALTON HILLS
BY-LAW NO. 2024-XXXX

A By-Law to adopt Amendment No. XX to the Official Plan of the Town of Halton Hills

Whereas the Council of the Town of Halton Hills, in accordance with the provisions of the Planning Act., 1990 R.S.O., c.P. 13, as amended, hereby enacts as follows:

1. That Amendment No. XX to the Official Plan of the Town of Halton Hills, being the attached text and schedules, is hereby adopted.

By-Law read and passed by the Council of the Town of Halton Hills this _____ day of _____, 2024.

Mayor – Ann Lawlor

Clerk: S. Jones

AMENDMENT NO. XXXX
TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

The attached text and schedules constitute Amendment No. XXXX to the Official Plan of the Town of Halton Hills, which was adopted by the Council of the Town of Halton Hills by By-law 2024-XXXX, in accordance with the provisions of the Planning Act, 1990, R.S.O. c.P. 13, as amended:

THE COPORATION OF THE TOWN OF HALTON HILLS

MAYOR – Ann Lawlor

CLERK – S. Jones

AMENDMENT NO. XXXX
TO THE OFFICIAL PLAN FOR THE TOWN OF HALTON HILLS

PART A- THE PREAMBLE does not constitute part of this Amendment

PART B- THE AMENDMENT, consisting of the following text and schedules, constitutes Amendment No. XXXX to the Official Plan of the Town of Halton Hills.

PART A – THE PREAMBLE

1. Purpose of the Amendment

The applicant (1 Rosetta Street Inc.) proposes to develop the properties municipally known as 1 Rosetta Street, 6 and 8 St. Michaels Street and the closed St. Micheals Street Road allowance between Caroline Street and the Metrolinx rail lands at a density above that identified in the Official Plan for High Density Residential/Mixed Use Area 2. Official Plan Amendment and Zoning By-law Amendment applications have been submitted to allow for a 659-unit residential development complex consisting of three (3) buildings with heights of 8 and 12 stories, an associated park and a linear trailway.

The purpose of this amendment is to apply the Special Policy Area provisions to the North Precinct of the Georgetown GO Station Area Secondary Plan specifically to the subject lands and to redesignate the lands from High Density Residential/ Mixed Use Area 2 to High Density Residential/Mixed Use with Special Provisions which would allow the development to achieve heights up to eight storeys and 12 storeys in accordance with the Schedule provided with a total Floor Space Index (FSI) of 3.31.

2. Location of the Amendment

The amendment applies to lands shown on Map 1.

3. Details of the Amendment

Text Change

Section H3 is to be amended by changing Section H3.9 accordingly:

Part H, Section H3.9 – SPECIAL POLICY AREAS is amended by the addition of Subsection H.3.9.X.

Map Change

Schedule H3 GEORGETOWN GO STATION AREA LAND USE PLAN has been amended to show the Special Policy Area delineation and the Special Policy Area XX Designation.

PART B- THE AMENDMENT

1. Text Change

PART H, SECTION H3.9- SPECIAL POLICY AREAS:

H3.9.X Special Policy Area X

The following policies apply to the lands designated as High Density Residential/Mixed Use II area and identified as Special Policy Area X, as shown on Schedule H3 of this Plan:

a) Density and Height

Maximum FSI of 3.31 for the site. Buildings heights for buildings adjacent to Metrolinx Rail Lands and River Drive shall have a maximum height of 12 stories while buildings fronting

onto local roads (Caroline and Rosetta Streets) will have a maximum height of 8 stories in accordance with Map 2 of this Amendment.

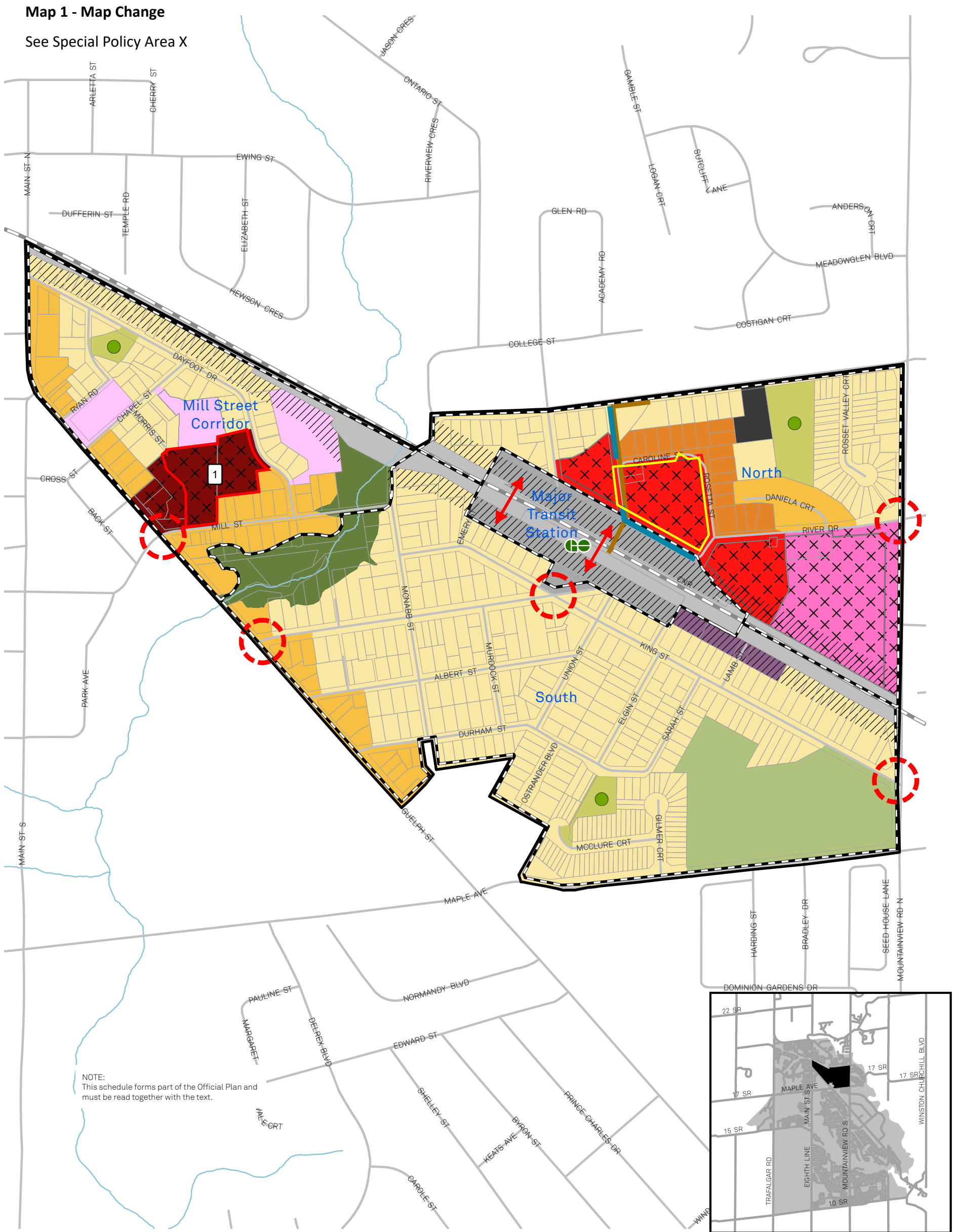
b) New Development and Redevelopment Policies

The following policies are intended to guide proposals for new development or redevelopment in Special Policy Area:





























- i. New buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;
- ii. Any new buildings will not compromise the ability to redevelop any adjacent property;
- iii. A high standard of urban design is applied and any new building shall generally conform to the policies set out in Section F2 (Urban Design) of the Town of Halton Hills Official Plan and the urban design guidelines for the Georgetown GO Station Area Secondary Plan;
- iv. Any façade at street level adjacent to residential buildings shall incorporate broad window treatments and other architectural features and design elements to maintain an open and interesting pedestrian friendly environment. No blank walls shall be located at street level adjacent to residential uses;
- v. Blank walls or any portion of the foundation or underground garage exposed adjacent residential properties, which are due to grade changes on site shall be appropriately landscaped to provide a visual buffer or screen.

Map 1 - Map Change

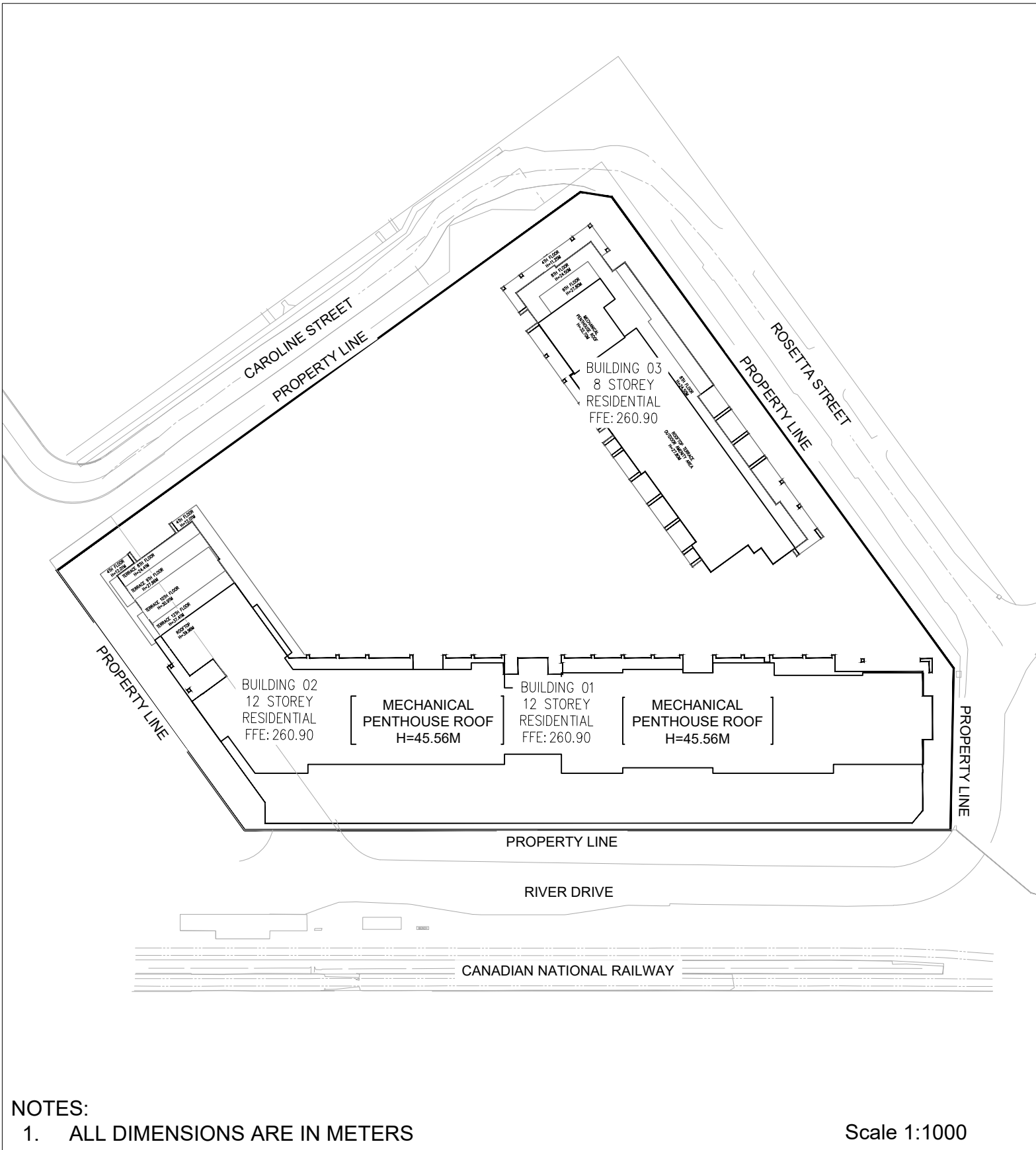
See Special Policy Area X



NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

- | | | | |
|--|--|--|---|
|  Greenlands |  Medium/High Density Residential Area |  Commuter Rail Corridor |  Gateway |
|  Park |  High Density Residential/Mixed Use Area 1 |  Major Transit Station Area |  Below/Above Grade Pedestrian Connection |
|  Cemetery |  High Density Residential/Mixed Use Area 2 |  Railway Buffer |  Pedestrian Trail Connection |
|  Low Density Residential Area |  High Density Residential/Community Facility Area |  Redevelopment Site |  Proposed Road Extension |
|  Medium Density Residential Area |  Employment Area |  Decision Withheld |  Watercourse |
|  Medium Density Residential/Office Area | |  Go Station Area Boundary |  Railway Line |
| | |  Special Policy Area |  Neighbourhood Park |
| | |  Precinct |  Major Transit Station |
| | |  Special Policy Area X | |

Map 2



NOTES:

1. ALL DIMENSIONS ARE IN METERS

Scale 1:1000

The Height measurements shown on this schedule shall be measured from the established grade of each building to the top of parapet as per by-law:
 established grade for Buildings 1 & 2 is (259.96)
 established grade for Buildings 3 is (260.72)

Appendix B

Proposed Zoning By-law Amendment

DRAFT ZONING BY-LAW AMENDMENT
BY-LAW NO. 2024- _____

Being A By-law to Amend Zoning By-law 2010-0050, as amended, of the
Town of Halton Hills, Lots 3, 4, 5, 6, 38 and 39, and Part of Lots Part of Lots 1 and 37 on Plan 29 , Lots 30, 31,
32, 33-39 on Plan 37, municipally known as 1 Rosetta Street, Part of Lots 1 & 2, PL 29 municipally known as 6 St.
Michaels St. and Part of Lot 2 Plan 29 municipally known as 8 St. Michaels St & Part of St. Michaels Street,
Registered Plan 29 and 37, Town of Halton Hills, Regional Municipality of Halton (“the Subject Lands”)

WHEREAS Council is empowered to enact this By-law by virtue of the provisions of Section 34 of the Planning Act, R.S.O.1990, as amended;

AND WHEREAS on _____, 2024, Council for the Town of Halton Hills approved Report No. PL _____, dated _____ in which certain recommendations were made relating to amending Zoning By-law 2010-0050;

AND WHEREAS Council has recommended that Zoning By-law 2010-0050 be amended as hereinafter set out;

AND WHEREAS said recommendation conforms to the Official Plan for the Town of Halton Hills;

NOW, THEREFORE, THE COUNCIL OF THE CORPORATION OF THE TOWN OF HALTON HILLS ENACTS AS FOLLOWS:

1. That Schedule “A03-1 and A03-2-Georgetown” of Zoning By-law 2010-0050, as amended, is hereby further amended by rezoning the Subject Lands described above as shown on Schedule 1 attached to and forming part of this By-law from a Development (D) Zone to a HDR - High Density Residential – Exception as shown on Schedule 2 attached to and forming part of this By-Law.
2. That Table 13.1: Exceptions of Zoning By-law 2010-0050 is hereby amended by adding the Exception Provision contained in Schedule 2 attached to and forming part of this By-law.
3. That Part 14 Holding Provisions and Table 14.1: Holding Zones of Zoning By-law 2010- 0050 is hereby further amended by amending the Holding Provision contained in Schedule 4 attached to and forming part of this By-law.

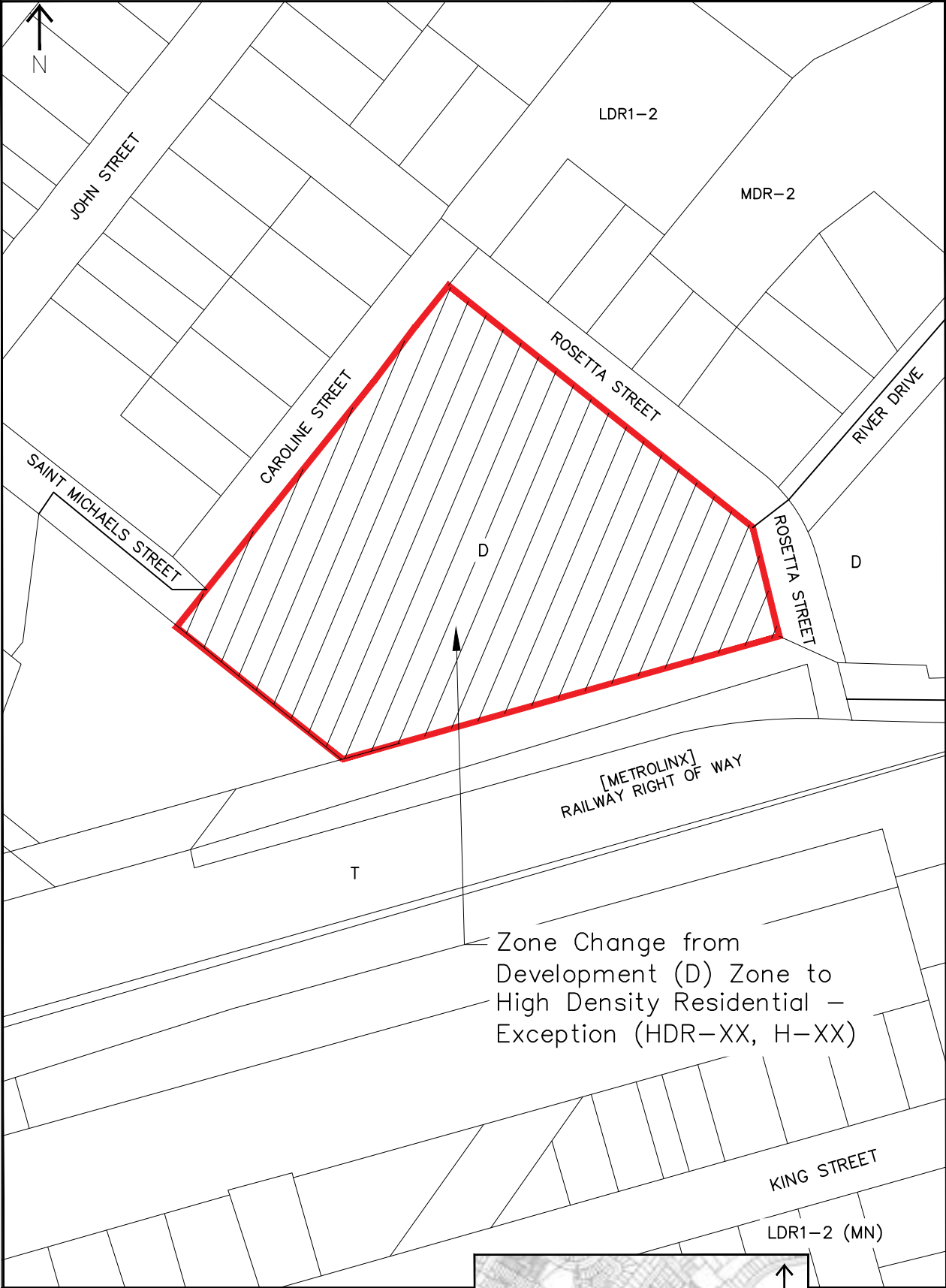
BY-LAW read and passed by the Council for the Town of Halton Hills this ____ day of _____, 2024.

Mayor – Ann Lawlor

Clerk – Suzanne Jones

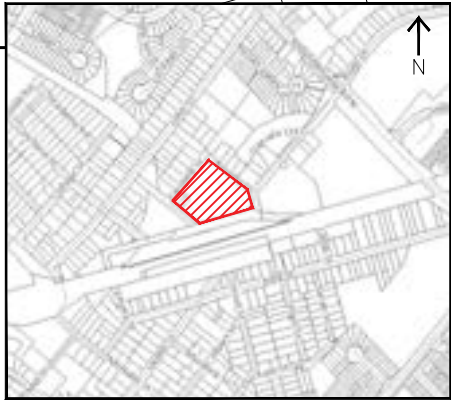
SCHEDULE 1 to By-Law 2024- XXXX

SCHEDULE 1 TO ZONING BY-LAW 2024-



Zone Change from
Development (D) Zone to
High Density Residential –
Exception (HDR-XX, H-XX)

 SUBJECT PROPERTY



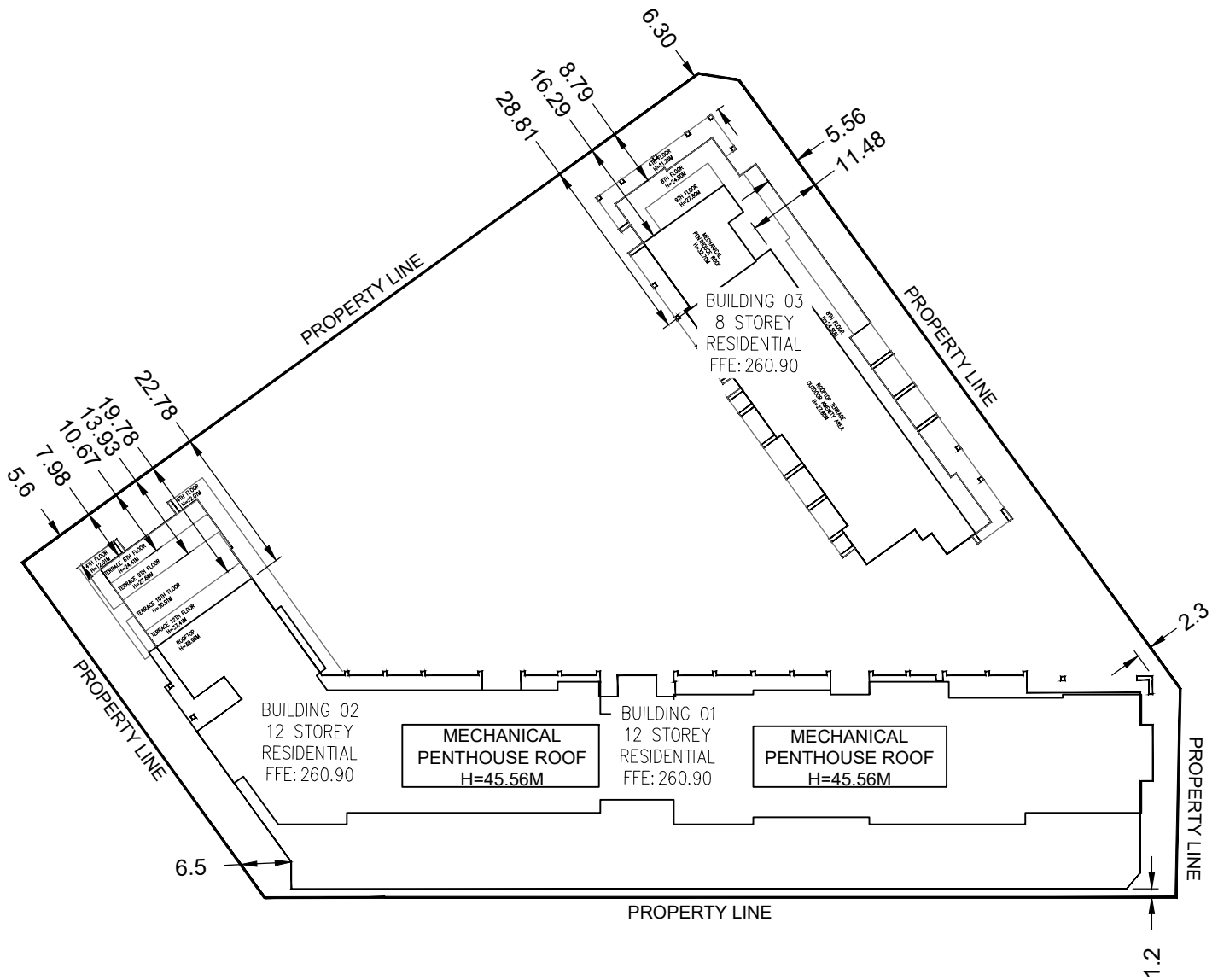
SCHEDULE 2 to By-law 2024-XXXX – DRAFT ZONING BY-LAW

EXCEPTIONS

1	2	3	4	5	6	7
Exception Number	Zone	Municipal Address	Additional Permitted Uses	Only Permitted Uses	Uses Prohibited	Special Provisions
XX 2024- XXX	HDR	1 Rosetta Street, 6 and 8 St. Michaels St.	Community Event Space			<ul style="list-style-type: none"> (i) All lands within this zone are deemed to be one lot for the purposes of this Bylaw; (ii) Maximum height – as show on Schedule 3 to this By-law. (iii) No portion of the building or structure, excluding guard rails, railing and dividers, trellises, eaves, screens, stairs, roof drainage, window washing equipment, lightning rods, garbage chute overruns, plumbing vents, electrical panel with enclosure, architectural features and/or landscaping elements of a green roof is to have a height greater than the height in metres, as shown on Schedule 3 of this by-law; (iv) Any mechanical features, such as structures containing a mechanical penthouse does not project more than 5.6 metres above the highest point of the roof (v) Maximum Number of Dwelling Units: 448.3 units per hectare (vi) For the purposes of this zone, Rosetta Street is defined as the front yard; (vii) Minimum required front yard (Rosetta Street and River Drive) – As shown on Schedule 3 to this By-law; (viii) Minimum required rear yard – As shown on Schedule 3 to this By-law; (ix) Minimum required interior side yard (Southern Lot Line)– As shown on Schedule 3 to this By-law; (x) Minimum Exterior Side Yard (Caroline Street and River

						<p>Drive) – as shown on Schedule 3 of this by-law</p> <p>(xi) Notwithstanding Section 5.2.11 – Minimum Width of Aisles, the minimum width of an aisle providing access to a surface parking space shall be 6.0m except as set out in Table 5.1;</p> <p>(xii) Notwithstanding Table 5.2- Residential parking requirements - residential parking requirements for Units 1-249: 1.34 spaces per units Units 250-508: 1.37 spaces per units Units 508+: 0.96 spaces per unit</p> <p>(xiii) There will be no parking requirements for the Amenity Flex Space</p> <p>(xiv) Bicycle Parking Spaces: 0.8 spaces per unit</p> <p>(xv) Section 4.3.4- Special Railway Right of Way Setbacks shall not apply.</p>
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SCHEDULE 3 to By-law 2024-XXXX



NOTES:

1. ALL DIMENSIONS ARE IN METERS

Scale 1:1000



The Height measurements shown on this schedule shall be measured from the established grade of each building to the top of parapet as per by-law:
 established grade for Buildings 1 & 2 is (259.96)
 established grade for Buildings 3 is (260.72)

SCHEDULE 4 to By-law 2024-XXXX

14.1 HOLDING ZONES

	Zone Designation	Property Description	Conditions for Removal	Date Enacted
H-XX	HDR (XX)	1 Rosetta Street, 6 and 8 St. Michaels St.	<p>The Holding (H XX) provision may be lifted upon:</p> <ul style="list-style-type: none"> i. Approval of a Site Plan application and execution of a Site Plan Agreement in accordance with Section 41 of the Planning Act, for any future development; ii. The Town of Halton Hills and the Region of Halton being satisfied that the subject site has received the necessary servicing allocation (SDE). A Water Usage and Sanitary Discharge Report shall be submitted to the Region of Halton for review; iii. The Owner shall make a cash contribution to the Town of Halton Hills which shall be allocated and expended by the Town as the Owner's portion for the costs of intersection improvements at Mountainview Road North and River Drive associated with the estimated increased traffic generated from the proposed development. The amount of such cash contribution is to include but not be limited to installing left turn/right turn lanes and modifications to the existing traffic control signals. iv. Approval by Town Administration of a Construction Management Plan. 	

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Canada
Phone: 905 546 1010

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